

We cannot isolate industrial development from regional development, and regional development implies urban development.

● (2100)

The energy crisis is a warning that we must plan our national development better than we have in the past and that we must make the best use of our natural environment. The energy dilemma shows that we need to arrange our human activity nationally for optimum value with minimum waste of energy and resources.

I think one can say that the problem is the high cost of organized services. We can provide huge sums of money through CMHC for the servicing of sewage, we can devote money to land assembly programs and the other programs which have been mentioned; but we must realize that looking after sewage, water services, transportation and energy transmission is an immense undertaking. If we each took the time to go over our own communities and study the plans of the great arteries and trunk sewers underlying them, we would realize just where those millions of dollars have gone.

I am sure the department concerned with urban affairs is working to find new ways of solving the sewage problem and it is my view that within a reasonably short time complex problems such as sewage treatment, the size of sewers and the amount of water we waste in them will be overcome. This will probably take ten years or so. It is all part of a progressive and innovative program.

The demonstration program is not restricted to hardware solutions. We need better methods of regional planning, better and more artistic architecture and model land development. There is room in the plan for private industry which will find it worth while to consider carefully the opportunities presented and the funds made available to develop urban areas in an imaginative way. It seems to me the building and development industry has for a long time been demanding solutions from the government, yet every year 99 per cent of the developers come up with the same tired proposals, the worn-out clichés, the attitudes of the twenties and uninspired designs. The new plan would allow them a sensible amount of room for innovation.

I should like, now, to turn to another subject which interests me. I think we should consider not only practical matters such as land servicing, sewage, water supply and so on, but the artistic side—architectural beauty and the planning of our communities in such a way that we shall be proud to live in them and people from outside will be attracted to them.

Recently I was in Teheran. Near the airport they have a beautiful monument made of a series of arches. They held what they called a “no names” contest which was won by an architectural student who had submitted the best design for the monument. We could learn something from this. We are not bound to depend on established architects here in North America. A lot of people have good ideas and I think they should all be listened to, whether they are recognized as being important in their field or not.

The development of the national capital of Ottawa is receiving a lot of attention and would require planning over a long period. Hon. members will forgive me for referring to Ontario, but I think the Toronto civic centre is

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a good example of a beautiful urban centre. I was taken aback at first when I saw the two buildings there. I guess it is inconvenient in some ways, but there is Henry Moore's “Archer” as the centrepiece. I think it is one of the best civic centres in North America. One only has to go to Paris, France, to see a beautifully planned city. It would be a shame if a lot of it were torn down. The central idea should persist even if some of the buildings are modernized.

We all have to do a little bedside reading to try to get away from this contentious place. I have been reading Bernard Berenson. Maybe all members have read his “Passionate Observer.” He takes you to countries in Europe such as Italy. He shows you how ancient, medieval and modern buildings all blend in together. I think we can all be too taken up with the idea of demolishing and tearing down the old. It is important we keep the good things from the past among the modern buildings. And I should like to make a plea that we do not simply go about with a big ball knocking down buildings to replace them, maybe, with modern buildings which are not so artistic. I think the quality of artistic beauty is extremely important.

There is, of course, room in city planning for innovation. Trial communities must be established. Our cities should contain the best possible modern conveniences and we should make the best possible use of open spaces bearing in mind traffic flow, public transport and, of course, inspirational architecture. I hope hon. members will forgive me if I refer to my home town of Welland. There is a peculiar situation there; part of it is caused by the canal. Again, I hope hon. members will pardon that reference. We must do something about this canal which we abandoned. This will call for not a three-level but a four-level effort involving the federal government, the provincial government, the region and the municipality.

I make a plea to the minister. We all know that the big cities are overgrown. Nobody in Toronto or Montreal wants to see their city grow much more. In fact, concerned citizens are worried about their continuing growth. What does this mean? It means that satellite cities are needed, cities which are well built and well planned. There are many cities around Toronto, such as Kitchener, Galt, Brantford, and Hamilton is a big city on its own. Then there are St. Catharines, Welland and Niagara Falls. There is plenty of room in these cities for continued growth until they double or triple their present size. I feel that a great deal of the situation in Toronto could be improved very easily by programs of the nature that the minister has brought forward; certainly they could be implemented on a trial basis.

● (2110)

The dilemma we have in Welland is that we have a waterway that is bothering us. Either we should fill it in or use it for recreational purposes. In addition, we have traffic problems. The traffic situation in Welland has not improved one bit since we stopped raising and lowering bridges. Traffic is increasing each year. People are still trying to cross these bridges in automobiles, and there is only one traffic lane in each direction. What is required is a one-way system as well as another bridge near the Green Street bridge. We need an arterial bridge further to the north. In fact, we need about another six crossings.