

LIVABLE
WINTER CITY
ASSOCIATION



ASSOCIATION
POUR L'ANIMATION
DES VILLES EN HIVER

LIBRARY
MAY 20 1986
MONTREAL INSTITUTE

NEWSLETTER

ISSN No.: 0828-9328

NEWSLETTER ADDRESS:
R.R. # 1, Palgrave, Ont.,
LON 1P0

ASSOCIATION ADDRESS:
Ste. 301, 250 The Esplanade,
Toronto, Ont., M5A 1J2

July-August 1985
Vol. 3, No. 4
Subscription Price,
\$15 Per Year (Six Issues)

EDITORIAL:
Chief Editor, Jack Royle;
Western Canada, Val Werier,
Winnipeg, Man.
U.S. Associate Editor,
Dr. W.C. Rogers,
Minneapolis, Minn.

Pages 2-4

Pages 5-8

Pages 9-12

Pages 13, 14

Pages 15-17

Page 18

Pages 19-23

Association News

Winter Cities '86 Forum Plans
Edmonton Forms Winter Cities Corporation
Regina's "Wascana Centre", A long-term
plan that is working.
Harold Hanen -- What China and Canada
Can Learn From One Another About
Livable Cities
Dr. William C. Rogers -- "Design Review"
Stirs Controversy in Minneapolis
Pedestrian Level Wind Studies Prove
Useful
Book Review -- "City Forms and Natural
Process"
Edward J. Levy -- Transportation In The
Winter City

UPCOMING LWCA MEETINGS AND EVENTS

Toronto Chapter meeting, Aug. 29, Metro Planning Board Room 5 p.m.
National Board of Directors, Sept. 5, Metro Planning Board Room 5 p.m.
Ottawa Chapter meeting, Sept. 18, Ottawa City Hall, 5 p.m.
Toronto Chapter meeting, Sept. 19, Metro Planning Board Room, 5 p.m.
Toronto Chapter Wine and Cheese, Sept. 26, Toronto City Hall Committee Room
7.30 p.m.
LWCA Annual Meeting, Nov. 12, Location to be Announced, 2 p.m.

NEWSLETTER READERS ARE INVITED TO ATTEND CHAPTER MEETINGS, AND WINE AND CHEESE.
LWCA MEMBERS ARE URGED TO ATTEND ANNUAL MEETING.

INTEREST AND SUPPORT RAPIDLY GROWING FOR WINTER CITIES '86 FORUM

Experts and authorities from half a dozen countries have consented to speak to Winter Cities '86 Forum, Feb. 15 to 19, 1986 in Edmonton Convention Centre with the City of Edmonton as host and the Livable Winter City Association as co-host. More than 20 Federal and provincial organizations and agencies and non-governmental associations have to date committed themselves to be supporters and/or sponsors. The UN/ECE Committee on Housing, Planning and Building will meet concurrently and will integrate their Research Symposium with the Winter Cities '86 Symposium. This assures participation by the nine countries that are members of the European Economic Community.

Enquiries have come from all of the Scandinavian countries and Arni Fullerton, principal organizer of the Forum will be attending the Second Northern Inter-City Conference of City Leaders at Shenyang, China Sept. 19 to 22 and will extend invitations to all cities represented there. The Deputy Mayor of Edmonton will accompany Fullerton to Shenyang. They will stop off in Sapporo, Japan, to meet officials of the Northern Regions Centre Corporation and Foundation established there. Sapporo is also the base for Mayor Takeshi Itagaki's "Winter Cities Mayors Group."

Major sponsors for the Forum now include: the Federal Government through Canada Housing and Mortgage Corporation, Federal Department of Regional Industrial Expansion, Department of Tourism and Environment Canada; the Province of Alberta, Federation of Canadian Municipalities, Canadian Housing Design Council, Science Council of Canada, and internationally the National League of Cities and Partners for Livable Places, both of Washington, D.C. Supporters include ; University of Alberta, Boreal Institute for Northern Studies, Transport Canada, Air Canada, C.P. Airlines, Edmonton Power Corp., and other agencies and corporations. Discussions could result in participation by Royal Architectural Institute of Canada and American Institute of Architects.

Three themes will be emphasized in the Symposium: 1, Livability -- the human, physical, psychological and social needs of northerners; 2, Winter -- environment, climatology, socio-economic impacts and opportunities; 3, Habitat -- technology, shelter, structural and managerial aspects of city life.

The speaker list is nearing finalization. Mayor Takeshi Itagaki will bring greetings from Sapporo and report on the Shenyang conference and achievements of Sapporo's Northern Region Centre Corporation and Foundation. Peter Broberg, noted Swedish architect, will describe glass-covered residential streets designed by his firm and built in Sweden. Richard Rohmer, Canadian author and initiator of the Mid-Canada development project of a few years ago; Michael Zahorchak, expert on impact of climate on human socio-economic activities, Dr. William C. Rogers of Minneapolis, Ted Happold, noted British engineer and designer of climate-oriented structures, Prof. Norman Pressman, LWCA national president and William Saunders inventor of the "house that heats itself" are a few of a list of some 15 to 20 other speakers.

Livable Winter City Association NEWSLETTER is published 6 times per year by the Livable Winter City Association, a non-profit nationally incorporated association. Address, Ste. 301, 250 The Esplanade, Toronto, Ont., M5A 1J2. Tel: (416) 863 1896; Editorial offices, R.R. # 1, Palgrave, Ont., LON 1P0 Tel: (416) 880 4815. Editor, John C. Royle. ISSN 0828-9328. Subscription price, \$15 per year Canada and U.S., elsewhere \$20 per year.

Unsolicited contributions and manuscripts welcome. Include self-addressed pre-stamped mailer if return requested. Publishers not responsible for loss or damage to same

WINTER CITIES CONFERENCE CORPORATION
CREATED IN EDMONTON TO ADMINISTER MAJOR CONFERENCES

In a move to make itself a leader among northern cities in espousing northern causes, The City of Edmonton has created "WINTER CITIES CONFERENCE CORPORATION" a non-profit community based organization. Its dual aims are to facilitate "the livability of urban areas with winter climates", and to "centre on Edmonton as a repository for science and technology related to winter living." The Corporation takes over from the city's planning department the job of organizing Winter Cities Forum '86 to be held next Feb. 15 to 19 and a second large international "Winter Cities" conference to be held Feb. 13 to 22, 1988 "designed to complement and enhance Calgary's 1988 Winter Olympics as a cultural/social/economic showcase."

The Corporation is headed by President and Project Leader Arni Fullerton. Vice-President and Co-Leader is Pamela Freeman. There are two other full-time staffers and five summer students.

A Board of Advisers and Directors consisting of prominent Edmonton citizens acts as Steering Committee. Members include Audrey L. Hollingshead, a business development manager much experienced in organizing and supervising large scale events such as conferences and exhibitions; Ken Chapman, prominent lawyer and community leader; Spencer W. Montgomery, industrialist, president of the Canadian Oilfield Manufacturers' Assn.; Dr. Thomas Nelson internationally recognized psychologist, faculty member of University of Alberta; and Dennis R.G. Thomas, lawyer and financier.

The Corporation is funded and assisted by City of Edmonton, also by its Planning and Parks and Recreation depts., by Federal departments including Environment Canada, D.R.I.E., and C.M.H.C. by Province of Alberta, Science Council of Canada and by private and governmental agencies, corporations and institutions.

Mayor Laurence Decore, in a message to the Corporation, wrote: "We are pioneers of a sort -- changing winter from a time to be endured to a time to be enjoyed. The goal of creating livable winter cities spans economic, social, cultural and recreational possibilities. It is every bit as exciting and challenging as the original pioneer goal of breaking the land and building the home."

EDMONTON GROUP SETS UP "AD HOC" COMMITTEE TO DEFINE PURPOSES OF LWCA CHAPTER

Meeting at lunch last month, a dozen Edmonton LWCA activists and supporters decided to examine what role the proposed LWCA chapter would play and how it should be structured. An "ad hoc" committee of three members was formed to carry out this task. Chairman is Eric Jokinen; other members, Audra Hollingshead and Arni Fullerton. The committee will also consider how to go about setting up a "winter cities" research centre in Edmonton.

TORONTO CHAPTER PLANNING WINE AND CHEESE TO "GET ACQUAINTED AND INFORMED"

Greg Ross, chairman Toronto LWCA Chapter, announces a Wine and Cheese party will be hosted by the chapter Sept. 26 at 7.30 p.m. in one of the large committee rooms in Toronto City Hall. All LWCA members, and supporters, and NEWSLETTER subscribers will be invited to attend in order that they may become better acquainted with one another. National President Prof. Norman Pressman and Vice-President Xenia Zepic will present the slide talk they have given in recent months in dozens of locations from Alberta to Finland and will answer questions about their "winter city" travels. Other updating and informative items are also planned. Tickets: \$5 to cover costs.

NEXT NEWSLETTER ISSUE -- LIST OF LWCA MEMBERS, FEATURES ON GLASS AND HOW TO GROW TROPICAL PLANTS UNDER GLASS

Interested in Networking -- in finding out who are LWCA members? Next NEWSLETTER issue will include a full list of LWCA members including occupations in most cases. You will be able to find out who are your fellow members in your province or region...We shall also have two major features on glass, on new cost cutting technology for making glass, and on the use of fiberglass as a building material. Among other articles will be one dealing with proper care of plants growing in atria. If you are not a subscriber complete and forward the pink form today to make sure that you receive this important issue.

NATIONAL EXECUTIVE TO APPROVE USE OF ASSOCIATION'S NAME

Meeting in Toronto last month, LWCA national executive approved a resolution providing that members who undertake projects such as seminars or research programs on behalf of the Association first obtain approval from national executive. Some projects are now in the discussion stage and it was felt such approval was necessary to protect the interests of the Association. Where funding is obtained it was ruled the national executive would have the option to require that a small percentage of such funds be paid to the Association in return for use of its name.

Date of the annual meeting was set at Nov. 12 at a location in Toronto to be announced later.

LWCA JOINING IN ORGANIZING HORNEPAYNE CONFERENCE

Hon. David Crombie, Federal Minister of Indian and Northern Affairs Canada, will be guest speaker at a conference to be held Sept. 28 and 29 at the Hallmark-Hornepayne Town Centre, Hornepayne, Ont. Purpose of the event will be to allow those interested to see the Hornepayne multifunctional town centre, built by Hallmark Hotels Ltd., an example of a climate-designed "town under one roof". It is planned to organize a charter flight from Toronto and to conduct tours of the Centre and the Town of Hornepayne, Saturday, Sept. 28. There will be slide presentations and a panel discussion on Sunday, Sept. 29. Besides the DIAND Minister, other speakers will include Ernest Balmer, Hallmark President; Prof. Norman Pressman LWCA National President; Ms. Xenia Zepic, Vice-President and Jack Royle.

OTTAWA INVOLVES CITIZENS TO HELP PEDESTRIANS

Ottawa City and National Capital Commission have jointly conducted a Pedestrian Environment Study covering the west section of the downtown core. This is one of several studies to look for ways to improve the pedestrian environment. The Sparks st. Mall and the mooted Albert st. Mall in the same general area are subjects for still other studies that will try to make Ottawa-Hull and the Ottawa-Carlton Region even more attractive as a national capital city. Ottawa, Region and N.C.C. planning departments have involved citizens in their planning discussions more than has happened in most cities and this applies where pedestrians are concerned. A citizens' group, Pedestrian Study Citizens' Committee was created June 17 by N.C.C. and Ottawa jointly and will be consulted on all matters in planning projects that concern pedestrians--sidewalk width and alignment, street furniture, snow removal, landscaping, mid-block links and signage. Some years ago a similar committee, The Disabled Citizens' Advisory Committee, was formed and has provided useful advice on matters concerning disabled pedestrians as well as reassuring the users that their point of view is considered. The Pedestrian Environment Study, prepared by Roger DuToit Architects/Planners, is soon to be released.

"MAKE NO LITTLE PLANS..."

REGINA'S WASCANA CENTRE OFFERS TEXTBOOK PROOF OF THE SOUNDNESS OF THIS DICTUM

- - Daniel Burnham, American architect, wrote it some 100 years ago: "Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram, once recorded, will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us..."

by Jack Royle

World planners have not yet beaten a path to its door, but Regina, Saskatchewan's capital city, has a mighty message for them when they are ready to listen....
LONG TERM PLANNING REALLY WORKS.

Guided by some of the world's most gifted planners and landscapers, and led on and supported by its provincial government, Regina was one of the world's first cities to adopt a 100-year conceptual master plan, and then to make it stick, re-work it as necessary, and to begin to enjoy marvellous dividends from it. The plan covers the Wascana Creek lowlands that occupy some 2,300 acres near the city centre.

Saskatchewan politicians and bureaucrats -- mostly provincial to begin with, but latterly with the city government playing an increasing role -- and numerous professionals, get credit for catching the vision and for hard work and unselfish dedication to expand, improve and implement it. But, the miracle of Wascana Centre was primarily the result of the combined dreams of Thomas H. Mawson and Minoru Yamasaki in collaboration with Thomas D. Church.

In 1912, British Urban Planner Mawson, retained by the province to develop concepts for the grounds of a future university, also for the surroundings of the handsome newly-built legislative building, situated on the banks of Wascana Creek in south-central Regina, drew plans for extensive formal English gardens. These would be in total contrast with the raw Canadian prairie frontier.

Fifty years later, in 1962, Saskatchewan government, with Regina's concurrence, retained the world-famous Minoru Yamasaki, architect-planner of Detroit, to expand the Mawson concepts extending them to take in a new site for a university campus. Yamasaki brought in as associate, Landscape Architect Church of San Francisco. Yamasaki had the great overall vision for the area, foreseeing a university with weather protected walkways and other climate-oriented features.

But it was Tommy Church who foresaw that the Wascana Creek and marshes had the human scale and opportunity to be turned into a huge "people's place", an enclave near the heart of the city which the ordinary citizens could call their own.

There could be playgrounds for recreation, and park areas for relaxation, but also much more. It could be a place where people could be close to their democratic institutions -- the provincial government, the university -- and to their cultural centres. There could be areas for self-discovery and regeneration, nature trails and study areas, heritage areas. There could be room for anything to do with people's well being and enjoyment.... including Mawson's partly completed formal English gardens which could, and should, be enlarged and completed.

Looking out over Wascana Creek ("Wascana" is a rough translation of the Cree words meaning "pile of bones", since in Indian times a pile of buffalo bones had been the area's most remarkable feature) Yamasaki's and Church's imaginations took fire. They envisioned a large lake dotted with islands. There would be ferry rides, landing docks, music basins, overlooks on raised promontories made from the lake dredgings, pedestrian lighting, scenic drives, path systems, boardwalks, a speaker's corner, picnic tables, signage, barbecues, drinking fountains, waste containers, a marina, kiosks selling food and other items, restaurants, baseball diamonds and bandstands.

These things could be possible if the province, the city and the university could work together, pooling their lands which made up then a total of about 1,200 acres, and contributing funds. A central authority would need to be set up to implement and manage the project.

Saskatchewan and Regina, ever positive and hopeful, took up the scheme with enthusiasm. Yamasaki, looking for a realistic time frame, came up with the idea of a "one-hundred-year conceptual master plan". Great schemes, Burnham had written, "never die", but assert themselves "with ever-growing insistency". Minoru Yamasaki and Tommy Church were retained to guide the project through its teething period.

In their report, Yamasaki and Church affirmed the audacity and uniqueness of the proposal:

"The idea of Wascana Centre is truly a magnificent one. The vision and boldness of the people of Saskatchewan, who..... work to make it a reality are probably unparalleled in the material world in which we live today....

"This great idea must come to reality. The imagination and courage of these men of the provincial government, the city government, and the university, which resulted in this plan, are so heartening in contrast with the weak attitudes of most leaders in our communities today. When carried to fruition, Wascana Centre will make Regina one of the very great cities of North America and the world."

Most of the things Tommy Church dreamed about are now in place: the granite fountain which originally stood in London's Trafalgar Square, the speakers' corner, reminiscent of Hyde Park, the overlooks (there are several) the marina and bandshell, the sports area and scenic drives, the picnic tables and barbecues.

But there is also much more. Fifteen years after commencement of the "100 years", the plan was said to be 80 to 85 percent completed. Except that new enthusiasts kept putting forward new ideas and Wascana Centre grew in area and content beyond anyone's dreams, even beyond Mawson's, Yamasaki's and Tommy Church's.

Among some 50 major features and activity centres now in place, in addition to the legislative building and university sites, are a world-class museum (with average annual attendance numbers exceeding the total population of Regina), an art gallery, a waterfowl area and preserve, a performing arts centre and several other buildings devoted to arts and culture, Prime Minister John Diefenbaker's old homestead, moved from its original site near Borden, Sask. There are also a health centre, a Resource and Development Science Centre, special designated scenic walks and trails running for several kilometers, a large sports complex with fully equipped playing areas and buildings (four baseball and softball diamonds). There are cafeterias, picnic islands, snack bars....and the scheme is still only 23 years old.

Ideas for the future now being considered could include opportunities for involvement from the private sector, possibly in the form of sponsored features, and extension of the Wascana "People's Place" environment northward towards the city centre.

Is the Wascana scheme a success? Cities, best located to know, certainly think so since they have set up parallel schemes. Sister-city Saskatoon now has its own 100-year conceptual master plan known as the Meewasin Valley Project. This has differences from the Regina plan in that it takes in large sections of the South Saskatchewan river lowlands outside of the city limits and possibly puts more emphasis on historical and conservation aspects. Moose Jaw, second biggest city in Southern Saskatchewan, has lately climbed on the bandwagon with its Wakimow River scheme, a long-term plan for the development of its river valley. Some cities further away have also picked up the idea -- C.A.Pippy Park in St. John's, Newfoundland, has modeled its development on the "people's place" concepts of Wascana Centre and have copied portions of the Wascana Centre Act.

To list Saskatchewan officials and citizens who have had major input into the Wascana project and served on the Authority would need several pages and would include former Premier A.E.Blakeney, numerous cabinet ministers, mayors, university presidents, and other public leaders. Allan K. Gillmore was the first Executive Director of the Wascana Centre Authority and later served as adviser and consultant for both Wascana Centre and the Meewasin Project. In time Tommy Church stepped aside and was succeeded by Michael Hough (see Book Review, page 18) and then by Hugh Knowles. P.J.Moran, present Executive Director has held the position for 19 years and has been a major force in building the stature of the art gallery. Architects, landscapers and planning professionals from across Canada were called in to advise during the periodic reviews, and to assist in implementing the various phases and expansions.

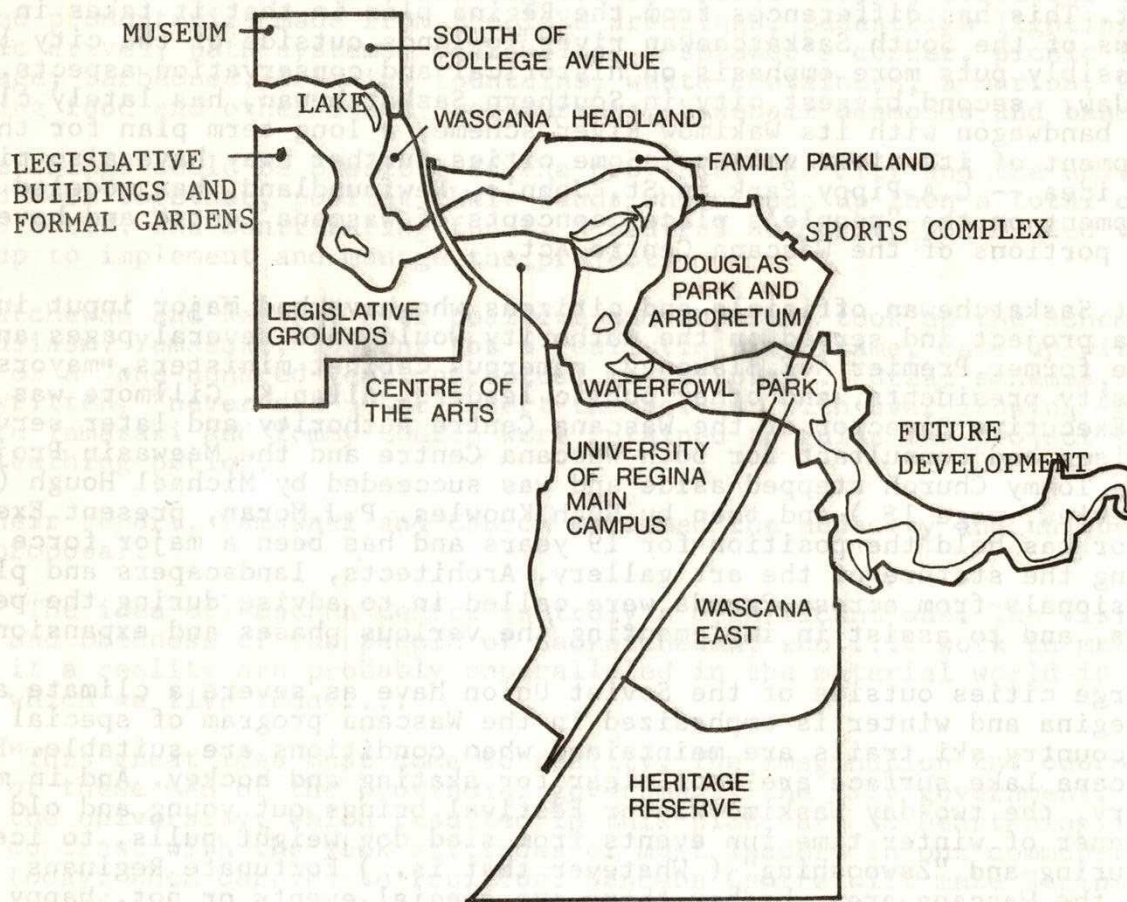
Few large cities outside of the Soviet Union have as severe a climate as does Regina and winter is emphasized in the Wascana program of special events. Cross-country ski trails are maintained when conditions are suitable. Portions of Wascana Lake surface are kept clear for skating and hockey. And in mid-February, the two-day Waskimo Winter Festival brings out young and old for all manner of winter time fun events from sled dog weight pulls, to ice sculpturing and "Zswooshing" (Whatever that is.) Fortunate Reginans throng the Wascana area whether there are special events or not, happy to share -- in the words of P.J.Moran -- " in the fantasies and delight that go with public participation." Two of the most popular attractions, interestingly, are the legislative buildings and the big new university campus that is developing much along the lines laid down by Minoru Yamasaki.

One of the buildings constructed most recently is a striking headquarters and information centre named, Wascana Place. Suspended from the central foyer ceiling of this building, extending down three stories, is an art piece designed by Eli Bornstein, prominent Saskatchewan artist. Through close co-operation between Bornstein and John Holliday-Scott, the building architect, the art piece and building, working together, powerfully emphasize the theme of winter and Regina's northern location.

Bornstein's work conveys the visual splendor of winter, "evokes our prairie atmosphere and landscape of ice and snow," in the words of the descriptive press release. It is a "celebration of winter," catching the beauty and eeriness of "the wintry sun and moon, or the sun-dogs and aurora borealis that appear in the prairie skies."

Most fitting in the "People's Place" of Winter City Regina.

* * *



Twenty-three-hundred-acre Wascana Centre has a multitude of attractions and benefits for ordinary citizens.

OTTAWA PREPARING BOOKLET ON SNOW PLAY

Sheila Pepper, Ottawa LWCA Chapter chairman, advises Recreation section of Ottawa Parks and Recreation department has undertaken to prepare a booklet to instruct schools, playground operators, P.T.A.'s and other interested groups on how to build snow/ice slides on parklands and playgrounds. A particularly good time to make such an effort could be to coincide with a winter festival of some sort. To get your name in for a copy, contact: Sheila Pepper, Parks and Recreation dept., City Hall, Ottawa,

CANADA-CHINA EXCHANGE COULD HELP BOTH TO DEVELOPE HUMANE BUT EFFICIENT CITIES

WHAT INSIGHTS IN CITY BUILDING CAN CANADA, WHOSE MAJOR CITIES WERE GRASS COVERED 100 YEARS AGO, OFFER CHINA, ONE OF THE WORLD'S OLDEST CIVILIZATIONS, AND WHAT CAN CANADA LEARN IN RETURN?

By Harold Hanen

Harold Hanen is a Calgary architect-planner and member of LWCA who recently travelled extensively in China. This article is particularly timely since this issue of NEWSLETTER will be circulated to delegates attending a Northern Intercity Conference to be held Sept. 19 to 22 at Shenyang, China

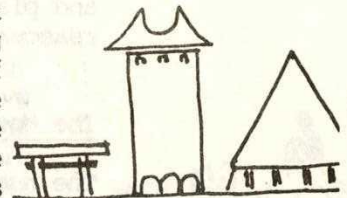


Hanen

The Desire for Change

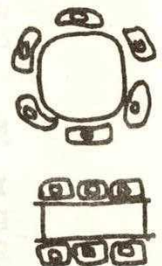
The Chinese are quick to see and act. The recent unleashing and the resulting explosion of entrepreneurial activities by the Chinese, individually and co-ordinated, show an intense desire for new knowledge and accomplishment.

The amount of energy recently spent absorbing the thought behind the civilizations of western man is enormous. Young brains are being sent abroad to learn and delegations of experts are continually being invited to visit and share their knowledge. At first there will have to be imitativeness, the unavoidable stage in understanding the unfamiliar. It will involve many errors before their truth is found and expressed in their cities.



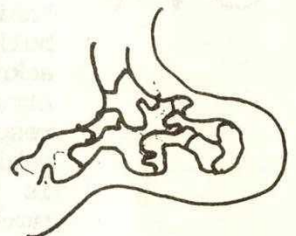
The Planning Politic

In China, the political, the entrepreneurial and administrative sectors share a common predetermined goal and act in harmony, unlike the West where there is a separation between the private and public vested interests and where resolution is achieved only after protracted periods of confrontation. Their system insures that everybody's efforts, from the beginning, are efficiently incorporated in working towards the same end. It also speeds up the decision process but, because there is less dialogue, it does create a greater vulnerability to mistakes.

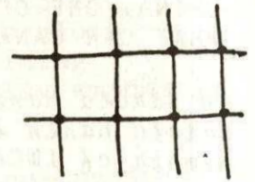


THE PHYSICAL CITIES

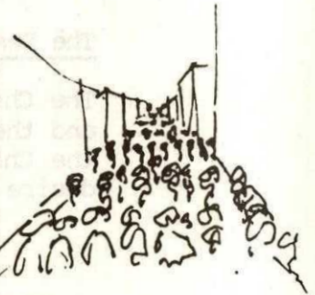
As would be expected at this stage of city re-development, the extent of the transformation is not consistent. The situation differs a great deal from city to city. In general, in the older parts of the larger cities that I visited, the existing streets have a medieval topology. They are narrow, crooked and non-continuous. Like the older European cities, they have no provision for motorized vehicles or for the pedestrian densities associated with high rise buildings.



Beijing, the northern political and cultural capital, is the most advanced in it's transformation. It's gridiron movement infrastructure, an extension of the geometry of the old city, is well developed in the capital city manner. It has the aura of grandness of Houseman's Paris. The portion of lands committed to roadways is very high. The typical roadway sections are spacious and designed to provide ample, well defined spaces for pedestrians, cyclists and motor vehicles. Beijing is a cerebral, Cartesian city where the sense of large, limitless spaces makes one stop and deliberate as to where are what to do, before doing it. In the more closely defined and sensuous southern cities of Quanchow and Shanghai, you go with the flow.



Shanghai, one of the world's largest cities, in the center of China's coastline, has not gone through Beijing's dramatic transformation. It's center city public movement systems are in a pathological state. It is difficult to move through the centre city, even on foot. Some streets, (Nanjing Road), have recently been zoned strictly for pedestrians. The official policy, to quickly re-develop the city, is resulting in the construction of more high rise buildings causing greater need for vehicle penetration into the city's core. The concepts and plans are not in place which might direct it back to some reasonable state of safety, efficiency and comfort.



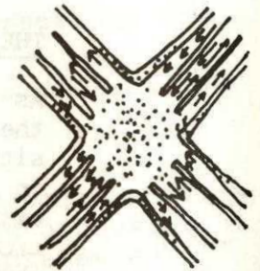
The Movement Modes

The number of ways that bodies and goods are moved in China's cities is extensive. Pedestrians and cyclists dominate the street scene. Typically each family has a minimum of one bike costing about \$90-\$100 Canadian. There are also rickshaws for carrying people and rickshaws for carrying goods, a large variety of carts pulled by both men and animals, motorcycles, small tractor trucks, jeeps, new cars (no old or private ones) and a myriad of types and vintages of trucks.



Man VS Motor

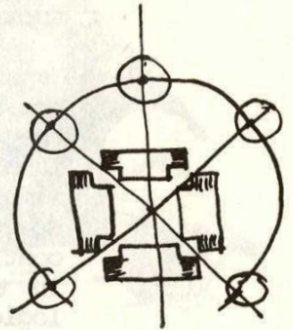
In China's major cities, there is an amazing degree of politeness in the exchange that goes on between pedestrians, and pedestrians and cyclists. Walking through five moving rows of moving cyclists, their bells all tinkling in concert, is like a hot knife cutting through butter; however a complete breakdown of this traditional civility now exists between the motored and manned transport. The new, typical encounter is an aggressive game of "chicken". The driver heads for the pedestrian or cyclist, bullying all the way with his horn. If the target acknowledges the threatening presence, he loses and with attempted dignigy, moves aside. If he does not, the responsibility for his safety must be assumed by the vehicle's driver. That this understanding often breaks down is too often evident in the daily number of accidents. A smashed bicycle, strewn across the road, the offending vehicle askew on the roadway is a common scene. The concern is heightened by the large numbers of children, carried ingeniously every which way, on their parent's bicycles. The number of vehicles manufactured and imported into China, has been significantly increasing annually.



China's cities, like the older European cities earlier in the century, must accommodate the land hungry appetite of the motor vehicle. The European post-war strategies do not offer them much hope, not having worked very well. Only London's policy appears to have relevancy to thin out the city centre's land uses by transferring population and industry into satellite cities and then trying to thread new roadways through the existing city fabric.

Climatic Responsiveness

China has the full gamut of temperature zones; cold, temperate and sub-tropical. Historically, China's traditional residential courtyard housing arrangement is an interesting example of the Chinese sensitivity to social as well as physical place, in this case the extended hierarchy family. It is expressed by the senior member of the family having the preferred south facing house, the senior son faces the east, the second son west and the poor relations north. This admirable tradition of climatic awareness is not being expressed in the new high rise buildings or spaces. Canton, in response to hot summers, has an extensive system of arcades



The State of Planning

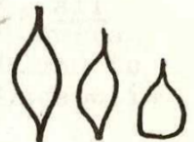
In China today, city planning and re-development is occurring simultaneously. The profession is steering a racing dragon. They do not have the luxury of stopping for a comprehensive planning process. Many decisions must be made each day at the largest and smallest scale. There is a shortage of people with the theoretical experience and background in current western technology. Tongji University, the oldest and largest planning school, graduates approximately 30 persons per year. A number of them have become Mayors and Deputy Mayors of the larger cities, a practise many Canadian planners would feel most proper. At the present time there is a reluctance by the Chinese Government administrators to hire outside planning consultants. It is wise to be cautious, but it is better for their mistakes to be made on paper than in bricks and mortar.



CANADA

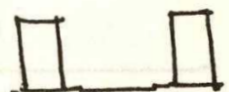
What can China, at this critical stage of its transformation, learn from Canada?

Canadian cities are expressions of the aspirations of its large, middle economic class. The cities have, in a very short period, developed advanced infrastructures which support the enjoyment of a high standard of individual convenience, comfort and mobility. The Chinese Government is now also intent on creating an enlarged middle class with its related material comforts.

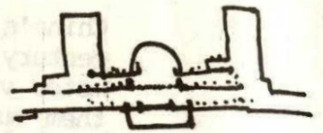


Movement Systems

Canadian cities are good case studies of the advanced technological infrastructures. In the area of movement systems, Canada has some of the most advanced examples of centre city public movement infrastructure in the world. Calgary, with its 3-Dimensional vs. flat city approach to orchestrating public movement and space, has initiated a new

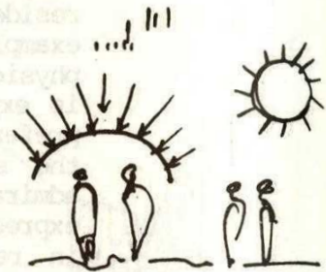


strategy to tame the demands of the motor vehicle and the high densities associated with high rise buildings. Some of the Chinese cities, especially Shanghai and Quanchow, where the problems are so acute, could learn much from these comprehensive multi-level approaches and possibly leapfrog current traditional planning wisdom



While Canadian cities have an uneven tradition in road courtesy, they provide traffic behaviour precedents which would help the Chinese further their tradition of politeness. Their basic rules of the road have to be developed, formalized, communicated and monitored.

Canadian cities, like almost all contemporary cities, have not been very responsive to public climatic comfort; however they do offer several examples of the effectiveness of incorporating the design of public weather protectors simultaneously with the movement systems. Even at this early stage of Calgary's development, it has more protected, continuous public space than any city in the world. This is in the form of atriums, walkways, streets and parks. The logical evolution of this concept could be a realizable opportunity for the Chinese at this early stage of their city re-development.



THE CHALLENGE

This is a critical time for the future of the Chinese cities. All over the country, state leaders and planners are preparing the re-development plans and projects that will set the character of their cities for generations to come. The results will profoundly effect every social and physical aspect of the city.

There is the opportunity for China to be at the forefront of the world in the quality of their cities. In the process of incorporating the latest technologies it has, because of its delayed start into the industrialization era, the opportunity to learn from the other more developed nations earlier experiences.

Their challenge is to create more efficient yet more humane 21st Century cities. Cities which take advantage of the new technologies for the benefit of their citizens, but also respect and be true to their own heritage continuity. They should not throw the baby out with the bath water.

Canadian cities will continue to grow and change. The challenge is to change qualitatively. The Chinese heritage, developed over its long history, has much to teach us in the next stages of our city building. The challenge for Canada is to be open to the subtleties and nuances of the less physical aspects of cities, the excitement of diversity, the subtle beauty of detail, the richness and cohesive power of negative spaces and the beauty of the choreography of movement. We can, by thoughtful exchange, develop the truly basic generators of our cities character, its people.



" One inch of land equals one ounce of gold"

(Chinese saying)

DESIGN REVIEW PROPOSAL

STIRS CONTROVERSY IN MINNEAPOLIS

By Dr. William C. Rogers,
NEWSLETTER Associate Editor, U.S.

1984 looked like the year of decision for Minneapolis' Committee on Urban Environment (CUE) in its long struggle for a city design review ordinance.

"Design Review", as a tool for enhancing and protecting the urban environment, is an accepted fact of life in most of Europe. It is taken for granted there that anyone desiring to build a new structure, or to change an old one, must submit plans for review

before getting a building permit. Those performing the review are architects and city planners who know their work. In Belgium, cities not only require that the right colors are used on buildings in certain areas, but, to ensure that citizens comply, the government makes the paint available at city hall. In parts of Germany, design review is carried into the countryside where even building a pig sty requires a permit. Not so in Minneapolis and many other North American cities.

Minneapolis' C.U.E. (see article June 1 issue of NEWSLETTER) advises on urban design problems but has little teeth. A design review ordinance would regularize permanent continuing procedures for maintaining the good looks of the city and its decisions would have the force of law. CUE's first efforts in this direction were shot down a decade ago by a hostile editorial in the local newspaper which reminded its readers of arguments such as, "A man's home is his castle." and "Who is to judge what is beautiful?" Without strong support from the media, nothing as new as "Design Review" would ever get through City Hall, so CUE bided its time...until 1984.

Meanwhile, a City Hall Task Force, including representatives of CUE, had been following up on CUE's initiative. It's report, published in December, 1983, does not read like a revolutionary document. Nevertheless it is a strong proposal calling for review of all projects with public financing, all developments of more than 25,000 square feet, and all residential units of four or more units. Strong opposition was predicted. CUE proceeded to organize a large public meeting in order to educate and rally Minneapolis' public opinion in support of the proposal.

This conference was held April 26, 1984, co-sponsored by CUE and such organizations as the architects' association and Downtown Council. Every effort was made to keep the meeting objective and open to different points of view.



Thomas H. Hodne, Jr., Dean of Architecture, University of Manitoba, spoke in support of "Design Review"

William Rogers, author of this article, was general chairman, and Thomas H. Hodne, Jr., Dean of the Faculty of Architecture of University of Manitoba, was lead-off speaker on, "Why Design Review?". When formerly a practising architect in Minneapolis, Hodne had served as chairman of CUE's Design Review Committee and had advocated a strong and comprehensive ordinance. Dr. Frederick Gutheim, renowned U.S. urban critic and my principal teacher and mentor on urban affairs, came from Washington, D.C., to ask: "What Design Review Can Learn From the Historic Preservation Experience." As we were soon to learn, some who were present were more eager to preserve our city's past than to improve its future.

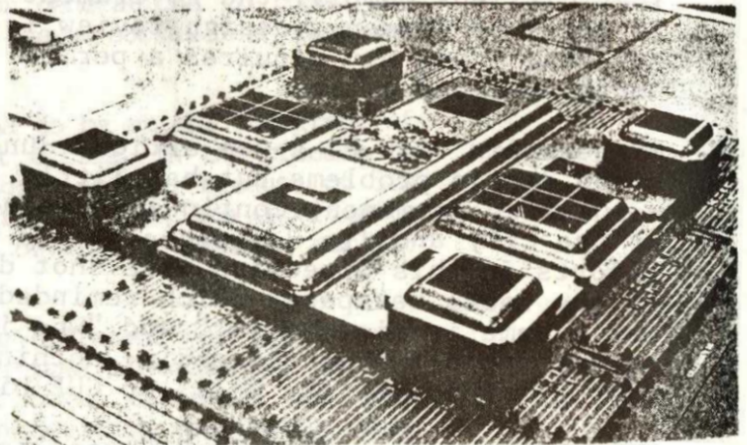
Our meeting learned about successful Design Review programs in Baltimore, Md., and Portland, Ore., and about similar programs in smaller places including Santa Barbara, Cal., and Shaker Heights, Ohio that had existed for years.

But developers, architects, planners, real estate investors mostly sided against Design Review in a lively discussion. They held that Minneapolis already had enough regulations. "How could Design Review be reduced to objective rules and regulations rather than reflect the personal tastes of the regulators?" Design Review would destroy creativity, and delay new projects intolerably.

Weiming Lu, brilliant Executive Director of Lowertown Redevelopment Corp., of St. Paul, Minn., participated and was quoted later as saying, "I was really appalled...There was not the concern about the future and what the city should look like."

So, Design Review in Minneapolis came in like a lion and went out like a lamb. With less than all-out support from a well-attended conference, it would be unlikely for the media or politicians to support such a program. Some discussions continued and support came from Mayor Donald Fraser, but the ordinance now seems stalled.

And such blockbusting projects as the "West Edmonton Mall" type of development, proposed to be built in Bloomington, a Minneapolis suburb by Edmonton's Triple Five Corporation Ltd. will not be subjected to a design review much as CUE would like it to be. Photo at right shows a model of the project to be called, Minnesota International Center with an 800-store shopping complex, a Fantasyworld, the largest convention and trade centre in North America and four million square feet of hotel and office space.



Proposed Minnesota International Center

More Minnesota Notes from Bill Rogers...

"Minnesota, coldest state after Alaska, has been cited as the most healthy state in the Union. Our fine medical school and Mayo Clinic no doubt help, but I think our extremely cold climate has much to do with it."

"St. Paul was voted most livable American city at a conference in Anchorage, Alaska. It was praised for its Ordway Theatre, and Concert Hall and its Lowertown Development Corporation which under Weiming Lu, its dynamic executive director has created an "urban village" inside the city. Lu describes this project as "a livable winter city". I have noted that the arts flourish best in the northern cities of the world. Moscow has a winter theater and music season not Miami, and Tyrone Guthrie put his theatre in Minneapolis (and Stratford, Ont.,) not Los Angeles."

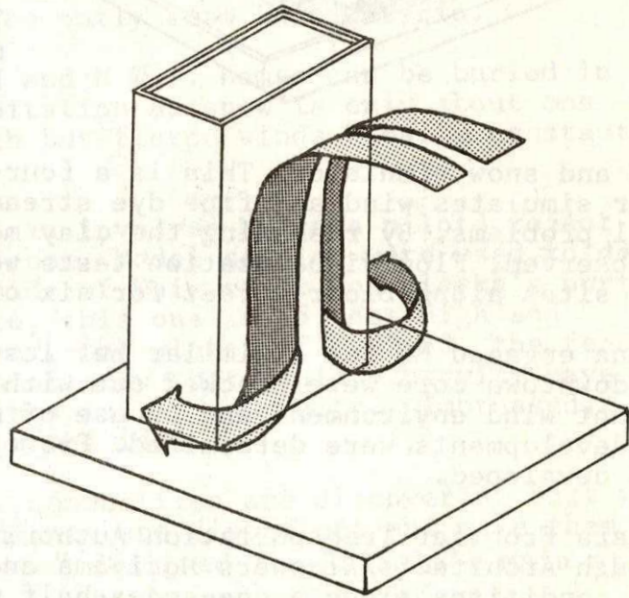
MORE AND MORE NORTHERN CITIES REQUIRING PEDESTRIAN LEVEL WIND STUDIES FOR LARGE BUILDINGS

By Bill Waechter, C.E.T.

(Bill Waechter is a Construction Engineering Technology graduate of Conestoga College. In eight years with Morrison Hershfield Ltd., he has specialized in wind and snowdrift control design and scale model microclimate studies.)

Wind blown pedestrians in big cities can usually blame tall buildings which, like giant deflectors, catch the wind and cause it to accelerate down to street level. With enough tall buildings wrongly placed in relation to prevailing winds, streets can become veritable wind-blown canyons. Entire downtowns can become unpleasant places because of such winds, especially in winter when speed of air movement increases chill factor. Individual buildings can cause wind hazards. Nowadays on downtown streets people can be knocked down by winds and some have died from injuries so caused.

Sometimes guide ropes need to be strung. But such bandaid devices do little for the livability and image of cities. Better to foresee the problem and to prevent it. An increasing number of engineering and consulting firms, such as Morrison Hershfield Ltd., and universities, such as University of Western Ontario, are equipping themselves with wind tunnels and other specialized equipment to study the problem of excessive winds in city cores and develop possible solutions. Their clients include not just big cities but architects and builders or developers planning to construct large structures of many types. Ideally pedestrian level wind studies should begin while the project is still on the drawing board. Wind modifiers can then be introduced without affecting the buildings' aesthetics and functions.

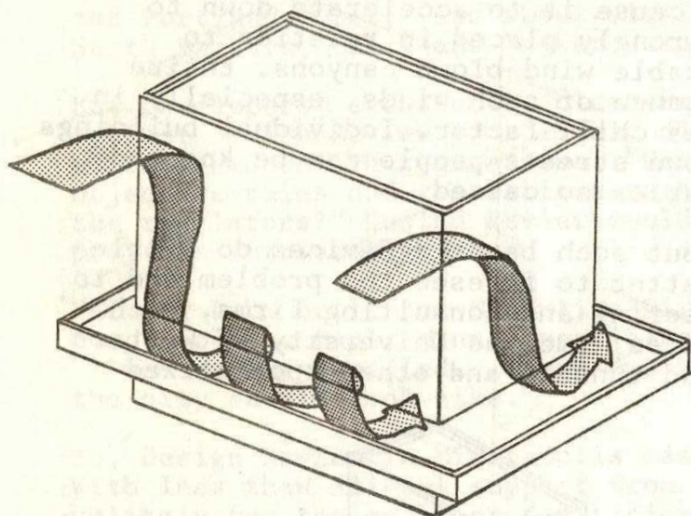


A basic wind control measure is to streamline a building's shape with the prevailing wind. The longest axis of an elongated building should be oriented with the same axis as the prevailing wind. Stepping the corners, or cutting them on a 45-degree angle would further streamline the building. In elevation, streamlining can be obtained by adding terraces or steps to the windward side of the building to help carry the winds up and over the structure.

Podiums and protective canopies act as wind buffers, saving pedestrians from winds that have been deflected downward. A pedestrian arcade covering a sidewalk has the same effect. Coniferous plantings have been suggested but may not survive a streetside setting being susceptible to road salt.

Toronto, Calgary, Boston, Edmonton and some other cities usually require an investigation into a proposed building's pedestrian level wind effects as part of the planning process. Some cities have adopted wind level guidelines, a few include such in ordinances. The normal procedure is to conduct a wind tunnel study on a scale model of the development area before construction begins. A model of the proposed individual structure is then inserted in the area model and further wind tunnel tests record changes created by the new structure.

The test data is analyzed, along with meteorological data for the city, to determine the frequency of occurrence and magnitude of wind speeds likely to occur at the test locations. Planning departments look for minimal change to existing conditions and are pleased when they see improvements. Where developments produce uncomfortable wind levels, the architects or developers is often required through minor changes in building details to mitigate the problem.



City planners of Toronto, Regina and Buffalo have conducted pedestrian level wind studies on sensitive areas of their downtowns. Recently Toronto contracted Morrison Hershfield to study pedestrian level winds in a five-block section of Bloor st., between Avenue rd., and Church st. Ninety-two wind speed sensors were used in a scale model of the street and their read-outs were coordinated with meteorological data to give an accurate reading of the local wind environment. Additional tests indicated optimum shapes and sizes of buildings that may be built in future on the street.

These tests used clay models to represent maximum building sizes permitted by zoning bylaws. The Bloor st. area model including the clay models of possible future structures was placed in MH's water flume

wind and snow simulator. This is a four-foot-wide, 16-inch-deep trough in which water simulates wind and fine dye streams can be injected to study special or local problems. By reshaping the clay models wind flow patterns could readily be observed. Flow visualization tests were thus conducted on 12 future development sites along Bloor street for six of the more prevalent wind directions..

Regina engaged MH for a similar but less involved study. Twelve square blocks of the downtown core were checked out with 92 wind speed sensors to establish the present wind environment and by use of models, the effects of including four new developments were determined. Proposals for wind control measures were also developed.

Niagara Frontier Transportation Authority Mall in downtown Buffalo, N.Y., through Architects/Planners Moriyama and Teshima of Toronto, retained MH to study wind conditions along a one-and-a-half mile section of that city's Main Street due to be rejuvenated and to include a surface portion of Buffalo's new subway system. The main thrust of the study was to assist in the design of six transit stations and streetscaping amenities to be constructed along the Mall. To obtain base wind information, a model of downtown Buffalo on a scale of 1:600 was built. One difficult task was to make possible a comfortable wind environment for people awaiting subway trains. At points on the Mall wind speed averaged 20 mph once a week and 30 mph once a month. For people sitting and waiting for a subway or bus, wind speeds should not exceed 10 mph, and monthly speeds, 12 mph. Very effective wind control measures were indicated.

A larger model of the Mall was needed to investigate subtle wind flows within the stations. Experimenting with this model, porous wind screens and other solutions were worked out in order to protect from winds without obstructing pedestrian movement. Windbreaks of 50%, 80% and 100% solidity were recommended for various locations. All used clear panels to provide unobstructed views.

Tall buildings grouped at the western end of Main Street Mall are well exposed to winds from nearby Lake Erie. The canyon they create funnels and accelerates the winds, sometimes to gale intensity. To meet this situation MH developed a new wind control device called a "Wind-Gate". This is a 40-foot high wind screen spanning the street to which would be attached on the windward side a 60-foot long canopy covering the entire width of the street (and with a vaulted roof over the subway station). The canopy would divert the winds through the screen which would filter and moderate them. The Buffalo historical board felt the Wind-Gate would cause visual impairment of historically sensitive buildings and the solution was not implemented. But Canada's Association of Consulting Engineers saw much merit in the idea and in 1984 presented as Award of Excellence for Soft Engineering to MH for development of the Wind-Gate concept.

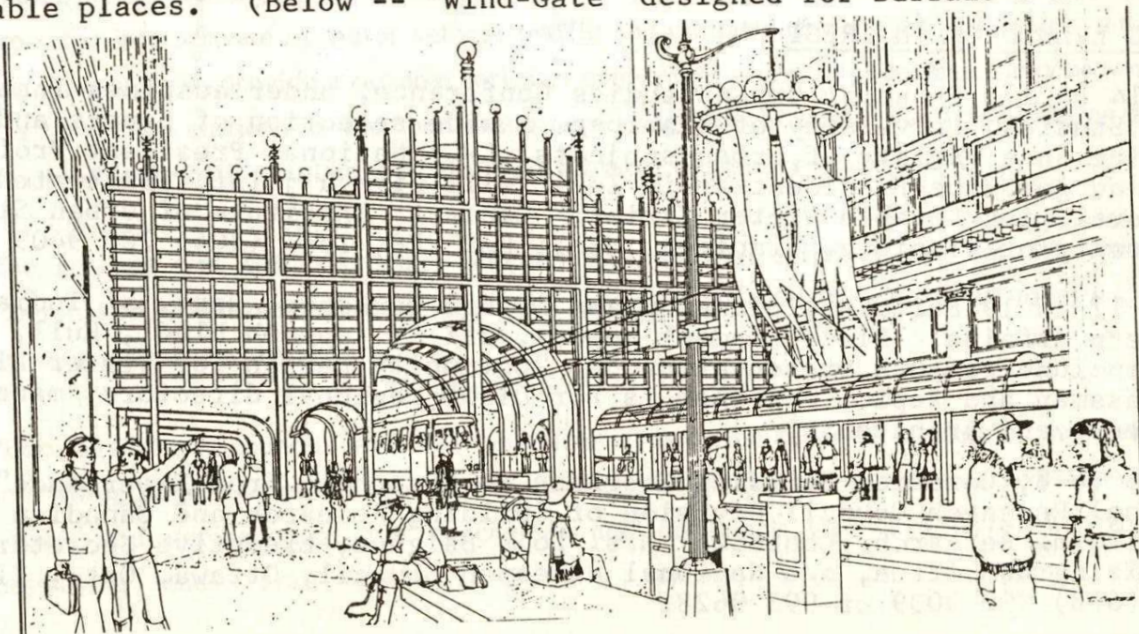
New subdivisions need wind studies too. Suburban winds cause severe snow drifting with few trees to soften them. Wind blown dust and debris are also nuisances.

Near Watertown, N.Y., the U.S. Army is developing Fort Drum military installation on a 107,000-acre site. Morrison Hershfield is providing design guidance for wind and snowdrift control for this new community that is projected to house a population of 30,000. Microclimate design assistance began with laying out the shape and orientation of the community to consider the effects of wind and drifting snow. In subsequent studies even the individual buildings will be designed and sited to minimize the adverse affects of the chilling winter winds and the blizzards that sweep in frequently from Lake Ontario.

In isolated communities in Yukon, Alaska and N.W.T. homes can be buried in 15-to-20-foot snow drifts. Annual precipitation as snow is only about one quarter of that experienced further south but fierce winds blowing constantly pack the snow into huge drifts.

The Northslope Borough Government in Alaska involved MH in a pilot project to protect an entire community with a snowfence. Model studies were used to design and locate a snowfence on the windward side of Wainwright, on Alaska's north shore. No normal four-foot-high snowfence, this one is 15 feet high and extends for half a mile. In its first year, the winter of 1982-83, the fence trapped an estimated 300,000 cubic yards of snow that would otherwise have piled up around and on top of the dwellings in the community. Impressed, other Alaska communities are looking into the idea.

In all northern latitudes, more and more communities are discovering that wind control can help reduce winter inconvenience and discomfort and make them into more livable places. (Below -- "Wind-Gate" designed for Buffalo's Main st. Mall).



BOOK REVIEW

Can Cities Benefit By Being More "Environment Specific"?

Plants, to survive, must be "environment specific". Cities that attempt to do otherwise -- to shape and control their unbuilt areas to suit preconceived notions of "beauty" and "neatness" -- pay for it in dollars and energy. Should we not question and re-examine some of these preconceptions?



Hough

Michael Hough, a leading figure among Canada's landscape architects and landscape theorists, (and a member of the Livable Winter City Association) does so in his recent book, "CITY FORM AND NATURAL PROCESS -- TOWARDS A NEW URBAN VERNACULAR" (Van Nostrand Reinhold, 281 pages, \$41.50.) A graduate of architecture and landscape schools in Scotland and U.S., Hough established the award-winning landscape architecture firm of Hough, Stansbury, Michalski Ltd., after moving to Canada. He initiated the undergraduate degree program in landscape architecture at University of Toronto and presently lectures at York University.

Hough maintains that some portion of the thousands of acres of the neatly mowed turf and tidy arrangements of exotic trees and shrubs could be given back to Nature with beneficial effect. To encourage banks of wild flowers and natural woodlands filled with native shrubs and trees within the city would allow urbanites to be more closely in tune with their natural environment. There could be other advantages: saving the money and energy spent on mowing and spraying many acres of turf and on constant care required by non-native species; and with some planning, some dollar return could be realized. Beijing, China, among other cities, harvests the trees that grow within its boundaries and crops can conveniently and profitably be grown on unused areas such as rooftops and transportation corridors.

But probably the main benefit would be to permit the growing numbers who flock to our cities to maintain closer touch with the natural environment, and by appreciating and understanding it better to realize the importance of preserving and protecting it. Sara Heinonen, U. of T. landscape student, in reviewing Hough's book for "Breaking Turf," the faculty publication, declares: "Design for design's sake ...doesn't hold water in today's overwhelmingly complex cities." Hough demonstrates how cities can be revamped to satisfy people's normal and healthy hunger for closer contact with Nature.

COMING EVENTS OF INTEREST

Aug. 14 to 17, Canadian Urban Studies Conference, under auspices Institute of Urban Studies, University of Winnipeg. A wide selection of papers and sessions touching on a variety of urban subjects. LWCA National President Prof. Norman Pressman and Vice-President Xenia Zepic will give a joint illustrated lecture on "Developing Livable Winter Cities." Contact: Institute of Urban Studies, University of Winnipeg, Winnipeg, Man., R3B 2E9, Tel: (204) 786 9409

Sept. 17 to 19 Building, Planning and Design Workshop, Dept. of Indian and Northern Affairs, Place Vincent Massey, 351 St. Joseph blvd., Hull, Que. Will include feature presentation on, "Community Design for Winter Living" by Pressman and Zepic. Workshop is for DIAND regional directors, managers engineers and architects.

Oct. 6 to 8, Canadian Building Congress on "Learning from Experience", auspices, National Research Council Division of Building Research and Canadian Committee on Building Research. Contact: Mrs. Lois Baignee, Executive Secretary Organizing Committee, c/o National Research Council, Ottawa, Ont., K1A 0R6, Tel: (613) 993 9009 or 993 9628.

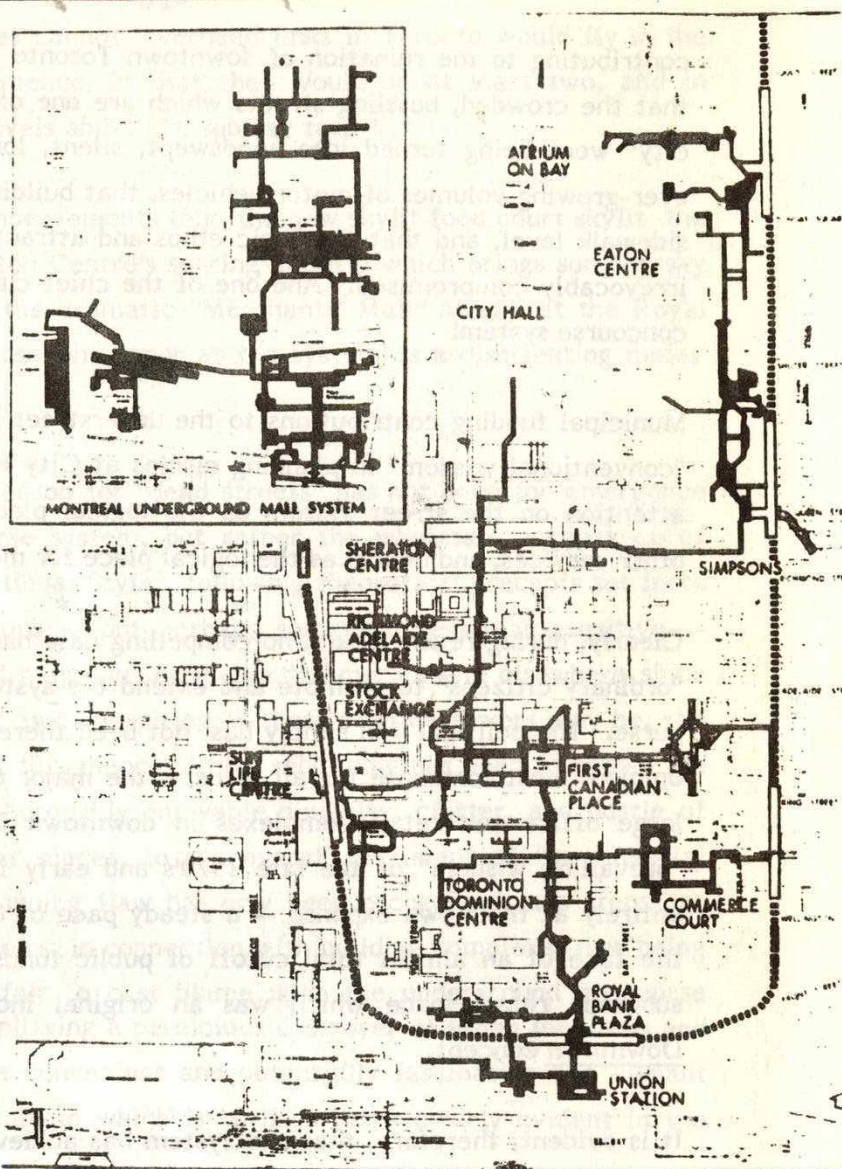
TRANSPORTATION IN THE WINTER CITY

... SOME THOUGHTS ON
PROBLEMS, PROMISES AND
POSSIBILITIES ...

"Letters to the Editor" writers frequently complain about Toronto's downtown pedestrian concourse system. Edward Levy, a transportation specialist, discusses the usefulness of the system and gives his thoughts on its future.

(Map: Courtesy
Toronto Planning
and Development
Department)

By Edward J. Levy, P. Eng.,
President,
Barton-Aschman Associates Ltd.,
Transportation Consultants



The City of Toronto, in its seminal 1954 study On Foot Downtown, advocated the joint public/private funding of a "mid-block" pedestrian walkway system which would be free from the interference of motor vehicle traffic and climatic discomfort -- a system which would, moreover, provide a rational series of convenient and safe pedestrian links between the downtown stations of the then brand-new Yonge Street subway and the existing and proposed large office buildings where most subway commuters would work.

The concept was enthusiastically adopted by municipal officials, the Toronto Transit Commission, and owners of major building complexes alike, and the basis for today's still-growing system was established.

"Born-again" city councils later cast jaundiced eyes on the apparent success of the system in drawing large numbers of commuters and shoppers away from the streets and sidewalks above, and decided that the concourses and mid-block walkways were, in effect, destroying the retail function of the streets, and by so doing, were

contributing to the ruination of downtown Toronto as a "people place". It was predicted that the crowded, bustling streets which are one of the key characteristics of a "people city" were being turned into windswept, silent, lonely and dangerous thoroughfares for ever-growing volumes of motor vehicles, that buildings were becoming blind monoliths at sidewalk level, and that the basic ethos and attractiveness of the city's core were being irrevocably compromised. And one of the chief culprits was the underground pedestrian concourse system!

Municipal funding contributions to the understreet links were duly curtailed, and the new "conventional wisdom" in planning circles at City Hall began to spare no effort to focus attention on the street system as the logical place for retail outlets, restaurants, and other services, and hence, as the logical place for most pedestrians.

* * *

Clearly, during recent years, no compelling case has been made, either by planners or by "ordinary citizens" to promote and extend the system with contributions from the public purse. The political will simply has not been there. Just as clearly -- and this is, in my opinion, most fortunate for all of us -- the major development companies which own the large office and retail complexes in downtown Toronto decided not to share in the "prevailing wisdom" of the late 1970's and early 1980's, and have maintained -- almost entirely at their own expense -- a steady pace of understreet link construction. This in the face of an almost total cutoff of public funds, and loss of the density bonuses for subgrade retail space which was an original inducement arising from the On Foot Downtown concept.

It is evident, therefore, that the system has achieved "critical mass", and that its future physical extension and user-related amenity enhancement appear to be assured. Plans for new major redevelopments such as Scotia Plaza, the Oxford Bay/Front project and the southward extension of the financial district into the Railway Lands have all incorporated concourse extensions, both at and below-grade.

We can therefore look forward to perhaps the world's most extensive pedestrian precinct by the turn of the century, and I for one am ready to celebrate this fact! Perhaps it would not be out of place here to summarize the reasons for my celebration.

- By utilizing the subway network, the concourse system provides a comfortable and convenient means of moving around the entire Metropolitan area without having to endure the worst aspects of our grisly, damp and icy winter -- no mean advantage.
- The system provides a logical way of linking the city's largest centres of work, shopping, entertainment and administration to its primary transportation system, the subway. Whereas the "Plus-15s" of Calgary and the Skywalks of Minneapolis may well offer advantages of sunshine, views and landmark identification which

largely below-grade concourses cannot, overhead links in Toronto would fly in the face of logic and user-convenience, in that they would be at least two, and in several cases up to four full levels above the subway trains.

- In any event, recent design improvements (e.g. the new skylit food court skylit the Toronto Dominion Centre, Eaton Centre's soaring galleria which brings sun and sky to the "subway level" itself, the dramatic "Merchants' Mall" atrium at the Royal Bank Plaza) give-the lie to those who sneer at the system as a disorienting moles' labyrinth.
- I maintain that the primary reason for "dead streets" has not been the emergence and expansion of the concourse system, but rather the wholesale acceptance of huge buildings in "The International Style", following theoretical precepts set forth by some of the more illustrious -- but perhaps somewhat less-than-sensitive -- architects who have reshaped major cities in North America and elsewhere since the 1930's. Coolly elegant and awe - inspiring as these pristine towers may be, the result of the fond embrace of this theory of city rebuilding has been to banish the sometimes garish, but often thoroughly enjoyable diversity, clutter, and bustle of "the shopping street" to other places, to the overall detriment of the financial district. Fortunately, this planning flaw has now been recognized, and steps are being taken to rectify past errors in connection with building complexes now being planned. Therefore, it is unfair to cast blame upon the underground concourse system which, far from exemplifying a pernicious destroyer of urban liveliness and diversity, merely represents a convenient and potentially fascinating and elegant solution to a problem -- a problem which is perhaps more clearly evident in the winter city than elsewhere.

* * *

One of the principal credos of the Livable Winter City Association is that the winter conditions which assail residents and visitors alike for up to half of each year, depending upon latitude, should be taken maximum advantage of, and should be made enjoyable by adopting sensible and rational civic design precepts and standards. I respectfully maintain that the slush, grime and damp winds of Toronto's often very-far-from-crystal-clear winter days is not a fitting prelude (or conclusion) to anyone's work day or shopping expedition! Salt stains on boots, pant cuffs and skirt hems are clearly not among the prerequisites of success and decorum at business meetings and social engagements, and this alone should make the denizens of this, one of the world's principal financial and mercantile centres, arduously embrace means (such as the pedestrian concourse system) of avoiding winter's less enchanting aspects.

Lest readers conclude that the purpose of this article is to zero in upon just one aspect of transportation in the winter city -- and one which has relevance for only the largest and

densest metropolitan cities to boot -- let me now briefly turn to other, perhaps more conventional transportation topics, again utilizing examples from Toronto, the city I know and love best.

Once again referring to Toronto's subway, I think it is worthwhile to emphasize the indisputable fact that, whereas the Toronto Transit Commission has often --perhaps justifiably -- been criticized for designing subway stations that look like bathrooms, in contrast, say, to Montreal's and Stockholm's heart lifting underground urban atria, the level of physical and operational integration of subway and connecting surface transportation services is perhaps higher in Toronto than in any other city served by a rapid transit system. Even in London, that king of cities and the locale of the world's very first true subway (Paddington to the City, 1863), stations on that vast system at which transferring passengers can walk between underground and bus without venturing out into a wet and blustery British winter, are few and far between. The same is true of the many systems upon which I have travelled in North America and Europe. In Toronto, in contrast, protected and convenient transfer facilities between the subway and ancillary bus and streetcar services are available at well over half of the 60 existing stations, and - even more impressive -- at many stations very close to the downtown area, where one would suppose that land values would have made such off-street transfer facilities prohibitively costly. What a truly superb, and, I suspect, largely unappreciated, amenity in the winter city!

Surface parking lots are an unmitigated blight on the urban landscape. They have virtually no redeeming features (apart from cheapness of construction), and in the best of all worlds, should be banished from the urban scene!

* * *

That tirade having been vented, let us all admit that parking lots are clearly not going to disappear. However, many in the downtown areas of our faster-growing cities are, happily, being replaced with either subsurface or elevated parking structures, many crowned with commercial, residential and mixed-use buildings.

The horror of parking structure salt-damage is now assuming crisis proportions in North American (and, I presume, in European) winter cities, and vast public and private resources must now be applied to reconstruction and repair. Books, never mind articles, could be devoted to the design and administrative causes of this debacle. Suffice to say that design innovations featuring epoxy resins and corrosion - resistant building materials are now being brought into common use, and we all fervently hope that the problem can be resolved. However, one look at the hideously scarred supporting structure of the Gardiner Expressway's elevated section suggests that, quite apart from seeking better construction techniques, vital though these are, chemical substitutes for the salt now so liberally spread on all of our roads must be sought. Such substitutes exist, but are costly.

However, the key question remains: "costly to whom?" Surely, costs relating the gradual (and sometimes not-so-gradual) disintegration of the winter city dweller's automobile, the collapse of his parking garages and highways, and once again, the proverbial salt-stained boots, pants and skirts, must be considered in the equation. And, just as surely, as the use of salt substitutes becomes more widespread, the unit cost must fall.

As much as we would love to see every road, every parking facility, and every driveway equipped with snow melting cables, this must remain a dream, I fear (as must climate - moderating space lasers and the like), at least in our lifetimes. Therefore, practical and incremental measures must be sought to improve the lot of the winter city dweller.

* * *

Winter wreaks more havoc on the operation of motor vehicles -- and on the temperaments of their operators -- than any other season. Stalls, freeze up, skidding, wheel-spinning, burial in snow -- why continue? The list is all too familiar and, on this fine July day, almost too dreary to contemplate!

Why, then, are motor vehicles destined for use in winter climates not better equipped to deal with these miseries? Would it really be prohibitively costly (as manufacturers, particularly those in North America, contend) to provide "positraction" (to guard against wheel spinning on ice) or even four-wheel drive? "Heavy-duty" heating systems? Even such simple but effective items as engine block heaters? Rear and side window defrosters? The list could go on.

Ventilation systems on most city transit vehicles are also a disgrace. How many times do you recall standing in a crowded, overheated bus, wrapped in a winter coat, perspiration streaming down face and back, as the bus waits for a tow truck to clear an ice-trapped auto from its path?

Surely, the subject of retrofitting public and private transportation facilities to better respond to recurring problems encountered in getting about the winter city could occupy far more space than that covered by the few paltry paragraphs above. And certainly, it would be neither practical nor useful to attempt to "cover the world" in this piece! However, I trust that the examples and suggestions touched on will provide some food for thought and future probing. In particular, I hope that these comments and opinions will show that, whereas solutions to transportation problems can be usefully applied anywhere on this earth where people congregate to live an urban life, solutions undoubtedly must be more ardently sought in the context of a winter city, where not only comfort and convenience, but the very economic, physical, and social viability of the city might be at stake.

"URBAN INNOVATION ABROAD" A "MATCHMAKER" FOR LWCA

"Urban Innovation Abroad," a monthly newsletter published in Washington, D.C. and circulating widely to urban officials in U.S. and abroad, announced in a recent issue: "The Livable Winter City Association (LWCA) is a mutual support and experience network that welcomes members from around the world who want to turn low temperatures, snow, ice and the windchill factor into a design challenge for better living. We work closely with LWCA and will be happy to act as matchmaker. Write or call us for details...." Thank you U.I.A. we are pleased to reciprocate. Readers or members wanting to learn more about Urban Innovation Abroad may write to us...or directly to U.I.A., 1120 "G" st., NW, Ste. 300, Washington, D.C., 20005.

U. OF MANITOBA IS BASE FOR PSYCHOLOGICAL AND BEHAVIOURAL ENVIRONMENTAL GROUPS

The Canadian Psychological Association Section on Environmental Psychology (SEP) and The Behavior Environment Interest News Group (BEING) seek to promote exchange and inform about relationship between built and natural environments and behavior, and to provide information on Canadian activities in this area. SEP is for those who are interested in teaching, practicing or studying psychology. The companion group, BEING, is for those interested in the environment/behavior/design area, but whose primary affiliation is not psychology. BEING members include those engaged in research, administration, architecture, building management, and interior design. For information on both groups, contact: Dr. Stuart M. Kaye, Dept. of Psychology, University of Manitoba, Winnipeg, R3T 2N2.

ARE WINTER "BLAHS" INHERITABLE?

Researchers at University of Minnesota have begun research into the possibility "Seasonal Affective Depression" (SAD) may be linked to psychological and physical traits that are passed from generation to generation. The project is under the direction of Prof. William Sonis, assistant professor of child psychiatry. SAD is described as a disorder in which a person's mood changes depending on the amount of sunlight. Many SAD sufferers have benefitted from treatment by full spectrum fluorescent light. Treatment studies will undertaken once the inheritance question has been settled.

ATMOSPHERIC POLLUTANTS SAID TO FORM THICKENING CLOUD IN HIGH ARCTIC

A thick orange blanket of man-made pollutants is described by meteorologists as spreading and thickening in the region of the North Pole. The blanket is basically seasonal, building up through the ten-to-eleven months of winter and dispersing in the short summer. Called "Arctic haze" it is believed to result from carbon, phosphates and other "muck" spewed out by European factories and automobiles. Atmospheric Environment Service scientists, Neil Trivett, Ray Hoff and Len Barrie are studying the phenomenon along with scientists from other countries. Nobody yet knows what effect it will have, but if it continues to build some experts fear it could produce worsening of the northern climate and ultimately of the world's climate.

I.F.H.P. BUDAPEST CONGRESS

International Federation on Housing and Planning will hold an international congress, Oct. 7 to 11 at Budapest. Theme: Improvement of Post-War Housing Estates. "Winter Cities" presentation will be made by Prof. Pressman and Ms. Zepic of LWCA. Contact: I.F.H.P. Congress dept., Roosevelt Terr. 2, 1051 Budapest, Hungary.
