

combined population of about 7 million, and Vancouver will have a population of between 1 million and 1.5 million. These three cities will have living in them one-third of all Canadians. Then, between 3 million and 6 million people will live in Winnipeg, Ottawa, Edmonton, Calgary, Hamilton and Quebec City. We shall have about 20 cities containing populations of between 100,000 and 500,000 people. They will be cities like St. John's, Newfoundland, Kingston, Oshawa, St. John, New Brunswick, Sarnia, Saskatoon, Sault Ste. Marie—

**An hon. Member:** Mention Stratford.

**Mr. Forrestall:** —Stratford, St. Catharines, Halifax, and Trois-Rivières. Altogether, it is estimated that these cities will contain between 3.5 million and 4 million people.

A gigantic linear megalopolis 600 miles long from the Great Lakes down the St. Lawrence Valley would begin to appear. Between 1961 and 1980, about 500,000 acres of land as a minimum for physical building for the 29 cities would be needed, and in total the typical sprawl which we have used is likely to take for these same 29 cities up to 1.8 million acres of land. Given the tendencies for a tidal wave of urban shadow to reach out from these urban centres, a further 1.8 million acres at least could be affected. The urban growth could reach up to 35 miles in unbroken mass from the core areas of the larger cities such as Toronto or Montreal. By the year 2000 or 2020 at the latest, the best of our farmland could have been built over or taken out of food production. But this extensive spread could in many areas have been achieved without adequate environments having been created. We have not at the present time adequately planned ahead for the structures of services, facilities, transportation rights of way, open spaces and residential, commercial and industrial balances to hope for much more than a second best environment in most of our urban areas, unless we change our ways. This will continue unless the federal government gets off its rear and tackles these problems.

• (7:20 p.m.)

The lack is not only in the machinery for planning and in the financial support that is required. There is no adequate administrative territory in most of these urban areas for the growth envisaged. There are no effective pollution control measures. There is no stability to the total environmental picture. I suggest that the lack is one of preparedness, of

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appreciation of the gravity and the force of urbanization which is bursting upon Canada. The growth we have seen will appear mild by what is to come.

The problem is that unless we very rapidly come to improved planning, grave errors and ineradicable problems will be firmly built into our urban systems. It is possible to create insoluble problems. The challenge today is to make ready a structure for that growth, and the future forms or patterns of urban development are the key to the whole future of our civilized society. Now is the time when we have an opportunity to do something about it.

I would ask the government these questions. Is it inevitable that we simply continue to pile up people in the very limited areas of our country which already have severe urban problems? Can we not do something to ease the pressures?

Even if the bulk of the population is to occur in a few large urban centres, is it not possible to make the new national development policy one of a moving and advancing frontier of urbanization? As an example, if Toronto is to spread to Lake Simcoe can we not organize its actual form into a "string of beads," a "constellation," a series of "linear cities", or to use another phrase current in the lingo of the discussion "hive-off" some of the growth to build a range of new settlements well into the northland and still tied together by rapid communications?

Must we continue to accentuate the traditional corridors of transport? Can we not use the networks of transport to divert pressures from such existing corridors as the St. Lawrence valley, the Ottawa River, the Red River, the Fraser, the Great Lakes shorelines and the Red River valley to parallel routes further inland?

Must we always neglect the urbanization of the old historic routes, the northern lands where there are resources but no people? Can we not design a strategy of urbanization which will gradually set up all over Canada a mesh of new urban centres, even to the creation of 30 or 50 new cities by the year 2000, cities of 50,000 population to 100,000 population each? This would have the tendency to divert from the tragedy that is the urban suffocation in Montreal and Toronto today.

Why can't we get on with the development of a new transcontinental corridor, as suggested by Rohmer in his imaginative "Canada North Development Corridor" proposal—