

growth of these two large metro areas combined is expected to be 2,500,000 in the period to 1980, so that taken together they may well total 7,000,000. Metro Vancouver is expected to go substantially over 1,000,000. Thus, by 1980, one out of three Canadians will live in one of these three large centres. A second group of six cities in the 500,000-1,000,000 population range—Winnipeg, Ottawa, Edmonton, Calgary, Hamilton and Quebec City—will have a combined population of about 3,600,000 by 1980. By then Canada is also likely to have about 20 cities in the 100,000-500,000 range, with a combined population of close to 3,500,000. Almost half of these 20 will lie along or close to the St. Lawrence River and lower Great Lakes. Thus, with the larger centres, they will contribute to the formation of an urban system stretching over a distance of about 600 miles.

This increasing urbanization in Canada has important implications for housing, social capital, municipal expenditures, fiscal capacity, and the many problems of big-city life including traffic congestion, air and water pollution, protection from crime, requirements for schools and recreational services, etc. In the Economic Council's view, this challenge calls for new and imaginative public policies involving all three levels of government, and new priorities in the allocation of resources. The Council, in fact, detects an "urgent need to update attitudes and approaches to over-all urban development and to certain commitments to resolving the complex and growing problems generated by such development." It adds:—

"It is understandable that traditions of deeply rooted attachment to the land and natural resources that have shaped our national identity should persist strongly in our national consciousness. But without attempting to deery these values in any way, it is clear that they are hardly adequate today. In the second century of Confederation, it is essential to recognize and accept the predominantly urban character of Canadian society, and to adopt policy approaches capable of dealing with the many new, pressing and difficult challenges."

Transportation.—The number of cars and trucks in Canada could increase by 60 p.c. to almost 11,000,000 by 1980, or one vehicle for every 2.3 persons. Projections suggest that 20 p.c. of Canadian families will own at least two cars. Large public investments will be needed to prevent traffic congestion from becoming ever more serious. The investment in urban expressways, arterial thoroughfares, collectors and rapid transit between now and 1980 could well exceed \$4,000,000,000 for centres of 100,000 or over. In the Council's judgment, "the problem of providing adequate urban transportation today ranks in economic importance with that of developing the national transcontinental transport system in the past".

Housing.—To meet the housing demand implied by its projections of new family and household formation, the Economic Council estimates that Canada will need an average of some 190,000 new housing units a year between 1966 and 1970—a four-year total of over 750,000 new units, with a heavy volume of completions concentrated in the latter part of the period. This housing demand is expected to continue to rise during the 1970s, reaching about 1,100,000 units in the first half of the decade and 1,300,000 to 1,400,000 units in the second half.

By the late 1970s about 90 p.c. of this housing construction will be in the cities. Further, with the increasing concentration of population in the largest of these urban complexes, new housing construction will shift increasingly to the metro areas. From an estimated volume of 630,000 units required in cities of 100,000 or over in 1966-70, it is anticipated that there will be a rise to about 800,000 in the first half of the 1970s and to somewhat above 1,000,000 in the second half. This implies that by 1980 the annual new housing demands of our 29 largest urban complexes will be as great as the entire national demand in 1970. If recent trends continue, by 1980 upwards of two thirds of this new construction in the large cities will take the form of apartments and other forms of multiple housing such as row-housing, duplexes and so-called town houses.