

*The Address—Mr. Macaluso*

One of the distinctive characteristics of Canadian cities and our metropolitan areas—and it is a sad one—is their extensive, spatial dimensions. They spread all over the countryside. It has been said that the automobile has been the magic carpet to whisk us out to the universal dream world of green grass and open spaces. Central Mortgage and Housing Corporation has been the magic genie that supplies the wherewithal for every man's castle. The result has been a vast explosion of building and people in the suburbs of our cities, closely followed by a similar movement of retail, commercial and industrial outlets who must go where the people are. May I call it one o'clock, Mr. Speaker.

At one o'clock the house took recess.

#### AFTER RECESS

The house resumed at 2.30 p.m.

**Mr. Macaluso:** Mr. Speaker, at one o'clock I was discussing the vast explosion of buildings and people in our suburbs and the resulting serious problems in our cities and metropolitan areas. The exodus to the urban fringes has seriously affected the central core of our cities and has resulted in lost business, a decline in the economic base and in difficulties in maintaining adequate standards for those who are left behind, the poor, the aged, the disabled and those not able to afford housing in the urban fringes. We must face the difficulties and complexities created by downtown deterioration and blight which depress whole communities and endanger their economic prospects.

Second, I wish to deal with housing. The supply of adequate housing for everyone ought to be our objective and we ought to achieve it in this year of planning. The construction boom of the fifties and sixties has left untouched the need for low cost modern housing. We will not solve anything by building so-called low cost houses on high cost land. Through planning our urban growth in advance we ought to be able to build low cost houses on low cost land, thus easing the lot of the middle income earner and the poor. Nevertheless there is a difference between supplying the housing needs of an area and creating decent areas in which our citizens can live. To our housing projects we must add commercial, industrial, business and service establishments, and we must add them on a scale which will fill the needs of those living in the area. There must be adequate access to

a full range of housing. Also, there must be adequate access to a full range of work.

Our attempts at urban renewal, rehabilitation and conservation are not enough. It is not good enough to build office buildings and luxury apartments and leave the family needing a decent, low-cost house in the lurch. Too often, in erecting low-cost housing projects, we attach the stigma: "These are houses for the poor." That cannot be tolerated, Mr. Speaker. We have not yet begun to face the crisis of the city's centre and the housing shortage that exists therein. No level of government has launched a full scale attack on this problem.

The third subject I wish to deal with, also involving the centre of our cities, is urban transportation. In a world that is becoming increasingly urbanized the most critical of all problems involves urban transportation. Henry Ford once said, "we shall solve the city problem by leaving the city," and he provided the means for that. The automobile, however, is capable of coming back to the city. There is growing evidence that traffic congestion strangles the growth of many of this continent's great cities because total transportation needs have been neglected.

The automobile which moves in metropolitan areas is no respecter of boundaries. It passes indiscriminately through county, township, suburb and the central part of the city, and each of these areas has its own type of government. The attempt to reconcile the frequently opposed interests of all these levels of local government, while attempting to pay due regard to private interests, complicates the solution of urban transportation problems. Communication is the life blood of the city. Transportation is the key to whether the city will continue to serve as a unifying core for its surrounding metropolitan regions or whether it will be utterly fragmented. The basic dilemma is that the building of more and more transportation facilities to keep the central core accessible may carve so much space out of the heart of the city that little worth while will remain.

• (2:40 p.m.)

The birth rate of the automobile is far in excess of that of mankind itself and threatens to push the human population on this continent into a tight corner. Victor Gruen, the noted architect and planner, had this to say about the automobile:

The space required from birth (manufacturing plant) to the death (automobile cemetery) and the intervening needs for moving, storing, housing,