

Livable Winter City Association

L'Association pour L'Animation des Villes en Hiver

NEWSLETTER

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CANADA'S FIRST "WINTER CITIES" BOOK NOW OFF THE PRESSES

An order form enclosed with this NEWSLETTER makes available a newly-published book, "Reshaping Winter Cities" which is a important addition to the extremely thin literature that exists dealing with the subjects of winter, northness, cold and snow and their implications for people. Sole credit for this book goes to Prof. Norman Pressman, Professor of Urban and Regional Planning, Faculty of Environmental Studies at the University of Waterloo and National President of the Livable Winter City Association. However, Prof. Pressman received help and encouragement from Mrs. Xenia Zepic, Senior Planner, Metropolitan Toronto, and other leading exponents of the "livable winter city idea" .

The book was an offshoot of a national student competition, a successful activity sponsored by the Livable Winter City Association the planning and organization of which was spearheaded by Prof. Pressman. Main contents of the book are articles prepared by the judges in that competition and an outline of some of the concepts and innovative ideas generated by prize-winning students. Thus the book presents the main arguments in favor of improving our communities and cities in the context of our northern climate. We suggest it would make a good starting point for YOUR explorations of this subject which surely is of interest to northerners.

ASSOCIATION NEWS

NATIONAL CAPITAL CHAPTER PLANNING ORGANIZATIONAL MEETING Feb. 28

On Jan. 10 a wine and cheese party was held on the initiative of LWCA National Capital Chapter. Some 30 local architects, planners and other interested persons attended. Patrick Chen, LWCA Past President, put on a slide show depicting ideas for improving Winter Cities.

On Feb. 2 the Chapter plays host to a Colloquium on Planning and Animating the Winter City. This event begins with a reception in the Mayor's office at Ottawa City Hall with the City as host. LWCA members were invited to attend. The main events of the Colloquium program follow throughout Feb. 3 as outlined in items published in this NEWSLETTER.

On Feb. 28, at a meeting in Ottawa City Hall boardroom "B" at 17.00 hours LWCA friends and supporters will meet for purposes of choosing an executive for the National Capital Chapter. Persons wishing additional information may obtain such by phoning Sheila Pepper, City of Ottawa Planning Dept., (613) 563 3181.

TORONTO CHAPTER ORGANIZATIONAL MEETING IS LARGEST EVER

Twenty-four persons -- planners, consultants, architects, climatologists, students, journalists, developers, and others -- met Jan. 24 in Metro Toronto Planning department boardroom to carry forward the work of organizing Toronto Chapter. It was the largest group yet to attend any chapter meeting. Greg Ross, Chapter chairman, presided

With a full quorum of the National Executive present and voting, approval was unanimously voted for a new logo for the Association. The logo had been developed by a committee consisting of Seppo Kanerva, Greg Ross, Manual Oliviera and Vladimir Matus. It is a three-color drawing with four upright bars in red to depict the four elements -- earth, air, water and fire, -- also to represent the four seasons. These are superimposed on a large circle to indicate the sun, source and sustainer of life. Horizontally a blue bar at the top represents a roof, or the idea of protection from the elements. Approval of the logo permits its incorporation in new stationery to be printed immediately. The new logo will also be featured in the next issue of NEWSLETTER.

Recognizing the need for an urban address for the Association, and in recognition of the present situation where a majority of National Executive members are located in the Toronto area and as a matter of convenience the national office was moved to Toronto, it was decided to use the offices of Enerplan Consultants in Toronto, as a mailing address for the national organization, also the Toronto chapter. The address, as given below the masthead on page 1, is Ste. 301, 250 The Esplanade, Toronto, Ont., M5A 1J2.

George Stockton, chairman of both the Programs/Events and Educational Committees, reviewed a long list of ideas and plans being considered by these committees. The suggestions would provide scope for participation by those prepared to be involved.

New members, attending for the first time, volunteered their services on various committees. Committee members are now as follows: Advertising and Promotion, Greg Ross (chair), Charles Simon, Sara Heinonen; Sponsorships, Al Sutton (chair) Xenia Zepic; Membership, Vladimir Matus (chair) Jack Royle; Programs/Events, George Stockton (chair) Jack Royle, Vladimir Matus, Geoffrey Fryer, Gunhild Brandhoff, and Henry Helts; Education, George Stockton (chair) Michael Hough, Xenia Zepic, Gunhild Brandhoff, Richard Nichols; Resource; Alan Bunting, Seppo Kanerva; Winterfest, Peter Shore, George Przybylowski, and Seppo Kanerva

Next meeting was called for Thursday, Feb. 21 at 5 p.m. in Metro Toronto Planning dept., boardroom, 11th floor, east tower, Toronto City Hall. Meetings are strictly scheduled to last no more than two hours.

"WINTER CITIES CORPORATION" CREATED TO MANAGE '86 INTERNATIONAL FORUM

Roland Nogue, Director/Co-ordinator of Winter Cities '86 International Forum to be jointly hosted by the City of Edmonton and the Livable Winter City Association and to be held in Edmonton's new convention centre Feb. 15 to 19, 1986 reports that "Winter Cities Corporation" has been formed to manage the event. Offices of the Corporation are on the third floor of Edmonton City Hall. Mail should be addressed: c/o Edmonton City Hall, Edmonton, Alta., T5J 2R7, Tel: (403) 428 3576. The management group has been enlarged with the appointment of Ms. Pam Freeman as Executive Assistant to Nogue and Helen Rantanen as secretary. Others are to be appointed.

A "Winter Cities Corporation" management board is being established to consist of eight or more citizen members. A letter has gone forward to Joe Clark, Minister of External Affairs, asking for approval of his department for a meeting of the United Nations European Economic Commission's Committee on Housing, Building and Planning to be held in conjunction with Winter Cities '86 International Forum.

The CBC filmed segments in Edmonton during December in preparation for an item on The Journal to be carried in February at a date not yet fixed. The item includes an interview with Arni Fullerton, originator of the International Forum proposal, Director of Planning, Edmonton Central Region. Fullerton has also been invited to speak to Seminar on "Innovative Structures" organized by Atelier Frei Otto and to be held at Stuttgart, West Germany in March.

Nogue is readying a major mailout of some 10,000 copies of a special issue of "Wrap Around" newsletter to inform northern political leaders and specialists in all northern countries of details and the program of the Symposium portion of the Forum. This will be sent out in March.

First step towards formation of Edmonton LWCA chapter will take the form of a cocktail party in February to which Edmonton friends and supporters of the Association will be invited. An organizational meeting is planned for March.

* Additional Resource Committee members: Sheila Dwarka, Craig Crane.

GUEST EDITORIAL

THE CHALLENGE FOR LANDSCAPE ARCHITECTS IS TO ACCEPT AND USE WINTER'S GIFTS

By Kim Allerton, Northwood Associates Landscape Architects Ltd.,
Owen Sound, Ont., Editor, American Society of Landscape Architects,
Ontario Chapter NEWSLETTER

Landscape Architects have a unique and challenging role as participants in the design of livable winter cities and spaces.

The challenge is to combine the functional and practical aspects of the livable winter city with components that make the city comfortable and interesting for its winter inhabitants.

Functionalism and practicality are all important. Parking lots must be designed with the logistics of snow removal in mind; walkways must not be designed or constructed with slopes that would be dangerous if covered in snow or ice; drain inlets and low points in the drainage system must not be located at crosswalks; energy must be conserved; strong winds must be buffered; and precious winter sunshine trapped and collected. These are the functional and practical aspects of livable winter city design and all landscape architects are trained to consider them.

But there is more to livability than function. A classic example would be a design that takes advantage of winter wind patterns to sweep key areas clear of snow. The solution might be applauded as a great breakthrough in energy conservation; very functional and practical, but if a pedestrian were to attempt to pass through any of these windswept areas, he too would probably find himself swept away (or frozen) by those same winds. The comfort, hospitality and human-ness of the spaces must be considered as well.

Beyond function and comfort there lies a third, more abstract quality of a space that is key in creating a truly livable (not just endurable) winter city. One of the main obstacles to people's enjoyment of northern cities in all four seasons is their own attitude toward winter. Landscape architects can play a part in changing this by taking best advantage in their designs of what winter has to offer in the way of texture, colour, sparkle form, etc. Their training and experience and sensitivity enables the possibility of combining people, and spaces, and winter to create a city, and/or space that is functional, practical, comfortable and exciting, attractive, vital, interesting and "beautiful". Herein lies the uniqueness of our role: landscape architecture, as well as being a technical science that encompasses site engineering and urban planning, is above all an art form; a profession that can touch people personally and emotionally and has the greatest impact and success when it does.

The challenge is to address the user needs while considering their safety and comfort; stay within the budget; conserve energy; enhance and intensify the special characteristics of winter; and be flexible: a design has to work in the summer as well! I, for one, look forward to this challenge, and I applaud the inspiration and effort of the Livable Winter City Association. A Capital idea!

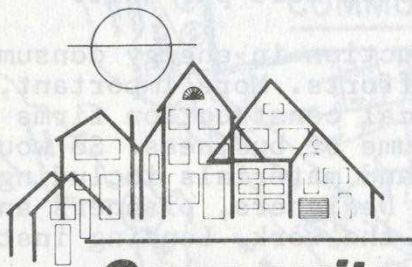
FEATURE ARTICLE

COMMUNITY RETROFIT

HOW TO RECHARGE THE LAGGING
RETROFITTING DRIVE -- GET
THE COMMUNITY BEHIND IT ...

ENERPLAN CONSULTANTS OF TORONTO AND RICHARD PEARSON, FORMER ENERGY CO-ORDINATOR FOR THE CITY OF HALIFAX, JOINTLY PRODUCED THE "COMMUNITY RETROFIT" CONCEPT DESCRIBED IN THIS ARTICLE WITH SUPPORT FROM THE PRIVATE SECTOR AND GOVERNMENTS. PEARSON, HIGHLY IMPRESSED WITH THE POSSIBILITIES OF THE PLAN, RECENTLY RESIGNED HIS POSITION WITH HALIFAX TO SET UP HIS OWN CONSULTANCY. HE HAS ALSO PARTNERED WITH GREG ROSS, ENERPLAN PRESIDENT, IN ESTABLISHING "HOMESMART, A DIRECT CONSUMER SERVICE PROVIDING BUILDING INSPECTION AND APPRAISAL, ENERGY AUDIT, RENOVATION DESIGN AND CONTRACTOR SELECTION SERVICES. IN ADDITION TO ROSS (WHO IS ALSO CHAIRMAN OF LWCA TORONTO CHAPTER) ENERPLAN OFFICERS INCLUDE: BRIAN NELSON, SENIOR PROJECT MANAGER; KEITH BRYANT, MANAGER BUILDING SERVICES AND MANUAL OLIVIERA, MANAGER DESIGN SERVICES. ENERPLAN IS A DIVISION OF SYNERGON INC., TORONTO. GREG ROSS HAS HAD A NOTABLE CAREER AS A PLANNER. WHEN SENIOR POLICY PLANNER FOR THE CITY OF BRAMPTON FROM 1976 TO 1980, HE PERSUADED THAT CITY TO ADOPT A NEW SET OF SUB-DIVISION BYLAWS, INCORPORATING SOLAR-ACCESS AND ENERGY-CONSERVING FEATURES -- THE FIRST MUNICIPALITY IN CANADA TO DO SO ON SO BROAD A SCALE.

Halifax, N.S., will this spring tackle the implementation stage of a unique program to facilitate the retrofitting of up to 5,000 older homes. Its name, "Community Retrofit", suggests what makes the program different -- it is administered locally with full participation of local groups and deals fully and sympathetically with local differences . . . and Halifax has a few of them, such as a fair proportion of flat-roofed houses, and heavy-beamed houses whose builders learned their trade at ship building.



**Community
Retrofit™**

RESOURCE CENTRE 2489 AGRICOLA ST.
HALIFAX, NOVA SCOTIA
B3K 4C3 (902) 421-1179

"COMMUNITY RETROFIT" LOGO

must be revamped to bring them to acceptable levels of comfort, convenience, pleurability and affordability in the context of our northern climate. We have "user-friendly" computers. Should we not also have "user-friendly" communities?

In contrast with the "community" emphasis, many programs intended to promote energy conservation, such as Canadian Home Insulation Programme (CHIP) and Canadian Oil Substitution Programme (COSP) have attempted to impose one unified pattern Canada-wide. Greg Ross believes the Halifax program could lead to an important breakthrough by speeding up the retrofitting of older homes, a goal sought in many communities across Canada, in U.S., and in other countries. This objective fits in with the aims and policies of the Livable Winter City Association which believes many older homes and communities

The "Community Retrofit" idea was born three years ago when Nelson, Ross and other Enerplan staffers were brainstorming the problem that in spite of the several energy-conserving projects of recent years, most older homes have been improved little or not at all. Later, at an energy conference in Vancouver, Ross met Pearson and told him of the discussion. Having been involved in some of the less-than-successful programs, Pearson was immediately interested and invited Ross to visit Halifax for further talks.

Several meetings later, a plan was taking shape. Why not involve the community in order to streamline and give momentum to the retrofitting effort? Why not do it in Halifax in selected demonstration areas?

Assistance that could be offered to potential retrofitters could include: construction experts could examine the houses of consenting residents to determine specifically what retrofitting should be recommended in consideration of the structural condition of the houses and realistic cost limits; householders could be assisted and advised in applying for permits, grants or assistance; financial and insurance packages could be worked up with the help of institutions in the community; training could be given to local tradesmen to equip them to deal with the special problems encountered in retrofitting; a system of inspection and control could make sure all work done was of satisfactory quality. In brief, every possible assistance could be offered to potential retrofitters except for paying the cost of the actual retrofitting of their homes. With these inducements, plus a strong promotional campaign, surely a large proportion of home owners could be persuaded to reopen the question of retrofitting.

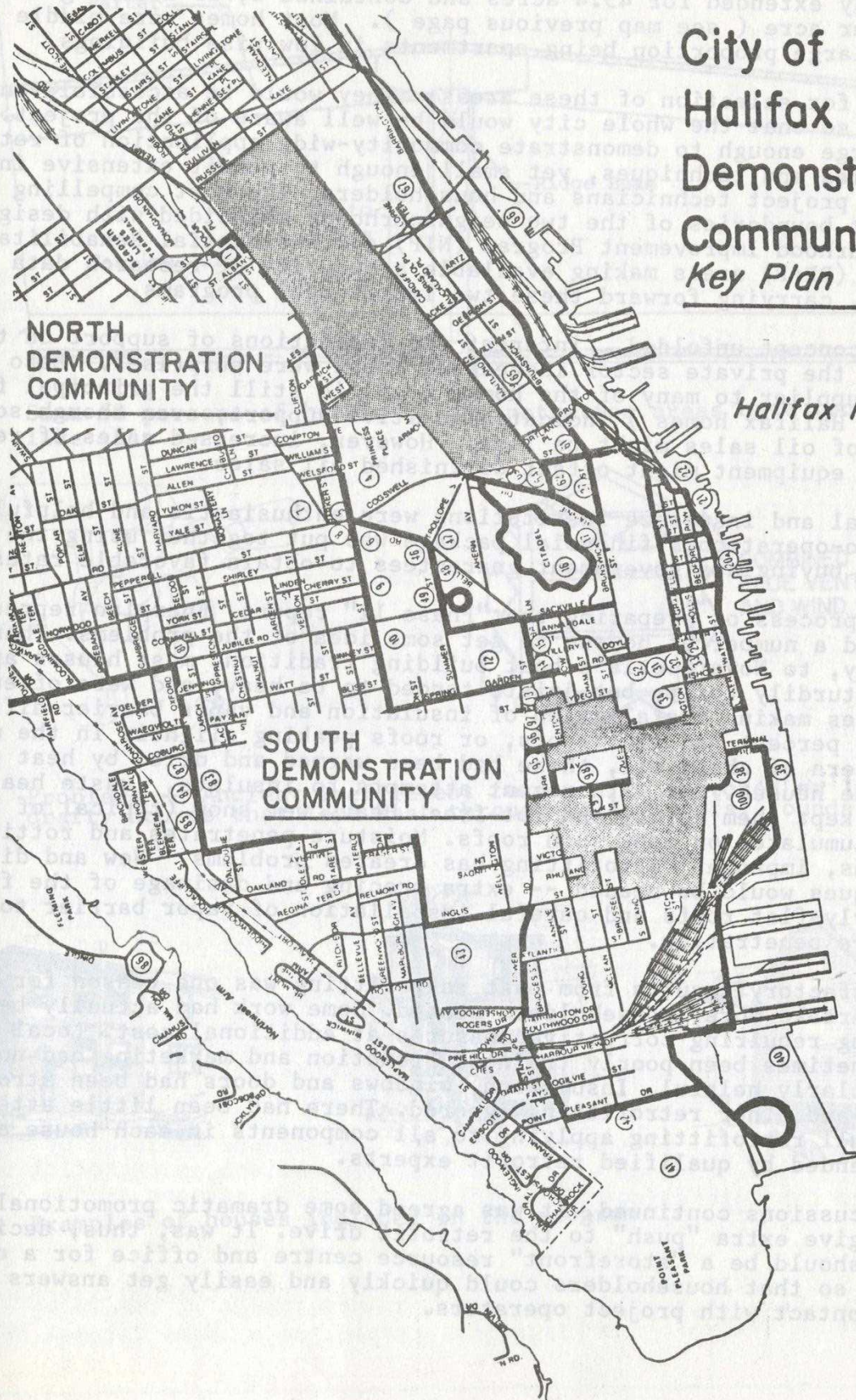
The payback could be impressive. Ross and Pearson estimated, based on research, that most of the older homes in central Halifax use \$1,500 to \$3,000 worth of fuel each year. Savings from comprehensive retrofit have been shown to average around 50 percent. If only 1,500 homes were retrofitted under the plan, total savings in energy costs could exceed \$2,000,000 annually. Additionally, resale value of the improved houses should increase possibly by \$2,000. \$3,000 or more per unit.

Governments would be pleased with the reduction in energy consumption -- a goal of numerous government plans and efforts. More important, the community would gain in several ways. Local construction firms and their suppliers would pick up an important volume of business. So would manufacturers of construction components and materials including windows, doors, insulation and heating equipment. Designers, planners and other consultants would be involved for some of the work. Lending institutions and insurers would benefit.

Halifax private sector, when informed of the proposal, showed lively interest and a willingness to consider providing support. With this encouragement, the city, backed by the Nova Scotia government and on Pearson's recommendation, commissioned Enerplan to prepare a feasibility study, a "Phase 1" report so that all parties expected to participate might have opportunity to give the plan thoughtful and detailed consideration.

When "Phase 1" stood up to thorough scrutiny, "Phase 11" report was commissioned, fleshing out the proposal and filling in the specifics. Two large demonstration areas near downtown Halifax were designated and steps for implementation were set out.

City of Halifax Demonstration Communities Key Plan



Halifax Harbour

The North Demonstration community of some 68.3 acres contained 2,798 dwelling units, an average of 40.8 per acre; the South Demonstration community extended for 45.4 acres and contained 2,725 dwelling units or 60 per acre (see map previous page). Most homes were middle class with a large proportion being apartments in low rise buildings.

Reasons for selection of these areas: They would be accessible and visible so that the whole city would be well aware of the project. They were large enough to demonstrate community-wide application of retrofit principles and techniques, yet small enough to permit extensive interaction between project technicians and householders. The most compelling reason was that boundaries of the two neighbourhoods coincided with designated Neighbourhood Improvement Program (NIP) and Residential Rehabilitation Program (RRAP) areas making available a quantity of research data and, in fact, carrying forward these two improvement programs.

As the concept unfolded, interest and indications of support on the part of the private sector increased. There were surprises. Esso Petroleum Ltd., supplier to many of the homes (oil is still the principal fuel used in Halifax homes) indicated positive support, even though some volume of oil sales might be lost. However, increased sales of replacement heating equipment might offset diminished oil sales.

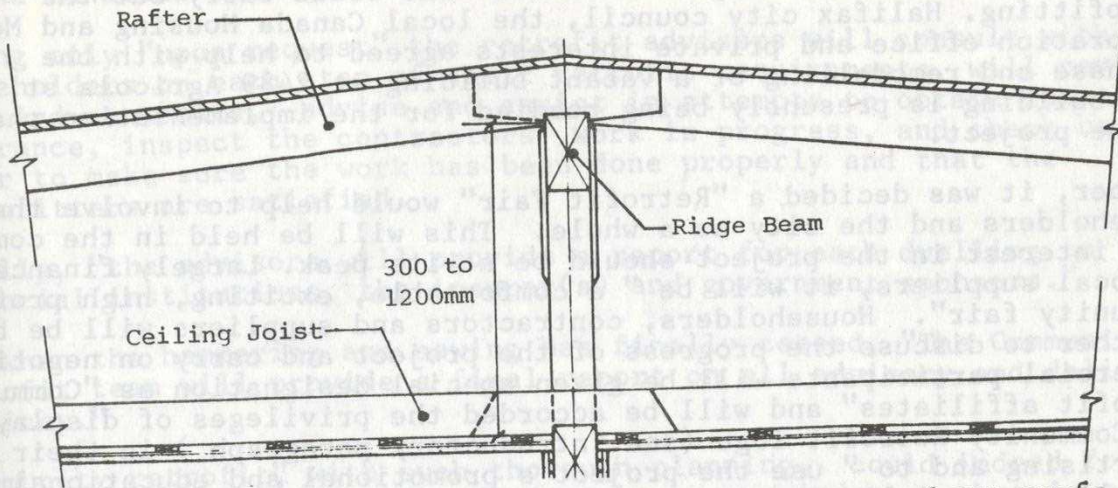
Financial and insurance institutions were enthusiastic and helpful. With their co-operation a financial package was put together using the advantages of mass buying and government guarantees to obtain favorable rates.

In the process of preparing the "Phase 11" report, Enerplan representatives examined a number of houses to get some idea of the problems. Thanks, possibly, to Nova Scotia's boat building tradition, most houses appeared to be sturdily built, but joists tended to be heavy and were often keyed at angles making installation of insulation and vapor barrier difficult. Some 30 percent had flat roofs, or roofs peaking slightly in the middle. In the era of cheap oil, these had been warmed and dried by heat escaping from the houses. But with recent attempts to insulate, waste heat no longer kept them so dry and rot-free. Heavy wet snow (typical of Halifax) now accumulates on many such roofs. Moisture penetrates and rotting sets in. Thus, improper retrofitting has created problems. New and different techniques would be needed -- extra bracing and drainage of the flat or nearly-flat roofs and careful installation of vapor barrier to prevent moisture penetration.

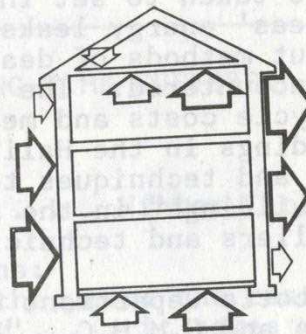
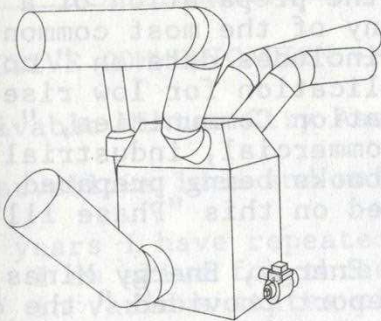
Unsatisfactory results from past retrofitting was one reason for reluctance to undertake more, householders stated. Some work had actually been damaging requiring corrective measures at additional cost. Local tradesmen had sometimes been poorly trained. Promotion and marketing had not been particularly helpful. Insulation, windows and doors had been strongly pushed and other retrofitting ignored. There had been little attempt to sell full retrofitting applying to all components in each house and recommended by qualified retrofit experts.

As discussions continued, it was agreed some dramatic promotional steps could give extra "push" to the retrofit drive. It was, thus, decided there should be a "storefront" resource centre and office for a one-year period so that householders could quickly and easily get answers and make contact with project operators.

SPECIAL LOCAL CONDITIONS CALL FOR SPECIAL TREATMENT

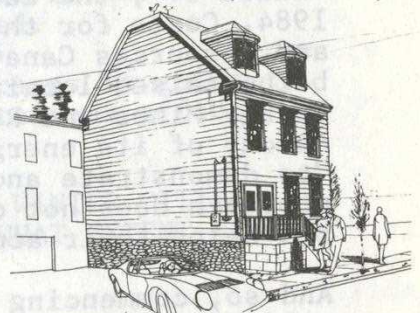
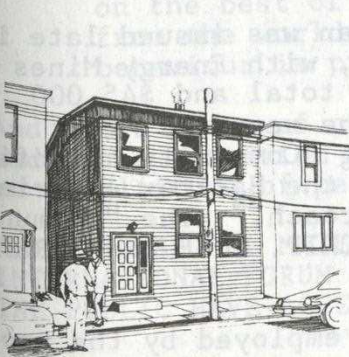


Some 30 percent of houses in demonstration areas have roofs like this



COMBINED STACK,
FLUE VENTILATION
AND WIND EFFECTS

Problems -- Ancient inefficient furnaces as sketched at left; drafty houses that leak heat through walls, roofs, foundations.



Examples of houses included in the program

Such a building would also be a convenient place for holding meetings of groups of suppliers, or householders, or both together, and for the giving of courses to the "professionals" who would carry out the retrofitting. Halifax city council, the local Canada Housing and Mortgage Corporation office and private interests agreed to help with the purchase and remodelling of a vacant building at 2489 Agricola st. This building is presently being readied for the implementation phase of the project.

Further, it was decided a "Retrofit Fair" would help to involve the householders and the city as a whole. This will be held in the coming Fall when interest in the project should be at its peak. Largely financed by local suppliers, it will be "a comfortable, exciting, high profile community fair". Householders, contractors and suppliers will be brought together to discuss the progress of the project and carry on negotiations. Commercial participants will be given special designation as "Community Retrofit affiliates" and will be accorded the privileges of displaying the Community Retrofit logo (see introductory paragraph) in their advertising and to "use the project's promotional and educational materials as well as specialized resources and consulting services".

One more step was taken to set the stage for the final assault on the Demonstration Areas' energy leaks. This was the preparation of a "Phase III" report setting out methods of dealing with many of the most common structural problems to be encountered. The report also includes data on "costs, paybacks, life-cycle costs and methods of application for low rise residential buildings in the Halifax Demonstration Communities," and also "procedures and techniques to retrofit commercial, industrial and institutional buildings" in the areas. Handbooks being prepared for use in training suppliers and technicians are based on this "Phase III" report.

Funded by Nova Scotia Department of Mines and Energy, Energy Mines and Resources, Canada and C.M.H.C., "Phase III" report provided "the only detailed information which is known to pertain to older unconventional construction techniques prevalent in Halifax and other parts of Atlantic Canada." "Eastern flat roof", and "balloon frame construction" are features found in the Atlantic region but rarely seen elsewhere in Canada. Similarly other regions have their own distinctive styles and customs.

"Phase IV", the latest report and detailed work plan was issued late in 1984. Costs for the implementation phase are split, with Energy Mines and Resources Canada assuming some \$300,000 of the total and \$45,000 being raised locally. "We have proposed," states the report, "that Energy Mines and Resources Canada consider adopting 'Community Retrofit' as one of its energy management programmes," using the Halifax experience "to demonstrate and evaluate the merits of the approach." The "community" approach does not compete with such programmes as CHIP, COSP and RRAP but helps their acceptance and implementation.

And so, commencing in April, retrofit consultants employed by the project will begin door-to-door visits to open discussions on retrofitting needs. Seminars for interested householders will begin as soon as the "Community Retrofit Resource Centre" is ready for occupancy in February. Instructional courses for the "professionals" who will carry out the work will proceed at the same time. Handbooks and literature will be circulating. The promotion will be rolling. Soon the Demonstration Communities should be hives of retrofitting activity.

To make sure the interests of the community are properly served, a special committee of about 24 members called Community Energy Management Advisory Committee (CEMAC) will oversee the project. Nova Scotia Council of the Canadian House Builders Association are also closely involved.

Acting only "upon request" the retrofit advisors will consult with householders on each step of their retrofit requirements, will review bids and contracts, advise and assist in attempts to obtain loans and insurance, inspect the contractors' work in progress, and check back later to make sure the work has been done properly and that the retrofitters are satisfied.

Finally, "the advisors will provide a report for each dwelling to the financial institutions, the insurer(s) and government sponsors."

And when the hammering and sawing has finally ceased, "The Community Retrofit team will provide a final report on all advisory and delivery services."

"Community retrofit" with such thorough planning, could indeed form the basis for a major new Canadian industry -- a new industry that is really an old one -- retrofitting -- but given new impetus.

EFFECTIVE COMMUNICATION -- FROM A LONG-TIME SUFFERER

To Livable Winter City Association:

"A marvellous idea and never too late . . . Winter Cities!"

"For years I have repeated two refrains:

- . I am alive for three months of the year; the rest of the year I'm in various states of deep freeze . . . it takes me the best part of spring just to sense the living world around me . . . it takes me until the end of June to thaw from the most recent deep freeze . . .
- . I am allergic to the cold . . . all sorts of unpleasant little demons manifest themselves in making me grumpy, snappy, frowning, on the best of days . . . on bad days both the demons and I withdraw from the world, and for those in my immediate environment that behaviour is probably the best for all concerned. . .

And now a group of creative, thinking, challenged persons is going to address a situation that probably has a host of deleterious effects on a multitude of people-who-just-can't-get-away!

PLEASE RUSH ALL MATERIAL ON YOUR ASSOCIATION, AND ON WINTER CITIES '86 INTERNATIONAL FORUM TO BE HELD IN EDMONTON . . . TO WHAT EXTENT WILL THE PUBLIC HAVE ACCESS TO THE CONFERENCE ACTIVITIES?

Ruth Katz,
Ruth Katz Effective Communication,
P.O. Box 3863, Stn., "C", Ottawa

(Ed. Note: All sessions of the Edmonton Conference will be open to the public -- winter is an experience we all share. To date there have not emerged special experts or special language.)

ECOLOGICAL IMPLICATIONS OF STRUCTURES STUDIED BY U. OF MANITOBA'S "TETRI"

By Prof. Harlyn E. Thompson, "Tetri" Director

The Ecological Tectonics Research Institute (TETRI) is a formal inter-faculty University of Manitoba research organization whose purpose is to encourage and support, on a more comprehensive basis, person-environment relationships, particularly their impact on the health and welfare of people and the structures in which they work, live and interact. TETRI's main function is to facilitate joint work between faculties and areas of different but complementary expertise. The management and advisory committees represent the Faculties of Graduate Studies, Agriculture, Architecture, Arts, Engineering, Human Ecology, Medicine and Science.

The impetus for creating TETRI came during a two-year research study on office buildings fenestration carried out between the Universities of Manitoba and Washington, and to a limited extent, the University of California's Lawrence Berkeley Laboratory. The research focussed on three strategies for window design: 1) window size and shape in relation to view, wall proportion, climate and culture; 2) discomfort glare and 3) energy. The findings have been organized in a Design Guidelines report which is available from TETRI (address: Russell bldg., The University of Manitoba, Winnipeg, Man., R3T 2N2). This Canadian study was sponsored by Public Works and Supply and Services, Canada.

Currently, TETRI is pursuing through the Royal Architectural Institute of Canada (RAIC) Research Corporation, Federal interest in a feasibility study to develop state-of-the-art integrated design databases for use in the distinct parts of the life cycle of a building... planning, building design, building construction and facilities management.

TETRI foresees two practical results from the study: 1) a comprehensive study of commercially available software and database systems, and 2) a pilot integrated database system as a preliminary to a much larger project of this kind. The proposed study intends to take into consideration the recent shift from problem solving approaches to knowledge driven approaches in research and applications by proposing areas where expert systems and artificial intelligence programs could be used more effectively. If funded, the study will initially involve Faculties in Architecture, Computer Science and Engineering, as well as user groups in each of the four stated areas.

(Prof. Harlyn Thompson is presently on one year's leave after serving a five-year term as Dean of University of Manitoba School of Architecture. He previously taught at New Jersey Institute of Technology where he was the founder and first Dean of the School of Architecture.)

LWCA ACTIVIST GROUP AND NEWSLETTER SUBSCRIBERS INCREASING RAPIDLY

As of Feb. 1, the Livable Winter City Association had received tangible support (money, assistance in kind, work on behalf of the organization) from 178 individuals, agencies or companies in the period of approximately two years since the first organizational meeting, and NEWSLETTER paid circulation had increased to 147. Both totals represent a growth of approximately 150 percent in the past year. This issue is only the eighth issue of NEWSLETTER.

CALGARY - - POTENTIALLY MOST LIVABLE WINTER CITY - -

TRUSTS ITS PLANNERS WITH BIG RESPONSIBILITIES

BY JACK ROYLE

CALGARY (POP. APPROX. 620,000) IS A CANADIAN CITY THAT HAS OFTEN BEEN ENVIED FOR ITS BUILT-IN ADVANTAGES: ITS FOOTHILLS SITING, ITS DRY AND SUNNY CLIMATE WITH "CHINOOKS" TO SOFTEN WINTER'S SEVERITY, ITS ECONOMIC ROOTS IN OIL AND GAS, ITS PROXIMITY TO ONE OF THE WORLD'S GREAT MOUNTAIN PLAYGROUNDS, ITS MIX OF YOUTHFUL, ENTREPRENEURIAL CITIZENS. . .

CALGARY HAS STILL ANOTHER REASON TO BE ENVIED - - ITS COMPLETE DETERMINATION TO INNOVATE AND TO MAKE ITSELF INTO AS DELIGHTFUL AND STIMULATING A CITY IN WHICH TO LIVE AND WORK AS CAN POSSIBLY BE ACHIEVED.

This is not new. Five or so years ago, early in my personal involvement in the "winter cities" movement, I visited Calgary, picked up copies of key reports published by the planning department, and spoke to Denis Cole, Chief Commissioner. He told me: "What you advocate is only what we have been trying to do for some time. We are very well aware of the stresses and problems created by winter and are doing what we can to make our city attractive and livable in every season."

Last month, I spent a day with Calgary planners and found huge strides had been taken in the five-year interval, and that the zeal for further progress and achievement is, if anything, greater than before.

Here are some of the things Calgary has achieved that might qualify it to be awarded the title, "Most Livable Winter City."

- Though willing to share top honors with Minneapolis and St. Paul, Minn., in the matter of who has the biggest and best "skywalk" system in the world, Calgary has, in fact, the largest system extending for more than eight kilometers, including bridges and passageways through and around buildings described as "public easements". Minneapolis can justifiably claim to have invented the glass-enclosed elevated walkways, and St. Paul has undoubtedly the "longest publicly-owned skyway system" since its network is fully owned and operated by the city. Calgary and Minneapolis systems are largely owned and maintained by the private sector under arrangements to be discussed later. Calgary's system (called the "+ 15" System since it runs approximately 15 feet above grade) has 38 bridges with more to be built this year and serves some 35 blocks. Skyways or "+ 15's" are for the most part a North American phenomenon and some 20 U.S. and half a dozen Canadian cities have the beginnings of such systems.

- Calgary has moved quickly (and with a sharp eye on costs) to provide an alternative to the downtown traffic hassle. Starting only eight years ago, a 13-kilometer Light Rapid Transit (LRT) line was built linking downtown with the southern part of the city. This has been in operation since May, 1981 and a ten-kilometer extension to the northeast is ready to be opened and an equally long extension to the northwest is to begin construction soon.

Calgary's LRT runs mostly on the surface, costs less to build and operate than the heavy trains and underground tunnels of subway systems, yet provides equivalent service. (Fares are \$1 cash or 10 for \$9). When the system is complete, it is estimated about 60 percent of downtown workers will use the trains and leave their cars at home, allowing further expansion of downtown parks, malls and public squares and freeing streets for the use and enjoyment of pedestrians.

- Calgary's downtown atria, malls, parks, glass-enclosed gardens and rooftop gardens already number in the dozens, many of them part of or connected to the +15 System. Few, if any, northern cities display so much tropical greenery, yet some of the atria specialize in Alberta native vegetation. Devonian Gardens, a two-and-three-quarter-acre "Wintergarden" in the very heart of downtown has been a favorite stop-off place for more than a decade. The atria that form part of the Glenbow Museum, Petro-Canada Center, Western Canadian Place and the new Nova building are all large, well used and well-cared-for. The latter is ablaze with begonias. But, possibly the most spectacular atrium is not downtown but in South Calgary in Heritage Square. Tenants in this building prefer to overlook their glass-domed park with its fountains, trees and masses of flowers, rather than to have an outside view.

- An oil and gas city, Calgary is understandably energy conscious. Its cluster of office towers makes a colorful mix and match of metallic-tinted or mirror glass, by current wisdom a highly energy-conserving form of exterior finish for large buildings. Most notable is Gulf Canada Square, a large 20-story building on the southern flank of downtown finished in grey-blue glass. A sign proclaims this building to be "world's most energy efficient" and its builders provide figures to back up the claim. With no central heating plant, depending primarily on the heat generated within the building by peoples' bodies, lights and office machinery, the building is said to require only 10.5 kwh. of energy per square foot per year, about one fifth of the average energy consumption of large buildings in northern latitudes. On nippy winter days, a plume of steam rises three stories high from a fountain close beside the building's main entrance. This is surplus heat produced by a building that has no furnaces and is largely heated by the bodies of the people who use it.

- Calgary river valleys, "the single most positive recreational asset of the city", according to a recent report, fan out from the city centre in all directions. The Bow river crosses the city roughly from northwest to southeast; the Elbow meanders in from the southwest and the Nose and its tributary, the West Nose, come down from the north. A Bow tributary, Fish creek, circles inside the southern city limits. The valleys extend more than 50 kilometers within city limits and more than 40 kilometers have already been developed for recreational purposes. There are golf courses, winter and summer parks and playgrounds, heritage areas, bird sanctuaries, natural areas purposely left undeveloped, fishing preserves and canoe launching sites. A main objective now is to link the areas along the Bow with parkland strips containing walkway/pathways for joggers and hikers and trails for bikers and cross country skiers. These will make the entire river accessible to the public and prevent access by industrial or commercial concerns that might cause pollution. Preserving river valleys for public recreation will "add to city beautification and ensure good water quality", says the report.

EXISTING SYSTEM (as of August 1, 1984)

+15 SYSTEM

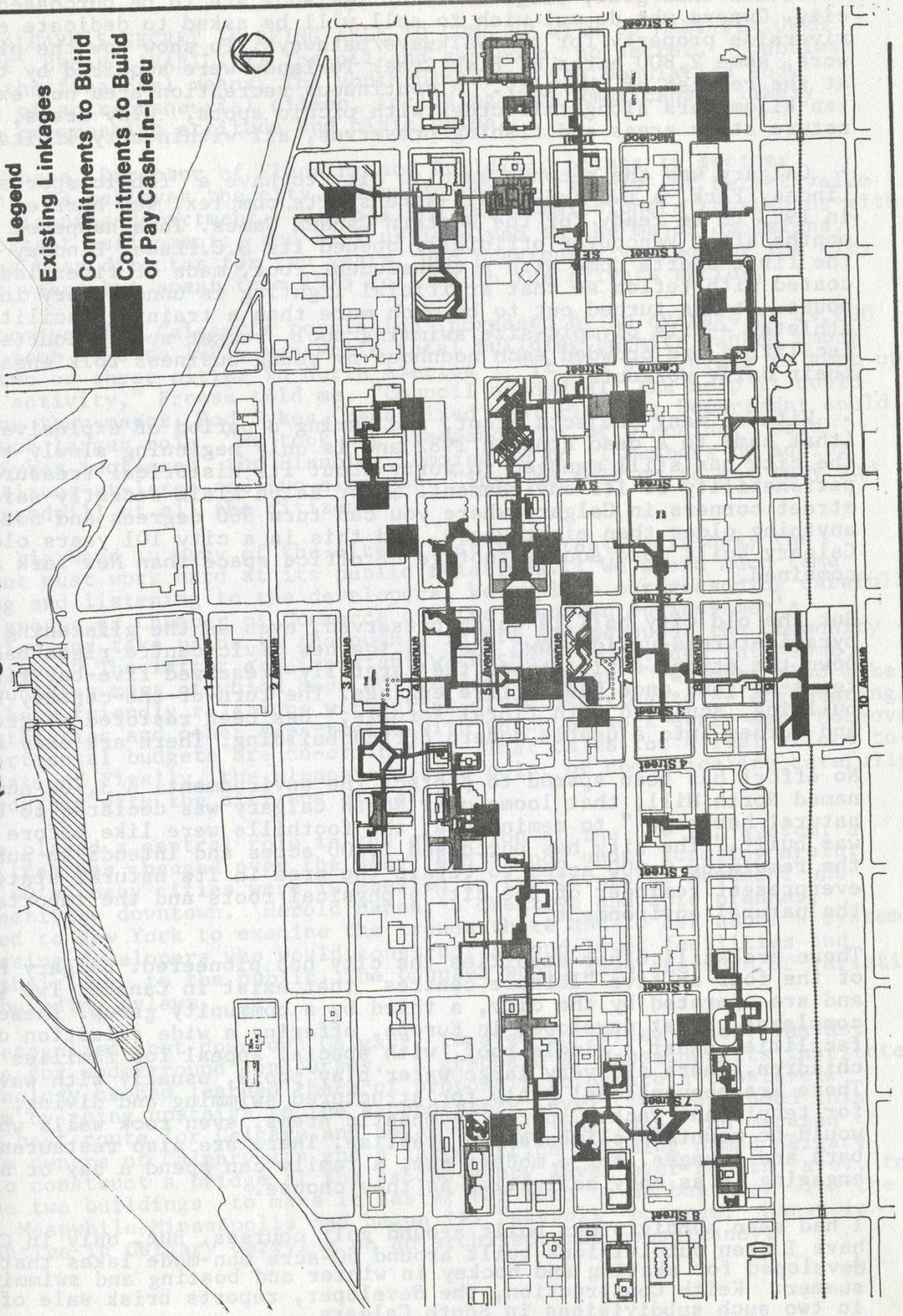
Legend

Existing Linkages



Commitments to Build

Commitments to Build
or Pay Cash-In-Lieu



To attain this goal, large areas of lowlands are to be purchased by the city. Owners who do not wish to sell will be asked to dedicate some of their riverside property for the walkways/pathways. To show how the plan will work, some 2,800 acres of Fish Creek lowlands were acquired by the province at the request of the city. A continuous recreation area now extends for ten kilometers along this creek with picnic spots, play areas, trails, nature study areas and fishing preserves, all within city limits.

• Calgary was the second Canadian city to have a "fabric sports dome". Lindsay Park, a two-and-a-half-acre sports complex, was hurried to completion in 1983 to be ready for the Western Canada Games. This happened a few months after Vancouver officially opened its B.C. Place. Lindsay Park was the first sports dome with a translucent roof, made of fiberglass fabric coated with teflon so that artificial lighting is unnecessary in daylight hours. It has turned out to be much more than a training facility for athletes -- its olympic-size swimming pool, racket sports courts and other facilities are crowded each noonhour by young business folk engaged in their daily workouts.

• With so many projects afoot, and during a period of explosive growth (that came to a dead stop in 1982 and is only beginning slowly to resume) the city has still managed to worry about its historical treasures and the perishability of its environment. Mayor Ralph Klein recently said: "There are street corners in Calgary where you can turn 360 degrees and not see anything older than eight years. And this in a city 101 years old." In 1979 Calgary built more square footage of office space than New York and Chicago combined.

But the old city hall is being preserved, even as the glistening blue-glass pyramid-turned-upside-down that is the new civic centre rises beside it. Down the street still stands the carefully-preserved five-bay firehall where teams-of-four once hauled fire engines. The turn-of-the-century Burns building, sculpted with floral scrolls, has been restored at great expense and turned into a usable modern office building. There are many such examples

No effort has been spared to protect the environment. A 3,700-acre knoll, named North Hill, that looms over North Calgary was declared to be a natural heritage "to remind what the foothills were like before the city was built." The city has purchased 1,100 acres and intends to purchase the remaining 2,600 acres to retain the area in its natural state as an everpresent reminder of the city's physical roots and the importance of the natural environment.

There are still other amenities the city has pioneered. Calgary has three of the four or five "leisure centres" that exist in Canada. Two were built and are operated by the city, a third by a community group. These are large complexes, first developed in Europe, offering a wide selection of recreation facilities under a single roof, with special appeal for families with children. There are very large water play pools, usually with wave machines. There are conventional pools for structured swimming and diving, areas for tennis and racket sports, gymnastic areas, even rock walls where would-be mountain climbers can practise. There are also restaurants, bars and lounges. For a modest sum, a family can spend a day or an evening engaging in as many activities as they choose.

I had seen subdivisions built around golf courses. But, only in Calgary, have I seen subdivisions built around 50-acre man-made lakes that are developed for skating and hockey in winter and boating and swimming in summer. Keith Construction, the developer, reports brisk sale of houses in two such subdivisions in South Calgary.

WHAT IS CALGARY'S SECRET IN BEING ABLE TO COME UP WITH SO MANY FEATURES TO IMPROVE URBAN LIVABILITY? The oil and gas boom, no secret, doubtless provided the financial means. The youthfulness of its population and admixture of entrepreneurial oilmen, including many Americans, likely fosters a progressive attitude and civic pride.

But Art Froese, Director of Planning and Building, points to another ingredient. He believes the city, over the years, simply got better value from its planning department. "Council and the Commissioners trusted us with many important assignments, and kept us involved in the major decisions." Froese has been director for two years, had previously worked for the city for eight years but spent from 1975 to 1982 in the private sector.

In the boom years (Calgary's population increased by an average of 29,000 annually from 1978 to 1981, meanwhile total building permits ranked among the top two or three cities in North America) "it was a struggle to keep up with the activity," Froese told me. "Council needed all the help it could get." The then-mayor, Rod Sykes, recognized that Planning Department could play a much larger role. "He took the arrogance out of planning," said Froese. Sykes increased the Planning Commission to 11 members by adding three citizens-at-large and two aldermen. "Then he told us to get busy and win the goodwill of all the citizens."

Having a big hand in many of the city's most important decisions, the department must work hard at its public relations..."We spend much time informing and listening to the developers. We explain our reasoning carefully to such groups as Chamber of Commerce and the Downtown Businessmen's Association and take pains to thoroughly inform and persuade the Community Associations." The latter are important, with the city divided into some 140 communities most of which have active associations. "We must also make sure to keep friendly relations with other civic departments -- engineering, parks, utilities and other departments with which we work every day. Moreover all departmental budgets are co-ordinated. That calls for a real effort to communicate. " Finally, the planners make a point of communicating carefully and thoroughly with the citizens at large.

Planners played a central role in the evolution of the "+ 15" system, a concept that has changed over the years and is now under scrutiny again. In the '60's many cities were interested in two levels of movement and retail activity downtown. Harold Hanen, a creative and able planner, journeyed to New York to examine the trends there and to ask about a system of bonussing developers who would construct second level facilities and donate their use to the public. The bonuses would take the form of variation in the building bylaws.

Hanen recognized that downtown Calgary, located in valley lands, was not suitable for underground concourses. A graduate of Massachusetts Institute of Technology he had learned there of proposals to create a two-levels downtown by going upstairs to the second-story level. He concluded this was the best route for Calgary and began to sell the idea. He managed to persuade owners of Calgary Inn and a large office building named Calgary Place to construct a bridge at the second story level over Fourth ave., to join the two buildings to make it easier for each to do business with the other. Meanwhile Minneapolis had begun its "Skywalk" program. Hanen is still active in Calgary carrying on an architectural consultancy.

One by one, aldermen and developers saw the light. Hamen pointed out that two levels of retail shops and service establishments such as restaurants and theatres would add to the tax base. Pedestrians would have a climate-controlled alternative on the second story level where they could move about in comfort through the long winters. Hemmed in by a shallow bend of the Bow river and the C.P.R. main line, downtown Calgary has little room for outward expansion. Upward expansion via the +15's could intensify utilization of streets, parks and other downtown amenities.

Who would pay the costs? In St. Paul, the city pays. In Minneapolis most deals were individually negotiated. Calgary planners came forward with a new idea -- why not a formula so that everyone would know where they stood? The formula originally adopted was that for every square foot of bridges or easements provided by a developer, a bonus would be given permitting the developer to add up to 40 rentable square feet of floor area to his building. The formula has been amended several times, reducing the size of bonus offered. By the plan, any given building might be taller, but there would, in effect, be two street levels at the bottom.

Bridge by bridge, easement by easement, the system took shape. Builders who preferred not to build bridges, were permitted to contribute an amount equal to the cost of the proposed bridges to a special fund. That fund has now grown to almost \$7,000,000.

At the start, it seemed a good idea to build "+15's" over and along lanes thus connecting with buildings on either side but not taking up rentable space within them. This idea was dropped when garbage collectors and firemen complained it interfered with their hoists and ladders and when it was realized the building code required exits unto lanes to be open to the sky. With more experience in building the elevated walkways it was also realized they were better to be situated so that users could be plainly visible to the greatest degree possible and that there should be easy and numerous exits and entrances leading to the street level.

Easements recently granted tend to cover "wrap-around galleries", corridors, atria, lounge areas, rooftop gardens, and the bridges linking all such areas. Commercial space fronting on the "public access easements" may be rented out by building owners. One finds numerous restaurants, snack bars, theatres, gift and novelty shops and similar establishments opening on the +15 corridors. Department stores take advantage of the heavy flow of pedestrian traffic by making their second floors into year-long "sidewalk sales."

Advantages and problems of the plan are now once again being discussed. Don Sinclair, an energetic, businesslike young planner has been given the job of seeing what can be done about the problems.

His main task at the moment is to complete the network -- fill in the missing links and provide additional accesses. He is negotiating with developers to see if any can be persuaded to add portions to the system. Some of the gaps will be bridged -- starting this year -- using the \$7,000,000 fund built up with cash-in-lieu deposits.

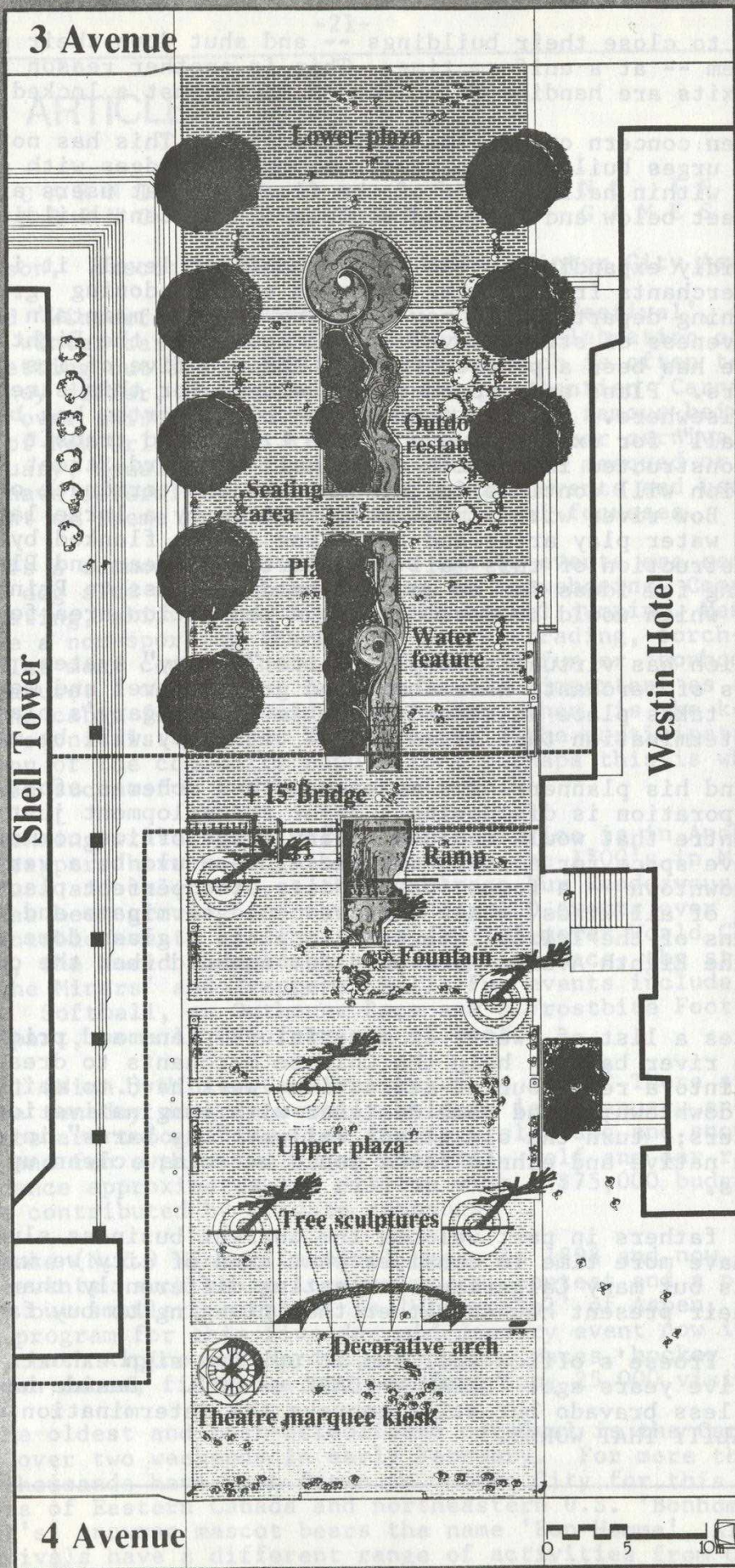
Signage is a further problem. Tourists and visitors become lost in the unfamiliar corridors. The city has commissioned a study by a New York designer to come forward with ideas for a signage system along the lines of those used in major subway systems.

Still another problem is co-ordination of the closing hours of the buildings in which eastments are located. Some portions of the system remain open 24 hours; other portions close when dictated by building owners. Sinclair

PLANS FOR ONE SECTION OF THIRD STREET MALL

- WATER
FEATURES,
RESTAURANTS,
FOUNTAINS,
DECORATIVE
ARCHES,
TREE
SCULPTURES,
MARQUEES,
KIOSKS.

Work on
project
may begin
this year.



wants owners to close their buildings -- and shut down their portions of the +15 system -- at a uniform time. This is another reason for needing more accesses. Exits are handier if one comes up against a locked door.

There has been concern over crime in the system. This has not developed but Sinclair urges builders to construct their bridges with glass sides extending to within half a meter of the floor so that users are fully visible from the street below and from the windows of adjacent buildings.

With the rapidly expanding system at second floor level, it is important to discourage merchants from moving upstairs and abandoning ground level spaces. Planning department is now studying ways to maintain and improve the attractiveness of street level retail spaces on the Eighth Avenue Mall. Eighth Avenue has been a pedestrian Mall through five of its central blocks for some years. Plans and procedures developed for this street can then be applied elsewhere. Seventh Avenue, one block north, has been made into a "Transit Mall" for exclusive use by the L.R.T. and transit buses. And soon to be constructed is a north-south mall on Third Street (see illustration page 19) which will continue for nine blocks and terminate on the south shore of the Bow river with a promenade centred by a large lagoon that will include water play areas and fountains and be flanked by an outdoor theatre. Construction of this mall may start this year and Planning Department is now looking for ideas for an unusual bridge across to Prince's Island in mid-river which would be developed as a recreation area for downtowners.

St. Paul, which has virtually completed its "skyway" system, has found that large numbers of merchants have abandoned ground level and most downtown activity now takes place at second-story level. Calgary's plans are based on a firm determination that street level viability will be maintained.

Art Froese and his planners have numerous other schemes afoot. Cadillac Fairview Corporation is discussing a major redevelopment just west of the new Civic Centre that would include a very large office-commercial galleria and also leave space for a civic square. This would be a very important element in downtown -- a focus for the city, the perfect place for celebrations of all kinds where parades could terminate and town meetings be held. Plans of the Trizec interests to place a glass dome over the middle portion of the Eighth Avenue Mall were put on hold when the current recession set in

Froese recites a list of twenty or more future plans and priorities: light up the river banks; help the Chinese merchants to dress up Chinatown and make it into a real tourist attraction; work hard to maintain the vitality of downtown; find some designer with imaginative ideas for bus and train shelters; turn the old street railway "bus barns" into a Festival Market where native and ethnic foods could be sold; clean up the parking lots ...and others.

Calgary city fathers in part welcome the current business slump. Said Mayor Klein: "We have more time to consider what kind of city we want to create." Froese points out many Calgarians are acting differently than in the boom -- fixing up their present houses rather than plunging to buy fancier ones.

Signs on Art Froese's office wall sum it up. One sign exhorts in the mood of Calgary of five years ago: "DREAM -- DARE -- DO". Beside hangs a sign that speaks with less bravado but still conveys the determination of an ambitious city: "QUALITY THAT WORKS."

FEATURE ARTICLE

WINTER CARNIVALS - - - GROWING IN NUMBER AND OFFERING MORE FUN AND GAMES

By Byron Johnson, Executive Secretary, Livable Winter City Association

Whether called 'Winterfest', 'Winterlude', 'Winter Festival', or even 'Winterskol', winter carnivals are essentially a celebration of winter, a cause for getting out and enjoying a season which is often too long and inhibiting. They differ, therefore, from the pre-lentian 'Carnival Days' celebrated in over thirteen countries with the most famous being the 'Mardi-gras' of New Orleans and Rio de Janeiro. Winter carnivals usually occur in February, usually have parades, often have masqued or costumed dances, must have several unusual, if not crazy, events and usually have a special event or theme around which the carnival focusses.

Winter sport is a common theme. Often the sports events are reminders of the past, such as dog sled races, tree-felling or snowshoeing. Competitive sports are skating, skiing, ice fishing and barrel jumping. Many winter carnivals have a non-sporting theme such as fur-trading, torch-light parades or heritage. The most common theme is plain good fun or 'bonhomie', served up in good measure. A measure of madness is also important as a way of warding off the cabin fever of mid-March. Fun, then, is the key element of all winter carnivals. Another key element is the participation of a high proportion of the community population; perhaps this is why carnivals seem to be less successful in the major cities.

The longest running winter carnival in North America is in Anchorage, Alaska.¹ Reportedly, trappers have been gathering since the 1700's in Mid-February to exchange furs and celebrate at the Anchorage Fur Rendezvous. Since 1931 the 'Rondy' has been growing and now includes 150 events over the ten days of revelry. Notable events are the three-day 125-meter World Championship Sled Dog Race, the World Championship Snowmachine Race, the state Fur Auction and the Miners' and Trappers' Ball. Fun events include an Eskimo Blanket Toss, Softball, an Outhouse Race and a Frostbite Foot Race. About 250,000 take part, some 15,000 from out of state.

The Saint Paul (Minn.) Winter Carnival began in 1886.¹ There are now 125 events in the ten-day program usually held in late January and early February. There are tobogganing, ice fishing, sled dog and snowmobile competitions and fun events including softball, golf and car races on ice. Annual attendance approximates 1.4 million with a \$75,000 budget of which 75 percent is contributed by private sponsors.

The Saranac Lake (N.Y.) Winter Carnival began in 1898 and now includes a variety of events such as an ice-sculpture contest and a parade. Another long running, but smaller, carnival is 'Winterskol' of Aspen, Col., started in 1951. The program for this five-day mid-January event now includes ski competitions, both Alpine and Nordic, snowshoe races, hockey tournaments, hot air balloon races, fireworks and parades. Some 25,000 visitors attend.

In Canada, the oldest and best-established carnival is the Carnaval de Québec, held over two weekends in early February. For more than 20 years, hundreds of thousands have been drawn to Québec City for this event, coming from all parts of Eastern Canada and northeastern U.S. 'Bonhomie' dominates; the 'Carnaval's' snowman mascot bears the name 'Bon Homme'. Although many Canadian carnivals have a different range of activities from Quebec's 'Carnaval', most try to emulate its spirit.

Although only seven years old, Ottawa's Winterlude has become a major Canadian Winter Carnival, drawing approximately 450,000 participants in 1984. Centred on Ottawa's portion of the Rideau canal, the world's longest maintained skating rink, Winterlude hosts a variety of events including the Canadian Ski Marathon, Speed Skating Championships, snow sculptures and sleigh rides. A recent innovation is the 'Winterlude-on-the-Fringe' events which are held during Winterlude but are independent of it*. With over 85 such events this coming year, (Winterlude is in progress as you receive this NEWSLETTER) Winterlude, (Bal de Neige) has become the focus of Ottawa's social calendar for winter.

In Nova Scotia, Dartmouth hosts a mid-February Carnival featuring skating races, hockey tournaments, figure skating and other activities. Pomquet features Acadian crafts, sports and competitions during its late-January early-February Winter Carnival. Halifax has started a winter festival which will likely grow in importance. Prince Edward Island's major Winter Carnival is held in Charlottetown in February. Moncton, N.B., greets winter with its Maritime Winter Fair in October; Dalhousie, N.B., has a February Winter Carnival.

There are many winter events in Quebec. Amqui brings together religious and sports themes with "Les festivités du Mardi-Gras". Chicoutimi holds its Carnaval-Souvenir de Chicoutimi each February to recapture the past with traditional and old time dress, activities, show-windows, restaurant menus, folklore and 'joie de vivre'. Carnivals are held in January in Lorrainville, Maniwaki, New Richmond, Sherbrook, and Val-Barrette. For February, the list is very long: Disraeli, St-Come, Mont-Rolland, St-Omer Miquaska Nouvelle, Pokégamook, Ripon, Saint-Adèle, Saint-Adolph, Saint-Donat, Saint-Eugène, St. Irénée, Saint-Michel de Napierville, Chénéville, Valleyfield, Chertsey, Brownsburg, Val d'Or, Chibougamau, St-Philippe, Dester, Ferme-Neuve, Kiamika, Lac des Ecorce, Lebel sur Quévillon, Mont Brun, Mont Joli, Lachine... and in March, carnivals are staged in Lac des Plages and Notre-Dame de Portrain.

Ontario is almost as rich in winter festivals as Quebec. Besides Ottawa's Winterlude, the list includes Hamilton's 'Winter Festival of Friends', featuring arts and crafts. The January list includes: Owen Sound (noted for its Carnival Queen Pageant), Burlington, Peterborough, Fenelon Falls, Mississauga, Niagara Falls, Minden and Toronto (Molson Winter Festival). February sees annual festivals in Gravenhurst, (held jointly with Bracebridge and Huntsville and featuring torchlight safaris), Timmins, Wiarton, Dowling, Wawa, Parry Sound, North York, Bancroft, Port Sydney, Oxtongue Lake, Elliot Lake, Larderlake, Humphrey, Sault Ste Marie (featuring snow train excursions). Under auspices of LWCA Toronto chapter, a 'Winterfest' should soon be launched in that city.

Manitoba's oldest winter shindig is held at The Pas and is called Northern Manitoba's Trappers' Festival in mid-February. It features a 160-km World Championship Dog Sled Derby and events such as trap setting, ice fishing and tree felling for the title of King Trapper. Similar events are part of Lynn Lake Kinsmen Winter Carnival, Thompson Kinsmen Winter Carnival and the Aurora Snow Festival. There are winter special events also in Winnipeg, Winnipeg Beach and other communities.

Lignite Louie Winter Festival in Estevan, Sask., in late February features ice sculptures and many other activities. Saskatoon, Prince Albert, Regina and Balgonie also have February festivities. Banff/Lake Louise Winter Festival and Grand Cache's Mountain Madness Carnival are major Alberta carnivals with others at Canmore, Delia, Ferintosh, Athabasca, Vermilion, Boyle, Fort Saskatchewan and La Glace.

*LWCA Colloquium is among this year's Winterlude Fringe Events.

In British Columbia, the major winter festival is in Quesnel. Others are held at Lac La Hache, Revelstoke, Kimberley, Fort Nelson, Cranbrook, Mackenzie and Rossland. Some of these are held in March to take advantage of winter's late departure from the mountains.

Some of the most interesting winter carnivals are held 'north of 60'. In Whitehorse, Yukon, in late February the town spruces up with 1898 costumes and joins in dog team races, beard growing contests and other events. Can-can girls take centre stage. Further up the Alaska Highway, Carmacks' winter bash includes 'smoosh-skiing' ? But Mayo has "smoosh-racing" ? and pancake races ?. Elsa has the 'Mad Miner Muck-up' contest? among other events and Faro holds its 'Ice-Worm Squirm' ? with many games and sports (Yukon readers may be able to give us definitions .)

In the Northwest Territories, Fort Resolution Winter Carnival features a two-day dog team race, also many contests of survival skills. So do the winter fun times at Norman Wells and Fort Smith. Frobisher Bay's 'Toonik Tyme' is a demonstration of many traditional Inuit games and contests and being held in April is one of the latest on the calendar.

U.S. holds so many winter festivals only a few of the more odd and important need be listed. The ten-day Fairbanks Ice Festival focusses on the North American Sled Dog Championship. Shelbyville, Mich has a bath tub regatta as part of its Gun Lake Winter Festival; Traverse City, Mich., has a 'Frozen Cherry Festival' including the world's biggest cherry jubilee sundae. Saranac Lake Winter Carnival (mentioned earlier) runs for five days and features a huge ice palace in the heart of the village. Crystal Lake, Ill., features a "Chili Open" golf tournament in its carnival. Kingfield, Maine, has an annual "White, White World" with snow sculptures, costume parties and a lobster and clam bake. Michigan Tech Winter Carnival at Houghton, Mich., annually comes up with large intricate snow sculptures on Houghton Lake and the event is billed as 'Tip-Up Town USA Festival' claiming to be second largest in U.S. At King's Island, Ohio, the annual Winterfest features a 100-meter high Eiffel Tower replica decked with lights. Niagara Falls, N.Y., has an annual Festival of Lights from November to February with musical concerts and special events in the city's Wintergarden.

Information on non-North American winter carnivals is sketchy. Perhaps LWCA's European or Asian friends can supply information or undertake to prepare a 'Carnival Compendium' for Europe and Asia. Much of the material for this survey came from an internal report of Canada's National Capital Commission. Excellent information is available from the following:

- 1, Wasserman, P., & Applebaum, E.L., (ed.s), Festivals Sourcebook, Second Edition, Gale Research Company, Detroit, 1984;
- 2, Ukman, L. (ed.), The Official 1984-1985 International Directory of Special Events and Festivals, First Edition, Chicago, 1984;
- 3, Gregory, R.W., Anniversaries and Holidays, Fourth Edition, American Library Association, Chicago, 1983

For information on specific winter carnivals, the most immediate information can be obtained from the tourist bureau of the province or state in which the carnival is to be held. No matter if it is a major event, or a small local affair, there will always be plenty of fun and 'bonhomie'.

IT'S TIME WE TOOK SNOW SERIOUSLY

By Val Werier, Western Editor, (Reprinted from Winnipeg Free Press)

Suggest to the average native of Manitoba that he knows little about snow and he will think you are suffering from delusions. After all, we do live with snow about half the year and know how it endures in this part of the world.

Dr. William O. Pruitt, professor of Zoology at University of Manitoba, a jolly individual with such an abiding interest in the subject that he is affectionately known as "the snow man", submits there is a paucity of understanding of snow. He also agrees that people dress like idiots for our climate. Is there any sight more ludicrous than a youngster walking bareheaded in 30 below (F.) wearing runners, thin socks, and a light windbreaker that goes no further than the waist?

Perhaps it is because many behave as if we live in the banana belt that they close their minds to winter and snow. Too, the English language is notably deficient in snow terms, says Dr. Pruitt, "having evolved in a misty maritime climate."

Snow is snow, that is all it is known as, except for some announcers who call it white stuff, the types that refer to bananas as elongated yellow fruit. In the Inuit and other northern tongues, there are dozens of words for snow. The Finns, Lapps, and Russians employ many of them. Researchers, like Dr. Pruitt, have adopted these terms from the languages of northern people, rich in describing different types of snow.

Some of the Inuit terms are: api, snow on the ground; pukak, the fragile columnar bottom layer of snow; anymanya, a space formed between a drift and an obstruction causing it; kalutoganiq, an arrow-head shaped drift of wind-hardened snow; qali, snow on trees; upsik, wind-hardened snow cover; qamaniq, snow depression or shadow around the base of a tree.

Lapp terms include: cuokki, a layer of solid ice next to the soil; suou'dnjc, individual feeding site on the snow. In Finnish, keppi is a home in the snow where an animal has plunged for shelter. In Russian, a vyduv is a spot blown clear of snow and a zaboi is an area of thick snow that persists perhaps all summer.

Scientists have classified 78 types of snow crystals, varying from classical six-pointed star to different forms of plates and needles. In the eyes of Dr. Pruitt, snow is a welcome salutary phenomenon and this season is off to a good start, if not for the poor white-tailed deer hampered by heavy snow falls. Snow is necessary to travel through peat and bog and other areas in Manitoba.

Snow is vital to supplement the moisture for farms and forests, to hold the soil and prevent erosion. Frost would penetrate deeply and delay spring planting if there were no snow cover, and that is one reason why it is necessary to plant more tree shelter belts. Snow, of course, comes in handy for skiing and snowshoeing. In some countries, artificial material is used for ski slopes.

Snow can be a lifesaver for people lost in winter or trapped by the weather. The Athapsakan Indians created an emergency shelter called a "quin-zhee." The booklet, SURVIVING IN THE MANITOBA WILDERNESS, issued by the Natural Resources Branch, tells how to construct one.

pile snow into a mound five feet high and about seven or eight feet at the base. Allow the pile to harden for at least an hour. Tunnel into the base on the leeward side. Hollow out the mound leaving walls about 12 inches thick.

Dr. Pruitt and his students have fashioned quin-zhees many times when out on research from the Taiga Biological Station which he established east of Bissett, Man., in 1973 to study plants and animals in the coniferous forest.

One night in December, it was -40 F. in the bush, but Dr. Pruitt and students spent a comfortable night in the quin-zhee they had just made. The temperature inside was -5° C.. The only source of heat -- aside from their bodies -- was the earth.

Mice and voles are aware of the pukak, the relatively warm layer on the ground under the snow. They build tunnels there where the temperature holds at -5° C.. About ten years ago, scientists were surprised to discover that invertebrates, such as beetles, spiders and springtails, were active in the pukak. They were supposed to become torpid and hibernate at this temperature.

"The mystery of how they warm themselves," says Dr. Pruitt, "is one of the scientifically exciting things we have uncovered."

When light does penetrate to the pukak level, it is mostly in the red end of the spectrum. This ensures that the female voles do not breed until spring. Red light does not stimulate them, a beneficent precaution by nature to discourage offspring during the hard winter months.

Dr. Pruitt, who has travelled extensively in the north, has learned to dress for winter. The important thing for long stays outdoors is to have clothing that gets rid of the moisture the body produces. Insulating materials are easy to obtain, but not clothing that releases the moisture.

He wears farmer's boots imported from Finland, made of felt and reinforced with leather at scuff points. Inside he wears wool socks and a "bama" liner which soaks up the moisture and wicks it outside through the felt.

"I come to the end of the day and the bama may be moist with sweat on the outside, but inside my socks are warm and dry," he says.

He has failed to interest local manufacturers in producing such winter clothing.

Then, as he says, we design our lifestyle as if we live in the Mediterranean. He points to balconies and recessed windows in apartment buildings on Pembina Highway, so constructed as to trap the snow.

Closer at hand he looks out of the window of his office at the University. Practically all the doors in the university buildings are recessed in such a way as to attract snow drifts at entrances. We really do not give enough thought about the snow.

COMING EVENTS OF INTEREST

March 25-29: American Society of Mechanical Engineers and American Solar Energy Society; Theme: Solar Energy; Knoxville, Tenn.; contact: J.Tichy, Rennselaer Polytechnic Institute, DEpt. of Mechanical Engineering, Troy, N.Y., 12181

April 10-12: International Conference on Consumer Behaviour and Energy Policy, Paris, France; contact: George Gaskell, London School of Economics, Houghton st., Aldwych, London, England, WC2 2AE.

June 18-23: International Solar Energy Society; Title, "Intersol '85"; Place, Montreal, Que.; contact: P.O. Box 1427, Desjardins Postal Station, Montreal, Que., H5B 1H3

August, 1985: Canadian Urban Studies Conference, University of Winnipeg, Winnipeg; Title, "The Canadian Urban Experience -- Past and Present"; contact: Dr. Alan F.J. Artibise, Director, Institute of Urban Studies, University of Winnipeg, 515 Portage ave., Winnipeg, Man., R3B 2E9

FRIEND BILL ROGERS GIVES HIS RECIPE FOR WINTER "BLAHS"

University of Minnesota News Service quotes Dr. William Rogers, professor-emeritus, University of Minnesota, father of the "Winter Cities Movement" in North America and friend of LWCA, as to how we can better cope with the "February Blahs": Replace "cool white" fluorescent bulbs with "warm white" bulbs; keep lights on as much as possible; use "warm" colors such as red, orange and yellow on walls and in draperies and rugs, also for the exteriors of buildings; liven up offices and homes with greenery; and plan ways to gain access to sunshine.

"Employers might think about giving employees southern exposure in their offices as a form of reward...We in the Snow Belt get lots of sunshine, as much as in Southern France or Northern Italy, but it's cold as hell because we're in the middle of the continent."

SOME ITEMS NOTED...

"Spirit of the Land" will be the theme of the 1985 annual Congress of the Canadian Society of Landscape Architects to be held July 4-6 at Saskatoon, hosted by Saskatchewan Association of Landscape Architects.

Snowless ski resorts could take some of the uncertainty out of the planning of winter carnivals if research by Alberta Research Council and Bio-Frost Inc., of Hamilton, Ont., is successful. Ice-inducing bacteria (found, among other places, in lettuce leaves) is being isolated. As a freeze-dried powder it could be used by ski resorts to manufacture ice crystals by a process of "nucleation".

Murray Tucker, head Pro. at Metropolitan Toronto Board of Trade Golf Course, is keeping an executive course open all this winter, sweeping the snow off the greens to keep them clear.
