





habitat

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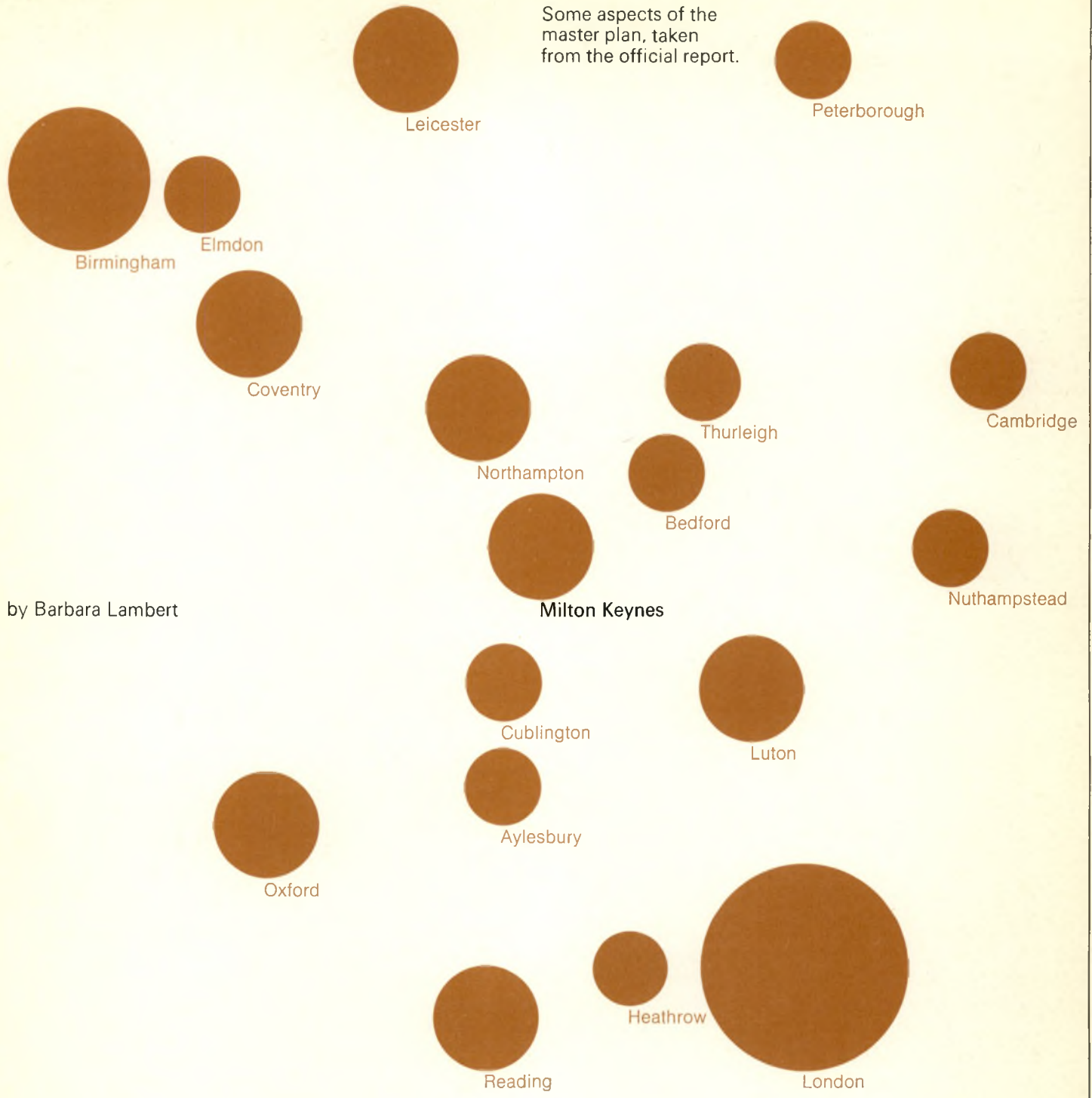
Table of Contents/Table des matières

2 Milton Keynes — Building a Good City by Barbara Lambert	Good Ingredients? Barbara Lambert explains the official development plans for Britain's new city of Milton Keynes and summarizes the factors which will contribute to the success (or failure) of this remarkable enterprise.	
8 City of the 21st Century by F. Lloyd Roche	From the Inside, Looking Outside The General Manager of the Milton Keynes Development Corporation tells about the city as he sees it. "People build cities — not planners" he says and for this reason the plans for Milton Keynes have been made as flexible as possible.	
9 Scotland's New Towns; A Personal Comment by George Younger	Pacemakers North of the Border Scotland's five new towns are not only showpieces for study by planners and architects and attractive sites for industrial investment. They also comprise complete living and working environments which before long will house one-tenth of Scotland's population.	
10 Pointe-à-Callières par Pierre Charbonneau	Des fouilles archéologiques effectuées à l'automne de 1970 ont permis de déterminer plus précisément le véritable emplacement de la maison de Louis-Hector de Callières, gouverneur particulier de Montréal, de 1684 à 1699, puis gouverneur général de la Nouvelle-France, de 1699 jusqu'à sa mort.	
19 A Portfolio of Photographs, (Part I) by Robert Bourdeau	The Mystery of the Land A small selection of beautiful and unusual photographs by Robert Bourdeau. Ron Solomon has written an appreciation of them.	
30 The Urban Fringe: Resolving its Problems, Developing its Potential by Peter Jacobs	Utility Land? The threat of urban growth from the city core into the fringe often produces uncontrolled and rapid growth on the edges. To harness and manage these forces we should develop analytical techniques providing us with suitable planning options to control the impact.	
36 L'aménagement de la région de Montréal par Robert Petrelli	La région métropolitaine de Montréal compte un nombre beaucoup trop considérable de petites villes non viables et ce problème ne sera résolu que par des fusions et des annexions. Mais la vaste opération est déjà amorcée . . .	
40 Taking Stock of Our Old Buildings Part II by Vivian Astroff	Prevention by Computer Already the historic and architectural characteristics of the 33,000 old buildings have been recorded. The target is 100,000 structures. When this is reached a good deal of the Canadian architectural heritage will have been put onto magnetic tape. The next step will be to encourage the preservation of this heritage.	
40 L'Inventaire de nos vieux bâtiments 2e Partie par Vivian Astroff	Le recensement de notre héritage architectural revêt une nouvelle ampleur depuis que, pendant l'été de 1970, des renseignements de base sur 33,000 vieux édifices ont été consignés. Mais ceci ne représente que le tiers de l'objectif de la phase initiale.	
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Some aspects of the
master plan, taken
from the official report.



by Barbara Lambert

Introduction

Recently, "big city" problems in Canada have begun to arouse serious interest in the idea of restricting the growth of older cities, and building completely self-sufficient new towns to accommodate our rapidly expanding population.

In Great Britain, twenty-five New Towns were established just after the last war, between 1947 and 1957. Their planning concepts were based on the social and economic climate of their time. But plans for England's latest New Town reflect new and different forces at work.

The first sod was turned for Milton Keynes, in North Buckinghamshire, only last summer, but the master plan is based on the expectation of continuous social and technological change during the twenty years of the city's planned growth.

Planners prepared for a future in which high family incomes, improved communications (such as video phones) and new public transportation systems may change people's life styles and expectations for the future in ways as yet unknown, but in which technology may not do anything to reduce urban poverty nor help people to take a more effective part in their own city's development. The master plan is intended to promote a flexible urban structure which will respond to people's changing needs at every point in time.

Site

The new city will rise in undulating countryside about halfway between London and Birmingham, with Oxford and Cambridge about equidistant on either side. Located on the most important transport route in the country, it is crossed by major highways and rail lines, by the Grand Union Canal, the Ouzel River and other minor streams.

By the early 1990's, the 22,000 acres will provide homes and jobs for about 250,000 people. Around 44,000 people already live there in three small towns (Wolverton, Stony Stratford and Bletchley) and in several villages, from one of which Milton Keynes takes its name. These older places will be integrated into the new city, adding historic continuity and visual interest to what might otherwise be a somewhat bland environment.

Powers of development corporation

To plan and guide its growth, the Milton Keynes Development Corporation was established in May, 1967. This body is separate from elected local government and is appointed by the Minister of Housing and Local Government.

It has powers to buy land to build houses for rent or sale (compulsorily if necessary) or to get other people to

build them; to encourage others to build factories and offices; and to borrow money from the Treasury to do this.

Existing authorities are responsible for services (social, health, education, transport, police, fire), but the corporation plays a catalytic role in helping them develop services and in encouraging voluntary organizations to share in and supplement development.

Setting goals

Three months were spent in choosing the planning goals, to ensure that the physical plan would reflect the social purposes of the city and would be complemented by social machinery capable of adapting to the unknown future.

To set these goals, all members of the new city board participated fully in seminars and discussions with consultants and experts in the fields of urban society, historic buildings, demography, social development, agriculture, landscape, transportation, economics and planning.

Six main goals were chosen, against which alternate plans were judged and will continue to be judged as time goes by. These are: opportunity and freedom of choice, easy movement and access, balance and variety, an attractive city, public awareness and participation in the plan, efficient and imaginative use of resources.

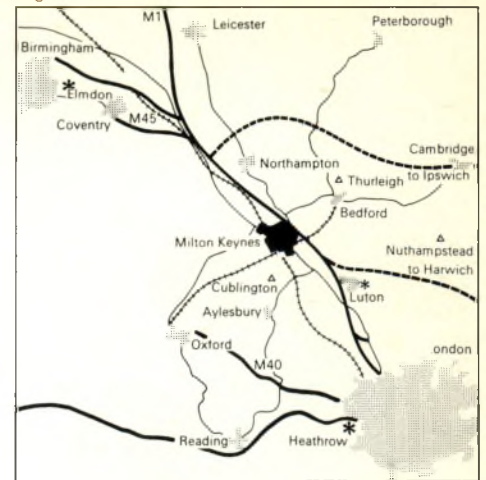
Character of city

Using these as a base, planners expect to build a city where every resident will find it easy to get from home to a variety of elementary and secondary schools, shopping centres and social facilities. No part of the city will be more or less accessible than any other part. Good road, rail, telecommunications and postal systems will assist communications between homes, jobs, education, health, shopping and recreation areas.

Housing and employment policies will foster a wider range of social, age, and racial groups than usual, and a wide range of income levels. To make this possible, social services will be made available in step with the population growth.

The city's physical design, layout and architecture is expected to complement the attractive natural setting. It will be planned to help people acquire a clear working knowledge of the city's form and meaning through direct experience.

Regional context



- Existing motorways and those under construction
- - - Proposed strategic routes as shown by the Ministry of Transport "Roads for the Future" HMSO, 1969.
- * Existing airports
- △ Shortlisted sites for third London airport
- - - Railways
- Trunk roads

0 10 20 30 40 Kilometres
0 10 20 30 Miles

Special methods and techniques will be set up to provide residents with adequate information about opportunities and services available to them, and to permit regular citizen participation in civic affairs, so that development will always respond to the actual needs of the people.

Building Milton Keynes will cost about £700 million (stg.), of which only a part will be spent by the Development Corporation, and a little more than half by other bodies. A major method of ensuring efficient use of resources will be the monitoring and evaluating system, which will measure more different types of programs after they have been implemented than has ever been done before in England. This is expected to have a crucial effect upon the extremely rapid growth rate.

Plan

The two-pronged plan evolved provides both a physical and a social framework for growth. It consists of a long-term strategic plan for the whole twenty-year period and a short-term plan for the first ten years. During the first phase development will be confined to a crescent-shaped area of land which joins existing towns and avoids using up agricultural land before it becomes essential.

Physical plan

The overall pattern for the physical plan is one of disbursement or scattering of functions.

Housing is located throughout the entire city. Major employment sites are strewn at intervals around the perimeter and along rail and motor routes. The main shopping and activity area (the downtown core) is in the middle. Two smaller centres at east and west are balanced by older shopping areas at north and south in existing towns being enclosed within Milton Keynes.

Minor shopping centres in residential districts usually relate to elementary schools. Secondary schools and their adjacent green open spaces usually adjoin other major activities such as a health centre, an institution for higher learning, or shopping.

Britain's new Open University (a type of university of the air)* occupies 75 acres at Walton Hall, on the banks of the Ouzel River. Early city development

* It is not free. It is an Open University because it requires no formal academic qualifications for student registration. Anyone in Britain over 21 years old can try his hand; the only bar is a failure to progress adequately. Approximate costs: 3 year BA, \$360-\$437, 4 year Honours degree, \$463-\$565.

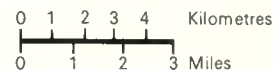
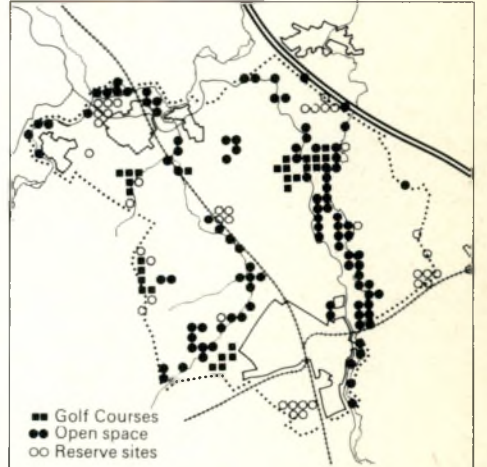
Proposed pattern of main roads



Proposed crescent plan



Parks and open space



around it will be carefully planned, as will landscaping at its junction with the linear park which runs the full length of the city along both sides of the river.

Parks

Continuous green spaces run throughout the city. Their location develops naturally from site characteristics (along river and canal banks) and also from policy decisions such as low density housing (6–10 per acre), a parkway character for main road and rail routes, and establishment of five golf courses inside city boundaries. New lakes created for flood control will enhance the park system.

Parks range from sophisticated, highly organized and intensely cultivated areas to simple spaces of trees, mounds and water. Their greenery helps structure the city's plan and provide relief from overlarge building areas. In this context, the location of the two golf courses just east of the town centre contrasts "hard" building edges with "soft" green areas, extends the Grand Union Canal and Ouzel Park space, and exploits views over ground falling steeply down to the canal.

Roads

The pattern chosen for main roads is an irregular grid about one kilometre square (between $\frac{1}{2}$ and $\frac{1}{3}$ sq. mile). As the city grows, it can be expanded in easy and economical stages and can adapt to changes in size and technological innovation.

Each road "square" encloses an "environmental" area between 250 and 300 acres in size, containing 2000 to 5000 people according to desired density and particular land use. These are not proposed as self-sufficient neighbourhoods, and any number of environmental areas can be regarded as a unit according to the function being considered.

The main roads will be dual highways separated by a landscaped median and basically at ground level. Different heights, widths, and numbers of lanes will be used to suit the topography. Within this grid, a finer mesh of local roads will cope with lighter, slower traffic inside environmental areas. Access to main roads will be restricted to intersections at about 300 metre* intervals, allowing networks of pedestrian routes and local roads to continue across the grid.

Public Transport

A fixed transit system such as a monorail could be installed in the future. At present, a high-quality bus system will run primarily on main roads, with bus stops at mid-points of each side of the kilometre squares which enclose environmental areas. These stops will be within

easy walk for all residents (two minutes average, six minutes maximum), with safe pedestrian crossings. Their location is the first element of a potential "activity" centre.

Activity Centres

Such centres vary in size and function, offering numerous services in one convenient location. Eight or nine will serve about 30,000 people. These will contain a group of three secondary schools and an associated "scarce" resources centre housing specialist educational facilities such as language laboratories and engineering workshops. They will also have a health centre, library, church, pharmacy, shop(s), and sports facilities.

This new association of functions presents great opportunities for innovation in design and planning, as they make the transition between city scale and local environment. Their location makes them a meeting place for people from neighbouring areas, and may help relate residential and non-residential areas on either side of a main road by offering facilities useful to both. This may also help avoid fragmentation of the city into inward-looking single-functioning zones.

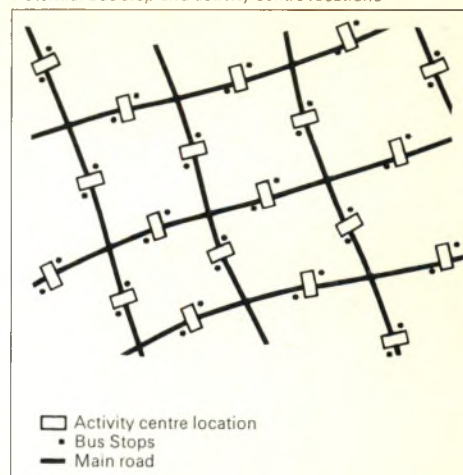
Central area

This area will contain the main shopping district, about 25,000 work places in public and commercial services, housing for about 5000 people, and major cultural and indoor recreational facilities.

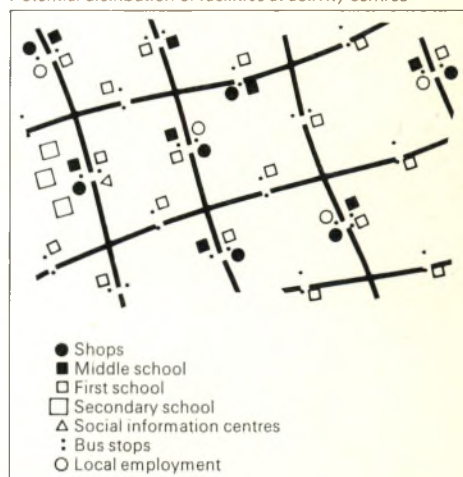
Four criteria govern its location: accessibility, land use linkages, phasing and growth, and environmental potential.

It covers 470 acres of flat ground on top of a prominent rise almost in the physical centre of the city, and is enclosed within two large squares of the main road grid. Closely integrated with housing on north and south sides, it can expand east and west into parkland. This prevents empty spaces being left between housing and central activity areas while the city is still growing.

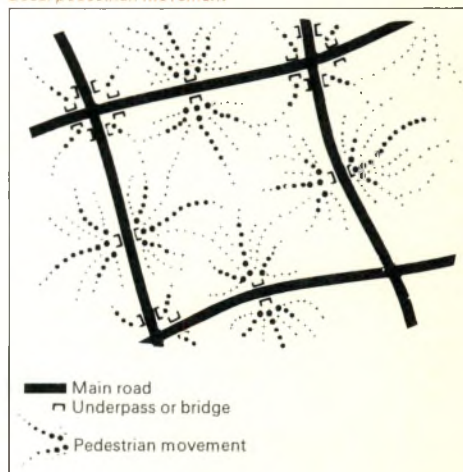
Potential bus stop and activity centre locations



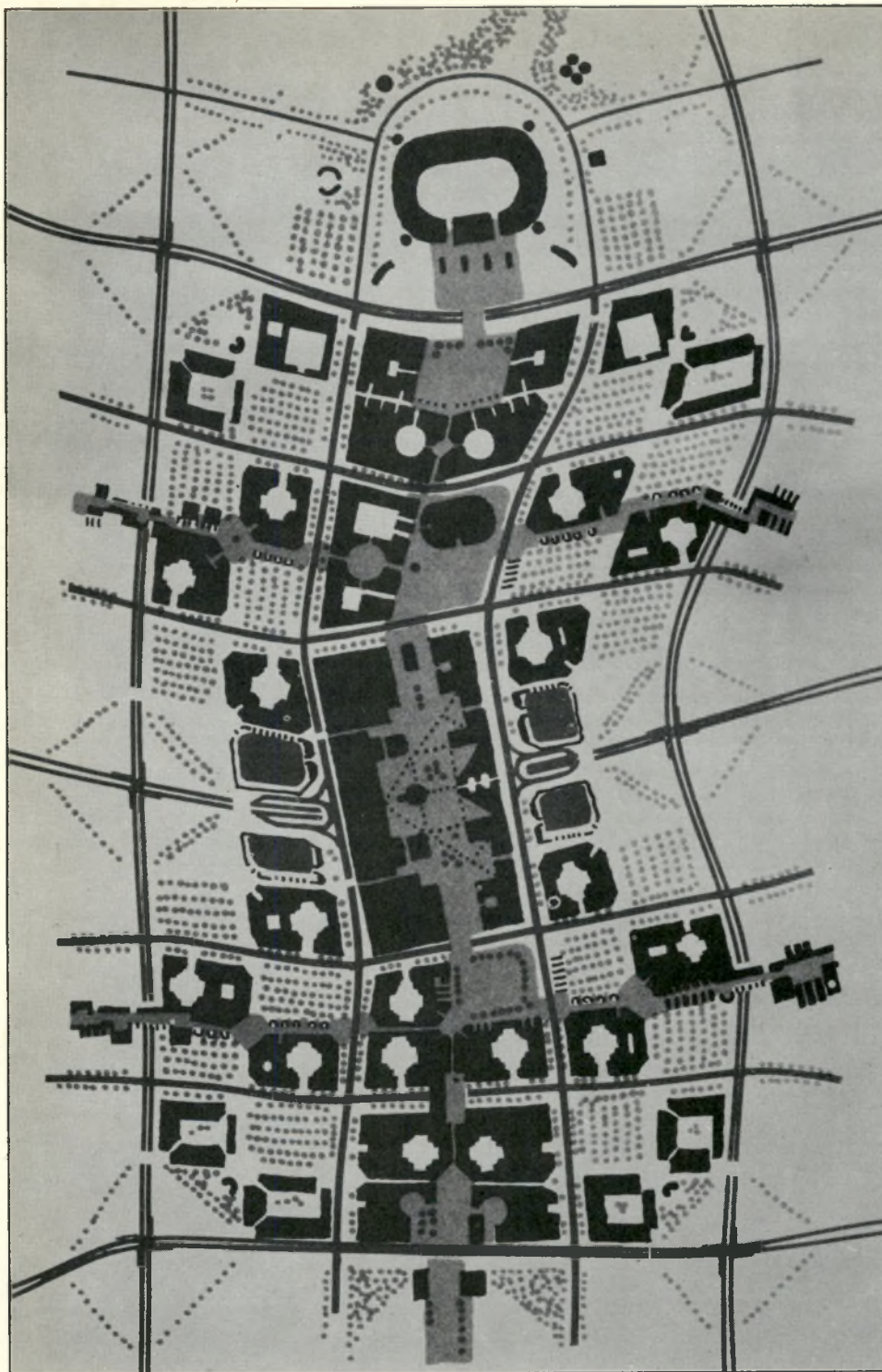
Potential distribution of facilities at activity centres



Local pedestrian movement



* About 328 yds.



- Roads
- Buildings
- - - Main pedestrian routes
- Main planted areas

Planners suggest that a visually exciting city form could be developed if structures in the central retail core were kept low, on an intimate horizontal scale, with higher or larger buildings such as offices, apartments, and stadia ranged around the perimeter of the plateau. From that position, tall buildings would enjoy a panoramic view over the city to the countryside and could themselves be seen from a great distance.

Land contours allow the main north-south road to cross the central area below grade, with the retail core spanning over it at grade. This shopping section could be an air-conditioned mall, with bus stops on the main road beneath and an underground truck link to serve double-level shops.

A rubber-tired passenger trolley system could provide public transport in the entire central area, linking all parts to each other, to the sports centre in the adjacent eastern park, and to a possible new railway station.

It should be possible to enter along planted boulevards fronted by offices and other uses, and park in a tree-planted shopping square. Covered pedestrian arcades could lead directly from bus stops and from many "slow" streets. Metered curbside parking may later be replaced by parking garages. There should be places for climate controlled galleries, covered piazzas, intimate open air alleyways and markets, cafes, fountains and small public gardens. Service areas and building expansions would be located at the centre of each block, not facing any street.

Planning and management

The Development Corporation will exercise special authority in three aspects of planning and management: the city's growth rate, the social development program, and the monitoring and evaluation program.

Growth Rate

To achieve the desired high growth rate (70,000 new people by 1980 and a total of 250,000 new people by 1990), the Corporation will rely not only upon its own co-ordination and management systems but also upon exceptional efforts of individuals, companies, organizations and government agencies.

Social Development

England's experience with previous new towns has proved that a social development program must be established at the beginning of planning, to anticipate

problems and prepare methods for preventing or coping with them.

In Milton Keynes, activities will range from those dealing directly with the public such as work arrivals and community development, to more indirect services. These include preparation and distribution of information, promotion of special research projects, identification of provision of special needs, cooperation with voluntary and statutory agencies in the delivery of special services, and forging links with employers and commercial interests.

Essentially, the Corporation intends to pursue "a series of actions undertaken to achieve those social goals which require the existence of an appropriate institutional framework or organizational device."

Whenever a service is available the Corporation will make sure that people know about it and use it. Whenever a service is needed but not available the Corporation will stimulate its provision, not by providing the service itself but by acting as a central catalyst to insure its provision.

Public Participation

Public participation in city development will be actively encouraged, not only through public meetings, exhibitions and questionnaires (as was done during early planning) but also through a regular consultative framework. The formation of a panel of residents is being considered. This would include representatives of new residents as they arrive. The panel would be used to test public reaction to or stimulate public interest in, proposals for the city.

Monitoring and evaluation system

Construction of Milton Keynes is beginning during rapidly changing social and technological conditions. Because predictions for the future may not be accurate, the master plan is conceived as preparation for a continual process of evolution.

To ensure that the city develops according to people's real needs at any particular point in time, the Corporation will set up a special monitoring and evaluating system, a complex operation for which there is no precedent in England.

"Monitoring" is the periodic recording of selected information to show how the city is performing in the achievement of its stated intentions. It is not merely a collection of statistics, but is a selective process by which statistics and information are directly related to policy decisions and the assessment of the relative success or failure of plans in action.

"Evaluation" is the comparison of the effects or implications of plans with original objectives, intentions and expectations. Evaluations can occur before

plans are carried out as a method of selecting the best alternatives, or after implementation to assess results.

The information and data needed will be different from that collected traditionally for general city administration. It would be based on two separate but complementary systems: an information and data bank which would record population data, demographic data, social survey data, physical and land use characteristics; and a monitoring system which would record information and data in a way directly relevant to particular plans and policies under review as part of the evaluation program.

Many key services such as education, health, or personal services are not the corporation's direct concern, but it is considered so important that they be evaluated in a comparable manner that a joint approach is being promoted by the Milton Keynes Records Working Party representing the County Health and Education Departments, the Corporation, and the Oxford Regional Hospital Board.

Results of the periodic assessment of the city's policies may be presented as an annual social report. This would include two major components: a record of the social state of the city or its "quality of life," and a record of achievements in progress towards the major goals of the city and to specific areas already undergoing development.

Long term questions of development can also be examined: Are the people who moved to Milton Keynes better off than if they had remained where they were or had moved to another part of England? Are residents' problems being dealt with satisfactorily and if so, more satisfactorily than in other communities? Do goals and objectives remain valid in relation to the developing character of the city, or do they require adjustment as a basis for new plans and policies?

Many factors which contribute to the quality of life are so intangible that they will be difficult to measure, but the people of Milton Keynes will make the attempt. In doing so, they may discover new methods which will be valuable to cities in other parts of the world as well as to themselves.

Plans: Milton Keynes Development Corporation

by F. Lloyd Roche

In 20 years' time a quarter of a million people will be living in the new city of Milton Keynes – the last in a series of new towns which have grown up over the past 25 years to house overspill population from London.

The Difference

The capital cost of building Milton Keynes will be shared by the Corporation, by local and public authorities, and by private enterprise.

The Corporation, which borrows its funds from the Treasury, has powers to buy land, build houses, and develop factories, offices and shops. But it must attract at least 50% of the investment needed for establishing industry and commerce from the private sector, and also ensure 50% owner-occupation of all new houses.

Local authorities and statutory undertakers will generally be responsible for most of the major services which these normally provide.

The Corporation will contribute to the cost of certain services including drainage, roads, water supplies, and recreational and social services, where their provision early on in the development programme would otherwise place an excessive burden on existing rate-payers.

During the next seven years the Corporation should have bought almost all the undeveloped land within the designated area, and the statutory undertakings will be actively engaged in providing water, gas, electricity and telecommunications.

Cost Sharing

Cost sharing arrangements have been made with local councils within the designated area. Some 32 miles of city roads will have been constructed by 1976; the rest of this network will be shared by the Buckinghamshire County Council, the Development Corporation and the Department of the Environment.

Milton Keynes will get for its rented accommodation the same exchequer subsidies as those paid to local councils, together with an additional housing grant under the New Towns Act.

Apart from this, rents and other income must cover the whole of the Development Corporation's expenditure on the new city, including that of public services and amenities.

To provide for an incoming population of 50,000 by 1977, some 12,000 houses for renting will have to be provided, and private developers will be encouraged to build more than 5,500 houses for sale within the same period.

High Proportion of Home Ownership

Another feature of the city will be the higher proportion of home ownership. Originally the target was 50% but it now looks as if this could be much higher. Those living in rented

accommodation will be encouraged to buy their own homes. This means that the Corporation intends to help people in any way it can – affording opportunities that have previously been denied by most of the recognised sources for home loans.

Every effort is being made to attract industry and commercial firms into Milton Keynes and construction of advance factory units has already begun. Rents of these sites and premises will be governed by normal market forces, the aim being to provide convenient sites and buildings at rents which firms are prepared to pay. The Corporation must show a normal commercial return on this form of investment.

The First Seven Years

In January of this year the city began to grow. The first phase will begin by linking the northern and southern townships, developing approximately 900 of the 2,000 acres of land available to industry and culminating in 1977 with the opening of the first stage of the new city centre. This will be built on the highest part of the designated area and will be probably one of the most exciting architectural projects to be carried out in Britain during the second half of the century.

By 1977 there will be 17,500 new homes, schools for 1,400 children, and a new general hospital. Milton Keynes is also the home of the new Open University – which is the first venture of its kind in the world, with students from all over Britain and overseas. This University teaches through postal courses, radio and television, and regional study centres.

More Leisure Time

Sociologists, behaviourists and others promise us more leisure in the future and, taking this into account, the planners for Milton Keynes have made sure that there will be plenty of opportunities for recreation within the new city.

A park will run through the centre of the city alongside the Grand Union Canal and the River Ouzel. It will be possible, in fact, to walk the length of the city through parkland. Facilities for boating and riding will also be available.

Eventually there will be five golf courses in Milton Keynes and the first will soon be completed. All other sports are well catered for and leisure centres in the built-up areas will provide somewhere for young people to meet.

Milton Keynes will be an exciting place to be in during the next 25 years. It is not often possible to see a city grow from green fields, but the people living there now will not only see it happen – they will be making it happen.



City of the 21st century



Scotland's new towns

Scotland's five new towns – Cumbernauld, East Kilbride, Glenrothes, Irvine and Livingston – have attracted the interest of planners, architects, administrators and industrialists in many parts of the world. They have also attracted many international firms. What is just as significant, however, is that they attract also men and women with new ideas and concepts on living and working. Although the new town development corporations are appointed by the Secretary of State and receive their finance from government funds, they have considerable freedom to deploy their own initiatives and their success is a token of how the best of government and private enterprise can co-operate to bring stability and vitality to an area.

What was a planner's dream 25 years ago has become a reality. Blueprints of factories, housing developments, public amenities and services have become hard facts of concrete and brick. The new towns, showpieces of what can be done to set up completely new living and working environments, epitomise Scotland's forward-looking ideas.

The towns stretch across Scotland's industrial central belt and they are all under 25 years old. East Kilbride, the oldest was designated in 1947; Glenrothes the following year; Cumbernauld in 1955; Livingston in 1962 and Irvine, the youngest, five years ago. The populations of the towns are also young. The age structure is below the national average and one in three of the population is under 14 years of age. Two out of three people are under 40.

But it was recognised many years ago that this could lead to a false and unhealthy social pattern emerging and the new towns provide the sort of housing that encourages young families to bring grandparents with them. Other forms of social relations are being studied closely, because these new towns are the pacemakers for the rest of the century.

The growth of these towns is carefully planned and controlled by development corporations specially appointed by the government and I think it reasonable to say that they have all created identities of their own, competing with each other but co-operating on major issues. The total population of the five towns is at present about 184,000, a figure which will double before very long and will bring the new towns into the position of housing somewhere in the region of one tenth of Scotland's total population of over five million.

East Kilbride is expected to reach its primary population target of 82,000 by 1974 but it will continue to grow under careful control until it reaches around 95,000. Irvine on the other hand (the only new town to be developed round an existing community) now has a pop-

ulation of 43,000 but is expected to house around 95,000 by 1985, with potential for growth in the area to 120,000.

Large - Scale Developments

Each town has much to offer. East Kilbride is already a complete new town with all the amenities, while Irvine is at the beginning of large-scale developments. Cumbernauld and Livingston are close to the central belt of population in Scotland and the main conurbations. Glenrothes has a delightful situation, an unpolluted atmosphere and excellent amenities of coast and country. All are ideally suited for industrial expansion with ready-made labour forces on hand, government incentives to set up factories and excellent communications and facilities.

The five towns were carefully planned from the communications point of view. All are situated close to main arterial roads and motorways, airports and modern dock facilities, to meet the needs of both industrialists and inhabitants. They are within easy reach of education facilities second to none in Scotland's renowned universities and technical colleges.

East Kilbride – with 200 factories – covers over 12,000 acres (4,850 hectares), while award-winning Cumbernauld, built on compact lines with pedestrian-free roads, is at present contained within only 4,000 acres (1,600 hectares) Irvine, 12,000 acres (4,850 hectares) in size, is the only British new town sited by the sea and it expects to exploit this amenity to the full.

Incentives For Industry

Each new town is successful in its own right. All of them are able to offer incoming industry a wide range of very substantial incentives. The development corporation in control is ready to build factories to suit the specific requirements of companies, give sites to firms wishing to erect their own factories, offer mortgages on or provide for rental, modern advanced factories – with room for expansion. And workers of many skills are attracted to the towns by the provision of modern housing available for renting.

I am happy to say that the story of Scotland's new towns is, in many senses, a success story. They are modern, forward-looking industrial centres, showpieces for foreign visitors and investors, as well as homes for thousands and a part of Scotland's bright industrial future.

Pointe-à-

Le 5 août 1970, le Comité exécutif de la Ville de Montréal, sur un rapport du directeur du service d'Urbanisme, adoptait la résolution d'approuver un projet de fouilles archéologiques à la Pointe-à-Callières, dans le dessein de retrouver les vestiges de la maison de Louis-Hector de Callières, gouverneur particulier de Montréal de 1684 à 1699, puis gouverneur général de la Nouvelle-France, de l'été de 1699 au 26 mai 1703. La Ville, par la même occasion, retenait les services de M. Lucien Campeau, du département d'histoire de l'Université de Montréal pour effectuer la recherche historique et conseiller le Service d'Urbanisme. Le directeur du service des Travaux publics reçut instruction de mettre à la disposition du service d'Urbanisme le personnel et l'équipement requis. *Aussi était approuvée une dépense de 7,500 dollars à cette fin, une somme égale devant lui être remise sous forme de subvention par la Commission des Monuments historiques.* Le service d'Urbanisme affecta à la direction des travaux un architecte à son emploi, M. Jean-Guy Théoret, et à la surveillance et à la photographie sur les lieux M. Pierre Charbonneau, ainsi que M. Nabil Macarios, employé de la Ville de Verdun, possédant une expérience en fouilles archéologiques, pour guider les ouvriers et souligner toute découverte digne d'intérêt. M. Claude David, secrétaire de la Commission Jacques-Viger, activait les négociations relatives au projet et jouait le rôle d'agent de liaison entre les organismes concernés. Les travaux commencèrent le 22 septembre 1970 et se terminèrent le 23 octobre.

par Pierre Charbonneau

Historique du site archéologique

Sur le plan historique, il s'agissait de déterminer précisément l'endroit où l'on devait excaver. On sait, par l'histoire la plus ancienne de Montréal, que Chomedey de Maisonneuve établit la première demeure de sa colonie au confluent du fleuve Saint-Laurent et de la rivière Saint-Pierre, le 17 mai 1642. La petite rivière Saint-Pierre coulait du sud-ouest au nord-est pour se déverser dans le fleuve vis-à-vis d'un îlot qui porta le nom de Normandin. Les premières habitations de Ville-Marie s'élevèrent donc sur la pointe ainsi dessinée par les deux cours d'eau et dont la rue de la Commune et la Place d'Youville décrivent encore la figure à leur intersection. Dès le début, Maisonneuve entoura les premières cabanes d'un enclos de pieux. Mais de 1643 à 1645, Louis d'Ailleboust, ingénieur militaire, fortifia l'établissement à l'aide de quatre solides bastions de pierre. C'est ce qu'on appela le Fort. Et le nom de pointe du Fort subsista jusqu'au dix-huitième siècle pour désigner l'endroit.

Le fort abrita à l'origine toute la petite colonie. Tout à côté, à l'extrémité de la pointe, on érigea le premier cimetière. Mais bientôt, les membres de la colonie se construisirent des maisons éparses sur des lopins avoisinants qu'il leur fut permis de cultiver. Le signal de la dispersion fut principalement donné par la construction de l'Hôtel-Dieu de Jeanne Mance, à l'angle nord-est¹ des rues Saint-Paul et Saint-

¹ Nous adoptons, à partir d'ici, l'orientation traditionnelle des Montréalais, qui emploient l'est pour le nord-est et l'ouest pour le sud-ouest.

Callières

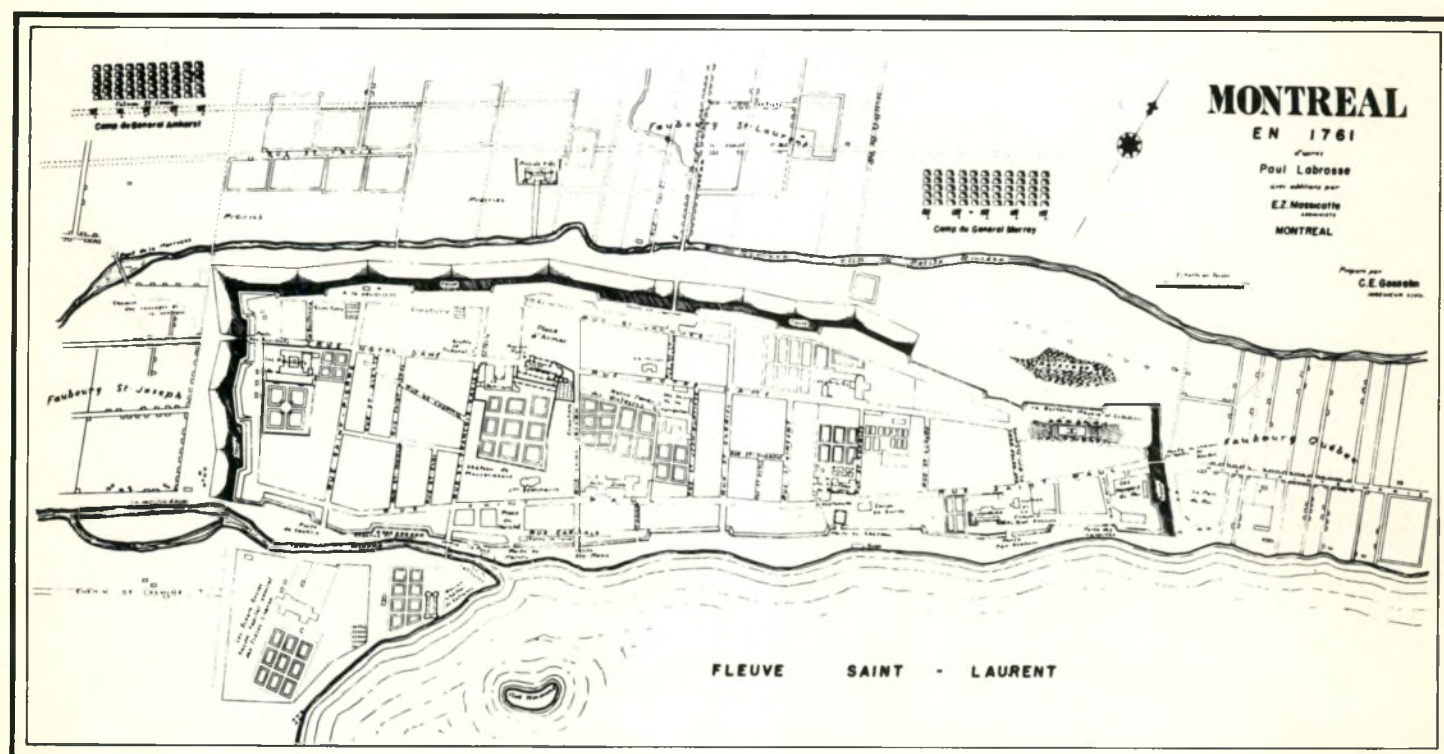
Sulpice, en 1645. Le chemin conduisant du Fort à l'Hôtel-Dieu donna naissance à la rue Saint-Paul, première rue de Montréal. Le Fort, délaissé comme habitation par les seigneurs, demeura toutefois maison seigneuriale, car le 26 janvier 1667, Jeanne Mance, désirant rendre "les foy et hommage" pour ses propriétés, fut dispensée "d'aller au lieu dit le Fort de Ville-Marie où elle est obligée de se rendre" (*Cahier des Dix*, 5 (1940): 181). Le Fort ne disparut entièrement que quelques années plus tard, selon la soeur Morin: "La place où fut dressé le saint autel et dit la première messe a servy depuis à bâtir la maison du fort de monsieur de Maisonneuve, si renommée et qui a subsisté jusqu'en l'année 82 ou 83 . . . qu'on acheva de la démolir . . . et où est à présent la maison de monsieur de Callières, notre gouverneur d'aujourd'hui." (*ibid.* 184).

Après 1683, parce que tout Montréal s'était établi sur la rive gauche de la rivière Saint-Pierre et sur celle du fleuve qui la prolonge vers l'est, la pointe qui en avait été le siège primitif était entièrement retombée au pouvoir des seigneurs. Aucun terrain n'y avait encore été concédé. Louis-Hector de Callières, gouverneur de Montréal, voulut s'y procurer un terrain et s'y construire une maison. M. François Dollier de Casson, supérieur des Sulpiciens, lui céda, le 2 juillet 1688: *un emplacement scis près de cette ditte ville, où estoit autrefois le Chasteau, de la contenance de quinze perches et demy de front sur la grande rivière et fleuve Saint-Laurens, sur ce qui se trouvera y avoir de profondeur depuis la ditte*

grande rivière et fleuve Saint-Laurens jusques à la petite rivière, tennant d'un bout, sur le devant, avec la ditte grande rivière et fleuve Saint-Laurens, d'autre bout, par derrière, avec la ditte petite rivière, du costé du moulin appelé du Fort avec les terres de mes dicts sieurs les Seigneurs non concédées, et d'autre part avec une pointe de terre, aussy non concédée, sur laquelle pointe de terre mondit sieur de Callières, chevalier, seigneur de Callières, ses dits hoirs et ayans cause auront leur passage pour aller et venir de cette ditte ville audit emplacement.

(Grefte Antoine Adhémar, no 1192)

L'emplacement ne peut être plus exactement délimité. La façade en est la rive du fleuve. Il a quinze perches et demie de longueur, soit 279 pieds de roi ou pieds français. Les côtés, naturellement, sont perpendiculaires au fleuve et parallèles, se prolongeant jusqu'à la rivière Saint-Pierre. Sur l'extrémité de la pointe qui reste non concédée à l'est, le propriétaire, M. de Callières, se réserve une sortie qui longe son terrain et mène à un ponceau sur la rivière Saint-Pierre. C'est la rue de Callières actuelle; les limites seront donc les suivantes pour l'emplacement de Callières: du côté du fleuve, la façade suivait la rue de la Commune, jusqu'à la limite arrière des emplacements bordant à l'ouest la rue du Port. Cette même limite ouest rejoignait la rivière Saint-Pierre, qui coule aujourd'hui sous la Place d'Youville et sa rive constituait le fond de l'emplacement jusqu'à la rue de Callières, qui formait le côté est.



On ne connaît pas avec précision la date de la construction de la maison de Callières. Les recherches n'ont rien donné de plus précis que ce qu'en a dit M. E.-Z. Massicotte, lequel a eu en main de précieux documents que nous n'avons pu retrouver ("Montréal se transforme", *Cahiers des Dix*, 5(1940): 181-189). En 1697, il est sûr que le château, comme on l'appelait parfois, était bâti, puisque la soeur Morin en parle. M. de Callières ne dut pas l'habiter longtemps car, nommé gouverneur général en 1699, il alla résider à Québec. Le propriétaire mourut à Québec, le 26 mai 1703. Célibataire, il laissa ses biens à son frère, le marquis François de Callières, résidant à Paris. Celui-ci nomma Georges Duplessis et Jean Petit dit Boismorel, trésoriers de la marine à Québec, administrateurs des biens délaissés (24 septembre 1704).

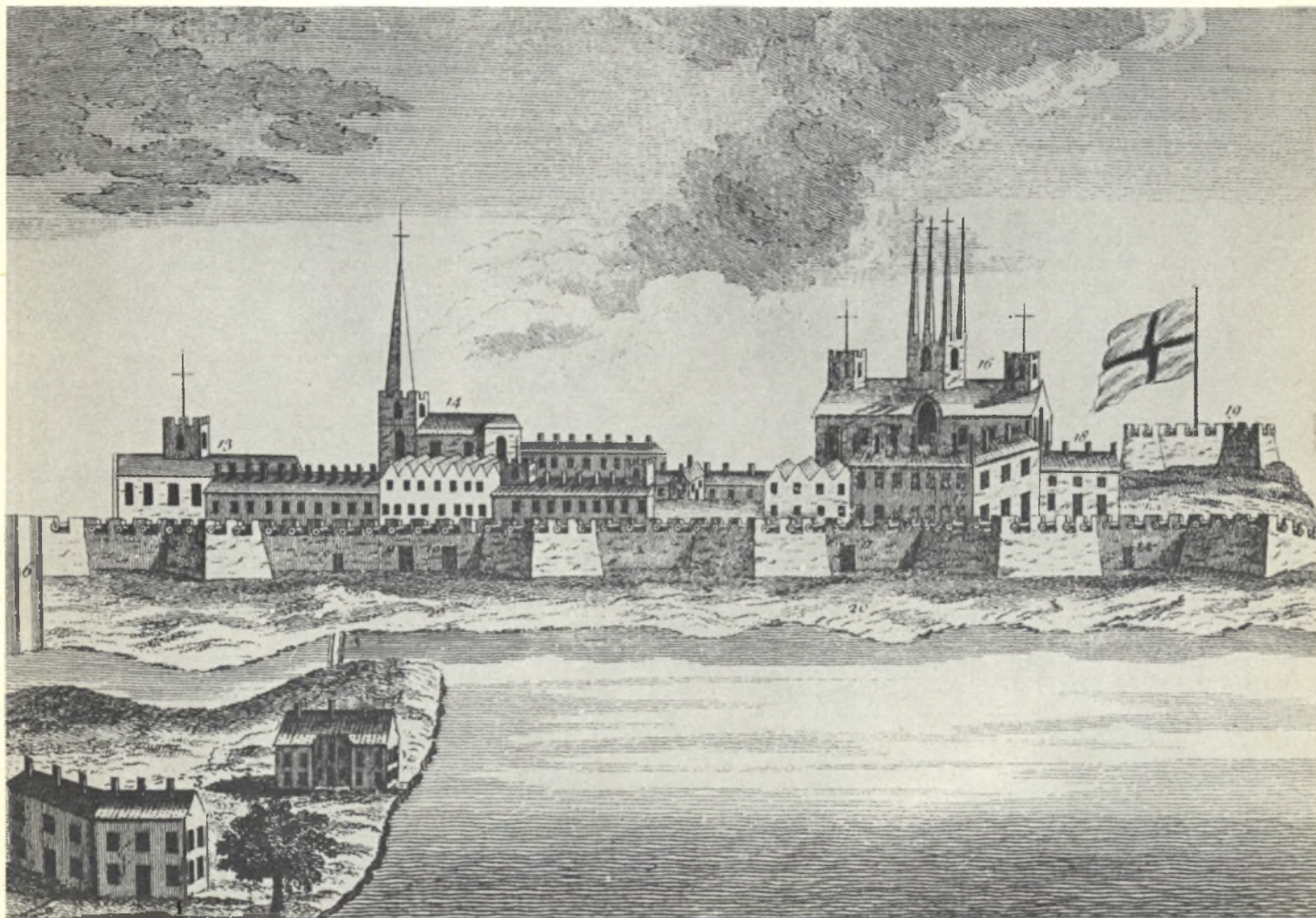
L'héritier, François de Callières, mourut en 1717. Mais il avait déjà vendu la maison, le 8 octobre 1716, à Jean Petit dit Boismorel, qui la possédait toujours à sa mort. Au recensement de 1731, elle appartient à la succession Petit:

Le 1er septembre 1738, le "fort Callières" appartient toujours à un membre de la famille Petit (Greffes Portier, no 460).

Le 29 juillet 1739, le sieur Ignace Gamelin, négociant de Montréal et procureur du sieur et de la dame Dumont sus-nommés, déposait en l'étude de Claude Darré de Blansy un plan de l'emplacement du "fort Callières", dont toute la moitié ouest était occupée par un lotissement de neuf emplacements. Ceux-ci étaient disposés de chaque côté d'une rue nouvelle appelée rue Dumont et qui sera connue par la suite

comme rue du Port. Ils avaient tous la même profondeur de soixante pieds, cinq sur le côté ouest de la rue et quatre sur le côté est. Des passages étaient réservés le long du fleuve et de la rivière Saint-Pierre pour des rues qui seront la rue de la Commune et la Place d'Youville. Sur la moitié est de la propriété de Callières, encore indivisée en cette partie, subsiste le "château", ainsi qu'un édifice rectangulaire longeant la rivière Saint-Pierre, sans doute une grange-étable. D'après les mesures données, le "fort Callières" a quelque 22 ou 23 pieds français de largeur et 60 pieds de front sur la rue de Callières, entre les deux pavillons de devant. Le corps central de la maison est à 32 ou 33 pieds du bord de la rue de Callières. Le pavillon nord-est s'avancerait jusqu'à 21 ou 22 pieds de la même rue. Mais comme le dessin des pavillons n'est pas à la même échelle pour les quatre, on ne peut pas beaucoup s'y fier.

Le 11 avril 1746, la famille Dumont se départit de ce qui lui restait de l'emplacement de Callières, le "fort" compris, en faveur de Paul Jourdain dit Labrosse, commis grand voyer à Montréal (Greffes J.-B. Adhémar). Avant le 31 octobre 1759, le même Labrosse racheta l'emplacement autrefois vendu à Blot, mais avant 1781 Pierre Hunaut avait acquis un emplacement de même grandeur et Jean-Baptiste Hurteau en possédait un autre moins grand de moitié. La veuve de Labrosse, Françoise Gaudette, vendit, le 20 août 1792, toute sa propriété à Joseph Roy, marchand de la rue Saint-Paul (Greffes J.-G. Delisle, no 543).



Le port, adjacent au "château", se développait à grande allure et faisait monter la valeur des terrains voisins. On se rappelle que Louis Guy obtient en 1793 le site de l'ancien cimetière, voisin du "château" de Callières. Joseph Roy continua le démembrement de l'emplacement, dont il vendit des lots à divers marchands. Il garda pour lui-même la bande qui longeait immédiatement la rue de Callières, depuis le fleuve jusqu'à la rivière Saint-Pierre. D'après un vieux terrier, qui donne le numéro 2 à ce lot, l'emplacement mesurait 57 pieds et demi (mesure anglaise) sur la rue des Enfants-Trouvés (Place d'Youville), 53 pieds et demi sur la rue des Quais (de la Commune), 114 pieds sur la rue de Callières et 161 pieds de frontière commune avec le lot numéro 3, joignant à l'ouest. Il semble que ce soit aussi du temps de Joseph Roy que fut démolie entièrement la maison de Callières, dont Jacques Viger avait pu voir les ruines à l'époque de son enfance. Roy semble l'avoir remplacée par une maison de bois, de plus petites dimensions, qui se retrouvera les années suivantes sur le même site. La *Gazette de Montréal* (III, no 116, lundi, 16 octobre 1797) faisait de la réclame pour l'excellent cidre fait par Joseph Roy à son pressoir de la Pointe-à-Callières.

Le 18 mai 1799, Joseph Roy était mis en faillite et ses créanciers nommaient des syndics pour la liquidation de ses biens (Grefte J.-G. Delisle, no 2000).

Il paraît donc suffisamment établi qu'un quai avait été bâti sur la rive fluviale de cette propriété. Cela est encore confirmé par un plan de Louis Charland, du 5 mai 1801, qui

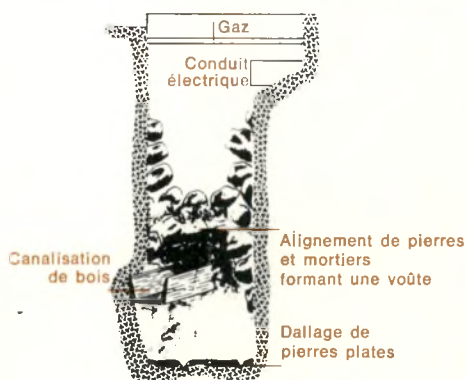
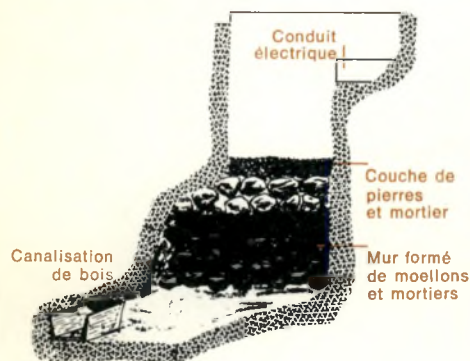
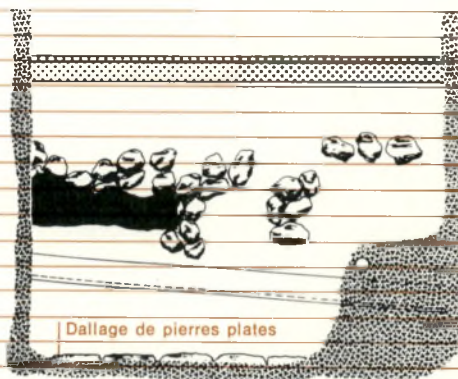
indique un quai sur le bord du fleuve, à l'ouest de la rue de Callières, et un autre plus avancé encore à l'est de la même rue, sur la propriété d'André Papineau. On s'explique de la sorte que la rue de la Commune soit appelée rue des Quais sur le vieux terrier dont j'ai parlé plus haut. Et Joseph Bouchette, sur sa carte de 1815, dessine aussi un quai tout près de l'endroit où se trouvait autrefois le château de Callières. Ce furent, semble-t-il, les premiers aménagements du port. Il faut donc placer la construction des quais entre 1793 et 1799.

Devenu propriétaire du lot no 2, Hippolyte Laforce vendit, le 8 juillet 1801, 13 pieds anglais de son terrain pour élargir d'autant la rue de Callières (Grefte S. Chaboillez). Ces 13 pieds, s'ajoutant aux 12 pieds français qu'avait cette rue à l'origine, lui donnaient la largeur actuelle de 26 pieds, trottoirs et chaussée compris. Le 9 mars 1807, Laforce louait la partie sud de son emplacement, celle qui touchait au fleuve, à W. Mathews pour 48 livres par trimestre (Grefte T. Barrow, no 1183). Quant à Laforce, il se construisit une maison de pierre sur l'autre partie du terrain, qui deviendra le numéro 2A, maison à deux étages ayant façade sur la Place d'Youville. Il y habitait en 1803 (*Gazette de Montréal*, no 417, lundi, 8 août 1803). Déjà désigné comme aubergiste en 1800, Laforce tenait en 1819 une taverne dans sa maison (DOIGE, Thomas, *An Alphabetical list of the Merchants, Traders and Housekeepers residing in Montreal, to which is prefixed a descriptive sketch of the town*, Montréal, James Lane, 1819, p. 120).

Tranchée I



Tranchée II



Le 9 mai 1823, les héritiers Laforce vendaient le lot no 2 entier à Pierre Beaudry, marchand du faubourg Saint-Laurent, et à son beau-frère et associé, Antoine Malard dit Deloriers, de l'île Bouchard. Le 13 janvier 1824, lors d'un partage des biens communs entre la veuve d'Antoine Malard et Pierre Beaudry, le lot 2 entier demeura la possession de la veuve (Grefte A. Jobin, no 3283). Nous perdons ici momentanément le fil de la succession, mais il est sûr que l'emplacement revint aux mains de Pierre Beaudry, qui y fera construire une maison de trois étages, selon un contrat passé entre F.-X. Beaudry, son fils et procureur, et Antoine Beaudry, menuisier de la Pointe-aux-Trembles, le 8 janvier 1837 (Grefte J. Belle, no 6101). Pierre Beaudry cédera le lot 2 à son fils François-Xavier par son testament du 13 novembre 1843. La partie nord du lot (2A, qui deviendra 12) tombera aux mains de la fille de Pierre Beaudry, épouse du docteur Charles Dorion et elle demeurera longtemps dans cette famille. Quant à la partie sud (2, qui deviendra 11), elle restera à la famille de François-Xavier et, passant par héritage de génération en génération, elle sera finalement la propriété d'Hermine Beaudry, épouse de Sir Pierre-Evariste Leblanc, lieutenant-gouverneur à Québec. Lady Leblanc ne s'en départira que le 1er mai 1924. Sur ce lot s'éleva, au dix-neuvième siècle, l'édifice où Patrick McKiernan (Joe Beef) tint taverne de 1870 à 1889.

Les fouilles archéologiques

Lorsqu'il fut question de pratiquer des fouilles pour retrouver des vestiges de la maison de Callières, on pensa d'abord à excaver du côté est de la rue de Callières. Le terrain s'y trouvait vacant et l'on s'apprêtait à y construire un stationnement étagé. Cependant le côté ouest était occupé par des édifices qu'on ne pouvait songer à exproprier et à démolir. Sur le site même de l'ancien "château" s'élevait la taverne à l'enseigne de Joe Beef, connue sous ce nom depuis un siècle. Un examen attentif des anciens plans de la ville, et surtout celui de Danré de Blansy, qui portait proprement sur l'emplacement de Callières, révéla que l'ancienne demeure du gouverneur ne pouvait qu'empiéter par son extrémité sud sur la rue actuelle de la Commune. On conclut qu'en excavant sous le trottoir de cette rue, on retrouverait les restes de la résidence.

En tenant compte des canalisations souterraines plus récentes, qu'il ne fallait pas endommager, on décida d'ouvrir trois tranchées. Les tranchées II et III ne produisant rien de valable, on prit enfin la résolution de creuser encore une tranchée (tranchée IV) dans la rue de la Commune même, à peu près parallèle à la tranchée I. (Voir plan de relevé du service d'Urbanisme.) Telles sont les ouvertures qui ont permis d'arriver aux résultats décrits dans les pages qui suivent.

La tranchée I permit de découvrir à 6 pieds et 8 pouces sous la surface du trottoir, le sommet d'un mur presque parallèle à la rue de Callières, fait de moellons liés par un mor-

Tranchée III

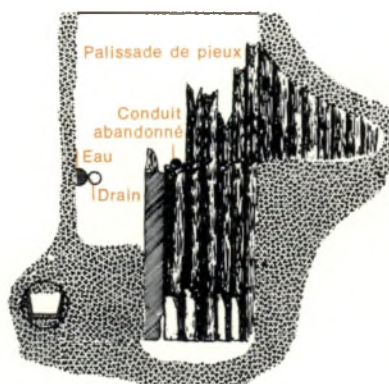
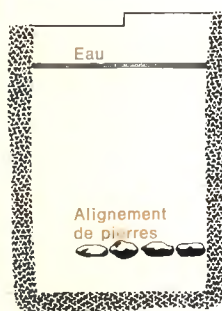


Tranchée IV



Niveau 47' 6" 0'

1'
2'
3'
4'
5'
6'
7'
8'
9'
10'
11'
12'
13'
14'
15'



tier grossier. Une fois dégagé, le mur apparut sur une longueur de 6 pieds environ. Il s'élevait sur une terre noire et argileuse, qui paraissait primitive et vierge, sur une hauteur de 5 pieds et sa largeur était de 3 pieds et 6 pouces. La facture du mur, de l'avis de M. Gaumont, archéologue, correspond à celle des constructions du régime français. L'intervalle entre la face est du mur et le coin de la rue de Callières, en comprenant le trottoir dans la largeur de cette rue, est de 10 pieds et près de 6 pouces. A son bout nord, le même mur se perd dans le sol non fouillé; au bout sud, il a été coupé pour laisser passer une vieille canalisation de bois enfouie à un niveau inférieur à la base même du mur. L'assurance qu'on a de se trouver devant une muraille ancienne, reposant sur un sol primitif, dans la situation et au lieu où les plans représentent le château de Callières, permet, croyons-nous, de conclure positivement que le mur découvert est un élément de cet édifice.

Notons cependant que le mur du corps central de la maison était, d'après le plan de Danré de Blansy, à 33 pieds français environ du bord de la rue de Callières. Si l'on tient compte des 13 pieds anglais ajoutés à la rue en 1801, il s'est trouvé alors rapproché à 21 pieds français à peu près, soit à 22 pieds anglais et neuf pouces environ, de la même rue. Sur le plan précité, le pavillon sud-est de la maison apparaît à 22 ou 23 pieds français — compte tenu de l'imperfection du dessin — de la rue. Si l'on enlève de ces chiffres les 13 pieds anglais cédés en 1801, la distance est réduite entre 10 et 11

pieds français, soit approximativement l'intervalle qui sépare le mur découvert de la rue de Callières actuelle. Il semble donc nécessaire de conclure que notre mur est une section de la base du pavillon plutôt que de celle du corps central de la maison.

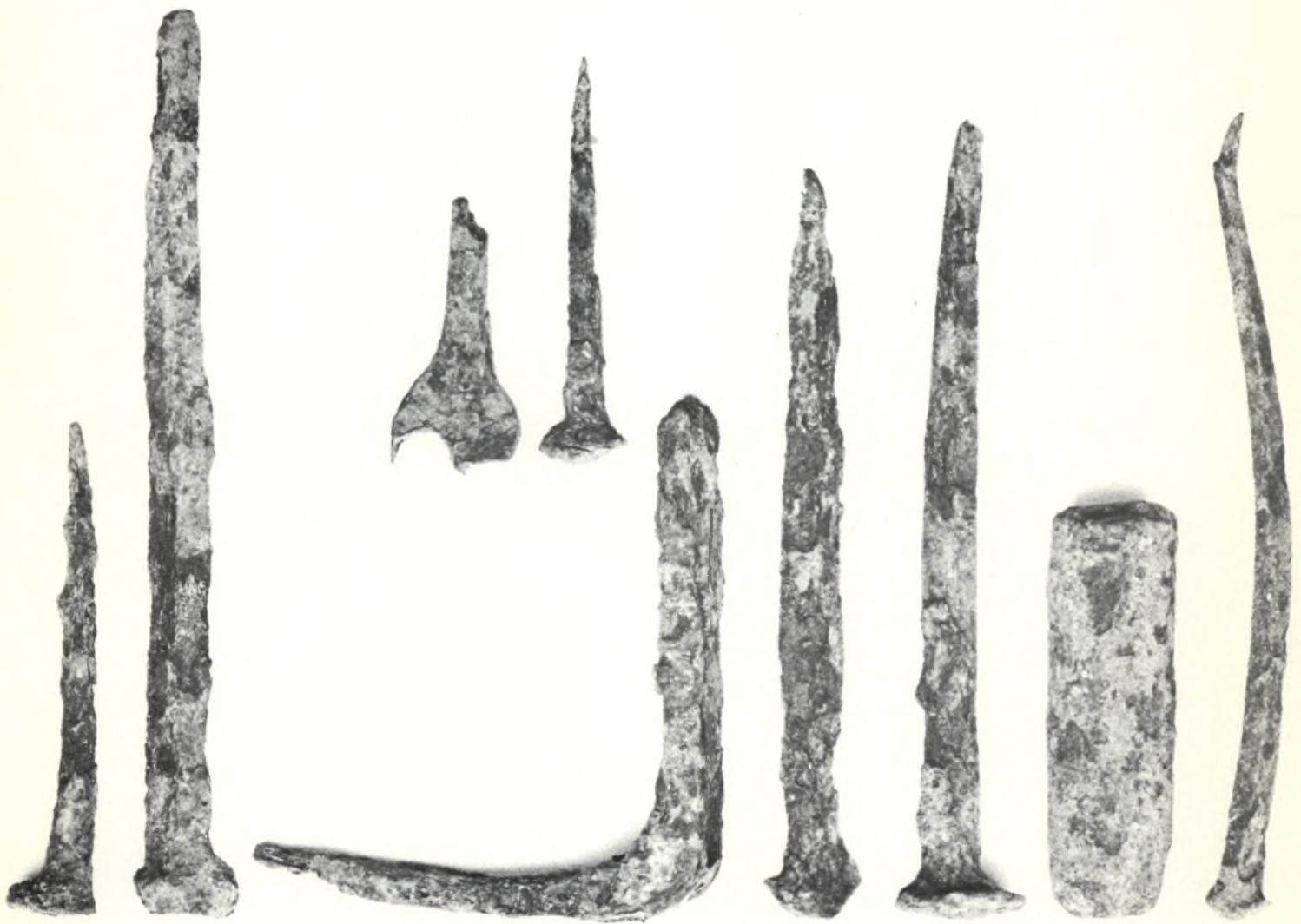
La mise à jour d'une portion du mur avant de la maison ne pouvait permettre à elle seule de vérifier le plan et les dimensions de l'édifice. Voilà la raison pour laquelle on a ouvert la tranchée II-III qui aurait dû révéler une partie du mur arrière, soit à 22 pieds environ du mur avant.

Dans la tranchée II, seule une sorte d'arc ou de voûte irrégulière faite d'un amoncellement de moellons et de fragments de mortier surmonte une canalisation ancienne en bois qui ne peut guère remonter qu'à la moitié du dix-neuvième siècle ou peu avant.

M. Gaumont, archéologue, assure avoir trouvé des contrats pour la pose de canalisations semblables vers 1850. Il nous est difficile de voir à ce conduit d'autre fonction que celle d'un égout domestique.

Dans la tranchée III, à 9 pieds et 7 pouces, on découvrait une rangée de pierres disposées horizontalement les unes près des autres, mais sans aucun mortier. Ces éléments ne pouvant être reliés à la tranchée I, le tout s'avéra infructueux.

C'est alors que, le 13 octobre 1970, il fut décidé de commencer l'ouverture de la tranchée IV, dans la rue de la Commune, parallèlement à la tranchée I pratiquée dans le trottoir. A 3 pieds et 6 pouces du niveau de la chaussée com-



mencèrent à paraître les extrémités de pieux plantés dans le sol. A 7 pieds de profondeur, on avait dégagé deux pans de palissade qui se rencontraient à un angle de 49°. L'un des pans allait d'ouest en est, dans l'axe longitudinal de la rue, parallèle à la ligne du trottoir voisin. L'autre avait une orientation sud-ouest-nord-est. L'angle se trouvait à 4 pieds environ d'une ligne prolongeant le côté ouest de la rue de Callières. Les pieux avaient de 10 à 12 pouces de diamètre. L'intérieur de l'angle était rempli de pierres jetées pêle-mêle avec des pièces de mortier, comme s'il s'agissait d'un remplissage au moyen de débris de construction antérieure. Parmi les pierres, certaines portaient la marque du ciseau. La palissade s'enfonçait dans la terre jusqu'à 13 pieds sous la chaussée. A 7 pieds de leur base, les pieux étaient liés par une barre transversale, qui se trouvait aussi à la hauteur du remplissage de pierres. D'autres pierres avaient été jetées à l'extérieur de la palissade pour en soutenir le bas.

A noter qu'elle passe à quelque cinq pieds seulement du mur de la tranchée I. Elle est certainement antérieure à tous les éléments de canalisation qui l'entourent et sont encore en usage. Même la canalisation de bois paraît avoir été conditionnée par la présence de cette structure car le conduit doit la contourner avant de descendre directement vers le fleuve. La terre de déblai qu'il a fallu enlever presque jusqu'à la base de la palissade était du remplissage du dix-neuvième siècle, et non du sol vierge. A la base seulement des pieux pouvait-on penser se trouver en sol intact. Cela indique,

semble-t-il, que la palissade n'a pas été enfoncée dans la terre primitive, mais élevée sur le bord du fleuve, au bas de l'escarpement, qui se situerait donc entre la palissade et la section du mur de la maison de Callières que l'on a mise à jour, un intervalle de cinq pieds au plus.

"En effet tout devait être corroboré lors d'une recherche effectuée à Québec par M. Pierre Charbonneau, qui devait trouver un plan de Jacques Viger daté de juin 1821 sur un projet de quai à faire à la pointe à Callières entre les rues Callières et du Port. "Séminaire 83, no 118". Tout devenait donc très clair au sujet de cette palissade de pieux."

Au cours des fouilles, il était inévitable qu'on trouvât des objets divers, produits de l'art humain. Les premiers à apparaître immédiatement sous le trottoir, ont été des restes de pavés. On recueillit une abondance de clous à section carrée, ainsi qu'un nombre considérable de tuyaux et de foyers de pipes de plâtre, où l'on pouvait distinguer en creux les marques et les lieux de fabrication. Accompagnant ces restes, des débris de terre cuite, de céramique, des tessons de bouteille et quelques petits morceaux de bois.

Tous ces objets, sauf exception, ne remontent pas plus haut que le dix-neuvième siècle. Les morceaux les plus intéressants, rencontrés à 6 pouces au-dessus de la base de pieux, ont été un os travaillé et une pointe de flèche de silex éclaté. Ces deux pièces semblent être préhistoriques.



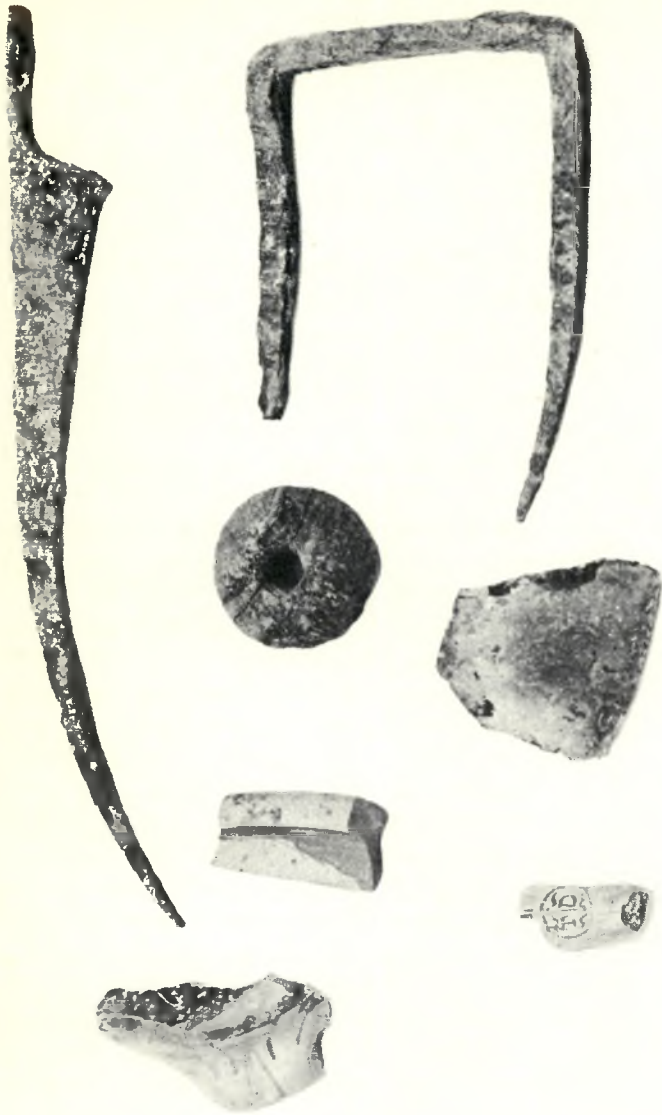
Conclusion

Nous avons négligé, dans les pages précédentes, de signaler la succession des travaux de voirie, dont les strates successives sont clairement apparues au cours du creusage. Ce qui frappe, principalement, c'est le dénivellement des strates les plus profondes, entre la tranchée I et la tranchée II, qui occupaient certainement toutes deux le site de l'ancienne maison de Callières. La couche moderne d'asphalte est au même niveau dans les deux. Elle a été étendue sur un pavage plus ancien composé de pavés cubiques de six pouces de côté, lesquels pavés sont aussi au même niveau dans les deux tranchées. Ce pavage lui-même repose sur une couche de remplissage d'un pied d'épaisseur en I et en II. Sous ce remplissage, une couche de sable de trois pouces, aussi dans les deux. Un autre remplissage de terre recouvre ensuite un ancien dallage de pierres plates ou ardoises. Mais ce dallage est de 5 pouces environ plus élevé en I qu'en II. De ce dallage plus récent à un autre semblable, mais plus ancien, le dénivellement s'accroît encore. Dans la tranchée I, il n'y a que 9 pouces entre les deux; mais dans la tranchée II, il y en a 18. En cette dernière, le remplissage intermédiaire est interrompu par une couche de cailloux de rivière d'un pouce et demi, à quelque 4 pouces au-dessus du dallage le plus ancien, laquelle couche n'apparaît pas dans la tranchée I. Sous le même dallage ancien, il y a encore 5 pouces de remplissage en I avant d'arriver à la terre compacte, tandis qu'il y en a 10 ou 11 pouces en II. En sorte que la différence



de niveau entre la terre compacte de I et celle de II — un niveau d'occupation au temps de la pose du premier pavage — est d'environ 14 pouces. La rue de la Commune franchissait un monticule de cette hauteur au-dessus du fondement de la maison de Callières. Il y a plus. Dans la tranchée I, à 5 pieds et 9 pouces sous la chaussée actuelle apparaît une couche de 9 pouces de pierraille et mortier indiquant le niveau d'occupation immédiatement consécutif à la démolition de la maison. Cette couche est entièrement absente de la tranchée II. Mais dans celle-ci, à 13 pieds sous la même chaussée et sous 5 pieds de terre compacte, on a retrouvé un dallage de pierres. Cela indique que, une fois rasé le mur avant de la maison de Callières, l'homme n'a plus travaillé le sol à l'endroit où reposaient les fondations. Mais à l'endroit de la tranchée II, les interventions humaines ont été pratiquées à une telle profondeur qu'on ne doit pas s'étonner de n'y avoir découvert aucune autre trace des fondations. Lorsqu'on passa la canalisation de bois dont nous avons parlé à quelque 10 pieds et demi de profondeur dans la tranchée II, il a certainement fallu détruire les structures subsistantes et creuser la couche de débris qui les recouvrait. La pierre accumulée au-dessus de cet égout, avec ses traces de mortier, provient de là bien probablement. Il est en somme assez heureux que le mur de la tranchée I ait échappé à ces destructions.

Au moment d'entreprendre ces fouilles, nous avions le faible espoir que la bonne fortune nous ferait trouver quelques restes, non seulement de la maison de Callières, mais



aussi du fort de Maisonneuve, première demeure commune des Montréalais. Mais l'aire restreinte de l'exploration rendait ce vœu bien peu réalisable. Le travail accompli n'a cependant pas été entièrement inutile, même à cet égard. Il a révélé que l'escarpement de la pointe, longeant la rive du fleuve, se trouvait bien dans la rue de la Commune. Il nous a aussi appris qu'au moins à certains endroits, le sol a été profondément bouleversé. Mais il sera peut-être possible, un jour, de découvrir des vestiges des bastions de pierre sous les maisons construites depuis 1800 sur l'emplacement de Callières. Car une chose demeure certaine, Montréal est né dans ce quadrilatère circonscrit par la rue de la Commune, la limite arrière des emplacements longeant la rue du Port à l'ouest, la Place d'Youville et la rue de Callières. Cela devrait suffire à rendre ce coin de terre sacré pour les Montréalais et stimuler leur désir de ne laisser perdre aucune occasion de découvrir les secrets que ce sol recèle encore.

Textes et photos fournis par la Division de l'aménagement urbain du Service d'Urbanisme de la ville de Montréal, par les bons soins de M. Jean-Guy Théoret, architecte et de M. Pierre Charbonneau, préposé à la photographie et aux recherches sur les lieux. Ce texte a été rédigé à partir du rapport de M. Lucien Campeau, professeur au département d'histoire de l'Université de Montréal.

Appreciation by Ron Solomon

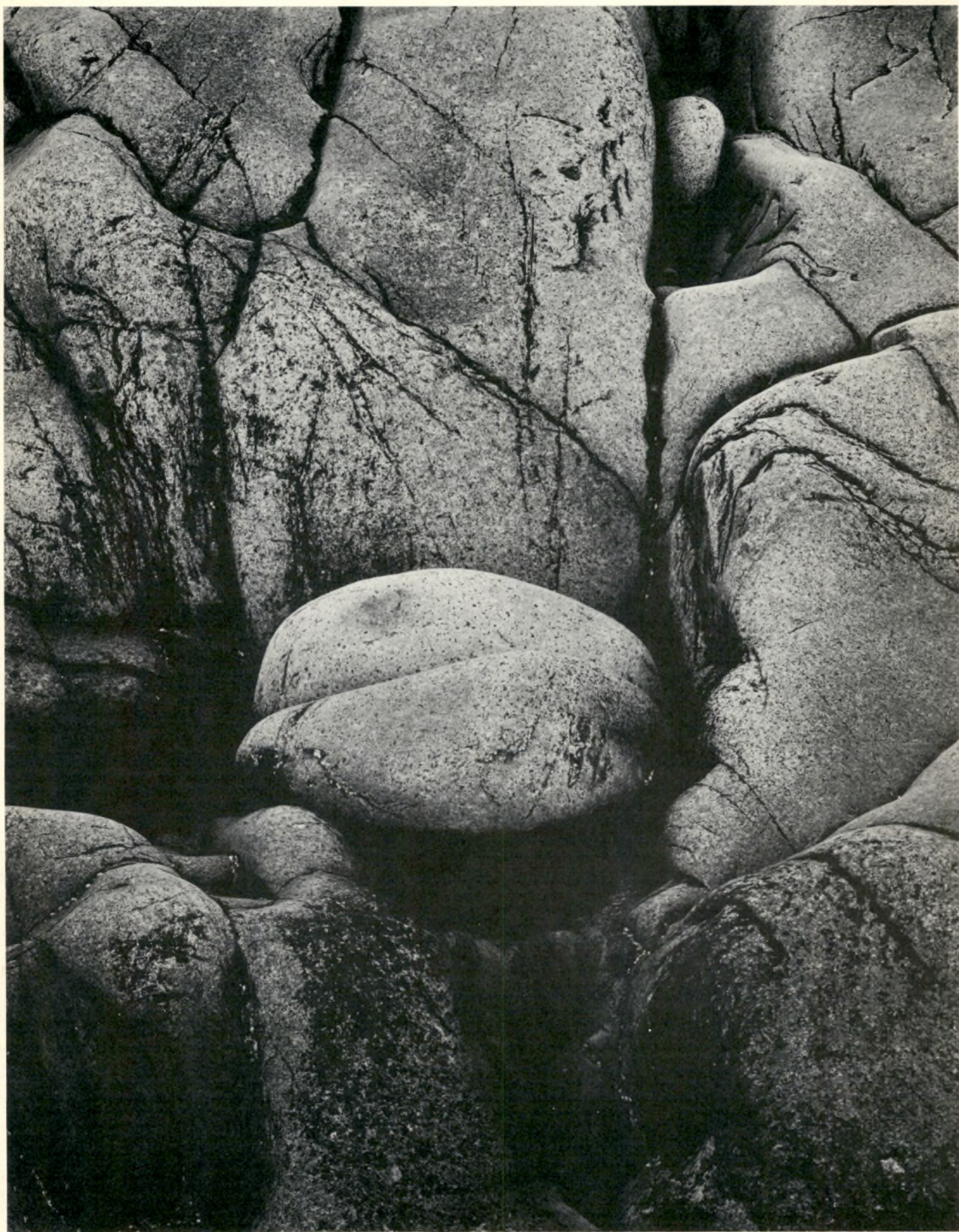
The noted American critic Clement Greenberg has said, "The art in photography is literary before it is anything else: its triumphs and monuments are historical, anecdotal, reportorial, observational before they are purely pictorial." More fundamentally good photographs, as in good writing, are simple, clear, direct sentences.

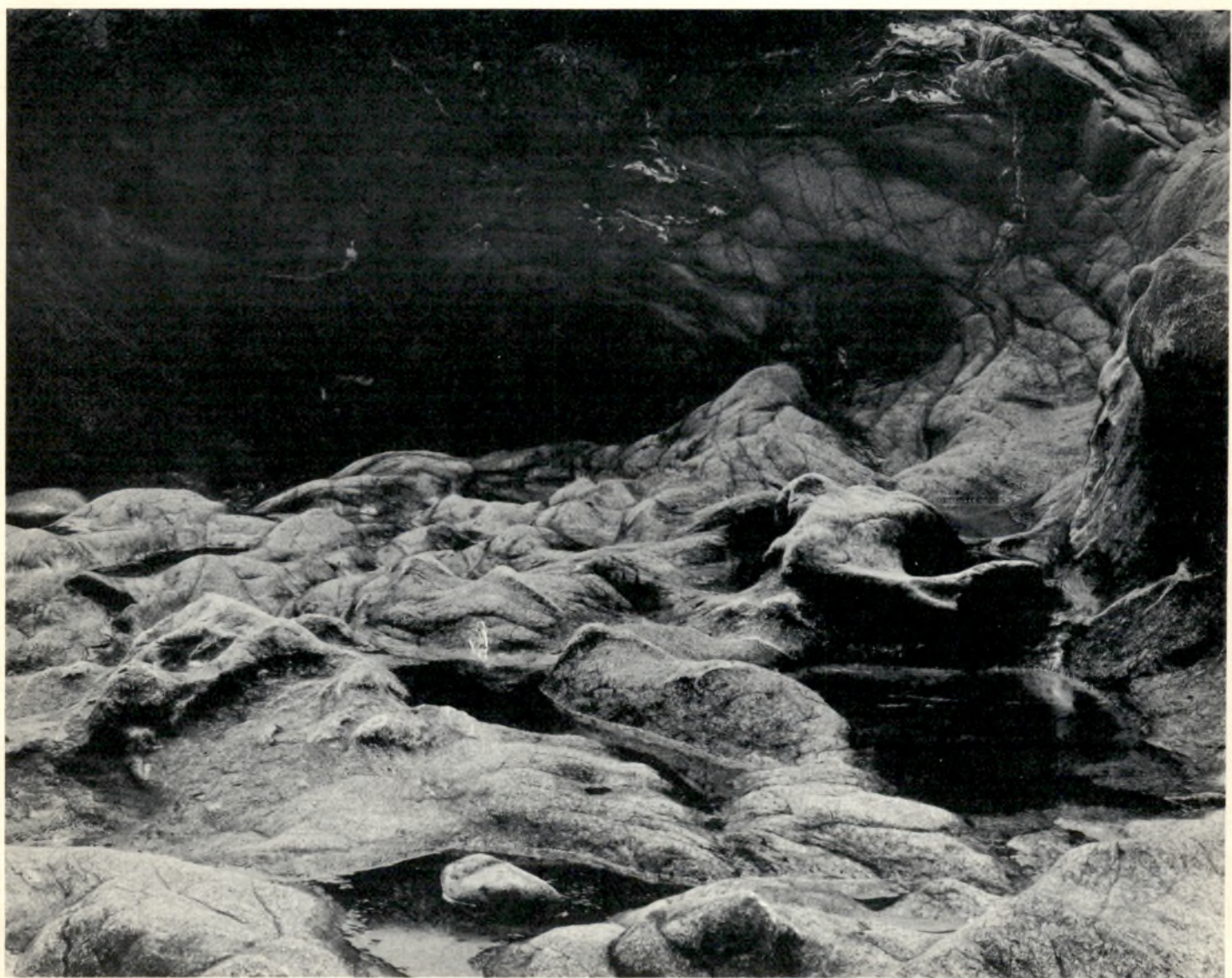
The Robert Bourdeau photographs are very good photographs. Clear and direct they are the unique personal statements of his experiences in the landscape and his interaction with the mystery of the land.

Contrary to the current fashion, which submerges and burdens the subject in the sham drama of high contrast, overworked techniques, and false self-expression, the Bourdeau photographs project openly, through fine delineation of tone, with quiet force the full rich texture, form, movement, and all the inherent luminosity of the subject to the full view of the audience.

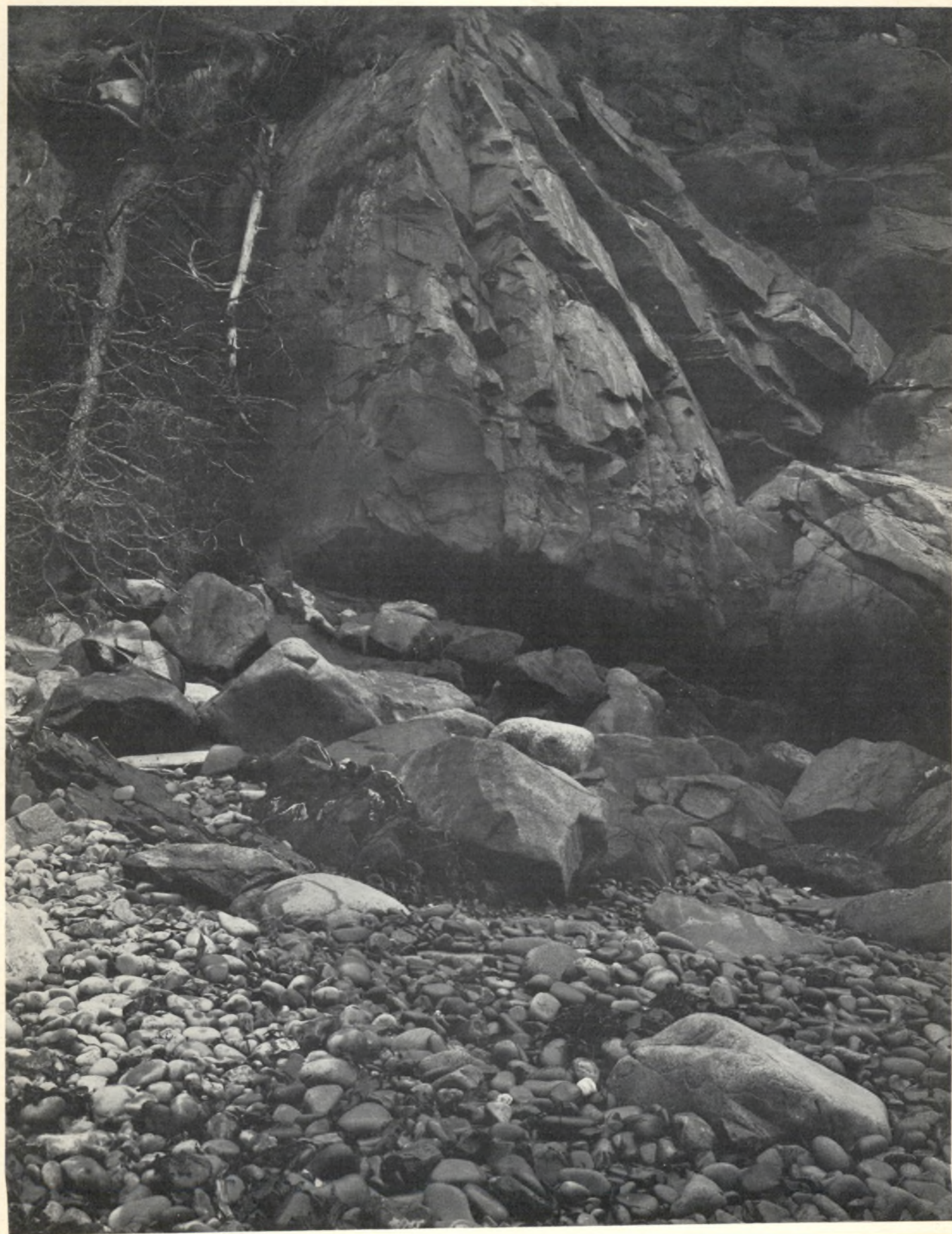
Beyond the photographer and the camera there is only the subject. Quietly, gently the photographer releases himself to the subject, for he is the camera and there is no ego, no anger, no surrender, no victory; only total consciousness and presence. And there full, luminous and free—is the subject.

If you read *Habitat* conscientiously then read the Bourdeau photographs carefully, quietly and often.

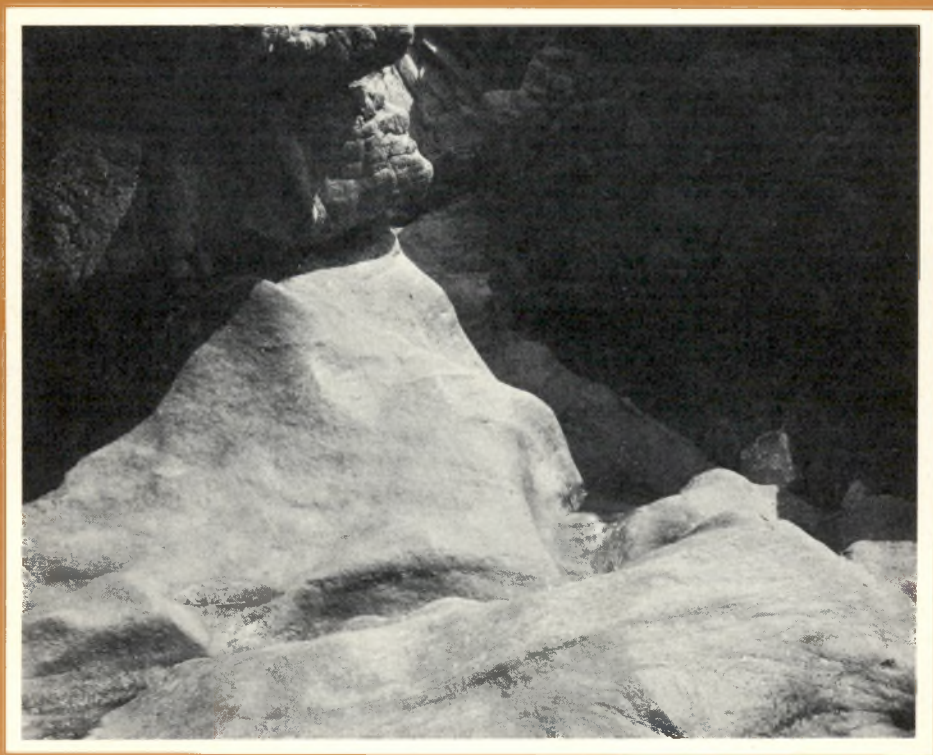




















The Urban Fringe

Resolving its Problems,
Developing its Potential

by Peter Jacobs



The transition from a rural to an urban oriented nation focuses attention on the critical need for shelter and land surrounding existing urban areas of the country.

Usually referred to as the urban fringe, this zone is characterized as a transition area that lies between the city core and rural countryside. Within it has developed the need to dispose of the 'waste products' of our urban shelter systems and the parallel need to manage and maintain the environmental cycles that are the basic support system for these shelters—a now familiar crisis. The conflict involves our sensory, social and economic energies, and ultimately, the relative priorities that we choose to assign each.

The impact of urban expansion into undeveloped areas of the urban fringe landscape, generated by the high potential energy and consequent growth of urban centres, produces rapid and frequently, uncontrolled change in the nature of that landscape. Typically, development occurs in small incremental stages on poorly serviced land and results in repetitive uniform communities whose relationship with the parent city centre parallels that of the predator and his prey. As the fringe expands into the countryside the energy and vitality

of the urban core is dispersed over increasingly large areas with diminishing effect.

To counter these effects, many advocate the establishment of new towns. In the fullest sense these are conceived as self-sufficient, mixed-use communities frequently located mid-way along a corridor that connects two major established urban centres. The new town is seen as separate from the metropolitan centre as opposed to the urban fringe areas that are considered integral with those centres. Others argue that existing core cities are poorly managed and under-utilized. The centre of many social conflicts, economic inequities and perceptual blight, it is deserving of the major proportion of the nation's resources and expertise. Few speak of the urban fringe and few recognize its potential.

Similar to sand beaches, coastal marshes, and prairie foothills, the urban fringe is a transition zone that links one concentrated activity (the urban core) with a set of dispersed activities (sources of water, food, recreation land). The potential diversity of community structures in this environment is dependent, in large measure, on our ability to manage the natural resource base and the demands exerted on that base by the growing urban community.

In order to realize and capitalize on the potential inherent in the urban fringe, we should develop planning techniques that allow us to predict the consequences of our development proposals so that we can establish appropriate controls prior to the resultant impacts.

Historically, the process of developing the landscape for human use and enjoyment has varied only slightly in the progression from observation to creative synthesis and use. Analysis of the landscape has focused on the basic elements of water, landform, soils, vegetation, and wildlife. Each of these elements has a range of sub-components or descriptors that serve as keys to the past history, present condition, and future potential of that landscape.

In the rationalization of physical planning typical of regional landscape proposals, the landscape characteristics are considered as basic data to be analysed and

manipulated to achieve desired social and economic goals. It is in this area of data manipulation and rationalization that computer applications have been most successfully employed.

The advantages of computer assisted design focus on the need for clear, explicit, analysis formats; the ability to manipulate a large mass of information without fatigue or error; and the advantage of knowing that when there are competitive uses for the same piece of land that a "next best choice" for either of the competitive uses is available on demand.

These advantages are hard won and cannot be dismissed lightly. Yet the problem of using the information made available by computers, in terms of both quantity and format, has strained the manner in which the design and planning professions have operated in the past. It is important, therefore, to distinguish between machine processing and the human processing of data. A multiplicity of results derived from the tireless effort of a machine are invariably aggregated to a reasonably small set of possibilities for further human study.

Two formats may therefore be appropriate to the analysis of the regional landscape: the first, designed to allow a rapid, hand manipulated overview of a study area, the second, designed to utilize computer assisted manipulation and print out of data; both can and should be based on a similar analysis model. Operationally, these formats are designed to be useful in two contexts. Hand manipulated analysis is appropriate

Figure 2
Analysis Network

Data Clusters

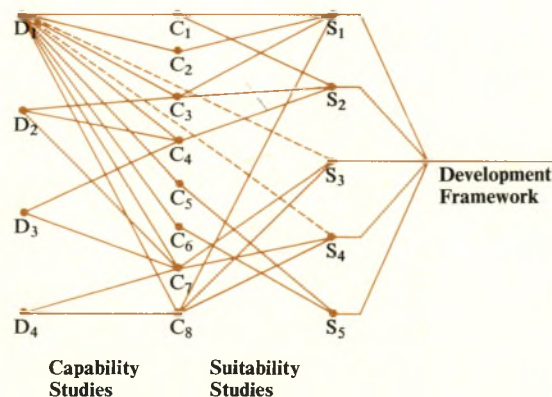
- D₁ Natural
- D₂ Economic
- D₃ Social
- D₄ Perceptual

Capability Studies

- C₁ Drainage
- C₂ Foundations
- C₃ Vehicular Access
- C₄ Utility Access
- C₅ Soil Leaching
- C₆ Cultivation
- C₇ Wildlife Habitat
- C₈ Visual Absorption

Suitability Studies

- S₁ Residential
- S₂ Industrial
- S₃ Active Recreation
- S₄ Passive Recreation
- S₅ Experimental Farm



to isolated study areas in regions where a continuously changing data bank is not expected, while a computerized data storage and manipulation procedure is essential for those urban areas in Canada where growth and change will occur with increasing impact and rapidity.

One analysis model developed to study the regional landscape and its relationship to urban growth in the Halifax metropolitan region [Fig. 1] is based on a series of site capability and site suitability studies.¹ These studies of the resource potential of the site are then combined with the regional demand for development to produce a range of site feasibility studies that might serve as a basis for alternate development proposals. [Fig. 2].

Capability is defined as the natural capacity of a unit of water or land to support at the highest level possible any given use. The concept of suitability represents the relative amount of development energy necessary to realize a proposed development activity, while feasibility represents the short term and long range benefit/cost ratio of utilizing a landscape unit for a proposed activity. The criteria for studying site capabilities and site suitabilities are primarily resource based, while the concept of feasibility implies a synthesis of the resource based studies with the economic potential of the region and the social and perceptual needs of its residents.² These studies, as in all studies of the landscape whether formal or informal, rely on some system of organizing and manipulating the information derived from the landscape.

The basic elements of the landscape used as data for regional landscape studies are common to most analysis techniques. The manner in which they are combined, however, varies quite considerably. One commonly used technique involves the process of graphically recording observations of the landscape on separate base sheets, then super-imposing relevant sheets on them to yield a composite series of studies of the landscape. These studies tend to be based on the assumption that all base sheets are valued equally, and that all observations are internally consistent.

Internal Site Drainage Excavation Capability Study

Data category	Code	Levels	Weights	Function
Topographic slope	Topog 3	4 Levels	1:0.83 wt.	Quad 'f'
Depth to watertable	Water 3		constraint	
Surficial drainage	Water 5	2 Levels	1:0.50 wt.	Step 'f'
Soil by type	Soils 1	2 Levels	1:0.50 wt.	Step 'f'
Soil by depth	Soils 3	3 Levels	1:1.00 wt.	Expo 'f'

Observations are usually recorded in some manner that ranges the information from most desirable to least desirable, and all data is assumed to relate to the regional study or sub-studies in a linear manner. The specific of each independent variable to a dependent study topic however, is seldom direct. Four basic types of approximations might be used to describe these relationships as a means of balancing a reasonable level of analytic accuracy and the intended operational utility of the results. These relationships are linear, quadratic, exponential, and step functions.

Examples of direct relationships occur when the increase or decrease of a variable (such as soil depth) affect a study topic (such as internal site drainage) in a linear manner. Exponential curves describe the effect of some variables (increased time/distance) on the relative attractiveness of activity locations (such as shopping centres). Quadratic curves serve to moderate the influence of a variable at either extreme of an interaction graph. Finally, step functions are used to describe discontinuous relationships within a variable (such as major or minor surficial drainage courses).

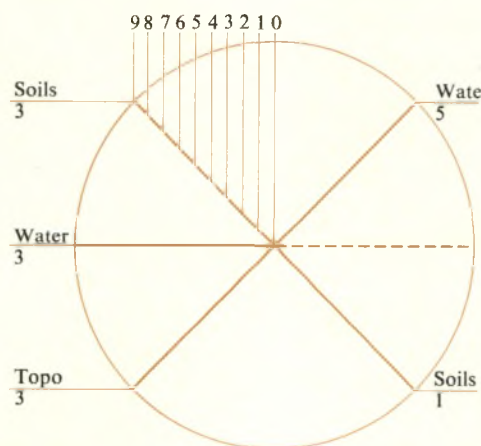
In addition to these relationships, weights can be assigned to each variable, prior to their functional integration as either a site capability or site suitability study, in order to express their relative importance to the specific study at hand.

The fusion of variables, their weights, and the equations which describe their interaction are combined to produce a final map output for each study topic examined. This process of data aggregation can be achieved through simple computer programming or a graphic, hand manipulated process proposed as a more rapid and general method of interpreting landscape data.

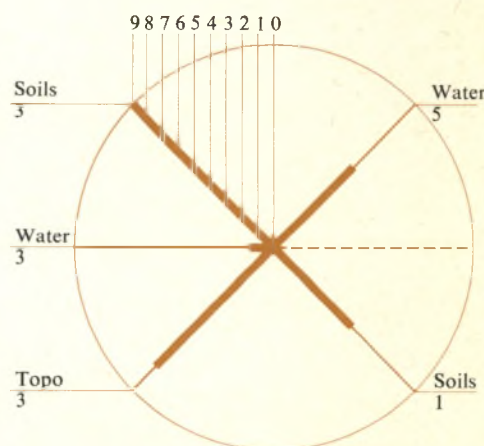
Figure 3
Data Manipulation

Excellent Capability	Levels 8 & 9	Greater than 5' of soil cover with 0-4% slope
Moderate Capability	Levels 4, 5, 6	2'-5' of soil cover, 4-10% slope minor drainage, medium text soils
Poor Capability	Levels 1, 2, 3	Less than 5' to watertable, less than 2' of soil, greater than 10% slope

a Variables are plotted on lines divided into ten equal units that radiate from a common origin.



b Relative weighting of variables is achieved by shifting the terminal points towards the origin.



In the example illustrated, five data categories are combined to develop a profile of the internal site drainage and excavation capability of a proposed study area.

The proposed graphic format assumes that a relative scale can be established for all the variables to be considered consisting of an origin and terminus. The absolute length of the scale is divided into ten units and, by definition, accommodates the highest value of the largest variable to be considered [Fig. 3a].

Functional relations between variables are plotted on the absolute scale, and the length of that scale established by the weights assigned to each variable, using graphic approximations of linear, quadratic, exponential and step. The number of levels recorded for each variable must exceed the minimum number necessary to describe graphically the functions referred to above. [Fig. 3c].

The combination of the data central to a study of internal site drainage is grouped in ten levels [Fig. 3d] and can be described verbally for verification and/or modification prior to being mapped either by hand or by some form of computer print-out device.

In the study of the Halifax urban fringe, synthesis of the resource potential of the study area, derived from the site capability and suitability studies, [Fig. 2] and the regional demands for development, established an open space structure for the study area. The framework is generated by positive needs for active and passive recreation, and the complementary lack of site suitability, barring major site modifications, for

the range of development activities considered. The combination of these two factors, produced from an examination of the five suitability studies, provides a framework for the distribution of land use activity in the remaining zones of available land [Fig. 4]. Some zones are relatively suitable for all projected development activities, others are limited to a single activity; their potential and development priorities are summarized in the table below based on the information derived from the 10 level graphic format described above.

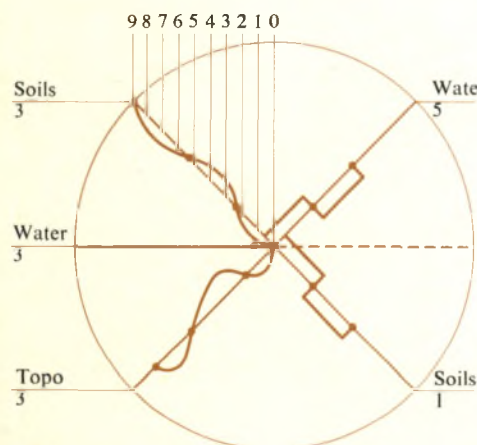
Activity allocation priorities

	Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	Zone G	Zone H	Zone J
Industrial Suitability			1	2	1	1	2	2	2
Residential Suitability	2	2		2	2	2	1	1	1
Farming Suitability					3	2	3	3	3

Due to the unique aspect of public land ownership, it is possible that the open space recreation framework might be established prior to initial development, and it could be programmed for use parallel to, rather than following on, successive phases of community construction. The framework is composed of three basic elements: a large area surrounding both Long Lake and Chain Lake, a series of recreation corridors perpendicular to the lakeside that follow the major surficial drainage course through the watershed system, and a web of open space paths that serve to connect residential areas to these corridors. Each of these elements is intended, by its physical location and characteristics, to serve complementary functions.

The large area of proposed municipal and metropolitan recreation adjacent to Long Lake insures that all members of the proposed community will have free access to multiple-use fresh water facilities. Concurrently, this area provides a viable perceptual and natural buffer between proposed development and the water's edge. The recreation corridors are intended to support active recreation facilities for secondary school sites, civic and social centres, as well as passive recreation activities. The open space paths provide circulation routes to primary schools, local parks and playgrounds and initiate the sequence of pedestrian movement through the future community to the corridor and lake front recreation amenities. The entire system of open space is intended to provide a measure

c Functional relationships of the variables are plotted to approximate linear, quadratic, exponential and step functions.



d Plotted points are connected to form a contour map of 10 levels ranging from the best condition 9, to the worst, 0.

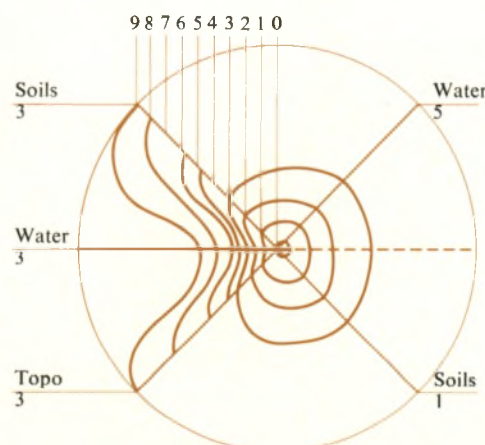
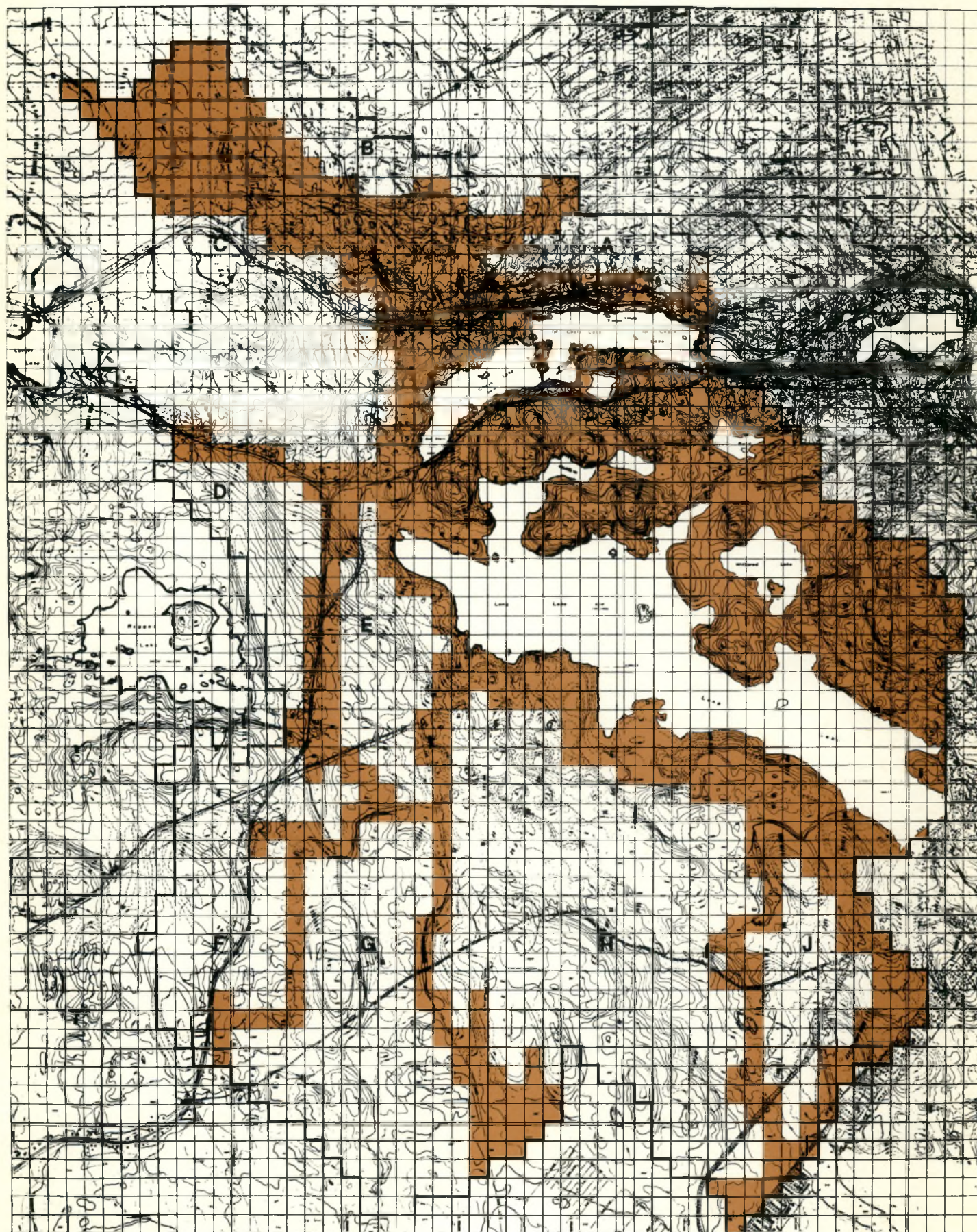


Figure 4
Development Framework

□ Development zones ■ Open space



of scale and to establish a perceptual framework that might serve as a means of orienting oneself within the community. Utilizing this framework, a range of land-use activities can be allocated to the study area and a variety of community structures explored.³

Summary

A policy for stable community growth must include both diversity, (a condition that is relatively insensitive to isolated development pressure); and redundancy, (a condition that allows a variety of pathways for achieving a given set of personal and communal goals.) The structure and organization that results from these two premises stresses interpretation of activity as a multiple-use resource. An open space system, for example, might be conceived as a recreation focus, an outdoor natural laboratory, and a means of establishing perceptual orientation to the community. These activities have a formal and informal educational potential that might relate directly to the social and economic goals of a community. The overlap in interpretation and use of these activities provides the redundancy necessary for personal choice. Similar linkages can be postulated in the non-spatial realm of community organization.

The essence of the interface between resource systems and urban growth, however, lies in the nature of the dynamic control systems available to monitor change. The management of resources exists between two extreme control situations: the categorical imperative . . . thou shalt not, and complete exploitation. The first is rigid and historically ineffective, the second can be considered as the absence of control. Resource management derived from landscape analysis involves the establishment of a control structure that is effective as a flexible monitoring agent within a dynamic context.

1. Jacobs, Peter "Site Planning Process, 1 Activity Allocation" Nova Scotia Technical College, Halifax, Nova Scotia. Spring 1970.
2. Hills, G. A. "The Ecological Basis for Land-Use Planning", Ontario Department of Lands and Forests, Research Report No. 46, December 1961.
3. Jacobs, Peter "Site Planning Process, 2 Design Schema", Nova Scotia Technical College, Halifax, Nova Scotia, Fall 1970.

[REDACTED]

L'aménagement de la région de Montréal

[REDACTED]

Historique

Depuis une vingtaine d'années, la région métropolitaine de Montréal s'est développée dans toutes les directions. De nouvelles municipalités sont apparues dans les zones périphériques, d'anciennes paroisses rurales sont devenues des villes dortoirs. Malheureusement cette expansion métropolitaine s'est effectuée de façon désordonnée, car elle était guidée davantage par les intérêts des spéculateurs et de certains entrepreneurs en construction que par de simples principes d'un aménagement rationnel et harmonieux.

Les résultats d'un tel développement ne sont, hélas, que trop visibles de nos jours:

- il est assez rare que l'on retrouve dans ces nouvelles banlieues tous les services et toutes ces activités qui constituent un avantage de la vie urbaine. Comme le disait récemment un urbaniste, la banlieue, c'est la combinaison des désavantages de la campagne et de ceux de la ville: en effet, les gens vivent rapprochés les uns des autres comme à la ville et, comme à la campagne, ils doivent parcourir de grandes distances s'ils veulent avoir accès à certains services;
- la petite superficie, la faible densité de certaines villes de banlieue et, surtout, leur éparpillement sur l'ensemble du territoire de la région, constituent des obstacles majeurs à une bonne organisation des transports en commun au niveau de la région;
- la banlieue a été conçue comme l'endroit idéal pour avoir une bonne petite maison, à bon marché, en pleine nature; mais puisqu'il faut épargner le trésor public, les taxes de toutes sortes augmentent et la fumée des industries polluantes fait son apparition;
- cette expansion désordonnée a aussi eu des conséquences néfastes pour les terres arables les plus riches de la région; la proximité des zones urbanisées qui rendent l'agriculture difficilement praticable, la possibilité qui leur est offerte de vendre leurs terres à prix fort à des spéculateurs, font que plusieurs agriculteurs de la région ont préféré abandonner leurs terres. Nous perdons ainsi de bonnes terres arables qui, laissées en friche, constituent un spectacle attristant sur l'ensemble du territoire.
- avec ce type de développement, les grands espaces pour la récréation deviennent de plus en plus rares dans notre région. Le Québec est reconnu pour ses beaux paysages, ses lacs, ses rivières... Les grandes métropoles d'autres pays qui planifient leur développement assurent la conservation de grands espaces verts au sein des zones urbanisées afin d'en faciliter l'accès aux citoyens. Les résidents de la région métropolitaine de Montréal ne connaissent pas encore ce privilège.

Les causes de désordre...

Trop de municipalités

L'aménagement régional exige la présence d'un organisme administratif à vocation régionale, ou, au moins, la création d'un organisme de planification régionale. Contrairement aux autres grandes métropoles du monde, la région montréalaise n'a pas encore établi son "modus vivendi" régional. La région compte environ 450 municipalités et villes de toutes les superficies possibles. Les tendances autonomistes de ces municipalités rendent

presque impossible toute tentative d'aménagement régional sur une base volontaire. L'esquisse du plan directeur intitulé Horizon 2000, préparée par la Ville de Montréal, en constitue une preuve éloquente. Les édiles municipaux ne semblent pas encore comprendre que l'avenir de leur petite municipalité est lié à l'avenir de toute la région.

Ainsi, si la région de Montréal a connu le type de développement que nous avons tenté de décrire, c'est surtout dû au fait de la présence d'un trop grand nombre de municipalités situées à proximité de la Ville de Montréal et qui étaient toutes désireuses de profiter au maximum et à court terme de la croissance de la région. L'éparpillement du développement devenait inévitable.

L'absence de plan régional

Le Service d'Urbanisme de la Ville de Montréal nous présentait, en 1967, l'esquisse Horizon 2000. C'était une première tentative de planification régionale. Ce plan nous indiquait les principaux axes de développement urbain qu'il fallait favoriser en vue de mettre fin à l'éparpillement qui se manifestait, de faciliter l'organisation des différents modes de transport et ainsi de conserver les bonnes terres arables et certaines zones de loisirs. Il nous était enfin possible de mieux saisir les problèmes qui se posaient au niveau de la région et de percevoir les solutions qui pouvaient être proposées dans les années à venir par les planificateurs.

Ce plan, quoique modeste, est demeuré sans lendemain, car il n'existait aucune autorité politique ou administrative possédant les pouvoirs nécessaires pour en assurer l'application.

La création récente de la Commission de Développement de la Région de Montréal, de la Communauté urbaine de Montréal et du Service d'aménagement du territoire de la région aéroportuaire nous permet, par contre, d'être plus optimistes pour l'avenir.

L'avenir

La Commission de Développement de la région de Montréal (C.D.R.M.)

L'Office de Planification et de Développement du Québec (L'O.P.D.Q.) est l'organisme gouvernemental chargé de préparer "des plans, programmes et projets de développement économique et social et d'aménagement du territoire...en tenant compte des particularités des régions du Québec".

Créé au cours de l'été 1970, la C.D.R.M., est chargée, en quelque sorte, d'exécuter le mandat de L'O.P.D.Q. au niveau de la région de Montréal. Le directeur général adjoint de L'O.P.D.Q. est président de la C.D.R.M., laquelle est composée de hauts fonctionnaires de certains ministères et organismes publics.

La C.D.R.M. doit principalement:

- définir les grandes orientations du développement de la région;
- consulter la Communauté urbaine de Montréal et les corps municipaux intéressés à ce sujet;
- inventorier les plans, programmes et projets d'immobilisation des ministères et organismes du gouvernement et faire les recommandations opportunes à L'O.P.D.Q.

La C.D.R.M. constitue donc un organisme consultatif chargé par le gouvernement de coordonner les activités des ministères au niveau de l'une des dix régions administratives du Québec en vue d'assurer un aménagement rationnel du territoire et une meilleure utilisation des fonds publics.

La Communauté urbaine de Montréal (C.U.M.)

La C.U.M. regroupe les municipalités de l'île de Montréal. Le président du comité exécutif de la C.U.M. est nommé par le gouvernement et les autres membres sont élus parmi les membres du conseil qui est composé du maire et des conseillers de la Ville de Montréal et des maires de chacune des autres municipalités.

La C.U.M. possède, sur son territoire, la compétence sur des matières qui doivent être traitées à l'échelon régional. Entre autres:

- l'évaluation des biens imposables;
- l'établissement d'un service centralisé de traitement des données;
- l'élimination de la pollution de l'air;
- l'établissement de systèmes intermunicipaux d'eau potable;
- les égouts intermunicipaux et les ouvrages intermunicipaux d'épuration des eaux;
- le traitement des ordures;
- la santé publique;
- l'établissement de normes minimales en matière de construction;
- les services de police et de protection contre les incendies;
- les parcs régionaux;
- l'établissement d'un schéma d'aménagement.

La loi de la C.U.M. stipule que la Communauté doit adopter, par règlement, dans les trois années de l'entrée en vigueur de la loi, un schéma d'aménagement qui comprendra:

- les affectations du sol et les densités approximatives d'occupation;
- le tracé approximatif des principales voies de circulation;
- la nature et l'emplacement approximatif des équipements urbains;
- la nature, l'emplacement et le tracé approximatif des services d'utilité publique.

Le Service d'aménagement du territoire de la région aéroportuaire (S.A.T.R.A.)

Le gouvernement fédéral construit actuellement, dans la partie nord-ouest de la région de Montréal, un deuxième aéroport international, ce qui impliquera, de la part du gouvernement central, des investissements de l'ordre de 400 millions de dollars.

La réalisation de ce projet suscitera une transformation radicale de ce secteur qui avait, jusqu'à aujourd'hui, une vocation régionale.

En vue de permettre à la région de retirer, à long terme, le maximum d'avantages d'une telle implantation, le gouvernement du Québec a procédé à une fusion des 13 municipalités qui entourent le territoire de l'aéroport. Ensuite, fut créé le S.A.T.R.A., rattaché au ministère des Affaires municipales, qui doit:

- "préparer un plan d'aménagement" pour un territoire qui englobe 33 municipalités;
- "assurer la concertation des ministères et organismes québécois publics et parapublics impliqués dans ce plan d'aménagement, par le truchement de la C.D.R.M.;
- assurer la "concertation" des municipalités impliquées dans le plan d'aménagement;
- préparer les dossiers requis pour la conciliation du plan d'aménagement avec les projets du gouvernement du Canada dans ce territoire". (Arrêté en conseil)

Le plan d'aménagement de la région aéroportuaire doit être préparé d'ici le 31 décembre 1971. Chacune des 33 municipalités de la région devra préparer un plan directeur de son territoire dans les 24 mois suivant cette date. Ces plans directeurs municipaux devront respecter les recommandations du plan d'aménagement de la région.

Conclusion

Même si ces nouvelles structures rendent d'aucuns optimistes, il subsiste encore plusieurs problèmes auxquels il faudra trouver une solution dans un avenir rapproché pour que les efforts entrepris portent fruit. Examinons brièvement la situation:

- La région métropolitaine de Montréal compte un nombre beaucoup trop considérable de petites villes non viables. Il faudra résoudre ce problème par des fusions ou des annexions et l'opération est déjà amorcée. Les quatorze villes de l'île Jésus se regroupaient en 1966 pour former la Ville de Laval. Il y eut fusion des 13 municipalités adjacentes au territoire du nouvel aéroport international. Par ailleurs, le texte de la loi de la C.U.M. permet de présumer la fusion des 30 municipalités actuelles en 5 secteurs différents.
- Puisque certains services doivent être administrés sur une base régionale pour être rentables, d'autres communautés urbaines devront être créées au sein de la région métropolitaine dans les années futures. Cette nécessité est particulièrement urgente pour les municipalités de la Rive Sud où l'esprit de clocher a créé des situations désastreuses. Ces regroupements au sein de Communautés sont essentiels pour assurer la coordination de certains services et aussi pour permettre l'embauchage d'un personnel administratif compétent dont ont grandement besoin nos municipalités québécoises.

- Nous nous demandons s'il est avantageux que le texte de loi définisse les principaux éléments du schéma d'aménagement de la c.u.m. Depuis le début des années soixante, un grand nombre de municipalités du Québec ont confié à des urbanistes le soin de préparer des plans directeurs pour leur territoire. La plupart de ces plans n'ont jamais été appliqués, à cause de leur trop grande inadaptabilité aux situations changeantes. La croissance et le développement de nos villes ne s'effectuent pas toujours, hélas, selon la volonté de nos urbanistes-magiciens! Ces plans directeurs, dont il est d'ailleurs très difficile de donner une définition, tentaient de définir l'image que présenterait une ville, 20 ou 30 ans plus tard, sans considération, souvent, des nombreux facteurs qui pouvaient modifier le cours des événements.

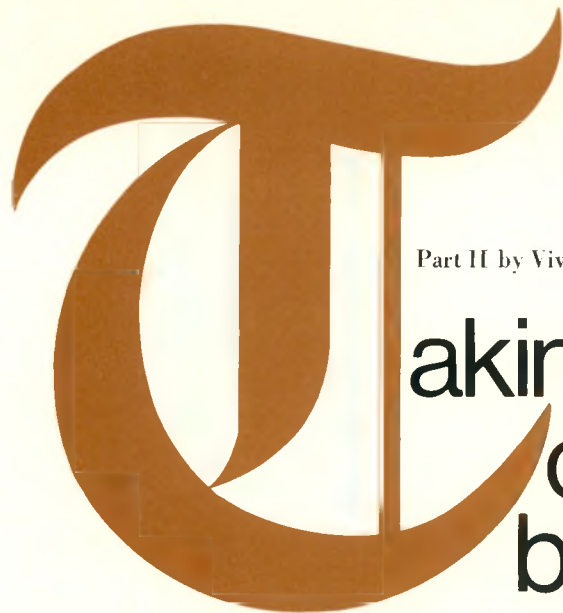
Bien que le texte qui définit ce que sera le schéma d'aménagement soit très bref, nous y trouvons les éléments qui nous portent à croire que s'il était appliqué à la lettre, le schéma présenterait les mêmes difficultés d'application dans les années futures que les plans directeurs élaborés par toutes nos municipalités. Ce dont nos administrateurs municipaux ont besoin, c'est d'une somme d'information et d'outils modernes qui leur permettent de connaître les conséquences de leurs décisions, à court et à long terme, pour le territoire en question et pour la région. Nos plans directeurs traditionnels ne nous le permettent pas actuellement.

- Il faudrait aussi accorder à la c.u.m. les pouvoirs nécessaires pour assurer l'application du schéma d'aménagement. Ce sont en effet les municipalités qui composent la c.u.m. qui possèdent encore aujourd'hui les pouvoirs en matière d'urbanisme, dont le zonage et le lotissement. Ainsi, le schéma pourra établir les affectations du sol et les densités approximatives d'occupation. Mais ce sont les municipalités qui possèdent, par le biais du zonage, les pouvoirs d'application. Le schéma établira le tracé des principales voies de circulation, mais ce sont les municipalités, individuellement, qui demeurent toujours responsables de leur construction.

Aucune disposition de la loi actuelle ne permet de concilier les pouvoirs que possèdent, respectivement, la c.u.m. et les municipalités en matière d'aménagement du territoire. Les dispositions actuelles de la loi de la c.u.m., en ce qui concerne l'urbanisme, peuvent donc nous laisser songeurs. Il serait important de déterminer le champ d'action de chacun de ces niveaux d'administration municipale en matière d'urbanisme.

- Qu'advient-il de la Commission de Développement de la Région de Montréal? Dans quelle mesure pourra-t-elle réaliser son obligation de définir les grandes orientations du développement de la région? Ses recommandations concernant la coordination des budgets et programmes des différents ministères et organismes publics québécois seront-elles appuyées par le pouvoir politique qui aura finalement le dernier mot?

- Notre régime fédéral n'est pas sans créer quelques difficultés dans le domaine de l'aménagement du territoire. La constitution actuelle semble accorder aux Etats provinciaux la juridiction en ce domaine, mais certains événements récents, dont le choix de l'emplacement du nouvel aéroport international à Ste-Scholastique et les frictions que ce choix a pu causer entre Québec et Ottawa, nous démontrent que la situation est moins claire que les textes légaux. L'aménagement du territoire sera impossible aussi longtemps que le gouvernement fédéral pourra, par une décision unilatérale, agir à l'encontre des grands axes de développement définis par les Etats provinciaux pour les différentes régions métropolitaines du Canada. Il faudrait reconnaître aux provinces un pouvoir prioritaire en matière d'aménagement du territoire, et des mécanismes de coordination pour assurer l'application de ce principe devraient être mis en place entre les deux paliers de gouvernement.



Part II by Vivian Astroff

aking stock of our old buildings

L'inventaire de nos vieux bâtiments

2e partie par Vivian Astroff



Wood									
1. None	2. Vertical log	3. Vertical shaped log	4. Vertical plank	5. Horizontal log	6. Horizontal shaped log	7. Horizontal log cordwood	8. Horizontal plank	9. Mortise & tenon (red river frame)	10. panel or plywood
Main door structural opening shape									
1. Flat	2. Segmental	3. Semi-elliptical	4. Circular	5. 4 centre ogee	6. 2 centre pointed	7. Triangular	8. Other		
Church towers & spires-location (Multiple choice)									
1. None	2. Tower	3. Facade	4. Extension	5. Wings					
Porches and galleries									
1. None	2. Platform or stoop	3. Umbrage	4. Open porch	5. Enclosed porch	6. Portico	7. Verandah or gallery	8. Other		

Cette vieille église très originale, sise entre Prince-Rupert et Prince George, allie les simples caractéristiques de la cabane traditionnelle au raffinement des fenêtres en ogive et de la porte cintrée.

An unusual old church building between Prince Rupert and Prince George, British Columbia, combines the simple features of the traditional log cabin with the sophistication of arched windows and doorway.

À la découverte de notre héritage

Le recensement de notre héritage architectural n'est pas une sinécure. Depuis que l'Inventaire canadien des bâtiments historiques a été lancé, à l'été de 1970, par le Service des lieux historiques nationaux (du ministère des Affaires indiennes et du Nord canadien), des renseignements de base sur environ 33,000 vieux édifices ont été consignés, ce qui représente le tiers de l'objectif de la phase I, celle qui a trait à l'examen de l'extérieur de 100,000 immeubles sur une période de cinq ans.

Entre-temps, deux programmes complémentaires sont en cours, pour interpréter en termes historiques et sociologiques la masse de détails déjà obtenus et pour servir d'outils additionnels dans la définition de cet héritage et la localisation d'autres secteurs propices à de nouvelles découvertes. Le premier programme a donc trait à l'analyse du caractère architectural d'un immeuble ou d'un groupe d'immeubles; le second s'attachera à déterminer les facteurs qui ont influé sur la formation de ces caractéristiques.

On peut en effet retracer l'évolution d'une ville en tenant compte non seulement des exemples de belle architecture qu'elle contient mais aussi des mélanges de styles, souvent affreux, auxquels se sont livrés les spéculateurs. L'inventaire va nous dire exactement ce que nous possédons. Le but: établir des critères pour le choix d'immeubles représentatifs d'une architecture nationale; pour l'évaluation des traits propres aux maisons rurales, de même qu'aux maisons urbaines; pour la sélection des meilleurs spécimens de types d'architecture: victorienne, georgienne, néo-classique; pour l'attribution judicieuse des sommes assez limitées affectées à la préservation des vieux bâtiments d'intérêt national.

Afin de faciliter le relevé de ces immeubles, une recherche est nécessaire et la bibliographie de l'architecture canadienne ne comprend qu'une douzaine de volumes. L'été dernier, les chercheurs ont précédé les équipes de rapporteurs pour obtenir par tous les moyens la documentation nécessaire sur les villes sujettes à l'enquête et pour déterminer les districts assez anciens pour répondre aux normes de l'Inventaire (dater d'avant 1914, pour l'Ouest; d'avant 1880, pour l'Est).

Une classification systématique et l'obtention rapide des renseignements sont également indispensables. C'est pourquoi une "bibliothèque", ou plutôt un catalogue d'architecture adapté à la banque des données fera partie intégrante de la section de recherche. Rapports, périodiques, coupures de journaux seront codés deux fois: 1—par ordre d'auteur-sujet; 2—selon un "géocode" spécialisé, qui relie le brin d'information à la province, à la ville, au district et souvent à la rue et à l'immeuble qu'il décrit. Les résultats de cette recherche donneront de la profondeur et de l'ampleur aux données techniques de l'Inventaire; ils permettront aux villes et autres centres de reconnaître les vieux bâtiments qu'ils possèdent et ceux qui méritent d'être conservés. Car l'objectif de cet Inventaire n'est pas seulement de consigner le patrimoine architectural du Canada mais de le faire mieux connaître et d'encourager sa préservation.

Toward defining our building heritage

Recording Canada's architectural heritage is no mean task. On the very pedestrian level it means slogging through slush and snow in winter; and confrontation with the occasional irate dog or belligerent drunk in summer.

Back at the office it means amassing tons of paper, cataloguing thousands of photographs, co-ordinating structural and historical research, and plotting sophisticated computer programs to sort and organize millions of items of information.

Since the Canadian Inventory of Historic Building was launched in the summer of 1970 by the National Historic Sites Service (of the Department of Indian Affairs and Northern Development), characteristic information on some 33,000 old buildings has been recorded. This brings the program one-third of the way through its phase one objective of surveying the exteriors of 100,000 structures over a five-year period.

Meanwhile, two complementary programs are being evolved to interpret in historical and social terms the mass of architectural details already recorded, and to serve as additional tools in defining our building heritage, and locating possible areas for further recording.

In human terms, one program is concerned with analyzing the architectural character of a particular building or group of buildings; the other with determining the factors which influenced "character" formation.

Analyzing architectural character

The recording form listing structural details of each building surveyed for the inventory produces 78 categories and some 700 items of information. To sift through the data for the sort of architectural commonplaces and quirks that give the building its character, selective criteria must be used.

A detailed, highly flexible set of criteria organizes selected structural elements into basic features, or "carcass" information (building plan, number of storeys, type of roof, etc.); and architectural embroidery, or "detail" information (presence of dormers, type of eaves, window shape, etc.). The computer program further includes a coded listing for building date, architect, historical significance, and precise geographical location. The purpose—to allow the architectural historian to "read" and analyze, via computer printout, the architectural profile of a community.

One can, in effect, trace the architectural evolution of a town. And unlike most local accounts of historic buildings, the inventory outlines a very human history—including not only examples of fine architecture, but also the stylistic mish-mash so often produced by the building speculator. The inventory will tell us exactly what we have in the way of old buildings, from the ghastly to the great.

The intent is to produce criteria for selecting buildings of national architectural significance; for evaluating the features of rural structures in a context separate from urban structures; for selecting exceptionally fine examples of architectural "types"—of a Victorian, Georgian, classic revival building, for example; for deciding where scarce resources might be best spent in preserving old buildings of national significance.

The research aspect

When it is completed over the next decade, the Canadian Inventory of Historic Building will provide both a lasting record of our historic structures and the human circumstances which gave them form.

As a back-up to the structural survey, documentary research is being carried out to uncover the why's and wherefore's behind our architectural landscape. The shelf of Canadian architectural bibliography is short—no more than a dozen volumes. Yet when planning so extensive a structural recording program, a large amount of preliminary data is required. Which were the earliest settled areas of the specific town or province? Are the existing old buildings the earliest built there? Who, then, were the original settlers or town founders? When and whence did they come? This type of information helps to sort out the architectural haystack, indicating where to look and what to look for in the way of historic structures.

Research will be focused not only on the larger urban centres but also on what one might call service communities—fishing villages along the Maritime coast, farming communities and industrial towns—to determine and compare how their development was conditioned by circumstance and environment. And, in turn, the historians will study the expression of the factors through the community buildings.

Say, for example, two groups of Scots left their hometown at about the same historical period for Canada. Upon arrival, one group of families settled in Nova Scotia, the other pushed west to Manitoba. Quite likely the building materials would have differed in the Nova Scotia and Manitoba settlements—each adapted to local climate and geography, yet each exhibiting common architectural features drawn from the Old World.

One current study traces the growth of some 20 communities and districts in British Columbia's Fraser Valley prior to 1914 (the historical boundary for the inventory in the western provinces). Although the majority of permanent settlers have been of British ancestry, the discovery of gold on the Fraser River (and later north in the Cariboo) brought prospectors from the world over through the valley in the late 1850s, and a number of disenchanted miners remained to settle there.

Between 1858 and 1914 Chinese, Japanese, Indian (Sikh) immigrants, and French Canadians from Québec arrived. The study suggests, however, that since so many non-British immigrants first came as indentured workers their presence may not be widely reflected in architecture. The Fraser Valley is nevertheless rich in old buildings; distinctive examples are a Sikh temple near Abbotsford and large old French Canadian homes near Maillardville.

For areas which the structural survey indicates as having many buildings of outstanding architectural and historical significance, research will become intensified and detailed. In Québec City, for example, the researchers would attempt to compile biographical material on the local artisans, masons and carpenters, since their training and background would influence the structures which they built and lived in.

This past summer researchers preceded the recording teams in almost every province surveyed to pinpoint districts which would fall within the historic boundaries for the structural survey (1914 for the north, western provinces and Ontario, 1880 for the east). At the same time they compiled some historical background on the towns. In some cases this means getting an oral history. The researcher approaches the priest, the mayor and the

A Québec, cette porte à deux battants datant de la fin du 19^e siècle est entourée de murs de moellons réguliers vieux de 200 ans.

A late 19th-century double-leaf door in Québec City is surrounded by 200-year-old coarsed rubble walls.



Stone-shape and coursing									
1. None	2. Plain or split fieldstone	3. Flat and/or rubble	4. Slate or shale	5. Rubble, random	6. Rubble, coursed	7. Rubble squared	8. Cut stone, broken course	9. Cut stone, coursed	10. Panel
Main door surround-head									
1. None	2. Plain, medallion	3. Lintel	4. Lintel, decorated	5. Lintel, shaped	6. Label	7. Flat arch, vertical joints	8. Arch, radiating voussoirs	9. Arch, radiating voussoirs, keystone	10. Arch, alternate radiating voussoirs
Main door surround-sides									
1. None	2. Plain	3. Moulded trim	4. Quoins	5. Pilasters or engaged columns	6. Decorated other	7. Other			
Main door type									
1. Unknown	2. Vertical plain	3. Diagonal plain	4. Single leaf, 1 panel	5. Double leaf, 1 panel	6. Single leaf, 2 panel	7. Double leaf, 2 panel	8. Single leaf, 3 panel	9. Double leaf, 3 panel	10. Single leaf, 4 panel

Construite en 1831, cette belle maison Chandler, apparemment abandonnée, à Dorchester, Nouveau-Brunswick, répond à plusieurs des critères qui en font un exemple remarquable de l'architecture géorgienne au Canada: hall central, cinq fenêtres, comble tronqué en croupe. Les têtes de fenêtres en pierre de taille, la façade en pierre de taille régulière et l'ornementation des côtes de la porte confèrent à cette habitation une élégance distinctive.

Built in 1831, the handsome, apparently abandoned Chandler House in Dorchester, New Brunswick, fulfills many of the criteria to make it an outstanding example of Georgian architecture in Canada — such as the center hall and five bays, and truncated hipped roof. The cut-stone window heads, coarsed cutstone facade, and decorative door sidelights give the structure a distinctive elegance.



Plan									
1. Square	2. Rectangular	3. Rectangular	4. L	5. U	6. T	7. H	8. Circular	9. Polygonal	10. Centre space
Main window structural opening shape									
1. Flat	2. Segmental	3. Semi-elliptical	4. Semi-circular	5. 1/4 centre-ogee	6. 2/2 centre-pointed	7. Triangular	8. Flat & round corner	9. Other	
Main window division									
1. 1 sash	2. 2 sash	3. 1 sash and transom	4. 2 sash and transom	5. 2 sash, no mullion	6. 2 sash with mullion	7. 3 sash with mullion	8. Sash with sidelights	9. 4 sash with mullion	10. Other
Main door location									
1. Centre door, gable facade	2. Centre door, main facade	3. Off-centre, gable facade	4. Off-centre, main facade	5. Multiple, main	6. Multiple, gable	7. Corner	8. Other		
Stone-shape and coursing									
1. None	2. Plain or split fieldstone	3. Flint and/or cobble	4. Slate or shale	5. Rubble, random	6. Rubble, coursed	7. Rubble, squared	8. Cut stone, broken course	9. Cut stone, coursed	10. Panel

Using these parts of a recorder sheet, tick off the right elements of the Chandler House.

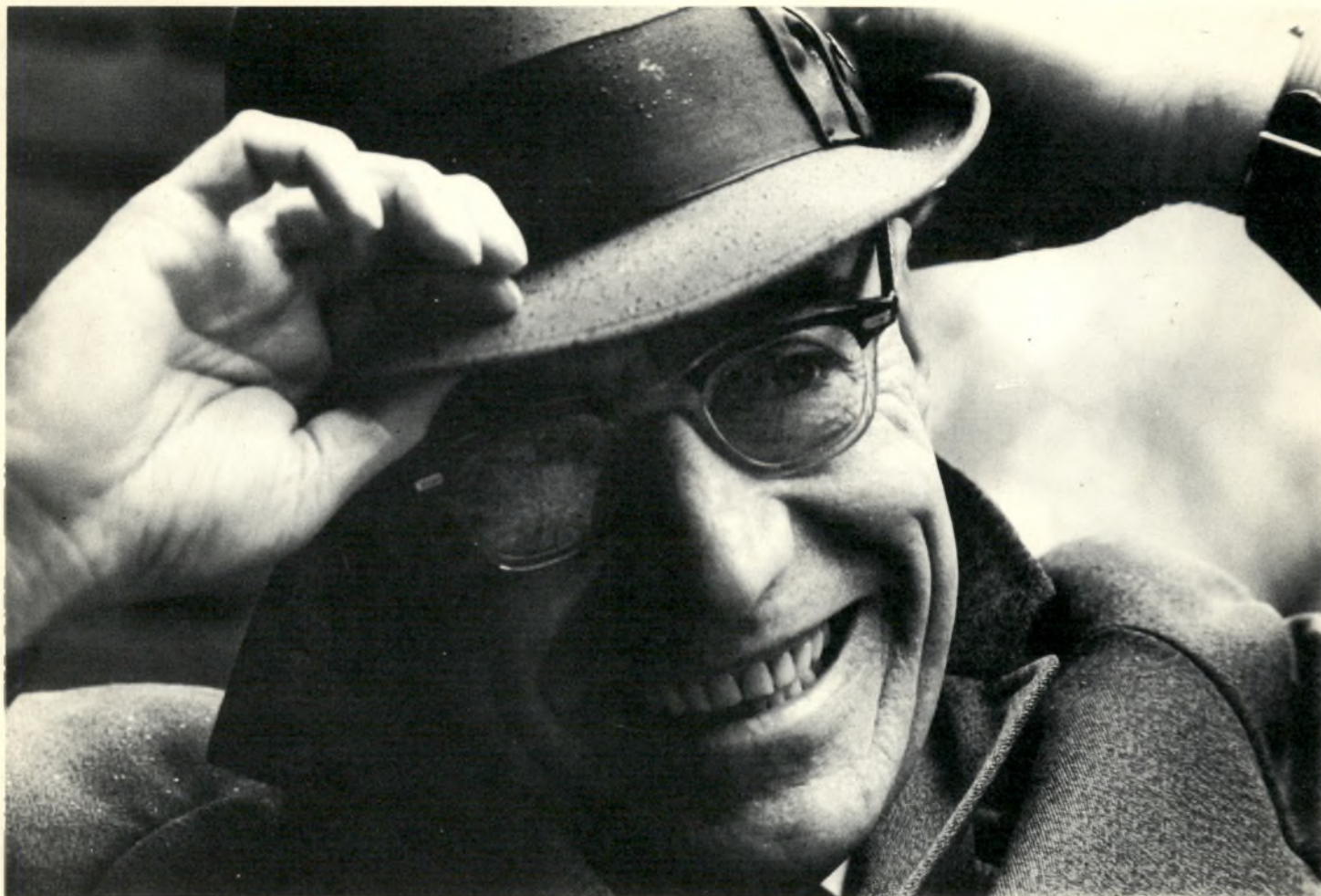
oldest person he can find. He also looks through whatever town records are available—census and parish records are prime sources of information. Sources are a special problem in the smaller urban centres and rural areas.

Dating structures in particular is a very difficult process. It means going to sources which are rarely used, and large portions of city archives are often disappointingly incomplete—records have been thrown out over the years due to lack of space. However, in the first phase of the structural survey covering some 100,000 buildings, precise dating is less of a concern than establishing general historical guidelines for an area or building enclave.

Systematic filing and quick retrieval of information are indeed vital to the total inventory program. Hence an integral part of the research section is the “library”, in fact an architectural catalogue adapted to the computerized data bank at the core of the inventory. Reports, periodicals, newspaper clippings are all indexed twice—by the standard author-subject and by the specialized “geocode” which relates the bit of information to the province, town, district and often, specific street and building that it describes.

The information gleaned from this historical research will give depth and perspective to the structural data recorded as part of the continuing architectural inventory program. It will enable cities and communities to learn specifically what sort of old buildings they have and assess which are worth saving. For the objective of the Canadian Inventory of Historic Building is not only to record the Canadian architectural heritage but to discover it, and thus to encourage its preservation.

Photos by Department of Indian Affairs and Northern Development.



About the Authors/Les auteurs

Barbara Lambert is an Ottawa architect and journalist. She is also a director of the National Capital Commission.

F. Lloyd Roche is General Manager, Milton Keynes Development Corporation, England.

George Younger, MP, is Under-Secretary of State for Scotland, with special responsibility for development.

Pierre Charbonneau, dessinateur à la Division de l'aménagement urbain du Service d'Urbanisme de la ville de Montréal.

Robert Bourdeau is a draftsman in the Architectural and Planning Division, Central Mortgage and Housing Corporation, Ottawa.

Ron Solomon is Editor, Stills Division, National Film Board, Ottawa.

Peter Jacobs is Associate Professor, Department of Planning, University of Montreal.

Robert Petrelli est coordonnateur en rénovation urbaine à la Société d'habitation du Québec.

Vivian Astroff is an Information Officer with the Conservation Group, Department of Indian Affairs and Northern Development, Ottawa.

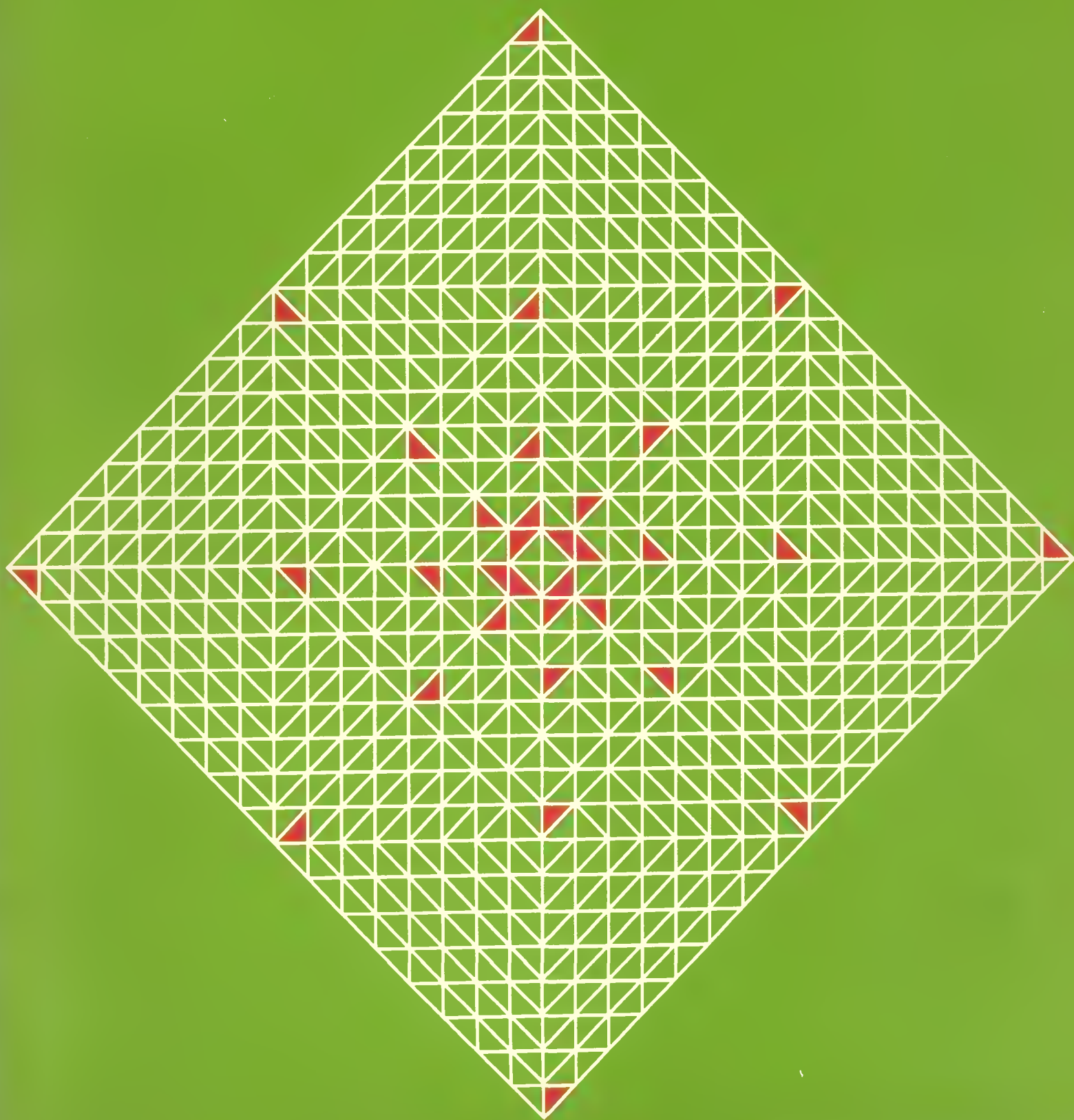
Vivian Astroff est agent d'information au ministère du Nord et des Affaires indiennes à Ottawa.

Central Mortgage and Housing Corporation, Ottawa
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Minister of State for Urban Affairs

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ministre d'État chargé des Affaires urbaines

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Table of Contents / Table des matières

4	An Urban Mosaic by Walter Schreier	On Being Civilized Walter Schreier compares progress and	the pursuit of happiness with present urban values.
8	The New Covent Garden Scheme "With Responsibility and Humanity"— by Richard Carr	Ruin or Renovation? Andrew Marvell lived in Maiden Lane ; so did Voltaire. But Maiden Lane will soon vanish, to be replaced by a spine road, that is, if plans for the redevelop- ment of Covent Garden are approved.	The difficulty in redeveloping the old and great cities is in retaining the his- torical while making way for "progress." Hopefully it can be done "with re- sponsibility and humanity"—but can it?
14	Les Halles	L'idée de rénover le quartier des Halles— périmètre historique et "ventre de Paris"—ne date pas d'hier et c'est en 1959 que la décision de transférer le gigantesque marché hors des limites de	la capitale fut prise. Toutefois, une opération de cette envergure exige du temps et les premiers résultats n'appa- raîtront de façon tangible que dans les années à venir...
19	A Portfolio of Photographs (Part II) by Robert Bourdeau	The Mystery of the Land The second part of a small selection of	beautiful photographs
28	Constructive Citizen Participation by Desmond M. Connor	Local Issues and Citizen Action A retrospective piece on Ottawa's High- way 417 controversy. The protesters used newspapers, radio, television and a mail-in-ballot to help the public make	a decision on the linking of a proposed new 4-lane highway from Ottawa to Montreal, into the City of Ottawa's existing road system.
34	<i>Alfred : 100 ans de souvenirs . . . par l'abbé Jean Gratton</i>	<i>Le village d'Alfred, en Ontario, a célé- bré en 1971 le centième anniversaire de sa fondation . . . Une personnalité</i>	<i>locale se penche sur le passé de cette communauté francophone.</i>
38	Simple "Do-it-Yourself" Building Techniques Outlined in New Solution for World Housing Problem	Housing for Developing Nations Nothing less than a revolution in low-cost housing construction will be needed to provide shelter in developing countries says this summary of a U. N. report.	
41	Letters		
43	Book Reviews		
	Design / Conception graphique	Gottschalk + Ash Limited	
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	Inside back cover photograph Photographie de la couverture intérieure arrière	Gabor Szilasi	

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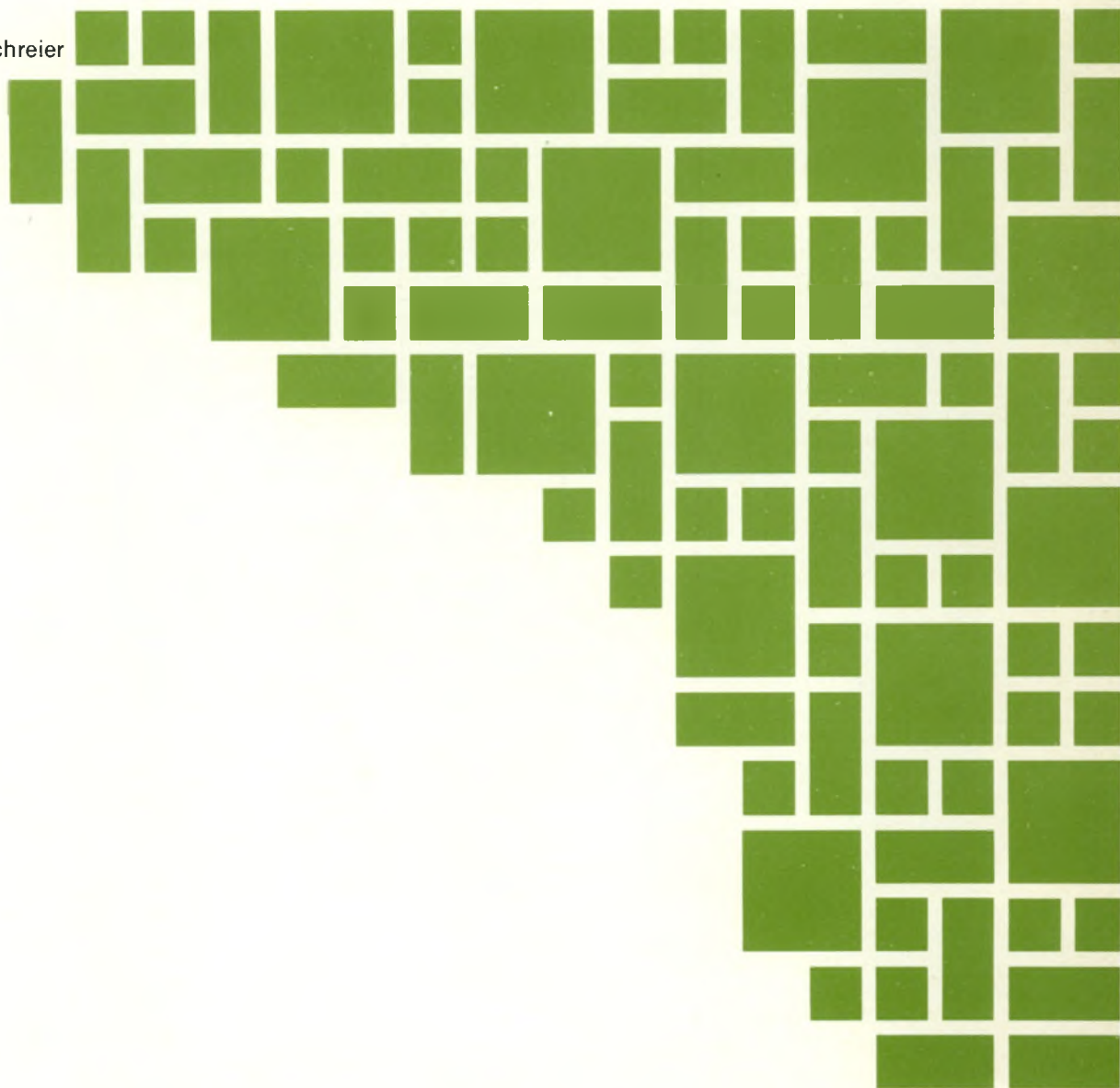
Habitat, revue bimestrielle de la Société centrale d'hypothèques et de logement, porte le numéro de recommandation d'objet de deuxième classe: 1519. Les opinions exprimées par les auteurs des articles ne sont pas nécessairement celles de la SCHL. Il faudrait adresser toutes les communications au rédacteur en chef, M. E. H. Q. Smith.





An Urban Mosaic

by Walter Schreier





Don't be misled by the title. This is not a story about a Jewish city dweller, although, by ruminating about the incongruities of urban life, the main topic of my essay, I intend to digress frequently into other subjects, be they religious or profane.

In keeping with the time-honoured tradition so faithfully practiced by after-dinner speakers and clergy, I would like to introduce my story with a text :

"Without the Utopias of other times, men would still live in caves, miserable and naked. It was Utopians who traced the lines of the first city... out of generous dreams come beneficial realities. Utopia is the principle of all progress, and the essay into a better future".

This quotation, attributed to Anatole France was used as a *Leitmotiv* for a paper I prepared not long ago. Addressing itself to the improvement of our cities, the paper would startle no one afraid of transgressing the rules of the game. It was much more concerned with providing pegs for politicians' hats than with doing justice to Anatole France. In retrospect and while the paper and the ideas that generated its preparation are still fresh in my memory, I am wondering what one would say in response to Anatole France.

Well, ruminations on Utopia bring to mind Soleri, a contemporary dreamer of cities. The mediaeval cities, secure within their walls, discouraged their inhabitants to leave them during the night time when ghosts and witches banged at the gates. During the day, robber barons and other bushwhackers were dominating the countryside, so it was a good idea to separate the city from it.

Unafraid of ghosts and presumably aware that most bushwhackers are now within our gates rather than outside, Soleri's reason for his "arcologies" is to protect nature. Please don't pick the daisies.

My oversimplification is intended to remind us that we are part of the ecological balance ; that the best cities in the world mix nature with urbanity and that we don't have to retreat into omnistructures of immense densities as the price paid for hearing the birds sing at rare occasions only : during Sunday excursions.

I suspect that "Arcologies", like so many other Utopias, are just the pretexts for architectural fantasies.

Most of us are agreed that the urban dilemma is not just a question of urban sprawl, poverty, shortage of housing, traffic congestion, pollution and land speculation ; the list seems unending ; but that all these ingredients are hopelessly interrelated and interdependent ; that there exists a causal relationship between them.

But some believe it can be unscrambled. New laws, programs, regulating standards, financial restraints and incentives, superimposed over an already cumbersome and contradictory mechanism of largely illusory checks and balances will somehow, so they hope, bring about orderly development and a better, more stimulating urban environment.

I am skeptical. I believe all these measures to be mere palliatives. The quality of life in our cities is a reflection of the values of the society which builds these communities. If there is something seriously wrong with our cities, let us look at our values first before putting bigger and more expensive band-aids on an increasing number of sores. Let us be civilized about city building.

I know it isn't fashionable to moralize ; but I do it anyway. People opposed to discussing our moral values merely show their respective slips : our quest for material gain is seen by many as a preoccupation essentially evil. They feel guilty discussing it. Others, unperturbed by moral scruples and supported by mounting evidence around us, get bored listening because they can't see an affinity between winning and sinning. Nor can I ; so why all the fuss ? In fact, some readers might now say, "If you admit all this, there can't be much wrong with our civilization anyway. We have come a long way during the last 2000 years." I think I

would agree, even though little has been achieved in the name of Christianity and many things went wrong either because or despite of it. Still, we have made progress. Carlyle put it very well when he said :

"If Jesus Christ were to come today, people would not even crucify him. They would ask him to dinner and hear what he had to say, and make fun of it."

My quarrel with a materialistic orientation is not with its presence, but with its pre-eminence and predominance over other values ; and secondly, that the cut and thrust of competition and the so-called system of free enterprise which perpetuates it, are commonly held to be synonymous with a great American ideal : the pursuit of happiness.

It was in full flight in 1953 when I arrived with my family in Canada to join in the chase. Ours is a success story. My wife is an artist respected in the community ; our elder son is happily married. Our fourteen year old son, born here, accepts his foreign parents with typical Canadian tolerance and equanimity. We live in a nice house and, like most suburbanites, will own it in about 20 years when the mortgage is paid off.

I have no, or little reason to be unhappy. I am one of the likely winners. And yet, perhaps because of my special interest in the city and its problems, I know of many Canadians who are denied their share of happiness. Moreover, in the 19 years since we have come here, no substantial progress has been made in the cities. On the contrary, they have become less liveable and more vulgar. To increased poverty and pollution, we now add violence and distrust. Many magnificent buildings, internationally known and acclaimed for their architectural beauty, have been built from coast to coast but on the whole the cities remain empty, inhuman and soulless.

Instead of a community based on ideals which are, at least theoretically, our common heritage, we have become a society in which personal possessions are the yardsticks to measure status and respectability.

Some disparities have always existed and, both in relative and absolute terms, the poor in Canada are better off than the dying beggars on the sidewalks of remote towns in Asia. But the disparities are getting more glaring and the meaning of our avowed ideals more obscure.

Besides, there are communities much poorer than ours, who manage very well in maintaining a beautiful environment – Mikonos in the Aegean Sea for example. The per capita income in Greece is approximately \$1000 – judging by what some of the shipping magnates make, not much can be left over for the simple folk of Mikonos. When I went there in 1966 they were happy people ; they didn't drive cars and I was dubious about the quality of their sanitation and less happy about their political system. But they seemed to share common ideals ; the little town was spotlessly whitewashed, the rocky narrow footpaths scrubbed clean and despite the absence of liquor laws, I met no alcoholics. It is the kind of place North Americans visit when they want, and can afford, to escape their air-conditioned nightmare. Of course, Toronto and Chicago have problems somewhat more complex than those of Mikonos. But perhaps one of the lessons of Mikonos or industrial towns like Schaffhausen in Switzerland, is to try and find mechanisms that will limit our cities to a more human, manageable scale.

On my way back from Mikonos I went to Vienna where I was born and grew up during the depression. Much to my dismay, the Viennese have now discovered cocktail parties and Coca Cola. They also found it practical to use their many magnificent public squares, fountain-centred and bordered by buildings of imperial splendor, as parking spaces. They shrug their shoulders and say : "You can't stop progress". It sounded familiar.

And yet there exists in that city a social conscience instilled in those of us who in the late twenties and early

thirties benefitted from the newly reformed school program which, in addition to the regular curriculum, exposed us to problems relevant to our lives. The city's communal policies involving housing programs, health care, parks and recreation and summer camps for those who could not otherwise afford it, made us proud to live in that impoverished remnant of the empire. It provided a bond that I found unbroken when visiting Vienna's much improved outer districts.

When as kids, we were taken to visit Schoenbrunn Castle, the Emperor's summer residence, it impressed us less than one of the city's first huge social housing projects known as Karl Marx Hof and shown to many visiting town planners at the time as an exemplary solution to house the poor. The social democratic city government has continued to administer the city's affairs and build housing and social facilities, interrupted only by the Dolfuss Regime and Hitler. Many social democratic voters, my father included, could not understand why Karl Marx Hof was then renamed. They always thought it was the name of the architect.

Even in those days there were class differences, but I was not so much aware of them. They did not create the invidious distinctions prevalent in North America today. Almost everybody lived in apartments. They still do in most of continental Europe. Although more or less living cheek by jowl, there were subtle differences. The poorest lived on the top floors of 4 or 5 storey walk-ups; no electricity, no flush toilets. Janitors lived and still do, on the ground floor, landlords and other tenants on the floors between. People slightly better off lived in the same kind of building, but equipped with electricity and running water. Still others, like teachers, shopkeepers and accountants had elevators in their buildings. The distinction between these dwellers and those occupying an even loftier place in the social hierarchy was, apart from dining rooms and inside washrooms, that the latter's elevators actually worked. Keys required to operate the lifts were jealously guarded by parents, but we kids knew how to run

them without keys. This took place in some friends' apartments, not ours. (I only throw the story in as a little example of social integration.)

We lived on the fourth floor of a walk-up, equipped with water and electricity. The washroom was in the hall and we shared it with three other tenants on our floor. The washroom window faced the rear garden of a typical Viennese "Gasthaus" where people go in the evening to eat, drink and sing. Standing on the toilet seat, I spent happy moments watching the waitresses who knew how to carry four full glasses of draft beer in each hand. I could hear the people laugh and sing. I watched the Gasthaus owner's dogs collect scraps from the tables and looked forward to feeding them myself on Sunday when our family regularly ate lunch there. Our neighbours' moments spent outside the washroom were probably less happy than anxious.

Judging by my childhood and remembering many other experiences like those I have described, I believe that we were happy despite our poverty, because we had reason to hope and knew that the community as a whole was committed to the notion of building a better society.

The pursuit of happiness too, is one of those ideals holding out hope and lifting people's hearts. But it has been subverted into a different meaning like so many other ideals buried under mammoth parking lots or dissembled by commercials for deodorants and hairspray.

What are the meanings of ideals such as freedom and democracy? In the so-called people's democracies, people have nothing to say. In the free world people can say what they want, but most of the major decisions affecting their lives are not made by them. On the municipal level, we are more concerned with the perpetuation of zoning restrictions which tend to segregate people and land uses, than with the ideal in-

spiring our original purpose: the building of a place in which it is pleasant to live and to work and to enjoy life fully, but not just for a few.

Primitive tribesmen still surviving in remote places of our planet, oblivious to the term democracy or its meaning, manage to organize their lives more civilly. This applied to the Indians and Eskimos of this country before we gave them covetousness and liquor.

We must resolve to return to basic principles, examine our premises, state our goals and work towards their fulfillment if we want to become civilised. In this process, those of us who don't know it already, may discover that among the real causes for our calamities are lack of understanding or interest; unsatisfactory methods of municipal financing, outdated political boundaries and fragmentation of the decision-making process. The physical manifestations of our dilemma are relatively easy to cope with. For it is neither beyond our ingenuity nor our resources to reclaim and preserve a humane urban environment.

It may be too late. Our continent may soon be one big Disneyland. W. O. Mitchell, a Western Canadian poet with a conscience, was asked on television recently what disturbed him most. He said: "The world is just about up to its ass in fluorescent flamingos".

The New Covent Garden Scheme

'With Responsibility and Humanity'



To most people London's Covent Garden conjures up a picture either of trucks piled high with vegetables and fruit rumbling through the narrow, deserted streets of early morning or of memorable nights at the Royal Opera House.

These two pictures are indeed an essential part of Covent Garden. But the area is many other things as well—the heart of London's theatreland since the stage was restored and patronised by Charles II in 1660; the home of many small craft industries, like the Silver Workshop, which still survive in the small, rented premises that lie between Shaftesbury Avenue and the Strand; a centre for old-fashioned shops selling books, antiques, violins, brass door knobs, saddles and other leather goods, sporting guns, fish, meat and clothes; and one of the last cheap residential areas left in the centre of the city now that Bloomsbury has almost gone.

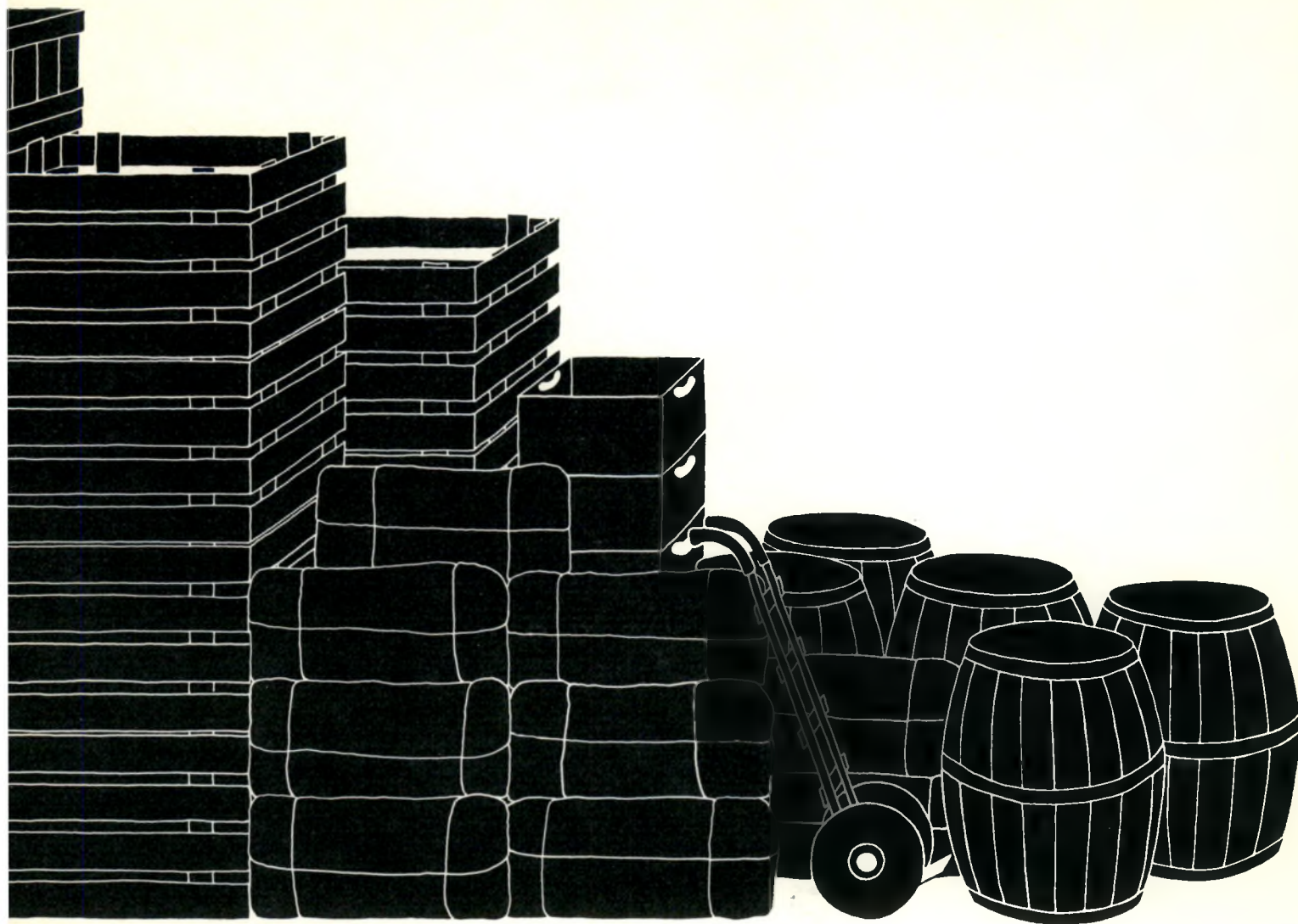
It is also a centre of valuable historical buildings, from the elegance of Coutts Bank in the Strand with its Nash pepperpots at each corner to the delight of the art nouveau windows of The Salisbury pub in St. Martin's Lane.

A Rethink

Hence it is not surprising that, when it was decided in 1968 to move the vegetable market to Nine Elms in Wandsworth on the south bank of the river Thames, realising about 15 acres (six hectares) for development, the Greater London Council (GLC) saw this as an opportunity to rethink the whole area.

What distinguishes its proposals from so many others is that they are designed to mix the old with the new and reject the bulldozing techniques which have so often marred the redevelopment of city centres since World War II.

In 1968 the GLC, acting in concert with the City of Westminster and the London Borough of Camden, the two local authorities involved in the area, drew up a draft plan for the redevelopment of Covent Garden which was shown to the public in November of the same year.



Comments and Suggestions

More than 350 people filled in a questionnaire on the proposals and another 1,500 submitted their own comments and suggestions.

The draft plan was then revised and re-issued in February 1970 and revised again and finalised in July 1970, when it went to the Secretary of State for the Environment. He is holding a public inquiry into it.

Not until his verdict is announced will it be known whether the GLC's proposals will be put into effect and, if they are, what amendments may be made to them.

Main Factors

As it stands—and the GLC has made it clear that the plan is only a proposal and open to amendment—it takes into account four main factors:

- Covent Garden's central position, closely linked to Soho and the West End, the Inns of Court and the Law Courts, Fleet Street and London University;
- the need to keep down traffic and employment in the area;

- the need to preserve its current range of activities;
- the opportunity provided by the move of the vegetable market for more houses and new schools and to expand the Royal Opera House by providing more dressing rooms and better rehearsal facilities and perhaps a second auditorium.

The space vacated by the market will also enable the GLC to build a sports centre, using its roofs and terraces for additional play areas, and an international conference centre linked to new hotels.

More Places To Live

The four factors have also led to a number of associated proposals. These have included, for example, increasing the number of dwellings in the area from 2,500 at present to 6,000, of which an additional 1,400 will be provided by the GLC itself and the remainder by private landlords.

London's Covent Garden, the famous area of street markets and opera houses, is earmarked for redevelopment. A draft scheme is now being considered. A huge area, just off the Strand and on the edge of the City, will, if the proposals are accepted, become a new community. The central piazza, shown here, may well be on the lines suggested by the Greater London Council Historic Buildings Board.



Much Preservation

The plan, which the GLC hopes to put into action next year, will take 20 years to complete and involves renewing about half the buildings within an area of 34 acres (14 hectares).

But many buildings will be preserved along a line running from St. Martin's Court to New Row, Garrick Street, King Street, Covent Garden Piazza, Bow Street and Broad Court to Great Queen Street, with other buildings being preserved in groups around Charing Cross Hospital, the eastern end of the Coutts building in the Strand, Rhodesia House, and Earlham and Neal Streets, where warehouses and pubs have recently been restored.

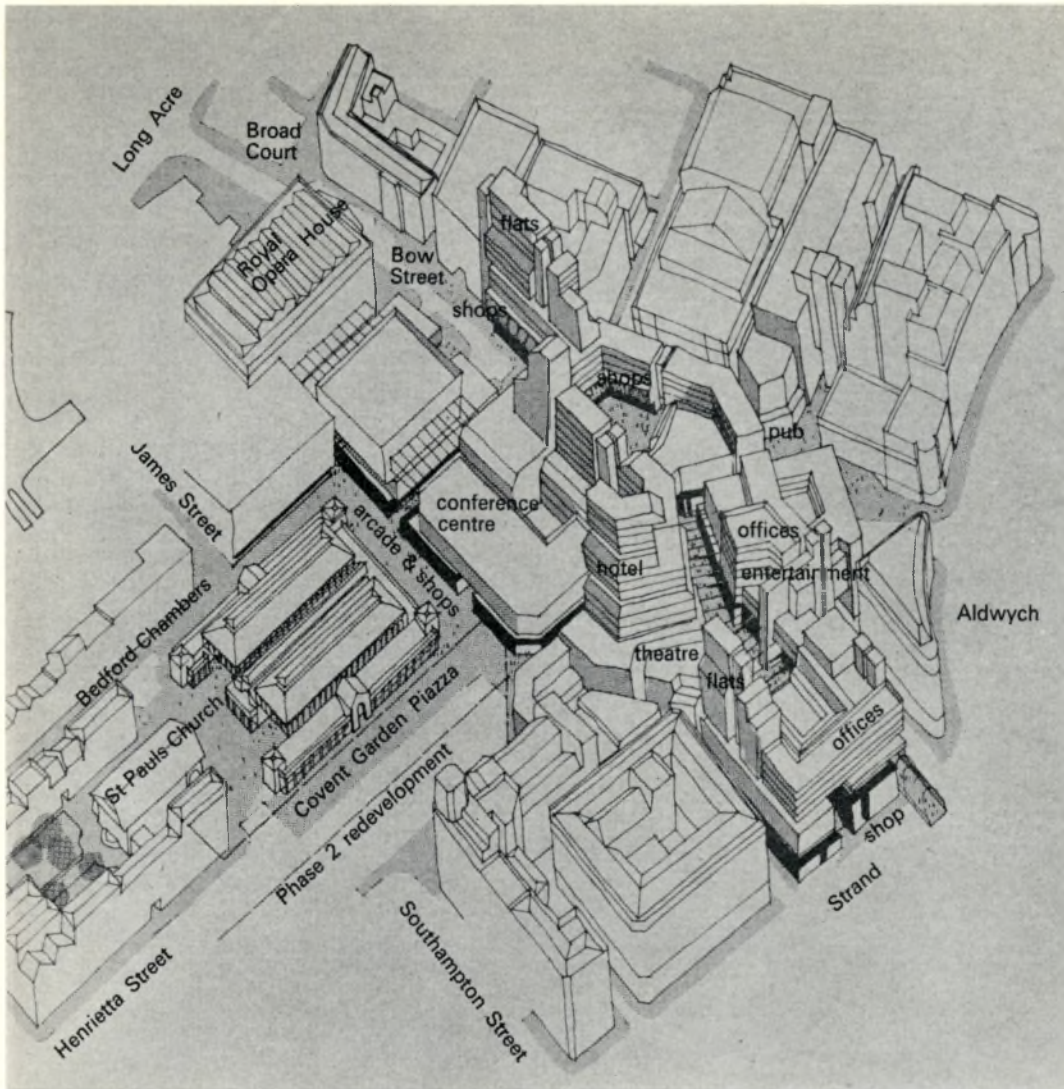
The main line of conservation—"the line of character", as the GLC calls it—will form the principal pedestrian thoroughfare, keeping to routes that are already well established, and on either side will be main road spines—a southern spine linking Trafalgar Square to St. Martin's Lane and the Aldwych, and a northern spine linking Shaftesbury Avenue to Holborn, which will also be the main service road for the area.

A case has been made for restricting the development of theatre sites to new theatres or other forms of entertainment only; restricting the development of office sites to replacement only and holding the amount of office space to its present level.

There would be an increase in shop floor area and storage space by 500,000 square feet (46,451 square metres), most of it along the Strand and Drury Lane.

Development will also include a new county primary school to replace St. Clement Danes' Church of England primary school and St. Patrick's Roman Catholic primary.

Provision would also be made for a new telephone exchange, library and police station. There will be parking for 4,900 cars, with 2,000 spaces for local residents, 2,300 for visitors and a further 600 off-street parking spaces.



This plan shows the complex of buildings which will form the first phase of the southern spine redevelopment and, in addition to preserving well-known landmarks like the Royal Opera House, will provide for new communities of flats, theatres, offices, shops and a conference centre.

Piazza Retained

Both spines will have parallel pedestrian ways and the southern spine will be particularly ambitious—here, at the eastern end, Inigo Jones' piazza will be retained, with ground level arcades on the north, east and south sides incorporated into the buildings and enclosing the piazza, and further pedestrian areas on the east side linking the piazza to Bow Street and the Strand.

The east side will also house the international conference centre while on the north side there will be a link to a central open space of about three acres (one hectare) and possibly a new entrance to the enlarged Royal Opera House.

This development is planned to take place between 1972-1975. The second half of the southern spine road, planned for 1975-1980, links the piazza to Trafalgar and Leicester Squares, with a new pedestrian way on an upper level and a new road underneath along Maiden Lane, parallel to the Strand so that traffic along the two roads can travel eastwards and westwards respectively.

Avoiding Noise And Fumes

Besides the low level road along Maiden Lane, the second stage of the southern spine development also includes new shopping and entertainment facilities, the replacement of existing banks and offices, new restaurants, hotels and residential accommodation on the upper levels, bus and taxi bays along the Strand, and links with the Fleet Line extension proposed for London underground at the Aldwych and Charing Cross.

The northern spine, planned for 1973-1985, will also have sunken roads wherever possible to shield the inner area from noise and fumes, and will include the major residential redevelopment, accommodation for commerce and service industries, schools and community centres. There will also be a

The wholesale fruit and vegetable market in Covent Garden has been there for 300 years. In 1973, it is to be moved south of the river. In its place, if current plans are approved, will rise the new Covent Garden – a massive social, residential and commercial community. The transported market will become one of the most modern of its kind in the world.



new recreation centre at the Cambridge Circus end of the northern spine, complete with swimming pool, squash courts, gymnasia and other sporting facilities, and a new shopping centre at the northern end of Drury Lane. The two spines will then be linked at each end of the Covent Garden scheme by roads which are intended to serve as service roads rather than as major thoroughfares.

As it stands, the GLC's plan is extremely ambitious and, to implement it, the Council proposes to acquire much of the land itself and will then sell off that not required for public amenities and services for development by private enterprises so that the 'parcels' of land fit into the pattern of development and the public benefits from increased land values.

The GLC's own responsibilities include setting up an agency to direct the implementation of the plan, which is designed in well defined stages to minimise disruption and avoid "planners' blight".

Rigorous Standards

Private developers will be expected to satisfy a number of stringent requirements. These will include a high standard of past achievement; a high calibre in the disciplines needed to carry out development; the use of building contractors of good repute; satisfactory financial arrangements for completing buildings and maintaining them afterwards; and the willingness to produce good architecture.

If all these criteria are met, then there is a chance that the aims laid down by Lady Dartmouth, chairman of the Covent Garden Joint Development Committee, will be met.

"There is," she has said, "an unrepeatable opportunity for the GLC, the borough councils, developers, architects and ordinary people to combine in producing ideas, plans, drawings and finally actual buildings whose quality and distinction make us proud.

"There are bound to be changes. But even in the modern idiom, please let us keep as much as possible of the intimate character of Covent Garden, the alleys, the courts, the cosy streets which are so

Not only will it stay – it will be bigger and better with an imposing new entrance. A new look Royal Opera House is just one of the proposed plans for the redevelopment of Covent Garden. The cultural and amenity characteristics of the area will be rigidly preserved. The present opera house is the fourth building on the site and was completed in 1858.



The Crafts Centre building. If plans at present being considered go forward, areas like this could be transformed into a completely redeveloped community embodying flats, theatres, offices, shops and conference centre.

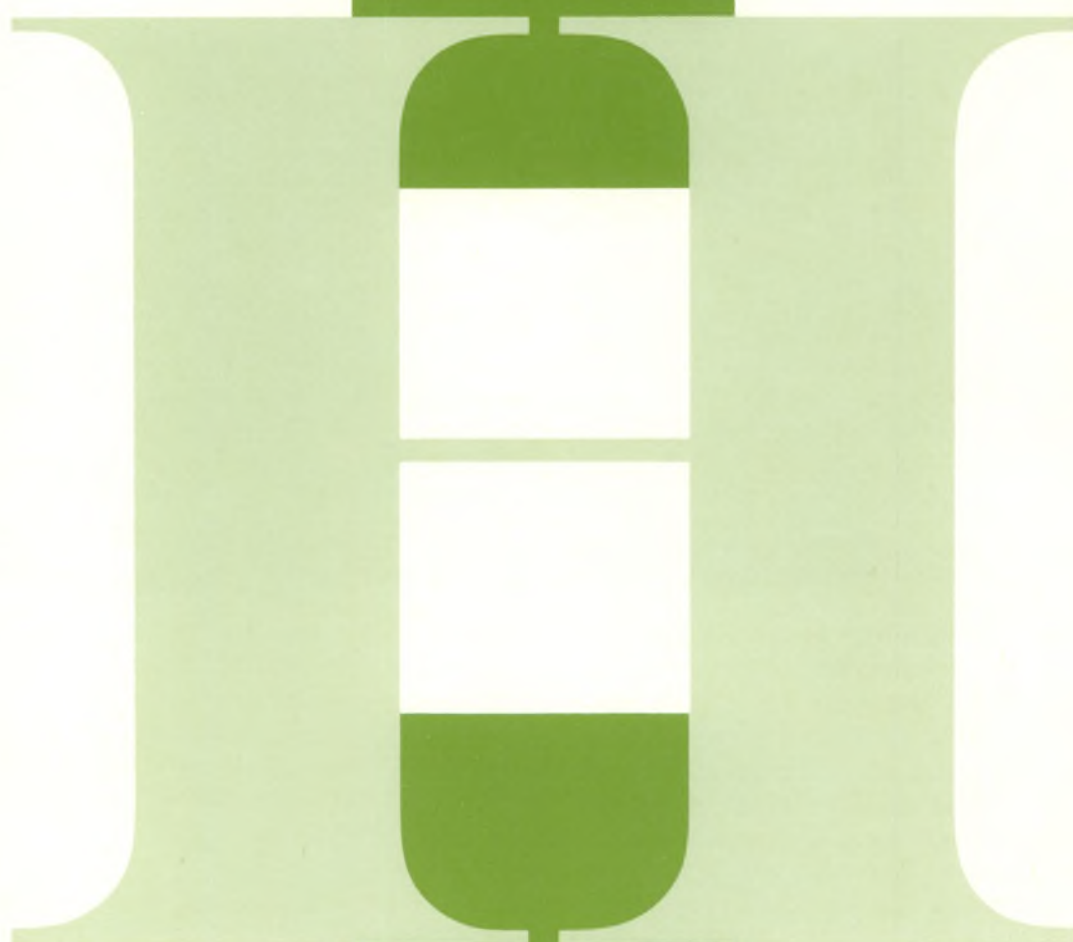


typically English. Yet if this seems impossible, remember that we are also masters of that other English characteristic, compromise.

“Buildings old and new, small and large, can live happily side by side if the scale and proportion and materials are right. Mixed developments can help pay for community projects, and both private and public money can finance all types of housing.

“Any vast change of this kind must be undertaken with responsibility and with humanity. We want to help anyone who is apprehensive or in need. We want to explain any part of the proposals which are not completely clear.

“We want to encourage those who wish to invest in the area and, above all, we want to lay the foundations of a prosperous and happy life for everyone who will live or work in the Covent Garden of the future.”



Un transfert historique :
le déménagement des Halles centrales
de Paris à Rungis...

Depuis quelques années, Paris a entrepris une cure de rajeunissement. C'est par mesure d'hygiène plutôt que par coquetterie qu'on a procédé au transfert des Halles centrales. Ce faisant, la capitale française a perdu son ventre... Car les Halles centrales sont mortes. L'adjectif même qui les qualifiait, les condamnait dans le même temps. Mais, pour en arriver là, il a fallu huit siècles.

Dès leur création, les Halles ont posé de multiples problèmes aux administrateurs de la ville de Paris.

Au début du XII^e siècle, se tenait au cœur de l'Île de la Cité un marché fort animé, le marché Palu. Un jour qu'il traversait la place de Grève, le roi Louis VI (1081-1137) fut épouvanté en voyant des monceaux de vivres, de caisses abandonnées et de débris divers qui jonchaient le sol. Il prit une décision énergique et décida alors de transférer le marché Palu hors de Paris. Le problème était simple, il suffisait de traverser le fleuve et d'installer un nouveau marché en rase campagne, au carrefour de plusieurs routes. Le roi choisit une zone – un peu marécageuse – au lieu-dit Les Champeaux, l'actuel quartier des Halles : la rue des Petits-Champs est là pour en porter encore témoignage.

À la fin du XII^e siècle, Philippe-Auguste agrandit le marché, imité plus tard en cela par Saint Louis d'abord, par François 1^{er} ensuite. Au fil des siècles, d'autres marchés y furent créés : Halle aux Cuirs, aux Draps, aux Blés, suivis en 1789 par le marché des fruits et légumes.

Napoléon 1^{er} décréta, en 1811, qu'il était urgent de reconstruire les Halles. La Restauration considéra le projet avec bienveillance, la Monarchie de Juillet nomma un architecte en chef et, en 1851 (il n'avait fallu que 40 ans !...), le futur Napoléon III posa la première pierre du pavillon Baltard, rapidement démoli tant il était peu pratique. On décida alors de bâtir des pavillons à charpente métallique et l'architecte Baltard fit élever les huit pavillons si familiers aux habitants du quartier...

De ce prestigieux passé, les nouvelles Halles n'ont évidemment à peu près rien conservé. Mais, comme le faisait justement remarquer l'un des responsables du gigantesque "déménagement" : "Mille ans ont été nécessaires pour fixer l'ambiance des Halles de Paris. On peut bien nous accorder deux ou trois ans pour faire Rungis..."

On ne saurait mieux dire.

L'actualité soudainement braquée ces derniers mois sur l'opération des Halles pourrait laisser croire que l'aménagement de ce quartier est un problème récent et qu'il a pris corps en quelques mois.

En fait, c'est en 1959 que fut prise la décision de libérer les Halles de l'emprise du marché. Quoi de plus anachronique, en effet, que ce gigantesque marché nocturne se déroulant dans un quartier particulièrement vétuste, aux rues étroites et, de surcroît, en plein cœur de Paris ?

Les inconvénients qui l'accompagnaient – encombrement de la voirie, vétusté des installations, mauvaises conditions d'hygiène, etc... ne pouvaient trouver que des remèdes à court terme : situation de moins en moins satisfaisante et pour les commerçants et pour les habitants mais à laquelle chacun était attaché de façon irraisonnée, comme on peut l'être face à un reflet du passé.

L'opération est prévue en deux temps : la première phase conduit au transfert à Rungis du marché des fruits et légumes, transfert qui s'effectue en mars 1969. La deuxième phase doit conduire au transfert du marché de la viande et aura lieu vers la fin de 1972.

Ainsi, près d'une dizaine d'hectares situés au cœur même de la Capitale se trouvent libérés. Combien de grandes métropoles rêveraient d'une telle opportunité !

On comprend aisément qu'une opération de cette envergure, eu égard à son contexte, ait donné lieu à un vaste débat sur la vocation et sur l'avenir du centre de Paris. Le problème est complexe et particulièrement délicat puisqu'il doit prendre en compte non seulement des contraintes matérielles mais aussi psychologiques, contraintes qui s'attachent obligatoirement à l'un des plus vieux quartiers de Paris.

Dès 1963, une société d'études pour l'aménagement des Halles est créée et durant plusieurs années elle se livra à l'analyse des données du problème tant sur le plan social, démographique, architectural que financier.

À l'aide des résultats de ces études, un cahier des charges est constitué et remis, en 1964, à six architectes choisis en fonction de la diversité de leurs conceptions : Messieurs *Arretche, Charpentier, Faugeton, de Marien, Marot* et l'A.U.A. afin que chacun élabore un projet portant sur la construction de

800,000 m² de plancher prenant place dans un périmètre de 35 hectares. Ce périmètre délimité au préalable comprenait non seulement le Marché des Halles proprement dit, mais aussi une zone assez vaste entourant ce marché, très largement occupée par des activités qui en dépendaient et d'un état immobilier particulièrement dégradé.

Présentés au début de 1968, tous ces projets furent l'objet de très vives critiques de la part des élus comme des Parisiens eux-mêmes à l'occasion d'une grande exposition de maquettes ouverte à l'Hôtel de Ville.

Les principales objections portaient sur l'ampleur du programme de rénovation envisagé auquel il était reproché de provoquer la disparition de nombreux "trésors d'architecture" dans les petites rues avoisinant le marché, de compromettre l'ambiance si particulière du vieux centre de Paris et d'amener une nouvelle densification de ces quartiers engorgés. Certains éléments du projet, comme l'inclusion du Ministère des Finances dans l'opération, étaient vivement rejetés. Enfin, pour des raisons diverses et contradictoires, aucune des esquisses architecturales présentées n'avait véritablement convaincu l'opinion.

Devant ces réactions, le Conseil de Paris décida de donner un nouveau tour à l'affaire. Il s'agissait tout d'abord de clarifier les options sur l'avenir du centre de la rive droite de la Capitale, d'emprunter une démarche par étapes, puis de définir la conception générale de l'opération, enfin de préciser du point de vue juridique et financier, ses modalités d'exécution.

L'Atelier Parisien d'Urbanisme, bureau d'étude de la Ville de Paris, placé sous l'autorité du Préfet, fut chargé de conduire les premières phases de ce nouveau travail.

Un choix fondamental se trouve à la base des études alors entreprises. La position des Halles entre le Palais Royal et le Marais, l'intérêt du très vieux parcellaire et des cheminements historiques qui marquent la structure de ce quartier, les richesses architecturales qu'il renferme, enfin, la nature particulière de son atmosphère justifient la volonté formelle de conserver et de préserver cette partie essentielle du vieux centre de Paris. Mais cet objectif même imposait d'en accepter la rénovation et d'en provoquer la réanimation en saisissant l'occasion offerte par le départ

du marché. C'est qu'en effet, le centre de Paris est aux prises avec l'un des problèmes classiques du cœur des grandes agglomérations : le dépérissement des grandes fonctions urbaines qui traditionnellement s'y exercent.

Ces quartiers étaient le lieu du petit commerce et de l'artisanat. Mais la vie économique de beaucoup de ces petites entreprises est aujourd'hui mise en question, pour des raisons qui vont d'ailleurs bien au delà des seuls problèmes d'urbanisme. Leur approvisionnement se révèle de plus en plus difficile. L'accès de la clientèle, engluée dans les embouteillages, privée de stationnement, devient impossible. Le nombre des artisans et petits commerçants résidant dans le 1er arrondissement a baissé de 45% de 1954 à 1968 et de 48% dans le 2ème arrondissement. Le nombre des actifs du secteur secondaire travaillant dans ces arrondissements a baissé dans le même temps de 24% dans le 1er et de 21% dans le 2ème.

On habitait dans ces quartiers, on s'y entassait même à plusieurs personnes par chambre, puisque la densité y était l'une des plus fortes du monde. Lieu d'entrepôt le jour, de marché la nuit, l'ensemble du quartier semblait lentement dans un état de délabrement chaque année plus sensible : 40% des logements n'ont qu'une pièce habitable ; 30% ont un surpeuplement critique ; 32% n'ont même pas l'eau courante.

Mais ces conditions d'habitat ne sont plus ni admissibles ni supportées. L'air, le soleil, les jardins, le confort manquent. Dès qu'une amélioration est apportée au logement, le niveau du loyer dépasse les possibilités de la population souvent pauvre qui y résidait. Le nombre des habitants baisse par la suite très rapidement : de 1906 à 1968, le groupe des quatre premiers arrondissements a perdu 42% de sa population ; en 6 ans, de 1962 à 1968, avant même le départ du marché, le seul premier arrondissement a perdu 16.5% de ses habitants.

Enfin le départ du marché de gros, qui constituait l'activité traditionnelle de ce quartier et auquel était lié tout un artisanat, appelait nécessairement une reconversion totale des activités de ce secteur et entraînait, du même coup, une évolution de la population résidente ; certes le processus n'en est encore qu'à son point de départ et le centre rive droite de Paris est très loin de ressembler à celui de certaines des plus grandes villes américaines. Reste que le rythme de dégradation des activités anciennes de ce centre est très rapide et que ces quartiers sont parmi ceux à Paris, où la composition socio-professionnelle de la population résidente a évolué dans le sens d'un renforcement relatif de la part qu'y tiennent les catégories les moins favorisées. Et le vide laissé par le dépérissement des fonctions traditionnelles ne tarde pas à se combler : les bureaux s'installent ; les effectifs employés dans les services ont augmenté entre 1954 et 1968 de 36% dans le 1er arrondissement, de 40% dans le second. De sorte que le risque d'une certaine forme de "clochardisation" se combinait avec celui d'une progressive absorption par le centre des affaires.

Une conclusion ne pouvait qu'être tirée de ces analyses. Il convenait, aux Halles, de combiner une intervention majeure susceptible de redresser une évolution négative, avec une action de remise en valeur de l'ensemble du quartier.

Dans cet aspect, deux périmètres furent définis par le Conseil de Paris le 28 octobre 1968 :



- une zone de restauration-réhabilitation,
- une zone de rénovation en deux unités, séparées par le boulevard de Sébastopol et comprenant :
 - d'une part, le carreau des Halles proprement dit et ses abords immédiats ;
 - d'autre part le plateau Beaubourg et un îlot très dégradé situé immédiatement au Nord. Le périmètre en a été légèrement réduit à la fin de 1970 et représente au total 13 hectares.

Dans ce contexte, il restait à donner forme au projet d'aménagement lui-même. À cet égard, c'est donc à un véritable "dosage qualitatif" que se livre le plan d'aménagement du quartier des Halles.

Le premier objectif est d'assurer la meilleure accessibilité à toute cette zone : le centre ne peut remplir pleinement son rôle que s'il est aisément accessible, non seulement au niveau de Paris dans son ensemble, mais aussi à celui de la Région.

Pour cette raison, le passage aux Halles du tronçon central du R.E.R. (Réseau Express Régional) reliant les tronçons St-Germain-Auber et Boissy St-Léger-Nation constitue l'un des éléments essentiels de l'opération que complètera par la suite le prolongement de la ligne de Sceaux, qui s'arrête actuellement au Luxembourg, les deux stations contiguës s'implantant en sous-sol à grande profondeur. De cette manière, la banlieue se trouve directement reliée au cœur de la Capitale, par des moyens de transport rapides.

Le R.E.R. et la ligne de Sceaux prolongés, s'ajoutant aux multiples lignes de métro et d'autobus déjà existantes, établissent un ensemble de liaisons Nord-Sud et Est-Ouest particulièrement complet, c'est-à-dire assez exceptionnel. Doté de tels moyens d'accès, le vieux centre de Paris, menacé d'un dépérissement de ses fonctions traditionnelles comme ceux de toutes les grandes villes tant françaises qu'étrangères, va être "revitalisé" par cet afflux de visiteurs ou de voyageurs en transit.

Encore faut-il que les motifs d'attrait existent pour cette population : le deuxième objectif du projet a donc été de faire de ce quartier un vaste espace d'accueil à l'usage de tous. Alors que la circulation automobile ôte toute envie de promenade et de flânerie tant par les nuisances qui l'accompagnent que par cette lente défiguration qu'elle impose au paysage urbain sur le périmètre de l'opération des Halles, tout le système de voirie a été conçu en souterrain, la desserte s'effectuant à sa périphérie.

Les piétons bénéficieront ainsi de 4

hectares conçus comme un vaste espace libre et vert formant une grande place publique totalement débarrassée de circulation automobile, susceptible d'assurer cette fonction ouverte d'accueil d'activités de toute nature, comportant quelques structures couvertes, légères, et faisant alterner les lieux d'intense animation et les espaces de calme et de repos.

Entre cette place et les moyens d'accès souterrains, ferrés ou routiers, un vaste "forum" établi en sous-sol une sorte de trait d'union. Situé au-dessus des stations à 13 mètres de profondeur et comportant toute une série d'équipements commerciaux, culturels, sportifs (piscine-patinoire), ce forum s'éclaire par de nombreux "puits de jour" qui assurent une transparence aussi complète que possible avec la surface. Ainsi, les Halles sont entièrement conçues comme un vaste espace d'accueil à partir duquel les motifs abondent, pour le commerce, pour le divertissement,



pour la culture, pour le plaisir, pour le travail aussi, de se répandre dans le quartier, dans tout ce réseau des anciennes rues, auquel une véritable vitalité, seule susceptible d'en permettre la conservation, sera de la sorte rendue.

De plus, à partir de cet espace, se déploie vers le Palais Royal, vers le Châtelet, vers le Marais, toute une maille de voies anciennes destinées à être progressivement rendues à leur vocation de rues piétonnières. Le "coup d'envoi" des opérations de remise en valeur, qui doivent de proche en proche s'étendre, est donné par l'intervention de la Ville dans un îlot riverain de la rue Quincampoix. Quelques équipements majeurs, en bordure de l'opération, achèvent d'en multiplier et d'en diversifier les centres d'intérêt et les motifs d'attrait : à l'Ouest, à proximité des grands établissements économiques voisins du Palais Royal, un ensemble lié

à la vie des affaires, mais devant avoir pour originalité de s'accompagner d'une importante activité d'animation ; à l'Est, à la limite du Marais, et provoquant par contagion la transformation de tout son environnement, notamment autour de l'Église St-Merri, le Centre d'Art Contemporain, avec ses ramifications dans le tissu urbain particulièrement réceptif qui l'entoure.

La partie centrale du forum est bordée par un bâtiment à usage de bureaux, avec des galeries d'antiquaires, par un ou deux hôtels de 400 chambres et par quelques groupes de logements.

Au Nord du Plateau Beaubourg, un certain nombre de logements sociaux permettant de reloger sur place une partie des habitants touchés par l'opération, s'intègrent dans un ensemble destiné principalement à l'habitation, à l'accueil de certaines activités vivantes dans ce quartier (textile) et à la construction d'équipements publics de quartier (école, crèche, etc. . .).

débuter malheureusement par le sacrifice des pavillons édifiés au siècle dernier par l'architecte *Baltard* pour abriter le marché autrefois disparu, elle était inévitablement l'occasion d'un très vif renouveau des polémiques. Ces dernières émanaient de fractions diverses de l'opinion, qui réclamaient le maintien intégral de ces structures métalliques importantes dans l'histoire de l'architecture et qui avaient abrité provisoirement diverses manifestations intéressantes. Considérant que cette solution n'était pas à la mesure du problème posé, les autorités publiques, tout en acceptant le principe du démontage de l'un des pavillons, en vue de son éventuelle reconstruction sur un autre emplacement, n'en ont pas moins maintenu leur position, de telle sorte que les travaux ont effectivement débuté. Entre-temps, le concours d'idées pour la construction du centre d'Art Contemporain du Plateau Beaubourg aboutissait au choix d'un projet.



Ce schéma de principe qui déterminait l'ossature de l'opération, mais non sa physionomie architecturale, a été retenu par le Conseil de Paris en juillet 1969.

À partir de ces données, il revenait à la Société d'Économie Mixte pour l'Aménagement des Halles chargée de la conduite de l'opération de procéder à sa mise au point technique, juridique et financière. Tel a été l'objet du Plan d'Aménagement de Zone (P.A.Z.) successivement approuvé par le Conseil de Paris et par le Gouvernement, à la fin de 1970. La Ville et le Gouvernement se sont entendus à cette occasion sur la prise en charge par moitié du déficit de 100 millions prévu pour l'opération.

La phase des travaux commandée par la nécessité de mise en service rapide du R.E.R. pouvait alors s'ouvrir. Devant

Après tant de réflexions et de passions, l'aménagement des Halles est désormais entré dans une phase active. La qualité du lieu, l'attachement que les Parisiens et les étrangers lui manifestent, le regret que certains ont éprouvé devant la disparition des pavillons, enfin l'ambition du parti retenu, imposent de donner à cette opération, notamment du point de vue architectural, un caractère tout à fait exemplaire.

Part II A Portfolio of Photographs
by Robert Bourdeau

Beyond the photographer and the camera there is only the subject. Quietly, gently the photographer releases himself to the subject, for he is the camera and there is no ego, no anger, no surrender, no victory; only total consciousness and presence. And there full, luminous and free – is the subject.

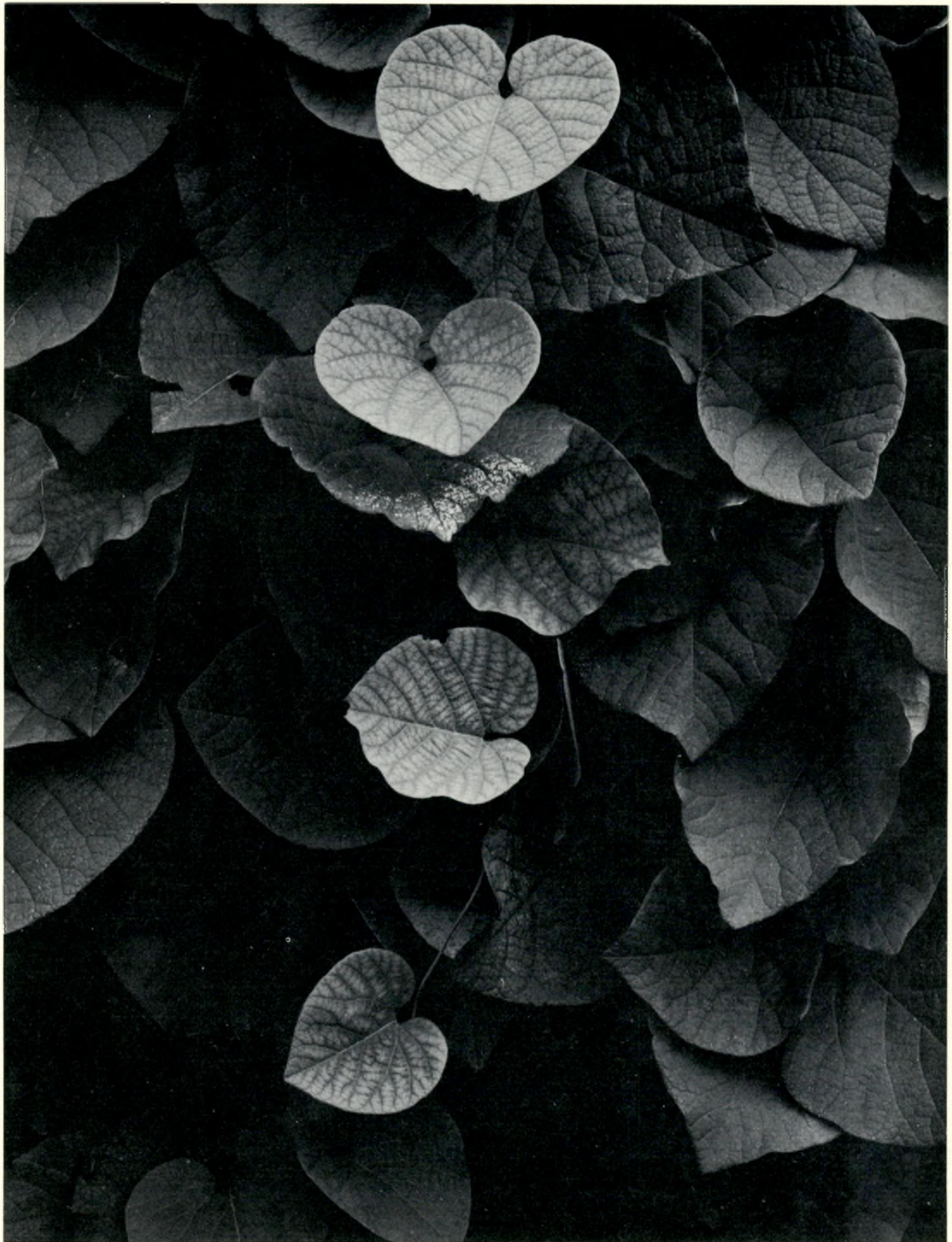
















Constructive Citizen Participation

The best way to deal with angry or recalcitrant minorities is to open the system further, bringing them in as full partners, permitting them to participate in social goal-setting, rather than attempting to ostracize or isolate them'. (Alvin Toffler, 'Future Shock', p. 477, paper back edition.)

Are there alternatives to a dialectic in which authorities plan, people protest and "law and order" moves in to resolve the differences with riot equipment? Can citizen participation be anything but the rabid new religion described so vividly by Aryeh Cooperstock (Habitat, 14, Vol. 3) from his experiences in the New York slums?

Ottawa's Highway 417

One alternative was demonstrated in Ottawa recently in a situation having some parallels with Spadina and other major projects.

The issue was how to link a 4-lane highway from Montreal into downtown Ottawa and at the same time improve transportation in the south-east portion of the city.

Constructive Citizen Participation

by Desmond M. Connor

The original solution proposed in a 1965 study, and shown subsequently on city maps, used a previously designated transportation corridor through the Alta Vista area. However, well established communities had developed close to this park-like strip of land, and a hospital site had been proposed on part of it.

Protest

When construction appeared imminent a number of residents led by Mrs. Marlene Lebeau, formed the Committee for the Survival of Residential Areas. This group, with the aid of Alderman Don Kay, mounted a spirited campaign which bombarded the Ontario Minister of Highways (then Mr. Gomme), other politicians and officials with letters and petitions in October-November, 1970. When residents of Blackburn Hamlet felt the route might be shifted close to their community, they created a further wave of letters and another petition.

Political Response

On December 8, Mr. Gomme announced a 4-month study to evaluate alternative routes for the highway. Financed by his Department, the study was under the direction of the Ottawa Freeways Technical Advisory Committee (O.F.T.A.C.), which included representatives from the Regional Municipality of Ottawa-Carleton, the City of Ottawa, the township of Gloucester, the National Capital Commission and the Ontario Department of Highways (now Transportation and Communication).

Proposals were solicited in January 1971, and in February the committee selected a multi-disciplinary consortium whose proposal for the study emphasized the positive participation of the public e.g. a two-way information flow, the identification of public attitudes and provision for public response to alternative solutions.

Getting Started

As we began in late March of 1971, there seemed to be many gaps in the relationships between those whose constructive partnership was essential for the success of the study, (e.g. between several citizens' groups, between citizens and some planning officials, between three groups

of planning officials, between some politicians and the foregoing and, of course, between most of these) and the freshly appointed study group.

An early strategic decision made was that if organized citizens' groups had blocked the original plan and helped to initiate our restudy, the acquiescence and support of these same groups would be an essential ingredient to creating a solution which was both technically sound and politically viable. A canvass of the boundaries of the 55 associations in the greater metropolitan area indicated substantial coverage of the city, especially its south eastern quadrant.

Another early decision was to respond to the expressed interests of individuals and groups rather than aggressively sell the study and its purposes. We attended many meetings, but always at the request of their local sponsors. We created opportunities for people to participate in the issues, but did not thrust these opportunities at those whose priorities were elsewhere.

We also recognized the difficult role of the elected representatives faced with a welter of technical decisions and often uncertain of the mind of their constituents on each issue. To avoid embarrassing key leaders, we followed a sequence of always sharing new developments, first with O.F.T.A.C., then with elected representatives followed by mass media, community association leaders, and local community groups at their request.

We noted the generally negative phrasing of most statements concerning transportation and 417 specifically. We decided to seek positive statements to fill the planning vacuum created when people tell their officials what they don't want, but do not specify what they *do* want.

At the outset, we sought to know leaders of local community associations and the executive of the Federation of Citizens' Associations as a basis for

building a foundation of credibility and trust. In the process, we let them see our commitments to public participation and the fact that we had no preconceived or bootleg solutions to the issues involved. By following up on letters to the editor and letters to the Minister of Highways, we reached many interested individuals and so widened the circle of acquaintanceship. The former editor of a suburban weekly newspaper was also very helpful in orienting us to people and issues.

Community Goals and Transportation

During the first part of the study we attended a number of meetings called by community groups. After a brief outline of the study, we listened to their statements and reactions, which were usually negative and hostile to roads, planners and many other issues. "We hear you saying you don't like many things, but tell us what you do like", we would interject. "We know now what you don't want, but until you tell us what you *do* want, we're in a planning vacuum!"

Each person was then asked to list anonymously on a piece of paper his or her personal goals for living in this community. ("Why did you move here? What would you miss if you had to live downtown or on the other side of the city?"). Many were reluctant, but most did so and were next invited to share some of these ideas with people sitting near them in groups of 4-6. During this conversation the atmosphere of the meeting usually became noticeably warmer.

Groups were then asked to report some of the shared goals reviewed in their group. As these goals were written up on a blackboard or chart, the implications of each one for transportation was solicited from the participants. ("If rural atmosphere is an important goal you seek to attain by living here, what kind of a transportation system does this imply?" "One which minimizes the loss of open space, minimizes noise and air pollution etc.")

The results of this review, together with tabulations from the original individual lists, helped establish evaluative criteria against which to judge the technical solutions developed later. Similar meetings were held with members of the planning departments of each municipal government involved, i.e. City of Ottawa, Township of Gloucester and the Regional Municipality of Ottawa-Carleton.

Information Exchange

Initially over 2,000 copies of an introductory brochure were distributed in French and English through meetings and mailings. After 6 weeks of preparatory work, extensive information kits were sent to some 200 identified community leaders and other interested persons. Through text, maps and tables, information on present and projected land use, population and employment were provided, together with present peak traffic loads and some alternative corridors for future routes. Readers were invited to review these data and develop proposals concerning routes, uses to be made of each and the likely effects of their proposal. A further 300 of these packages were distributed through meetings, mailings, and in response to a newspaper advertisement.

Eight community groups prepared proposals which ranged from two to 20 pages despite the limited time available, the absence of some important information and the inroads of the holiday period. One of these groups represented the combined concerns of all the Community Associations and another the views of six adjacent to the focus of activity.

Many of the suggestions focussed on alternatives already identified by the study groups, others proposed solutions beyond the project's terms of reference, e.g. an Ottawa-Hull ring road. Several, however, were new conceptions. One of these satisfied the technical requirements of the transportation forecasts and became one of the alternatives placed before the public. It won substantial support from planners, public and politicians during the next phase of the study.

Public Response

After three and a half months, technical studies of traffic patterns, future transportation needs, land use, noise levels and other matters were well advanced, so that five technically sound alternative solutions could be placed before the public to test their reactions. The alternatives ranged from the initially proposed downtown freeway through a variation on it to a link with the main east-west Queensway and two bypass solutions – one inside Ottawa's greenbelt (the citizens' group proposal) and one beyond it. The last three included provision of a depressed bus-way through the Alta Vista corridor.

A multi-media information campaign was launched to inform and interest as many persons as possible in defining their preferences and declaring these through a mailed ballot. Community groups, news coverage by press, radio and television, paid advertisements in the daily papers and spot announcements on radio, all contributed to an intensive 10-day prelude to the July 20 "Decision Day".

A special one-hour CBC public affairs program was screened at 7 p.m. that evening. Interviews with leaders of citizens' groups, scenes from Toronto and Los Angeles, a panel discussion with the Study Group and film of the routes taken from a helicopter were the ingredients which host Patrick Watson knitted together into a thorough review of the issues and the opportunities.

The mail-in ballot printed in all three daily newspapers on July 20 provided citizens with an opportunity to either simply declare their preferences amongst the five alternative solutions or to work through a complex decision-making process involving the 7 evaluative criteria developed by the Study Group in co-operation with citizens' groups.

During the next four days, 8,600 responses were received, tabulated by 8 areas to show citizens' preferences for the five alternatives. The auto-oriented freeway solutions were soundly rejected. The bypass alternatives received strong support, except for uncertainty concerning their routing at the city's west end – an investigation beyond the consortium's terms of reference. The most chosen solution across the city was the so-called Alternative C – a link to the Queensway through greenbelt land, together with a depressed bus-way through the Alta Vista corridor to facilitate local transportation.

Decision

On July 28, a special meeting of the Council of the Regional Municipality of Ottawa-Carleton voted 19-4 to recommend Scheme C to the Department of Transportation and Communication for implementation.

This decision represents considerably more than 8,600 ballots which are simply the most recent and visible outcropping of more than four months of intensive dialogue between people, politicians and planners.

Less than three months later (October 12), the Ontario Department of Transportation and Communication announced its acceptance of the recommended Plan C. One front page newspaper story trumpeted: "People power has won!" and wondered if a similar approach might now be taken to the southerly Highway 416.

Results

One effect of the public participation side of this study has been to increase both the quantity and the quality of communication between citizens, their elected representatives and planners. This reverses the frequent tendency for these three to pursue divergent paths until a crisis occurs; stimulating the

normal political process seems to be a bonus of this study.

A preliminary analysis of the mailed ballots shows that the preferences expressed by the 3,000 who worked through the complex weighting and rating process are very similar, if not the same as, those of the 5,000 who simply stated their preferences without working through the reasons for them. This upsets some customary assumptions about the power of logic and the tastes of the intelligentsia.

The Public as Planners

I believe that the public always participates in major public policy decisions. But if constructive opportunities are not evident early enough, citizens often find their only avenue is to protest. Their contribution to planning and acting for a better society is thus limited to "too little, too late" – and too negative to be fruitful.

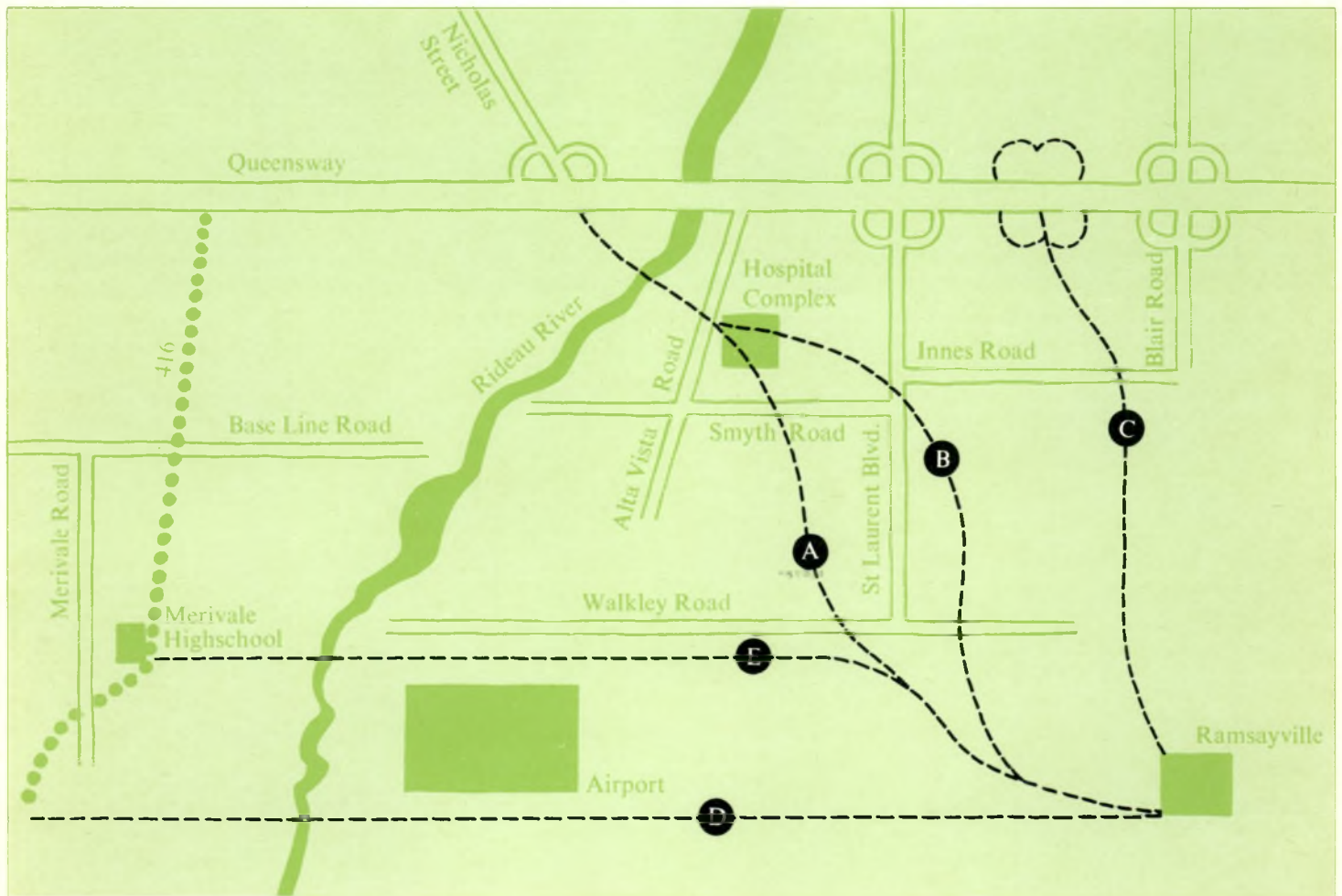
Planners and politicians no longer have a choice as to whether or not to involve the public in major issues – they only have a choice between whether they will create opportunities for sufficient, early and positive public participation or will suffer the consequences of neglecting the public.

Surely there are now enough monuments across Canada to the costs of failing to provide appropriate means for citizen participation in public policy decisions. For example, the Columbia River controversy in British Columbia, Indian rights issues in Alberta and Saskatchewan, the South Indian Lake upset in Manitoba and, of course, Spadina.

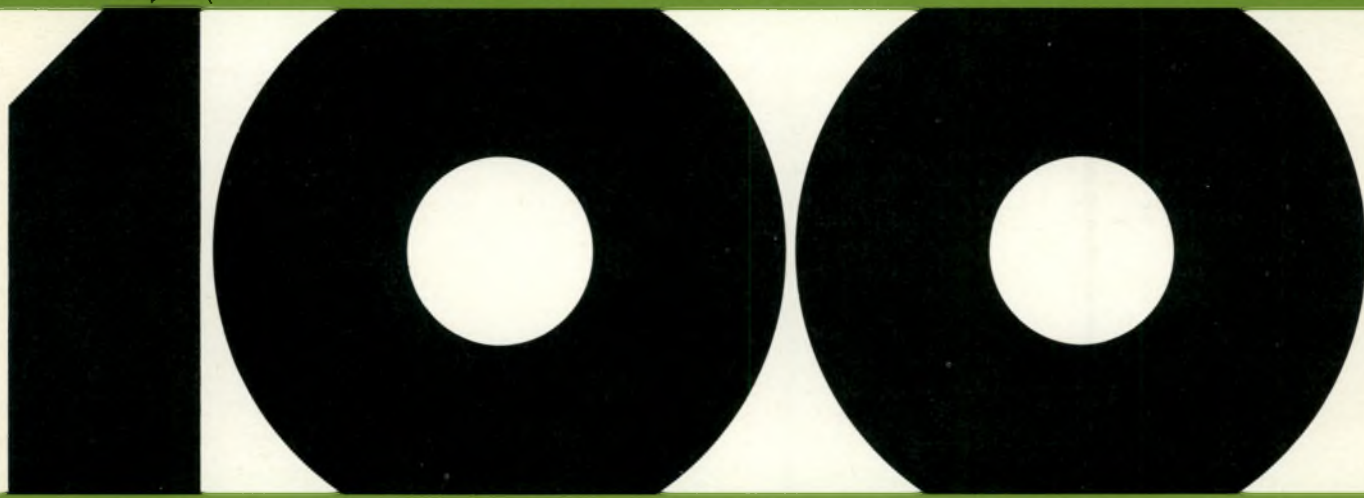
By contrast, consider this Ottawa highway example or a related case in the Maritimes. In the Saint John River

basin in New Brunswick, a 2½ year technical study of water quality management is now underway. It includes a public participation program through which citizens of the area will have opportunities to contribute their ideas, learn those of others and, jointly with engineers, develop solutions for major pollution problems along a most historic salmon river.

This kind of public participation can help us to shape the future of our cities and communities responsively to our shared needs and goals, instead of being exploited by vested interests, pushed by vociferous minorities or tailored to fit by well-meaning but distant planners.



Alfred. cent ans de souvenirs
par l'abbé Jean Gratton



La route 17, en allant vers l'est, est en même temps la rue principale d'Alfred.

Les résidences de la rue principale ont presque toutes un âge respectable. Chacun a tenu à décorer sa maison pour l'année du Centenaire et à refaire la toilette des parterres.



L'automobiliste qui se dirige d'Ottawa vers Montréal s'aperçoit à un moment donné que la route transcanadienne n'a heureusement pas évité tous les villages de la vallée de l'Outaouais : celui d'Alfred est là pour le lui prouver, à 45 milles d'Ottawa et puisqu'il faut le traverser d'un bout à l'autre, l'automobiliste se voit dans l'obligation de ralentir.

Mais le décor ambiant invite plus qu'à ralentir et les habitants d'Alfred n'ont pas ménagé leurs efforts pour rendre leur village hospitalier. Postes d'essence à profusion, restaurants genre "Quick Lunch" disséminés sur les trottoirs, magasins à l'air vieillot, mais prospères, attendent le visiteur. Autrefois, le transport naval sur l'Outaouais, à cinq milles au sud d'Alfred, y faisait converger le va-et-vient de la région, puis ce fut le Pacifique Canadien, un peu plus au sud, avant que la route 17 fasse de ce village un centre régional. Il n'y a pas d'industries à Alfred, où l'agriculture est à l'origine de l'agglomération et y demeure importante. Outre la population active, beaucoup de retraités ont choisi de demeurer à Alfred où l'intense trafic routier, d'autre part, favorise le commerce local. (Le trafic n'est cependant pas totalement à l'origine du commerce : Laniel Autos, par exemple, existe depuis 1916 . . .)

Géographie et peuplement

Sans trop s'en être aperçu, l'automobiliste qui s'arrête à Alfred avant de poursuivre vers Montréal, a voyagé durant cinq milles sur un coteau sablonneux de deux milles de largeur et c'est chose courante pour les habitants de se faire taquiner au sujet de leur "butte de sable".

C'est donc sur ce modeste mais caractéristique promontoire géographique que s'est érigé le village d'Alfred, au centre précis du canton qui porte le même nom. Ce nom, soit dit en passant, remonte originellement au prince Alfred, fils de George III, né en 1780.

C'est au début du XIXe siècle que l'on commença à s'établir dans le canton d'Alfred dont le site actuel du village est devenu le principal centre.

Le tout premier colon fut un Canadien français venu du comté de Soulanges, suivi vers 1815 de quelques familles anglaises et, de 1820 à 1830, d'un certain nombre d'Irlandais. Mais les Canadiens français vinrent ensuite nombreux des comtés québécois situés en bordure du comté ontarien de Prescott et,

Deux fois incendiée et deux fois reconstruite, l'église paroissiale de style simple et fonctionnel, rassemble les paroissiens aux quatre messes dominicales, chaque semaine.

Le fauteuil du premier Canadien français qui ait été orateur de l'Assemblée législative provinciale, Alfred Evanurel, alors résident de la paroisse d'Alfred, en 1897.

Il ne reste plus que ces vestiges du temps où affluaient les touristes, venus faire une cure aux eaux minérales de Caledonia Springs. Sous ce toit, trois sources différentes d'eau minérale.



aujourd'hui, on ne compte plus qu'un descendant de ces familles de langue anglaise, M. Raymond Tierney.

Comme on venait d'abord s'établir sur les fermes, une grande partie de la population d'Alfred (1,800 âmes) est constituée de personnes ayant vécu au préalable dans la campagne environnante et le village compte un bon nombre de rentiers. Petite agglomération moderne et bien équipée, Alfred compte quatre-vingts familles vivant directement ou indirectement du commerce local.

Une paroisse centenaire

Dès 1871, la paroisse Saint-Victor d'Alfred était érigée canoniquement et, la même année, diverses festivités rassemblèrent l'entière population, soit à l'époque 2,230 personnes. Le 27 juin dernier, les nombreux voyageurs de la transcanadienne n'ont pas manqué de noter que le village était en liesse : en ce dimanche d'été, l'affluence des habitants des alentours et un pittoresque et long défilé les ont mis en retard d'au moins deux bonnes heures . . . J'espère qu'ils ne l'ont pas trop regretté ! . . .

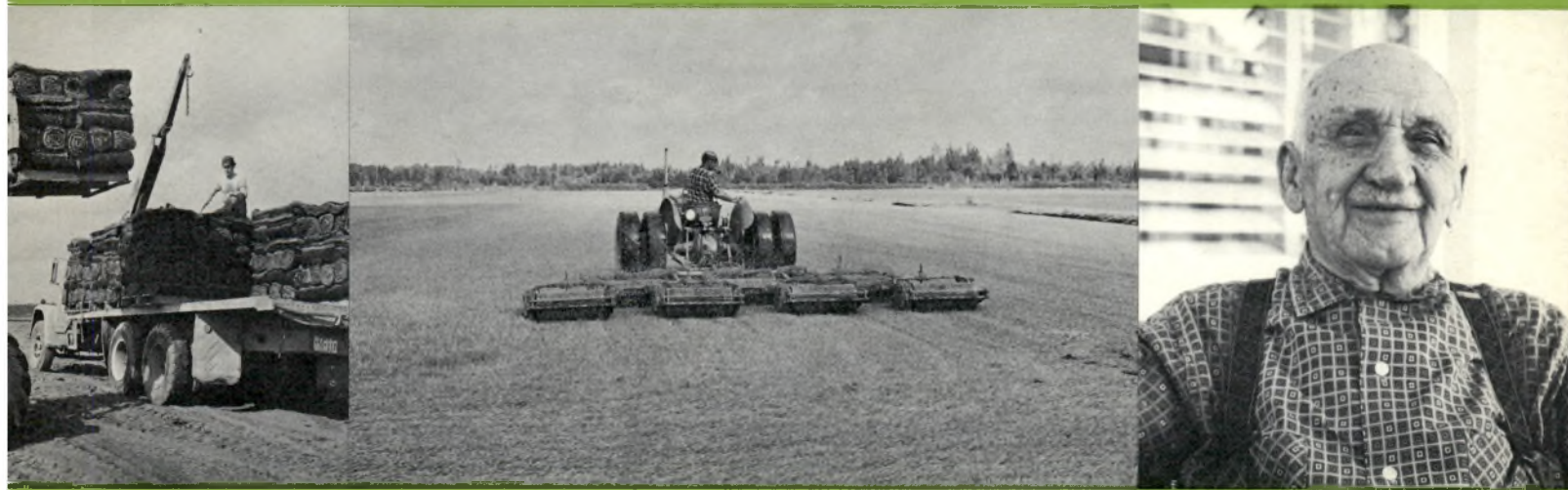
La population de Saint-Victor possède profondément le sens de l'histoire et reste très fière de son passé, ce sentiment ne se limitant d'ailleurs nullement aux gens d'âge mûr. Les 475 élèves de l'école paroissiale Saint-Victor, ainsi que leurs professeurs, ont en effet vécu "à l'ancienne" pendant une semaine entière afin de commémorer cent ans de vie paroissiale. En cela, ils furent imités par quelque 200 étudiants du secondaire.

Cette fierté du passé se manifeste même dans les noms pittoresques qui servent encore à désigner les rangs sillonnant la partie rurale de la paroisse et qui évoquent chacun une page de l'histoire locale : Sainte-Catherine, Rang des Anglais, Rang des Carrières, Horse Creek, Ritchance, Ange Gardien, Rang Saint-Jean, Montée de la Terre Noire, Chemin des Atocas, Montée des Sources . . .

L'église paroissiale, construite en 1874, fut incendiée et rebâtie à deux reprises, en 1925 et en 1944. Avec courage, et stimulés par leurs chefs de file, les paroissiens effectuèrent la reconstruction de leur église dont la responsabilité fut confiée la première fois au curé Amable Lavoie. Plus tard, le curé Hermas Laniel dut à deux reprises mobiliser à son tour les énergies de ses ouailles dans des circons-

De l'exploitation de la tourbe
comme combustible, on est passé
à la culture du gazon, sur ces
milliers d'acres de terre noire.
Deux compagnies se spécialisent
dans ce commerce actuellement.

Le patriarche du village au moment
où cet article a été préparé.



tances analogues. N'importe quel septuagénaire de l'endroit évoquera avec feu—si l'on ose dire—ces durs moments du passé, désormais magnifiés par le temps.

Les sources

A l'actif de l'Alfred de jadis, on ne peut manquer d'évoquer l'exploitation des sources de "Caledonia Springs", dans la partie sud-est de la paroisse. Avant que Banff devienne à la mode, l'endroit "fashionable" du Canada était Caledonia Springs, dont les eaux minérales bénéfiques avaient été découvertes par un Indien. Au fil de leur exploitation touristique, on trouve les noms d'Alexander Grant, Kellog, Samuel Cushing, William Parker, Wilkinson, Bowie, Gouin . . . , tous ayant vécu au siècle dernier.

C'est en 1905 que la compagnie du Pacifique Canadien procéda à l'acquisition de l'ensemble de la propriété, soit 482 acres de terrain, avec les droits qui s'y rattachent : vente de l'eau, exploitation de l'hôtel et de l'usine d'embouteillage. La propriété comportait également d'autres immeubles, dont les églises anglicane et catholique, ainsi qu'un terrain de golf. De ce passé prestigieux, il ne reste désor-

mais que des souvenirs, car l'hôtel devait fermer ses portes en 1913 et être livré au pic des démolisseurs quelques années plus tard.

La terre noire

Au sud du village, il y a la Terre Noire : 5.000 acres de cette tourbe, provenant de la décomposition partielle d'une multitude de générations successives de plantes aquatiques et semi-aquatiques, furent longtemps jugées impropres à la culture mais utilisables en tant que succédané du charbon et de la houille. La tourbière d'Alfred fut ainsi exploitée successivement par la Dawson Peat Company et par la Canadian Peat Society.

En 1953, ces terres furent aménagées en immenses jardins potagers. Aujourd'hui, les compagnies Manderley Sod et Canadian Turf y pratiquent la culture du gazon.

Dans le reste de la campagne, on se livre à l'agriculture traditionnelle. A mesure que les fermes deviennent plus importantes en superficie, s'accroît

Maison de M. Alfred Carrière,
la plus vieille de la paroisse,
construite en 1820.

Dans cette paroisse fondamentalement
agricole, les fermes se sont moder-
nisées et les troupeaux laitiers ont
grossi en proportion même des dé-
penses encourues.



l'élevage des troupeaux laitiers, phénomène qui n'est pas particulier à Alfred, puisqu'on le remarque dans les comtés de Prescott et Russell.

Propreté et conservation

La population d'Alfred manifeste sa fierté par le soin qu'elle apporte à la propreté et à la conservation du village, remarquable à cet égard. Des demeures modernes se sont incorporées harmonieusement dans la toile de fond des anciennes, lesquelles allient le cachet de leur âge à un air propre et digne qui frappe le visiteur.

Le presbytère, de style "vieux manoir", donne de toute évidence le ton. Un logis y a été aménagé récemment, mais on a eu soin d'y conserver intact l'aspect extérieur et notamment celui de la belle terrasse qui le sépare de la rue principale.

Alfred Evanturel

Modeste et de style simple, l'église Saint-Victor est fonctionnelle et rend relativement facile la liturgie nouvelle. Peu de pièces, dans la décoration ou le mobilier, ont une valeur particulière du point de vue artistique. La chaise présidentielle utilisée lors des célébrations liturgiques rappelle cependant un mo-

ment politique marquant dans la vie d'Alfred. Ce fauteuil, qui date de 1897, a été légué à l'église par les héritiers d'Alfred Evanturel, résidant du village, premier député canadien-français de Prescott à la législature de Toronto et choisi unanimement comme orateur de cette chambre.

Alfred Evanturel fut, de son temps, un lutteur acharné pour les droits des écoles séparées de l'Ontario. Excellent orateur, il était capable de soulever les sentiments patriotiques de tous les citoyens du comté de Prescott. A sa mort, il occupait le poste d'assistant-greffier du Sénat, sous Sir Wilfrid Laurier. Son fils, Gustave, fut également député aux Communes et plus tard député à la Législature de l'Ontario.

Le village d'Alfred connu, ou plutôt bénéficia, du type idéal du médecin de campagne en la personne du docteur Arsène Adhémar Gibeault, qui y exerça sa profession pendant 32 ans, au début du siècle.

La vie paroissiale

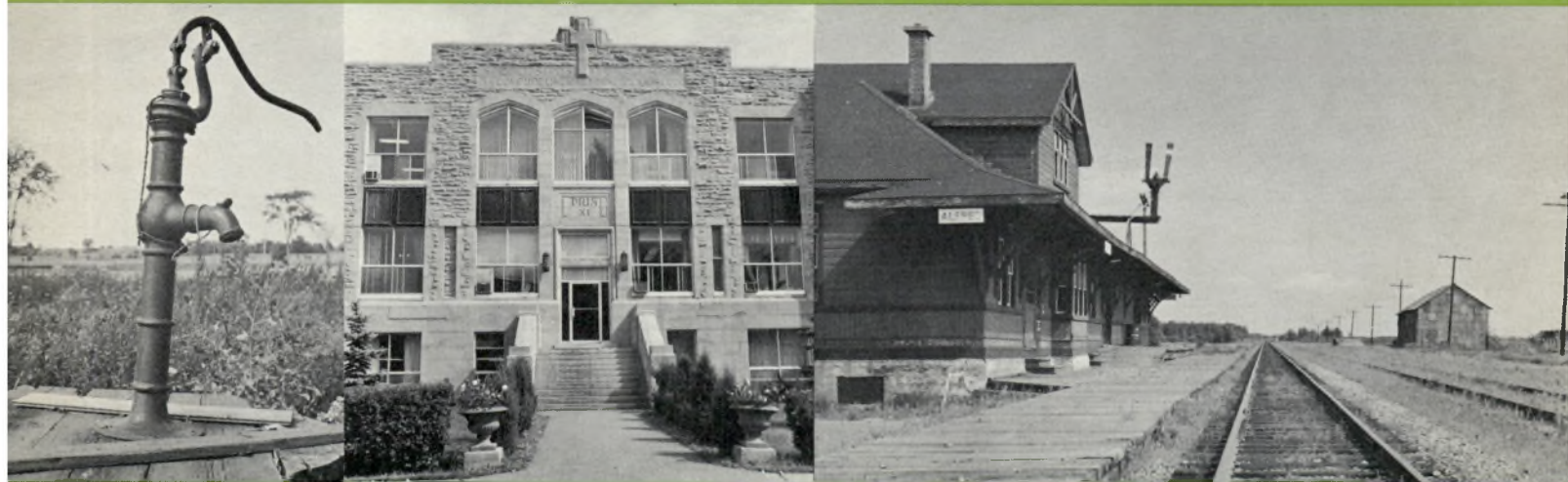
La paroisse d'Alfred compte de multiples organismes et cercles, indépendamment des comités

Pompe à eau que l'on conserve,
à certains endroits, surtout parce
qu'elle fait revivre un passé.

L'école St-Joseph, fondée en
1933, par les Frères des Écoles
Chrésiennes, pour œuvrer à
la réhabilitation des jeunes délin-
quants. En plus des Frères,
un bon nombre de résidents
d'Alfred y travaillent à divers titres.

Longtemps un centre actif de
transport des voyageurs et des
marchandises, cette gare
n'est plus qu'un rappel de l'é-
poque où le chemin de fer était
le pivot de l'activité économique.

Photos: Elizabeth Taylor/SCHL



paroissiaux de création récente : Mouvement de Femmes Chrétiennes, Union Culturelle Franco-ontarienne, Age d'Or, Chevaliers de Colomb, Filles d'Isabelle, Jeannettes, Club de chasse et pêche, Comité des loisirs. Dans le cas de certains de ces organismes, l'époque justifie une "cure de rajeunissement", mais l'idée de les voir disparaître effleure rarement les esprits.

Pourtant, il est dans l'ordre des choses que les individus laissent un jour leur place à d'autres. L'imposant cimetière d'Alfred renferme environ 4,100 tombes et la plupart des familles actuelles peuvent lire, sur la pierre des sépultures, le nom d'ancêtres qui ont vécu avant même que la paroisse commence à exister en tant que telle.

École Saint-Joseph

A proximité de l'église, se dresse l'école Saint-Joseph, institut de réhabilitation pour délinquants, fondé en 1933. Pouvant recevoir 160 élèves venus des différentes parties de la province, l'école est dirigée depuis sa fondation même par les Frères des Écoles Chrétiennes. Le personnel qui se compose de 23 religieux et 79 laïcs, tant féminins que masculins, est responsable de l'administration, de l'enseigne-

ment, de la surveillance et des travaux domestiques que requiert un tel centre.

"On revient toujours à Alfred !..."

Ce que nous avons porté à la connaissance du lecteur peut expliquer en partie que la population d'Alfred ne semble pas prête à se lancer dans n'importe quelle aventure, tant au point de vue civique que religieux. On la dit fondamentalement conservatrice. Ceci s'explique par son passé, par le fait que l'attachement à la paroisse natale favorise le retour de ceux ou celles qui, à un moment donné, sont allés s'établir sous d'autres cieux, en quête d'un travail ou pour y exercer leur profession. Mais, comme on peut souvent l'entendre dire : "On revient toujours à Alfred ! . . ."

Le pourcentage important de la population jeune, toutefois, tempère les tendances traditionalistes des plus âgés.

En même temps qu'elle lance de nouveaux défis, elle favorise une adaptation chez ceux qui ambitionnent de les relever.



Simple 'Do-it-Yourself' Building Techniques for World Housing Problem

No less than a revolution needed in developing countries where the problem is most acute—says this United Nations Report

When last year's devastating earthquake hit Peru, a West German chemical firm sent 500 emergency homes. They arrived in sacks, took one and one half hours each to "build" and were carried from a makeshift factory to housing sites by three or four workmen.

Made of four-inch thick polystyrene, the igloo-like domes were eight feet across, each weighing 600 pounds and costing \$250. They represented just one sort of revolutionary idea for solving the world's housing problems.

Nothing less than a revolution in low-cost construction will be needed, certainly in developing countries where the problem affects 60 to 80 per cent of the population and where housing programmes fell short by a staggering 237 per cent a year in the decade ended December 1967.

Some ideas for this "revolution" are set out in a new report*, first of a series of four published by the United Nations Centre for Housing, Building and Planning to help architects and planners in the low-cost housing field. Its first section sums up leading contemporary views on the problem which divide into two basic arguments: one for new solutions through technological advance, mass production and synthetics; the other for "making do" with improvements and careful use of existing resources in local materials and traditional skills.

* Document ST-SOA-93—Design of Low-Cost Housing and Community Facilities, Vol. I: Climate and House Design.

'Do-It-Yourself' Guide

Neither strategy can ignore the effect of climate. The report's major second section is a simple, self-contained, almost do-it-yourself, guide to the designing of low-cost homes in tropical and sub-tropical climates without artificial heating or cooling.

Intended as a practical handbook for architects, planners, surveyors, engineers and administrators, it was compiled by staff at the Department of Development and Tropical Studies at the Architectural Association, London. Core of the study is the set of tables which eliminate guesswork and, together with calculations, formulae and even a plastic "shadow angle protractor", allow accurate computing of architectural features which will most suit a building to its prevailing weather.

Mass Production and Synthetics

Mass production, says the report, would require a challenging adaptation of industrialization. Massive volume would progressively lower costs while still maintaining a quality standard. This course would take collaboration on a global scale, with the United Nations seeking to co-ordinate, bolster and initiate research.

Such a challenge presupposes new building materials like synthetics, industrialized organization and a lot of mechanization and automation. Standardized interchangeable components would allow combinations and permutations of dwelling unit, and designs could be varied to fit different local needs.

Certain plastics are already being tried, some of them little more than a rigid impervious skin covering expanded cardboard, itself impregnated with damp-resistant chemical spray.

Emergency Experiments

But the resultant structures still have to be made livable and socially acceptable, and

emergencies often provide an opportunity to demonstrate the experiment. Easily stored and transported, the new building materials can be stockpiled in earthquake-prone areas for use in emergencies.

One patented process, for instance, features a plastic dome 100 feet in diameter, accommodating four sets of "generating" equipment, each capable of producing a 20 foot dome every four hours.

Thus, says the report: "A well insulated family unit could be produced every hour, light enough to be easily carried by a few workmen and anchored to a prepared flooring on its own site.

"It would not take long for an emergency village of 1,000 dwellings to spring up." The "parent dome" would then be converted from factory into a central building for community services.

Buildings of thin, paper-laminated urethane foam-board have already been supplied to Turkish earthquake victims. Because of their accordion-like geometry, these "folded-plate" structures are reported to be surprisingly strong despite their light weight and are adequately protected against weather by chemical coatings on their paper skins.

Another development is a Brazilian corrugated plywood of home-grown wood which, coated with silver foil, can be used as a roofing material in place of expensive, imported corrugated iron.

'Colonial Hangover'

A contrary view, says the report, is that low-cost housing should concentrate on improving whatever already exists. This course of action would simply ignore many of the western-oriented "minimum standards" specified in developing countries. In the face of economic difficulties and the pitiable living conditions existing today, "no-one can wait for elaborate technical solutions".

Instead, say its proponents, priority should be given to community facilities and services, even communal kitchens and laundries. These it is claimed, would increase comfort and human dignity and eliminate drudgery more effectively than houses larger and more lasting but lacking such services.

This argument questions existing building standards because, it says, they are often a sort of "colonial hangover" designed for completely different climates and cultural backgrounds. It points out the rural poor in developing countries don't need and can't afford the same things as the relatively wealthy urban and metropolitan societies.

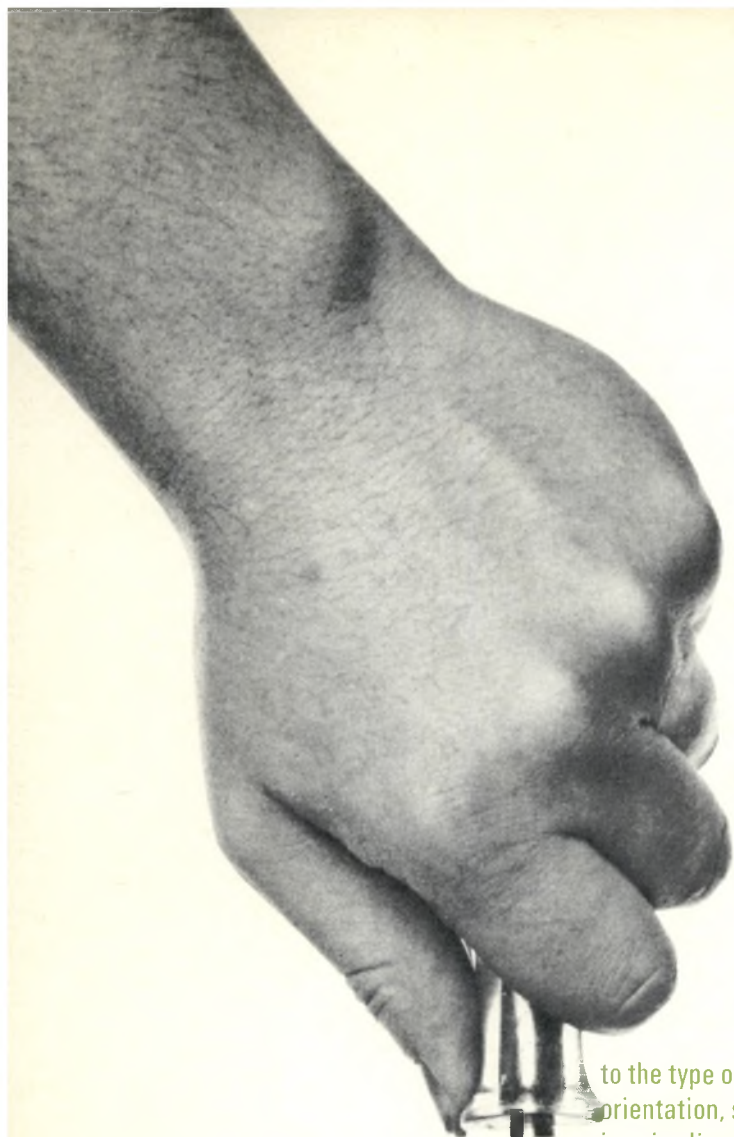
Instead, the argument goes, developing countries should draw to the maximum on local materials, traditional designs and building methods. The United Nations role would be to train local workers, particularly train them to provide community facilities since this is where traditional skills are most lacking. Local people would contribute right from the planning stage when they could help establish priorities for the final design.

'Social Design'

Experts whose views formed the basis of the report, agreed that a key issue was getting the building design accepted by people who might never have had to pay for their housing before. This put an added emphasis on finding out what people wanted from region to region, country to country, district to district, society to society.

But the size of the challenge was seen also as an opportunity to solve some universal problems in mass housing such as designing to retain individual identity, personal relations and a sense of community in a huge development.

Alongside, inextricably linked with acceptability, is the other great problem of



housing in developing countries: cost. One suggestion was that homes might be bought and assembled like mass-produced cars, with "easy payments" and "extras" added on the instalment plan.

The report concludes that the United Nations role is in helping establish priorities, to act as a catalyst for concerted international effort by co-ordinating work and gathering information.

Its minimum short-term programme included analysing successful ideas in low-cost designs. It also included the pioneering study of designing for climate which forms the report's second section.

Experiment in 20 Countries

The study's new approach has already been tested by architects in 20 countries. It is based on a series of simple tables into which the designer enters easily-accessible climatic data, such as temperature ranges, air movement, rain and relative humidity.

The tables are non-mathematical and lead step by step from climatic information

to the type of specification for the layout, orientation, shape and structure of buildings in climatic extremes. These extremes range from warm and humid to hot and dry and include composite climates which have elements of both.

For instance, in hot dry climates like Baghdad, buildings generally would be aligned north and south, compactly planned with rooms grouped around courtyards. External openings would be small and near the ceiling to reduce glare. External walls and roofs would be heavy, and internal walls massive, to slow the passage of the day's heat and store it for the cold of night. External surfaces should reflect the sun and the building would be designed to shade both the floor of the courtyard and open passages around the outside walls.

Contrarily, in warm humid climates like Belem in Brazil, buildings would be grouped to allow air movement around them. Rooms would be single-banked, with thin "breeze-transparent" internal walls. Large body-level openings in thin, insulated walls would be protected by a reflective-surfaced roof extending to give shade around the building and by covered verandahs.

A Range of Basic Plans

The study sets out a range of basic house-types, one or more of which can be adapted to any variation of these climatic groups. As other climatic examples, New Delhi, India, is given as characteristic of the composite climate; Nairobi, Kenya, as typical of the tropical uplands sub-group of that climate; and Tel Aviv, Israel, as a corresponding sub-tropical example.

Each shows adaptations to take account of different climatic factors. In New Delhi, for instance, thick walls protect against extremes of temperature and store daytime heat against the cold of night in the cool season. But designers also have to allow outdoor sleeping space for comfort during hot and humid months.

Houses in Nairobi can be compactly planned, but must have cross-ventilation. Tel Aviv buildings have to be well-spaced, with singly-banked rooms to allow year-round air movement.

Having these basic designs as a starting point frees the designer to concentrate on "all-important details", says the study. These can include traditional architectural features like the wind scoops in Baghdad which direct air through thick walled ducts and over an earthenware water jug into ground floor and basement rooms, cooling by evaporation and humidifying the household's air.

LETTERS

A Saskatchewan Look at Lithwick

Sir:
The recently released report *Urban Canada: Problems and Prospects*, has generated considerable dialogue among those people generally interested in urban affairs, as well as those more directly concerned with the future of urban Canada.

Depending upon one's geographic location in Canada, his interpretation of Professor Lithwick's work or his personal style of living, it is clear that many diverse yet significant issues emerge from the Urban Canada Report.

Attempting to view the report from a Saskatchewan perspective, permits one to isolate certain key issues which should be of concern to many Saskatchewanites—urban or rural.

Perhaps the most immediate reaction one has upon reading the report is that it says very little about the future prospects of urban Saskatchewan and as well, leaves one with some uncertainty as to the possible long-range implications, for this province, of the report's policy proposals.

While it can be argued that Saskatchewan has only two major urban centres—Regina and Saskatoon—and that since many of the problems which typically characterize the "urban crisis" often exist in cities such as Toronto, Montreal and Vancouver, it is only natural perhaps that the report does not dwell at great lengths on the Province of Saskatchewan. However, what is distressing is what is suggested, implicitly, by the report. That is, that smaller urban centres are not, for the most part, economically viable, and that they cannot survive in the current urban network. Where does this leave the majority of Saskatchewan's urban communities? Are they to surrender to the economic argument that they are too small and must eventually be abandoned? Are we to encourage (force?) these people to move to Regina and Saskatoon or perhaps to Toronto, Vancouver or Calgary?

The family farms, villages and towns of the prairies represent an important part of Canada's social and cultural mosaic. Are we to encourage the formation of Federal policy which is consciously designed to bring about their demise?

Certainly, I would not suggest that a Federal urban policy can, or should, defend the future of every small community, regardless of its geographic location in Canada. However, at the same time, there must exist some middle-ground between the apparently inevitable death of the small community and the somewhat undesirable prospect of creating megalopolises.

Consequently, in summary then, the first question which must be asked of the Urban Canada Report, is: *What consideration, if any, has been given to those urban centres which do not lie within the scope of Professor Lithwick's report, but clearly have the need for Federal policy and financial assistance to alleviate their "urban" problems?*

In his report, the author states that an economically healthy urban system in Canada will benefit all Canadians. While this may be true, it implies an unprecedented level of national co-operation and agreement on what the future goals and objectives of Canadians are or should be. It would be difficult, and rightly so, to convince people, who desire the life style associated with small urban centres, that they should look beyond their issues of local concern and concentrate on supporting the development of a network of large urban centres. Clearly, I am not suggesting the formation of a parochial attitude with regard to issues of national significance, but in this instance it would appear that the implementation of a Federal policy which reflects the recommendations of the Urban Canada Report could easily exacerbate the already severe regional disparities which currently exist in this country.

Simply stated: *Should the people of Saskatchewan be encouraged to help finance and support a national policy which may see the major development activity and funding occurring in the Toronto-Montreal corridor or the Vancouver metropolitan region; and which in turn may prompt continued provincial out-migration?*

As mentioned earlier, the Lithwick Report continually implies that because of the economic structure present in Canada today, only those large urban units can continue to flourish. This, of course, relegates the smaller urban communities of Canada to the role of fodder to feed the expanding cities of the urban hierarchy.

Shouldn't we question a possible future which may see 75-80% of all Canadians living in or around large metropolitan centres? Are we so constrained by our own economic system that the only life style of the future must be a highly urbanized one?

Professor Lithwick states that it is imperative that we intervene in the apparently inevitable process of urbanization. However, perhaps we should back up one more step and ask the question, can we intervene in this seemingly powerful economic trend which appears to dictate much of the future for many Canadians?

Even Dr. Lithwick suggests that our past, short-sighted quest of economic achievements may have been detrimental to the nation: *... this imbalance in the urban system—its almost exclusive orientation to the pursuit of economic goals—has had severely distorting effects on national life.*

Philosophically speaking, perhaps Ian McHarg best exposes the flaws inherent in our preoccupation with narrow economic criteria: *The economic model proceeds inexorably towards its self-fulfillment of more and more depopulation, uglification and inhibition to life, all in the name of progress—yet, paradoxically, the components which the model excludes are the most important human ambitions and accomplishments and the requirements for survival.*

Perhaps then it is appropriate to ask can our current economic system be redirected to encourage economic feasibility in those smaller communities which already seem to possess social viability?

Certainly, one has to appreciate the Federal Government's sensitivity to the acute urban problems which exist in this country. However, perhaps what we require are much bolder alternatives than those proposed by Professor Lithwick, not simply ingenious plans for extending the limit of already highly urbanized areas by means of new transportation technology.

Before concluding, there is one final issue which must be raised, for it surely transcends the others mentioned here—both in importance and purpose.

It is clear that the issues discussed in Dr. Lithwick's paper, require that residents in many parts of Canada consider an outcome which may well result in the

establishment of long-range Federal policy. Of course, the obvious question which comes to mind is, what influence can an individual have on the formulation of national policy? Perhaps the best way to respond to this question, is to point out that during the past 12 to 18 months, there has been a very acute awareness on the part of politicians at all levels, that they must become much more sensitive and responsive to the requests and inputs of citizens and citizen groups. The evidence for this exists in both Canada and the United States, where recent, significant policy decisions have been altered to reflect the true feelings of a vocal and concerned public. Having recently completed two years of study in the United States, two examples from that country which come to mind as indicators of this new political responsiveness are: Firstly, last year's defeat, in both the United States House and Senate, of a bill to continue federal funding of the supersonic transport (SST) and secondly, the U.S. Department of Interiors' decision to re-examine the entire Trans-Alaska oil pipeline proposal.

In the case of the SST, vigorous public opposition to the plane was sufficient to force many Senators and Congressmen, some of whom are loyal to President Nixon, to vote against the bill despite the President's plea for its passage.

The Alaska pipeline issue also provoked considerable public reaction, including some Canadian inputs, since the project has, potentially, grave implications for the coastline of British Columbia.

However, the significance of these two illustrations comes not only from the apparent victories for the environmentalists, but more importantly as a reflection of the sensitivity displayed by politicians in response to tremendous widespread public concern over issues of national priority.

LETTERS

A Comment

Sir:

There is little doubt that N. H. Lithwick's contribution to the study of urban problems in Canada is a major one on at least two counts. First, he has drawn attention to the myriad of government programs and confusion at all levels on the subject. Second, the discussion is now public.

One weakness of his report is the insufficient stress on the difficulty of achieving unanimity on a definition of urban policy since failure to do so usually subverts attempts at creating mechanisms to effect such policy. Solutions will not be readily accepted especially in this era of vested interests. Any resolution will be stalled further because of a reluctance or inability to define "urban policy". There is general consensus, however, that policy reflects areas of concern or goals that must be considered by government in establishing policy relative to the development of urban areas and should be an integral part of national policy. The formulation of policy, being such a broad statement of the manner in which problems are to be handled, presupposes some overall consensus on where Canada as a nation is headed and what we as Canadians are attempting to achieve. For example, a national policy on the distribution of wealth is a prerequisite to any policy for managing poverty programs.

A national urban policy should therefore flow from a national policy based upon social goals our society intends to achieve or move in these general directions; social justice, national unity and economic security are a few. This is necessary even with recognition of the fact that over time, the definition and rank order of such goals could change given the political party forming the government and/or better knowledge about arising problems or the perceived attainment of certain goals.

If we genuinely desire to gauge our successes or failures we can only do so with the knowledge of our directions in the first instance. Lithwick's call for research, as opposed to relying on experts, is a step in that direction. Such a research base as part of a national

urban policy is imperative if there is to be some rationale for co-ordination among the multitude of governmental and private industry programs affecting urban areas.

Such policy would eventually fail unless mechanisms are established to ensure that coordination takes place. Lithwick's call for a National Urban Council or some other tri-level organization-vehicle must be established to review and confirm the policy direction on a continuous basis. There is also a desperate need for more data and the establishment of information systems within and between levels of government and non-government agencies.

A second area of weakness is the insufficient attention given to the need for citizen participation in relevant decision-making processes. There must be alterations to current decision-making processes to permit concerned organizations and citizens to participate in a more meaningful way. Where the level of community organization is insufficient, mechanisms must be developed to ensure representation from these communities.

Third, although Lithwick suggests in many places that economic determinism may be responsible for the present urban problem, he does not specifically reject that philosophy. Indeed, his definition of the urban problem as one of scarce space suggests that he does not: the changes he envisions may never come about since the forces that nurture them would still be paramount.

But the philosophy that rapid population and economic growth are both good and inevitable may no longer be, if they ever were, valid. There is need for the development of more rational population and economic models which would assist in achieving satisfactory life styles.

Assuming an intentional re-direction from the view that "a higher gross national product will solve the majority of ills" it is also critical that a new social accounting system be developed. We must have information to monitor and evaluate the success of a national urban policy and to make changes when necessary.

In conclusion, Dr. Lithwick's contributions to the urban scene specify some problems on which we would all agree. While we may disagree on the completeness or philosophy of his approach, we must not waste more time over rhetoric. Theories of urban planning, like vaudeville, never die: they merely lose their audiences.

Earl L. Snider

Chairman,

Intermet (Edmonton)

Assistant Professor

Department of Sociology

The University of Alberta

Edmonton

Clearly, the proposal to develop a national urban strategy will not likely ignite the Canadian public as did the two, more contentious, U.S. issues referred to above.

However, it is crucial that the public understands the potential impact of their collective viewpoints. The Federal Government states that it is committed to developing a national urban policy reflective of the Canadian public's wishes. Speaking in the House of Commons on June 28th of last year, the Honourable Robert Andras, now Minister of Consumer Affairs, proclaimed: *The Prime Minister and this government are committed to seek that the language of this proclamation will be translated into the development of new directions—towards a rational policy framework for examining and acting upon problems so that the many things we do as a Federal Government which affect the lives of Canada's urban residents will also be more meaningful and will reflect their wishes.*

Since the release of the Urban Canada Report in early 1971, there has been considerable commentary on, and public involvement in, this relevant, contemporary issue. The ultimate impact of the public's participation is difficult to project, however, one can only hope that their inputs are clearly reflected in the final Federal Urban Policy for Canada.

In conclusion, one would be remiss if he did not applaud the work of Dr. Lithwick. While some aspects of his report will undoubtedly elicit divergent points of view, one cannot overstate the significance of Professor Lithwick's "white paper" in catalyzing public discussion. For, clearly, without his somewhat provocative document, it is conceivable that the public, and governments themselves, may not have paused to contemplate Canada's future.

Ron S. Clark

Regina, Saskatchewan

BOOKS

The Urban Guerrilla

By Martin Oppenheimer,
Burns and MacEachern Limited,
Don Mills, Ontario, pp. 188;
paper \$3.05

For anyone contemplating the use of armed force to overthrow governments and change society, "The Urban Guerrilla" by Mr. Martin Oppenheimer offers education and strong lessons. Drawing on historical precedents, Oppenheimer dissects many violent movements to extract causes and effects. His findings should discourage recourse to insurrection by revolutionaries in modern, industrialized, and politically stable countries.

Sweeping through a broad purview of collective behavior under varying sets of social conditions and relating them to both the country and urban scenes, Martin Oppenheimer gets down to the serious business of analysing para-military operations.

Turning first to classic examples of rural uprisings, he dismisses the chance of success in the countryside as being little better than hopeless. Apart from being a member of an essentially unorganized society, the peasant is traditionally and individually more attached to the land than to ideology. Only when his attachment to the land is threatened is he willing to resort to the use of force. But, defeat is inevitable because of his inability to remain away from the land for protracted periods necessary for the organization and conduct of violent operations.

Turning specifically to the United States and its modern and urbanized society mirrored against the background of racial strife between black and white, the author provides an excellent and objective appraisal of possibilities for para-military operations.

Given the conditions of poverty, racial discrimination, poor housing and low wages experienced by the black race, it becomes evident the city offers more potential for revolution than the rural setting. This stems partly from the loosely organized society in urban centers and greater ease of communications because of the physical proximity of neighborhoods. Moreover, high-density living conditions offer better opportunities for the covert and effective employment of acts of terrorism.

A black uprising could undoubtedly secure a ghetto for a time or, as was the case in Watts and Chicago, cause extensive damage and disruption to city routine through fire sabotage and mob violence. However, within the much broader context of revolution such acts are of limited value and serve to harm the very people they are intended to benefit.

To achieve a major para-military success, two paramount conditions must be fulfilled: first, the revolution must have the support, or at least the neutrality, of the vast majority of the population; and second, the dominant power structure must be so weakened it is unwilling, or unable, to suppress an uprising or take measures to ease the social and political strains.

As these two conditions are not apt to emerge in the United States in the foreseeable future, the chance of a revolutionary victory achieved through para-military operations remains remote.

Mr. Oppenheimer holds a more optimistic view of the non-violent revolution. Within the evolution of political movements organized to promote sit-ins, slow-downs, mass demonstrations, labor unrest, strikes, and the like, he foresees better possibilities for social improvements designed to ease racialism and discrimination in the United States. The current mood of most black revolutionaries, hitherto dedicated to the overthrow of society through the use of force, now supports this philosophy, not because they necessarily agree with it but because they see the utter hopelessness of armed insurrection.

Perhaps because of his background in sociology, Martin Oppenheimer does not dwell on the practice of warfare nor does he provide a rationale-in-depth of the reasons for military defeats suffered by revolutionaries in armed conflict.

Para-military operations directed against the government in power are acts of war. Professional soldiers trained in the science of war are, and will continue to be, a prime contributor to the defeat of irregulars making up a para-military force. Against a modern arsenal of superb equipment, intelligence resources, organization of armed forces under a unified command serving the political authority in power, the contemporary revolutionary can entertain no hope for a military success.

In contrast to the war-making capabilities of modern armies, the revolutionary is essentially a creature of politics. His lessons are drawn from political philosophies, ideologies and manifestos espoused by other revolutionaries.

These are the basic weapons of the revolutionary and are a far cry from military exercises practised by successful military tacticians and strategists.

The revolutionary who therefore conceives para-military operations as a means to overthrow the political power-structure in the United States is little more than an idealistic dreamer. He is also a rank amateur in military affairs.

It is a curious phenomenon that Americans of middle and right-wing political beliefs do not appreciate the practicalities of these extremes in military capabilities. Instead, they arm themselves against this impossible black uprising and thereby become victims of unnecessary and needless expense, fear and tension.

As a measure of re-assurance, they would do well to recall the early 19th century words of Karl von Clausewitz, architect of the classic principles of war, "Professional soldiers win wars; amateurs lose them."

Robert Lundgren

BOOKS

**New Library Design:
Guidelines to Planning
Academic Library Buildings,**
by Stephen Langmead and
Margaret Beckman
Published by John Wiley and
Sons Limited Canada, 1970,
pp. 117; \$12.50

The design of a large building for a specialized activity is becoming an increasingly complex and hazardous undertaking. The reasons for this include the changing physical and institutional context within which the building will go; the changing roles of those involved in the design process; and the implications of new technologies. Stephen Langmead and Margaret Beckman have written a book which attempts to make explicit the complexities of the process of designing academic library buildings, for the benefit of those who should be part of the design team. Briefly, the book deals with the university contexts within which a library might be built, the members of the planning team, design criteria, programming, design and construction. The concluding chapter is a case study of the McLaughlin library at the University of Guelph, in the design of which both authors participated and which experience led to the book.

The most significant thing about *New Library Design* is that it deals with the subject operationally rather than theoretically. This is unusual in a world where design is apt to be discussed in an abstract way, thereby making it unintelligible to everyone except (presumably) those few who are at the same level of abstraction. This book discusses the hard realities in an intelligible way, and is therefore useful to a much neglected reader; those actually involved in the design task. It is with this reader in mind that any criticism can be legitimate.

In the opening chapters on campus planning and the planning team, the authors have de-

scribed very clearly the need for an overall planning strategy, and made an excellent case for greater participation between the architect, the client and the building users. The roles of these participants, and their relationships, are clearly described. The next four chapters, (obviously the most difficult to write) come under the general heading of planning the programme. Although they deal effectively with a wide range of problems, they are not quite so successful. This is for two reasons. The first is that the various considerations, library, technological and architectural—lack a systematic breakdown and therefore lose coherence and clarity. Possibly the inclusion of an introductory description of activities and their relationships would have helped. The other reason, and this is common to the whole book, is the rather flat layout. There is not enough visual distinction between subject areas and their sub-categories, and finding information on a particular aspect is therefore made more difficult. Both these criticisms relate directly back to the particular reader for whom the book is written; he wants information quickly and easily, and because his involvement in the process is dependent upon his particular role, he is looking for specific areas of information which are of most use to him.

The penultimate chapter, library design and construction, gives a competent outline of the various steps through which the library building progresses from the completion of the program until occupancy.

The final chapter on the design of the McLaughlin Library is intended to show the relationship between the process description and the application of this process in a real situation. This would have been an ideal opportunity to discuss the gap between what ought to happen and what actually happens, which it fails to do. The chapter is descriptive rather than analytical, and bears little explicit relationship to the rest of the book. Photographs are extensively used in this chapter, and the poor quality of their reproduction does a disservice to the building.

Despite criticisms, this book is significant in that it represents a really useful contribution to an understanding of the planning process within its context—academic libraries. Hopefully those involved in other building types will follow this model and we will get more 'how-to-go-about-it' books which will improve not only the relationships between the actors involved, but their understanding of the task itself. The result could be better and more relevant architecture.

Michael Coote

BOOKS SEEN

The Urban Landscape
A Study of Open Space in Urban
Metropolitan Areas
The Conservation Council of
Ontario
11 Adelaide Street W. Toronto,
Ontario
July, 1971, 128 pp

The study explores the feasibility of using other types of open space besides parks. These include cemeteries, railway rights-of-way, public utility rights-of-way, industrial land, vacant lots, building setbacks, street corners, lanes and alleys, spaces left over from urban expressway interchanges and school grounds. The study aims to establish a methodology for determining these potential resources and calls for the leadership necessary to co-ordinate the multifarious public and private interests towards common objectives and goals.



About the Authors/Les auteurs

Walter Schreier is a senior architect, Policy Planning Division, Head Office, Central Mortgage and Housing Corporation, Ottawa.

Richard Carr is Design Correspondent of "The Guardian", London.

Les grandes lignes du projet de restauration du quartier des Halles sont examinées ici par les soins de membres de l'A.P.U.R. (Atelier Parisien d'Urbanisme et de Rénovation).

Robert Bourdeau is a draftsman in the Architectural and Planning Division, Central Mortgage and Housing Corporation, Ottawa.

Desmond M. Connor is a consulting sociologist in Ottawa.

M. l'abbé Jean Gratton est curé de la paroisse d'Alfred.

Central Mortgage and Housing Corporation Ottawa
The Honourable Ron Basford
Minister of State for Urban Affairs

Société centrale d'hypothèques et de logement, Ottawa
L'honorable Ron Basford, ministre d'État chargé des Affaires urbaines

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habitat

Excellence
L'excellence
in the Urban
dans le contexte
Environment
urbain

**The Vincent Massey Awards
for Excellence in the Urban
Environment 1971**

**Les prix Vincent Massey
pour l'aménagement urbain
1971**

*Canada Mortgage and Housing Corporation
Société canadienne d'hypothèques et de
logement*

JAN 9 2003

*Canadian Housing Information Centre
Centre canadien de documentation sur
l'habitation*

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Background to the Awards

The Idea

About three years ago the Trustees of the Massey Foundation, and a few others, began to consider how best to draw public attention to the recent accomplishments in Canadian urban development that have made significant contributions to the amenities of city life. Their aims were to go beyond the recognition already given to individual buildings, to look for instances where adjoining urban elements have been put together in admirable and enjoyable ways, and to encourage citizen concern and action to multiply future instances of urban excellence. In this way the Canadian people would have less to complain of in their cities and towns and more to admire, enjoy and share with delight.

The Sponsors

At an early stage, the Canada Council joined as an equal partner in this undertaking with the Massey Foundation. Thus was enlisted the Council's substantial experience in the conduct of other kinds of award programs; at the same time the Council's field of activity was extended to include the arts of urban design. The joint sponsors invited a small group, afterward called the Advisory Committee, to advise on the terms and procedures for making the Awards. The Advisory Committee met almost monthly to go over the details of this pioneering venture the results of which are represented here.

How the Awards were Made

Any person or group could submit entries which, in their view, were portrayals of a deserving example: press clippings, snapshots or a bit of amateur movie film. People sent in nearly one hundred submissions between April and July of 1971, in the knowledge that a distinguished and representative Jury would visit every worthwhile site. After a preliminary screening of all the entries, the Jury travelled to 20 communities from St. John's to Victoria in September. Warm tribute is due to all the members of the Jury for the strenuous work they did to make the final selection.

Historique des prix

L'idée

Il y a trois ans environ, les Administrateurs de la Fondation Massey eurent l'idée d'attirer l'attention de la population sur les réalisations ayant récemment apporté une contribution notoire à la qualité de l'environnement urbain. La réputation de certains édifices particuliers étant déjà établie, il s'agissait d'aller plus loin et de découvrir des ensembles dignes d'admiration d'une part et agrémentant la vie communautaire d'autre part par la très haute tenue de leurs éléments constitutifs. Il s'agissait également de stimuler l'intérêt des citoyens et de les encourager à multiplier les initiatives de ce genre. Les Canadiens auraient de la sorte moins de raisons de récriminer contre leurs agglomérations et des occasions accrues de les admirer et de s'y plaire.

Les promoteurs

Dès le début, le Conseil des Arts du Canada accepta de s'associer à part entière à la Fondation Massey pour mener à bien cette commune entreprise. C'était ainsi s'assurer de la vaste expérience du Conseil des Arts dans l'octroi de prix de cette nature et lui fournir en même temps l'occasion d'étendre son influence au domaine des arts de l'aménagement urbain. Ces deux organismes invitèrent conjointement un petit groupe de personnalités à former un Comité consultatif dont le rôle serait de faire des recommandations sur les termes et modalités de l'attribution des prix. Ce Comité s'est réuni, mois après mois, pour étudier les détails de cette entreprise novatrice dont les résultats sont aujourd'hui connus de tous.

La sélection

Le public avait été invité à faire parvenir au Comité la description de réalisations dignes d'intérêt à l'aide d'article parus dans les journaux, de photographies, de films d'amateurs, etc. Près de cent soumissions parvinrent ainsi au Comité, d'avril à juillet 1971, de la part de personnes ou groupes qui savaient qu'un jury des plus compétent visiterait les sites décrits. Après une première sélection de tous les projets présentés, le jury entreprit en septembre de visiter vingt agglomérations échelonnées d'un océan à l'autre. Un vibrant hommage est ici rendu aux membres du jury pour la tâche ardue qu'ils ont accomplie lors de la sélection finale.

The Vincent Massey Awards are named for the first Canadian-born Governor-General, a man whose lifelong concern for the life of this country showed itself in many works of quality and imagination.

For over forty years, Vincent Massey was chairman of the Massey Foundation. As chairman of the Royal Commission on National Development in the Arts, Letters and Sciences in 1951-52, he was one of those responsible for the creation of the Canada Council.

Mr. Hart Massey is Chairman of the Massey Foundation. Mr. Robert Elie was Acting and Associate Director of the Canada Council.

The Canada Council and the Massey Foundation acknowledge the advice and assistance of the members of the Advisory Committee for the Award programme : Mr. Alan Armstrong, chairman ; Mr. Raymond Affleck, Mr. Roderick Clack, Mr. Charles Gagnon, Mr. Paul Laliberté, Mr. Dennis Lee, Mr. Ian MacLennan and Mr. David Silcox.

The following were members of the Jury :

Humphrey Carver, (Chairman), town-planner, Ottawa
Michel Barcelo, town-planner, Montreal
Sidney Buckwold, mayor, Saskatoon
Gérald Fortin, sociologist, Québec
Doris Shadbolt, art gallery curator, Vancouver.

Executive Secretary, The Vincent Massey Awards : Barry Padolsky.

THE VINCENT MASSEY AWARD
FOR EXCELLENCE IN THE URBAN
ENVIRONMENT WAS GIVEN TO
THE PEOPLE OF WESTMOUNT FOR
AN OUTSTANDING ACHIEVEMENT:
CITIZEN PARTICIPATION IN
URBAN AFFAIRS

THE MASSEY FOUNDATION
THE CANADA COUNCIL

1971

LA PARTICIPATION DES CITOYENS
AUX AFFAIRES URBAINES A
VALU AUX CITOYENS DE WEST-
MOUNT LE PRIX D'EXCELLENCE
VINCENT MASSEY POUR L'AMÉ-
LIORATION DE L'ENVIRONNEMENT
URBAIN

LE CONSEIL DES ARTS DU CANADA
LA FONDATION MASSEY

Le nom donné au Prix Vincent Massey évoque la mémoire de celui qui fut le premier Canadien de naissance à accéder à la fonction de gouverneur général et dont les qualités d'esprit et d'imagination s'exprimèrent dans des œuvres nombreuses, réalisées au fil d'une existence entièrement vouée à la cause de son pays.

Vincent Massey fut, pendant plus de quarante ans, président de la Fondation Massey. A titre de président de la Commission royale d'enquête sur l'avancement des arts, lettres et sciences (1951-52), il fut l'un des architectes du Conseil des Arts du Canada.

M. Hart Massey est président de la Fondation Massey. M. Robert Elie était président associé en fonctions du Conseil des Arts du Canada.

Le Conseil des Arts et la Fondation Massey tiennent à remercier de leur collaboration les membres du Comité consultatif des prix : M. Alan Armstrong, président, M. Raymond Affleck, M. Roderick Clack, M. Charles Gagnon, M. Paul Laliberté, M. Dennis Lee, M. Ian MacLennan et M. David Silcox.

Pour les prix de la première série, les personnes suivantes ont accepté d'être membres du jury :

Humphrey Carver, (président), urbaniste, Ottawa

Michel Barcelo urbaniste, Montréal

Sidney Buckwold, maire, Saskatoon

Gérald Fortin, sociologue, Québec

Doris Shadbolt, conservateur de galerie d'art, Vancouver.

Le secrétaire administratif des Prix Vincent Massey : Barry Padolsky.

The sponsors of the Awards issued an open invitation for proposals. By closing date at the end of June, nearly 100 submissions had been received, complete with reports, plans, photos and films describing each proj-

Comments by the Jury on the Thirteen Submissions recommended for an Award and on The Six Submissions recommended for Special Mention.

Commentaires du jury sur les treize présentations au sujet desquelles il recommande l'attribution d'un prix et les six présentations qu'il juge dignes d'une mention honorable.

**Nathan Phillips Square, Toronto
Award**

Though the splendid architecture of the new City Hall has given Toronto an international reputation, it is the majestic public square in front of the City Hall that has done even more to give a quality of spaciousness and dignity to the whole environment of the centre of the city. Admirable advice was given and wisely received, to devote so much land to open space at the heart of the city. In fact, Toronto could never have claimed a place among the great cities of the world until it possessed a public gathering-place of such noble scale. It compares with the Agora or Forum of an ancient classical city, or with a European Piazza or Grande Place. This is now undoubtedly the centre of a great metropolitan city.

The square is large enough to hold the huge crowds that may assemble for great public occasions; for this purpose its principal space is simply a vast open expanse. But it also offers the casual enjoyment of gardens, fine sculpture and, in winter, the festivity of skating. It is a place for all seasons and its generous proportions have already given downtown Toronto a new setting for its architecture and its people.

**Toronto –
Le Square Nathan Phillips
Prix**

C'est sans doute la splendeur de son nouvel hôtel de ville qui a valu à Toronto sa renommée internationale, mais c'est encore plus la majesté de la place publique qui fait parvis devant cet immeuble et donne au cœur de la ville son air de spaciousité et de dignité. Il a fallu d'admirables conseils d'experts et la sagesse de recevoir ces conseils pour sacrifier autant de terrain en espace libre dans le centre-ville. En fait, Toronto n'aurait jamais pu prétendre à une place parmi les grandes villes du monde avant de posséder un lieu de rencontre public d'une telle ampleur. On compare ce square à l'agora ou au forum d'une classique cité ancienne ou encore à une piazza ou une grande place des pays d'Europe. Il ne fait plus le moindre doute que c'est le cœur d'une grande métropole.

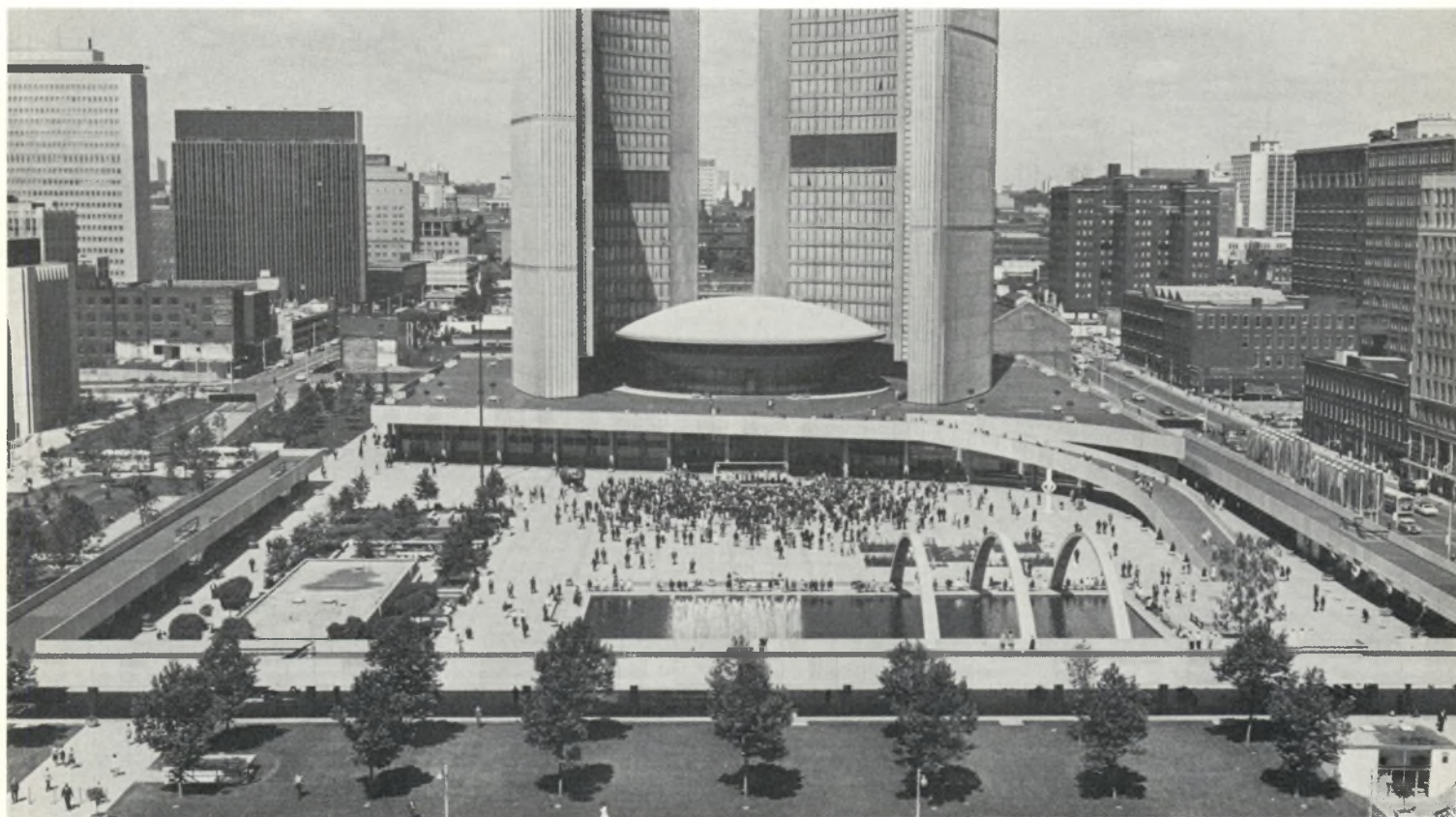
Le square Nathan Phillips est assez vaste pour contenir les foules immenses qui peuvent s'y rassembler dans les grandes occasions : avant tout un grand espace ouvert. Mais on est aussi charmé par les jardins et les sculptures et en hiver on peut y patiner. C'est un lieu des quatre saisons, une place qui, par la générosité de ses proportions, apporte déjà au centre de Toronto un nouveau cadre pour son architecture et sa population.

A propos de la soumission des projets et de l'attribution des Prix
par Humphrey Carver, président du jury.

Les responsables de l'attribution des Prix, une fois lancée l'invitation de soumettre des projets, avaient reçu en fin juin 1971 près d'une centaine de descriptions amplement illustrées. Une telle masse de docu-

ect and explaining what it had contributed to the urban environment. It was an enormous quantity of material; the films alone required about four hours viewing time.

The Jury consisted of *Sid Buckwold*, the enterprising and popular Mayor of Saskatoon; *Michel Barcelo*, architect and planner, well-known for his work with poor people in Montreal and now working on the regional environment of Montreal's future airport; *Gerald Fortin*, sociologist, who is head of the University of Quebec's



ments divers exigeait, pour un examen attentif, beaucoup de temps et d'attention: le visionnement des séquences filmées demanda à lui seul environ quatre heures de projection...

Le jury était composé de Sid Buckwold, dynamique et populaire maire de Saskatoon; Michel Barcelo, architecte et urbaniste bien connu pour son travail dans les quartiers défavorisés de Montréal et qui travaille maintenant à l'aménagement du futur aéroport de Ste-Scholastique; Gérald Fortin, sociologue, chef du

Urban and Regional Research Centre ; Doris Shadbolt, the curator of Vancouver's Art Gallery, a scholar of the arts who drives an Alfa-Romeo ; and myself as chairman of the Jury.

At the end of July we met one another for the first time and examined all the material very thoroughly. We were immediately delighted to find what an extraordinary variety of things had been submitted, ranging from big civic centres and large parks down to quite

North Vancouver Recreation Centre, North Vancouver Award

The North Vancouver Recreation Centre is, in every sense, a product of community involvement and citizens participation. It has grown to its present form as the community itself has evolved and is an integral part of the life of North Vancouver. It started as a single multi-purpose building and has gradually added more meeting-places, a swimming-pool, an arena and, most recently, a well-equipped theatre. There is something here for all age-groups and many thousands of people go in and out of its doors every week.

Not only has the Centre evolved its functions and services in an admirable way, but it has also grown into a delightful complex of buildings on an important site in the city. The individual buildings in the group have been designed in a simple and unpretentious way with the result that the whole group has achieved a delightful unity which is complemented by excellent design of the exterior spaces.

The Centre is a focus of life in the community, it has enriched the urban environment, it is a product of what people in the community themselves wanted and it demonstrates the excellent qualities of management that can be brought to bear on community projects.

Vancouver Nord - Le Centre Récréatif de Vancouver-Nord Prix

Le Centre récréatif de Vancouver-Nord est, à tous égards, le fruit d'un engagement communautaire et d'une participation des citoyens. Il est parvenu aux dimensions qu'on lui connaît à l'heure actuelle au fur et à mesure que la collectivité elle-même s'est développée ; il est aujourd'hui complètement intégré à la vie de Vancouver-Nord. On l'a d'abord construit comme simple édifice polyvalent et on lui a peu à peu ajouté des salles de réunion, une piscine, un stade et, tout dernièrement, un théâtre bien équipé. Tous les groupes d'âge y trouvent de quoi les intéresser, et c'est par milliers qu'ils en franchissent les portes chaque semaine.

En plus d'avoir admirablement évolué dans ses fonctions et les services qu'il offre, ce Centre est devenu un ensemble attrayant de bâtiments qui occupent un site important de la ville. Chacun des bâtiments est d'une conception simple et modeste, et l'ensemble présente une unité harmonieuse rehaussée d'un excellent agencement des espaces extérieurs.

Le Centre est un foyer de vie communautaire qui enrichit le milieu urbain. Il répond aux aspirations de la population et témoigne de la richesse des qualités sur lesquelles une collectivité peut compter pour mener de telles réalisations à bien.



centre de recherches urbaines et régionales de l'université de Québec ; Doris Shadbolt, érudite conservateur de la Galerie d'Art de Vancouver ; et moi-même, chargé de présider le jury. Nous nous sommes rencontrés à la fin du mois de juillet afin d'examiner les projets reçus et avons été enchantés par la quantité et la variété des soumissions, lesquelles provenaient d'ailleurs d'un océan à l'autre, soit de St-Jean (T.-N.) à Victoria.

small pieces of the city scene. And we were pleased to discover that submissions had come, literally from coast to coast, from St. John's to Victoria.

At this first meeting the Jury decided that, out of the nearly 100 submissions, about 40 should be visited, because we would not recommend an Award for something we had not actually seen with our own eyes. Also, in an informal way, we began to discover a point of view for carrying out our task. First of all, we would stick to the criterion of "excellence." We



De la centaine de projets qui nous étaient parvenus, nous avons décidé d'en examiner sur place une quarantaine, estimant que nous ne saurions conseiller l'attribution d'un Prix à une œuvre que nous n'aurions pas personnellement évaluée. Nous avons par ailleurs défini notre "politique", basée sur un critère d'excellence et qui ne consistait pas à recommander une douzaine de réalisations "diplomatiquement" échelonnées par province. Et la notion d'excellence que nous faisons nôtre devait comporter un élément de

wouldn't just pick out a dozen pretty good examples distributed diplomatically by regions ; what we would recommend for Awards would be "excellent" by the most exacting standards. Secondly, the "excellence" of anything must include the involvement of people. This wasn't a contest of photogenic charisma like so many architectural competitions, nor was it concerned with sophisticated taste. We were looking for "people places."

North Vancouver



participation de la part du public. Autrement dit, il ne s'agissait pas de sélectionner d'habiles photographies de réalisations esthétiques, mais de retenir des projets d'intérêt général dont la raison d'être majeure était la satisfaction de tous.

C'est pourquoi nous nous sommes retrouvés tous les cinq, un beau matin venteux de septembre, fort occupés à examiner un parc à St-Jean... Deux semaines plus tard, le Pacifique remplaçait pour nous l'Atlantique et Victoria offrait à notre examen un square de

So one morning at the beginning of September the five members of the Jury were standing against a stiff Atlantic wind, on the headland that overlooks the entry to St. John's harbour. And nearly two weeks later we were on the waterfront of Victoria, in the pink and perfumed glow of a Pacific sunset. In between we had looked at the excellence and the misery in the urban environment of 20 Canadian cities.

It was exciting to see, almost in an instant, what Canadians had been thinking and doing to make life

**Trois-Rivières –
Place de l'Hôtel de Ville**

Prix

La vieille place ombragée du centre-ville de Trois-Rivières, flanquée de la magnifique cathédrale, a fait l'objet, ces dernières années, d'un réaménagement remarquable qu'on peut qualifier d'apport exemplaire à l'aménagement urbain. La population s'est donnée un centre-ville dont elle est justement fière; il met en valeur les arts, la culture et le commerce qui l'animent et son gouvernement municipal. Le nouvel hôtel de ville, d'une conception impeccable, est prolongé par le nouvel immeuble qui abrite la bibliothèque, la galerie d'art et le centre théâtral, et le tout s'intègre étroitement à la grande artère commerciale de la ville avec ses boutiques, ses restaurants, ses théâtres. Le réseau routier a été remanié et grâce à un stationnement souterrain, les espaces qui relient les édifices restent libres et ouverts sur les très belles fontaines, les sculptures et les divers aménagements.

Peu de villes ont eu autant de succès en voulant donner à leur ville un cœur qui soit celui de toute la collectivité. La municipalité est fière de pouvoir dire qu'elle doit cette réussite à l'imagination, à l'initiative, aux talents de ses habitants. On a aussi la joie de constater que les jeunes, reconnaissant la beauté et la noblesse de cette place publique, en ont fait leur lieu de prédilection et que les concepteurs, tout en faisant la part du sérieux que doit avoir le cœur d'une ville en tant que siège du gouvernement, ont su reconnaître qu'il doit aussi se prêter au culte, aux fêtes et aux célébrations.

Bref, le jury du Prix Vincent Massey a été profondément impressionné par l'œuvre qu'il a trouvée à Trois-Rivières et il tient à féliciter tous ceux qui y ont pris part.

**City Hall Square,
Trois-Rivières**

Award

The old tree-shaded square in the middle of the city of Trois-Rivières, with the handsome Cathedral on one side, has been the scene of a remarkable redevelopment that is an outstanding example of urban design. The people of Trois-Rivières have made for themselves a city centre of which they can indeed be proud; it brings into focus the arts and culture of the city, its commerce and business and its civic government. The new City Hall is excellently designed, beside it is the new Library, Gallery and Theatre centre and these are closely integrated with the main business street of the town with its shops, restaurants and theatres. The street system has been redesigned and underground parking has been provided so that people can enjoy the open spaces in which these buildings are placed, with their delightful fountains, sculpture and landscape design.

There can be few cities of any size that have been so successful in creating a heart for the whole community. It is particularly a matter of pride for the city that all this was done by the imagination, enterprise and design skill of people who live in Trois-Rivières. It is also a pleasure to observe how the young people have recognized the beauty and dignity of this public place and made it their own, and how the designers provided that the heart of the city, besides being a serious place, as the seat of government, is also a place for festivity and celebration and worship.

Altogether the Jury for the Vincent Massey Awards were deeply impressed by what they saw in Trois-Rivières and offer their enthusiastic congratulations to everyone involved.



la vieille ville. Dans l'intervalle, il nous avait été donné de parcourir une vingtaine de villes et d'y admirer tour à tour de belles réalisations dont l'éclat n'est terni que par la misère qui afflige certains quartiers. Il était réconfortant, toutefois, de constater tout au long de ce périple les efforts accomplis par les Canadiens en vue d'améliorer la qualité de leur vie urbaine. Ces efforts sont d'autant plus méritoires qu'ils se heurtent à l'apathie, à la standardisation, à la production de masse, à la bureaucratie, pour ne rien dire de l'envahissante et

tolerable in cities threatened by the deadly monotony of standardization, mass-production, bureaucratic regulation, the dominance of the automobile and all the other influences that threaten to crush the creative spirit. It was clear, in a flash, that Canadians are indeed capable of creating great beauty in the urban wilderness and that we may yet win the battle against the computer and the systems analysts.

It's difficult to sort out the projects into simple categories because most of them have arisen out of some

Trois-Rivières

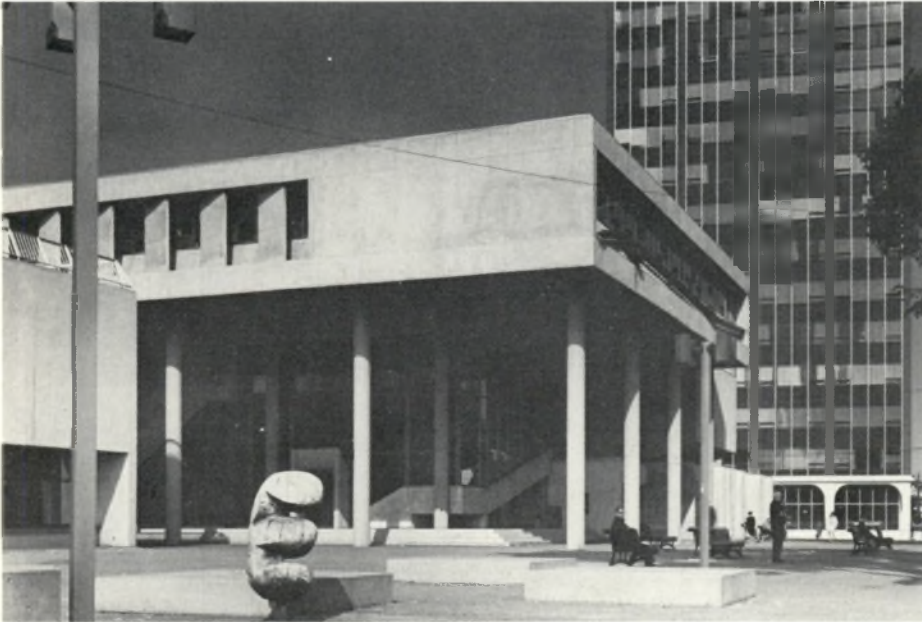


omniprésente automobile, autant de facteurs propres à miner l'esprit créateur le plus obstiné. Ce voyage nous a cependant appris que le Canadien sait créer de la beauté lorsque la solitude de ses villes surpeuplées l'opprime et qu'il peut sans doute gagner la bataille qu'il a engagée contre un mode de vie déshumanisé.

Il est difficile de ranger ces réalisations dans des catégories bien définies, chacune d'entre elles possédant un caractère unique, mais on peut cependant les grouper arbitrairement en divers genres.

quite unique local situation. However, just to suggest how the awards are related to the whole subject of the urban environment, they may roughly be grouped under these headings :

- I *Central Places*. These are places that give shape and focus and purpose to the urban environment. They are strategically important in offsetting the sense of alienation which people suffer when their environment seems purposeless and meaningless.
-



-
- I Les emplacements centraux, qui donnent à l'environnement urbain sa dimension, sa perspective et son unité, sont psychologiquement déterminants : ils contribuent en effet à dissiper l'aliénation consécutive à des paysages sans attrait et apparemment sans fonctions.

- II Les emplacements piétonniers, dont l'importance n'est plus à souligner dans la lutte que mène le piéton contre l'envahissement croissant des véhicules

II *Pedestrian Places.* These are important in the larger strategy for diminishing the use of automobiles which pollute and blight the urban environment. The pedestrian city gives social content to the environment and is essential for the revival of the urban arts of townscape and landscape.

III *Open Spaces.* Some cities have been particularly successful in conserving part of their natural land-

Midtown Plaza, Saskatoon

Award

Saskatoon seized on the opportunity to remove the central CN railway station and tracks, in order to use the land for building a new commercial core to the city. The principal feature of this new core is a very handsome shopping centre with an enclosed mall and a major department store at each end. This plan is common enough in suburban shopping centres except that, in this case, there is a particularly well-designed underground car-park instead of the usual surrounding surface of parked cars. To give further validity to this commercial core, there is also a large office tower and, as an integral part of the whole complex, a substantial community theatre over a convention centre.

This action has transformed and revitalized the centre of the city, removing the railway tracks that had been a barrier to development and a divisive feature within the city. The new Midtown Plaza is already a positive force, attracting and stimulating new growth. The City of Saskatoon has thus shown how public and private enterprise can join forces to change the mood of a city and set a new trend of development.

The Jury was particularly impressed by the lively use of directional signs in the underground car-park, providing a decorative element not usually found in a place of this kind.

Saskatoon—La Midtown Plaza

Prix

Saskatoon a profité de l'occasion qui s'offrait de faire disparaître la gare et les voies du CN pour réaménager son centre commercial. La principale caractéristique du nouveau cœur de la ville est un très beau centre commercial et un mail fermé reliant deux grands magasins placés aux extrémités de cet espace. C'est un modèle assez courant dans les centres commerciaux de banlieue, mais l'exemple qui nous intéresse a ceci de particulier qu'il est doté d'un parc de stationnement souterrain d'une présentation particulièrement soignée au lieu du terrain habituel placé en surface. Ce centre commercial est de plus agrémenté d'une haute tour à bureaux et d'un assez grand théâtre communautaire superposé sur un centre de conférence formant un ensemble parfaitement intégré.

Cette réalisation a transformé le centre-ville et lui a donné une vie nouvelle : les voies ferrées freinaient l'expansion et dressaient une barrière qui divisait la ville. La nouvelle Plaza est déjà une force dynamique et un stimulant à la croissance. Par cet exemple, Saskatoon a montré que la collaboration de l'entreprise publique et privée peut transformer l'ambiance d'une ville et ouvrir une nouvelle ère de développement.

Le jury a été tout particulièrement impressionné par l'utilisation vivante des signaux de direction dans le garage souterrain comme éléments de décoration qu'on retrouve rarement dans un établissement comme celui-là.



au centre des agglomérations. Ces îlots interdits au trafic automobile, outre qu'ils constituent des espaces non pollués au centre des villes, sont indispensables à l'aménagement paysager.

III Les espaces naturels, que certaines villes ont eu la sagesse de préserver intacts, sont ouverts au public dont ils améliorent grandement les conditions de vie tout en faisant office de "poumons" dans les cités surpeuplées.

scape environment as public open space. An easy access to a domestic landscape and even to wilderness landscape greatly extends the liveability of the urban environment.

IV *Enrichment of the Environment.* Because the urban environment tends to be standardized in content and quality, people in cities feel the need to enrich and extend the range of content and quality, preferably through their own creative effort.

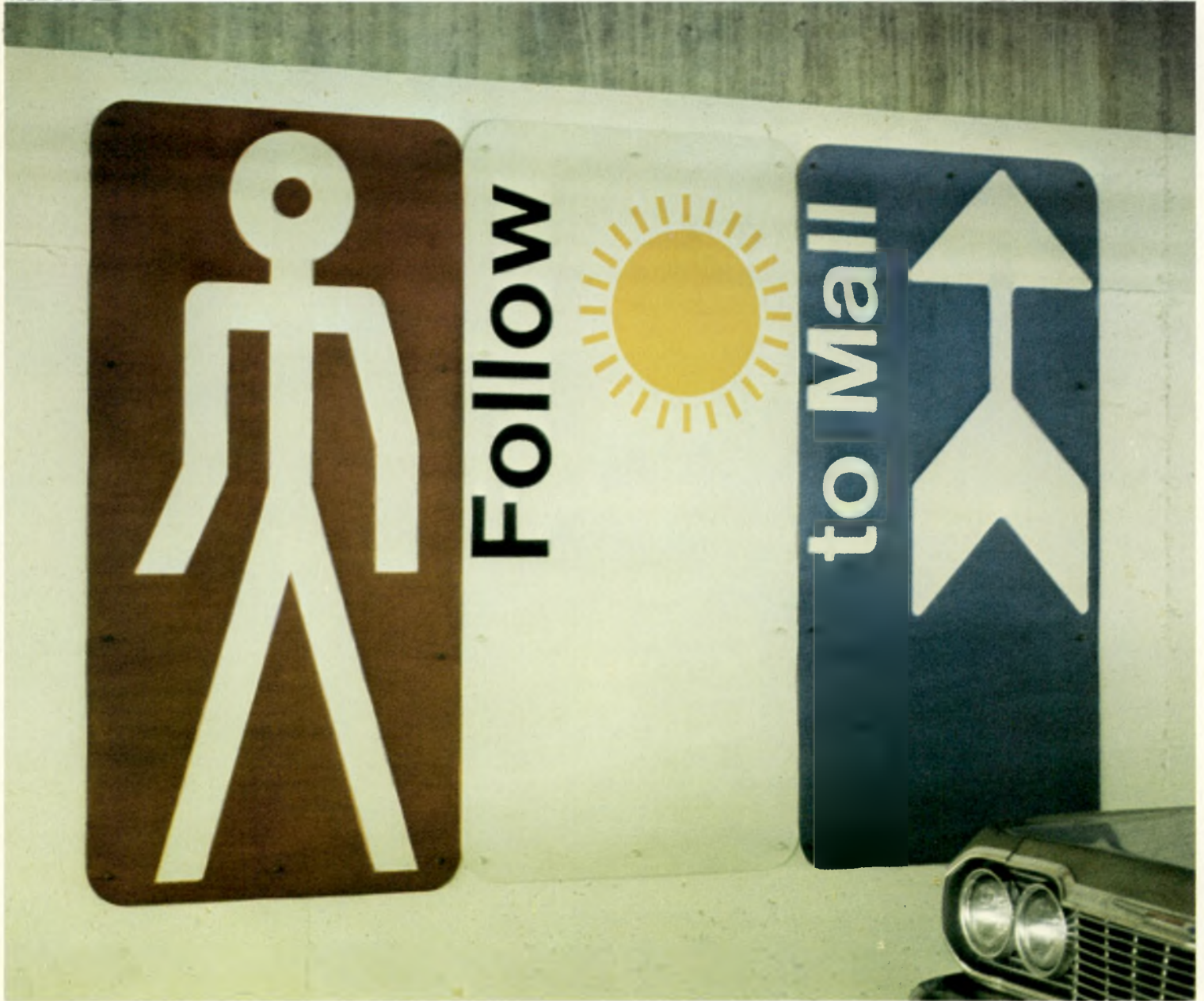


IV Les réalisations qui enrichissent l'environnement en luttant contre l'uniformisation progressive dont il est victime et qui offrent aux particuliers l'occasion de manifester leurs dons créateurs.

V Les actions créatrices entreprises en vue de refaire l'environnement menacé par des organisations et des systèmes cependant indispensables au "fonctionnement" des grandes villes. Pour contrebalancer la

V *Creative Action in Making the Environment.* Big cities could not exist and could not be managed without large-scale systems and corporate institutions. But, because of their size and mechanical remoteness, they threaten to overwhelm the creative capacity of people who live in cities. Therefore people have to organize themselves to confront these forces and win command over their environment.

Midtown Plaza



rigidité des structures en place, des groupes doivent s'organiser pour sauvegarder le milieu ambiant dans lequel ils ont choisi de vivre.

Les emplacements centraux

Nombre de réalisations proposées pour l'attribution de prix peuvent être considérées comme des "centres d'intérêt" destinés à rehausser la qualité générale d'un milieu donné. Parmi celles-ci, relevons le vaste square aménagé devant le nouvel Hôtel de ville de Toronto,

Central Places

A number of the places submitted for awards can be described as central places or focal centres within an urban environment, places that give meaning and purpose to a community. Among these is the great square in front of Toronto's new City Hall (Nathan Phillips Square). It is a "people place" or "Place Populaire" of truly majestic proportions. It's a place to hold great crowds on public occasions, and it has restored the respectability of that most civilized of all

The Sparks Street Mall, Ottawa Award

The Sparks Street Mall in Ottawa was a pioneering project that is now widely recognized for the contribution it has made towards improving the urban environment. Its accomplishment—through trial periods over several years—involved the public authorities, the assistance of professional people and the co-operation of a great many firms doing business on the street. It is therefore a community enterprise in its initiation and design. It has become a community affair in the way in which it is used and enjoyed by the public.

Though Sparks Street was a quite typical downtown commercial street, its conversion to a Mall has made it much more than just a place of shops and offices. The Mall has become a real social centre of urban life where people come partly for business reasons and partly to enjoy the experience of seeing the place and the people without the pressure of traffic and time. The design of the Mall, with its trees, flowers, fountains, benches and colour have helped to give it this atmosphere of leisure.

While the Mall has become the favourite place of those who work in the centre of the National Capital it is also, in the summer time, a central attraction for the great many visitors to the Capital. It has certainly given the city a quality of pleasant sociability to contrast with the more solemn environment of Parliament Hill.

Ottawa – Le mail de la rue Sparks Prix

Le mail de la rue Sparks, à Ottawa, d'abord lancé comme projet-pilote, est maintenant reconnu par tous comme un apport à l'aménagement urbain. Après des périodes d'essai qui se sont étendues sur plusieurs années, il s'est réalisé avec la collaboration des corps publics, de spécialistes et d'un grand nombre d'entreprises du secteur. Oeuvre communautaire par sa conception et sa réalisation, il l'est également par la façon dont le public l'utilise et en profite.

Naguère une rue commerciale tout à fait typique, la rue Sparks est devenue depuis sa transformation bien autre chose qu'une enfilade de boutiques et de bureaux. Elle est aujourd'hui un véritable centre de vie urbaine. On y vient en partie pour vaquer à ses affaires; on s'y attarde pour la regarder vivre et coudoyer des personnes soustraites aux pressions de la circulation et du temps. Son ambiance de détente tient à l'ordonnement des espaces et aux arbres, aux fleurs, aux fontaines, aux bancs, aux couleurs qu'on a su utiliser.

En même temps que le lieu de rencontre préféré de ceux qui travaillent dans le centre de la capitale nationale, le mail est devenu, en été, le centre d'attraction des nombreux visiteurs qui convergent vers la capitale. Il a certes enrichi Ottawa d'une agréable sociabilité qui contraste avec l'atmosphère plus solennelle de la colline du parlement.



le Nathan Phillips Square, véritable place populaire aux majestueuses proportions. Endroit de rassemblement idéal pour les grandes manifestations, le square offre par ailleurs un plaisir des plus civilisé et des plus "urbain", celui qui consiste à ne rien faire sinon à regarder la foule déambuler, les gens âgés converser sur les bancs, les enfants patiner... A cet égard, et pour avoir rendu si hospitaliers ces vastes espaces, le square constitue une réussite que l'immédiate proximité des quartiers d'affaires rend plus complète encore.

enjoyments : the pleasure of just doing nothing except looking at other people, or strolling, or sitting on a bench or skating. To have made a place so hospitable to love and leisure, smack in the middle of Toronto's central business district, is an admirable achievement.

Another central place which receives an award is Saskatoon's Midtown Plaza. This ambitious small city seized on the opportunity to remove the CN railway station and tracks which, as in so many Western cities, had divided the city within itself. The new central core

Sparks



Une autre réalisation dont les mérites divers lui ont valu un prix est la Midtown Plaza dont la ville de Saskatoon, moyenne encore mais ambitieuse, s'est pourvue ces dernières années. Faisant d'une pierre deux coups, la ville s'est dotée d'un complexe ultra-moderne tout en se débarrassant d'une vieille gare ferroviaire encerclée par ses quais de chargement désaffectés. Midtown Plaza et sa tour de douze étages abritent une cinquantaine de places d'affaires, des boutiques et magasins, une promenade couverte, un vaste cinéma,

of Saskatoon is a handsome complex of department stores and shops, a covered mall, an office tower and a large community theatre and convention centre. All of these are mounted on an underground car-park in which the directional signs are used as brightly coloured decorations; obviously the design potentialities of car-parks have hardly yet been touched.

Another kind of central place is North Vancouver's Recreation Centre, a most attractive group of sunny buildings in this mountain-side city, where everybody

Lothian Mews, Toronto Award

The richness and the impact of a great city depend partly on the impressive scale of its large buildings and the perspective of its handsome streets. But the character of such a city also depends upon the small, surprising and intimate places, into which the pedestrian can withdraw to enjoy another scale of the city's design. The modern city, it is generally agreed, has been too much dominated by automobile traffic and has not offered the pedestrian much of this small scale richness and variety.

Lothian Mews off Bloor Street, Toronto, was one of the new experiments in this small scale art of city design and its well-deserved popularity has stimulated a number of other developments. It is a sociable place, its courtyard often packed with people eating and drinking after dark and, in the day-time, it's always a pleasure to escape from the main street nearby into this little haven with its bright boutique displays and the sound of the water in the fountain. There is no doubt that Toronto in particular, and urban Canada in general, has learned something new and fresh from this little example of excellence in the urban environment..

Toronto – Les Lothian Mews Prix

Si la richesse d'une grande ville et l'impact de celle-ci sur son milieu tiennent en partie aux proportions impressionnantes de ses grands édifices et à la perspective de rues attrayantes, le caractère d'une grande ville tient aux petits coins inattendus et intimes où le piéton peut se retirer pour profiter de sa ville à une moindre échelle. La ville moderne, on le reconnaît, est trop dominée par la circulation automobile et ne laisse pas aux piétons assez de cette richesse et de cette diversité à échelle réduite.

Les Lothian Mews, à deux pas de la rue Bloor, à Toronto, sont une des récentes expériences qui se sont réalisées dans le sens d'un aménagement urbain en plus petit. Sa popularité bien méritée a suscité plusieurs autres réalisations. C'est un endroit où il fait bon se retrouver. La nuit venue, la cour est souvent bondée de personnes qui mangent et qui boivent; le jour, c'est une agréable retraite tout à côté de la grande artère voisine, un refuge aux brillantes boutiques, où on entend couler l'eau de la fontaine. Il ne fait aucun doute que Toronto en particulier et les autres villes canadiennes ont tiré des leçons de nouveauté et de fraîcheur de ce petit exemple d'aménagement urbain.



un centre multi-fonctionnel et un garage de 1,700 places dont la "décoration" est aussi fonctionnelle qu'originale.

Dans cette même catégorie, rangeons le Centre récréatif de North Vancouver, bel agencement d'immeubles ensoleillés qui se découpent sur un panorama montagneux et où chacun trouve le loisir de son goût. Les jeunes y découvrent une piscine et un stade, les moins jeunes autant d'espace qu'ils le désirent afin d'y poursuivre leurs expériences en organisation sociale –

goes to find the action: a pool and an arena for the young, plenty of space for the middle-aged to pursue experiences in social organization and dis-organization, and a well-equipped theatre for the performing arts. This is the place the people made for themselves and it must have given a better life to thousands of people in North Vancouver.

But perhaps the outstanding example of a central place is the new heart of Trois Rivières, Québec. The old square was there before, with the handsome cathe-

Lothian



ou l'inverse – et, pour un public plus général, un théâtre ultra-moderne qui fait grande part aux arts d'interprétation.

Il s'agit d'un exemple typique de complexe édifié et construit par les intéressés eux-mêmes pour leur propre satisfaction et qui justifie leurs efforts en améliorant l'existence de milliers d'habités.

Mais la réalisation la plus frappante est peut-être celle qu'a menée à bien la ville de Trois-Rivières, au Québec, en procédant au "remodelage" de son centre-

dral along one side. Now on the other side of the square are the principal public features of a modern community; a beautiful and expressive city hall, a cultural centre with library, theatre and art gallery and an interesting link into the city's main street of shops and restaurants. By judicious street closing and the provision of an underground car-park, the active life of the city now flows through these community places and out into the central square. The whole composition has made such an attractive and theatrical place, with

Bastion Square, Victoria Award

Between the principal downtown streets of Victoria and the waterfront are several closely built blocks of 19th century buildings, mostly 3 and 4-storey, with brick and stucco finish. Their use as warehouses and wholesale houses associated with the harbour is now obsolete and the area had become blighted and designated for urban renewal.

The rehabilitation and revitalization of this area has been done with great appreciation for the history, the architectural style of the buildings and their harbour-front character. By opening up spaces between some buildings to provide paved walks linking with the main street, Bastion Square has been made into a delightful small piazza in the middle of downtown Victoria. Buildings facing the square and on the alleyways have been converted to boutiques, professional offices, a restaurant and the largest building on the Square has become a marine museum with ship models and seafaring archives.

The details of the restoration, the design of paving, steps, walls and lighting have been done with great authority so that the place has a kind of inevitability and credibility, and a certain theatrical effect.

Bastion Square is altogether a charming place that invites a leisurely enjoyment of the old city. In this it serves both the people who live in Victoria and encourages visitors to stay in the city.

Victoria—Le Square Bastion Prix

Entre les grandes rues du centre-ville de Victoria et les quais se dressent plusieurs pâtés de bâtiments du XIX^e siècle, blottis les uns contre les autres, la plupart ayant trois ou quatre étages et revêtus de briques ou de stuc. Ils sont passés d'utilité comme entrepôts et maisons de gros autrefois tributaires du port. Tout le secteur est décrépi et appelé à être rénové.

La restauration du quartier se poursuit avec beaucoup de respect pour l'histoire, le style des constructions et leur caractère en tant que bâtiments d'un milieu portuaire. En ménageant des espaces entre certains bâtiments pour ouvrir des allées bétonnées les reliant à la rue principale, on a transformé le square Bastion en une charmante petite place au cœur même de Victoria. Les bâtiments qui donnent sur cette place et sur les allées sont devenus des boutiques, des bureaux et un restaurant. Le plus gros édifice de tout le square est aujourd'hui un musée maritime avec maquettes de bateaux et archives de navigation.

La force qu'on a mise dans les détails de la restauration, la conception des revêtements, les marches, les murs et l'éclairage donnent à cette place une espèce d'authenticité et un aspect qui a quelque chose de théâtral.

Le square Bastion est un lieu absolument charmant qui invite résidents et visiteurs à flâner et à s'attarder dans le vieux Victoria.



ville. Le vieux square flanqué de sa belle cathédrale a en effet subi des modifications d'importance par l'adjonction de bâtiments nouveaux tels que l'hôtel de ville, le centre culturel et sa bibliothèque, un théâtre et une galerie d'art, sans mentionner un réaménagement de l'artère principale qui "canalise" l'activité de la cité et se voit heureusement complété par un garage souterrain de belle capacité. La composition de l'ensemble, ayant tiré le meilleur parti des éléments en place – cours, sculptures, fontaines – a su conserver

its courtyards and sculpture and fountains, that this is where everyone likes to go. Surely something excellent has happened when the young people of a town enjoy sitting on the steps of the city hall, feeling that this is *their* place? If you want to see excellence in the design of the urban environment, this is it.

Pedestrian Places

Another group of awards involve places for the pedestrian in the city. The classic example is Ottawa's

Bastion



tout le pittoresque existant, tout en le combinant avec les facilités nécessaires à la circulation actuelle. On peut donc avancer sans risque de se tromper que ce centre-ville a été judicieusement aménagé en une sorte de centre communautaire à ciel ouvert au sein duquel chacun se sent à sa place et, en quelque sorte, en famille.

Les emplacements piétonniers

D'autres prix ont été décernés à des réalisations dont

Sparks Street Mall. It is a tremendously successful community enterprise that has brought a new vitality and urbanity to an old part of the city which seemed to have lost in its competition with the suburban shopping centres.

Consideration of the pedestrian in the city is partly a concern for his convenience and safety and partly a way of restoring to city people the experience of meeting one another as people, not just as greedy compet-

Québec – La restauration de la rue Saint-Louis et de l'escalier Petit Champlain

Prix

La rue Saint-Louis est cette rue étroite du vieux Québec qui relie principalement l'enceinte de la vieille cité à la Grande Allée. On a restauré la façade des bâtiments qui la bordent, les enseignes commerciales ont cédé la place à de très belles enseignes décoratives en métal et en bois qui annoncent tout simplement le commerce ou le métier du maître de céans.

Le Petit Champlain est un escalier de trois volées de marches en pierre qui s'enfoncent entre les murs des vieux édifices et constitue le principal accès pour piétons entre la haute ville, à la hauteur de la vieille Université Laval, et la basse ville, à l'endroit où s'effectue en ce moment la restauration de la Place Royale.

Ces deux œuvres ont non seulement redonné à la ville historique son caractère ancien, mais l'ont

enrichi de l'apport de l'artiste contemporain, qui a su marier avec beaucoup d'imagination et dans une parfaite harmonie des matériaux anciens et nouveaux. Le traitement des façades nous rappelle qu'on peut annoncer la vocation commerciale d'un bâtiment sans recourir à une réclame tapageuse et déplaisante. Il suffit de faire appel à l'art consommé du peintre, du sculpteur, de l'artiste sur métal et du spécialiste de la communication pour que les façades deviennent très expressives.

Ce qu'on a accompli dans la rue Saint-Louis montre bien qu'une humble rue, animée par l'imagination de l'urbaniste, peut avoir la beauté d'un musée d'art. Le plus petit élément d'une ville, une ruelle et quelques marches de pierre, peut se transformer en un détail enchanteur pour la plus grande joie des citoyens. Ce qui prouve que l'art de la rénovation ne consiste pas à reproduire et momifier le passé, mais à en capter le caractère essentiel et à lui insuffler une vie nouvelle en l'intégrant à la ville contemporaine.

Renewal of rue St-Louis and l'Escalier Petit-Champlain, Quebec

Award

Rue Saint-Louis is the narrow ancient street in old Quebec that is the main approach route into the walled city from La Grande Allée; the façades of buildings on the street have been restored, all the previous commercial signs have been removed and very beautiful and decorative signs of metal and wood have been placed on the buildings to express the business and trade of the occupants.

L'Escalier, consisting of three flights of stone steps enclosed between the walls of old buildings, is the principal pedestrian route between upper town, near old Laval University, and lower town, where the restorations of Place Royale are now being carried out.

Both the street and the staircase are restorations which have not only recaptured the character of the historic city but have also added, in a most imaginative way, the art of the contemporary designer, so that the old materials and the new blend together in a most harmonious way. The faces of the old buildings remind us that to announce the commercial use of a building need not be in objectionable advertising, but can be a vivid language of the street façade that uses the highest skills

of the painter, sculptor, metal worker and communicator.

What has been done in rue Saint-Louis shows that a modest city street can be as beautiful as an art gallery when the urban arts are applied with animation and imagination. What has been done in rebuilding the staircase shows that even the smallest incident in a city, just a passageway and a few stone steps, can be a delight for city people to enjoy. Both the street and the staircase show that the art of restoration is not in reproducing and embalming the historic past, but in appreciating the essential character of old places and giving them a new life and a relevance to the contemporary city.

la principale caractéristique est d'avantager les piétons : à cet égard, la promenade à ciel ouvert de la rue Sparks, à Ottawa, mérite tous les éloges qu'elle s'est attirés. Exemple de reconversion d'une rue ouverte au trafic automobile et "rendue" aux piétons, la promenade est rapidement devenue un classique du genre et répond à plusieurs impératifs. Outre le fait de donner droit de cité aux promeneurs désireux de s'attarder devant les vitrines qui bordent cette artère de chaque

itors in the traffic squeeze. In this respect the Ottawa Mall has been an extraordinary place for attracting and mixing the whole kaleidoscope of society, rich and poor, young and old, hip and square. This new humanization of the urban environment will occur wherever pedestrian places are made enjoyable as well as functional. Perhaps this will open a new era for the urban arts of the townscape, the floorscape and the landscape – arts which have been practically killed off by the brutalities of the automobilized city.

Québec



côté, cette initiative a donné une nouvelle impulsion au commerce du centre-ville, fortement concurrencé par les centres commerciaux installés dans la périphérie de la capitale.

Intéressante sur le plan purement pratique, cette transformation assure aux piétons sécurité, détente et possibilité de confrontation, les groupes d'âges et de situation les plus divers se côtoyant sur ce parcours qui est devenu l'un des plus animés de la ville. Une réalisation de la sorte ouvre évidemment de nouvelles

On a smaller scale, the Lothian Mews, on Bloor Street, Toronto, has been an excellent prototype for the little pedestrian oasis in the city, where people can withdraw from the big noisy street scene and enjoy a more sociable situation. The environmental quality of European cities has been enriched by these little retreats: the cafe in the courtyard, the unexpected turn into a small piazza, a place where you can sit under a tree or by a fountain.



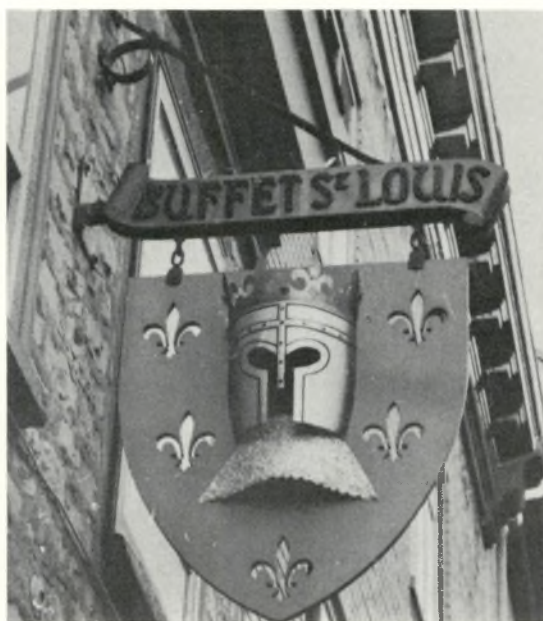
perspectives aux urbanistes soucieux d'aménager des îlots de tranquillité aux citoyens de plus en plus malmenés par une circulation automobile aussi menaçante qu'envahissante.

Sur une plus modeste échelle, les Lothian Mews de la rue Bloor, à Toronto, offrent aux passants une oasis de paix dans la ville surpeuplée: les parasols multicolores d'un petit café établi dans une cour, l'exotisme transplanté d'une piazza imprévue, un arbre sous lequel s'asseoir et une fontaine cascadante donnent à ce

Bastion Square in the heart of Victoria, is another delightful realization of this idea, carried out as an urban renewal project, and employing some very skilful restoration to keep the character of its old waterfront architecture. Go down the alley-way from the main street and you are on a stage set for some nautical opera. A pedestrian has time to enjoy the special character of a city. A car-driver doesn't.

Of all cities in Canada, Quebec has the most exciting opportunity to re-discover the small-scale plea-

Québec



secteur abrité une touche "européenne" appréciée du promeneur.

Dans un même ordre d'idées, le "Bastion Square" du centre de Victoria offre un bel exemple de restauration architecturale du front de mer et, là encore, tout a été mis en œuvre pour donner au piéton le loisir de cheminer à l'abri des voitures.

De toutes les villes canadiennes, Québec offre le plus vaste éventail de possibilités pour séduire le promeneur, et plus spécialement dans sa partie ancienne,

sures for the pedestrian. Old Quebec is essentially a city for walking in. The Escalier Petit Champlain that provides a route from the upper town to the ancient Place Royale at the lower level, has just been rebuilt. It's only a small design detail in the historic city, but how beautifully done in its appreciation of the character of stone wall and stone steps!

Among the townscape arts awaiting revival is that of the street sign. An interesting example of this revival may now be seen in rue St-Louis which is the principal

**University of Saskatchewan
Campus, Saskatoon
Special Mention**

University campuses are served principally by a pedestrian (rather than a vehicular) system of circulation; they therefore provide an opportunity to design a landscape setting not often attainable in other parts of a city. The University of Saskatchewan perceived this opportunity at an early stage in its expansion and has developed a campus that is absolutely outstanding in its quality of design and detail. There is not a corner where the planting and paving and decorative details have not been thought out, in association with the arrangement of each building and with consideration for those who walk and those who use cars. Will the students who use this campus and appreciate its excellence, carry with them into other urban environments some application of the same ideas? What the University has done with its own environmental design certainly deserves to have notable repercussions in the cities of the province.

**Saskatoon –
Le Campus de l'Université
de la Saskatchewan
Mention honorable**

Les campus d'université sont surtout sillonnés de sentiers pour les piétons (plutôt que de routes pour les véhicules). Ils offrent par conséquent des possibilités d'aménagement paysager qu'on ne retrouve pas souvent dans les autres parties d'une ville. L'Université de la Saskatchewan a su percevoir ces possibilités dès les premiers stades de son expansion et se donner un campus absolument remarquable par la qualité de la conception et le souci du détail. Il n'est pas de coin où les plantes ou les revêtements du sol et les détails de la décoration ne procèdent pas d'une pensée directrice, ne soient pas reliés au caractère d'un édifice, ne tiennent pas compte du spectateur qui se déplace à pied et de celui qui passe en voiture. Les étudiants qui utilisent ce campus et savent en apprécier la beauté vont-ils emporter dans d'autres milieux urbains quelques transpositions des mêmes idées? L'œuvre que l'université a réalisée dans le milieu où elle s'insère mérite certes un prolongement notoire dans les villes de la province.



la Vieille ville, mondialement réputée. L'Escalier Petit Champlain, qui relie la partie supérieure de la ville à la centenaire Place Royale, a été récemment reconstruit avec un goût, un sens du détail et un respect du passé devant lesquels il convient de s'incliner. Des travaux analogues ont été menés en divers endroits: rue St-Louis, principale voie d'accès à la partie historique de la ville, dans la section comprise entre la Grande Allée et la promenade Dufferin et, dans ce cas particulier, la tâche n'a pas seulement consisté à restaurer mais

route of entry into the old city of Quebec, from La Grande Allée to Dufferin Terrace. To recapture the historic character of this narrow street required the removal of some very commonplace commercial signs. But, of course, a business street needs to communicate through the language of signs and it's no solution simply to emasculate the street, an error that has been made in some applications of the "Norwich Plan." Quebec has revived that earlier tradition of decorative hanging signs still to be found in the narrow streets of

Saskatchewan



également à éliminer. Il s'agissait en effet, pour tenter de replonger le visiteur dans une atmosphère révolue, de débarrasser l'étroite rue historique des signes publicitaires au goût par trop discutable. Opération délicate, car une rue commerçante ne peut se départir complètement de ce sur quoi le négoce est basé: la publicité. On a donc eu recours à un moyen terme, et somme toute judicieux, en faisant appel à ces vieillotes mais symboliques enseignes dont les commerçants de jadis ornaient leur devanture. Le résultat désiré a été atteint

some European cities. Rue St-Louis is now a kind of art gallery of hanging signs, each a work of art in its use of metal and painted wood, conveying its message with wit and symbolism.

One part of the urban environment where the pedestrian has normally had precedence is the university campus, usually a kind of island surrounded by traffic, with walking routes between buildings. A few universities have taken the opportunity to design the whole campus as if it was a garden with a walkway system

"Plus 15", Calgary Award

In all big cities the convenience of the pedestrian conflicts with the movement of automobile traffic. Calgary has adopted a most direct and enterprising solution to this problem. The "Plus 15" system provides that, throughout the core of the city, the pedestrian will be able to move from building to building and from block to block, at a level fifteen feet above the street level.

Such a system of pedestrian routes cannot work effectively unless the majority of buildings in the core area are linked together in this way. To initiate this circulation system has required courageous enterprise on the part of the city government and an intelligent response from building owners, constructors and investors in the city core. Sufficient commitments have now been made to assure reasonable prospects of success; bridges across streets at the "Plus 15" level have now begun to appear and links through buildings are now confirmed.

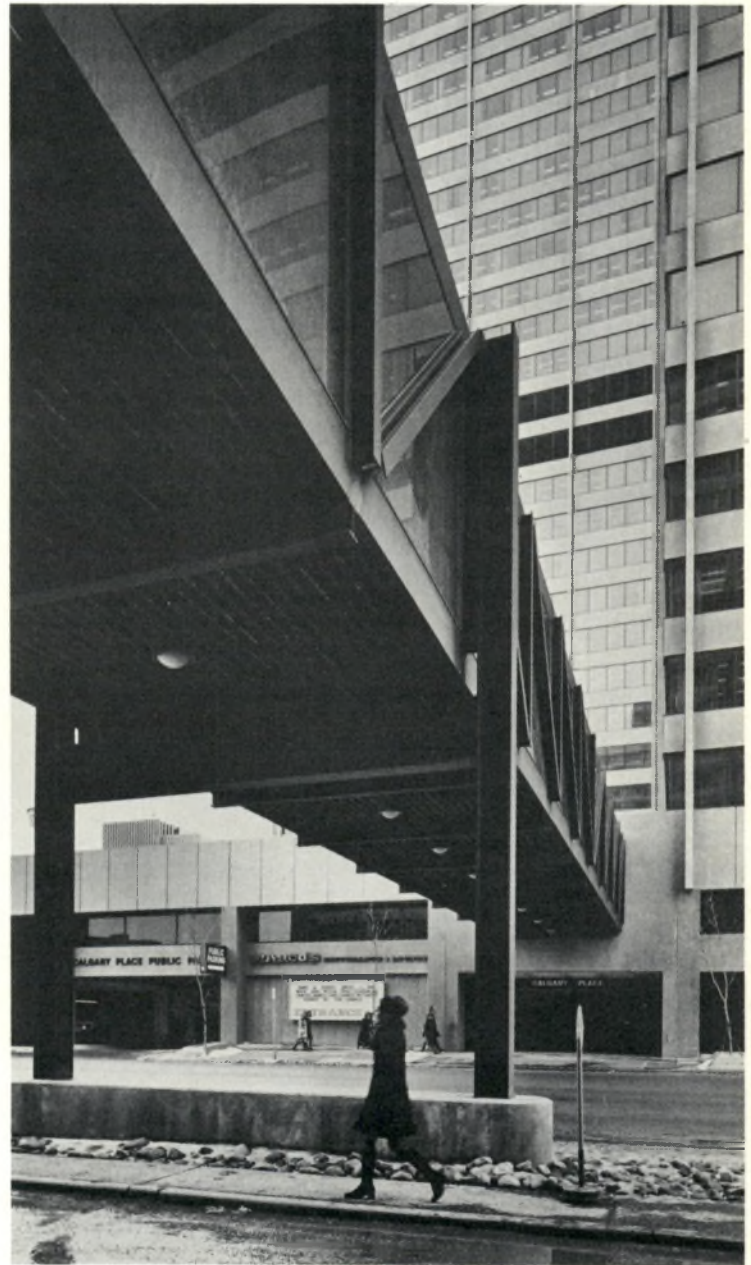
A city which embarks upon such a far-sighted plan to deal with one of the fundamental problems of urban areas, deserves deep respect for this intelligent contribution to the urban environment.

Calgary—Le réseau "Plus 15" Prix

Dans toutes les grandes villes, on retrouve le même conflit entre la commodité des piétons et la circulation automobile. Calgary a trouvé une solution des plus directes et audacieuses à ce problème. Le réseau "Plus 15" va permettre aux piétons de se déplacer d'un édifice à l'autre et d'un pôle de maisons à l'autre dans le centre-ville en restant 15 pieds au-dessus de la chaussée.

Un tel réseau de passages pour piétons ne peut bien fonctionner que s'il relie entre eux la plupart des édifices du centre-ville. Il a fallu beaucoup de courage et d'initiative à la municipalité pour lancer ce projet, et une bonne dose de compréhension de la part des propriétaires d'édifices, des constructeurs et des investisseurs du centre-ville. Les engagements déjà obtenus ouvrent des perspectives raisonnables de succès. Des passerelles commencent à enjamber les rues au niveau "Plus 15" et les raccords à travers les édifices sont confirmés.

Une ville qui s'engage dans un projet aussi audacieux pour résoudre l'un des problèmes fondamentaux de l'aménagement urbain est certes digne des plus grands éloges pour cette contribution intelligente à l'aménagement urbain.



et la rue St-Louis, dans la mesure du possible, a retrouvé la grâce surannée et un peu mélancolique de certaines vieilles artères européennes.

S'il est un endroit privilégié en ville où, théoriquement du moins, le piéton se sente maître du terrain, c'est bien le campus d'une université d'où trafic et bruits sont exclus pour des raisons évidentes.

Cependant, peu d'universités, autant que celle de la Saskatchewan, ont saisi avec autant de bonheur l'occasion de transformer le leur en une oasis de calme,

as part of the landscape design. The University of Saskatchewan has provided an outstanding example of how to do this ; the entire campus is like a garden, with careful thought given to the placing of every hedge and stone and tree and little piece of groundcover.

In many Canadian cities the university campus is about the same size as the whole downtown area. If one pursues the idea of the Sparks Street Mall to its logical conclusion so that the whole of downtown becomes a kind of campus, then the urban environ-

"Plus 15"



un véritable jardin paysager destiné à la méditation et créé par les soins conjugués de l'homme et de la nature.

Dans nombre de villes canadiennes, le campus universitaire est de la taille moyenne des centres-villes. Si, conclusion logique, on doit inversement estimer que le centre-ville – la promenade Sparks d'Ottawa, pour prendre un exemple concret – doit avoir les mêmes dimensions qu'un campus, la conception même de l'aménagement urbain s'en trouve modifiée et ouvre d'intéressantes perspectives. Il suffit d'imaginer le

ment would have changed indeed. Take the underground car-park of Saskatoon's Midtown Plaza and combine it with the beautiful surface treatment of Saskatoon's University campus – that would be a fine beginning for an urban environment.

Of course, there are many ways in which a little bit of the city can be retrieved for the enjoyment of the pedestrian, as an escape from the all-pervasive automobile; one can take refuge in malls and alleys and cafes in little courtyards, and even complete campuses.



"mixage" du très fonctionnel garage souterrain de Midtown Plaza et de la belle ordonnance du campus universitaire de la même ville pour comprendre ce que pourrait offrir, bien planifiée par des experts, la combinaison de tels éléments d'urbanisation.

Il existe évidemment plusieurs façons de ravir à l'avidité de la voiture quelques parcelles de terrains à vocation piétonnière et nous venons de citer certains exemples convaincants à ce sujet. Mais un pas plus décisif dans cette direction a été franchi à Calgary, où

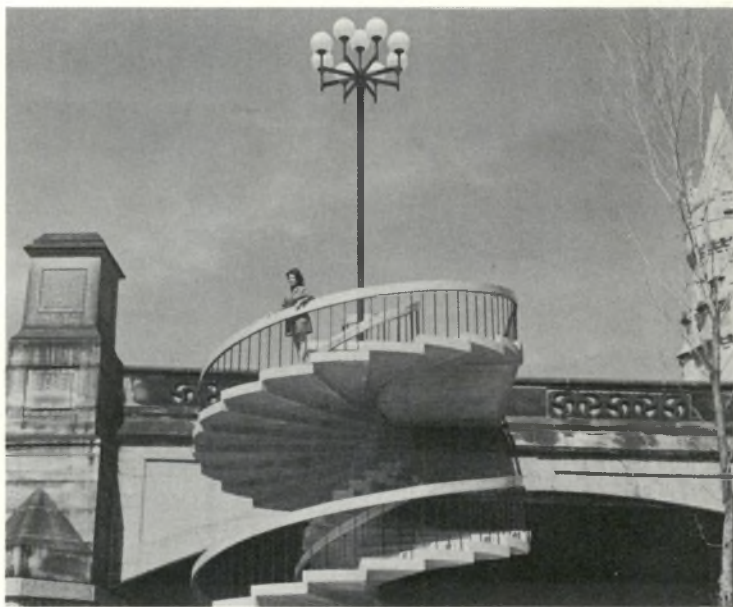
But it is an even bolder step to put the pedestrian on top of the automobile traffic as Calgary has begun to do with its "Plus 15" scheme. This is not a cosmetic treatment to rescue the pedestrian when he knows he's beaten; it really gets to the root of the matter. In the central core of Calgary in the future, it will be possible to walk throughout the whole central area, from block to block and right through the middle of buildings without ever meeting a car. This complete walkway system will occur 15 feet above street level. To initiate

**The Rideau Canal Wharf,
Ottawa
Special Mention**

Where the National Arts Centre and the Conference Centre (the former Union Station) face one another across the Rideau Canal there has been an opportunity to express the significance of the canal in the environment of the National Capital. It is part of the unique flavour of Ottawa that pleasure boats can tie up at the wharf in the very heart of the city. The new design treatment of the wharf and the spiral stairs up to the Piazza have delightfully captured the waterside character of this little incident in the design of the city. It also provides a quiet retreat from which to obtain the most dramatic view of the towers on Parliament Hill. This is a detail of the excellent work done by the National Capital Commission in conserving and extending the waterways and parkways that are such an important part of the Capital City's urban environment.

**Ottawa –
Le Quai du Canal Rideau
Mention honorable**

À l'endroit où le Centre national des Arts et le Centre de conférences (l'ancienne gare Union) se font face par-dessus le canal Rideau, on a trouvé l'occasion d'exprimer le sens que prend le canal dans le cadre de la capitale nationale. Ottawa a cette particularité d'offrir aux embarcations de plaisance la possibilité d'amarrer au cœur même de la ville. La façon inédite qu'on a trouvée d'aménager le quai et l'escalier en spirale qui monte jusqu'à la place a capté avec beaucoup de bonheur le caractère aquatique de ce petit accident de personnalité de la ville. C'est en même temps un lieu de tranquillité avec vue absolument inattendue sur les tours de la colline du parlement. C'est là un détail de l'excellent travail qu'accomplit la Commission de la capitale nationale pour la conservation et le prolongement des voies d'eau et des promenades qui tiennent une si grande place dans l'aménagement de la capitale du Canada.



le réseau "Plus 15" assure aux piétons du centre-ville la possibilité de se déplacer d'un édifice à un autre en restant 15 pieds au-dessus du niveau de la rue.

Il ne s'agit pas en l'occurrence d'un traitement superficiel à caractère esthétique, mais d'une action délibérément orientée en vue de cerner le problème de la façon la plus radicale possible. "Plus 15" a nécessité un courageux sens de l'entreprise de la part de l'administration municipale et la compréhension des propriétaires d'édifices, des constructeurs et des actionnaires

such a brilliantly simple solution to the problems of traffic conflict could probably only occur in a city which is still at the critical stage of building its central core. Its chances of success are based on expectations of remarkable collaboration between public and private authorities. You deserve an award, Calgary!

Open Spaces

Among the submissions of awards were many different kinds of parks and open spaces: some of them great



intéressés. Le prix qui a été attribué à cette remarquable initiative s'avère donc d'un choix particulièrement heureux pour les habitants de la deuxième ville albertaine.

Les espaces naturels

Parmi les réalisations proposées pour l'attribution des prix Vincent Massey, parcs et espaces naturels occupaient une place importante et allaient de vastes surfaces d'espace vert à de modestes petits aménagements floraux. Était également proposé un choix divers

expanses of open landscape, some of them little corners of the city salvaged to make a flower garden. There were ocean beaches and lake beaches and ski-hills and zoos and places for chasing various kinds of balls – and there were many versions of that favourite Canadian park, a place for the family barbecue picnic under the trees.

From among the large parks which the Jury visited, two were recommended for awards: Mayfair Park in

Mayfair Park, Edmonton

Award

The City of Edmonton has grown on either side of the deep wide valley of the North Saskatchewan River; the business centre is on one side, the University on the other and residential areas have stretched out along the edges of the valley. The city has been farsighted in acquiring the upper banks of the valley so that views are opened up and also in developing a park system in the valley itself. Mayfair Park is the most recent element in this chain.

The park is an excellent example of landscape design, providing a generous open space for informal recreation and a delightful artificial lake for children's boating and fishing. The two service buildings are designed with character and vigour and the entire landscape treatment and tree planting display an appreciation of the natural terrain of the valley and how this can be adapted for the enjoyment of city people. The whole treatment is both imaginative and yet extremely simple and unpretentious.

Edmonton – Le Parc Mayfair

Prix

La ville d'Edmonton a grandi de part et d'autre de la vallée large et profonde de la Saskatchewan-Nord, le centre des affaires étant placé d'un côté, l'université de l'autre et les quartiers résidentiels s'étendant le long des deux rives. La municipalité a eu la prévoyance de faire l'acquisition des deux berges afin de pouvoir dégager la vue en même temps qu'elle aménage des parcs dans la vallée elle-même. Le parc Mayfair est le plus récent maillon de cette chaîne.

Excellent exemple d'aménagement paysager, le parc offre de vastes espaces réservés aux loisirs non organisés et un charmant lac artificiel où les enfants peuvent se servir d'embarcations et pêcher. Les deux bâtiments de service ont du caractère et de la force. L'aménagement de tout le paysage et la répartition des arbres manifestent une appréciation du paysage naturel de la vallée et de la façon de la rendre attrayante pour des citoyens. L'ensemble est original en même temps qu'extrêmement simple et sans prétention.



de plages – d'océans et de lacs – de collines, ainsi que des zoos et des terrains de jeu, sans naturellement oublier le traditionnel parc où la famille s'assemble pour un pique-nique estival. Parmi les grands parcs visités par les membres du jury, figuraient notamment Mayfair Park à Edmonton et Rockwood Park à Saint-Jean, Nouveau-Brunswick, deux exemples qui illustrent chacun à leur façon l'interdépendance qui existe (ou devrait idéalement exister) entre une agglomération et sa ceinture verte.

Edmonton and Rockwood Park in Saint John, New Brunswick. Here are two quite different ways in which the interior of a city is linked with the larger landscape environment which is its natural setting.

The city of Edmonton is built on a plain situated on both sides of the wide, deep, trench of the North Saskatchewan River. To give the city a feeling of space and character has depended very much on the conservation of the river valley as an open landscape and



La ville d'Edmonton est édiflée sur une plaine qui borde les rives de la large et profonde North Saskatchewan River et, dans le but de conserver son caractère propre, on s'est efforcé de préserver et de mettre en valeur dans toute la mesure du possible la vallée qui l'entourne.

Le Mayfair Park est l'une des réussites visibles de cette politique et consiste en une vaste étendue réservée aux loisirs non organisés et en un charmant lac

recreation area. Mayfair Park is the most recent element in this process, a true peoples' park built into the natural landscape of the valley, with an ornamental lake for fishing and boating, excellently designed service buildings and plenty of open meadow space for informal family fun. The design of the park has a professional touch in all its details and in the conscious adaptation of the rolling wooded valley landscape. It is, in this respect, in the tradition of the great European parks, of palaces and country houses.

Mayfair Park



artificiel où les enfants (et les parents!) peuvent naviguer et pêcher. Professionnellement conçu et aménagé, le parc s'intègre parfaitement au paysage et a conservé toutes ses caractéristiques naturelles, dans la tradition des grands parcs et palais européens.

Le Rockwood Park, propriété publique de forme triangulaire, est également resté apparemment à l'état sauvage, en dépit de la toute proximité de la ville de Saint-Jean. Agrémenté d'un lac facilement accessible de presque n'importe quel point de la ville, il a long-

Rockwood Park arises out of a quite different situation. It is a large wedge of rolling wooded land, one end of which penetrates almost to the very centre of the city of Saint John, the far end merging into the forest wilderness that surrounds the city. A small lake at the near end, within walking distance of most people in the city, has long been the popular swimming place. As a centennial project it was decided to penetrate this wedge of wilderness a little further. Now there are riding stables and a children's farm, with domestic and

Rockwood Park, Saint John Award

Rockwood Park is a large reservation of wooded and rolling landscape that, at its closest point, is within easy walking distance of the centre of the city. Almost all this public land has been left in its natural state and people are free to wander in it as they choose. In the part closest to the city there is provision for swimming in a natural lake, there are stables and horse-back riding, there is an area for native and domestic animals, a boating lake and a hill equipped with a ski-tow.

Though the park is used by a very large number of people of all ages and classes, there is a refreshing simplicity and lack of formality about the whole place. The landscape has retained its innate wilderness character and so provides an environment that is a complete release from the city streets and buildings.

It is this willingness to allow people to enjoy a quite simple and unsophisticated place, in their own way, which the Jury found most commendable. It is a publicly-owned landscape reserve, greatly enjoyed by many people. Unlike parks that are designed by professionals to have a finite and fixed pattern, Rockwood Park seems to be a place that is continually in the process of change, in response to the spontaneous inclinations of the people who go there. The park is, in a true sense, their own creation.

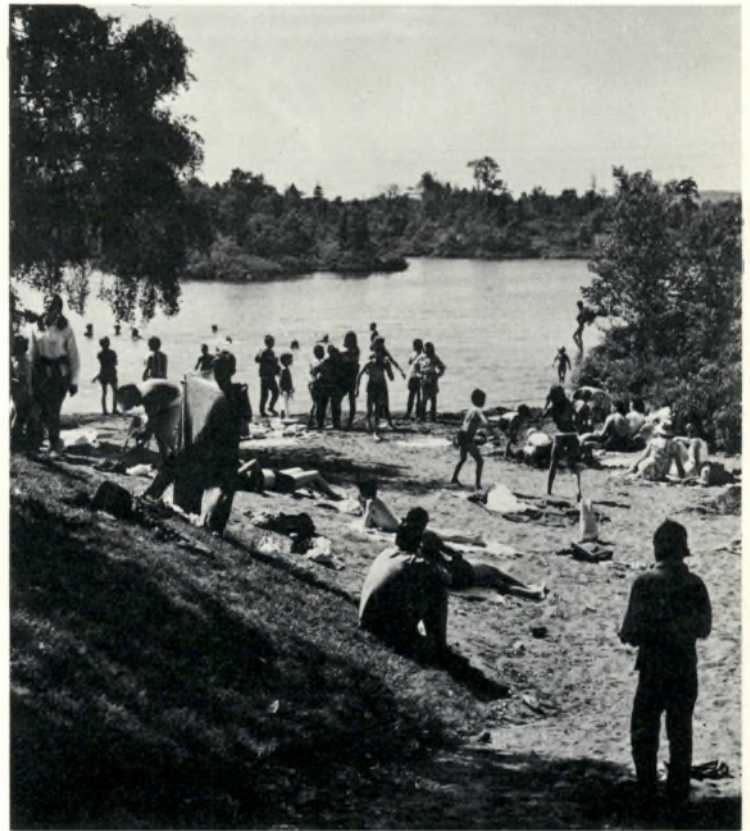
Saint-Jean—Le Parc Rockwood

Prix

Le parc Rockwood est une grande étendue de collines boisées qui, à son point le plus rapproché, est facilement accessible à pied du centre de Saint-Jean (Nouveau-Brunswick). Propriété publique, il est à la disposition de tous et il est resté presque partout à l'état sauvage. Dans la partie la plus rapprochée de la ville, il est doté d'un lac naturel, d'écuries et de chevaux de selle. Un secteur est réservé aux animaux sauvages ou domestiques, un lac a été prévu pour les embarcations de plaisance et une colline est munie d'un monte-pente.

Même si ce parc est utilisé par un très grand nombre d'habitants de Saint-Jean de tous âges et de toutes classes, il y règne quand même une rafraîchissante simplicité. Par le caractère naturel qu'il a conservé, le paysage devient un rempart contre le bruit des rues et les bâtiments urbains.

C'est cette volonté de permettre aux gens de jouir d'un lieu tout simple et sans prétention, et d'en profiter à leur façon, que le jury a trouvé le plus louable. C'est une propriété publique, admirée et utilisée par un grand nombre de personnes. À l'encontre des parcs conçus avec une finalité immuable par des techniciens, le parc Rockwood est un lieu en perpétuel changement suivant l'inclination des personnes qui s'en servent. C'est véritablement une création bien à eux.



temps été le rendez-vous favori des habitants de la capitale. À l'occasion de l'année du Centenaire, toutefois, on a décidé avec efficacité et discrétion de le pourvoir de diverses facilités supplémentaires, telles que des installations pour pratiquer l'équitation, une ferme-modèle où les enfants peuvent se familiariser avec les animaux domestiques et sauvages, des pentes de ski, le tout entouré d'une vaste et abondante forêt.

Le parc et les commodités qu'il offre sont grandement appréciés des habitants de Saint-Jean qui peu-

native animals, some ski-slopes – and beyond that, just the infinity of the forest hinterland. Saint John is not a wealthy community and the situation of the park makes it, for many people, a “walk in” affair. In fact, going into the park is like taking a stroll into the country; all that is found there has a casual, edge-of-the-village, home-made character, as if the people of Saint John had done it themselves. And so they have. And they get enormous enjoyment out of Rockwood Park, the pool, the farm and the wilderness beyond.

Rockwood Park



vent, à peu de frais et rapidement, jouir des plaisirs de la nature sans avoir à parcourir de trop grandes distances. Cette réalisation, dont ils ont été les artisans, rend tous les services que l'on attendait d'elle et c'est dans cette optique que l'attribution du prix revêt toute sa signification.

**Les réalisations enrichissantes
pour l'environnement**

Le mécontentement latent ressenti à l'égard de l'envi-

Enrichment of the Urban Environment

A good deal of dissatisfaction with the urban environment arises out of the very limited range of things that we see around us every day of our lives. The same standardized streets and buildings and cars and urban "junk" enclose us every day. It is ordinary. None of this scene ever seems to reach a quality of excellence and it represents a very small part of the spectrum of the whole created universe of which we are part.



ronnement urbain provient en grande partie de l'éventail très limité de choses qui forment le décor quotidien de notre vie : rues monotones, immeubles standardisés, voitures de série, grisaille permanente de la grande ville... Rien, autrement dit, de nature à éclairer tant soit peu une monotonie devenue habitude faute de pouvoir la rompre.

On ne peut s'étonner dès lors que beaucoup de réalisations proposées pour une distinction aient précisément été menées à bien en vue de réagir contre cet

One can understand that a good many of the 'submissions for Vincent Massey Awards were responses to this situation. They are hard to classify except in recognizing their intention to break the spell of the average and ordinary, to enrich and to extend the range of environmental experience and to give people in an urban community the satisfaction of striving to create something really excellent and wonderful.

Some people who are confined to the standardized man-made environment of cities, are able to escape

Japanese Garden, Lethbridge Special Mention

For their Centennial project in 1967 the people of Lethbridge chose to make a Japanese Garden, partly in recognition of the Japanese people who have played such a valued part in the life of the community. A true and genuine respect for the arts and culture of Japan meant that this had to be done with a care and quality of no less than excellence. And this is what happened. The garden is built around a Japanese house where the visitor takes off his shoes in respect for the craftsmanship and delicacy of the design. For the people of Lethbridge and for the thousands who now visit the Garden every year, this has clearly been a project involving a great deal of citizen participation and much pleasure in creating together a place which is certainly an example of environmental excellence.

Lethbridge— Le Jardin japonais Mention honorable

Comme réalisation du Centenaire, en 1967, la population de Lethbridge, en Alberta, a choisi d'aménager un jardin japonais, en partie pour faire état du précieux apport que les Japonais ont fait à la vie de la collectivité. Pour respecter dans une absolue authenticité les arts et la culture du Japon, il fallait une œuvre d'un niveau d'excellence absolue. Cette norme a été atteinte. Le jardin entoure une maison japonaise où le visiteur enlève ses chaussures par respect pour la perfection de l'exécution et la délicatesse du dessin. Les habitants de Lethbridge et les milliers de visiteurs que le jardin accueille maintenant chaque année comprennent d'emblée qu'ils sont devant une œuvre qui a exigé énormément de participation des citoyens mais que ceux-ci ont eu beaucoup de joie à créer ensemble un site qui contribue de façon exemplaire à l'aménagement urbain.



état de choses. Difficiles à classer de par leur nature même, ces réalisations visent cependant toutes à améliorer le cadre urbain dans lequel nous avons choisi de vivre.

Prenons l'exemple des Nikka Yuko Gardens de Lethbridge, autre projet albertain du Centenaire. Les habitants ont choisi de posséder un jardin "japonais", moyen indirect de témoigner leur reconnaissance à un groupe ethnique dont les membres ont joué un rôle important dans la vie de la communauté.

into the view of the mountains, the ocean or some other majestic aspect of the natural world. Where such landscapes are not available people have sometimes been able to enjoy the bounty and variety of the natural world through an interest in animals and birds. Perhaps this accounts for the great success of Winnipeg's Zoo in Assiniboine Park. This is another form of escape from the tiresome familiarity of man and his artifacts in cities. To observe the beauty and the behaviour of animals is an endless fascination. Winnipeg's zoo is



Produit artistique d'un art millénaire, le jardin japonais ne peut se concevoir sans élaboration d'une qualité touchant la perfection. Beau, le jardin japonais de Lethbridge l'est incontestablement et nul ne saurait s'étonner de devoir se déchausser avant de pénétrer dans la gracieuse construction de bois autour de laquelle ont été tracés les jardins.

Un autre projet du Centenaire, dans l'Ontario cette fois-ci, consiste en la restauration du Dundurn Castle

not just a compound of caged animals, but a garden in which animals and plants are seen together as part of a natural design.

Take, for instance, the case of the Nikka Yuko Gardens in Lethbridge, Alberta, a centennial project. The people of Lethbridge chose to make a Japanese Garden, partly in recognition of the Japanese people who have played such a valuable part in the life of the community. A Japanese Garden is a highly sophisticated art-form ; genuine respect for Japanese culture required

Dundurn Castle, Hamilton Special Mention

Awards have been recommended to several projects in which architectural conservation has given new life and activity to the environment. Though restoration, in a museum sense, is a rather different objective, what has been done at Dundurn Castle to recapture the atmosphere of family life in an earlier age is both lively and imaginative. There is a great interest in the Canadian houses and Dundurn Castle provides a model of what can be done as a community project to cultivate public interest and pride in historical possessions. There is no doubt that the great enjoyment given by the restoration of this fine house and the keen dramatic sense with which it has been done, will help people to look at their own environment in a more perceiving way.

Hamilton – Le Château Dundurn Mention honorable

Nous avons recommandé des prix pour plusieurs réalisations où la conservation de l'architecture a insufflé une nouvelle vie, une nouvelle activité au milieu environnant. Bien que la restauration, au sens d'un musée, ait un objectif tout différent, ce qui a été accompli au château Dundurn pour recréer l'atmosphère de la vie familiale d'autrefois est tout à la fois vivant et original. Les maisons canadiennes suscitent beaucoup d'intérêt et le château Dundurn offre un exemple de ce qu'on peut réaliser comme œuvre communautaire pour cultiver l'intérêt et la fierté du public dans l'héritage historique. La grande joie qu'a procurée la restauration de cette belle maison et la note d'authenticité des résultats contribueront certainement à sensibiliser la population à son entourage.



de Hamilton. Dans le cas de cette noble mais décrépite demeure du XIXe siècle, vestige d'hier tourné vers la baie d'Hamilton, le sauvetage est dû à un engouement du jour : la mode des maisons de style victorien. L'opération a donné les résultats escomptés : judicieusement remeublé, Dundurn Castle semble attendre le retour de ses maîtres de jadis et, de pièce en pièce, les visiteurs remontent le temps.

Autre initiative remarquable, non dans l'ordre d'é-

that the standard of design and accomplishment be not less than perfection. The Lethbridge garden is indeed beautiful and it seems entirely appropriate that one should remove one's shoes before entering the carefully carpentered house around which the garden is planned.

This was a project conceived and carried out by the people of Lethbridge and it has brought great happiness and pride to the community and has enriched their environment.



chapper au quotidien par un retour vers le passé, mais pour délaisser la ville étouffante au profit d'un cadre naturel dans lequel l'homme retrouve son compagnon de toujours, l'animal, le zoo de l'Assiniboine Park de Winnipeg répond à cette définition et permet au citadin, las de l'asphalte et du béton mais incapable de s'en arracher pour des cieux plus cléments, de reprendre contact avec la nature. Sanctuaire d'animaux, le zoo de Winnipeg n'est pas constitué d'un amalgame de bêtes en cage mais d'un vaste jardin dont les arbres

Or take the case of Dundurn Castle in Hamilton, Ontario, another centennial project. Here was the ghost of an old 19th century house, a forgotten wistful place looking out over Hamilton Bay, generally regarded as a romantic folly. But in the momentum of the current interest in our heritage of Victorian houses, Dundurn Castle has come alive. This is not a museum of period pieces. It's more like going to a play, so subtle is the evocation of people being in the house, upstairs and

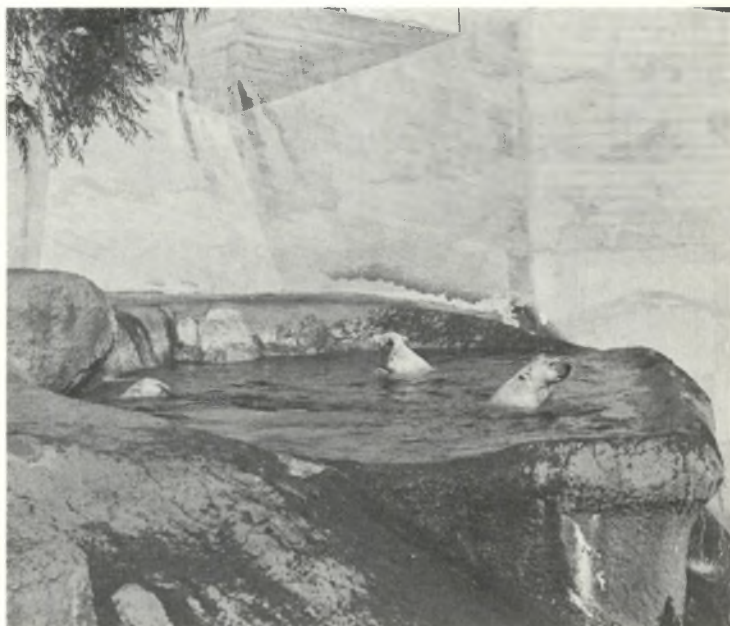
**Assiniboine Park Zoo,
Winnipeg
Special Mention**

People who live in cities are surrounded by a quite monotonous and standardized man-made environment. Some cities are fortunate in being set in a surrounding landscape which provides immediate escape into the view of mountains, ocean or some other dramatic scenery. The hinterland of Winnipeg does not have this advantage and perhaps this is why the Zoo in Assiniboine Park has been such a successful community enterprise. It provides another kind of enrichment of the environment, the enjoyment of the natural world through the endless fascination in the behaviour of other creatures. This is not just a compound of caged animals but a garden, in which animals and plants are seen together as part of a design. There is no charge for admission to this excellent and still evolving feature of life in Winnipeg.

**Winnipeg—
Le Zoo du Parc Assiniboine
Mention honorable**

Les citadins sont enfouis dans l'uniformité monotone d'un environnement fait de main d'homme. Certaines villes ont l'avantage d'être placées dans un lieu permettant une évasion immédiate dans un paysage qui débouche sur des montagnes, l'océan ou un autre attrait de la nature. Sise dans sa plaine de l'arrière-pays, Winnipeg n'a pas cet avantage et ce caractère explique peut-être que le jardin zoologique du parc Assiniboine soit une entreprise communautaire aussi réussie. Il apporte en effet un autre genre d'enrichissement du milieu en offrant la possibilité de jouir du monde de la nature à travers l'impérissable fascination qu'on trouve dans le comportement d'autres créatures.

Ce jardin n'est pas une simple collection d'animaux en cage. C'est un jardin où animaux et plantes composent un tableau vivant. Et cette merveille encore en évolution de la vie de Winnipeg est accessible sans frais aux visiteurs : l'entrée est absolument libre.



et les fleurs font un décor approprié aux ébats de ses "pensionnaires".

Toujours dans le cadre de l'enrichissement de l'environnement urbain, mais pour revenir aux Prix Vincent Massey, l'ensemble du Conservatoire Blœdel, à Vancouver, offre un unique exemple de réalisation humaine se juxtaposant à un incomparable décor naturel.

Le conservatoire — imposante "bulle" hémisphérique de verre et d'acier — s'élève au milieu de fontaines et de bassins, sur une colline surplombant la ville et d'où

downstairs. Here is the ultimate model of how to furnish and display an historic house. It should be known to all the groups in Canadian cities where houses are being restored as part of the enrichment of our urban environment.

There could not be a more marvellous enrichment of a city's environment than the Bloedel Conservatory complex in Vancouver. It is on a hill raised above the general level of the suburbs so that the prosaic man-made city seems to sink out of view and, beyond, is

The Bloedel Conservatory Complex, Vancouver

Award

The Bloedel Conservatory and the fountain court in which it is set, have given to Vancouver a place of rich and marvellous beauty. It is also a splendid example of enlightened collaboration between city authorities and private philanthropy in the community.

The Conservatory an aluminum and glass hemisphere on the summit of a hill surrounded by suburban Vancouver; from this hill-top there is a panoramic view of the mountains. This is also the site of a city reservoir and it is this which provided the opportunity to design a courtyard of pools and fountains that blend delightfully with the hemispheric form of the Conservatory. The interior of the Conservatory is a tropical forest of luxuriant growth and fascinating detail.

The elevation of this beautiful place above the city, the views of the mountains, the rich design of the pools and fountains and an affinity with the Orient suggested by the tropical growth — these somehow put into a lyrical form the essential qualities of the Pacific coast. It is a contribution to the urban environment because it enables people to expand their view of the world they live in, both in appreciating the opulence of nature in the distant mountains and the exotic plants, and in recognizing that man-made things can take their place in this scene: the hemisphere, the fountain-courtyard and the Henry Moore sculpture are all notable works of art.

Vancouver — L'ensemble du Conservatoire Bloedel

Prix

Le conservatoire Bloedel et les fontaines qui l'entourent ont doté Vancouver d'un lieu d'une riche et rare beauté. C'est en même temps un merveilleux exemple de collaboration éclairée entre les autorités municipales et les philanthropes de la collectivité.

Le conservatoire est une hémisphère de verre et d'aluminium couronnant une colline de la banlieue de Vancouver; du sommet on a une vue panoramique des montagnes voisines. C'est en même temps l'emplacement d'un réservoir municipal, ce qui explique qu'on ait pu enrichir la présentation esthétique de bassins et de fontaines qui s'agencent on ne peut mieux avec la forme hémisphérique de la construction. L'édifice abrite une forêt tropicale d'une luxuriance et d'un détail fascinants.

L'élévation de ce site merveilleux au-dessus de la ville, la vue des montagnes, la richesse des fontaines et des étangs et la note d'exotisme oriental qu'ajoute la végétation tropicale composent un tout qui exprime dans une forme lyrique les qualités fondamentales de la côte du Pacifique. L'ensemble constitue une contribution à l'aménagement urbain en ce qu'il nous ouvre des perspectives sur le monde dans lequel nous vivons en nous mettant en contact avec l'opulence de la nature dans les montagnes voisines et dans les plantes exotiques et nous oblige à reconnaître que les œuvres de l'homme, l'hémisphère, les fontaines et la sculpture de Henry Moore, toutes des œuvres d'art remarquables, ont leur place dans cet ensemble.



un panorama inégalé sur les montagnes et l'océan s'offre à la vue.

Ce complexe "hydraulique", qui abrite un important château d'eau de la ville, se présente donc sous le double aspect d'une réalisation technique et artistique entourée d'une luxuriante végétation tropicale. La beauté formelle des lieux ainsi aménagés, qui forme un contraste éclatant avec des quartiers défavorisés de la ville, se voit encore rehaussée par la présence symbolique d'une statue massive de Henry Moore.

the vast panorama of the mountains. The conservatory is a huge hemispheric bubble of aluminum and glass, standing in a fountain courtyard of lesser bubbles and pools. The water-garden is there because it covers a hill-top city reservoir – an extraordinary artistic exploitation of a public utility. Entering the conservatory one is in the interior of a lush jungle forest of wonderfully entangled and exotic plants. The whole place is a kind of poetic celebration of the opulent Pacific scene. This, it seems to say, is the magnificence of the world we

Bloedel



Les actions créatrices pour refaire l'environnement

Les forces qui régissent l'environnement urbain, bien qu'anonymes, s'exercent de façon si oppressante et si inéluctable sur le citoyen qu'il apparaît difficile de concevoir comment ce dernier peut manifester une quelconque initiative innovatrice. La plupart des études menées sur les problèmes des centres canadiens font état des "systèmes" urbains: les villes sont vues

live in. If the city is a miserable, ugly place, it is we who have made it so. And just to show that man does not have to be so vile, there is in the fountain-court a splendidly robust Henry Moore sculpture.

Creative Action in Making the Environment

There are forces that sometimes seem to make the urban environment so powerful, inevitable and incontestable that it is hard to see how people who live in cities could exert their own creative will. Most of the



comme un véritable réseau de systèmes inter-com-municants sur le triple plan économique, administratif et fonctionnel. Les recherches dans cette direction concluent par ailleurs que les problèmes urbains ne peuvent être résolus que par une meilleure coordi-nation entre ces divers systèmes.

La notion d'excellence s'inscrit, par définition, à l'extérieur et au-dessus de ce courant de forces inex-orables et impersonnelles qui caractérisent ces sys-tèmes. L'excellence, aux antipodes de ces systèmes,

recent Canadian studies of urban problems have been preoccupied with the subject of urban "systems"; the city is seen as a network of inter-acting, inter-related systems – economic, bureaucratic and functional – and it is pointed out that urban problems can only be solved through better co-ordination of these systems.

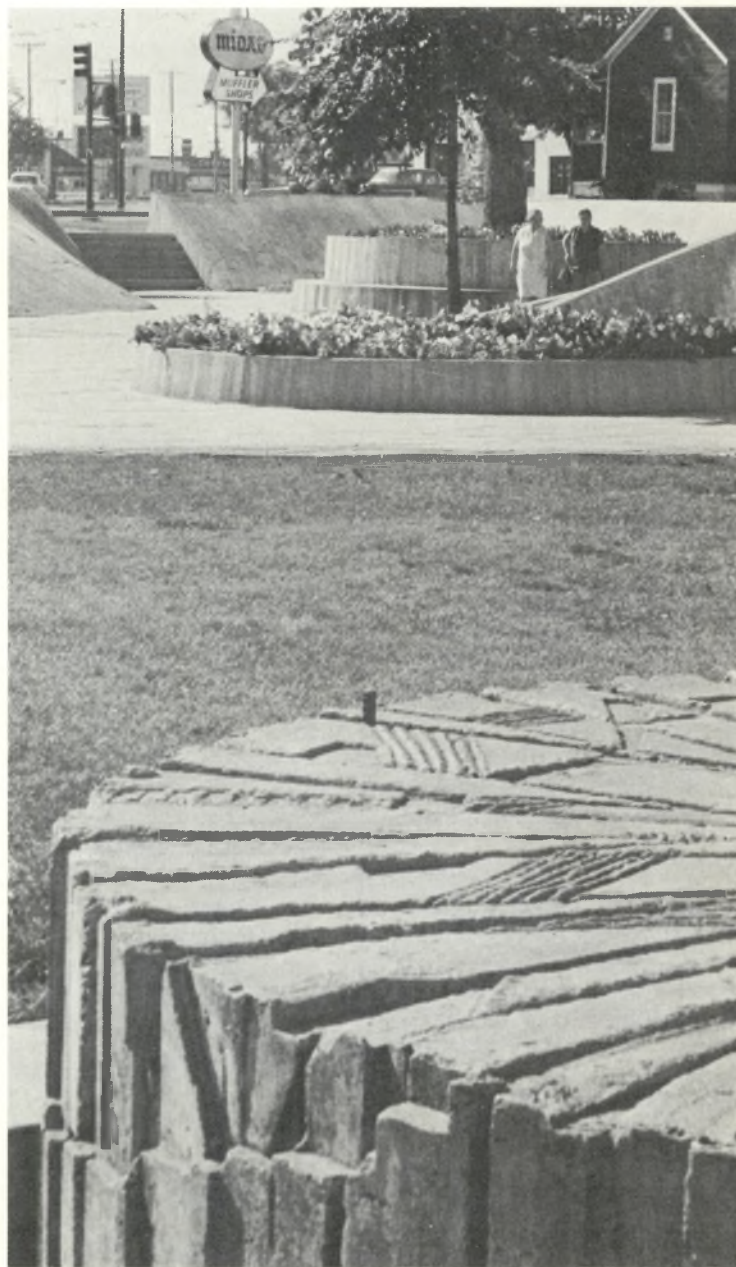
The quality of excellence is, by definition, something outside and above the normal product of these inexorable forces and impersonal systems. These forces and these systems cannot themselves create excellence.

Metro Plaza, Winnipeg Special Mention

A problem of what to do with a small left-over space in a city's changing arterial system, evoked an entirely innovative and imaginative solution that is a fine work of art. A triangular plot, a bit below street level has become an interior environmental sculpture, a little park protected from the traffic that flows around it. The idea is beautifully worked out, with fountain, steps built into a sloping wall for climbing or sitting, and a stone tower. To make out of such a prosaic site a place that has such mysterious expression, is inspiring. Does it suggest some ancient archaeological site, a setting for rituals of an unknown civilization? This little essay in enriching the urban environment suggests that there is, for Canadian cities, a vast and unexplored opportunity for imaginative work by designers as skilled as this one.

Winnipeg – La Plaza Metro Mention honorable

Comment utiliser une retaille d'espace dans une ville qui remanie son réseau routier? Placée devant le problème, Winnipeg l'a résolu par une œuvre d'art aussi originale qu'inédite. Un terrain triangulaire placé un peu en contrebas de la rue est devenu une sculpture d'ambiance, un parc minuscule protégé contre le flot de circulation qui l'entoure. La conception de départ a été exprimée en beauté au moyen d'une fontaine, de marches creusées à même un mur incliné et servant à poser les pieds ou à s'asseoir, le tout surmonté d'une tour de pierre. On est émerveillé de voir comment l'artiste a réussi à donner une telle expression de mystère à un lieu qui était au départ si prosaïque. Est-ce l'évocation d'un site archéologique des temps anciens ou un autel consacré aux rites d'une civilisation inconnue? Ce petit joyau d'aménagement urbain suggère à l'imagination une richesse de possibilités inexplorées que des concepteurs aussi doués que celui-ci pourraient faire servir à l'enrichissement des villes canadiennes.



ne peut provenir que de l'action délibérément créatrice d'individus ou groupes déterminés à exprimer une opinion dans un contexte donné. Les habitants d'une ville, comme une certaine forme d'art qu'ils peuvent contribuer à faire naître, ne peuvent donc que se juxtaposer à ces diverses forces, donc à ces systèmes.

Le programme d'attribution des prix Massey est utile dans la mesure où il attire l'attention générale sur des réalisations de nature à améliorer l'environnement urbain et sur l'action constructive de certains éléments

Excellence can only occur through the conscious creative action of people striving to express themselves. The people in the city and the art in a city are in juxtaposition, as it were, to the forces and the systems.

The Vincent Massey Awards programme may help in bringing to light some actual cases of excellence in the urban environment, each of them the fruit of inspired hard work by identifiable people. That is the significant thing about these cases of excellence in the urban environment. They are the imprints made on cities by real



de la population. De telles initiatives marquées du sceau de la personnalité réagissent et tranchent sur la routine administrative des "systèmes" en place et confèrent à l'environnement une note humaine réconfortante.

Dans cette optique, un prix Vincent Massey a été spécialement réservé à la ville de Westmount pour l'"action communautaire de certains de ses citoyens dans le domaine de la rénovation urbaine". Un groupe s'est en effet constitué, dans une partie de la ville

people. They show that people in cities can indeed confront all the powerful forces and all the impenetrable networks of systems, with a good deal of confidence. It is not impossible to put into the environment things that are beautiful and things that come from people's hearts. If it were not so, there would be no possibility of a reconciliation between city people and the enormous scale of the forces that build the environments of big cities. There would be nothing left but confrontation and alienation.

**Westmount (Montréal) –
Participation des citoyens aux
affaires urbaines**

Prix

Les zones construites des villes subissent les pressions de l'évolution et sont constamment menacées par la croissance de la circulation qui les entoure et les envahit. Des secteurs tout entiers doivent constamment s'adapter aux nouvelles conditions sociales et économiques de la génération montante. Amener les résidents des vieux quartiers à participer à la restauration de leur milieu, c'est se servir du système démocratique et c'est en même temps le moyen de prévenir un redéveloppement massif avec tout ce qu'il peut comporter de destruction et de gaspillage. Les associations de citoyens d'un quartier de Westmount, groupant aussi bien des membres des professions libérales que des travailleurs à revenu très modeste, ont montré qu'il est

possible de s'unir pour faire face à ces pressions et de transformer ce qui était à l'origine un mouvement de protestation en une force créatrice capable de changer la face de la ville.

La population de Westmount a fait preuve de beaucoup de savoir-faire en s'unissant pour résister à l'empiètement d'une autoroute et d'édifices en hauteur. Les associations sont même parvenues à se faire reconnaître dans les mécanismes de prise de décisions et de contrôle des règlements municipaux. Que leurs efforts étaient bien orchestrés, on en trouve un exemple dans l'aménagement d'un petit parc de quartier pour tous les groupes d'âges sur un terrain jusque là peu utilisé.

Le mérite de cette réalisation revient non seulement aux citoyens et aux chefs de file qui ont été leurs porte-parole et leurs animateurs dans la contestation comme dans la création, mais aussi à la municipalité et à toute la population de Westmount pour avoir reconnu et accepté le jeu des moyens démocratiques dans l'amélioration du milieu urbain.

**Citizen Participation in Urban
Affairs,
Lower Westmount (Montreal)
Award**

Built-up areas of cities are under the pressures of change, threatened by the growing city traffic in and around them and having to adapt whole neighbourhoods to the new social and economic conditions of the new generation who live there. Citizens' groups in a Westmount neighbourhood, that contains both professionals and people of very modest income, have provided an example of how citizens can join together in meeting these pressures and how they can convert what starts as a protest movement into an active and creative force for changing the face of the city. To involve residents of the older parts of cities in re-shaping their own neighbourhoods is an important application of the democratic system; it is also the best way of avoiding the wholesale process of redevelopment which is often so destructive and wasteful.

The Westmount citizens' groups displayed great ability in gathering people to resist the intrusions of a freeway and threat of highrise building density. They also suc-

ceeded in gaining recognition of their on-going requirements in the municipality's procedures for decision-making and by-law control. And, as an example of the positive outcome of their well led efforts, a small neighbourhood play-park has been developed on an under used site, to satisfy the needs of all age groups.

Credit must be given not only to the citizens themselves and the grass roots leaders who helped to articulate their views and their needs – in protest and in creative activity – but also to the municipality and general population of Westmount which accepted and responded to these democratic processes in the improvement of the urban environment.

jouissant de revenus qualifiés de modestes, afin de s'opposer au passage d'une voie de grande circulation dans leur communauté, ainsi qu'à des développements domiciliaires de grande densité qu'ils jugeaient inopportuns. Bien organisé et sûr de lui-même, ce groupement compte par ailleurs à son actif quelques intéressantes réalisations, dont un parc-terrain de jeu qu'ils ont eux-mêmes aménagé sur un emplacement vacant. L'environnement a changé et pour le mieux: le prix a pour but de relever le fait et de les en honorer.

A Vincent Massey Award is made to the City of Westmount "for community action in urban renewal." Citizen groups in a marginal neighbourhood of modest income, began with confrontation, to resist the intrusions of a freeway and high density development. They were well organized and confidently led and won their causes. They have also won an exceptionally well-equipped play-park which they made for themselves on an empty piece of land. The environment has changed. They did it.



*Do-it-yourself Action Kit
by Humphrey Carver.*

What's so great about the places described in this book?

They're all beautiful, of course. But also they're all convivial and dynamic.

What on earth do you mean by that?

They're beautiful, which is the opposite of boring and standardized, because they give pleasure to people in cities.

By "convivial" I mean the opposite of exclusive and segregating. They're places that all kinds of people enjoy, so they bring people together rather than keep them apart.

And by "dynamic" I mean the opposite of dead and inert. The process of making these places involved a lot of people and they have the effect of stimulating further action.

What's the point of publishing this book?

It's to encourage people to believe that things like this can happen in any Canadian city, if people want them enough and if they care to take the initiative.

You mean "people" rather than governments and big corporations?

Yes, certainly. We have to have governments and big corporations to keep the big city systems working, to sustain the economy and operate the services people need. But beautiful things only happen when individual people are involved. Beauty comes out of the personality and individuality of men and women, and out of the unique character of each city. Beauty is something special.

Did the places described in this book, happen in that way?

Yes, in each case it would be possible to find out who had the original idea and how the whole situation evolved. It would be very interesting to trace the history of each case. It would tell us a lot about how our society works.

Did these things mostly arise out of problems?

Yes, in a way they did; though the originators weren't always conscious of this. But it's true that most good ideas for improving the urban environment originate in some sense of dissatisfaction, which then becomes a challenge to do something better and more adventurous. There are, for instance, all the problems of making cities enjoyable for pedestrians. If this can be done, it will encourage people to leave their cars at home and ride on public transportation. And this, in turn, would reduce the amount of traffic that demands the expensive and destructive freeways and all the atmospheric pollution caused by so many cars. So, making attractive and convivial places within cities may help very much to overcome some of the really big problems of cities.

*Trousse pratique. "Faites-le vous-même"
par Humphrey Carver.*

Qu'y a-t-il de si remarquable dans les réalisations décrites dans cette publication ?

Elles ont toutes un point commun : leur beauté formelle. De plus, elles sont dynamiques et "sociables".

Qu'entendez-vous par là ?

Elles sont belles, car situées aux extrêmes limites de l'ennuyeux, du conventionnel ou du banal et, surtout, elles font plaisir à voir.

Par dynamiques, je veux dire qu'elles sont tout l'opposé de l'inerte, du déjà-vu, et que, œuvres produites par un travail d'équipe, elles stimulent ceux qui les contemplent.

Enfin, par "sociables" et faute d'un terme peut-être plus précis, j'entends qu'elles sont d'un commerce agréable pour tous les visiteurs sans distinction aucune et que par ailleurs elles contribuent, par leur seule présence, à les faire se rencontrer et peut-être se comprendre. C'est du moins le sens que je donne au terme sociable...

Pourquoi publier un article sur ces réalisations ?

Pour encourager les gens, pour leur donner l'espoir que de telles choses peuvent arriver dans chaque ville du Canada, si leurs habitants les désirent et s'ils osent prendre l'initiative de les revendiquer.

Vous dites bien "les gens", de préférence aux gouvernements ou aux grandes sociétés ?

Oui. Intentionnellement. Les gouvernements, les grandes sociétés assurent la bonne marche d'une ville, grande ou petite, veillent à son état économique, au bon fonctionnement des services publics, etc. Là s'arrête ce qu'on est en droit de leur demander. Pour ce qui est du beau, de l'esthétique, il est plus généralement le fait d'individus, de groupes d'individus, ayant quelque chose à dire, à offrir, à faire admirer. La beauté est une projection personnelle et individuelle. Il arrive aussi qu'une ville crée, secrète pourrait-on dire, un lieu, un ensemble, une perspective absolument uniques parce qu'inconcevables dans un autre endroit. La beauté est quelque chose de très spécial.

Les réalisations énumérées dans cette publication correspondent-elles à cette définition ?

Oui, dans chaque cas il est possible de déterminer *qui* a eu l'idée originale, et comment elle a évolué, comment elle s'est concrétisée. Il serait d'ailleurs curieux de remonter à l'origine de chaque réalisation ; ce cheminement nous en apprendrait sûrement beaucoup sur la société.

How are these ideas born?

Men often have bright ideas while they're shaving and women often think them up while they're cleaning the house. But usually they come out of some lively discussion among a group of people. This may be a discussion in an office or staff situation. Or it may happen in a meeting of a local group or society. Or it can happen in the course of an after-dinner conversation in your own home.

If I had a good idea for my city, what would be the first thing to do?

First of all you might try it out on a few friends, so as to see the limitations and the bugs in the idea. Don't be put off if they're sceptical; that helps you to refine the idea. When you think you've got it straight, write it down, as briefly and logically as you can: What? Why? Where? By whom? For whom?

But I couldn't launch the idea, all by myself with a piece of paper.

No, you couldn't. You have to share your idea with other people in some kind of action group. The point of writing it down is that people can't share it with you unless they can understand exactly what the proposal is. If it can't be very clearly written down, it probably isn't a very good idea. Also writing it down clearly and strongly is the security against your idea being perverted and spoiled right at the outset.

What do you mean by an "action group"?

It might be a neighbourhood group or a community association. Or it might be a professional society or a group interested in art or welfare or recreation or some other aspect of social affairs. Or, if you work in government, it might be a staff group or a government committee. What you are looking for is a vehicle to take up your idea and move it along into action. The best group to work with depends partly, of course, on what kind of idea it is. It also depends on what kind of person *you* are, and how you have attached yourself to the society you live in.

Do you mean that I should surrender my idea to other people?

Yes. It's best to treat a creative idea like a child that has to grow up and make its own life. It's the idea and not you that has to be launched. If you cling to the idea as a private possession, people are going to be put off. Your real enjoyment may be in watching what happens as the idea grows and gathers strength and has its own life. Privately, you know what you did in launching it.

It sounds like a long way from the birth of the idea to its final achievement, when something is actually designed and built in a city?

Yes, it might take 2 years or 20 years. The idea has to take root, money has to be found and the right authority to carry out the idea.

If we're talking about making some place in a city, that has to be designed by somebody if it's going to be a work of art and really beautiful—isn't that a crucial difficulty? Isn't that where the idea finally succeeds or fails to be a beautiful and "convivial" piece of the urban environment?

Yes, that is so. There is a stage when the idea has to be translated into realistic physical form. This is probably going to be done by planners, landscape designers, architects, sculptors and engineers. They have to think out the proportions of open and enclosed space, the materials used in building, the trees to be planted, all the little details and colour and character of the place. They can make an awful mess of it; or they can see how to make a really beautiful and enjoyable place.

Ces réalisations sont-elles souvent, au départ, dues à des problèmes à résoudre ?

Oui, d'une certaine façon, et souvent même à l'insu des intéressés. Mais il reste que la plupart des bonnes idées visant à améliorer l'environnement ont pour origine une gêne, un manque, un mécontentement qui forcent les gens à souhaiter quelque chose de meilleur, de plus approprié et quelquefois de tout à fait inédit: le problème, par exemple, qui consiste à rendre les villes agréables aux piétons. Une réussite de cette nature encouragerait les automobilistes à préférer les transports en commun, à améliorer la circulation, à diminuer les embouteillages et surtout la pollution. Ainsi, quelques espaces judicieusement aménagés dans une ville aident, s'ils ne les éliminent pas, à lutter contre les problèmes des grands centres.

Comment "naissent" ces idées ?

Les hommes ont parfois des idées plus ou moins géniales en se rasant, les femmes en utilisant leur aspirateur, mais la plupart tirent leur origine d'une discussion de groupe et proviennent de la confrontation des points de vue. De telles discussions peuvent être spontanées ou organisées, peuvent survenir au bureau, en plein air ou autour de la table, surtout à l'issue d'un bon repas!...

Si j'avais une bonne idée au sujet de l'embellissement de ma ville, que devrais-je faire en premier lieu ?

En parler autour de vous, à des gens compétents, évidemment, de façon à recueillir leurs commentaires, leurs objections et naturellement leurs critiques. Ne vous découragez pas s'ils sont sceptiques quant à la valeur de votre projet, leur réserve peut vous inciter à le perfectionner. Si vous êtes persuadé d'avoir raison, écrivez les grandes lignes du projet, aussi clairement, brièvement et logiquement que vous le pouvez et en répondant à ces questions fondamentales : quoi exactement, pourquoi, où, par qui, pour qui ?

Mais, même avec un plan bien rédigé, comment lancer le projet tout seul ?

C'est impossible. C'est pourquoi il faut en parler à d'autres, concerter une action commune. Et l'intérêt de jeter clairement votre projet sur le papier est de bien en faire comprendre tous les aspects à ceux qui vous soutiennent. Si le projet ne peut être très précisément décrit, il y a de grandes chances qu'il ne soit pas trop bon. Un autre avantage de la description écrite est qu'on ne pourra ni s'emparer de votre idée, ni la remanier, ni la trahir.

Qu'entendez-vous par "action commune" ?

Il peut s'agir de l'action de plusieurs de vos voisins, de personnes de votre quartier, de membres d'une société professionnelle ou artistique, d'un groupe d'action sociale. Si vous travaillez pour l'État, il peut s'agir d'un comité gouvernemental, pourquoi pas ?

Tout ce qui importe, c'est de trouver le canal propre à véhiculer votre idée tout en la défendant. Mais, même soutenu par le meilleur des groupes, tout dépend en définitive de la qualité de votre idée. Cela dépend aussi de *qui* vous êtes et de votre degré de participation à la chose publique.

Voulez-vous dire que je devrais abandonner mon projet à d'autres ?

Oui. Il est toujours préférable de considérer une idée créative comme un enfant, qui est appelé par définition à grandir et à vivre sa propre vie. C'est l'idée qui compte, pas son père spirituel, et c'est son avenir qui importe. Si vous vous accrochez à elle comme à un bien personnel, les gens vous retireront leur soutien. Si votre idée fait son chemin, votre plaisir personnel consiste à la voir grandir, se répandre et porter fruit, en un mot *exister*. Et, dans votre for intérieur, vous savez que c'est à *vous* que l'on doit cette initiative...

Il semble que beaucoup d'eau doive couler sous les ponts, entre la naissance de l'idée et sa matérialisation ?

Oui, deux ans, vingt ans ou plus . . . L'idée doit d'abord s'implanter, prendre racine dans les esprits, l'argent nécessaire doit être trouvé et une autorité quelconque doit la mettre en pratique. Tout cela requiert du temps.

How do you make sure that the right people are brought in to do the designing? Do you try to find the most recognized talent in the country, the highest-priced people the community can afford?

I'm afraid there's no easy answer to this. A real feeling for the character of a place isn't to be bought for money. A person has to love and understand a place, to give the simple and honest touch of beauty. So it's very important to look around among the people who live in the place and who have dreamed about it. There's always an added exhilaration in the achievement, to know that it was one of our own friends and neighbours who designed this thing—and we didn't have to import the talent. On the other hand you have to realize that designing beauty into a city requires skill, like composing music or poetry, and some of the most competent engineers and businessmen are deplorable as artists.

Are you suggesting that there's a kind of formula for bringing about the kinds of things that are illustrated in this book?

Certainly not a formula. That's much too rigid an explanation for a process that can happen in hundreds of different ways. But if you traced the history of each of these projects, you would probably be able to distinguish these phases:

- 1 The idea that germinated and started the whole affair. Whose idea was it and what precipitated the idea?
- 2 The action group or "vehicle" that took up the idea and nurtured it and carried it along with patience and persistence.
- 3 The implementing authority. Was it a public or private body that actually executed the work and where did the money come from?
- 4 The design team. Probably quite a number of people were involved in this and their ability to work together may have been just as important as the action group's ability to hold together.

You make it sound very difficult. Why would people bother to go through all this?

Of course it isn't easy. It's just a matter of choice. People in cities can choose to live like animals in cages, programmed to do certain things in certain ways at certain times. Or they can choose to be free, as creative beings who can originate new ideas and engage with one another to make convivial urban environments that have the attributes of beauty and individuality and wit.

Are there any indications that people in cities are going to make the choice for freedom?

Definitely yes. Many of the interesting developments in Canada over the last few years, point in this direction. This is what was meant by the expression "participatory democracy." In this last year the "Opportunities for Youth" programme and the "Local Initiatives Programme" have been helping people in cities to think and act this way. There isn't a city in Canada, now, that hasn't had some experience of people getting together to create their own urban environment, sometimes fighting against the boring, standardized mass city. It's even possible that we're moving towards a situation that will make Canadian cities the envy of the world, if we can unlock these creative forces within people.

I'm rather sceptical about that O.K.

Why do you say "O.K."?

Because it's been said that "A wise scepticism is the first attribute of a good critic".

Est-ce que la difficulté fondamentale ne réside pas dans le fait de concevoir quelque chose à la fois "sociable" et beau, ces deux qualités n'étant pas forcément compatibles ?

Oui. Il est un stade auquel l'idée doit être traduite matériellement, physiquement. Ce sera probablement l'œuvre d'urbanistes, d'architectes et d'architectes paysagistes, de sculpteurs, d'ingénieurs . . . Ils devront, pour ce faire, évaluer les justes proportions des espaces clos et des espaces ouverts, les matériaux à utiliser, les arbres à planter, et mille détails qui donnent couleur, force et caractère à une réalisation de ce genre. Cela peut produire un horrible fouillis ou une sorte de petit chef-d'œuvre, mais pas les deux simultanément.

Comment savez-vous que vous vous adressez à l'exécutant le plus qualifié pour mener à bien cette tâche ? Sur quels critères vous basez-vous ? Sur une réputation déjà établie ? Sur la sommité la plus "chère" qu'une communauté puisse s'offrir le luxe de faire travailler pour elle ?

Voici une question à laquelle il est assez difficile de répondre. Il est des choses que l'argent ne peut acheter et parmi celles-ci le sentiment vrai, l'élan, j'allais dire l'enthousiasme, qu'un homme *doit* ressentir pour pouvoir communiquer à ce qu'il entreprend ce qui fera le "caractère" de cette réalisation. Pour communiquer à cette réalisation ce "caractère", cette spécificité qui dénote les réussites authentiques, il faut que l'artiste *aime* et *comprenne* la matière brute qu'il va transformer et embellir au point de lui conférer une âme. Ainsi, il est de la plus haute importance de chercher parmi ceux qui vivent à proximité de l'œuvre projetée et qui ont déjà rêvé de l'édifier ou de la rendre plus belle. Au delà de l'œuvre elle-même et de la joie que procure sa réalisation, il est un contentement supplémentaire : celui de penser que c'est un de vos amis, un des vôtres, plus précisément, qui en est l'auteur et qu'il n'a pas été nécessaire d'importer un talent. D'un autre côté, créer de la beauté dans une ville exige des aptitudes dont la nature n'est généralement pas prodigue et il arrive qu'ingénieurs et hommes d'affaires les plus en vue se révèlent de fort médiocres artistes.

Pourriez-vous affirmer qu'il existe une formule quelconque capable de faire naître les réalisations illustrées plus loin ?

Une telle "formule" reste malheureusement à découvrir. Le processus, le cheminement intellectuel d'une œuvre, ne se définissent pas par une formule, si ingénieuse soit-elle. Mais si vous établissez l'historique de chacun de ces projets, vous dégageriez une constante étalée en quatre phases majeures :

- 1 L'idée qui a été à l'origine de tout. *Qui* a eu cette idée et comment a-t-elle pris forme ?
- 2 Le groupe d'action, ou plus simplement le "moteur" qui a animé et véhiculé cette idée jusqu'à exécution finale et en dépit des obstacles.
- 3 L'autorité responsable de l'exécution. S'agissait-il d'un organisme privé, public ? Et d'où provenaient les fonds ?
- 4 Les auteurs du "design". Vraisemblablement, beaucoup de talents divers participèrent à son élaboration et leur aptitude à œuvrer en groupe n'est pas moins importante pour la suite du projet que celle du groupe d'action à demeurer uni.

Architectural Credits Les concepteurs-réalisateurs	Toronto	Nathan Phillips Square	Viljo Revell, Architect
	North Vancouver	North Vancouver Recreation Centre	Beling & Brockington, Architects
	Trois-Rivières	Place de l'Hôtel de ville	Leclerc et Villemure ; Dennoncourt et Dennoncourt
	Saskatoon	Midtown Plaza	Gordon R. Arnott & Assoc., Architects
	Ottawa	Sparks Street Mall	Helmer & Tutton, Architects
	Toronto	Lothian Mews	Webb Zerapha Menkes Housden, Architects
	Victoria	Bastion Square	Willis, Cunliffe, Tait, Architects
	Québec	la rue St-Louis et l'Escalier Petit-Champlain	Jean Rousseau, directeur du Service d'urbanisme de la Ville de Québec
	Saskatoon	University of Saskatchewan Campus	Ian Innes, Architect- in-charge, University of Saskatchewan
	Ottawa	Rideau Canal Wharf	A. H. Capling, Chief Architect, NCC
	Edmonton	Mayfair Park	City of Edmonton Parks Department
	Lethbridge	Nikka Yuko Gardens	Professor T. Kubo, University of Osaka Prefecture
	Hamilton	Dundurn Castle	Anthony Adamson Architect-in-charge
	Winnipeg	Assiniboine Park Zoo	Parks and Protection Division, Metropolitan Corporation of Winnipeg
	Vancouver	Bloedel Conservatory Complex	Underwood, McKinley, Cameron, Wilson & Smith, Architects
	Winnipeg	Metro Plaza	E. J. Gaboury Gaboury, Lussier, Sigurdson

Vous mettez l'accent sur la difficulté de l'entreprise. Pourquoi donc des gens se donnent-ils la peine de la vaincre pour parvenir à leur but ?

Peut-être parce que c'est difficile, justement. C'est simplement une question de choix. Les citoyens peuvent vivre comme des animaux en cage, conditionnés à faire certaines choses d'une certaine façon et à un certain moment. Ils peuvent aussi choisir d'être libres et de créer du neuf, de réexaminer tout ce qui est pris pour acquis et, par exemple, de s'organiser pour rendre l'agglomération urbaine plus vivable, plus belle, plus individuelle et plus humaine pour l'homme.

Certaines indications donnent-elles à penser que l'homme des villes va opter pour cette liberté dont vous parlez ?

Sans hésitation aucune, oui. Diverses réalisations de ces dernières années, un peu partout au Canada, en donnent la preuve. Cette tendance se manifeste d'ailleurs par des expressions telles que "démocratie de participation", qu'il n'est pas rare d'entendre. L'an passé, les programmes "Perspectives-Jeunesse" et "Initiatives locales" ont canalisé les efforts de ceux qui pensent ainsi. Aujourd'hui, il n'y a pas une ville canadienne où des gens n'essaient pas, à l'unisson, de créer leur propre environnement, quelquefois en luttant contre cette "muraille" routinière et standardisée dont s'entourent certaines villes. Je pense même qu'il est possible que nous nous acheminions vers une situation dans laquelle chaque ville canadienne sera objet d'envie pour le reste du monde, si nous osons libérer les forces créatrices qui sommeillent dans notre société.

Puis-je avouer que je demeure sceptique ?
O.K.

Pourquoi "O.K." ?

Parce que quelqu'un a dit un jour : "Un scepticisme éclairé est l'apanage d'un critique inspiré"...

Analysis of the Submissions

1. Number of Items Submitted and Examined

Altogether 93 individual items were submitted for the consideration of the Jury. Of these, 16 had to be regarded as not coming within the terms of reference of the programme, mostly because they were single buildings rather than examples of urban environment.

From the remaining 77 the Jury selected 44 items to be examined in the course of the journey during the first two weeks of September. And from these 44 that were visited, the Jury chose 13 to be recommended for awards and 6 for special mention.

*2. The Kinds of Items Submitted**

In announcing the Vincent Massey Awards Programme and in the brochure issued, there was considerable latitude in the definition of what might qualify for an award for "excellence in the urban environment." This was certainly a good policy and the response produced a very wide range of material that is not easy to arrange in simple categories. Some of the most attractive submissions were quite unique and arose out of special local situations that didn't fit into any standard category. However, the items may be roughly grouped under the following headings:

A. Central or Focal Places in Cities and Communities

This group included 14 items of which 4 were recommended for Awards:

City Centre, Trois-Rivières
City Hall Square, Toronto
Midtown Plaza, Saskatoon
Recreation Centre, North Vancouver

B. Places for Pedestrians in Cities

This group included 11 items of which 5 were recommended for Awards:

Escalier & rue St-Louis, Québec
Sparks Street Mall, Ottawa
Lothian Mews, Toronto
"Plus 15," Calgary
Bastion Square, Victoria

Within this group, also, 2 items were selected for special mention:

Rideau Canal Wharf, Ottawa
U of Saskatchewan Campus, Saskatoon

C. Large Open Space Parks

This group included 13 items of which 2 were recommended for Awards:

Rockwood Park, Saint John
Mayfair Park, Edmonton

Within this group, also, 1 item was selected for special mention:

Assiniboine Park Zoo, Winnipeg

D. Park and Garden Places Within Cities

This group included 9 items, of which one was recommended for an Award:

Bloedel Conservatory, Vancouver

Within this group, also, 2 items were selected for special mention:

Metro Plaza, Winnipeg
Nikka Yuko Gardens, Lethbridge

Analyse des présentations

1. Nombre de propositions présentées et examinées

Au total, 93 propositions ont été soumises au jury. Sur ce nombre, nous avons dû en écarter 16 qui ne correspondaient pas à l'objet du programme, surtout parce qu'il s'agissait de bâtiments plutôt que d'exemples d'aménagement urbain.

Parmi les 77 que le jury a retenues, il en a choisi 44 à visiter au cours de la tournée qu'il a effectuée pendant les deux premières semaines de septembre. Des 44 œuvres qu'il a vues, le jury en a choisi 13 auxquelles il a recommandé d'attribuer un prix et six pour des mentions honorables.

2. Genres d'ouvrages proposés*

L'annonce de l'institution du prix Vincent Massey et la brochure explicative laissaient passablement de latitude dans la définition des œuvres susceptibles d'être primées pour leur apport à l'aménagement urbain. C'était certes une bonne ligne de conduite à adopter : elle a suscité une gamme très étendue de propositions qui ne sont pas faciles à ranger dans des catégories simples. Parmi les plus attrayantes, certaines étaient absolument uniques en leur genre et, par suite de conditions particulières à un lieu, échappaient à toute catégorie standard. On peut cependant les classer en gros sous les rubriques suivantes :

A. Places centrales ou lieux de convergence d'agglomérations urbaines

Ce groupe comprend 14 œuvres dont 4 ont fait l'objet de recommandations de prix :

Trois-Rivières, centre-ville
Toronto, square de l'hôtel de ville

Saskatoon, place du centre-ville
Vancouver-Nord, centre récréatif

B. Places destinées aux piétons dans des villes

Ce groupe comprend 11 œuvres et le jury a recommandé l'attribution de 15 prix :

Québec, escalier et rue Saint-Louis
Ottawa, mail de la rue Sparks
Toronto, Lothian Mews
Calgary, "Plus 15"
Victoria, Bastion Square

Dans ce groupe également, 2 propositions ont été retenues pour mention honorable :

Ottawa, quai du canal Rideau
Saskatoon, campus de l'Université de la Saskatchewan

C. Grands parcs

Ce groupe réunit 13 œuvres et nous avons recommandé des prix dans deux cas :

Saint-Jean, parc Rockwood
Edmonton, parc Mayfair

Dans ce groupe également, une œuvre a paru digne d'une mention honorable :

Winnipeg, zoo du parc Assiniboine

D. Parcs et jardins dans des villes

Ce groupe compte 9 propositions et le jury a recommandé un prix :

Vancouver, Conservatoire Bloedel

Dans ce groupe également, 2 œuvres ont été retenues pour mention honorable :

Winnipeg, Plaza Metro
Lethbridge, jardins Nikka Yuko

E. Residential areas or Living Environments

This group included 15 items. About one-third of these were projects at the scale of a whole neighbourhood and community; these included some environmental features such as an attempt to preserve the natural landscape, or the provision of a diversity of housing types or some integrating elements of design. But the majority of items in this group were essentially "housing projects." The Jury felt that the items in this group were not fully representative of the very large number of well-designed new residential areas in Canada and it would, perhaps, be invidious to make a selection from among those that had been submitted. So, no award was recommended within this group, without reflection on the quality of the items examined.

F. Conservation and Renewal

This group of 6 items included a variety of examples of how the existing fabric of the city can be protected and conserved, either because it is still useful in its original function or because it is of historic interest. Within this group, one Award was recommended: Westmount Action Groups, Montreal. Within this group, also, one item was chosen for special mention: Dundurn Castle restoration, Hamilton.

G. Traffic and Utilities

This group of 9 items included some examples of how the apparatus of public and private traffic can be an attractive urban amenity. The group included designs for transit vehicles, car-parks, service buildings, parkways, etc. No awards were recommended in this group.

**Note:* It should be observed that the Jury, in the course of its examination of the items submitted, did not in fact use any system of categorisation. Each item was looked at and discussed and evaluated simply on its own intrinsic merits, as an example of "excellence in the urban environment." The method of grouping the items, above, is only for the convenience of explaining the general character of the submissions.

3. Regional Distribution of Submissions and Awards

The 77 items considered by the Jury, *not* including the 16 items which were regarded as outside the programme's terms of reference are distributed regionally in the following way:

	Total Number of Items	Number Seen on Jury Trip	Number of Awards Rec'd	Number of Special Mentions
B.C.	15	9	3	
Prairies	15	10	3	4
Ontario	30	15	3	2
Quebec	11	6	3	
Atlantic	6	4	1	
Total	77	44	13	6

4. Distribution of Awards by Type of Item

Using the groups in section 2 above to describe the general character of the items, the recommended awards are distributed as follows:

A. Central Places	4 Awards	1 each to Québec, Ontario, Prairies, B.C.
B. Pedestrian Places	5 Awards	1 to Quebec, 2 to Ontario, 1 to Prairies, 1 to B.C.
C. Large Parks	2 Awards	1 to Atlantic, 1 to Prairies
D. Parks within Cities	1 Award	1 to B.C.
E. Conservation	1 Award	1 to Québec

E. Aires résidentielles de quartiers d'habitation

Ce groupe comprend 15 propositions. Il s'agit, pour environ le tiers, d'ouvrages à l'échelle de tout un secteur ou d'une collectivité, qui sont par certains côtés des œuvres d'aménagement, comme la préservation d'un site naturel ou la diversification de modèles de maison ou encore l'utilisation de certains éléments d'intégration dans la présentation d'un ensemble. La majorité des réalisations de ce groupe étaient essentiellement des "entreprises d'habitation". Le jury a estimé que les propositions de ce groupe n'étaient pas complètement représentatives du très grand nombre de nouveaux secteurs résidentiels bien aménagés qu'on trouve au Canada et qu'il risquerait peut-être de susciter de la jalousie s'il arrêtaient le moindre choix parmi les agglomérations proposées. Il n'a donc recommandé l'attribution d'aucun prix dans ce groupe, ce qui ne tend aucunement à déprécier les réalisations qu'il a examinées.

F. Conservation et rénovation

Ce groupe de 6 propositions comprenait une diversité de solutions heureuses dans la protection et la conservation de la personnalité d'une ville, soit que sa façon d'être reste utile dans sa fonction première ou qu'elle offre un intérêt historique. Dans ce groupe, nous avons recommandé l'attribution d'un prix : Montréal, associations de Westmount. Nous avons aussi retenu une œuvre de ce groupe pour une mention honorable : Hamilton, restauration du château Dundurn.

G. Circulation et services

Ce groupe de 9 propositions comprenait des exemples de réseaux de circulation publique ou privée qui peuvent constituer un attrait dans l'aménagement urbain. Le groupe comprend des ouvrages relatifs à la circulation des véhicules, des parcs de stationnement, des édifices de service; des autoroutes, etc. Nous n'avons pas recommandé de prix dans cette catégorie.

(3) Répartition régionale des propositions et des prix

Les 77 propositions que le jury a étudiées, sans compter les 16 qu'il a considérées comme étrangères à l'objet du programme, se répartissent d'après les régions de la façon suivante :

	Nombre de propositions	Oeuvres visitées	Prix recommandés	Mentions honorables
C.-B.	15	9	3	
Prairies	15	10	3	4
Ontario	30	15	3	2
Québec	11	6	3	
Atlantique	6	4	1	
Total	77	44	13	6

(4) Répartition des prix par catégorie

Si l'on se reporte aux catégories utilisées au paragraphe (2) ci-dessus pour préciser le caractère général des réalisations présentées, les recommandations de prix se répartissent comme il suit :

A. Places centrales	4 prix	1 chacun pour le Québec, l'Ontario, les Prairies, la Colombie-Britannique
B. Places pour piétons	5 prix	1 au Québec, 2 en Ontario, 1 dans les Prairies, 1 en Colombie-Britannique
C. Grands parcs	2 prix	1 dans l'Atlantique, 1 dans les Prairies
D. Parcs de ville	1 prix	en Colombie-Britannique
E. Conservation	1 prix	dans le Québec

**Note :* Il faut noter que le jury, au cours de son étude des propositions qui lui avaient été présentées, ne s'est en fait servi d'aucune classification. Il a étudié et discuté chaque œuvre et l'a jugée d'après sa seule valeur intrinsèque comme apport exemplaire à l'aménagement urbain. Le regroupement exposé ci-dessus a pour seul objet de donner une vue d'ensemble du caractère général des propositions.

Mr. H. W. Hignett,
President,
Central Mortgage and Housing
Corporation,
Ottawa.

Dear Mr. Hignett:

As joint sponsors of the Vincent Massey Awards for Excellence in the Urban Environment, the Massey Foundation and the Canada Council wish to express their gratitude for the substantial support Central Mortgage and Housing Corporation is providing to this program. We have felt from the beginning that its success would depend heavily on our ability to publicize the results of the Vincent Massey Awards competition and the lessons to be learned from it. It is clear that Central Mortgage and Housing Corporation has also seen the importance of this phase of the program and by means of a sizeable financial commitment has made possible a special issue of "Habitat" covering the 1971 Vincent Massey Awards. It will do much to inform Canadians about good urban design and perhaps stimulate action to improve the standard of our urban environment generally.

Yours sincerely,

Robert Elie
The Canada Council.

Hart Massey
The Massey Foundation.

M. H. W. Hignett
Président
Société centrale d'hypothèques
et de logement
Ottawa

Cher monsieur Hignett,

En tant que groupements ayant pris l'initiative d'instituer le Prix Vincent Massey pour l'aménagement urbain, la Fondation Massey et le Conseil des Arts du Canada souhaitent manifester leur gratitude pour l'aide importante qu'apporte la Société centrale d'hypothèques et de logement à l'exécution de leur programme. Nous avons été convaincus dès le début que le succès de cette entreprise reposait largement sur la possibilité de faire connaître au grand public les détails relatifs à l'attribution des Prix et à l'expérience acquise en cette occasion.

Il est évident que la SCHL a, de son côté, estimé à sa juste valeur cette phase du programme et a décidé de consacrer, au prix d'un effort financier d'importance, un numéro spécial d'"Habitat" à l'attribution des Prix Massey pour 1971. Cette initiative ne pourra que faire mieux connaître aux Canadiens les efforts entrepris en vue d'une amélioration de l'urbanisation et stimulera peut-être la tendance qui se manifeste vers un meilleur environnement en général.

Sincèrement vôtre,

Robert Elie
Le Conseil des Arts du Canada

Hart Massey
La Fondation Massey

Photos

7

Toronto Fire Department

8-10

Selwyn Pullan Photography,
North Vancouver

11-13

SCHL

13

Service d'urbanisme,
Trois-Rivières

14

Creative Photographers Ltd.,
Saskatoon

15

Gordon Arnott & Assoc., Regina

16

Paul Arthur + Associates Limited

17-18

Helmer & Tutton, Architects

19-20

Webb, Zerafa, Menkes, Architects

21-22

British Columbia Government

25-26

Service d'urbanisme, Ville de
Québec

29-31

Progressive Industrial
Photographers Ltd., Calgary

32-33

National Capital Commission
CMHC

34-36

City of Edmonton

37-39

City of Saint John

42 *Top*

Hamilton Fire Department

42 *bottom*

Page Toles, Toronto

44

Barry Padolsky

45-47

British Columbia Government

48

Barry Padolsky

51

Tedd Church

Central Mortgage and Housing
Corporation Ottawa
The Honourable Ron Basford
Minister of State for Urban Affairs

Société centrale d'hypothèques et
de logement Ottawa
L'honorable Ron Basford
ministre d'État chargé des Affaires
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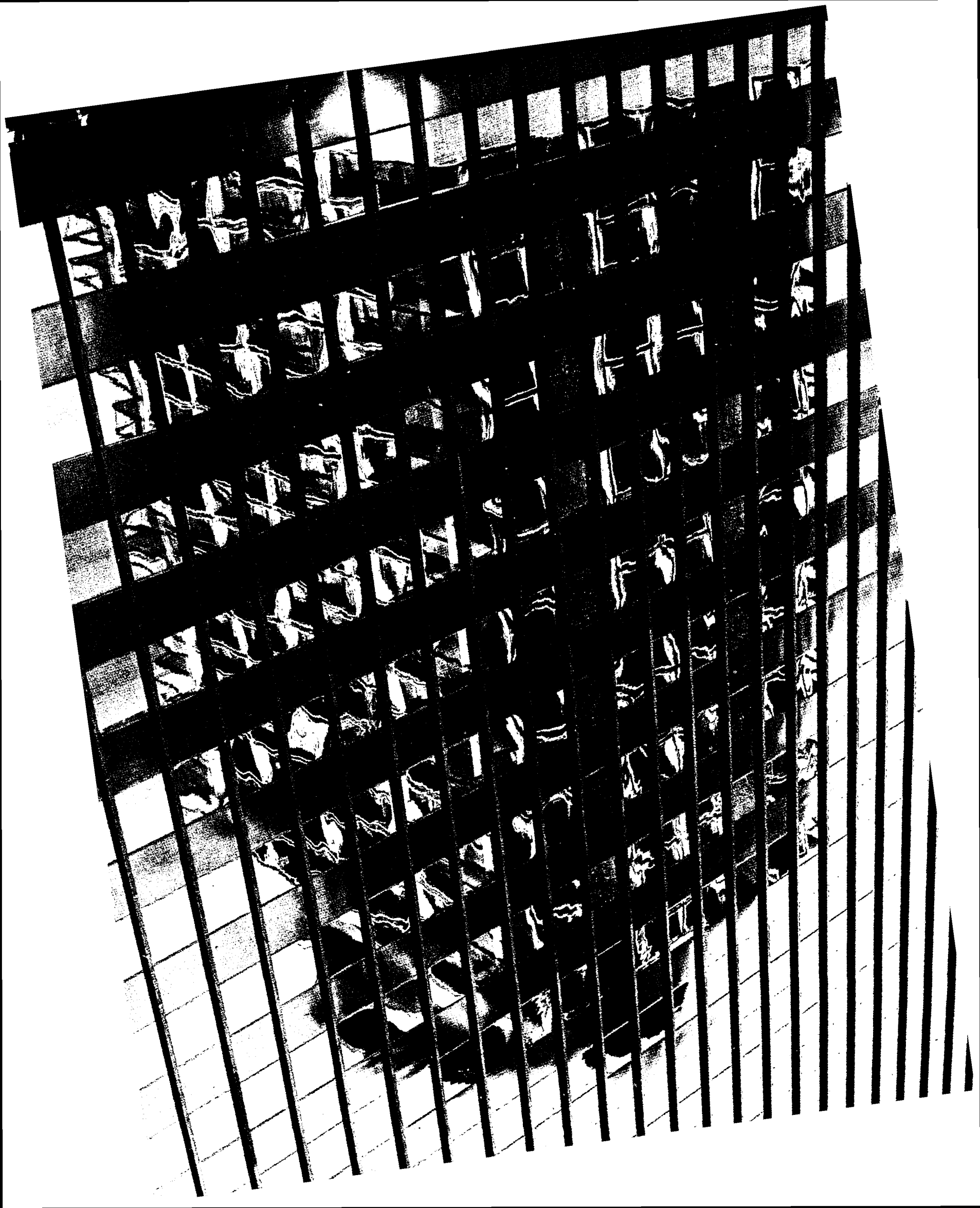
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habitat

Ministry of State for Urban Affairs
Département d'Etat chargé des Affaires urbaines



habitat

Volume 15, No. 4/5, 1972

Table of Contents / Table des matières

2	Recycling Urban Canada by H. Peter Oberlander	The virtue of thrift applies to the urban character just as much as to the human character. Peter Oberlander points out	that urban re-use is not only thrifty but provides a continuity with the past that is enriching as well.
6	La préfabrication des bâtiments par Denis Tremblay	"... la construction conventionnelle des habitations, qui ressemble encore trop à de l'artisanat par certains côtés, de-	viendra bientôt un luxe à l'usage d'une minorité ou réservée à des travaux très spéciaux."
10	<i>Shades of the Past to Enhance the Future</i> <i>Reminiscences</i> by Nancy Pacaud <i>Photographs</i> by Gabor Szilasi	<i>History should be a guide to the future. These photographs of a country home teach that the grace, tranquillity and style of years gone by offer a thoughtful contrast to the incoherent tempo and facade of modern living.</i>	
22	Sainte-Scholastique: Dimension loisir par Marius Bouchard, Claude Parisel et Pierre Teasdale avec la collaboration de Armand Bernard et Jean-Claude Marsan	Proposition conceptuelle d'aménagement d'une zone récréative dans la région du nouvel aéroport international de Montréal. Les auteurs visent à faire ressortir le poten-	tiel récréatif et touristique du bassin de la Rivière du Nord et des zones avoisinant l'aéroport.
24	Public Housing and Condominium: Integrating the Two Forms of Tenure by Margaret West	True togetherness? The integration of private and public housing has been debated by social scientists for some time. In this article a participant de-	scribes some of the differences and similarities in terms of life style, space and formal organization she found between the two groups.
28	<i>Saving Union Station?</i> by Douglas S. Richardson	<i>Going?</i> "A great public amenity" in Toronto is under threat of demolition. Douglas	<i>Richardson gives his reasons for saving the Union Station.</i>
32	A City Is ... Reviewed by Gordon Stoneham	... a Kaleidoscope? Gordon Stoneham reviews a new film that explores a big city by use of sophis-	ticated technical effects. Produced for CMHC by the NFB, the film cleverly juxtaposes places, sounds, people and settings.
32	<i>Pulsation urbaine</i> par Gordon Stoneham	<i>Mosaïque, kaléidoscope, ballets d'images. "Pulsation urbaine" est tout cela et plus encore: le "Petit" film de James Carney</i>	<i>est une tranche de vie urbaine dont la présentation est en soi un exploit technique et artistique.</i>
35	The Christmas Crib by Justine Lips	In the home, or on the street, the Christmas Crib is very much a part of the urban scene at this time of year. In this short article,	Justine Lips shows something of its history and tells of the Canadian contribution to its development.
39	Letters		
40	Book Reviews		
	Design / Conception graphique	Gottschalk + Ash Limited	
	Inside Cover Photographs	Bill Cadzow	
	Photographies de la couverture intérieure	+ 2, 3, 28, 29, 30, 31,	

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Habitat, revue bimestrielle de la Société centrale d'hypothèques et de logement, porte le numéro de recommandation d'objet de deuxième classe: 1519. Les opinions exprimées par les auteurs des articles ne sont pas nécessairement celles de la SCHL. Il faudrait adresser toutes les communications au rédacteur en chef, M. E. H. Q. Smith.

Recycling Urban Canada

by H. Peter Oberlander





Planning Canadian cities first became recognized as essential during the forties; its necessity even made it respectable, too. Nowadays, we look back on the forties with a sense of nostalgia and the thirties with romance. But in reality they were hard decades that altered our lives and re-shaped our communities.

In the forties every self-respecting city tried to acquire a Master Plan. Montreal got one in 1946-47, Toronto in 1947-48, and Vancouver in 1948. Other cities like Regina, Winnipeg and Windsor all made sizeable outlays in plans and reports for their physical future.

Although the plans were varied in content, they had two things in common: they were prepared by consultants brought into the community – sometimes from abroad – and they assumed a static city. The theory was that cities stood still, that one could make a Master Plan for the future by systematically laying out streets, roads, building blocks and the necessary space for parks or civic complexes.

Furthermore, the static view of the city usually led us to think of specific problems in isolation from each other. "Slum clearance," as generally advocated in the forties, and practised in particular in the United States, is a good example of the static view. It assumed that demolishing unsatisfactory structures, replacing them with better structures – safe, sound and sanitary – and putting people back into them, would produce happiness. Experience has shown this was not to be the case.

With the static city it seemed possible to make a specific start and come to a precise conclusion, that the city could be improved in accordance with a detailed blueprint accepted by City Council. If the plan was to be fulfilled, the city would be a better or, indeed, the best place to live in, and all one had to do was follow the instructions of the plan-

ning report. On both counts, the plan-making of the late forties failed.

To-day we know a city won't stand still or behave obediently once a Master Plan has been made. Cities, like the people in them, are organic and change continuously. In fact, the only permanent characteristic of a city is its change. In this sense, urban areas are comparable to organic forms and our plans for their future must recognize this phenomenon. Thus planning must maintain a strong normative character.

We also realize more clearly that the physical shell of life is only one aspect of the intertwined social, economic and cultural urban fabric and that the old, rigid plan reflected a misinterpretation of urban life. By replacing one set of bricks and mortar for another we were not necessarily improving the social or cultural life of the community, nor were we ensuring better ways of making a living or following a variety of lifestyles. The recognition of the interdependence and inter-relationship of these phenomena in the urban system is essential to new policies, including those that are emerging in the field of public housing.

We are now convinced that providing shelter, for those who cannot afford it at market prices, is related to other aspects of poverty – unemployment, damaged family life and the rural to urban population drift.



For example, we have stopped thinking of large-scale building projects on isolated sites or on sites dictated by their availability or lower land costs. We are now trying to provide rent-to-income housing in smaller groups of buildings throughout the city as part of overall residential areas and thereby relating the location of people to their aspirations, in particular to jobs, friends, schools, transportation facilities and cultural agencies.

Indeed, we are trying to use and re-use the city rather than rebuild it wholesale. By converting the usable existing fabric, we begin to recycle the city, not only for economy but, essentially, for social and cultural continuity, thus enabling the urban structure to evolve and develop, rather than change abruptly. This corresponds to an organic and biological action and reflects nature. Public policies ought to support and encourage these natural urban processes.



There are many examples of opportunities for recycling urban Canada. Most cities have a broad range of public buildings that have served their purposes and are beginning to become redundant, or at least out of scale to their needs. Large churches and the sites on which they stand, some of the older schools and some of the large old houses, all seem to be in this category. We should 'think recycling' rather than removal and rebuilding.

The recycling of buildings and land also applies to services. We should recycle existing structures for new uses; and recycle old services for new clients with changing needs. This can be done systematically and as a matter of explicit public policy. The continuity of life is the essence of living.

I can think of at least three examples where the re-use of facilities, space and services has already created a better urban life. Many newspapers carried photos during the winter showing thousands of people skating on the Rideau Canal in Ottawa. The canal was built between 1826 and 1832 as a military supply route between the Ottawa River and Lake Ontario. Several miles of the canal knife into Ottawa's downtown core. In the summer it is used as a waterway for pleasure boats, canoeists and small sailing vessels. But in the winter, most of the water was drained away, and it used to be a barren space dividing residential areas from each other. Now, thanks to the NCC, the snow is removed, the ice dressed, and more than 10,000 people at a time can skate up and down it, day or night, for six or seven miles and use and re-use an urban space for recreational purposes. People even skate to work — a rather unique transportation mode. This is recycling of a very special sort.



Again, in Ottawa, the Sparks Street Mall, which has attracted national attention, is a good example of recycling. A narrow, congested shopping street, which was losing its appeal and commercial value, has been recycled by changing its use from a traffic channel to an attractive pedestrian mall. Both winter and summer, this outdoor mall has proved to be an excellent example of the use of space for social interaction, and its success was recognized in December 1971 when it received a Massey Award for Excellence in the Urban Environment. Recycling made the difference between continued decline and increasing social use.

The recent Massey Awards for Excellence across the country have identified certain other successful re-uses of space and facilities. One of those receiving a Massey Award for Excellence was Vancouver's Bloedel Conservatory, and here again, its fountain court and the surrounding space are a good example of recycling; the site was created on top of a water reservoir and the space is now being used in several ways simultaneously. In describing the Massey Awards one of the judges lamented: "The forces that make the urban environment sometimes seem to be so powerful, inevitable and incontestable, that it is hard to see how people who live in cities could assert their own creative will." Recycling space, facilities and services may well be an effective way of asserting that creative instinct.

A more direct form of environmental and ecological recycling was recently proposed by a professor of forestry who urged the creation of urban forests, not only as spaces for recreation and relaxation, but as a source of renewing the atmosphere and a form of visual relief to the hard edge of the big cities. Urban forestry — simply planting more trees — could be considered an attempt to re-



cycle air and space and renew the human spirit in the midst of ever bigger and more complex highrise buildings.

The proposal for an urban forest has ecological as well as sociological value. Such a concept could add considerably to the overall well-being of its human residents. It provides a natural screen against the direct rays of the sun, dust fall, air pollution, wind – and it can screen out certain noises. It also regulates soil and air moisture and is more efficient than the best air-conditioner as it cleans the air and converts carbon dioxide to oxygen.

One great problem in most big cities is the traffic snarls, particularly at peak hours in the morning and afternoon. Perhaps restructuring traffic patterns by recycling office and commercial hours could relieve some of the more brutal and devastating aspects of transportation congestion.

In a sense, re-training those currently out of work is another characteristic of the recycling attitude; in this case, it is recycling skills. The recycling attitude, in physical terms, very often involves returning to some of the earlier technology where appropriate, thereby achieving a more liveable environment. For instance, last November a decision was made by the Toronto Transit Commission to overhaul completely 50 of its street cars in order to extend the life of these vehicles for another 10 years. The Commission did this because it considered the street car was still an efficient, quiet, pollution-free vehicle, and would be for some years to come.

In summary, then, the essence of my suggestion is that we think recycling in an attempt to find solutions to our urban problems. We cannot expect to

progress, to go racing ahead into the future leaving a trail of urban jetsam behind us, for our course inevitably takes us back into it. Or, put another way, we can no longer afford waste because the recognized principle of ecology – that the interactions of living organisms and the environment are reciprocal – applies just as much to the life of a city as it does to the balance of nature.

Recycling areas of our cities will provide continuity between the past, the present and the future; far from slowing down progress, it will speed it up. In my view there is little doubt that re-using existing and relevant assets will prove to be a substantial physical and social investment for the future; it is clearly good economics and will provide continuity of human experience essential to a meaningful future.

Photographs

Two examples of re-cycling are shown here. Fifty Toronto street cars have been overhauled and retained in service for an expected life of at least another 10 years.

The existing house has been substantially renovated by Toronto architect Jerome Markson and made into an exciting home for himself and his family.

Il est sûr que la construction conventionnelle des habitations, qui ressemble encore trop à de l'artisanat par certains côtés, deviendra bientôt un luxe à l'usage d'une minorité ou réservée à des travaux très spéciaux.

siècles précurseurs de l'architecture contemporaine, tels Henri Sauvage et Le Corbusier en France, Walter Gropius en Allemagne, Buckminster Fuller aux États-Unis avec sa "Dymaxion House" en 1927, promurent différentes méthodes de pré-fabrication de maisons. (1)

Divers systèmes de construction préfabriquée sont en usage courant en Europe depuis l'après-guerre, ce qui a permis de faire face à la grande demande d'habitations des villes sinistrées. Des systèmes semblables sont également en usage aux États-Unis depuis quelques années, et commencent à être employés au Canada, mais notre pays, comme les États-Unis, marque un retard considérable sur l'Europe dans ce domaine.

La préfab

Le premier qui, en 1948, eut l'idée de construire des logements "à la chaîne" fut l'ingénieur français Raymond Camu, dont les entreprises ont des usines dans une vingtaine de pays à travers le monde, où l'on construit de véritables "morceaux de maison", soit des panneaux pouvant peser jusqu'à 10 tonnes métriques et pouvant s'assembler comme les pièces d'un jeu de Meccano, pour former aussi bien une école ou un hall d'usine qu'un hôpital. (2)

Ces dernières années, les revues canadiennes de construction signalent les premières réalisations d'appartements construits en éléments préfabriqués de béton précontraint, ainsi que les modèles proposés par différentes entreprises construisant des bungalows préfabriqués. (3) Cependant, bien des difficultés s'opposent encore à une plus grande généralisation de ces nouvelles techniques, surtout pour les grands immeubles d'appartements, qui doivent être constitués d'éléments lourds nécessitant un outillage coûteux de mise en place et occasionnant des frais de transport élevés.

On divise généralement en trois principaux types les constructions constituées d'éléments préfabriqués: les constructions lourdes, faites d'éléments de béton prémoulés, les constructions métalliques, dites semi-lourdes, et les constructions légères dont l'ossature est de bois.

De plus, il existe deux systèmes généraux, dénommés système clos (closed system) et système ouvert (open system). Dans le premier cas, les éléments composants sont conçus et détaillés de telle sorte qu'ils ne puissent être employés que les uns avec les autres, généralement par le même manufacturier ou le même constructeur, tandis que dans le système "ouvert" la majorité des éléments peuvent être employés avec ceux d'autres manufacturiers et être faits de différents matériaux. (4)

Le système ouvert exige l'application d'une coordination modulaire, basée sur un module commun adopté par tous les fabricants et un système de joints ou de moyens d'assemblage permettant l'emploi des produits de tous les producteurs. La coordination modulaire non plus n'est pas une idée nouvelle puisqu'au Japon toutes les surfaces intérieures des habitations sont, depuis le XVIII^e siècle, fonction des dimensions des *tatamis*, ces nattes qui couvrent les planchers et dont la longueur est égale à deux fois la largeur (environ 3 pieds sur 6 pieds).

Une autre méthode consiste à construire sur le chantier même des "boîtes" de formes plus ou moins complexes, en béton armé ou à ossature métallique constituant chacune une unité ou partie d'unité d'habitation, et qu'il ne s'agit plus que de hisser et empiler les unes sur les autres au moyen de grues puissantes, comme ce fut le cas pour la construction d'Habitat 67. Dans ce cas, le "module", ce sont les boîtes elles-mêmes, dont les formes et les dimensions sont spécifiques au projet. Il va sans dire que l'usine doit être située à pied d'œuvre et que le projet doit être assez considérable pour en justifier l'installation.

Pour les immeubles d'appartements, où la construction lourde ou semi-lourde est de rigueur, il faut non seulement un volume global suffisant à l'échelle urbaine,

mais les chantiers doivent être concentrés en de grands ensembles afin d'offrir l'espace nécessaire à l'installation de l'équipement et d'en répartir les frais, y compris ceux du transport, sur un assez grand nombre d'unités de logement.

Ce n'est pas notre intention d'entrer ici dans les détails techniques de la préfabrication, mais plutôt d'en faire ressortir les avantages économiques et sociaux. Toutes ces méthodes sont suffisamment connues des ingénieurs, des architectes et des constructeurs, comme des ministères gouvernementaux responsables de l'aide à l'habitation, et le retard dans leur emploi plus extensif, voire même dans leur généralisation, ne semble avoir pour cause, à l'heure actuelle, que l'incertitude du marché par suite de l'incohérence des politiques du logement et de ce que les économistes dénomment la "conjoncture économique actuelle." L'industriali-

des bâtiments

sation de nouveaux procédés techniques ou d'inventions pratiques ne commence pas avec ces innovations au plan des possibilités technologiques, mais avec les conditions économiques et sociales qui en permettent l'application intensive. Il est notoire que "la systématisation de la construction a marqué ses plus nets progrès dans les secteurs qui connaissent une forte participation gouvernementale" . . . "et que les pays dont l'industrie de la construction est le plus fortement contrôlée par l'État sont ceux qui sont allés le plus loin dans la systématisation de la construction." (5)

Comme toute entreprise d'envergure, la systématisation et l'industrialisation de la construction nécessitent des investissements considérables et l'assurance d'un marché suffisant et constant. Seule une production massive, assurée par un volume de demande suffisant, permet d'abaisser les coûts unitaires et de rendre un produit accessible à la masse des usagers.

Il est évident que la construction préfabriquée ne doit pas s'appliquer seulement aux bungalows individuels, comme c'est encore presque exclusivement le cas au Canada, mais doit servir tout le domaine de la construction domiciliaire. Les besoins occasionnés par la rénovation urbaine et la construction de grands ensembles d'appartements pourraient offrir ce marché abondant à long terme, et la généralisation de ces méthodes de construction aurait pour effet d'en abaisser les coûts. Le manque de politique ou de planification économique à long terme, comportant des objectifs bien définis en matière de logement, nous semble être la cause principale du retard que notre pays accuse dans ce domaine important.

La préfabrication peut offrir une foule d'avantages économiques et sociaux, particulièrement la stabilisation et un contrôle plus rigoureux des coûts ainsi qu'une utilisation plus efficace des matériaux et de la main-d'œuvre. La production massive, "à la chaîne", d'éléments de construction fabriqués en usine, et la généralisation de ces méthodes de production et de construction partout où elles sont applicables, auraient pour effet d'augmenter la productivité de la main-d'œuvre dans l'industrie du bâtiment et d'amener la production globale à la mesure des besoins de notre pays en matière de logement. Elle aurait également pour effet d'assurer une plus grande continuité de l'emploi dans cette industrie, la plus affectée par le chômage saisonnier, puisqu'elle permet de construire au même coût en toute saison. La préfabrication, permettant d'employer un plus grand nombre d'ouvriers non spécialisés que la construction conventionnelle, laquelle ressemble plutôt à de l'artisanat par certains côtés, offrirait du travail à ces ouvriers, généralement les plus affectés par le chômage.

On entretient encore trop souvent certains préjugés au sujet de la construction en série, de la standardisation en général et de la qualité du produit fini. La qualité des produits fabriqués à la chaîne, dans les conditions de contrôle et d'uniformité que seule permet la grande industrie mécanisée, est souvent supérieure aux produits d'artisanat, qui n'ont pour eux que leur originalité et leur singularité; nous savons par ailleurs que la qualité des maisons construites suivant nos procédés traditionnels et souvent archaïques, laisse souvent à désirer.

On objecte également que la maison doit posséder des caractéristiques individuelles reflétant les goûts et les préférences de chacun et que la maison en série ne saurait répondre à ces exigences. Il en est de même au sujet des grands ensembles d'appartements, que l'on assimile souvent avec raison à des "casernes"

ou à des "pigeonniers" sans individualité et sans caractère, et dont la répétition monotone et le géométrisme froid engendrent la neurasthénie. Ces déficiences ne doivent pas être imputées aux méthodes de construction elles-mêmes ni à la préfabrication dans ses principes, mais aux trop nombreuses réalisations mal conçues. Car ce qui caractérise une maison aussi bien qu'un grand ensemble domiciliaire, c'est en premier lieu le concept général; ce sont les proportions, le choix judicieux des matériaux et leur agencement; c'est l'ambiance générale du milieu, et non pas telle ou telle méthode de construction employée. Les éléments modulaires de construction, comme nous l'avons dit, peuvent être combinés en une infinité de plans et de volumes pour offrir toute une gamme de possibilités qui peuvent être réalisées par la construction conventionnelle, sauf sans doute, les "ornements" le plus souvent superflus et sans rapport avec l'œuvre, de telle sorte que l'emploi d'éléments modulaires similaires et standardisés ne peut constituer un obstacle à la création originale ni à la variété nécessaire. L'exemple d'Habitat 67 illustre bien ce fait. Nous avons là une démonstration des possibilités presque infinies que peut offrir, au point de vue des formes, la combinaison de "modules" similaires. L'architecture de notre époque n'est-elle pas née des nécessités de la standardisation et des contraintes imposées par la technologie industrielle et la production de masse? Si nous voulons que l'habitation confortable devienne un produit populaire, accessible à tous, il nous faut employer dans sa production les techniques efficaces qui ont permis la production abondante de la plupart des biens dont profitent nos sociétés industrielles avancées. Aussi longtemps que le logement populaire ne sera pas considéré comme devant posséder toutes les qualités que nous exigeons pour les autres biens d'usage ou de consommation nécessaires à la vie, au bien-être ou à l'agrément, le problème du logement populaire et celui de la rénovation urbaine demeureront irrésolus.



L'industrie de la construction au Canada doit subir une mutation importante, devenue nécessaire, pour amener le coût de l'habitation en parité avec celui des autres besoins primaires de l'homme. Pour 1970, l'indice général des coûts à la consommation au Canada était de 168.2 (basé sur l'indice 100 en 1949) alors que le coût de la construction résidentielle avait grimpé à l'indice 251.0 et celui des terrains à 625. Le rapport Hellyer (Rapport de la Commission d'étude sur le Logement et l'Aménagement urbain, Ottawa, janvier 1969) faisant état de nombreux mémoires reçus, recommandait l'adoption de méthodes plus rationnelles et plus expéditives de construction, comme celles employées en Europe de l'Ouest. Cependant, cette Commission jugeait qu'elle ne possédait ni les renseignements suffisants ni la compétence technique lui permettant de formuler une opinion définitive sur la construction industrialisée, mais elle recommandait ce qui suit: "Les possibilités d'industrialiser la construction sur une nouvelle échelle devraient être étudiées grâce à de nouvelles subventions de recherches, y compris le financement d'études pilotes."

La préfabrication, à elle seule, ne pourra réduire suffisamment le coût de l'habitation pour l'amener en parité avec la moyenne des autres coûts de la vie, puisqu'elle ne peut affecter le coût des matériaux, qui comptent pour 62.5 p. 100 du coût total de la construction, alors que les salaires représentent 37.5 p. 100 pour la construction domiciliaire. (6) Afin d'abaisser le coût de l'habitation de façon à le rapprocher, autant que possible, des autres coûts qui forment l'indice général du coût de la vie, il faudrait également agir sur d'autres facteurs que les seuls moyens techniques de construction.

Par exemple, les seules taxes fédérales et provinciales sur les matériaux de construction peuvent représenter un taux global de l'ordre de 20 p. 100 sur les matériaux, ce qui équivaut à 12.5 p. 100 sur le coût d'un bungalow. Ces seules taxes peuvent ajouter \$2000 au coût de construction d'une maison de coût moyen. Si le futur propriétaire doit emprunter un

montant supplémentaire de \$2000 à 10 p. 100 pour une hypothèque de 30 ans, il devra verser \$17.25 par mois de plus pour amortir sa dette. Les autres taxes de vente, payées à la source, le sont une fois pour toutes, alors que celles appliquées aux matériaux de construction se répercutent sur toute la durée de la période d'amortissement des hypothèques, au taux de l'emprunt.

Pour réaliser le projet que, dans un avenir pas trop éloigné, tous les Canadiens soient bien logés dans une ambiance urbaine favorable à leur épanouissement, il faudra, de toute nécessité, adopter des procédés de construction plus économiques et des politiques financières et fiscales plus efficaces que celles actuellement en vigueur. Il nous paraît que le seul jeu du marché et des politiques actuelles d'aide à l'habitation ne saurait répondre au défi qui nous confronte. On reconnaît, implicitement du moins, que les conditions économiques et les politiques sociales actuelles sont impuissantes à satisfaire les besoins des familles à faible revenu sur le plan de l'habitation, et que ce grave problème fait corps avec celui de la pauvreté, du sous-emploi et des faibles revenus.

Il faudrait, d'une part, relever le niveau de l'emploi et les revenus des citoyens défavorisés et, d'autre part, abaisser autant que possible le coût de l'habitation convenable. La préfabrication, outre ses autres avantages et tout en étant susceptible de réduire les coûts d'une façon appréciable, n'est cependant que l'un des nombreux éléments de solution de ce problème.

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7. Ibid. (voir tableau 85, page 70)

Photo

1. Nouveau quartier résidentiel au sud-ouest de Moscou.
Photo: Agence de presse Novosti.
2. Habitat '67, en cours de construction avant l'Expo. Chaque appartement est autonome et jouit pleinement du soleil et de la vue. On a su éviter l'uniformité et la triste monotonie.
Photo: SCHL.
3. Des moulages de polyester armé de fibre de verre et mesurant 34 pieds sur 9 pieds sont apposés sur un nouvel immeuble à bureaux. Trente-neuf de ces moulages recouvrent presque 22,000 pieds carrés de parement extérieur.
Parmi les principaux avantages de ce matériau, on note la légèreté, la facilité d'utilisation et de nettoyage, outre le fait qu'il est non corrosif et de coût peu élevé.
Photo: L'Office central d'information, Londres, G.-B.



Shades of the Past to Enhance the Future

*by Nancy Pacaud
Photographs by Gabor Szilasi*

*This splendid Victorian mansion,
in the Eastern Townships of Quebec,
was built in 1866.*

Its first owner was Isaac Butters of New Hampshire.

Surprisingly,

*it is still owned by the same family,
and the present owners*

Mrs. Nancy Pacaud

and her brother Mr. Archie Butters,

*have continued to preserve intact the original furnishings
and room settings.*

*The fidelity of preservation provides an unusual glance back
to a certain style of living
in the late nineteenth century*

*and it does so outside the context of a museum,
since the house is still used as a home.*

Mrs. Pacaud tells of her recollections:



*The 'Pink Room', was for guests.
The bird's-eye maple bedroom set
won a Gold Medal
for design at the Chicago World's Fair in 1893.*

*The silk patchwork quilt
was grandmother's handiwork and
the doll on the bed
belonged to Mr. Isaac Butters' daughter.*

*On a corner table in the 'sitting room'
is a Tiffany lamp.
Nearby, in a Tiffany frame,
is a picture of Mrs. Isaac Butters,
whose husband built the house.
A walnut Victorian secretary dominates one wall*





*and is filled with
beautifully bound sets of books,
much used.*



*The drawing room was
 where my grandmother held her teas
 and musical evenings.
 Sliding doors opened to the adjacent music room.
 The Waterford chandelier
 is reflected in the large gilt framed mirror
 over the Italian marble fireplace,
 one of six imported from Italy.
 As small children
 we were fascinated by the lifelike dog
 in front of the fire
 and by the French porcelain clock
 on the mantel with
 its realistic beetles and bugs.*



*This large doll was made
by Jumeau of Paris.
As children we were permitted to play with it.
She is sitting on a crimson velvet,
wire-framed sofa,
part of a set in the drawing-room.*



*When the then Prime Minister of Canada,
 the Rt. Hon. Arthur Meighen,
 paid us a brief visit on September 21, 1920,
 this dining-room table
 was extended to its fullest for a luncheon
 tendered by the ladies and gentlemen of the area.
 The centrepiece on the dining room table
 sits on an old lace parasol cover
 which has a tiny hole in the centre
 for the point of the parasol.*



*The portrait over the sideboard depicts
Carlos Pierce of Boston and Stanstead,
a brother of Mrs. Butters.
He was a prominent member of the community,
and its benefactor in many ways.*



*The cheval mirror reflects
the mahogany bed in the master bedroom.
Beside it is a door
at the top of a short flight of stairs
connecting the children's bedroom to the master bedroom,
the custom in bygone days.*



*My grandparents brought back
the Chinese lantern from one of their travels,
together with the Chinese garden seat
resting under the Victorian mirror.
Hanging on the hall hat-stand,
is a yak's tail,
a memento of one of my Father's trips.*



*This old-fashioned garden
with a sundial in the centre
was the setting for many pleasant garden parties.
During World War I
the Red Cross "Garden Tea House" flourished here
with tea served in the "garage."*



The lawn in the front of the house was used for croquet and tennis. At one time there appears to have been a fountain on it.

par Marius Bouchard, Claude Parisel et
Pierre Teasdale

L'aménagement du futur aéroport international de Montréal doit être pensé en fonction des besoins de l'an 2000. Dans cette perspective, on doit considérer un ensemble de conditions nouvelles et déterminantes qui devront guider la planification des loisirs.

- L'avènement de cette civilisation des loisirs imposera une modification de la politique des loisirs, tant quantitativement que qualitativement. En effet, avec l'accroisse-

Quoi qu'il en soit, l'aménagement du nouvel aéroport dans la région de Ste-Scholastique offre une occasion unique de servir de support à l'expérimentation d'une politique adéquate de loisirs et ce, en particulier, pour les raisons suivantes :

- propres à l'aéroport. L'implantation d'une zone de loisirs sur l'emplacement de l'aéroport permettrait donc d'assurer ou de favoriser une charge constante, une utilisation "en continu", de l'infrastructure déjà prévue pour l'aéroport : service d'accueil (restaurants, cafétéria, stationnement, etc. . .) et réseau de transport en commun mis en place entre l'aéroport et la métropole. Il s'ensuit bien évidemment un amortissement accéléré et une rentabilité considérablement accrue pour l'ensemble de l'infrastructure.

- D'une façon schématique, cette conception des loisirs, basée sur la démocratisation des territoires entourant le nouvel aéroport et le divertissement éducatif de l'homme urbain de l'an 2000, pourrait s'actualiser autour de 4 thèmes principaux :

Accès à la nature

La rivière du Nord et le territoire immédiatement adjacent à celle-ci semblent offrir un contexte propice à la création d'un parc naturel de vaste échelle.

La mise en valeur du potentiel qu'offre une rivière navigable à l'intérieur d'un parc serait l'occasion de développer facilement des sports nautiques, particulièrement le canotage, et permettrait de les rendre accessibles à la population.

Ce parc serait sillonné de cheminements qui à la fois serviraient à la promenade et informeraient sur le milieu naturel. En effet ceux-ci pourraient être tracés en fonction de certains thèmes tels que la flore et la faune de cette région. Ce serait l'occasion d'amé-



liorer, par une signalisation appropriée, la connaissance, dans le grand public, des variétés d'arbres, de plantes ou de sols de notre province. Ces cheminements devraient forcément être équipés d'un mobilier adéquat; banc, poubelles, etc. . . , ainsi que des zones de service assurant le confort du promeneur.

Nous aurions affaire à un véritable "Jardin botanique naturel".

Ce parc pourrait, d'ailleurs, s'équiper d'une station d'expérimentation ou d'observation sur l'écologie du milieu dont une partie, accessible au public, pourrait servir à la vulgarisation des techniques propres à cette science ainsi que des résultats obtenus pour cette région.

L'accessibilité du parc à la population de la zone métropolitaine, de même que l'équipement de loisirs qui pourrait être développé sur l'ensemble du territoire de l'aéroport, favoriseraient l'installation, à l'intention du grand public, de villages-vacances toutes saisons et à cycle court; l'hiver, classes de neige, le printemps, érablière. Ces villages pourraient offrir un service de garderies de jour ou de fin de semaine en vue de rendre plus accessibles des vacances brèves de 3 ou 4 jours pour lesquelles l'équipement est peu développé actuellement.

Accès à la zone agricole

La zone agricole, quel que soit le type de culture qu'on y pratique, pourrait être exploitée comme source de loisirs et d'information et serait un attrait important pour la population urbanisée des environs.

Quelques cheminements bien tracés constitueraient des promenades champêtres. Celles-ci s'avèrent difficiles en général étant donné le découpage des terres, le caractère privé des fermes et l'absence d'organisation. Avec l'organisation ou l'établissement de chemins appropriés pour piétons, la population urbaine, tout en se délassant, pourrait s'initier aux principaux types de cultures, à la machinerie utilisée, de même qu'aux modes de cueillette et aux procédés d'élevage.

Dans le même ordre d'idées, le réaménagement de ces territoires permettrait ou favoriserait l'installation de stations expérimentales en agronomie ou, à tout le moins, d'une ferme modèle. Ces lieux d'expérimentation sur les techniques de culture ou d'élevage pourraient jouer un rôle de soutien et de conseil auprès des agriculteurs de la ré-

gion. De plus, leur ouverture au grand public les rendrait aptes à jouer un rôle dans l'éducation populaire et en ferait des centres d'intérêt.

Enfin, ce contact avec le monde agricole peut se situer aussi au niveau des rapports entre le producteur et les consommateurs. La vente maraîchère que l'on trouve un peu partout le long des routes sous des formes inappropriées, pourrait, dans ce contexte, se développer harmonieusement et s'inscrire comme une contribution à l'accessibilité du monde agricole que nous recherchons.

Accès au monde de la technologie

La zone de l'aéroport elle-même constitue une source d'un intérêt exceptionnel. Le spectacle fascinant des événements continus de l'aéroport pourrait être offert au grand public en ouvrant à l'observation des pistes et d'autres parties de l'aéroport.

Celui-ci étant, à proprement parler, une manifestation de la technologie aéronautique la plus avancée, les zones d'observation seraient le prolongement logique d'un musée de l'air. Il s'agirait alors d'un lieu privilégié où pourraient être exposés systématiquement les appareils mis hors de service par l'aviation militaire et civile du Canada. La plupart des objets exposés de ce musée étant à l'extérieur, pourraient ponctuer et soutenir l'intérêt d'un réseau de promenade du dimanche axé sur l'agrément et la curiosité.

Les eaux usées de l'aéroport qui se déverseront dans la rivière du Nord nécessiteront sûrement d'être traitées, ce qui pourrait faciliter l'utilisation de la rivière pour fins de loisirs. Cette usine d'épuration pourrait être un point de départ pour un musée de la pollution, accessible au grand public, et dont elle constituerait un élément important. Ce musée pourrait porter, en outre, sur la pollution acoustique et atmosphérique dans un contexte où l'avion en est un des principaux agents.

Enfin, les voies de chemin de fer abandonnées pourraient être la source d'aménagements inédits tels que des pistes pour des véhicules à voile, ou être réaménagées pour fin de cyclisme, expérience déjà tentée avec succès aux É.-U. et en Grande-Bretagne.

Accès aux sports populaires

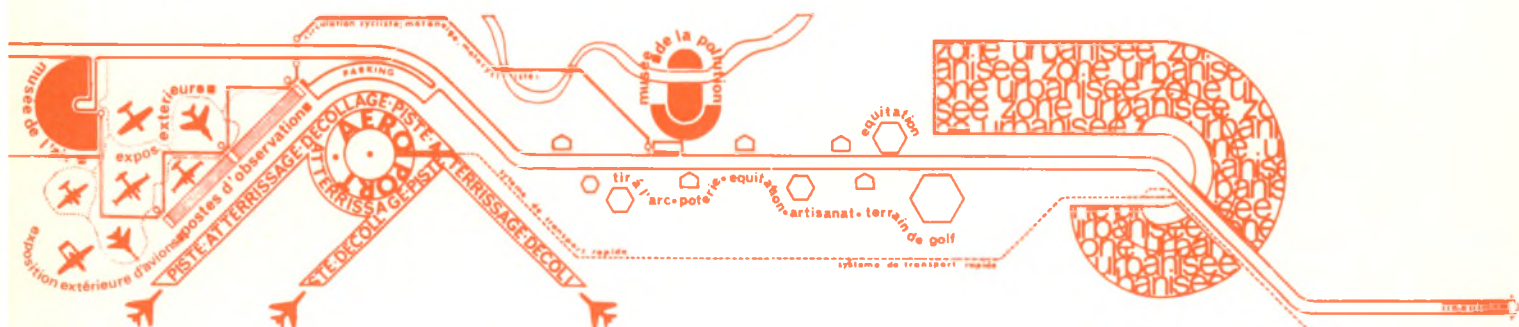
En plus des sports actuellement pratiqués par une minorité, comme le golf et l'équitation, le contrôle d'une vaste région permettrait la pratique de sports auxquels, jusqu'ici, on n'a pas accordé la place qui leur revient.

Les promenades à bicyclette sur des circuits prévus à cette fin, libres de tout danger, permettraient, en plus de la pratique de ce sport, d'augmenter le rayon d'action du piéton. On profiterait des mêmes loisirs; on aurait accès à la nature, à la campagne et à la technologie, tout en profitant des paysages où s'insèrent les points d'intérêt mentionnés précédemment.

La pratique de la motoneige, si bruyante et sujette à controverse, trouverait un milieu plus approprié à son développement. Les mêmes circuits utilisés l'été pour la bicyclette deviendraient en partie, l'hiver, ceux de la motoneige et donneraient accès tout au long de l'année aux diverses zones décrites.

De façon générale, les moyens de déplacement, à pied, à bicyclette, motoneige, ski, raquette, canot ou voiture, etc. . . , pourraient, dans ce contexte prendre une dimension particulière. En effet, l'association possible de ces divers moyens de transport permettrait de les considérer comme des façons différenciées et complémentaires d'accéder à divers points d'intérêt. La bicyclette et le canot ou le traîneau et la motoneige, par exemple, pourraient être successivement utilisés au cours d'une même excursion.

Enfin, les bâtiments récupérables ayant une valeur historique pourraient devenir des points d'intérêt à vocation artisanale échelonnés le long des parcours.



**Public Housing
and Condominium:**
by Margaret West

**Integrating the
two forms of tenure**



In its Brief to The Special Senate Committee on Poverty, Central Mortgage and Housing Corporation said:

"... the territorial separation of socio-economic groups in our larger Canadian cities is on a vast scale. Much of the population has no access to areas of new building, and the choice of access among those who can afford new housing is narrowly restricted by the level of their income. The income and wealth distribution provides its own physical reproduction in a hard and coarsely grained pattern of residential segregation."

The inequality of housing conditions among income groups is not new and to some degree is not undesirable. But the emerging scale of territorial segregation of income groups is new. The indisputable image of the segregated city stands in hardened opposition to the credibility of the just or the great society. Exclusive reliance on market forces to produce and distribute housing would offer little alleviation from this condition."

Social scientists, as well as others, have long debated whether integration was a social goal worthy or possible of achievement. One finds in examining research findings that attempts have been made to establish guidelines aimed at enhancing the possibility of success if integration is planned and tried. These include suggestions as to clustering of income ranges or minority groupings, variations in house prices, variations in physical forms, and so on. To date these guidelines have not been sophisticated enough to allow for full testing.

Following concerns expressed about large public housing developments in the report of the Task Force on Housing and Urban Development, a number of projects were developed which allowed for the further testing of integration theories. The particular project under study contains 259 row housing units, all of the same design and same physical location. Approximately one half of the units were in the form of condominium ownership on behalf of persons who originally had incomes

less than \$7,500, and the other half being housing administered as rental property under the rent-to-income formula.

In an effort to gain further understanding of the phenomena of relating both incomes and tenure, this study was designed to examine, over time, the interaction between people in these two forms of tenure. The examination has been attempted in terms of their social relations, their use of spaces, their life styles and their formal organizations.

The research method chosen was participant observation. A condominium unit was purchased shortly after the project opened in 1970, and the observer has been living in the project and conducting the research with the full knowledge of both owners and tenants. In spite of the known limitations in the use of this research method, and the possibility of bias, it was judged that no known formal research instrument could measure the quality and meaning of interaction and the processes of daily life in a way that someone living on the site could do. Thus the reported findings are largely impressionistic rather than definitive and must be read in this light.

The Location

The housing project under study was built in a relatively undeveloped area on the suburban fringe of a city which has subsequently shown considerable residential growth. The project is adjacent to a main traffic artery, a green belt area, an industrial park and is close to a high density middle income rental housing project. Although adjacent to good public transportation, the lack of other normal community services was initially a problem for both tenants and owners. The placement of an internal road and the erection of a six foot wooden fence around the project has tended to encourage it to look inward upon itself rather than outward toward the wider community.

The Sample

The housing development consists of 259 row housing units of which 135 are condominium owner occupied and 124 occupied by tenants with rents geared to income. The overall density includes 462 adults and 467 children on 12½ acres of land.

While the average age of family heads in the population is similar (30 years for tenants and 32 years for condominium owners) there are a number of significant differences between the two groups including the fact that 69% of the heads of tenant families were male as compared to 90% of the heads of owner occupied units. In addition, 17% of the tenant families had four or more children against 4½% of the owner occupied units. All the tenant families had at least one child whereas 3% of the owner group had no children. At the time of purchase, there was an average of 1.3 children for each condominium household as compared to a tenant average of 2.2%. The average age of the children in the owner occupied units was also younger.

For the owners group, this form of tenure was, generally, a first time experience, and it is important to note that the two groups appear to be at different stages in the life cycle. Families of owners were smaller with younger children and few beyond the initial grades of the school system. Families of tenants had many more children of adolescent age, creating its own set of problems, and making comparison between groups more difficult.

Condominium	Rent-to-income Housing
17 2 bedroom	66 2 bedroom
28 3 bedroom (end units)	26 3 bedroom (end units)
88 3 bedroom (centre units)	30 3 bedroom (centre units)
1 4 bedroom	1 4 bedroom
1 5 bedroom	1 5 bedroom
135	124

Design

Several factors in the design of the project appeared to affect the degree of interaction and style of living of the two groups. These factors included :

- a. density,
- b. site layout, particularly in relation to a small playground placed relatively within the middle of the project but surrounded by owner occupied units, and the inner roadway,
- c. the placement of doors,
- d. the amount of private space.

With the relatively high density in the project, there has been a desire to maximize the use of outdoor space and to protect it. While both owner and tenant properties originally had the same landscaping, the owners, through the condominium corporation, have added to the landscaping and have included such things as patio stones, retaining walls and additional shrubbery. Some tenants have attempted to protect the grass areas immediately in front of their units through the erection of small fences, but this has been done on an individual basis.

In the rear of the units, the owners have completed the original fences to define their private outdoor space. This is used for entertaining, family functions and as a children's play area. These activities have not been as readily available to the tenants. While they do have some partially enclosed space, it is

more easily accessible to other tenants and their children, and does not provide a safe unsupervised play area for young children.

In addition to the above, tenants have tended to use the street and area adjoining their unit for sitting and socializing, while the owners have tended to use the private space at the rear of their unit for these purposes. For tenants, the space at the rear of their units is seldom used except on washday.

The existence of the inner street has also shaped patterns of interaction within the project. "Koffee klatching" and neighbouring is carried on in and across the street, as well as with side by side neighbours.

Family Life

While some differences have been noted, there would appear to be no marked difference in the patterns of family life between owners and tenants. In both groups, the family unit is the major focus of interest, with a high degree of concern shown for the development of children. However :

1. The mothers of the tenant group tend to be more active and dominant in representing the family. This has been shown with respect to disciplining of children, and attendance at meetings within the project and in contact with outside groups.
2. Observation indicates fathers in the owner group tend to take a more active part in activities related to children than do fathers on the tenant side.
3. The tenant group tends to be more open in their social relationships and helpful in times of crisis. Owners are inclined to be more reserved about and eager for their privacy.

Social Interaction

It is difficult to classify the degree of interaction between the two groups on the basis of a simple definition of integration or segregation. Rather, there is a degree of social distance apparently created by the form of tenure which seems characterized by a kind of neutrality in informal social relationships.

There are, however, some factors which appear to encourage more meaningful informal relationships. These seem to occur when :

- a. individuals from each group come together on the basis of similar activity patterns (e.g. riding the bus to work),
- b. there are some associations of children or baby-sitting arrangements between groups,
- c. the physical proximity of units of different forms of tenure is closest.

In general, however, one could assume that the vast majority of "normal" neighbouring takes place within income and tenure groupings rather than across them.

There would appear to be a different level of interaction with regard to formal activities. These activities can be classified in two ways :

1. Activities of a social or recreational nature related to children,
2. Areas of crisis or mutual concerns.

While the second category will be described later, the first category has generally originated from the tenant organization. They have included : a Brownie pack, an annual winter carnival and Halloween party, an arts and crafts program, a program for mothers concerning children, a variety of outdoor sports activities, all of which have included children or parents from both sides of the development. These activities have been relatively successful, with good participation, and appear to have encouraged a different level of integration between groups.

Several factors should be noted about the above activities. Firstly, the lack of a meeting space for such activities has been critical in influencing their con-

tinuation. While the units have basements, there is no space large enough on the project for most of these group activities, and 25 girls in a Brownie pack do not fit into a basement easily.

Secondly, as with many communities, it is difficult to find and sustain leadership for these programs. Because the programs stand or fall on good leadership, they tend to be ad hoc in nature unless some leadership is provided from outside the project.

Thirdly, the general pattern which has emerged in organizing these events is initiation on the part of the tenants organization. There has been some, if limited, adult input on the part of the owners group and this has often been accompanied by a financial contribution.

Both owners and tenants have formal organizations, with the owners group having to form themselves into a condominium corporation by law. Without describing these organizations in any detail, it should be noted that originally, the tenant organization did have time to create social and recreational activities. In fact, they showed a great deal of initiative in gaining resources to do so. To some extent, this degree and kind of organizing was a self protective mechanism, in part because there were few facilities or activities in the wider community (and they could not generally afford to purchase them elsewhere), and partly as a way of overcoming vandalism, drug problems, gang activity and boredom on the part of their children. The owners, on the other hand, spent their energies in developing a workable corporation, and in dealing with the builder to bring their homes and common space up to a standard they thought was their right.

It should further be emphasized that the lack of community meeting space is seen as a serious inhibition to greater interaction.

Mobility

As in any new development, particularly in a semi-suburban location, a certain time period is required in which people measure aspirations and desires against reality. Thus, people can see if they like

to live there, like their unit, their neighbours, their location, etc. While there has been some movement from the project on the part of both tenants and owners, it is less than might be anticipated.

On the tenants side, change has been caused primarily by concerns about location (many of the residents came originally from an inner city area) and increases in family size necessitating more space. On the owners side, movement came because of transfer of employment and desire for more space. It is interesting to note that resale value of the condominium units has appreciated considerably in the almost two years of the life of the project.

Having earlier identified a kind of neutrality and social distance which characterized the level of informal social relationships, both owners and tenants now seem to view this project as a "good place to live" and are trying to keep it at this level. Both managements place importance on maintenance and good appearance, and both organizations keep lines of communication open to resolve any conflicts before they become major issues.

In addition, there have been instances of mutual support and mutual action between organizations at times of crisis. These include a resolution to the problems of a difficult playground situation, with both sides contributing financially; mutual action in attempting to resolve the problem of distance to school on the part of the younger children; dealing with a re-zoning application of a property immediately adjacent to the project and so on.

Relationship to Community Services

While the research has not concentrated on differences between groups in determining measures of social stability, several points are worth noting:

- a. the tenant group is, to some extent, dependent on and more comfortable in the use of existing community services.

Thus one finds more reliance on public health facilities, law enforcement agencies and other community social services on the part of the tenants.

- b. while it is impossible to measure the degree and kind of health care services sought by each group, it is possible to specify that the major use made of the public health nurse by owners is with respect to new babies, with other medical services being purchased in the wider community. For the tenants, the use of this community service includes the wider range of medical services, including communicable diseases, emotional problems in addition to well baby services, with perhaps less reliance on wider community services.

Summary

Thus, in somewhat oversimplified terms, a picture can be seen of the interaction between two forms of tenure living in the same physical location and form. No research tools have been employed other than participant observation, and so the article is meant to be descriptive rather than definitive.

No prior planning was done on this project to enhance interaction and integration, beyond the decision to make the split in units almost equal, and to ensure the moderate income nature of the condominium on the initial scale. The existence of formal organizations in both forms of tenure is perhaps the one factor which is different in this attempt at integration. The long term resolution of the degree and kind of interaction between groups will rest heavily on the ability of these organizations to work together.



Participation

Saving Union Station?

by Douglas S. Richardson

Toronto's Union Station has been under the threat of the Metro Centre* proposal for the past five years. The future of both the Station and Metro Centre is uncertain pending the outcome of an Ontario Municipal Board hearing. The Union Station Committee, a large group of concerned citizens, believe retention of the building – the main structure, if not the train shed – is in the city's best interest.

The Union Station belongs to that group of monuments, difficult to pinpoint stylistically, which embody the "City Beautiful" concept of the Beaux-Arts clique. Planned in 1913-14, at the height of the great station-building era, it was built in 1915-20 (though not opened until 1927) to the designs of three firms: Ross and Macdonald, Hugh G. Jones and John M. Lyle. Its symmetrical, five-part composition, its smooth, light-colored materials, and its severe, monumental handling are all characteristically Beaux-Arts. But with a frontage of 752 feet, it is more extensive than most examples and has a corresponding impact on the city centre, especially as the Custom and Excise building, immediately to the east (and also threatened), later doubled the length of the classicizing streetscape and brought it to a sweeping conclusion.

The classical virtues of architecture, whether the architecture is classicizing or not, have little power to deter the developer, but they are still very much to the point in a case like Union Station. The Elizabethan and Jacobean critic Sir Henry Wotton, paraphrasing the Julian architect Vitruvius, listed the classical virtues as "Commodity, Firmness and Delight."

"Commodity," or functionalism as it is now familiarly and ambiguously referred to (thanks to the International Style faction), was a quality highly valued by Beaux-Arts devotees. Beaux-Arts architects preferred terms like "order" and "convenience" to either "commodity" or "functionalism," but they were thinking of related concepts. In Union Station, convenience is the object of the separation of incoming and outgoing traffic patterns for both pedestrians and vehicles and the reason for the depressed roadway which skirts the face of the building. The solemn row of columns across the centre of the façade, sheltering incoming travellers as it brings them up to the level of Front Street, is the dignified and ordered expression of this logical motive.

There can be no doubt about the "firmness" of

Union Station. It was built in formal emulation of some of the most impressive works of antiquity, especially the Roman baths, and though structurally different, it was meant to last as long. Materials like the large blocks of limestone from various quarries (Bedford for the immense three-piece columns, Indiana and Queenston for the rest of the exterior) were selected with the care typical of the period, carried on concrete, and bedded on solid rock. Elements like the Tennessee marble floors or the steel sash windows in iron frames are all in mint condition after more than half a century.

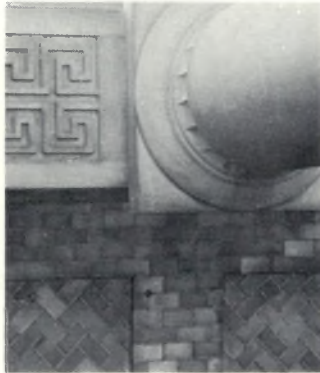
The Guastavino tile ceilings in the portico and the great lobby behind it demonstrate this same attention to appropriate and enduring detail, but are constructed of a more progressive material. This innovative and immensely strong ceramic material was employed partly for its light-reflective qualities and because it permitted a wide, arched expanse over the central space, in preference to the flat and less satisfying suspended ceiling originally intended. Yet even this vault is tied, unnecessarily, into the roof girders for maximum stability.

During the 1960s it was so fashionable to talk about "disposable architecture" in a variety of projects designed for periodic renewal (and largely constructed in a sparing way), that even the most massive, solid and permanent works of the century have come to be regarded as dispensable. Surely the time for squandering our resources – in the economic and cultural sense as well as the material – is past.

As for the Station's "delight," much of this is based simply on its uncommon scale. Externally, in its present soiled condition, there is a tendency for its long principal façade (which faces north) to look a little dour. The shallow "stripped Classical" pilasters between the windows scarcely read except in the late afternoon summer sun. The entrances at either end of the colonnade were originally intended to be distinguished by "statues of men identified with the development of rail-roading in Canada." These would have punctuated the tremendous length of the façade, enriched the heavily stepped skyline, and contrasted nicely with the smooth cylinders of the Doric columns below (in the nearly-unfluted "Order of Segesta").

The so-called "great hall" corresponds in extent to the colonnade but, being a fully enclosed space and much greater in height as well as width, appears even more heroically proportioned. It is 250 feet long, 86 feet high and 84 feet wide. The original

*See *Habitat*, Volume 12, No 1, 1969



designation for this majestic room, without peer or parallel in Canada, is "ticket lobby," a term so inadequate that it has largely fallen out of use.

The lighting is carefully controlled and graduated in this space. Large, arched openings over the entrances provide soft lighting, truly immense round-headed windows light either end (each is actually a four-storey corridor system glazed on either side), the clerestorey provides further illumination high in each long wall, and the brightest area of all is the transept formed by the columned entrance to the train waiting room on the south side, which is the traveller's goal. The sequence is subtle, purposeful, and contributes to the serene effect of this vast space.

Small detailing and textural variation are as judiciously limited inside the Station as out: the principal decorative motif, so to speak, apart from the staggered array of vaulting, is the supergraphic frieze (under the cornice) of place names served and linked by the railroads. Sault St. Marie, Sudbury, Fort William, Regina, Moose Jaw. Those names still sound an echoing litany of Canada as the destinations of the departing trains are announced; they make of this tremendous space a metaphor of the country itself.

The most obvious and desirable function for the Station is an improved and expanded transportation terminal. Some rail connections and access to the subway could be improved. In the east end of the building, Postal Terminal A – soon to be vacated – provides loading bays which might lend themselves to the expanded bus service required in the city. With the existing rail connection to Malton the Station could also serve as an airline terminal, providing access to rapid transit for ticketed and pro-

cessed passengers to Toronto International Airport and relieving airport congestion at the same time.

Other uses to which such space could be put, if Metro Centre is permitted to relocate transportation facilities, are limited only by the imagination. An economic return on commercial use of the lower level concourse and other office or store space in the central portion of the building has been demonstrated and Metro Centre Developments have at last indicated a willingness to consider Prof. Tony Adamson's proposal to retain the colonnade and ticket lobby alone in any development of the site. Such limited preservation is not in keeping with the quality, importance and potential of the structure – as demonstrated by Hugh Taylor's fifth-year thesis for the University of Toronto School of Architecture on the retention and development of the whole structure – but may be a position of last resort.

The Beaux-Arts monument is usually one of distinction, like the Union Station, and what is therefore all the more alarming is the rate at which such work is consigned to extinction. In the past few months alone, Toronto has seen the destruction of the Imperial Bank at Yonge and Bloor, the Dundas Street front of the Art Gallery, the Star Building on King Street, and the Electrical Building at the CNE, to name only the more obvious examples. The Central Library at College and St. George must also be considered threatened since the Library Board announced its decision to rebuild at Yonge and Asquith. But the loss of the Union Station – a great public amenity in the urban core, a form-giving local landmark, a structure of national and even international significance – would clearly, and tragically, surpass all of these.

Note:

The outcome of the OMB hearing into Metro Centre, as it affects Union Station, was to permit relocation of the tracks and demolition of most of the Station and to require the City of Toronto to respond within two weeks to the Metro Centre offer to rent the core of the Station, including the lobby and colonnade. The rental discussed is \$1 a year. The City would have to pay the maintenance of these portions, estimated at \$140,000 per annum.



What is the Architectural Conservancy of Ontario?

by James Acland, President Architectural Conservancy of Ontario

When Eric Arthur 'invented' the Architectural Conservancy in 1933, he fashioned the Society upon the model of the Thames Conservancy. By emphasizing the special regional amenity or quality of an area, he avoided the narrow emphasis of a purely historical association. Aiming at *"the preservation of the best existing example of the early architecture of the Province and the protection of its places of natural beauty,"* the Society's first achievement was the purchase and restoration of the Barnum House at Grafton. On the basis of this valuable exemplar the provincial government and local authorities have

since made some provision for the retention, refurbishing and maintenance of buildings of local or provincial importance. The Conservancy has continued to press for private and public initiative in this vital nurture of our architectural heritage.

The continuing demand by the Conservancy over the years for a systematic inventory of our historical resources helped to bring about the Ontario survey of buildings up to 1850 organized by Professor William Goulding. As well, at the Federal level I was able to implement a computerized inventory of historic structures up to 1880 across the country. The student recorders of this Canadian Inventory of Historic Building* will have completed some 70,000

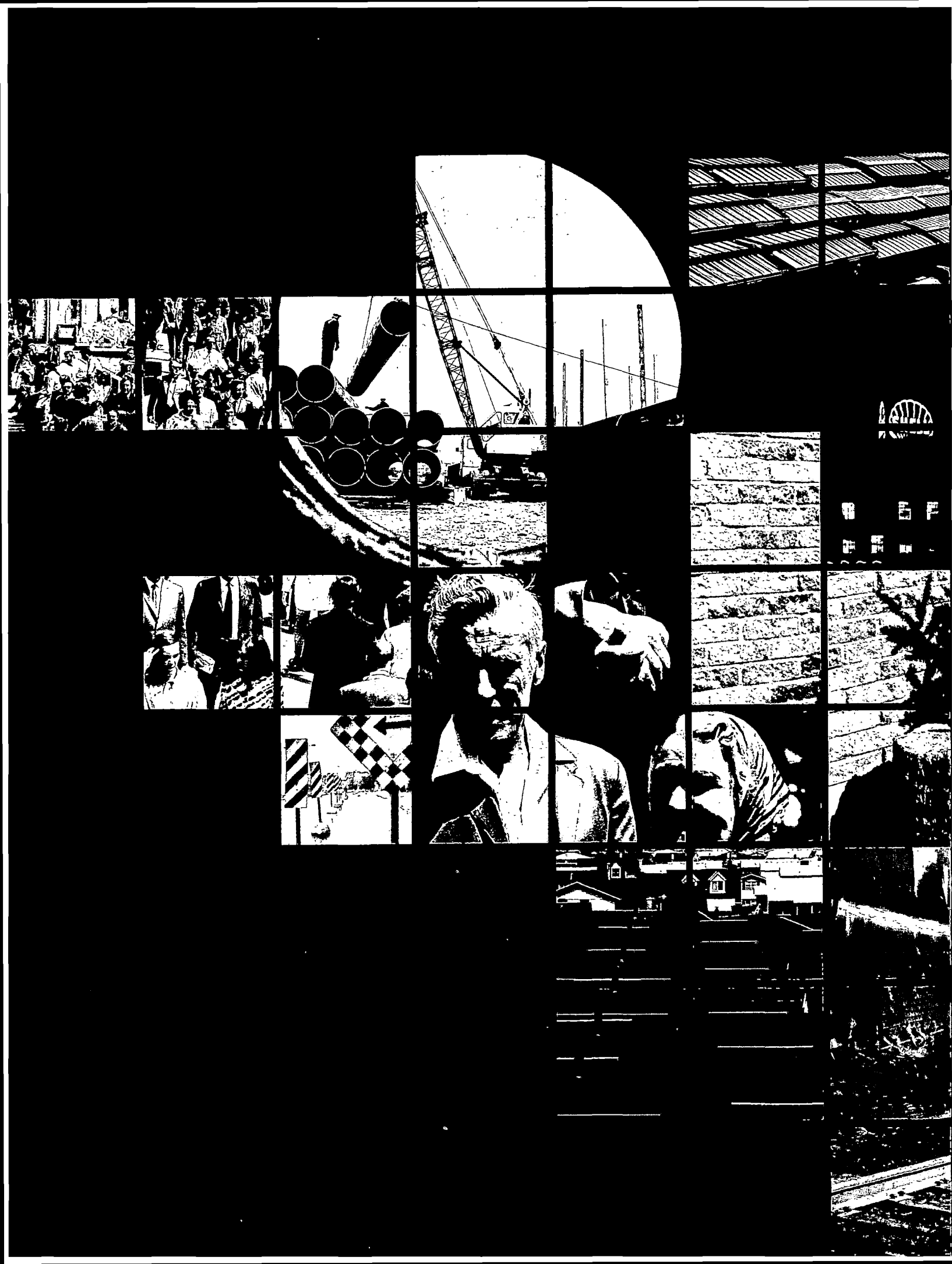
*See Habitat Vol. 14 Nos. 4/6 1971; Vol. 15 No. 1, 1972

structures by the Spring of 1972. These surveys and inventories are at last beginning to give us some indication of what we have, where it is and how best we might use it.

Overnight change of function, density and texture in the cores of our Canadian cities has changed the emphasis of the Conservancy from pre-Confederation country houses to Victorian warehouses, banks, terrace rows and commercial blocks in the city centre. Continuing in its role as an articulate watchdog ready to rush to the support of threatened structures, the Conservancy has made, by continuous propaganda, a large segment of the population conscious of our architectural heritage.

Architects, planners and historians have brought their technical expertise to the Society and their knowledge and enthusiasm

has spread to a growing body of laymen within the organization. As a result the Conservancy has proven to be a most useful mediator between embattled 'ad hoc' citizen groups fighting for the retention of one building, and the long range needs of urban planning authorities. Our interests are not merely 'antiquarian.' We welcome the dramatic new concern for a sense of Canadian identity which can be well expressed by a sympathetic mixture of the old and the new in our dynamic growing cities. We hope to ensure at the local level, through our branches and the central executive, that intelligent and continuing use be made of terraces and rows, great monuments and civic structures, not as museums, but as vital parts of the urban fabric.





A City is

by Gordon Stoneham

The National Film Board has done its usual cool and competent job in producing for Central Mortgage and Housing Corporation a kaleidoscopic study of metropolitan life rather airily titled *A City is*.

Pulsation urbaine

par Gordon Stoneham

C'est pour le compte de la Société centrale d'hypothèques et de logement que l'Office national du film a produit un documentaire d'une durée de 18 minutes, remarquable à bien des égards, que les spectateurs anglophones connaissent sous le titre "A city is", alors que les francophones ont droit à un peu plus de précision avec "Pulsation urbaine"...



Distribué commercialement dans le circuit normal des cinémas par la Columbia Pictures, "Pulsation urbaine" va au-delà même du sujet qu'il se propose de décrire. Film-choc basé sur une idée-choc, il échappe à la définition courante des films documentaires pour devenir une mosaïque visuelle basée sur le thème même de la vie : l'homme.

La bande sonore ne comporte pas de narration et celle-ci, est-il besoin de le dire, serait inutile : le travail de la caméra et un montage vigoureux rendent ici le commentaire superflu.

To be distributed theatrically by Columbia Pictures, *A City Is* never goes beyond the facade of its subject, but it at least suggests the rhythms and nervous tempo of city life. An interesting idea, nicely done.

The Christmas Crib...

by Justine M. Lips

...or crèche, as we know it today, has evolved from a variety of different traditions, many founded on sentiment and local convenience rather than on fact. People all over the world have put their own cultural stamp on the cribs they use. The result is dictated by materials, local skills and the message they are trying to express.

Usually the Manger scene appears each year on Christmas Eve, either under the Christmas tree in the home or enthroned in a bank of evergreens, flowers and lights at the front of the parish church where it sets the mood of joyful mystery for the Mass at midnight..

As a small child I remember going to Midnight Mass on a cold starry night on the Saskatchewan prairie. Footsteps would squeak as you walked and your nose shriveled with each breath of frosty air. The crowded church would be hot and smell of fur coats and wet wool scarves, soon to be overpowered by the scent of incense and burning candles. The huge figures in the Nativity scene behind the altar rail were truly awe-inspiring. The Three Kings, with their strangely shaped crowns and their camels were always near the rail (because they hadn't quite reached the stable on Christmas Eve). The Shepherds stood reverently at the door of the cave with their woolly sheep, and there was always one latecomer, carrying a lamb, perched high up on the "hill" at the back. Mary and Joseph knelt beside the Christ Child who lay on the straw-filled manger, covered only by a wisp of cloth.

The stable was constructed of brown paper (from the grain elevators) crumpled over a large box, with shadows painted brown and with grey and mica glitter sprinkled here and there. A brown paper cliff was arranged above the cave for the sheep to stand on and colored votive lights twinkled from crevices in it. The scene was banked with evergreens, topped by a tinsel star, and heavily laden with lights and tinsel icicles and green and red Christmas garlands. Large patches of cotton batting sprinkled with glitter, made realistic snow.

St. Francis of Assisi is credited with creating the first Nativity scene. He must have been familiar with the elaborate plays that were in fashion, but his own tastes were simple. He wanted to impress his people with the stark, simple poverty of the stable where the Babe was born, so he had an ox and an ass brought

to a cave in the hills. He arranged a manger of straw for them, and then he called all the people of Greccio to celebrate the vigil of Christmas with him.

St. Francis realized that a scenic setting would help give people a sense of participating in the event of Bethlehem, but there is no historical evidence to indicate that anyone else used his idea until the 16th century when the Crib as we know it today became popular.

The true Christmas Crib is a temporary construction arranged in the Christmas season of the liturgical year. Lifelike three-dimensional figures are used and the scene is taken away when the Christmas season is past. It loses its purpose as a special aid to devotion if it is a permanent display.

There were many permanent representations of the Nativity scene built in Europe in the 13th, 14th and 15th centuries. These were the

forerunners of the true Christmas Crib. Some took the form of life-sized sculptural ensembles decorating churches, the oldest known, carved in 1291, being in the Church of St. Mary Major in Rome. In the 14th century, when clockwork was invented, complex working models began to appear, some large enough to fill a whole room. The artist was able to have the Three Kings march past the stable bowing their heads and offering gifts. Sometimes, the townspeople were represented in the costumes of the era in which the carving was done, and the artist would include clocks that chimed, shoemakers who hammered, wells with ropes and buckets which could be raised and lowered.

The Jesuit missionaries were largely responsible for spreading the devotion to the Christmas Crib. Artists in Italy, Spain, Portugal and Germany assumed the lead in designing and producing Crib scenes. The first mass-produced figures were made in Naples in 1696 when the firm of Ceraso and Perrone began to use the assembly line technique. Their figures were made by adding individual details by hand to basic shapes. They were able to produce such beautiful results so cheaply that well designed Crib scenes were within the reach of most churches. Later the domestic size became popular and wealthy families tried to outdo each other in decorating their Crib scenes with great ostentation and luxury. This was carried so far that it led some groups of Christians to ban the use of the Christmas Crib in case it became a form of idolatry.

In South Germany it was the practice to carve simple figures out of wood. Even the tiny Alpine parishes had their Crib scenes, often carved by a member of the congregation. These wooden figures are still being produced in Germany, but on a commercial scale. Their beauty and good taste is hard to match.

Every culture has put something of itself into the building of the Christmas Crib. In Canada the early Jesuit Fathers described how the Indians loved the crèches they arranged for them. We have a record of what might have been a crèche created for the Huron Indians at Fort St. Marie around 1639. The beautiful "Huron Carol" written by Fr. Jean de Brebeuf, a missionary at the Fort, pictures the characters in the scene as Indians. The stable is a "lodge of broken bark," the shepherds are "hunter braves" who find the Child wrapped in a "ragged robe of rabbit skin." The "Chiefs from afar" bring him gifts of "fox and beaver pelt." We don't know if the first missionaries used figures brought with them from France or if they sometimes encouraged the Indians to construct their own tableaux. It is reasonable to believe that they did not always have the traditional models and had to make their own just as school children do today. I once saw a Crib scene, made by Indian children, which used a teepee instead of a cave, a Mary with long dark braids and a Babe snugly bundled on a cradle board.

It is only in the last generation in Canada that Crib scenes have been used to any extent in the homes, probably because previously the figures were not readily available. The "dime" stores began to import little papier-maché figures from Italy and made it possible for everyone to obtain charming crèche scenes at small cost. These are sometimes adapted according to the traditions of the family. A Czech home might have the Babe resting on a piece of heirloom lace, a Spanish family sometimes uses a bull instead of an ox, and the Swedes add all kinds of farm animals to the scene. Another family adds a gift of its own to those of the Wise Men—a basket full of "good deeds" contributed by the children during Advent.

Canadians from other ethnic groups use the style of Crib they learned to love in their native country. The figures appear in the form and costumes of nearly every country where Christmas is celebrated. Each in his own way brings a Christ he recognizes into his home and heart at Christmas.

What sort of accommodation was Christ born in?

Western tradition has pictured Mary and Joseph arriving in Bethlehem on a cold winter night, exhausted after a hard journey, the birth of the Child imminent, the streets of Bethlehem covered with boisterous travellers, being turned away from every door they approached until an understanding servant suggests they use the stable of an inn. The cold, the untidy stable and the roughness of the straw are often emphasized. So, the human story, in its effort to impress the world and evoke sympathy for the couple almost overwhelms the angelic message of "good tidings of great joy."

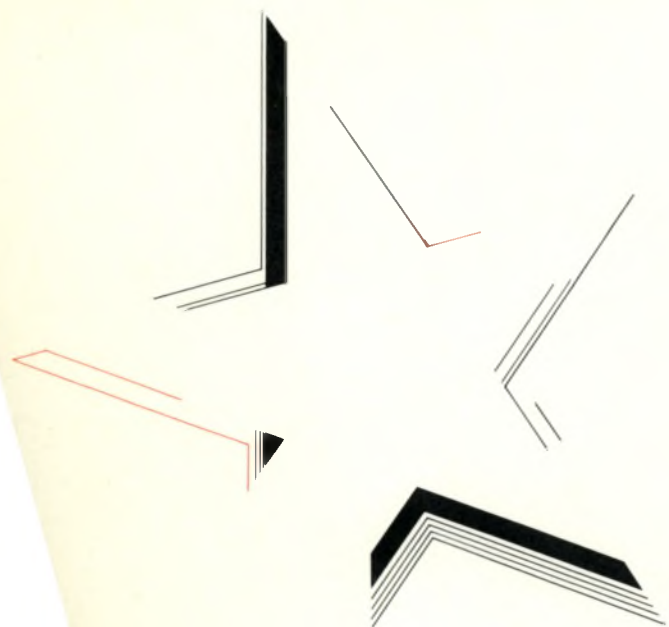
St. Luke does not recount anything but essential details. Sentimental writing was unknown to the Hebrews of that time. There is also no evidence to fix the event in wintertime—the date of December 25 was chosen by the Latin church in the 4th century.

Much has been written about the inhospitable innkeeper, but Luke says nothing to encourage this. In the latest translation, the word "inn" has been changed to "house" and historians conjecture it may have been the family home, full of relatives in Bethlehem for the census. Thus the couple would have sought privacy for the birth and possibly have found a cave on the outskirts of town, a cave being a fairly common form of shelter in those days. Again, Luke does not mention this, but writers in the second, third and fourth centuries all mention the cave outside the city where Christ

was born. The Empress Helena made it her special mission to find and identify the cave and manger with the result that around the year 300 she built a church over it which still exists today.

The simple shelter, the straw bed and the animals, if they were there,—Luke does not mention them—would not have been considered a hardship to the poor of that time who spent much of their time travelling from town to town and who, because of the mild weather, could sleep wherever they happened to be.

It is St. Matthew who tells about the Wise Men following the star to the actual birth place of the child. Actually, they do not strictly belong to the Nativity—in fact the number of three was only settled on in the second century—since they did not arrive to pay homage until January 6th, that is, at Epiphany. J. M. L.



LETTERS

Letters on Lithwick

Sir:

The issue of *Habitat* (Vol. 14, No. 3, 1971) carried two articles, "Urban Canada Revisited" by N. H. Lithwick, and "The New Religion of Citizen Participation" by Aryeh Cooperstock. The former poses the need for, "Canadians who live in Urban Canada of the future, and it is their responsibility to shape that future to meet their fundamental needs," while the latter explores some of the intricate problems of achieving this end.

Planning for human needs as a conscious exercise has "developed" into a major enterprise of democratic societies. In the tradition of techno-scientific practice, so successful in achieving seeming domination over nature and our physical environment, rational planning for human needs has been misled, and its failures have become evident. Social change is sought through rational adaptation of an existing normative order. The fact that the normative orders, prevailing in a complex society, are highly interdependent is overlooked. This neglect carries with it a series of corollaries, equally unfounded assumptions. Just a few of them will illustrate the dilemma: a) even in a democratic society not all citizens have equality in power-exercise, b) resources available are unequally distributed, c) conflicts of interests exist not only among differently situated groups but even within individual families and persons. A rational process of planning for community conflict would presuppose a different set of assumptions than underlying most of the current social and economic development thinking.

1. Acceptance of conflicts existing in our communities. 2. New and adapted norms of community behaviour will be the result and not the starting point of any change process. 3. Change in power relationships and a reallocation of available resources must be integral parts of the process of change and not the final end product. 4. The final goal of change is an adapted normative order which not only accepts the change but practices it in its normal expectations of community members. Some recent experiences in citizen participation, involving people in changing the conditions of their lives will illus-

trate this process. However, just because the participants have not all achieved point 4, (an unintended pun, for those remembering U.S. President Truman's original program for "underdeveloped countries") does not prove that the assumptions are not practical.

The 1st Saskatchewan's Poor People Conference last October set up a provincial council and elected a coordinator. Welfare-Rights groups in the province took the lead in asserting themselves and to challenge their enforced dependency. They want to gain in self-confidence and in a sense of their own worth, and in the realization of their rights. This effort at organizing represents making visible the conflict of interest between those who are officially defined as poor and those who are not so defined by us in the middle-class. The vocal and articulating part of society defines those worthy of public assistance. The social fact of dependence defines the status of poverty. Isolated from the normal cycle of interaction are those unproductive in the views of society. This restricts behaviour as well as consumption. It is not the needs of the poor, or their rights, but the need of society to provide assistance which determines that assistance. The result is a condition of dependence.

Today in the Seventies, the poor in Saskatchewan are not merely deprived financially. Economic as well as moral and psychological dependencies often prevent personal growth. This becomes the reason, only too often, for the absence of "human community" among those who are unfree. Communities, like persons, must reach out and develop, or smother in isolation. Middle-class perceptions of the poor force them to continue "acting poor." If the poor were not to feed these middle-class perceptions and thereby comply with the system, they might not be rewarded as worthy recipients of the welfare system.

Social action, aimed at overcoming the isolation of the poor and to develop them into a constructive community, is education at its best. Action by the poor is not typical of how poor people are "supposed to act." Becoming involved in social action serves the double purpose of educating and poor, and destroying the perceptions of the poor now held by the "middle-class."

The pressure required to obtain a hearing from those in control will not suffice to assure the growth and development of autonomous persons respecting one another. Simultaneously voices must be heard, pressures must be applied, power must be exercised; these

are the preconditions of participation in a democratic society. Participating in decision-making is sharing community.

The interests of the poor are identified by the poor, to make their own experiences significant:

a) lack of money is serious business when it comes to mere physical survival, like having food on the table,

b) lack of respect resulting from one's dependence chips away at one's human dignity,

c) having been made into the image of the helpless and the needy, one is expected to play the game by rules laid down and agreed to by others.

A latent conflict exists between the poor and the middle-class over available resources. Confronting middle-class inconsistencies makes this latent conflict obvious. Choosing to confront this reality, the poor violate accepted procedures of community change, the "rules of the game," which they did not make and by which they cannot win.

The established routines of looking at "poverty" and especially the "handling" of poor people on welfare and elsewhere have been challenged and are in process of being changed. The poor will succeed when they win concessions in both the process of decision-making and in the allocation of resources. If the conflict between old and new systems is to be resolved constructively, community structures must be changed and new ones created. No one should be interested in helping governments or private agencies to make welfare more comfortable.

Once the people start to see themselves in the new roles of spokesmen and change agents, they begin the educational process of community organization. They learn to improve their skills of articulation and written expression and acquire techniques of leadership and group dynamics. They begin to understand the workings of the agencies and bureaucracies with which they contended, they learn techniques of protest and confrontation and

some concepts of community change, and they learn the relative importance of issues. Action and education are thus inseparable and intertwined.

Quick successes, however, do not represent lasting change.

Change is possible. Sustained application of the principles of education in confronting what needs changing results in power to effect necessary adjustments. A process of simultaneous intervention leads to the change that makes a social agency responsive and the citizens intelligently aware of their personal as well as social needs. The impact on existing procedures and programs is then much greater than that of complaints and demonstrations. When subjected to such pressure and person-to-person interaction, routinized public bureaucracies, highly organized private agencies, and industrial personnel departments have been able to change behaviour, procedures, even attitudes.

It requires careful planning to allow these processes to take place. Good intentions might push our obvious advantages on those who need to cultivate, learn and gain in the strength which comes from successes alternating with inevitable failures and frustrations. We must not smother those who seek to exchange interdependence for their present dependency.

The process of education through action requires time, sustained growth of its participants, and the faith that men in all parts of a complex, organized society are not merely capable of change but also, at times, willing to change their behaviour. Such change will determine efforts to build a better future or merely continue the illusion which is Canada today.

Martin L. Cohnstaedt
Professor of Sociology
University of Saskatchewan
Regina Campus

BOOKS

The Impact of Demographic Changes upon Housing

Population estimates recently released through the United Nations Demographic Yearbook (1970) show that the 1969 world total was about 3.7 billion persons. The error term involved in this total is on the order of 113 million due to the sheer number problems with some of the counts from Asia. Viewed in this context, the Canadian total of 21.6 million represents a very small part of world population.

World's Birth Rates: A comparison of the annual rates of increase between 1963-1970 reveal some startling differences among different groups of countries. For example, the rate for most West European nations is slightly under 1.0 per cent, while the Third World is expanding at a rate in excess of 3.0 per cent. Canada's population increased at an annual rate of 1.7 per cent over this time period. *World Urbanization*: The degree of urbanization varies from 83 per cent for Australia down to about 2 per cent for Burundi. These figures should not be interpreted too literally since the concept of an urban area varies greatly from area to area.

A wide divergence like this is due, in great measure, to the enormous difference in birth rates. For the most advanced nations this averages between 16 to 20 per one thousand population. But for the Third World countries—and even in developing nations—the crude birth rate is in the 40-45 range. Due to modern medicine, death rates are more or less equal for all countries regardless of economic development, thus the less advanced nations are experiencing tremendous population growth.

Of the world's 133 urban centres with a million or more population, thirty-four are found in North America, Canada has three. In spite of definitional problems in delimiting urban areas, the 1971 figure of 2.6 million popu-

lation for the largest Canadian cities of Montreal or Toronto is relatively small compared to Tokyo or New York with 12 million people each. Approximately one-fifth of the world's people live in cities of 100,000 or more population, while in Canada the corresponding figure is around 53 per cent.

Taking data for the "city proper," the Yearbook indicates the following as the world's twenty largest cities:

1. Tokyo	9,005,000 in 1969
2. New York	7,798,757 in 1970
3. London	7,703,400 in 1969
4. Moscow	6,942,000 in 1970
5. Shanghai	6,900,000 in 1957
6. Bombay	5,700,358 in 1970
7. Sao Paulo	5,684,706 in 1968
8. Cairo	4,961,000 in 1970
9. Rio de Janeiro	4,207,322 in 1968
10. Peking	4,010,000 in 1957
11. Seoul	3,794,959 in 1966
12. Delhi	3,772,457 in 1970
13. Buenos Aires	3,600,000 in 1970
14. Leningrad	3,513,000 in 1970
15. Chicago	3,322,855 in 1970
16. Tientsin	3,220,000 in 1957
17. Calcutta	3,158,838 in 1970
18. Karachi	3,060,000 in 1969
19. Mexico City	3,025,564 in 1970
20. Osaka	3,018,000 in 1969

This list does not include cities with a very large "urban agglomeration" but a relatively small "city proper". Among those excluded for this reason are Paris, with an urban agglomeration of 8,196,747 in 1968; Los Angeles, 6,974,103 in 1970; Philadelphia, 4,777,414 in 1970; and Detroit, 4,163,517 in 1970.

Declining Fertility Rate in Canada: The most dramatic demographic change in Canada over the 1960's was the decline in the fertility area. This rate is presently about 2.3 or just above the 2.1 level which would give "zero population" growth if continued for about 70 years. Three effects of this phenomenon may eventually work themselves through to the housing and labour force markets.

First, smaller families could have different demand patterns in respect to housing consumption. Whether this is translated into an altered form and size of dwelling unit remains to be seen. Perhaps rising incomes mean that these same families will demand even larger units than before.

Secondly, young families are delaying the birth of their first child as is evidenced through the sharp decline in age-specific

legitimate fertility rates over the 1960's. These rates, which refer to the number of legitimate births per 1,000 married women, dropped 35 per cent for the 15-19 age group and 33 per cent for those aged 20-24. This could mean that the wife would remain working longer after marriage and raise the level of family income. It might be argued that this type of family would find living in some form of multiple unit more in line with their needs than a single-detached dwelling. Coincidentally, multiple dwelling starts rose sharply in the sixties as a per cent of total starts.

Thirdly, a significant change occurred between 1961 and 1969 when live births are matched against the ages of the mothers. At the first year of the decade 70 per cent of births were to mothers aged 30 years or less while by 1969 it had risen to about 80 per cent. For mothers aged 35 years or less, the corresponding figures were 88 and 92 per cent. Since child-rearing responsibilities are ending sooner in a female's life, she can re-enter the labour market earlier than would have been the case a decade before.

Post-War Baby Boom: In addition to the decline in fertility rates and the implications associated with it, mention should be made of the second major phenomenon present in the Canadian population, namely the aging of the post-war baby boom.

It is somewhat interesting to trace the repercussions that this group had on educational facilities in the 1950's and the first half of the sixties. During the second half of the 1960's large numbers of these people began entering the labour market only to find that the supply of jobs was less than the demand for these positions. Furthermore general economic conditions were such that large numbers of workers could not be absorbed easily into the labour market.

The main thrust of this wave will be in the 25-29 age group in the early 1970's and, as a result, will significantly increase the rate of net household formation. It is very much an open question as to what type of dwelling these households will demand but there is some justification to argue in favour of single-detached units. Thus, changes in fertility patterns have resulted in larger family incomes through the ability of both husband and wife working after marriage. After living in an apartment for a few years, these families may be in a better financial position to afford the costs of homeownership. Data for 1971 would indicate a sharp upturn in the rate of starts for single-detached units.

John S. Kirkland

BOOKS

Poverty in Canada
A Report of the Special
Senate Committee
Information Canada \$2.00

This report, and the issues which it raises, are likely to be, at the very least, important discussion points in Canada for many years.

Under part I (The World We Leave Behind) the report starts (Section I) by discussing the various definitions of poverty, and adopts poverty lines somewhat above those of Statistics Canada and the Economic Council of Canada, ranging from an income of \$2,140 for a single person household to \$9,290, for a 10 person household, in terms of 1969 \$. The report then estimates and tries to identify the poor in Canada, some 25% of the population being below the 1969 poverty lines, with the highest rates of poverty falling on the smallest and largest families. Various categories of the poor are identified and discussed—the working poor, the welfare poor, the rural poor and minorities—and various factors affecting the poor are analysed such as fiscal and monetary policies, minimum wage legislation, regional inequalities, and market imperfections.

Under Section 2 the report describes the present welfare system. Under Section 3 it analyses the social services and the lot of the poor as consumers in relation to education, health, housing, the law, the manpower system, and day care centres.

Part II (The World Ahead—A Plan for the Seventies) comes forward with recommendations for the future, the major one being for a guaranteed annual income (GAI) to be granted in the form of a negative income tax. The proposed GAI excludes single persons under 40 and non-Canadian citizens (leaving them to the Canada Assistance Act) and grants a basic allowance ranging from \$1,500 for a single person household, to \$3,500 for a 4 person household and \$6,500 for a 10 person household. For every dollar of income *earned* the basic allowance would be reduced by 70¢ so that a family of 4 earning \$5,000 for example would be unaided, and positively taxed if its income exceeded that level.

While generally supporting and respecting the report, its origins and the idea of a GAI, serious questions arise and remain. Much of the contents in the report consist of assertions (many by well-

known men such as J. K. Galbraith) rather than evidence, and of specific hard cases which would possibly occur by chance even under the most perfect system. Insufficient emphasis seems to have been given to the difference between the rural and urban poor, the former tending to suffer physical hardship, the latter tending to be excluded from general urban society.

The housing problem seems to be exaggerated, and the substantial secular improvement in Canadian housing conditions for all is largely ignored, whilst the net cost of the scheme is a matter of some controversy. Also, having painfully built up the existing welfare system step by step, it seems too simple to dismiss it as a costly mistake, and to expect to cover poverty adequately mainly by one scheme. Although the report seems to have been fairly well researched, there is clearly a need for more fundamental and objective thought and research in this matter, a point that the committee makes in its proposal for a Council for Applied Social Research.

Finally, for those particularly concerned with this field, a comparison with the more radical "Real Report on Poverty" (Hurtig \$2.95, by the researchers who left the Senate Committee) might be of interest. This study seems to take an exploitationary and Marxist view of Canadian society, with the poor as losers in all respects, and (in addition to a GAI) makes proposals for radical changes in works, salaries, professions, unions, corporations and other institutions. Although we probably have a touch of the old Adam in all of us, it is hard to believe that Canadian society is in such a sad state and, if it is, it is hard to see it changing in the massive Utopian (?) ways proposed. Though such studies as this are valuable in calling for attention and action on serious problems such as poverty, beyond a certain point they cast more heat than light on the matter and discourage rather than encourage progress. D. J. Reynolds

BOOKS

The National Gallery of Canada
by Jean Sutherland Boggs,
Oxford University Press,
Toronto 1971.
\$27.50

The author, the present Director of the National Gallery of Canada, chose to compile this book in three distinct parts. The first comprises a sixty-eight page account of the history of the collection from its obscure beginnings in 1881, through 1913 when the Gallery was given its own Act, to the present day. The second part consists of thirty-two excellent colour reproductions of paintings in the Gallery, each accompanied by a page of information and appreciation. The third part presents one hundred and eighty-eight fine black and white plates of works in the collection, including sculpture and photography.

A literary purist may feel that the finished product is really three things—a short historical sketch of the National Gallery, a middle section that can stand alone as a standard art-book appreciation of selected Western paintings, and a final section of catalogue items—the second and third sections held tenuously to the first by way of being illustrations of the acquisitions previously mentioned.

The history of the National Gallery is a heroic tale of the judgement and determination of a few against the formidable odds of meagre resources and a government which, while not completely indifferent, could hardly be called

steadfastly sympathetic. The name of Eric Brown, who served as director from 1910 until his death in 1939, will be remembered as one of the dedicated few. It was he who gave a clear formulation of the aims of the National Gallery "(it) will accomplish worthily its task of fostering and advancing the National Art of Canada and of educating its people to some understanding of the world's artistic achievement." In fact, the Gallery's collection is still predominantly Western art, from the Renaissance on, not world art. For instance, only recently, and through the gifts of Mr. R. Finlayson, has the Gallery begun to expand its horizons to include the magnificent art of Chinese painting.

It must strain one's judgement to make a selection of contemporary art for a National Gallery. Who knows for sure how posterity will judge? Brown himself was opposed to the Post-Impressionists, to Cézanne, to Cubism, and especially to the Futurists. We read with some surprise that there was opposition to the Gallery's support of Tom Thomson and the Group of Seven. Still, the Gallery is bolder than most in its willingness to collect contemporary art and, as reported by Dr. Boggs, since the most unconventional works are shown from the ground floor where they are dramatically visible from the street, the Gallery is often accused of, or complimented on, being a museum of modern art. She states the problem thus: "We buy modern art in the hope — even on the gamble — that it will represent our time for the future."

The general problem of what to buy seems to be a matter of toeing a line between what is historically representative (the work of art as an expression of its time) and what is aesthetically good (the intrinsic, aesthetic value of the work of art). To these Dr. Boggs seems to add another criterion, one that reflects a horror that the Gallery may become a dull repository of respectable art, staid and dead. Her antidote is to enliven it by jolts of life in the raw. About the Jordaens "As the Old Sing" she writes "(it) caused such a sensation by its very vulgarity and sensuality — qualities hitherto lacking in the collection — that it seemed irresistible to bid for it." She approves of Roualt's "Les Deux Filles," a picture of two prostitutes that "has a certain acknowledgement of reality that the collection lacked," and she deplores that they have "no violent or sensual work by Picasso."

This book is a delight to any art lover and an excellent statement of the growth and present high status of the National Gallery, young, alive, and still growing in Ottawa. E. W. Halfhide

NOUVEAUX LIVRES

Architecture et urbanisme au Québec

par Melvin Charney et Marcel Bélanger

63 pages et 12 pages d'illustrations hors texte, 1971

Qu'est-ce que l'architecture et qu'est-ce que l'urbanisme aujourd'hui? Quelles sont les relations entre les différents groupes d'"aménagistes"? Quelle concurrence y a-t-il entre eux? Quels sont leurs rapports avec les différents niveaux de gouvernement? Voilà les questions, aussi vastes que pertinentes, qui sont posées en filigrane dans le présent ouvrage rédigé par deux spécialistes de ce domaine complexe.

Le coût d'aménagement des zones urbanisées: le cas de la ville de Laval

par Réjane Charles

120 pages, 1972

L'auteur, professeur à l'Institut d'urbanisme de l'Université de Montréal, a mis au point un véritable instrument méthodologique, destiné à fournir aux urbanistes et à tous ceux qui s'occupent d'affaires municipales, des données quantitatives sur les coûts comparés de l'aménagement par zones. Cette étude très fouillée, qui prend pour exemple la ville de Laval, est complétée par trois cartes hors texte.

Le Mésodesign

par Michel Lincourt

230 pages et 103 schémas, 1972

Sous ce titre néologique, l'auteur développe une théorie de l'organisation de l'environnement physique selon laquelle le milieu physique est constitué de trois éléments en équilibre: l'homme (le projectible), l'espace (l'ambient) et le temps (la durée). L'homme étant en soi difficile à changer, le concepteur s'attardera à modifier plutôt le rapport de force entre l'espace et le temps. Le "Mésodesign" constitue une tentative unique de voir la ville avant tout comme une façon de penser et de communiquer.

Ces trois ouvrages sont publiés par les Presses de l'Université de Montréal.

BOOKS SEEN

Designing for the Handicapped

Available from the Society for Emotionally Disturbed Children, 1405 Bishop Street, Montreal, Quebec.

A selection of contributions from eminent architects and others in this field who have had practical experience in planning and building accommodations for the psychologically and physically handicapped.

The Therapeutic Effect of Environment on Emotionally Disturbed and Mentally Subnormal Children

Available from the Society for Emotionally Disturbed Children, 1405 Bishop Street, Montreal, Quebec.

Surveys current research and thought on the effects of architectural form and color in the treatment of emotionally disturbed and retarded children. The findings and opinions of architects, psychiatrists and other professionals are presented. The need for research is clarified and proposals for the future are put forward.



About the Authors/Les auteurs

H. Peter Oberlander is Secretary, Ministry of State for Urban Affairs, Ottawa.

Denis Tremblay est membre de l'Association des Architectes de la province de Québec, Fellow de l'Institut Royal d'Architecture du Canada et membre de la Corporation des Urbanistes du Québec.

Nancy Pacaud lives in Granby, Quebec.

Gabor Szilasi is a professional photographer in Montreal.

Marius Bouchard, Claude Parisel et Pierre Teasdale sont tous trois architectes et professeurs à la Faculté de l'Aménagement de l'Université de Montréal.

Armand Bernard est économiste et spécialisé dans la planification des équipements sociaux; Jean-Claude Marsan est urbaniste et professeur à la Faculté de l'Aménagement.

Margaret West is a Research Associate in the Social Development Operations Division of Central Mortgage and Housing Corporation, Ottawa.

Douglas Richardson is Assistant Professor, Department of Fine Art, University of Toronto.

James Acland is President of the Architectural Conservancy of Ontario.

Gordon Stoneham is film critic for The Ottawa Citizen.

Gordon Stoneham est critique cinématographique de l'"Ottawa Citizen".

Justine M. Lips is a freelance writer living in Ottawa.

Central Mortgage and Housing Corporation, Ottawa

Société centrale d'hypothèques et de logement, Ottawa

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habitat

Volume 15, No. 6, 1972

Table of Contents / Table des matières

2 A Canadian Alternative ? by Paolo Soleri	The author looks at Canada in an uncommon light, then draws some conclusions of his own. These may	be discomforting or exhilarating, depending on your point of view.
8 L'urbanisation en Israël	Problèmes d'urbanisation auxquels Israël a fait face et les solutions que le	gouvernement y a apportées.
12 Open Space as an Urban Resource by E. N. R. Roberts and J. W. Parlour	Are public needs met by the present allocation of urban open space? Technological change, urban structures and public values have all had an impact on the city. Urban open space satisfies	a variety of functions and the need now, say the authors, is to ensure that public needs are met in the allocation of urban open space.
18 Tenants Are People Too by Homer Borland	"Surely" says Homer Borland "it is not in the best interests of the country to condemn a large segment of the popula-	tion, the tenants, to something less than full membership in the community in which they and their families live and work."
21 Au cœur d'une ville nouvelle, la science par Trevor Blore	Lieu de rencontre de l'université et de l'industrie, la ville de Peterlee, en Angleterre, a été conçue selon les plus récentes théories	en matière d'urbanisme, avec la contribution massive de l'informatique.
23 Additions — A Study of Residential Immobility at a Canadian Indian Reserve by Trevor Denton	Why do families move? One reason is to adjust accommodations to increased space needs. But Trevor Denton points out, "Householders . . .	have a choice . . . they can alter their present housing."
26 The Ultimate Grass Root — One human being affecting his environment by Arnold Fullerton	There is an understandable feeling of satisfaction at being able to shape part of one's environment. The Inglewood Community	in Calgary is proud of its efforts in this respect as it now focuses its energies on other efforts to re-shape the city.
28 Day Care in Sweden Today and Tomorrow by Dorothea Teakles	Children make up 43% of the population. What present expectations do we have for them and how does it relate to their place in society as they become older?	Have we thought about a social philosophy relating to child care? Sweden is well advanced in this respect and we can learn from their efforts.
33 Book Reviews		
Design / Conception graphique	Gottschalk - Ash Limited	
Inside Cover Photographs	Cedric Pearson	
Photos de la couverture intérieure		

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**A Canadian
Alternative?**

by Paolo

Soleri



Peter Blake, writing in the foreword to Paolo Soleri's book *Arcology : The City in the Image of Man* says, "Like so many visionary types, Soleri has invented his own language and some of the words in that language won't be found in any English dictionary." Nonetheless, in this article, which was especially written for Habitat, the author challenges us about our future with some of his remarkable ideas and does so with unmistakable clarity.

I will consider two aspects of the Canadian scene :

1. Agricultural productivity and the farmers' isolation.
2. The urban structure with the urbanized society that lives in it.

Both aspects will be looked upon in a light which is not common, but which I find more than just plausible : I would be tempted to say, revealing. I will then draw some conclusions of my own.

I. Agriculture

Canada is one of the most massive assembly line producers of cereal (wheat). An unusual kind of assembly line, indeed, but indisputably one.

The selected seeds (assembly line produced) are sown in strictly controlled ways and patterned at the beginning of a production cycle, pretty well structured and scheduled.

In agriculture, the assembly line attendant is not the farmer. The farmer is the supervisor. The attendants are the genetic codes of the plants cultivated and the climate ; having as a workbench, the soil, and for materials, the minerals, the sun's energy and water. The inner thrust of the seed is the force that reaches out and captures them, organizing the captives according to the genetic pattern they hide within.

One sees a peculiar thing in this kind of assembly line : the product is a more etherealized stuff than the attendant climate and the materials going into its production. The biological out of the mineral world and physical energy : from matter to life. This is at least partially the inverse of the technological assembly line where human "stuff," the attendants, are "consuming" themselves in the production of a hardware ; that is to say, from etherealization to materialization. The following diagram shows the parallel :

The existential loneliness of life is almost fatally ingrained into the existence of the tenuous farming community and the climate is not of any help.

	Farming assembly line	Industrial assembly line
Ends	Food stuff	Hardware
Media	Soil, energy	Raw materials, energy
Attendant	Seed's code, climate	Labourer (man)
Supervisor	Farmer	Job captain
Process	From matter to life	From life to matter

On one side a few bags of seeds produce truckloads of food stuff. On the other, toiling people, the labourers, produce truckloads of hardware.

Though the parallel is unfair because incomplete, (the hardware is supposedly an instrument for etherealization), it points out the necessity of making the hardware not only well but making it only if essentially good, ontologically speaking. Thus, if the hardwares become ends in themselves, the

vectoriality of the process of matter—spirit would be contradicted. In this light, manufacturing goods might literally resolve itself into manufacturing evils. In agriculture—this etherealizing assembly line—evil can only be marginal, if at all conceivable (tobacco).

What of the supervisor of the assembly line, the farmer himself and his family? Is the environmental condition he is in a condition favourable to etherealization? I think not.

The farm environment, even in a less forbidding climate, is not a

cultural environment; that is to say, it is an environment deprived of those aspects that are specifically human inventions—the social and cultural intercourses and the richness of choices, options, and learning they afford to the participant. Nor can the “electronic city” by itself furnish but pale substitutes to the corporality of environmental learning and experiencing the (good) city offers. The existential loneliness of life is almost fatally ingrained into the existence of the tenuous farming community and the climate is not of any help.

II. The City

There are three kinds of forces that can make man behave respectfully toward his environment: 1) coercion; 2) self-interest; 3) reverence for life. Each of these has its own imperative.

For most of us, the coercion way appears undesirable and even unrealistic. For most of us, the reverential way appears utopian and even sterile. It is in fact, the only realistic way; the only truly etherealizing way. The ecological debacle we are in should tell us so.

Coercion

Physically speaking, coercion can produce good results. But those are skin deep and would be at the expense of man's soul. Naturally, coercion has endless camouflages to work with ; economic incentive being but one, and not by any means only or always the case. The imperative in coercion is from the outside and the results are in function of possible punishment. It is therefore the master imperative.

But no matter how fine might be the tuning of the ego, if his aim is and remains motivated by an inner impulse that sees in the outer world only something to control but not to partake in, the respect for the environment will be economic good sense but not much more.

Self-interest

Self-interest overlaps with coercion in the area where self-interest means survival. But it goes far beyond survival in at least two aspects. The driving force is internal not external. The extent of its efficiency is in function of the person's knowledge and "ancestry."

In making one responsible for one's own acts by the self-centeredness of the ego, self-interest extends its action up to the physical boundaries of one's possessions. Only a broadminded ego can connect his own well being with that of others and consequently extend his respect for the environment beyond the one in exclusive control of his will. But no matter how fine might be the tuning of the ego, if his aim is and remains motivated by an inner impulse that sees in the outer world only something to control but not to partake in, the respect for the environment will be economic good sense but not much more. The imperative is, "Be your own master and make the environment show it."

Reverence for Life

Reverence for life is a far more complex incentive toward a coherence of one's self with the outer self. It is the only incentive that can prevent one from falling prey to greed or gluttony and at the same time show as a result, the real fine tuning of the life of man to the existing universe. It is an ontological imperative fully adequate for the journey into creation –etherealization.

The person acting in self-interest will not let things "go to pot," in as much as he identifies with them in terms of economy and status. He cares about the market value of his holdings. If this achieves the

goal of a good maintenance, it also entails all the limitation and grossness of the territorial imperative. It is exclusive instead of being inclusive: it keeps out the whole instead of being of it. That is to say, that as a general condition it negates the existence of the whole (dormitory suburbia). It is thus atomistic, granular, insular: it is expedient. It is in fact, non-con-

gruent with what surrounds it. Furthermore, "My house is my castle," is a functional system when in use: it is a burden when it is only contractual or legal but not functional (not made use of).

The reverential relationship is not a legal-contractual relationship, but an organic, existential one, and the order it fosters is the order of the whole in as much as knowledge permits it. It is an affective interaction and a willful co-operation. It overflows boundaries

is where the economic means find their own justification and man finds fulfillment. One can reverse the slogan, "Cultivate your learning so as to be successful," and say, "Your 'success' will lead you into learning or will lead you into nothing at all." By "learning" is meant here the sensitization of one's consciousness and the access to the creative universe, the universe of Homo sapiens.

For the city to be more than just a clever enclave for action, it has to be a lovable environment capable of inspiring reverence.

The American continent is very much in the hands of a society that has made self-interest into a fetish.

of space and time: it is evolutionary.

The city must count on and permeate itself with this third kind of environmental respect in which the concept of ownership itself is etherealized and becomes the ownership of the mind: we own what we know and what we know is inseparable from the self. For the city to be more than just a clever enclave for action, it has to be a lovable environment capable of inspiring reverence.

One of the necessary ingredients generating the reverential relationship is the conviction on the part of the citizenry that there is more to life than the economic solvency of society. Homo economicus is justified by Homo sapiens and not vice versa. In other words, the urban milieu must become an intensely cultural milieu because that

If we try to bridge across the two frameworks—the one of the farmer, and the one of the city dweller, both seeing man transcending matter—and try to come down to earth in search of the right instrument, on an earth whose climate is forbidding for months on end, one lands realistically and pragmatically onto the arcological milieu. There, the Canadian farmer, the etherealizer of stone, earth, and light, and the Canadian urbanite, reverentially aware of what contains and sustains him, find the instrument and the devices for the development of their lives.

If this milieu is missing, the farmer will see his life stunted by isolation, cultural deprivation and hibernation. The city dweller will go on not realizing that what he is missing is almost all of what he unconsciously seeks: a friendly, blossoming urban life, not coerced into fringe performance by an obsolete lay out, the slavery of bad logistics, the squalor of laissez faire, the economic imperative, and the inclemency of the climate.

The state of the "urban art" must then be lifted from the desolate landscape of greed into the human dimension of grace—a "functioning," "delivering," "performing," living grace. A most difficult and most exhilarating task.

The American way is overpowering and spell-binding. It can be dealt with only if a far more powerful ideal sustains the soul of the people making up the Canadian society.

This milieu is the arcological city-scape, pulled together, self-contained, acclimatized, alive with people going about the "business" of living, learning, producing, worshiping, creating, performing, throughout the year on the edge of the endless land upon which the seasons play their awesome and often inhuman cycle.

The American continent is very much in the hands of a society that has made self-interest into a fetish. The holy ground cannot be questioned without incurring the anathema of capitalism and laissez faire. Things are bad enough now to show the myopia and the utopias of the American pragmatism. It is the pragmatism of practicality not the pragmatism of reality. As the state of affairs is so poor if not so bad, it would be all the more important and regenerative if half of the continent, the Canadian half, would lessen its pride for the practical and would move away from the "American dream," toward a reverential and real rela-

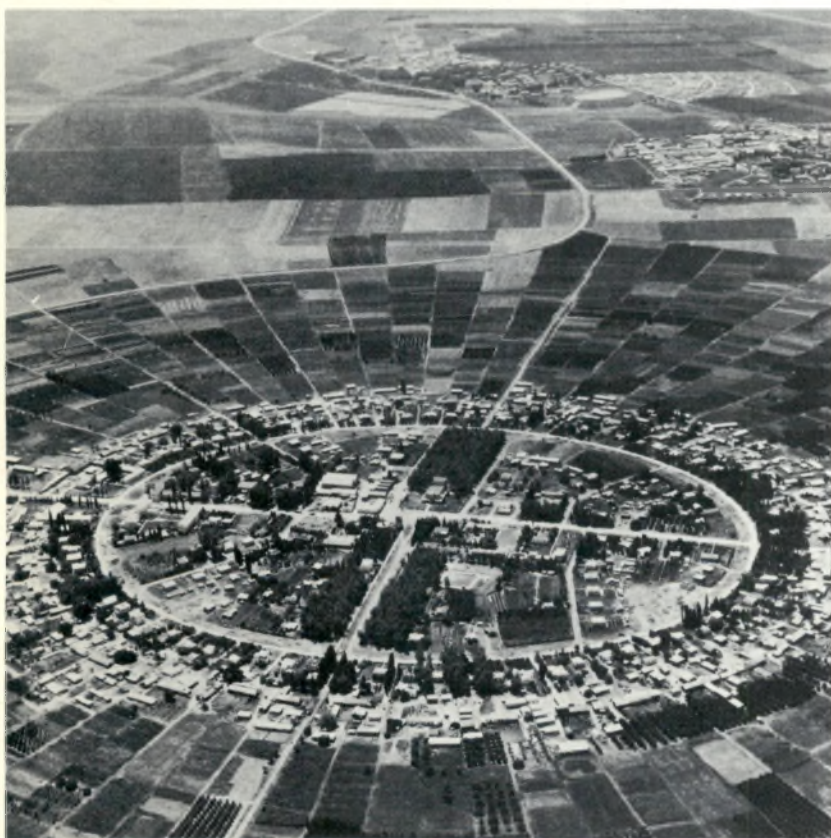
tionship with the earth. The American way is overpowering and spell-binding. It can be dealt with only if a far more powerful ideal sustains the soul of the people making up the Canadian society.

Upon surveying the alternatives, which cannot really be found in political manipulation, even those of the highest order, it seems that the true avenue is the reverential one always personal and collective in one. Nor is this the avenue of the meek and the pious but the difficult and rigorous road of true compassion. By it, the challenge of nature, of technology, of a complex and troubled society, can and in time must be responded to, and the response, if it is to be con-

gruent with the past and with the evolutionary thrust cannot but be toward etherealization, away from materialism. Etherealization is to be "transported" by the best instrumentalities we can afford. Instruments can only be effectively found in the urban context. The state of the "urban art" must then be lifted from the desolate landscape of greed into the human dimensions of grace—a "functioning," "delivering," "performing," living grace. A most difficult and most exhilarating task.

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L'urbanisation



en Israël

par Bernard Vachon

L'image d'Israël

Comme c'est le cas de nombreux étrangers, l'image qui me venait à l'esprit lorsque je pensais à Israël était celle d'une terre miraculeuse, fertilisée et industrialisée par un peuple fort du désir de la façonner en une entité à laquelle chaque Juif pourrait dorénavant s'identifier avec fierté. Cette image d'Israël on la retrouve dans les fastueux hôtels en bordure de la Méditerranée, dans les vastes espaces arrachés au désert où fleurit l'oranger et enfin, dans des villes aux conceptions les plus avant-gardistes mises en chantier dans les coins les plus rébarbatifs. Beaucoup d'Américains et d'Européens imaginent sous cet aspect seulement ce pays qui vient à peine d'atteindre sa majorité. La réalité a bien d'autres facettes.

Israël, terre de contrastes

Les géographes ont aujourd'hui tendance à minimiser l'influence des éléments naturels sur la répartition et le mode de vie de la population. On ne peut toutefois nier cette influence dans le cas d'Israël et les autorités tentent de la combattre par des efforts d'urbanisation et de modernisation à l'échelle du pays.

Après la guerre d'indépendance de 1948, la majeure partie des immigrants s'acheminèrent vers la côte pour aller grossir les centres urbains comme Haïfa et Tel-Aviv. C'est pour diminuer cette concentration de population que dès 1951, le gouvernement préconisait une politique de dispersement de la population. Le caractère rébarbatif des éléments naturels a rendu ce processus de peuplement artificiel particulièrement long et difficile. Cette politique a pour but d'empêcher que ne s'accroisse davantage le contraste entre la côte et l'arrière-pays. L'univers qui sépare le campement du bédouin nomade et illettré, au sud de Jérusalem, de l'Institut de recherche nucléaire de l'Université de Tel-Aviv, caractérise très bien les différences profondes entre le nord et le sud de ce petit pays.

L'emploi des techniques les plus modernes dans certains secteurs contraste violemment avec l'emploi de méthodes tout à fait archaïques dans d'autres domaines. Ainsi dans le domaine de la construction, on élève les maisons selon des méthodes qui prévalaient il y a plusieurs siècles : un maçon du 17^e siècle se sentirait parfaitement à l'aise dans une équipe d'ouvriers d'aujourd'hui.

À Jérusalem, par respect de la tradition, une loi d'urbanisme oblige à n'utiliser que de la pierre naturelle comme matériau de revêtement extérieur. Pour cette raison, il n'est pas rare de trouver sur un vaste chantier 100 à 200 tailleurs de pierre réunis sous une grande tente.

Les statistiques montrent que la productivité dans le secteur de la construction n'a augmenté que de 3 à 4 p. 100 par année, alors que le taux d'augmentation dans le reste de l'économie doublait. Afin de remédier à cette situation, le gouvernement s'intéresse de plus en plus aux diverses méthodes de construction industrielle et de production en grande série.

Les Arabes vivent dans des quartiers anciens, tel le quartier arabe de la vieille cité de Jérusalem, et perpétuent des traditions et un style de vie qui s'intègrent mal au mouvement de modernisation. Il en va de même pour les Juifs établis depuis déjà un certain temps.

Les forces d'urbanisation au service de l'idéologie sioniste

Dans le contexte de la proclamation de l'indépendance, chaque nouvel immigrant est considéré comme un apport essentiel et vivifiant. Les portes sont toutes grandes ouvertes aux Juifs du monde entier et, selon la Loi du Retour, décrétée en 1950, la citoyenneté israélienne est accordée de façon automatique à tout immigrant juif. C'est par vagues que l'on répondra à cet appel : dans les 30 mois qui suivront la proclamation de l'indépendance, soit du 15 mai 1948 au 31 décembre 1951, 690,000 immigrants seront accueillis en Israël.

Occupé à l'apprentissage de l'administration nationale après les années de protectorat britannique, le nouveau gouvernement n'avait pas encore de politique bien définie quant à l'intégration de ces milliers de nouveaux arrivants. La majeure partie d'entre eux allaient grossir les centres côtiers où le problème du logement était partiellement résolu en installant des milliers de familles dans d'anciens camps militaires de l'armée britannique. Très tôt, cependant, l'État prit conscience que ces flots d'immigrants pourraient contribuer à assumer une répartition plus équilibrée de la population sur le territoire et ainsi permettre une mise en valeur de tout le pays.

La stratégie qu'on adopta et qui allait se traduire par la publication d'un Plan national en 1951 fut celle d'un programme de régionalisation basé sur l'établissement d'un réseau de villes nouvelles à travers le pays. Pour donner suite à cette politique de dispersion de la population, quelque 30 villes nouvelles furent fondées. Certaines d'entre elles ont littéralement été construites dans le désert ; Arad, par exemple, qui se trouve à une heure de route environ de la mer Morte, se dresse en plein cœur du dé-

sert du Negev. On imagine assez facilement les problèmes rencontrés lors de la construction de ces villes, en ce qui concerne particulièrement l'approvisionnement en eau et le transport des matériaux. Mais ce sont là des obstacles qui n'effraient plus depuis longtemps les Israéliens.

Toutefois, ces noyaux de développement n'allaient pas provoquer d'emballement chez les nouveaux arrivants. La côte demeurait toujours la préférée, mais le gouvernement, par l'intermédiaire du ministère de l'Habitation, allait jouer un rôle important en favorisant davantage la construction domiciliaire dans les villes nouvelles au détriment des grands centres comme Tel-Aviv et Haïfa. Ainsi, un immigrant désireux de s'établir à Tel-Aviv ou à Haïfa, devait passer jusqu'à 4 mois dans un hôtel avant de trouver un appartement.

Les politiques d'habitation

L'encouragement à l'immigration a entraîné une augmentation de la population d'Israël de 879,000 en 1948 à 3,001,000 en 1970 ; un des problèmes majeurs auquel le gouvernement a dû faire face fut celui de la construction domiciliaire. Comme l'affirme un récent rapport, "bâtir pour les nouveaux immigrants est devenu la quintessence de la politique d'habitation". Et ceci à un point tel qu'on se préoccupe très peu de rénovation : de 1948 à 1970, le gouvernement a construit 202,059 logements pour les immigrants alors que 11,950 seulement étaient touchés par les politiques de réaménagement et de rénovation. D'autre part, il fut décidé que très peu d'hôtels et d'édifices à bureaux seraient construits au cours des prochaines années pour éviter de disperser le potentiel de l'industrie de la construction.

En plus du grand besoin de logements créé par l'arrivée de tant d'immigrants, une autre cause explique le caractère restrictif de l'industrie de la construction : la majeure partie du budget alloué à la construction domiciliaire provient de fondations et de dons recueillis à travers le monde et précisément offerts au gouvernement pour loger les immigrants. Durant notre séjour, le "Jerusalem Post" annonçait que le gouvernement américain venait de voter la somme de 845 millions de dollars pour Israël dont 85 millions devaient être employés à loger les immigrants soviétiques.

Au cours des années 50, les premiers efforts d'urbanisation ont été profondément influencés par les nouveaux

concepts de l'urbanisme britannique. Les premières villes nouvelles ont été conçues dans le style des cités-jardins sans s'inquiéter outre mesure de l'aridité du climat. On a construit des maisons en terrasse et des maisons jumelées en quantité. Aujourd'hui, on construit de nouveaux édifices sur les emplacements des espaces verts qui ne sont demeurés verts que sur les plans, et on construit surtout des îlots d'appartements dont les densités de population sont passablement élevées. En dehors des "auberges" où sont accueillis pour 3 à 6 mois les nouveaux immigrants dans l'attente d'un emploi régulier (on leur y enseigne l'hébreu), il n'y a pour ainsi dire pas de logements à louer en Israël. Le gouvernement estime que l'achat d'un appartement par un immigrant contribuera à lui donner un sentiment d'appartenance à son nouveau pays d'adoption.

Les coûts de production ont récemment subi les effets d'un climat inflationniste et, même si le sol est nationalisé dans une proportion de 90 p. 100, le coût d'un logement en Israël est très élevé et son paiement constitue un élément important au budget mensuel de chaque ménage. Diverses formules de paiement sont cependant offertes aux acheteurs, définies d'après les caractéristiques socio-économiques du chef de famille.

La politique du gouvernement est de fournir une assistance financière individuelle en réduisant les paiements et en les répartissant sur une longue période plutôt que de supporter par des subsides, les ensembles résidentiels pour familles à faibles revenus.

Des conceptions d'urbanisme et d'architecture d'avant-garde bousculées par l'urgence des événements

Aux yeux de l'observateur il ne fait aucun doute que l'urbanisation est planifiée en Israël. Toutefois, la pression exercée par l'"aliyah" compromet parfois les buts. Ce qui faisait dire à monsieur D. Yanir, urbaniste responsable du district de Nazareth, qu'il est phénomène courant en Israël de "planifier pour 7 mois et de construire pour 17". Il soulignait ainsi l'ampleur des problèmes créés par l'irrégularité des mouvements migratoires. Cette course contre le temps où s'opposent les ressources humaines, financières, matérielles et les groupes d'immigrants a toutefois l'avantage de recevoir l'appui total du gouvernement.

La dénomination accordée à quelques départements du ministère de l'Habitation est éloquent en elle-même : Département de la Recherche socio-économique, Département de l'Organisation (Programming Department) duquel relève l'équipe de planification à long terme ; à ce ministère est aussi rattaché l'Institut pour la Planification et le Développement. Des liens étroits sont entretenus avec le Centre de recherches urbaines et régionales d'Haïfa. Le Conseil de la Planification économique et le ministère de l'Intérieur sont aussi profondément engagés dans les questions urbaines.

Au niveau de la planification locale, on élabore généralement un plan d'urbanisme qui possède assez de souplesse pour permettre des réajustements au cours des années. Les premiers plans britanniques, à cause de leur statisme, se sont avérés, tout comme en Angleterre d'ailleurs, incapables à intégrer les changements d'ordre socio-économique. Ces plans définissent des normes auxquelles doit se conformer le secteur privé qui est responsable de près de 50 p. 100 de la construction des nouveaux logements.

L'unité de voisinage (neighborhood unit) est la pierre angulaire de tous les plans directeurs produits depuis 1951. Ce concept d'urbanisme, qui est réalisé avec passablement de succès, consiste à créer des zones résidentielles passablement homogènes et pourvues de l'équipement et des services de nécessité quotidienne (écoles, magasins, cliniques, églises, parcs . . .) ; suivant la règle de Radburn (développement urbain entrepris au New-Jersey au cours des années '20), on tend à dissocier le plus possible la circulation des véhicules de la circulation des piétons. Grâce à la conception de ces unités de voisinage, il y a une distance raisonnable entre le lieu de travail et le lieu de résidence. Toutefois, parce que le sol est précieux, on a tendance à construire à des densités nettes supérieures à celles que l'on reconnaît généralement comme seuil d'optimalité.

Côté terrains de jeu pour jeunes enfants, on peut déplorer le manque d'espace et d'équipement. Les aires de stationnement sont également trop exiguës et semblent davantage répondre à une situation immédiate qu'à celle qui prévaudra dans quelques années ; il est à souhaiter que les problèmes auxquels ils devront faire face n'entraîneront pas le sacrifice des espaces récréatifs.

Photos :

- 1 *Vue aérienne de Nahalal*
- 2 *La tour Shalom à Tel-Aviv est l'un des plus hauts édifices de l'est.*
- 3 *Ensemble résidentiel dans le quartier Samat Eskol à Jérusalem. Une loi d'urbanisme oblige à utiliser la pierre comme matériau de revêtement à Jérusalem.*
- 4 *Construction en terrasses à Nazareth, s'harmonisant avec le relief.*
- 5 *Dimona - ville nouvelle fondée en 1955 dans le désert du Negev.*

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L'intérêt que l'on porte à la qualité de l'environnement résidentiel est reflété dans la nature de certaines recherches entreprises au Centre d'études urbaines et régionales rattaché au Technion (Institut de Technologie) d'Haïfa. Grâce à une subvention de la fondation Ford, le professeur B. Givoni dirige depuis 9 mois une recherche sur la ventilation en milieu urbain, une question très importante dans un climat semi-tropical. Un autre professeur poursuit une recherche en acoustique en milieu urbain. Les travaux entrepris jusqu'à présent ont porté sur la perception des bruits et leur impact sur le comportement psycho-social des individus. D'autre part, des travaux sur la résistance de combinés métaux-béton ainsi que sur les propriétés du plastique comme matériau de construction sont aussi en cours.

C'est toutefois sur le plan architectural que les réalisations sont les plus emballantes. Israël ne produit pas de bois d'œuvre et sa gamme de matériaux synthétiques n'est pas encore très développée. Par contre, il y a d'abondantes réserves de sable et de pierre. Avec le sable on obtient du béton, avec la pierre on a un excellent revêtement extérieur. Si depuis les temps les plus reculés la pierre a été utilisée, l'emploi du béton est beaucoup plus récent. Certains pays en font un usage de plus en plus grand tels la France, l'Angleterre, le Canada, mais peu avec autant de diversité, d'ingéniosité et de grâce qu'Israël. L'audace et le style dont fait preuve l'architecture de plusieurs édifices récents sont tout à l'honneur des architectes israéliens.

La visite d'appartements, d'hôpitaux et de maisons de repos nous a permis de constater à la fois le caractère fonctionnel et le sentiment de sécurité que dégage l'intérieur de ces constructions. Un appartement de 4 pièces comporte toujours des limites mais à l'intérieur de celles-ci une multitude de variantes sont possibles et celles réalisées dans les édifices visités nous ont paru plus que satisfaisantes. De plus, l'architecture israélienne s'adapte très bien au caractère accidenté de la topographie, comme en témoignent les maisons en terrasse.

Bilan et perspectives

En Israël, une politique rationnelle de développement en matière d'urbanisme avait été élaborée pour permettre l'intégration de milliers d'immigrants et le peuplement de l'arrière-pays. La création d'un réseau de villes nouvelles devait constituer des noyaux de développement et des centres d'accueil pour les immigrants. Or ce programme n'a pas donné les résultats attendus. Malgré le peuplement relativement rapide de plusieurs villes nouvelles, 50 p. 100 seulement des nouveaux immigrants s'y sont

installés et le développement économique régional dont elles devaient constituer l'amorce se fait encore attendre dans plusieurs régions secondaires.

Selon le professeur Nathaniel Lichfield du University College de Londres, mandaté par le ministère de l'Habitation pour faire une étude rétrospective du programme des villes nouvelles, trop de chantiers urbains ont été entrepris et en des endroits trop isolés du territoire.

Étant donné les structures démocratiques du gouvernement d'Israël, seules des mesures incitatives pouvaient appuyer le choix spontané des nouveaux arrivants, si bien qu'aujourd'hui les statistiques révèlent un clivage socio-économique marqué entre les populations des villes nouvelles et celles en bordure de la côte. Le niveau moyen de scolarité dans les villes nouvelles est de 5.9 années alors que la moyenne nationale est de 7.8. Le pourcentage de ceux qui ont reçu une formation supérieure au niveau secondaire est de 4.8 p. 100 comparé à 14 p. 100 à l'échelle nationale. De façon générale, les conditions socio-économiques qui prévalent dans les villes nouvelles reflètent la présence d'une forte majorité d'immigrants qui sont souvent sans formation, sans habileté technique ou professionnelle et mal adaptés au style de vie moderne. On a également observé que ces populations avaient une faible productivité.

Ces conditions, auxquelles s'ajoute un pouvoir d'achat limité, ne sont pas de nature à favoriser l'implantation de nouvelles entreprises de telle sorte que le rôle polarisant qu'on avait anticipé pour ces villes est sérieusement compromis. D'ailleurs, ceux qui en ont la chance quittent ces lieux isolés pour des centres plus dynamiques où ils trouvent de plus grandes chances d'avancement.

Conscients de ces problèmes, le Conseil de la planification économique et le ministère de l'Intérieur travaillent depuis un certain temps déjà à l'élaboration de nouvelles stratégies qui tiendront compte des ressources disponibles et des politiques nationales en vigueur. Cette approche en profondeur qui pourrait nécessiter des modifications importantes à la législation urbaine actuelle, intègre de façon plus complète que les plans précédents les dimensions économiques et sociales. Quatre stratégies ont été développées, et celle qui sera appliquée pourra être une combinaison de deux ou plus d'entre elles. L'avenir urbain d'Israël semble très prometteur.

4



5



Open space as an urban resource

E. N. R. Roberts and J. W. Parlour*



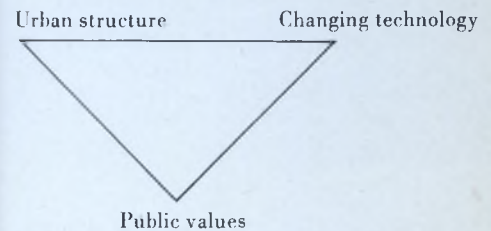


Introduction

Few changes have had more impact on Canadian and American cities than those relating to advances in methods of urban transportation. The streetcar, the automobile and the rapid transit system has each left its mark on the city through route patterns and building development.

Generally, the technological advances of one system have not been particularly well suited to those of its successor. Each has an inherent obsolescence that goes beyond the physical plant of the city to methods of administration, public financing and the institutions controlling and developing land.

In thinking about the future quality of the urban environment, the knowledge that it is seriously affected by the two related factors of technological change and the urban structures produced by it, must be considered. There is also a third factor: changing public values. This relates to the other two in a triangular feedback:



Thus, public values affect the city and leave their mark on it just as technology and actual physical structures do.

The nature of open space

The greatest extent of urban open space tends to lie in the public domain and hence is outside even the imperfect functioning of private land market mechanisms. Frankel and Good have said:

"Public open space is a good which satisfies social wants, it is not paid for through market prices and therefore measure of consumer satisfaction cannot be gathered through a market price".¹

The absence of even an inefficiently functioning public land market and the pressure of highly competitive private land demands (e.g., residential, industrial, commercial and transportation) which can be expressed (albeit inefficiently) through market mechanisms, have resulted in public open space allocation decisions being vested in the authority of public agencies. Suffice it to say that public open space allocation decisions tend to rely heavily on the ability of public agencies to interpret public needs and expectations. These "extra-market" decisions are based upon criteria which have yet to find effective surrogates for the criterion of market price which is so influential in the private sector. Partly because of this, the future of urban open space is in danger from high and increasing land values and the increasing requirements for urban land to meet residential, commercial, industrial and transportation development demands.

¹Research Branch, Ministry of State for Urban Affairs, Ottawa. The opinions expressed in this paper are those of the authors and do not necessarily represent those of the Ministry.

... the latent function of the use of all open space in the social context is to provide the user with certain social satisfactions such as those derived from active and passive recreation, participation in the community, role fulfillment and so on. It is in order to meet such needs that the form and distribution of open space should be planned.

The problems of efficient allocation of land in the public domain are compounded by the fact that land is a resource which exhibits a number of special characteristics:

- It is exhaustible, limited and non-renewable.
- The non-homogeneity of land effectively prevents the perfection of allocation through the workings of a competitive market.
- The market price for land tends to relate the relative scarcity of land to its present demand at today's prices, i.e., the land market does not reflect the limited nature of the resource.
- In some areas the close proximity of open spaces (especially parks and pedestrian malls) to residential and commercial development can have a significant impact on property values. These benefits which accrue to property regardless of ownership are sometimes called "externalities of non-consumption."

These characteristics effectively invalidate the application of much of the traditional types of economic approaches to the allocation of land to meet public demands.

The functions of open space

The use of urban space may be seen as a process of social interaction with the urban environment; social in two senses. Firstly, the latent function of much of this activity is concerned with satisfaction of social needs, such as role fulfillment, rather than basic life support. Secondly, the nature of the interaction between an individual and his environment is highly specific to social and cultural characteristics of the individual. This process occurs within the dynamic context of the changing relationship of values, technology and the environment. As we will emphasize throughout this article, the latent function of the use of all open space in the social context is to provide the user with certain social satisfactions such as those derived from active and passive recreation, participation in the community, role fulfillment and so on. It is in order to meet such needs that the form and distribution of open space should be planned.

Open Space as an Amenity

Open spaces in cities fulfill a very important design function. Urban form describes the physical composition of the urban area in terms of the location, bulk, spacing and shape of buildings, and the distribution of open spaces and their associated activities, whereas urban design is concerned with the conscious organization and interrelationship of the many urban systems and is hence inextricably interwoven with an understanding of urban functions and processes. René Dubos² has pointed out that urban environmental variety is essential to biological and social development and adaptability. There is also the social value of variety ascribed to by Edward Hall³ who mentions the need to accommodate a wide variety of cultural differences in a wide variety of spatial use. Some authors have maintained that planners must provide for an ever increasing variety of life styles which vary according to age, culture, work, personality types,

each of which require a different spatial organization.⁴ Others have stressed the psychological value of variety and complexity in the urban environment and the implications of the need for variety on urban design.⁵

Natural Environments in an Urban Setting

There are many urban open space sites whose conservation has not in the past been socially, economically, culturally or even politically justified. Ian McHarg⁶ has developed a complete planning procedure based upon the premise that "nature knows best". He has attempted to explain and evaluate urban planning according to ecological "principles" embodied in what has been aptly described as the philosophy of "ecological determination".

This approach recognizes the intrinsic intolerance of certain natural environments (e.g., flood plains and marshes) to various forms of urban development and also maintains that the conservation of distinctive physiographic features both typical and scarce, as well as the conservation of distinctive urban wildlife habitats, is justified on the basis of the premise that contact with nature in the city has real psychological and emotional value for urban dwellers. Planning methods based on McHarg's approach have not been perfected and it seems unlikely they will. The ecological approach has, however, succeeded in including explicitly into the planning process ecological constraints and has recognized the need to include such factors as recreational, historic, scenic and conservation values into the planning process.

Urban Open Space Recreation

Since this article is concerned with urban open space, we have presented what we regard as the major characteristics which distinguish urban parks (neighbourhood and local) from ex-urban parks (regional and national). These characteristics are summarized in Table 1.

Planners, park lovers and civic administrators, dedicated conservationists and other "concerned" groups have written and spoken at length about parks and recreation. However, an extensive review of the literature reveals a bias towards research on ex-urban open space and recreation which is difficult to comprehend.⁷ Even those studies which have focused on urban open space reflect a professional bias and a distinct lack of sound research (especially sociological) about the needs, desires and aspirations of urban dwellers for urban parks. Most urban planners, park administrators and conservationists have been advocates of a particular point of view or of a specific course of action; they have, in general, been unconcerned with analysis of those social, cultural and economic factors which should direct urban open space allocation decisions.

Social and cultural specificity

People vary in their needs, desires and opportunities for social interaction with the environment producing a social and cultural specificity of urban open space demands. The sociological concept of life style, based on the emphasis which

Table 1
Comparison of the Characteristics of Urban and Ex-urban Parks

<i>Characteristics</i>	<i>Urban open space</i>	<i>Ex-urban open space</i>
Use Frequency	Used very frequently Used daily by many urbanites	Used infrequently, i.e., weekly or monthly
Duration of Visit	Short, few minutes maximum of few hours	Long, whole day, weekend or perhaps longer for vacation
Seasonal Use	Used all year round	Seasonal, mainly summer use
User Orientation	Pedestrian	Automobile
Activity Use	Intensive use. Many small space consuming activities	Extensive use
User Costs	Generally inexpensive	Generally expensive
Age of Users	Serves all age groups; young and old alike	Generally restricted to young and middle age groups

an individual places on the various roles available to him, is the summation of much of this variation. Characteristics such as age and sex; social class; income and occupation; values and education; ethnic origin of recent immigrant, etc., are important in defining life style. Each of these characteristics is significant to the manner in which an individual perceives needs for certain qualities of the environment and opportunities to satisfy those needs in his surroundings.

The Perception of Urban Open Space as Opportunity

Any given item of urban open space is seen by an individual according to his needs and tastes. His use of a facility will be influenced by his perception of it as an opportunity and his ability to take advantage of it.

William Michelson has set out a framework of four barriers through which the recognition of opportunity must pass. These are:

- opportunity or physical accessibility;
- perception or awareness;
- interpersonal norms;
- culturally learned environmental use.⁸

The individual in the city is confronted by a large and complex environment, comprising an infinitely large set of potential or objective opportunities. A choice is made from a subset of subjective or real opportunities whose bounds are defined by his knowledge of the existence of the facilities, and his accessibility to them. The four sets of factors which affect open space use are shown in Figure 1. These factors are:

- a. The location of the open space in relation to the objective spatial structure of the environment (the ground location of all facilities, such as roads, houses, other open space).
- b. The nature of the open space, the potential opportunities it can afford (courting area, tot-lot, playground, walking the dog, strolling, etc.).
- c. The location bases of the individual relative to the objective spatial structure of his environment, e.g., commonly used locations such as home, work, school, etc.
- d. The nominal status characteristics of the individual, his age, sex, income, stage in life cycle, occupation, etc.

If an individual arrives to live in a strange

city, he begins by moving to and from his base locations along paths he has found. Along the way he acquires a subjective knowledge of his opportunity set. From this set of opportunities he chooses in some fashion those he will take up. In both the learning process and the selection process, he is constrained both by the cultural filter box and by his base locations. Each successive action extends or reinforces his image of the available opportunities from which his next selection will be made.

The individual's ability to select a particular opportunity at any stage is finally constrained by its accessibility. Ground distance is a coarse measure of accessibility since the friction of distance is user specific for many open space uses, and there is frequently a short cut-off on distance suitable for travel.

Accessibility may be determined by such factors as age, health, income and climate. Conceptually, the range of activity patterns for an individual may be seen as falling into a number of categories according to distance travelled (Figure 2) and the ease of substitution between activities both within and between categories. Figure 2 suggests three possible categories: the neighbourhood (walking), the city, and beyond the city. These different categories were referred to earlier in that part of the discussion relating to urban and ex-urban parks. It is clear that the same factors which limit substitution between urban and ex-urban facilities will be effective between neighbourhood and city wide activities.

Controls, regulations and standards

All levels of government have recognized that even the inefficient allocation of urban open space cannot be left to the private land market. To a large extent, the responsibility for choosing among alternative land uses rests with the elected officials who must operate within the bounds of a set of laws and regulations (especially city and municipal zoning by-laws) which, with few exceptions, emphasize the form (or physical attributes) rather than the function (or use orientation) of open space. Poorly specified zoning requirements often result in liberal interpretations of ambiguous open space "standards" (especially for residential development) producing development which fulfills open space requirements with

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The fact that “standards” are supply oriented measures, illustrates one of the major problems underlying the allocation of open space in urban areas.

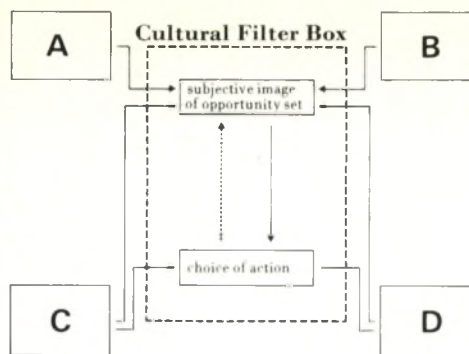


Figure 1

A conceptual model of urban open space use.

- a. location of facility
- b. nature of facility
- c. location of actor
- d. nominal status characteristics of actor

- feedback over time
- major direct relationships

parking lots, concrete driveways and “for-show” areas between adjacent high rises. Many of the problems of urban open space provision could be alleviated through a revision and strengthening of present zoning regulations, regulation of development property subdivisions, municipal taxation policy and the purchase of land for public use.

Decreasing supply and increasing demand for urban land inevitably results in land price escalation. Municipalities, often faced with having to support increasingly costly municipal services on income generated from a relatively fixed tax base, find themselves caught in a fiscal squeeze. The result is often less and less land purchased or set aside for open space and for development into urban parks. Even in those instances where the laws and regulations are sufficiently well defined and funds are forthcoming, there is very little readily available information about how open space should be allocated to meet citizen demands, unfortunately for both the elected representatives who must make allocation decisions and for the citizens who must live and work in the city.

Open Space “Standards”

It is easy to be critical of the open space “standards” used by the various government planning agencies. They are extremely arbitrary and vary from planning board to planning board. In general, they tend to be useless substitutes for much needed open space allocation criteria. They are supply-based measures which are arbitrarily determined, flagrantly misused, and long in need of replacement. They are most obviously misused when quoted on a city or region wide basis as measures of recreational quality.

In these instances, total open space figures can be compared to an arbitrarily determined “standard” and used to argue convincingly against provision of an urban park in a particular area on the basis that the average quota for the city as a whole had been fulfilled. The fact that “standards” are supply oriented measures, illustrates one of the major problems underlying the allocation of open space in urban areas.

Politicians and planners point out that the reliance of present planning methods on “standards” is of major concern. Standards are “quantified statements of supplier goals”⁹ which neglect user and community goals as well as the type and

quality of open space supplied. Moreover, the emphasis on self-improvement and middle class productivity, implicit in the supplier’s leisure concept and goals, excludes too many alternative forms of leisure to serve as the sole basis for community wide open space planning.¹⁰ User goals must be incorporated into the formulation of open space standards. The traditional approach to planning based upon arbitrarily set “standards” is rendered largely irrelevant and ineffective because they are not based on an appreciation of the differences between resident and supplier objectives and values. The critical supply problems must necessarily focus on location in relation to users rather than on quantity *per se*.

In the previous paragraphs, we have frequently referred to “local” or “neighbourhood” public open space which, by definition, must be located in close proximity to the user’s place of residence, if it is to be “used” in a “utility” sense and appreciated for its “amenity” value.

Assuming for the moment that open space is necessary in the urban environment, the planner must answer three questions:

- How much open space is required?
- What type of space is needed?
- Where should it be located to be most effective?

The first question has to be approached indirectly, through answers to the last two questions. In terms of our future research needs, demand studies to assess community requirements have to be carried out and site studies to indicate the distance that individuals are prepared to travel to enjoy or utilize the facility provided. Total requirements will be met only when all potential users have access to the facility type they demand. Only when this condition has been achieved will we know ‘how much’ space was required, and even then the total level of provision will depend on enquiries into further questions of optimum size and site capacity.

Conclusions and recommendations

Research into the diverse roles of urban open space has tended to concentrate on the physical aspects of these roles, effectively relegating open spaces to the oblivion of serving as visual stimuli. This narrow view ignores the many other important contributions that open spaces make to the overall quality of the urban environment.

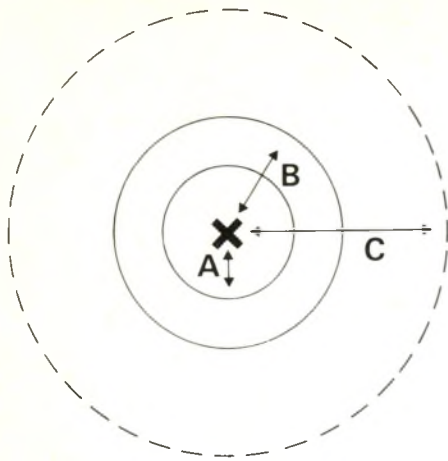


Figure 2
Schematic diagram of levels of activity in the city.

Levels:

- a. Neighbourhood (1.61 kilometres)
- b. City Wide (1.61 kilometres)
- c. Beyond the City (24.15 kilometres)

On the basis of the preceding discussion, a number of recommendations for future work can be made.

Firstly, it is essential to investigate the demands of the differentiated population for local open space, taking into account all variations in tastes and mobility. This would properly be undertaken in the context of the total activity pattern of the individual and the spatial expression of his life style. Thus, it does not deny the importance of the increasing emphasis on ex-urban open space, but begs its consideration as a substitutable element in the total urban opportunity set. Nor does it deny the possibility that urban public open space may become less and less necessary as changes in values and technology permit the individual to satisfy the requirements of his life style in the context of a different urban environment, e.g., through the substitution of private for public open space.

Secondly, there is a need to consider the processes of conservation in the urban context, as manifested in development, non-development or renewal. A start has been made in this area, but open space has a peculiar position in the land market, and its particular vulnerabilities require careful study. Too often the loss of an open area is presented to the public as a *fait accompli*.

Lastly, a simple inventory would not go amiss. A system of land recording comparable between cities, one in which the parcels of land would be identified functionally rather than by broad and meaningless categories, is urgently required.

Parallel to these research recommendations are some directions in which we feel future planning and policy should be directed. Just as research into open space use should be concerned with the total activity patterns of the various users, so design and planning of urban open space must consider the differing demands of individuals, the place of neighbourhood or local recreation in their life styles and the function to be performed by the particular parcel of open space relative to the complement of the urban environment. Some form of flexible standards should be developed which are representative of these conditions. Similarly, planning for the conservation of urban open space must consider the weak position of this function in the land market and allow for this vulnerability, by modification of present legislative provisions if need be.

There is a need to reformulate the present decision making structure in cities to ensure that public needs are met in urban open space allocation decisions. All levels of governments must recognize the importance of the varied and diverse functions performed by urban open space, must give higher priority to open space in relation to other demands, and in so doing provide a wide variety of open spaces within the city so to allow their diverse functions to satisfy the varied demands of urban dwellers.

¹ B. W. Frankel and D. A. Good, *Income Distribution and Incidence Analysis: a Study of the Distribution Benefits of Public Open Space in the City of Philadelphia*, University of Philadelphia, May 1971, (unpublished paper, mimeo).

² R. Dubos, "Man Adapting: His Limitations and Potentialities", in W. R. Ewald (editor), *Environment for Man*, Indiana University Press, Bloomington, Ind., 1968.

³ E. T. Hall, *The Hidden Dimension*, Doubleday Pub. Co. Inc., Garden City, N. Y., 1966.

⁴ W. L. Wheaton, "Form and Structure in the Metropolitan Area", in W. R. Ewald (editor), *Environment for Man*, Indiana University Press, Bloomington, Ind., 1968.

⁵ A. Rapoport and R. E. Kantor, "Complexity and Ambiguity in Environmental Design", *Journal of the American Institute of Planners*, 33, 1967, pp. 210-21. A. Rapoport and R. Hawkes, "The Perception of Urban Complexity", *Journal of the American Institute of Planners*, 36, 1970, pp. 106-11.

⁶ I. L. McHarg, *Design With Nature*, Natural History Press, New York, 1969.

⁷ N. Munro and D. M. Anderson, *An Initial Bibliography on Outdoor Recreation Studies in Canada with Selected United States References*, Dept. of Regional Economic Expansion, Queen's Printer, Ottawa, 1967.

⁸ W. Michelson, "The Case of the Equine Fountain: Local Neighbourhood as Opportunity", *Design and Environment*, Winter, 1971-72.

⁹ J. Gans, *Concepts for Outdoor Recreation Planning*, unpublished Ph.D. thesis, University of Pennsylvania, 1957.

¹⁰ For example, this emphasis excludes by necessity consideration of the recreational needs of young children for such environments as adventure playgrounds and the special requirements of old people for more quiet and non-action use of open space.

A system of land recording comparable between cities, one in which the parcels of land would be identified functionally rather than by broad and meaningless categories, is urgently required.

Tenants Are People, Too

by Homer Borland



Canadians are a diverse people. Although the population is largely of British or French extraction there is also a generous mix of many other cultural groups including native elements. Differences in age, marital status, family size and income contribute further to diversity. Yet, despite these differences, they do have a common denominator. They are all people needing decent homes. They are all either tenants or owners.

In recent years the housing situation in Canada has received wide publicity. The overall effect has been to improve both the quality and quantity of housing available. One of the less (if not the least) desirable and frequently voiced comments has, however, concerned the "unfortunate" increase in rental accommodation as compared to that of homeownership. The inference here is that tenants are less desirable as citizens than owners. This inappropriate opinion is prevalent among the general public, particularly those with owner status and appears to enjoy the support of many municipal officials and elected representatives. The policies of both provincial and Federal governments indicate acceptance of similar views.

Should this misconception be allowed to stand? Is there really any difference between tenants and homeowners as citizens? The answer in both cases is "No," but why?

Tenants shop in the same supermarket as homeowners and pay the same price for goods – they buy the same clothing, furniture, other merchandise and services. They drive the same automobiles, go to the same churches, and enjoy the same TV presentations and other entertainment. They contribute to the same charities, join the same organizations, watch or participate in the same sports. Their children attend the same schools and institutions of higher learning. They suffer the same concerns about economic conditions and the spectre of unemployment or under-employment. Even rents can, in a sense, be equated with mortgage loan repayments. The position of the mortgagee closely parallels that of a landlord.

Through their landlords, tenants pay the same

municipal taxes, including those for schools. Indeed, there is some evidence that because of assessment procedures, taxes on residential rental properties are actually higher than those on owner-occupied properties. Tenants pay the same provincial taxes on sales, gasoline, liquor, tobacco, and the like. They pay Federal taxes of all kinds just as homeowners do. In other words, they pay their way, all along the line, plus possibly a little extra.

Some of our leading citizens are, or have been tenants – the Prime Minister, many members of Parliament, doctors and school teachers in remote areas, clergymen, members of the armed forces, business executives on the move, and many others.

The only real difference between the two is the degree of mobility – a most valuable asset in these days of rapid change. A tenant, regardless of job or profession, is relatively free to move, migrate, or take advantage of employment opportunities, whereas the owner is frequently "locked-in" by ownership. Indeed, on the basis of the educational and broadening effects of travel, the more efficient use of skills and the general improvement of living standards resulting from higher income, a good case could be built giving the superior social position to tenants rather than owners! And it would be a sad day for the growing communities of Canada if ownership was a prerequisite of residency with no provision for tenancies.

At this juncture it would appear quite feasible to acknowledge that "Tenants are People, too" and have a right to equal social status. Before completely accepting this premise however, and to further strengthen the argument, some of the relationships between tenant and community must be considered.

Probably the first important relationship is that between the tenant and his landlord. This is similar to that existing between the homeowner and his mortgagee – with one important difference: the homeowner looks after his own maintenance and arranges for his own amenities. The tenant expects the landlord to



maintain the property and is now demanding more and more facilities to be provided for his use. In return the tenant accepts, usually through a lease, legal and moral responsibility for certain aspects of care and maintenance such as, general cleanliness, replacement of burnt out lights, lawn cutting where applicable, and so on. If either party attempts to exploit the other or shirks their responsibility, trouble arises. Both have "rights."

The legal responsibilities of both parties, with penalties for breach of contract and remedial procedures, are set out in the various provincial Landlord and Tenants Acts. Initially much of this legislation was heavily weighted in favour of landlords, some of whom took advantage of their "rights", but recent amendments have reversed this situation thereby creating an imbalance which needs to be corrected. For example, action against bad tenants is now lengthy and expensive. This will eventually result in higher operating costs and reflect against the good tenants as well as the bad. Good tenants must be protected against the actions of the few bad ones.

The moral obligations are not covered by legislation, but the Urban Development Institute, to which most of the larger landlords belong, has developed a Code of Ethics to indicate their attitude toward their tenants. The Code is not too specific and indeed some points are matters covered by the legislation, such as sub-letting rights and fair accommodation practices. Reference is made to cancellation of tenancy before occupancy and the high standard of maintenance demanded from U.D.I. members. Heavy reliance is placed on the Standards Committee to resolve those problems between members and tenants that cannot be handled directly. The concluding statement of the Code reads, "Responsible dialogue on all matters of common concern is encouraged between the management and resident."

Perhaps it might be useful to develop a Code of Ethics for Tenants to assist in creating and maintaining good relations with their landlords and their

neighbours. The basic tenet could well be that a tenant respects himself, his home and his responsibilities to his landlord and neighbours.

Secondly, the importance of the relationship between tenants and owners and the community, both in the immediate neighbourhood and in Society generally, cannot be discounted. Citizen Participation is a popular theme nowadays. It has as many meanings as there are people. To some it means the "right" to do their own thing or support their own interests, even though they are in conflict with the rights of others. To others it suggests confrontation with the "establishment" on any pretext. But to most it means an honest effort to become involved in the decision making process; to provide a better life by improving the environment. For both it offers an equal opportunity to discharge those responsibilities normally assigned to a "first-class" citizen.

What then can be done to improve the attitude of the public in general toward tenants and tenants toward themselves?

To start with, the mass media and politicians should cease making derogatory remarks about tenants, and actively campaign for the acceptance of tenants as bona fide members of the community. Tenants must make their accommodation truly "homes" for the duration of their tenancies; assist in the good management of the properties they occupy, and make an honest effort to share in the community activities. Landlords must provide proper management in order to prevent development of slum conditions so often forecast by opponents of rental accommodation, and must treat their tenants with the same consideration they expect for themselves.

Surely it is not in the best interests of the country to condemn a large segment of the population, the tenants, to something less than full membership in the community in which they and their families live and work. Full acceptance of tenants as first-class citizens will find a response that will enhance society, for remember . . . Tenants are People, too.

A Proposed Code of Ethics for tenants to assist in creating and maintaining good relations with their landlords might include the following:

- 1 Each tenant will keep his unit clean and tidy, regarding it as his home.
- 2 Tenants will assist in the maintenance of the public areas – corridors, elevators, laundry, garage, grounds etc. – by preventing littering.
- 3 Tenants will see that guests and children observe the above conduct.
- 4 Tenants will show consideration for other tenants in the use of public space and facilities, particularly respecting:
 - the mis-use of elevators, if these are provided,
 - the monopolizing of laundry facilities which are for the use of all tenants. Machines should be left clean, ready for use by the next person,
 - appropriating parking spaces allocated to others, or blocking entrances or driveways,
 - making undue noise from any or all causes, which denies to others their right to "quiet enjoyment",
 - neglect in following directions with respect to garbage disposal, resulting in unsanitary conditions.
- 5 Tenants will watch for vandalism of all kinds and attempt to ascertain the names of perpetrators to protect the right of all tenants to decent accommodation.
- 6 Tenants will report damage of whatever cause to the management promptly, preferably in writing.
- 7 Tenants will carry out the terms of the lease and regulations thereto, including the prompt payment of rent. Reasons for any delay in payment should be discussed with the management to devise mutually satisfactory arrangements.
- 8 To avoid misunderstanding, tenants will discuss problems arising from deviations from, or infractions of the lease, with management.
- 9 In summary, a tenant must respect himself, his home, and his landlord and thus encourage the landlord to respect him, and treat both the tenants and the property in a fair and reasonable way.

Trevor Blore

Au coeur d'une ville nouvelle, la science

Introduction

L'expérimentation des diverses notions théoriques en matière d'organisation communautaire, d'aménagement du territoire, d'urbanisme et de planification, ne cesse d'emprunter de nouveaux sentiers. Les notions en cause ont une portée universelle, et le Canada n'échappe certes pas aux problèmes que de telles notions tentent de résoudre. Il apparaît donc clairement utile de voir un peu ce qui se fait ailleurs afin de mettre à profit l'expérience des autres et de la comparer avec la nôtre quand vient le moment d'aborder des situations parallèles chez nous.

Dans cette veine, l'expérience récente de la ville anglaise de Peterlee peut certes apporter une importante contribution.

Le contexte

Un centre scientifique, qui rassemble l'université et l'industrie, s'est développé à un rythme constant au cœur de la nouvelle agglomération urbaine de Peterlee, dans le nord-est de l'Angleterre. Cette ville est située au bord de la mer du Nord, entre les villes côtières industrielles de Hartlepool (90,000 habitants) et de Sunderland (220,000 habitants), avec un peu plus au nord l'importante agglomération de Newcastle qui compte près de 500,000 habitants. Peterlee est distante de quelques milles seulement de la ville de Durham (24,000 habitants), chef-lieu du comté du même nom.

Ce nouveau centre urbain a déjà transformé le caractère du district rural d'Easington, région charbonnière se composant de 28 villes et villages miniers, dont la population globale s'élève à quelque 80,000 habitants.

L'organisation

Peterlee a pris son essor ces dernières années dans le cadre d'un développement à la fois scientifique, industriel, culturel, social et résidentiel. Le Conseil pour l'Expansion de Peterlee (Peterlee Development Corporation) est l'organisme qui, soutenu par le gouvernement de Londres, a conçu la ville selon les plus récentes théories en matière d'urbanisme.

La ville a officiellement vu le jour en 1971, avec, au départ, une population de quelque 24,000 habitants logés dans des bungalows ou des appartements modernes diversifiés, afin de répondre le mieux possible à un vaste éventail de goûts et de conditions.

L'ensemble résidentiel, organisé de façon à décrire un cercle autour d'un centre urbain très étudié, comporte des artères commerciales d'où a été bannie la circulation automobile, des bâtiments destinés aux bureaux et des installations consacrées aux loisirs. Le Conseil municipal de Peterlee a également affecté neuf hectares aux terrains de jeu pour divers sports.

On trouve aujourd'hui à Peterlee une grande variété d'activités culturelles et sociales, organisées par l'Association des résidents et par d'autres groupes de citoyens. Un terrain de 18 hectares, juste au sud du centre de la ville, est réservé aux loisirs, aux arts et à la culture en général.

De nouveaux ensembles industriels ont été implantés dans les faubourgs du nord et de l'ouest de la ville. Ils ont déjà attiré à Peterlee près de 35 firmes qui s'intéressent particulièrement aux domaines de la construction mécanique légère, des produits chimiques, de l'électronique, des textiles et des produits alimentaires.

Cette ville nouvelle débouche au sud sur un site magnifique: Castle Eden Dene; cette superbe faille boisée, qui descend jusqu'à la mer, a officiellement été désignée comme réserve naturelle. Un éperon, appelé Blunts Dene, s'en détache jusqu'au centre de la ville, et sert d'axe au parc de la nouvelle cité.

Un centre scientifique et technologique

Peterlee s'enorgueillit de son centre scientifique situé dans un vaste parc qui donne sur Castle Eden Dene, mais à l'intérieur des terres. La ville a en effet été officiellement choisie comme futur grand centre scientifique et technologique du nord de l'Angleterre, et comme lieu de rencontre des universités et de l'industrie. Divers instituts de recherche seront édifiés dans le parc et les travaux préliminaires à la mise en service du terrain sont pratiquement achevés.

Le comité consultatif du centre scientifique de Peterlee comporte une importante représentation des milieux universitaires. En effet, quatre des membres de ce comité sont professeurs dans les départements scientifiques des universités de Newcastle et de Durham; à ceux-ci s'ajoutent le recteur de l'Institut Polytechnique de Sunderland et le directeur de l'Institut Polytechnique de Newcastle.

Les deux premiers centres de recherche installés à Peterlee ont rapidement établi des liens avec les universités de la région. Ces centres de recherche ont été fondés par International Business Machines (Royaume-Uni) Limited, et par une compagnie britannique récemment constituée, Economic Models Limited.

Des exemples de la contribution du centre scientifique à l'ensemble:

La compagnie IBM continue à développer son centre de recherche de Peterlee. Elle le fait avec le concours d'une vaste équipe de spécialistes qui étudient la science de l'administration des affaires et les systèmes d'informatique, appliqués à l'administration et à la planification des villes et à l'étude des milieux urbains.

De son côté, la firme Economic Models, dont le démarrage ne date que de 1970, a créé le centre de traitement des données de Peterlee. Le personnel bénéficie du concours d'experts de Newcastle, de Durham et de quelques universités écossaises. Il a par ailleurs accès à un gros ordinateur que se partagent les deux universités locales.

Dans un prospectus publié en novembre 1970, Economic Models explique que sa création a pour objet de faire le lien entre, d'une part, l'expérience des économistes, des économétriciens, des scientifiques et des mathématiciens de l'université dans la recherche avancée et, d'autre part, les besoins en matière de planification de l'industrie et du gouvernement.

Les opérations de la compagnie se fondent sur l'économétrie, c'est-à-dire le rassemblement, l'analyse, l'évaluation et les perspectives d'avenir de tous les facteurs qui peuvent influencer sur l'industrie ou le gouvernement, sur le plan local ou national; ceci se fait naturellement en fonction de la politique en cours ou de la politique projetée pour l'avenir.

Ainsi, par exemple, l'ensemble d'un secteur industriel ou une seule firme peut demander à la compagnie de déterminer quels seront les effets probables d'un changement de politique de production ou de vente. Les spécialistes d'économétrie recueillent alors tous les éléments utiles touchant le secteur industriel donné et les transcrivent en un modèle mathématique.

Vue partielle du centre de Peterlee, ville nouvelle qui a pris un grand essor au cours des quelques dernières années.



Ce modèle passe ensuite dans un ordinateur qui donne les prévisions comparées des effets qu'aurait la politique projetée, selon les diverses hypothèses.

Sur une plus grande échelle, un gouvernement peut, grâce à l'économétrie, se rendre compte des effets probables de l'accroissement projeté de sa défense, par exemple, sur ses autres responsabilités dans les domaines de la santé et de l'éducation, tant du point de vue de l'efficacité que de celui du financement.

Voici un exemple précis du genre de contrat qui a été confié à la firme Economic Models: l'American Medical Association a commandé une étude approfondie du service national de santé de la Grande-Bretagne. Les médecins américains veulent s'informer du mode de financement de ce service de santé et de ses conséquences quant à la disponibilité, la qualité et le coût, tant pour le dispensateur que pour le prestataire. Ils veulent également s'informer des politiques de dépenses et d'investissements et de leurs conséquences sur la main-d'œuvre, l'équipement et les installations; ils veulent enfin connaître le mode de rémunération de la profession avec ses conséquences sur le revenu des médecins et leur disponibilité. Cette étude représente en fait une analyse du rapport coût-efficacité du service national de santé britannique.

Vue aérienne de la zone industrielle du nord-est de Peterlee.



Le Conseil pour l'Expansion de Peterlee a également commandé une étude concernant les industries électroniques et chimiques qui conviennent particulièrement à l'emplacement de Peterlee. Le Conseil espère que sera créé dans son parc des sciences un centre de recherche spécialisé dans l'étude de l'environnement.

Perspectives d'avenir:

Les perspectives d'avenir de la plus remarquable des nouvelles villes d'Angleterre vont dans le sens d'une expansion constante. La première phase de cette expansion consiste en la multiplication des firmes industrielles en liaison avec des départements scientifiques universitaires de plus en plus importants et en l'installation d'environ 30,000 habitants organisés en une collectivité heureuse, bien équilibrée, se distinguant par sa culture, son éducation, ses loisirs et ses sports dans ses espaces verts.

Additions— A Study of Residential Immobility at a Canadian Indian Reserve

by Trevor Denton

During a household survey at a Canadian Indian reserve in June 1967, I discovered that a mysteriously large number of houses had additions made to them. Of the 86 houses which were, or had once been, used as year-round residences at least 50 had additions. Moreover, nine houses had two additions, bringing the total to 59. Why all these additions? The answer forced me to re-evaluate standard notions of residential mobility, and provided a great deal of insight into the housing situation on the reserve.

But first, let's look at the problem from a larger perspective. Why do people change residences? The literature on intra-community residential mobility suggests that they move to adjust their housing to their housing needs. Most studies have emphasized a particular variety of housing readjustment—to increased space needs (see Peter Rossi's classic Philadelphia study "Why Families Move", 1955, Free Press). The literature has come around to suggest, as a result, that householders tend to adjust housing to increased housing space needs by moving.

But this model is unrealistic, as we shall see in a moment. In equating housing readjustment with residential mobility, studies have merged two separable problems. One is what factors bring people to readjust their housing. This has been fairly well researched and the main factors seem to be changing household composition in the life-cycle and moves made to bring housing into line with prestige needs.

The second problem has been left unseen and unstudied. Householders wishing to adjust to increased space needs really have a choice—they can move to more suitable accommodation, or they can alter their present housing.

On what basis do householders decide between these two alternatives—move or alter? This is the real problem to be considered. This is an exploratory article, one aim of which is to encourage more work in housing readjustment in a variety of sociocultural contexts. The ideas which follow emerged from research at a rural Canadian Indian reserve where I carried out a study into various aspects of housing and migration for 15 months in 1967-68. The community (which shall remain unnamed so as to preserve anonymity) had a population of 411 people spread among 84 households in June, 1967. The reserve is in the settled southern portion of Canada and is about 30 miles from a city of 50,000 people. About a dozen villagers commute to steady factory or service jobs in this city. Most men from the village drive out each day to work on a variety of construction jobs. Employment opportunities in the area are good and are supplemented by a thriving craft goods industry in the village. Members of the community are legal Indians but are highly acculturated.

Move or Alter – The Householder's Choice

"Logically" speaking, householders acting to adjust housing to increased housing space needs have a choice between moving to more suitable accommodation and altering present housing.

Several strategies were used to find out if they chose to move. In order to discover what were the reasons for migration, interviews and participant observation were carried out with friends and kin of migrants, returned migrants and migrants living off the reserve. They had reasons but housing space was not one of them. For the most part villagers have moved out for work, to marry a person living elsewhere, to effect a marriage separation, or as children taken by migrating parents or the Children's Aid Society. But, they did not move off the reserve for housing reasons.

If movement out of the village to increase household space has not occurred, what about movement to more suitable houses on the reserve? In order to investigate this, I determined how many household heads had moved to their present house from another which they either owned or which they could have rented as sole occupants. Of the 84 households in June, 1967 there were only 17 cases. Of these 17, only six had moved simply because of dissatisfaction with their housing—and only two of the six had moved within the previous 15 years. The remaining 11 out of 17 had moved for a variety of reasons having little to do with dissatisfaction with their housing.

A still more precise measure of intra-community residential mobility for reason of dissatisfaction with household space was obtained in the following way. Using part of Peter Rossi's design, current village families were separated into recent movers (within the past five years effective June 1, 1967) and other (see Table). Of 79 families, 34.2% were recent movers, but only 1.25% had moved because of dissatisfaction with housing space, whereas a much larger 13.25% had moved for this reason in Rossi's Philadelphia study. Strictly speaking, Rossi's Philadelphia data and the figures from the reserve are not 100% comparable, but are included here because they complement and illuminate each another.

While there was little evidence of movement to more suitable accommodation as a strategy for adjusting housing to housing space needs, there was ample evidence of alteration of present housing. In other words, the housing space needs were present, but the solution varied from what past studies would lead us to expect.

Major alterations were found in only one form—additions. In June 1967, of the 86

houses which were or had once been used as year-round residences, at least 50 had additions to them. In the case of at least nine houses, two additions had been put on, bringing the total to at least 59. In the five years prior to June 1, 1967 seven additions had been made to houses. This amounts to 8.9% when expressed in terms of the 79 families—seven times the number of cases of mobility by families adjusting housing to housing space needs in that time period, and significant at the .035 level (using the binomial test to compute the probability of one or fewer space-extending families out of eight choosing to move rather than alter).

The overwhelming conclusion is that since there were seven times as many additions as cases of mobility to obtain more space, alteration, specifically in the form of additions, is here the primary mechanism used to adjust to increased housing space needs.

Why Additions

Why is it that villagers clearly prefer to alter present housing via additions rather than move to more suitable accommodation? The facts indicated that a householder does not move away from the village simply for reasons of housing, thus deleting inter-community mobility as a possible choice.

A number of factors act together to discourage intra-community mobility. One such factor is the small number of houses vacant at any given time. In June, 1967 four houses were vacant but none was available for sale, trade or even rent. Two of the houses were used as cottages by migrants who returned to the village for the summer months. One vacant house was owned by a family that worked off the reserve each summer and returned again for the winter. The fourth vacant house was owned by a person who was temporarily living in a relative's house nearby. When rentals do occur they do so within the context of close family or friends rather than on the open market, thus providing a further constraint on mobility. Interpersonal relations are fragile and highly charged in the village. Issues tend to become personalized. A rental is not simply a rental. For A to ask something of B means that A must approach B in a reasonably friendly manner and give B the chance to turn him down. If the model of economic man is to be applied here it must be expanded beyond monetary value alone to include estimates of interpersonal worth.

Intra-community mobility is further limited by the fact that chances of trading houses are almost nil. In addition to the process of personalization noted above, certain locations are highly preferred for reason of privacy, the right kind of neighbours, lack of noise and the like.

Most people with a house and site of quality acceptable to them will not trade. Obviously, a householder adjusting housing to housing needs in this community will find that, short of rebuilding, more suitable accommodation is just not available.

But, the cost of building a new house is generally prohibitive, and thus precludes another intra-community mobility decision. Building a house costs money. Because the Federal *Indian Act* prohibits mortgaging of reserve land to other than a band member it places clear-cut restrictions on the sale of property.

Village conditions encourage additions just as strongly as they discourage mobility, as a solution to increased housing space needs. For example, tenure encourages additions. Ordinarily, renters are less likely to make costly changes to their housing than owners. But, of 83 houses occupied in June, 1967, only 17 were rented, and even these 17 did not discourage additions; twelve of the 17 rentals were for possible life terms.

Still other factors promote additions. They are much cheaper than rebuilding. Moreover, although dwelling type as with apartments, lot size and building by-laws may discourage additions elsewhere, this is not the case in the village. Lots are large and there are no building by-laws, and certainly no apartment buildings.

To summarize, it can be seen now that a number of characteristics of the community all combine to make additions, not mobility, the preferred choice in adjusting to increased space needs. These factors are disinterest in moving away from the reserve for reason of housing alone, lack of dwelling units for sale, rent or trade on the reserve, prevalence of single-family dwellings and of ownership over rentals, large lots, no building by-laws, and especially cost, with mortgages impossible because of the *Indian Act*.

Let us turn to some case studies to make these factors live. Consider the plight of the following householder. He was married, with three children, and the probability was that there would be more. Living with him and his wife was his mother. The house was an old wood-frame bungalow with two cramped bedrooms and a combined living room – kitchen area where the couple slept on a cot at night. His wife complained more and more about the need for space and finally threatened to leave him unless he did something about it. At this point he decided to act. He called in a friend who was one of the best carpenters in the village. The house was too small to be divided off further by partitioning. He and his wife wanted to put up a kitchen addition at the back of the house, but he was not steadily employed at the time and did not have enough

money. Finally, he took the advice of the friend to lower the ceiling of the bungalow and create an upper one-half storey, to partition off the upstairs for bedroom use and to use one of the ground floor bedrooms to enlarge the kitchen – living area into an L-shape. His wife was satisfied and the crisis was passed. The writer counts this as an addition because it created double the amount of floor space, and a fairly extensive dormer was put up for light and ventilation for the upper half-storey.

As you can see, this householder had to act. Factors of tenure, dwelling type, by-laws and lot size were no hindrance here on an addition. His choice was severely limited not only to an addition, but to the cheapest possible type. It never occurred to him to move away from the village to a better housing market. When asked why he had made no effort to trade his house for a more suitable one in the village he replied, "Say I'd gone to old Harry Brown. He doesn't need that big house of his. But, you know what he'd tell me? He'd say, 'Go to hell. Why should I move into that awful rowdy noisy neighbourhood that you're in?'"

Exactly the same points emerge in the case of a couple with an infant who lived in a house composed of a bedroom and a combined kitchen–living room area. Within a year or two, as the child became more active, they needed more space and put up a kitchen addition. Lack of mortgage and a modest income made an addition the only possibility within their reach. In fact, they never considered moving. More suitable alternative accommodation would not have been available. Their present location was very close to relatives who were important to them and, besides, there were no suitable rentals or trade possibilities in the village. Here again, factors of by-laws, lot size, tenure and dwelling type provided no hindrance on an addition.

These two case studies illustrate the argument set out earlier concerning the factors determining the move-alter choice in the adjustment to increased space needs. Many more identical case studies could be provided.

In reality, while it has been suggested here that a householder adjusting to increased space needs has a choice between moving or altering, the householder seldom sees it this way. Additions are so obvious a choice that the alternative seldom ever occurs to him, as witnessed by the following exchange: Resident, "What do you want to find out about additions for?" Fieldworker: "I think people put them up to get more space." Resident: "What else can they do?" Fieldworker: "They can move." Resident: "Nobody moves around here."

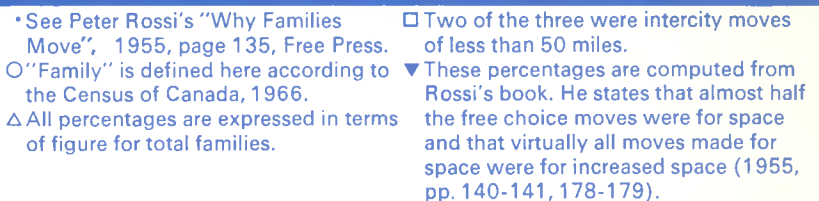
Discussion

This article has focused, in an exploratory manner, on the factors leading a householder to decide between altering present housing and moving to more suitable accommodation, as strategies for adjusting to increased housing space needs.

In a real sense the move-alter choice on the reserve is at the rural extreme of a rural-urban continuum. Owners of single-family dwellings and people with large lots are more likely to alter than renters, apartment dwellers and people with small lots. The former are characteristically rural while the latter are more urban. Restrictive building by-laws are endemic in cities, less common in rural areas, and totally absent on the reserve. Generally, rural areas have a smaller market supply of alternative available accommodation, thus increasing the likelihood of a decision to alter. In cities, a larger market supply permits more "move" choices. Because the *Indian Act* virtually eliminates the possibility of mortgages, the likelihood of additions is increased beyond what may be probably normal for rural areas, as villagers' purchasing power is limited to the cheapest possible choice. Thus, we can expect that rural householders will tend to alter and urban householders will be more likely to move, because of the particular clustering of relevant factors in rural and urban areas.

But, while it is suggested that rural-urban differences typically exist in the choice of method to adjust to changing housing needs, this is not meant to be a static typology. Patterns of by-laws, lot size, building types and market supply do tend to be different in rural and in urban areas, and to lead to different adjustment choices. Nevertheless, there is in theory no reason why these patterns could not be changed, or even reversed, in times of changing market supply and availability of preferred building types. It would appear that the facts from a rural Canadian Indian reserve indicate that we must take a closer look at our cities.

Canadian reserve (1967) 79 Families ○
Philadelphia (1950)* 924 Families



Participation

The Ultimate Grass Root- One human being affecting his environment

by Arnold Fullerton

It is an incredibly good feeling to participate in making or re-making one's own environment. So much so, that in Calgary the Inglewood Community (an inner city community of 6,000 people) stated in its summer festival program:

"We re-kindled the fire and found that Inglewood was very much alive and determined to keep on kicking." "Naturally", adds the brochure, "we are somewhat proud of ourselves and so we decided to throw a large party to celebrate and have fun . . . to have a festival." Inglewood has a long and honourable history. Located at the junction of Calgary's two rivers, it is the area where Calgary began in 1876 as an R.C.M.P. Fort and for many of its early years was known as "Brewery Flats." It was the home of Calgary's original and influential citizens: the Crosses, the Burns, the Walkers and the Stewarts . . .

"Although we have four miles of river bank with lots of trees and open space, houses, kids, animals (zoo and aquarium), birds (bird sanctuary), we also have an excess of industry, and traffic with its noise and smell. In fact, in recent years the area has been neglected and abused almost to the point of extinction. It has been referred to recently as the backend of a City on the move."

In 1969, a core group of professionals evolved around the New Street office of an architect and his associates who had recently re-located in a renovated ranch house on the Bow River in the heart of the community. Their task involved both advocating and discovering what could become a pilot programme for 'community renewal' focusing initially on improving the environmental context of a transitional community. With the help of a core group of students in a Community College Planning Course and an ever increasing number of volunteer professionals and community people, the New Street Group prepared a document of the communities' present situation. In January, 1970, the document was presented to a community of 300 in their own community hall.

As the present Community President now states: "The City had plans for us of which we had no idea. We were, by the process of an un-coordinated series of departmental decisions, to be phased out. Our area was to be occupied by two freeways (with a 150 acre interchange) and expanded into a service industrial zone supporting the adjacent city core."

A series of events followed: —————>

	<p>1 In February, 1970, the community* arranged an active and effective community redevelopment committee – which included representatives from adjoining Ramsay Community.</p>	<p>The community now turns its energy once again to focus on its ongoing efforts to:</p>
2	<p>This committee appealed to City Hall and received support for a moratorium on plans for the area.</p>	<p>13 Develop a major urban rehabilitation scheme.</p>
3	<p>The two freeway alignments were altered so as to reinforce, rather than obliterate, the community. This 18 month process was a testimony to a creative consensus of community leaders, City traffic and planning department representatives and the professional resource people of the New Street Group. Even though the guidelines established for selecting one of 8 alternative routes were heavily oriented to social and environmental concerns, the final route was \$12 million less expensive than the original \$60 million traffic plan.</p>	<p>14 To aid in the organization of a coalition of Inner City Communities to influence the form of the city.</p>
4	<p>In August, 1970, we tendered and won an educational contract for a \$50,000 a year experimental pre-school programme – a monitored programme to test the pre-school educational needs of an inner city community and the capabilities of local people to participate in the operation of such a programme.</p>	<p>15 To coalesce an ever increasing number of people and energy in the rewarding experience of remaking one's environment.</p>
5	<p>The community attempted to create a multi-lingual school. After obtaining a promise of substantial funding from the Federal Government and developing a detailed programme and curriculum, the idea was turned down by the (uni-lingual) local public school board.</p>	
6	<p>In June, 1971, we helped to establish a Community Action Centre which shifted 'community meeting place' from the architects offices to a 9th Avenue Store Front.</p>	
7	<p>With the City of Calgary, the community, and New Street Group funds produced an illustrated report entitled "Inglewood Ramsay – A Community Revitalizing Itself." This document was officially accepted by City Council as the guidelines for the re-development of the community.</p>	
8	<p>By this time Ramsay, the adjoining community, had gradually lost interest as the pressure on it was not as intense, and community leadership was not as strong, due to upward (and outward) mobility of key organizers.</p>	
9	<p>In January, 1972, the community received a L.I.P. grant of \$41,000 to: i) create a large scale community map; ii) plan for a Summer Festival; iii) produce a housing survey.</p>	
10	<p>In April, 1972 the community had produced a plan for Calgary's Centennial Birthday Project (1975); a 40 acre Gateway Park and simulation centre at the junction of the rivers (Calgary's place of origin).</p>	
11	<p>In May the community received an extension of the L.I.P. grant and included an Opportunities for Youth Project to aid in producing the summer festival.</p>	
12	<p>In August, a successful 3 day festival saw the old and young, the locals and outsiders, the permanent and transients all come together and dance.</p>	
	<p>* Community – includes all those who have taken upon themselves the right to participate and make it part of 'their community' – this includes <i>not only</i> local residents, but business men, professionals, elected representatives, and government employees.</p>	

The new street group

A multi-disciplinary planning group involving:

- an architect (the author of this article)
- an architect-planner
- a linguist-structuralist
- a psychologist-educator
- an architect
- and a resource pool of other professional and community people.

by Dorothea Teakles

Day care in Sweden today and tomorrow

Sweden has about the same population as Ontario, some seven million, a standard of living and education like ours, and a similar climate and topography. What the Swedes are doing today and propose to do tomorrow in the field of day care, is worthy of our consideration.

Background to Day Care

Day care in Sweden really began in the twenties when schools started serving students a hot mid-day meal because an increasing number of mothers were working. Then in the late thirties, factories, hospitals and department stores, unable to obtain the labour they required, established day care centres for pre-school children to attract the mothers of this group, a labour reserve larger than North Americans might realize, since school entrance age in Sweden (and in most of Europe including the U.S.S.R.) is seven years. To-day Sweden has four different kinds of government-sponsored day care and, influenced by the recent research which shows that eighty per cent of a child's intellectual development takes place before the age of seven, is experimenting with a radically different kind of pre-school care.

Location and Design

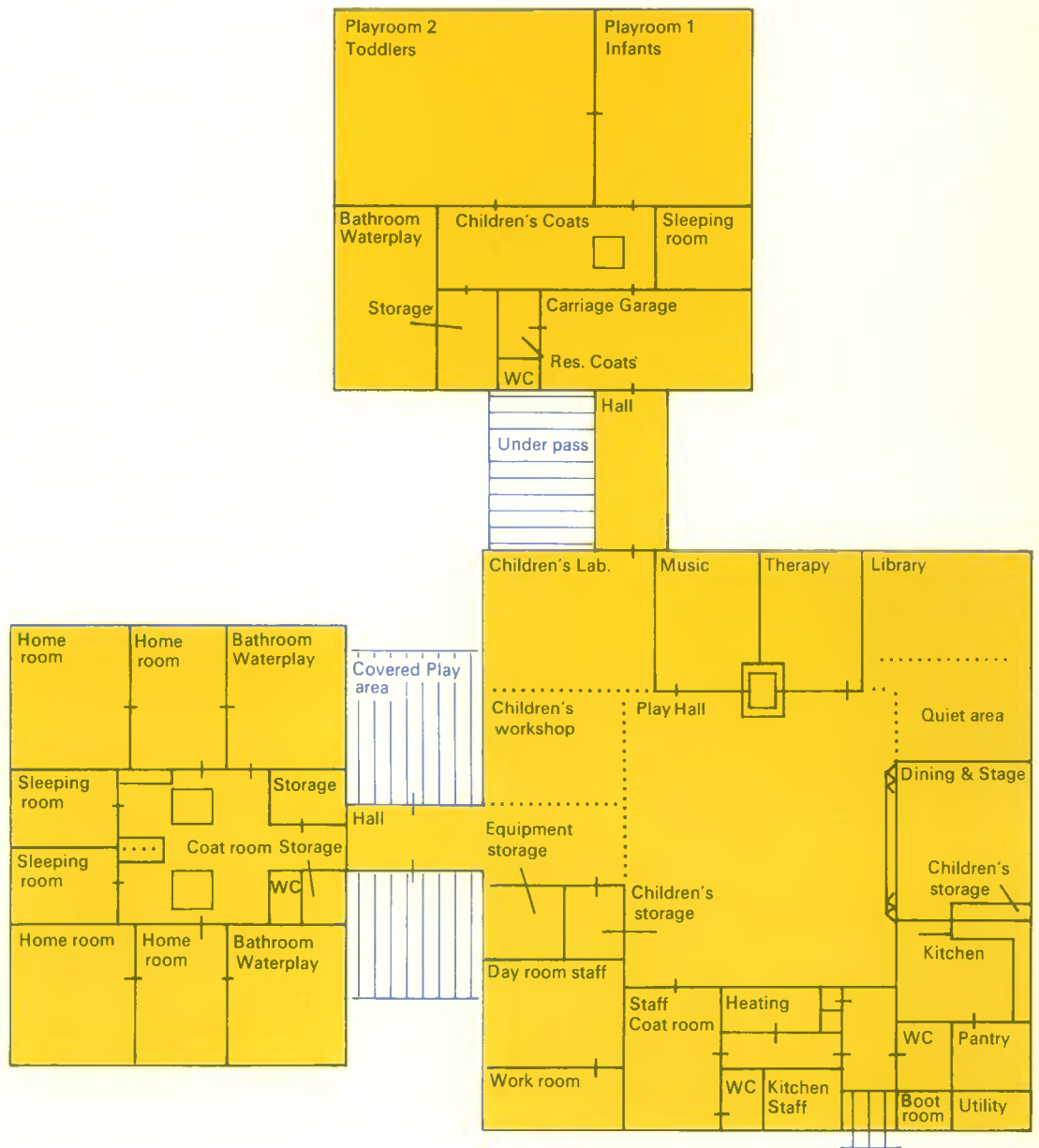
In Sweden, except in the case of hospitals, day care centres are not any longer located at the place of work. For other reasons, such as the transportation difficulty, this practice has been discontinued because children objected to moving when parents changed jobs! Now, prefabricated single-storey buildings, convertible for other uses and always with an enclosed playground, are constructed near schools in residential districts. While interiors are decorated in a warm, attractive way with curtains on the windows and typical Swedish woodwork, they are also carefully designed to make the best use of space and reduce effort on the part of the staff. Kitchens, for example, have multi-racked, upright deep freezers with ready prepared meals that can be slipped quickly into adjacent, similar, multi-racked warming ovens. Bathrooms have the usual small-sized fixtures, but are large enough to allow wading pools for water play to be set up on the floor. A sleeping-room changes easily into a play-room. Bunk beds fold up into the walls, or cots, on extendable hinges, roll out from under benches whose cushions are thin mattresses under plastic cushion covers. Play equipment is luxurious – indoor slides, climbing ropes, jungle gyms, indoor sandpiles, small carpentry benches, dress-up wardrobes, tiny rooms for playing house, miniature house cleaning equipment, and small, real stoves where both boys and girls learn to cook. Staff quarters are spacious and comfortable. Entry vestibules include parking space for prams and hot airing cupboards to dry outdoor clothing. There are special bathrooms and kitchens for the separate infant section and an isolation room for the sick child.

The Four Types of Centre

First of the four types of centre, one especially recommended for infants, is "*family day care*". These are in private homes which are regularly inspected. Here a licensed adult, who has attended a compulsory twelve-week course and usually belongs to the union of "*day caretakers*," is paid by the community to look after not more than four babies or toddlers each day.

"*Day nurseries*," which are open year round on workdays from 9 a.m. to 7:30 p.m. and on Saturdays from 9 a.m. to 2 p.m., care for infants over six months old. It is the day nursery which offers the most comprehensive kind of pre-school day care in Sweden, but only children of working parents are eligible. Priority is given to single parents and low-income families. Fees are based on ability to pay with a maximum daily cost of about \$7.00 at an average cost of about \$1.75 per child per day. For this amount,





two or three hot meals, depending on a child's length of stay (it varies from five to twelve hours), an afternoon snack, and a baby's night feeding (to take home) are provided. There is one adult for every four children under three and one for every five aged three to seven. Ten infants, eight toddlers, and fifteen older children constitute a "group." Each group is in charge of an adult teacher who has completed a two-year training course, and whose assistants may be trainees or nurses. The programme includes rest on cots with mattresses, pillows and blankets; free play indoors and out and, in summer, excursions to the country or the sea, for a small extra charge. The general aim is to develop the child through scheduled periods of educational play suitable to its age.

"Nursery schools," where more places are available, have the same educational programme as day nurseries, but they admit only four year olds and over. A part-time working mother may leave her child for five hours, in which case it is given a hot meal and can rest, but most children spend only three hours either morning or afternoon at the nursery school. The fee is \$25.00 a term. All Swedish mothers are advised, through a government booklet, to send their four year olds to nursery school.

Pre-school centres are visited bi-weekly by a doctor and nurse; a psychiatrist visits two or three times a year. When a child is ill at home, the local authorities send in a nurse and will find domestic help in the event of a family crisis.

"Free time centres," the fourth kind of day care in Sweden, are for the school age children of working parents. They are open year round from 7 a.m. to 6 p.m. Children are separated into two age groups — 7 to 12, and 12 to 15 years. As a rule, since all Swedish schools serve a hot noonday meal, only snacks are available at these centres. Sometimes, however, a hot evening meal can be provided. Homework is supervised, and hobbies and sports of all kinds can be followed, with help from adults.

Improving the Care

Day care is undoubtedly well organized in Sweden, but there are obvious grounds for complaint. Places are available in the day nurseries to only a third of Swedish mothers; and the very parents who must pay the taxes to support the system — two-parent middle and upper income families — are the ones whose children do not profit from it. Though many Canadians would feel the Swedes have achieved a great deal, the Swedes themselves are dissatisfied not only for the reasons cited above, but also because they do not think their children are being prepared for the to-

morrow in which they will live. A Commission was, therefore, set up by the government in 1968 "to investigate the goal of the activity"; in the child care centres, "to work out directions for the content and quality of that activity," and "to recommend changes in pre-school teacher training in accord with its conclusions." A preliminary report was published so that public discussion could take place before the final recommendations were made to the government. Public comment was favourable and consequently two new centres experimenting along the lines envisaged by the Commission have been opened.

A New Organization

The Commission believes that rearing pre-school children collectively in order to diminish aggressive behaviour and eliminate the profit motive has become a necessity. But it also considers the preservation of individual personality and the full development of individual potential, equally essential. It has therefore proposed a new kind of organization which entails a different type of building. This is a single-storey complex containing a central activity area and a separate wing for the under 2½ year olds. There may also be a second, dependent, functional wing for the older children. The central activity area will be shared by two groups of twenty children aged between 2½–7½ years mixed as to age and sex. This is the main collective. A second smaller collective of twelve will consist of four infants over 6 months (now in the care of two trained nurses), and eight toddlers up to 2½ years old (as before, in the care of a pre-school teacher and a nurse). They will be housed in the separate infant wing. (See Plan.)

The entrance to the infant wing will be from a covered play area into a spacious pram "garage" and on into a cloakroom large enough to accommodate both children and parents comfortably. The infants will have a playroom and a permanent sleeping room. The toddlers will have a larger general room with access to a water-play room with wading pool, sand boxes and bathroom fixtures. A home corner will be provided for each child with a cot placed along the wall to give a feeling of security. Since the dividing wall is made of moveable cupboards and screens, the two playrooms can be converted into a parents' evening meeting room.

Integration of Mentally and Physically Handicapped

The new approach to pre-school education for 2½–7½ year olds is evident in the size (40 children) of the total collective, and of the individual grouping (20 children), as well as by the ending of division according to age. Another change, however, will be the inclusion of physically and mentally handicapped children in the collective, for it has been found these children gain from association with normal children just as younger ones do from association with those older and more developed. There will be both men and women on the staff of eight, all of whom will be expected to make decisions, although only four will be trained teachers, the other four being responsible for cooking and cleaning. Since many children in Sweden have only one parent, it is hoped that this approach will encourage the children to select a substitute father or mother from among the staff. To make sure that men are available for this work, the pre-school Teacher Training Colleges will give preference to boys who apply.

Removal of Traditional Classifications

As the Swedes feel that men and women are equal and must do the work to which they are individually (rather than traditionally) suited, and feel also that parents should share equally in the care of home and children, activities at the centre will be the same for boys and girls, both learning cooking, carpentry, etc. Routine will be abolished, including even rest periods, which it is believed children dislike. Each group of twenty, however, will have two "home rooms," a sleeping room and a water-play bathroom. A large cloakroom with drying cupboard will be shared, and these functional facilities may form a separate area or wing of the whole complex.

The approach to the central wing will be across large covered outdoor play areas into a hall which is to have a twelve foot ceiling. This feature will not only deaden sound and permit lighting from high clerestory windows, but also make possible the use of gymnasium-type equipment. From the hall, the children will have access to a number of special interest rooms, such as a carpentry workshop, a science-maths laboratory, a library that will lend out toys, books and games, a music room, and a health room for examinations and remedial exercises. Only the health and music rooms will have fixed walls and a door. All other walls will be mobile. The dining-room and children's kitchen will have a raised floor so that a full size stove can be used by the children. Staff quarters will also open into the central area. The idea is to give the children a continuous experience of collective living with the possibility of learning through personal discovery in both practical and academic ways.

Consideration of Many Issues

The Commission seems to be re-creating the ancient joint family system among adults and children not physically related, but in an atmosphere specially designed to foster talent. Sweden's problems, a large number of single parents, a norm of one child per family, high taxation of married couples, an acute housing shortage, special low-cost child care for the single parent and propaganda for sex equality have certainly influenced the Commissioners in their recommendations. Moreover, the Commission has asked the public to discuss issues of universal interest, so that it can understand their point of view before finalizing its report. Issues such as: What is the best way to develop genius? Is it possible to do so in a collective? If so, when should a child be introduced to collective living – at four days old as in the Kibbutz? Does this permanently stunt individual as opposed to collective personality? Can the principles of collective life be learned after a child has become accustomed to family life in a private home?

Lessons for Canada

Sweden is doing some serious thinking and experimentation in regard to the pre-school child. Canadian society is also changing rapidly and we have the immense task of integrating the immigrant children we have brought in from many different social backgrounds. Are we thinking enough in terms of the future in planning day care for the present?

While some of these problems exist here, others do not, but they could arise. Hopefully, our educators and governments, municipal, provincial and federal, will watch the Swedish experiment most carefully.

BOOKS

Who Owns City Hall?

Working People: Life in a Downtown City Neighbourhood,

by James Lorimer and Myfanwy Phillips.

James Lewis and Samuel, Toronto.

Working People depicts the lives of some of downtown Toronto's blue collar residents, using a narrative style that is supplemented by some interesting photographs by Myfanwy Phillips. The author decided not to write 'just another book about poverty', but to focus on people, drawing on his three years' residence in the East of Parliament neighbourhood. His main theme, that "working class" life is distinct from life in affluent suburbia, is developed through events in the lives of a few selected families. He concludes that the "poverty problem" has been deliberately defined in North America to conceal basic class differences between the haves and have-nots.

Despite the lack of formal analysis, it creates a feeling for the lives of working people, especially within the family. Few new revelations about working people or their problems emerge, and the proposal of higher minimum wage rates and full employment for relieving poverty would not assist the non-working half of Canada's poor.

A Citizen's Guide to City Politics

by James Lorimer.

James Lewis and Samuel, Toronto.

A Citizen's Guide to City Politics in Mr. Lorimer's words, "is not a manual for citizens' groups on how to fight city hall", rather it is "an attempt to explain the nature of their opponents, in this case the property industry and city hall." The property industry includes anyone making a profit from owning or developing land or property, except owner-occupiers and small businessmen who he feels are not primarily profit-seeking. It is an unqualified indictment of all profit making in urban development.

Among the most interesting material in the book are newspaper clippings which document some of the author's rhetoric. The book provides a counterbalance to proponents of "progress at any price", but the average citizen would have to search hard among its loosely structured implications to understand the nature of city development processes.

Up Against City Hall

by John Sewell

James Lewis and Samuel, Publishers. Toronto

John Sewell's, Up Against City Hall is a refreshing, scholarly account of his experiences with citizens' organizations and later as an alderman representing poor people in Toronto. As the author's gradual awakening from political naivety to the wheeling and dealing at city hall unfolds, he convincingly demonstrates through actual incidents that people are a low priority for politicians. This is a highly readable, sensitive book with wide appeal.

All three books are highly critical of the emphasis on redevelopment of old downtown neighbourhoods, and look to direct citizen action to build a better urban future. Both authors gained first-hand experience of the problems citizens face in contacts with city hall, but the different approaches of these books strongly reflect their individual styles and backgrounds. While both are valid approaches, Mr. Lorimer's exposé technique is certainly complemented by the thoughtful, analytical tenor of Mr. Sewell's book.

Pat Streich

BOOKS

The Supply and Demand for Planners in Canada 1961-1981

by Gerald Hodge
Central Mortgage and Housing Corporation, Ottawa, 1972

This study was begun in the middle sixties to test the assumption that Canada was experiencing a critical shortage of planners. Tabular data assembled show, if a critical shortage existed, it is not now in evidence and the latter part of this decade should see a growing surplus.

Apart from serving its original intent several welcome spinoffs can be derived from the book. The who and the where of the planning profession are well enumerated. But perhaps more important, Canada is coming to realize the necessity of general manpower planning and this book may prove very useful as a means of understanding the problems associated with this task.

H. R. B. MacInnes

Un sommaire français permettra aux lecteurs francophones de parcourir rapidement les points saillants de cette étude, en s'aidant des références à la pagination des tableaux et des graphiques dont elle est parsemée.

The Financial Structure and the Decision-Making Process of Canadian Municipal Government

by Thomas J. Plunkett
Central Mortgage and Housing Corporation, Ottawa, 1972

Mr. Plunkett has not endeavoured to contribute a definitive study of the Canadian system of municipal government rather, in a sympathetic manner, he highlights some of the grave financial and political problems involving our third tier of government.

The book will be of singular value to students of urban affairs whatever their particular phase of interest.

H. R. B. MacInnes

La structure financière et le processus de la prise de décision du gouvernement municipal

par Thomas J. Plunkett
Société centrale d'hypothèques et de logement, 1972

L'étude de M. Plunkett retrace l'évolution du système municipal canadien. Elle soutient que les municipalités urbaines ne possèdent pas les structures politiques et administratives, les pouvoirs et les ressources financières pour faire face aux responsabilités étendues qui leur sont dévolues dans l'élaboration et l'application de politiques sociales et économiques.

Selon l'auteur, des réformes majeures s'imposent, qui requièrent une attention toute particulière de la part des gouvernements fédéral et provinciaux et l'acceptation d'une décentralisation plus poussée.

NOUVEAUX LIVRES

Les méthodes de cartographie urbaine

textes, édités par Jean Raveneau.
Québec, Association des géographes de l'Amérique française, juin 1972, 186 pages, 13 fig., \$5.00.
Distribué par le Département de géographie, Université de Sherbrooke, P.Q.

Ce volume, composé de 4 parties, apporte de solides bases théoriques et des éléments d'action aux spécialistes de l'aménagement urbain de toutes disciplines, aux prises avec des problèmes cartographiques.

La première partie traite de la méthodologie des atlas urbains et de leur rôle dans l'aménagement des villes. La seconde partie est relative aux sources de la cartographie urbaine : sources photographiques, cartographiques, statistiques (recensements), ainsi que les banques de données urbaines. La troisième partie aborde le traitement statistique et cartographique de l'information urbaine.

La dernière partie, enfin, regroupe les débats de deux tables rondes relatives au développement de la cartographie urbaine.

Cet ouvrage constitue donc un outil de travail important pour les chercheurs œuvrant dans le domaine de l'urbanisme.

This book, dealing with the methods of urban cartography, comprises four sections. It contains a broad theoretical base and some elements of action for urban planners who are confronted with cartographic problems.

The first part deals with the methodology of the preparation of urban atlases and their utility in urban planning. The second part is devoted to the sources of urban cartography : photogrammetric, cartographic and statistical (census) sources, along with urban data banks. The third section deals with the statistical and cartographic processing of urban data. The last section contains the proceedings of two panel discussions dealing with the development of urban cartography :

- a the needs of map users : should there be urban atlases of renewable maps ?
- b the elements of cooperation between governments, universities and private firms for the development of urban cartography.

BOOKS SEEN

Report of the Northwest Territories Council Task Force on Housing June, 1972

The Report recommended that :

- 1 The responsibility for all housing programs be placed under the control and policy direction of the Government of the Northwest Territories.
- 2 A Northwest Territories Housing Corporation be established and headquartered at Yellowknife, to create, co-ordinate and give direction to housing programs, based on need, environment, and research, so as to make available an adequate standard of housing to all residents of the Northwest Territories.
- 3 Incentive programs be developed to encourage and facilitate home ownership.
- 4 The Government of the Northwest Territories subsidize to a base rate the cost of domestic utilities in areas of the Northwest Territories where these rates are excessive.

In putting forth these recommendations the Task Force emphasized that any programs developed must be based upon making available the opportunity and method through which an individual may own his home rather than being locked into a rental program.

The Task Force has conceived the program with the understanding that the concepts are primarily dependent upon the cost of utilities and services to the consumer being set at rates within the financial means of most Northern residents and more compatible with the Canadian norm. It is emphasized that rent should be kept separate from the cost of services and utilities. The Task Force also stressed that the equalization of services and utilities costs to the consumer is the keystone towards home ownership in most Northern communities.

Due to the inability to purchase furnishings locally and the ever-increasing cost of transportation, a short term loan for the purchase of basic furnishings, based on requirement, should be incorporated into the program. Where

such a loan was approved, repayment would be included into the first few years' amortization structure. Thereafter, payments would revert to the base amortization figure, plus taxes and insurance.

Because of the extremely high costs of construction and transportation experienced in the North, a grant to offset a portion of this added expense is a necessary ingredient of a program to complement home ownership.

Rapport du Groupe d'Étude pour l'Habitat du Conseil des Territoires du Nord-Ouest Juin 1972

Dans son Rapport, publié dans le courant de l'été 1972, le Groupe d'Étude pour l'Habitat du Conseil des Territoires du Nord-Ouest a inclus les recommandations suivantes, qualifiées d'essentielles :

- 1 Que la responsabilité de tous les programmes de logement soit placée sous le contrôle du Gouvernement des Territoires du Nord-Ouest conformément à sa politique générale.
- 2 Qu'une Corporation des Territoires du Nord-Ouest pour l'Habitat soit créée pour organiser, coordonner et diriger les programmes relatifs à l'habitat, compte tenu des besoins, de l'environnement et de la recherche, afin que tous les habitants des Territoires du Nord-Ouest puissent jouir d'un niveau de vie adéquat en ce qui concerne le logement.
- 3 Que l'on établisse des programmes destinés à encourager la propriété individuelle.
- 4 Que le Gouvernement des Territoires du Nord-Ouest subventionne, pour le ramener à un taux de base, le coût de l'eau, du gaz et de l'électricité dans les régions du Nord-Ouest où ce taux est excessif.

En faisant ces suggestions, le Groupe d'Étude souligne bien que tout programme réalisé doit être conçu de façon à offrir à l'individu l'occasion de devenir lui-même propriétaire de son logement plutôt que de l'assujettir à un programme de location.

Le Groupe d'Étude a conçu le programme de façon à ce que les options essentielles tiennent compte du coût de l'eau, du gaz et de l'électricité pour le consommateur et que ce coût corresponde aux moyens financiers de la majorité des habitants du Nord et à la moyenne générale payée par l'ensemble des Canadiens. Nous soulignons en plus que le loyer doit être calculé séparément du coût de l'eau, du gaz et de l'électricité, et des autres services publics. Le Groupe d'Étude souligne aussi que l'égalisation du coût eau/gaz/électricité et des autres services est la clef de voûte du système qui permettra au consommateur dans les régions du Nord d'accéder à la propriété individuelle.

Étant donné les difficultés d'ameublement dans ces régions et le prix du transport toujours croissant, ce programme devrait prévoir un prêt à court terme pour l'ameublement essentiel, calculé d'après les besoins de chaque locataire. Quand un tel prêt est approuvé, son remboursement devrait être inclus dans les modalités d'amortissement prévues pour les premières années, après quoi les versements devraient être recalculés sur le chiffre de base de l'amortissement, taxes et assurance en sus.

À cause du prix extrêmement élevé de la construction et des transports dans les régions du Nord, il faudra inclure dans le programme la possibilité d'obtenir une subvention pour compenser partiellement ces frais supplémentaires et favoriser la propriété individuelle.

Central Mortgage and Housing
Corporation, Ottawa

Société centrale d'hypothèques et de
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