

RAIC JOURNAL

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COVER

Community Planning Project in the Clarkson Area, Ontario,
done cooperatively by the students of the Fifth Year,
School of Architecture, University of Toronto

Photo by *Max Fleet*

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EDITORIAL

LAST SEPTEMBER'S ISSUE of the *Journal* contained the first part of a supplement on Housing Design prepared by the Central Mortgage and Housing Corporation. This dealt with the three principal forms of housing: the single house, row-housing and the apartment house. This issue of the *Journal* contains the second part of this Housing Design supplement which is concerned with the assembly of these different kinds of housing into organized communities.

This presentation is based on the proposition that a diversity and variety of housing accommodation is required to reflect the diversity and variety of society itself. Beyond the design of the individual building, whether single house or apartment block, there is the larger purpose of siting these buildings so that they may have an effective architectural and social relationship with one another.

Architectural interest has been focussed upon the design of individual buildings, particularly upon the "modern" house and the dramatic forms of modern apartment buildings. The forms of "butterfly" roofs, cantilevered frames and the culmination of Corbusier's teaching have fascinated and intrigued progressive architects. But these have little relevance to the greatest design problem which surrounds us as Canadian cities expand. What should be the design objective in the development of our residential areas? Are there any guiding principles that could direct this great planning and architectural task? Surely these principles must arise from an understanding of the variety of needs for housing and from the mechanics of housing production as they exist in this country. The four chapters on housing design presented in this supplement are an attempt to demonstrate this theme.

The September insert on housing was in the nature of an experiment, but, from coast to coast, we received letters of congratulation. We are extremely indebted to Mr Humphrey Carver and his staff on Central Mortgage and Housing for their painstaking research, and for the admirable layout, text and drawings which they have given us. No more complete file is available anywhere, and housing in Canada will, undoubtedly, be the better for its presence in the offices of the Canadian architect.

The Forty-Sixth Annual Assembly is now a happy memory. The visit of Mr Henderson and Mr Spragg, a year ago, made us conscious both of our ties with the RIBA and of a shrinking world. Both the ties and the shrinking world were brought home to us even more forcibly this year when Sir Hugh Casson descended from the skies to a round of speeches, radio talks and informal meetings in Toronto, Ottawa and Montreal. It might well be called a merry-go-round, because he seemed to take it all so light heartedly and with such good humour. We are inclined, on this continent, to take our own architecture, and the architecture of the great, overseas, in rather deadly earnestness, and it was a relief to see Sir Hugh throwing little critical darts, and to hear him pricking balloons in a way that even the victim would enjoy. His gay description of the Coronation decorations, his quite humble estimation of his own work, and his praise for his colleagues endeared him to all who heard him. For those who did not, we are sure that this issue of the *Journal* will add to the list of his admirers.

For long, we have envied the RIBA *Journal's* treatment of dinners and meetings, and, in this May issue, we have attempted to catch some of the informality and spontaneity that make the RIBA *Journal* so readable. This has been made possible by excellent reporting, and by the hard work of Mr Carroll and his staff. No annual meeting has been so well recorded and, for once in its history, the *Journal* is faced with a feast of literary material. We should like, too, to congratulate the President on the dignity and precision which marked all the proceedings, and we wish him well as he goes to represent the Institute in the Abbey for the Coronation of Her Majesty the Queen.

We are concerned here with the design of living space for communities of households, rather than with the design of individual houses for particular families. Housing design is the translation of social requirements into the materials and forms of buildings, community services and open spaces. It is a social art that has to be practised within the framework of certain established methods and economic limitations.

In conceiving housing programmes and devising housing projects to meet social needs, the designer is aware of the great diversity in the character and purchasing power of the households in any community. A comprehensive approach to housing design would be based on an analysis of housing needs, studying the number of dwellings required to have one, two, three or four bedrooms, the number that should be in ownership or rental occupation, the desirable proportions of single-family houses and apartment units, the relative needs for low-rental, middle-priced and higher-priced accommodation. On the basis of such knowledge obtained in housing survey and Census it may be possible to design well-rounded neighbourhoods for all sorts and conditions in a community.

This proper aim to fulfil housing needs is, however, circumscribed by the realistic economics of the housing market, which operates on effective demand rather than on need. Housing, as real property, attracts investment and retains its value if it is in marketable form. Consequently housing production tends to be concentrated on the medium or "mean" types of accommodation that are most easily disposed of on the market. Houses that are unusually small or large, are novel in design or are in any other way removed from the middle of the road, do not easily fit into the orthodox system of mortgage financing.

The designer is not only faced with this economic resistance to his freedom in interpreting social needs, expressed in the regulations for conformity with the mortgage system; he is also circumscribed by the building codes and planning regulations which municipalities impose in the effort to raise standards of building and of living. Though, in detail, these standards sometimes appear to frustrate the imaginative efforts of the designer, they are of course in total effect a most important line of departure for improving the amount and quality of living space. However tempting it may be to solve immediate economic problems by making concessions to building standards, housing designers should be the most jealous guardians of this method of protecting future generations against a deterioration of the housing stock.

Out of recognition of the need for diversity in the housing programme the National Housing Act 1944 provides financing arrangements for many different kinds of housing, from home-ownership to low-rental housing. There are arrangements offered for the assembling of suburban land for housing projects and there is financial aid for the redevelopment of slum areas. In fact the National Housing Act makes possible the production of many varieties of housing which could not otherwise be brought into the housing market. It is thus an essential instrument for the design of neighbourhoods containing that diversity of housing accommodation which is required to match the diversity of housing needs.

PEOPLE TO BE HOUSED

In order to design a single house for a family or a housing project for a large number of households, some basic information is required concerning family size and way of life. On a larger scale, a housing programme for a whole community or nation must arise out of a knowledge of the circumstances.

Since the last war the Central Mortgage and Housing Corporation and the Dominion Bureau of Statistics have together maintained a current score of housing production and of the rate of family formation. The decennial Housing Census provides a definitive record on which this cumulative score can be based. The Census of 1951, which surveyed every fifth household, has now provided new facts which assist in appraising the whole housing situation in Canada. Some items of this information are tabulated on these pages. Since these are expressed in national and regional figures they are not, of course, applicable to actual projects of housing design. The figures suggest, however, that a comparable knowledge of local circumstances is an essential basis for the determination of local housing programmes and the design of housing projects.

Between 1941 and 1951 the population of Canada increased by 21 per cent, from 11.5 to 14 millions. During this time the number of families increased by 30 per cent, from 2.5 to 3.5 millions. The increase in the number of families is, of course, a more useful guide to housing requirements than the increase in population. However, in addition to families, there is a certain part of the population which does not live in family groups but does occupy separate dwellings in what are called "non-family households". In fact this number represents a considerable part of the population that has a claim upon the stock of housing. Between 1941 and 1951 these non-family households increased by 22 per cent, from 373,000 to 456,000. Taken together, the families and non-family households numbered 3,743,000 in 1951, an increase of 845,000 or 29 per cent from 1941.

For a large part of the time while this increase in population was taking place, Canada was occupied in wartime production and not able to devote itself to the production of housing. However, during the decade the number of dwelling units increased by 26 per cent, from 2,790,000 in 1941 to 3,536,000 in 1951. This was an increase somewhat less than the increase in the number of families and non-family households.

A considerable number of dwellings occupied and included in the Census stock-taking were obsolete, in need of major repair, in areas overshadowed by commercial and industrial buildings or in some other way evidently did not satisfy reasonable standards of

Number of Households in Canada (thousands)

	Families	Non-Family Households	Total Households	Population
1941.....	2,525.2	373.0	2,898.2	11,506.6
1951.....	3,287.3	456.2	3,743.5	14,009.4

Net Family Formation

	Increase in Thousands	Percent Increase
1946.....	102.0	3.6
1947.....	71.5	2.5
1948.....	78.7	2.7
1949.....	73.2	2.4
1950.....	68.7	2.2
1951.....	95.8	2.9
1952.....	93.8	2.8

Number of Persons per Household

	Number of Households	Percent
1 person households.....	252,436	7.4
2-3 " ".....	1,399,135	41.0
4-5 " ".....	1,085,385	31.8
6-9 " ".....	581,678	17.1
10 " ".....	90,650	2.7

Regional Characteristics 1951

- A. Families and non-family households (thousands).
- B. Average size of family.
- C. Percent of families of 3 or less.
- D. Excess of family and non-family households over fully-serviced occupied dwellings (thousands).

	A	B	C	D
Maritimes.....	396.9	4.0	49.1	51.2
Quebec.....	942.5	4.2	47.6	103.2
Ontario.....	1327.0	3.4	61.1	205.7
Prairies.....	716.4	3.6	54.4	81.6
British Columbia.....	360.7	3.3	62.4	39.4

THE STOCK OF HOUSING

Number of Dwellings in Canada (thousands)

1941	2,790.3
1951	3,535.9

Completions and Conversions

1946	67,194
1947	79,231
1948	81,243
1949	91,655
1950	91,754
1951	84,810
1952	76,302

Average Number of Rooms per Dwelling

	Number of Dwellings	Percent
1 room dwellings	61,795	1.8
2 " "	162,165	4.8
3 " "	340,895	10.0
4 " "	668,760	19.6
5 " "	674,330	19.8
6 " "	662,390	19.4
7 " "	837,270	24.6

Regional Characteristics 1951

- A. Percent of occupied dwellings fully-serviced.
- B. Percent of occupied dwellings needing major repair.
- C. Percent of occupied dwellings owner-occupied.
- D. Percent of occupied dwellings with 4 rooms or less.

	A	B	C	D
Maritimes	96	14.4	61.5	25.3
Quebec	97	15.8	48.6	35.1
Ontario	95	9.7	69.5	27.2
Prairies	94	17.7	72.4	50.9
British Columbia	95	9.8	69.6	52.7

health and decency. In taking inventory of the housing stock some allowance must be made for this kind of deficiency. One reasonable criterion of inadequacy is the lack of either a toilet or a bath or both; dwellings in this condition are regarded as not "fully serviced". The Census records that in 1941 there were 130,000 dwellings in this category and 171,000 in 1951. These numbers may therefore be subtracted from the effective number in the housing stock.

The general conclusion to be drawn from this information is that in 1951 the number of fully-serviced occupied dwellings was less than the number of families and non-family households by about 492,000. This represents a shortage of about 13 per cent; the equivalent proportion in 1941 was 10 per cent. This conclusion does not necessarily imply that there is an economic demand for this additional quantity of housing; obviously a good many households which are doubled-up or occupying accommodation that is not fully-serviced do not have the capacity to pay for the housing they need. Also there are presumably some families that may prefer to remain doubled-up, even though they have the economic capacity to occupy separate accommodation.

In the production of housing attention is naturally focussed upon the form of shelter required for raising families because this is where the population is generated. The identification of a family with its home is regarded as a stabilizing influence. Consequently about 65 per cent of current urban housing production is in the form of single-family dwellings for owner-occupancy and about 70 per cent of the whole urban stock is in the form of single family houses. However only about 56 per cent of urban housing is in fact occupied by owners, a fact which suggests that there is at present an insufficient production of rental housing, either for families or for non-family households.

The focus of attention upon the production of family housing for owner-occupation has somewhat obscured the requirements of other elements in the population, whose needs have had to be met by adapting the older parts of the housing stock. There is reason to believe that a well-rounded housing programme should contain a proportion of housing suitable for rental purposes, particularly for those households which are not most conveniently and economically housed in single-family houses. Other forms of accommodation such as row housing, apartments and small units for old people would usefully supplement the stock in new residential neighbourhoods.

INVESTMENT IN HOUSING

The initial capital outlay which finances the housing programme in Canada is derived from government, from lending institutions and other credit agencies and from those who build and buy houses.

More than half this whole capital outlay in 1951 was in the form of owners' equity. Part of this equity was taken from available cash and part was raised by personal short-terms loans and by the sale of assets such as bonds, stocks or real estate. Of this whole capital outlay made by the owners of new housing about half was used for the full financing of housing; the other half was put up as partial payment on housing for which mortgage loans were made to cover the remaining cost.

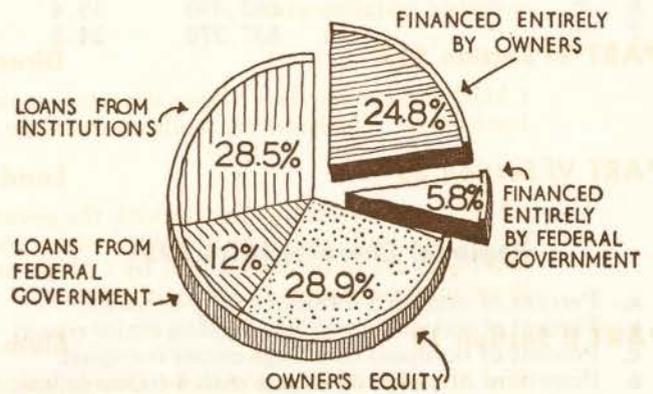
The amount of capital provided by lending institutions in 1951 was about one quarter of the total funds. In the table opposite, this is divided into "conventional" loans and into the loans made jointly with the Central Mortgage and Housing Corporation under the National Housing Act. This share in financing is more important than the proportion itself would suggest because a considerable proportion of owners' private funds would not have been forthcoming if this mortgage money had not been available. This is particularly true of the funds in joint loans because owners' equity is a relatively small proportion of the capital invested in housing financed under the National Housing Act.

The mortgage funds advanced by lending institutions in 1951 amounted to \$197 million. This investment brought in an additional \$64 million as the federal government's share of joint loans and \$152 million in the form of owners' equity. The sum of these amounts, \$413 million, is almost half all the capital invested in housing during the year. It is clear therefore that the lending institutions occupy a pivotal position in the financing of Canada's house building. The judgements that are made by representatives of these institutions, with regard to the design of housing, the type and size of accommodation, play an important part in determining the kind of environment in which Canadians live.

In addition to its share in joint loans under the National Housing Act the federal government invests in housing in a number of different ways. It makes direct loans in areas where institutional loans are not available, it provides funds for farm housing and it constructs housing for the armed services. The federal government is also sharing with provinces the costs of housing built under the terms of Section 35 of the National Housing Act.

SOURCES OF FUNDS IN 1951

Government		
Direct Construction.....	\$ 49.0	5.8%
Direct Loans.....	35.6	4.2
Joint Loans.....	65.3	7.8
Lending Institutions		
Joint Loans.....	137.7	16.3
Conventional Loans.....	59.1	7.0
Other Loan Sources.....	44.0	5.2
Owners' Equity		
Government Joint Loans	91.4	10.8
Government Direct Loans ..	6.6	.8
Lending Institution		
Conventional Loans.....	60.1	7.1
Other Loans.....	86.1	10.2
Fully financed by Owner	209.3	24.8
	<hr/>	<hr/>
	\$844.2	100.0%



SOURCES OF FUNDS FOR BUILDING HOUSES (1951)

THE NATIONAL HOUSING ACT, 1944

is administered by the Central Mortgage and Housing Corporation through its Head Office in Ottawa, five Regional Offices and 29 Branch Offices. The Act provides a number of different kinds of aid to the production of housing.

PART I Sections 4-7

Home-Ownership Loans

Loans up to 80% of an agreed sale or contract price are made jointly with approved lending institutions to builders, co-operatives and to individuals. The rate of interest is $5\frac{1}{4}\%$ per annum and the term of the loan is generally 20 years. Repayment is by monthly installments.

PART II Section 8

Rental Housing Loans

Loans up to 80% of the lending value are made jointly with approved lending institutions to builders or investors. The interest rate is $5\frac{1}{4}\%$ per annum and the term of the loan is generally 20 years. Single-family dwellings, semi-detached dwellings, row housing and apartment accommodation may be financed under this section. Repayment is by monthly installments.

PART II Sections 8A and 8B

Rental Insurance

Section 8A enables CMHC to enter into a contract to guarantee an annual return of rentals for approved housing projects for a period up to 30 years. Section 8B provides for direct loans by lending institutions up to 85% of the lending value of rental housing projects where such a guarantee of rentals has been given by CMHC. Projects must have a minimum of eight units and the term of the loan may be up to 20 years. Repayment in each year of the term is $2\frac{1}{2}\%$ of the principal advanced with repayment of the balance of principal at the end of the term.

PART II Section 9

Limited-Dividend Loans

Loans up to 90% of the lending value of approved low-rental projects are made by CMHC to housing companies with dividends limited to 5% per annum or less. The interest rate is $3\frac{3}{4}\%$ and the period of the loan may be up to 50 years. Repayment is by annual, semi-annual or monthly installments.

PART II Section 9A

Loans to Primary Producers

Loans up to 80% of the lending value of approved rental housing projects for employees of industries engaged in mining, lumbering, logging or fishing are made at an interest rate of $4\frac{3}{4}\%$ per annum with the term of the loan not exceeding 15 years. Repayment is by annual, semi-annual, quarterly or monthly installments.

PART III Section 14

Rural Housing

Loans up to \$8,000 are made to farm-owners for new housing. The interest rate is $5\frac{1}{4}\%$ per annum and the term of the loan may not exceed 20 years. Repayment may be by annual, semi-annual or monthly installments.

PART VI Section 31A

Direct Loans

CMHC may make direct loans in certain areas where joint financing is not available through lending institutions. The loans are made on the same terms and conditions as joint loans.

PART VI Section 35

Land Assembly

CMHC may undertake jointly with the government of any province projects for the acquisition and development of land to be used for housing purposes. The capital cost of such projects and the profits and losses are to be shared 75% by CMHC and 25% by the province (or some part of the province's share may be assumed by a municipality).

PART II Section 12

Slum Clearance

The Minister of Resources and Development, with the approval of the Governor-in-Council, may make grants to municipalities to assist in the clearance, replanning, rehabilitation and modernization of slum areas.

PART VI Section 35

Public Housing

CMHC may undertake jointly with the government of any province, projects for the construction of housing for sale or for rent. The capital cost of such projects and the profits and losses are to be shared 75% by CMHC and 25% by the province (or some part of the province's share may be assumed by a municipality). (Rental housing remains the property of federal and provincial governments, administered by a local housing authority, with rents set by agreement.)

COST OF HOUSING

The cost of a new dwelling is composed of a number of items each one of which varies according to location and circumstances. A representative single family dwelling of modest size involves a capital outlay of about \$10,000, about 10 per cent of which is spent upon the land and the installation of services to operate the house. (These land costs are shown in detail on page 15.) The remaining \$9,000 is absorbed in materials, labour and the return to the builder for his management of the work.

Since few people are able to provide the whole capital cost from their available assets, mortgage financing of one kind or another is used in payment for most privately-owned houses. Under the most favourable terms available under the National Housing Act the mortgage on a \$10,000 dwelling could amount to as much as \$8,000, at an interest rate of $5\frac{1}{4}$ per cent calculated semi-annually, payments to be made over a 20-year period. To obtain this mortgage a purchaser must make a down payment of \$2,000.

To make payments on the mortgage and to maintain the property the owner's costs are close to \$1,000 a year. If it is assumed that a householder may reasonably spend about one-fifth of his income on shelter, the owner of such a house should have an annual income of nearly \$5,000. If a larger cash payment can be made, the annual costs are reduced; but the costs of taxes, repairs, maintenance and fire insurance are constant, regardless of the amount of the mortgage.

While the annual and monthly outlays on home-ownership can be thus calculated in advance, it is not possible to foresee the ultimate capital cost to the owner. At the end of a 20-year amortisation period the owner is in full possession of a property the value of which could not have been exactly determined in advance. This may depend upon real estate values as a reflection of general economic conditions. It may also depend upon the quality of the house itself and of the environment in which it has been set. Housing design should be aimed to preserve intact and enhance values by the use of building forms that are simple and permanent; houses embellished with features of immediate sales appeal are likely to be the least attractive in a generation's time. The protection of the environment through sound community planning may be an equally essential factor in the ultimate value of property.

COST OF A NEW DWELLING

Capital Cost

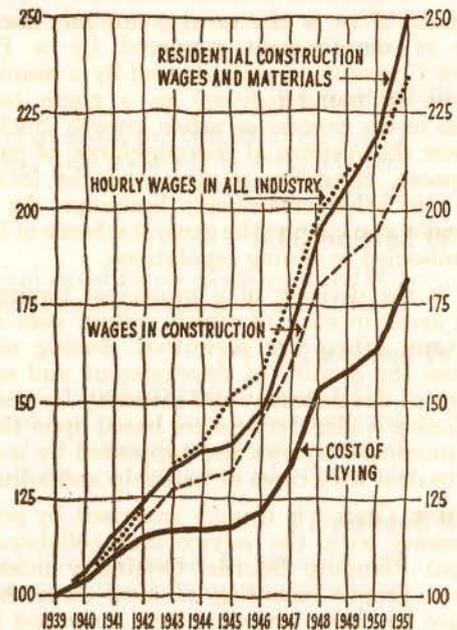
Serviced Land.....	\$1,000
Building Materials.....	4,725
Labour.....	3,375
Builder's Profit and Overhead.....	900
Total.....	<u>\$10,000</u>

Annual Cost

assuming an \$8,000 mortgage
under the National Housing Act

Average amortisation of Mortgage over 20 years.....	\$ 400
Average Mortgage interest payment at $5\frac{1}{4}$ per cent per annum.....	235
Allowance for property taxes.....	240
Allowance for repairs and maintenance..	120
Fire Insurance.....	30
	<u>\$1,025</u>

Monthly Cost equivalent \$82.50



GRAPH SHOWING CHANGES IN THE COSTS OF BUILDING MATERIALS AND LABOUR

PLANNING CODES

Building Standards

The design, the construction and the costs of housing are limited by the standards of accommodation and land-planning imposed by various codes and regulations. Minimum floor areas and densities of development are required to protect the health and safety of the population and also to protect investment in housing. The codes also reflect current social conventions and represent a standard of housing which is considered to be a reasonable attainment for Canadian living. Codes of housing practice become increasingly necessary as more people are concentrated within urban areas.

For housing financed under the National Housing Act manuals of building standards for single houses and for apartments are published by the Central Mortgage and Housing Corporation. These standards apply except where provincial or municipal building codes are more exacting.

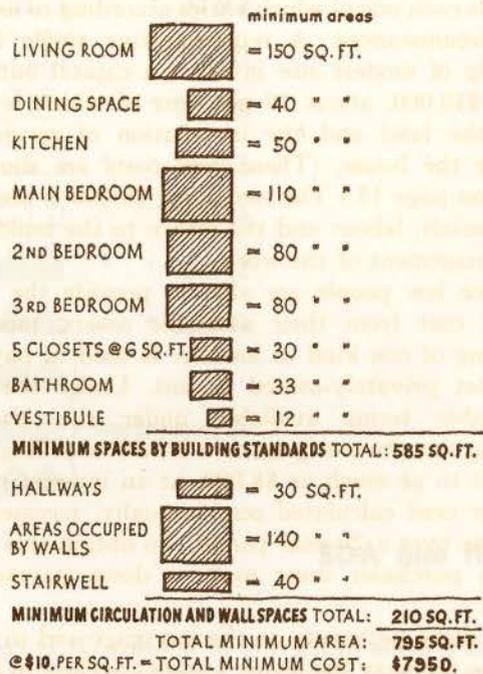
Community Planning

Through the powers granted to them by provincial statutes, municipalities are able to control the development of land. In all provinces except Quebec and Newfoundland these powers are consolidated into Planning Acts which define the powers and procedures to be used.

The Official Plan is the term commonly used for a scheme of development prepared by a Planning Board or Commission and adopted by a municipality (or group of municipalities) as a guide to future decisions in the process of urban growth. Such a plan may show the systems of thoroughfares, of parks and open spaces, of utility services and the location of schools and other community buildings. An Official Plan should also outline the general scheme of land-use to be embodied in zoning regulations.

Zoning is the division of a municipal territory into defined areas in each of which certain uses are prohibited and others are permitted. Zoning may also determine the density of development and so create a pattern of development and diversity for residential areas. Zoning is a legal procedure based upon the adoption of municipal bylaws and supported by a court of appeal to deal with cases of hardship and adjustment.

Subdivision Control is usually exercised by provincial governments with the advice and collaboration of municipal Planning Boards. Originally intended to achieve a proper recording of land ownership, this procedure has been extended into a method for controlling the size and shape of building lots, for integrating the street pattern and for preventing the subdivision of land which is unsuitable for urban use. The effective control of subdivisions also enables a municipality to supervise the process by which utility services are extended to new urban areas.

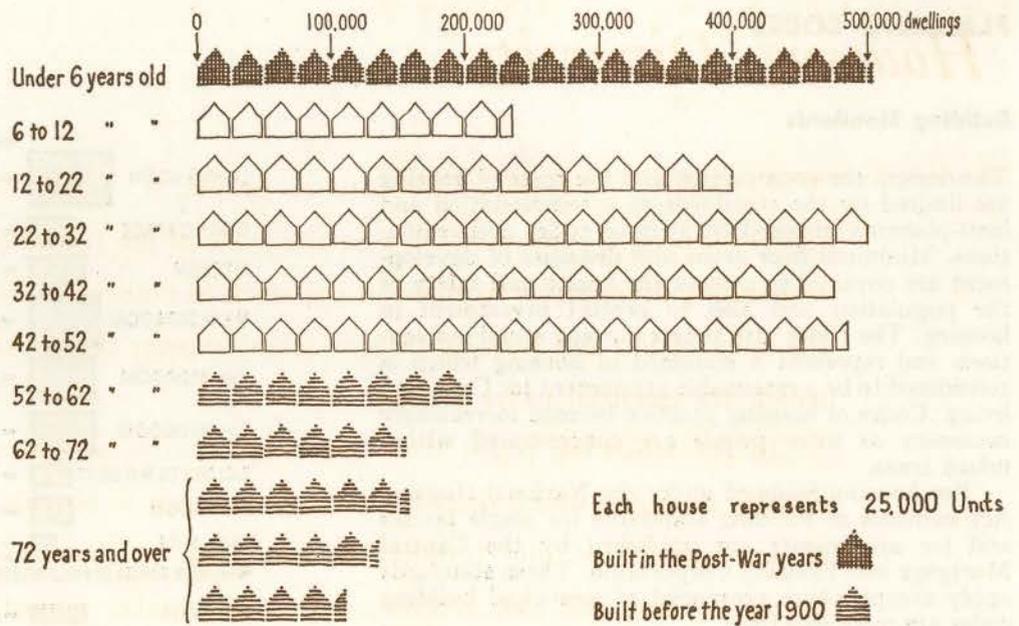


The minimum cost of a new house is limited by the amount of space that must be provided in order to qualify for a mortgage loan.

COMMUNITY PLANNING LEGISLATION

British Columbia	Town Planning Act	1948
Alberta	Town and Rural Planning Act	1942
Saskatchewan	The Community Planning Act	1945
Manitoba	The Town Planning Act	1940
Ontario	The Planning Act	1950
Prince Edward Island	The Town Planning Act	1945
Nova Scotia	The Town Planning Act	1939
New Brunswick	The Town Planning Act	1936

The age and obsolescence of the housing stock in 1952.



YOUTH and AGE

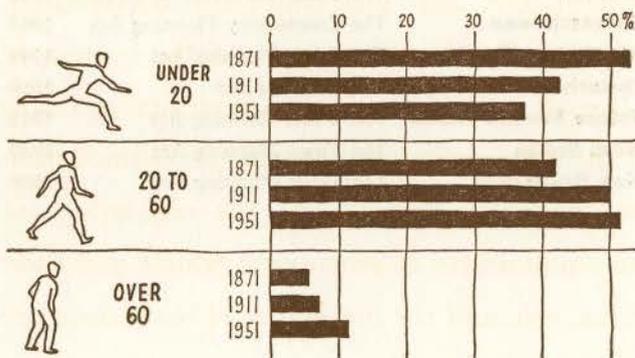
There is a cycle in the life of housing. It is created, it has its years of active use, it deteriorates, it must be replaced. We have inherited a stock of housing much of which is already obsolete, not only on account of physical deterioration but because it was originally designed to fit social and economic circumstances that no longer exist.

A century ago the average household size in Canada was 6.18 persons, fifty years ago it was 5.03 persons and now the average size is 3.9 persons. In a previous period family households not only contained more children but they also included individual adults who remained within the family group. It is a characteristic of to-day's urban society that individual adults separate themselves to form other households; these are either young working people or old people whose families have been dispersed. This change in social habits is supported by the development of restaurants and other city facilities and is accentuated by the limited size of the contemporary four and five room family house.

A striking feature of the present population, as compared with previous generations, is the increased proportion of old people. Many of them naturally occupy single houses which they acquired during the period of life in which they were raising a family; but it is becoming evident that there is an increasing need to provide old people with a kind of accommodation which would be more convenient for their use. This would release some houses for family use and would also remove single old people from lodgings and hospitals where they have had to resort for want of more suitable housing. While it is neither desirable nor possible for them to live with the families of sons and daughters, it is considered advisable for old people to remain within the neighbourhood environment of family life.

To a considerable extent the housing needs of separated individuals have been met by adapting the older parts of the housing stock, particularly the eight and ten room houses which fitted the larger households of a previous generation. Socially this has had the disadvantage of segregating young adults and old people in the older parts of cities, separated from normal neighbourhood society in the suburbs. In many Canadian cities the conversion of the stock of larger houses has temporarily postponed both the process of replacement and also the latent need to provide rental housing for non-family households. These circumstances may not be repeated; for our present product of small family houses will not in the future lend itself to a similar adaptation.

Assuming that 50 years is a reasonable life-span for an urban dwelling, it would be necessary to replace about 2 percent of the housing stock each year to keep it in good order. If we do not build well, with both the future as well as the present in view, a time may come when the building of replacements will have to be as large an operation as the provision of new housing for a growing population.



A community contains a diversity of people, a variety of household sizes and circumstances, a continuous flow in the cycle of life from youth to old age. A corresponding diversity is required in the stock of housing accommodation. Variety is the spice of life and housing design should express those variations within society which are essential to its vitality.

In the following pages there are illustrated some contemporary examples of housing design in which there has been an attempt to provide a reasonable diversity of accommodation and building forms. Each of these examples contains both family housing and also accommodation for smaller households, arranged on the site so as to give interesting and contrasting architectural compositions. Single houses, row housing and apartments are blended together into community groups.

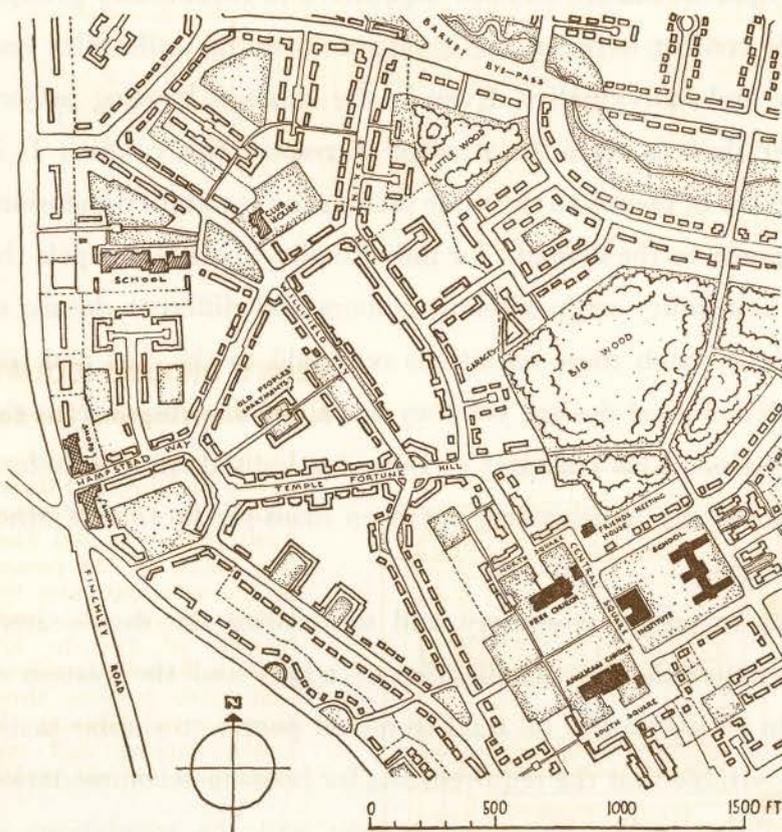
There is an inevitable conflict between the influences towards uniformity and the striving for diversity and individuality. Even in the smallest housing project of the speculative builder there is often an attempt to resolve this conflict. It is economical to build a number of houses to the same plan, using standard dimensions and materials. But a response to the demand for individuality usually compels the builder to disguise this uniformity with different colours and different details of windows, doors and roofs. Though these variations may add to the cost and frequently spoil the simplicity of good design, yet they are a genuine response to the need for individual expression. This constant striving for individuality is indeed one of the principal reasons why housing has not been mass-produced like other products of the industrial age.

The influences tending to create monotony and uniformity are deep-seated. The mass-production of materials, the equalization of wages and the system of common education within which we live all tend to mould people to similar tastes and habits of life. It is inevitable that the requirements for housing accommodation become stereotyped. Building codes, municipal bylaws and the regulations of mortgage financing all tend to impose a uniformity of pattern on houses and their layout. The methods of land subdivision, too, and the marketing of real estate are reduced to the simplest and most profitable routines when the stereotyped grid-iron

street plan is used. Even the whole system of zoning, which is intended to benefit community planning, has too often been applied in such a way as to segregate housing into districts of uniform character. Though each of these influences towards uniformity has originated and been applied for a proper social purpose, the collective result has been the monotonous and rigid character of new housing areas.

There is consequently a particular value in the experiments that have been undertaken to break this monotony by designing housing developments containing a diversity of building forms. The real diversity

of a community's housing needs offers a rational basis for housing architecture. The contrasting forms of single houses, row housing and apartments can be used to create groups of buildings that have individuality and character. Simplicity of form and economy of construction may then have a positive design value rather than seem to require artificial and expensive variations. The few successful experiments in this direction have now indicated that this is a justifiable aim of housing design, in spite of the difficulties inherent in changing established practices.

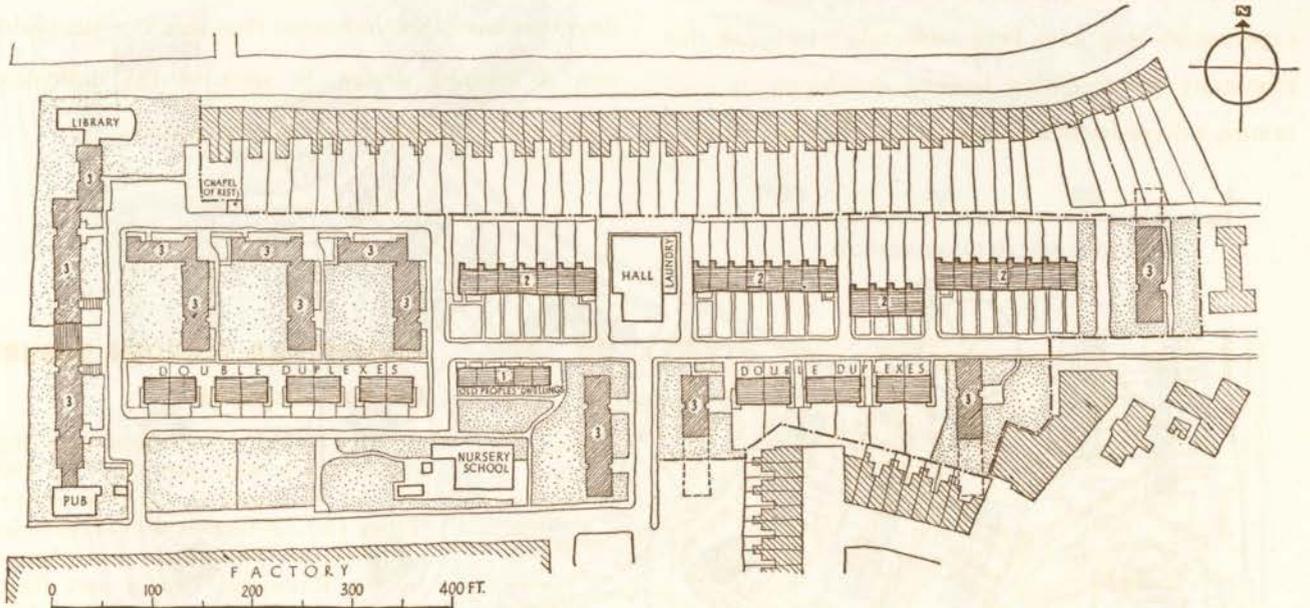
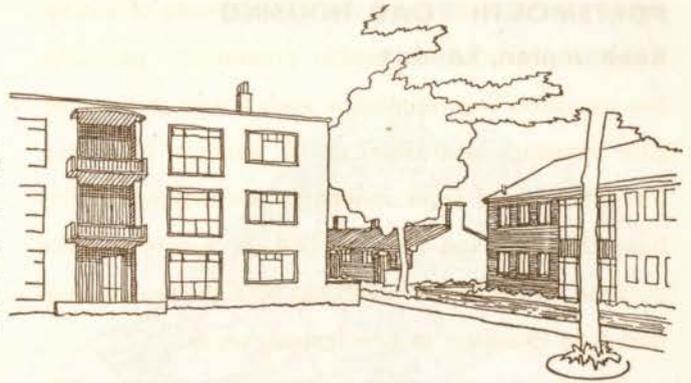


HAMPSTEAD GARDEN SUBURB
London, England

An area of 243 acres adjoining Hampstead Heath was purchased in 1906 by the Hampstead Garden Suburb Trust Ltd., a further 400 acres being added later. The estate was planned by Sir Raymond Unwin and Barry Parker who had recently designed the Garden City of Letchworth. Essential features of the scheme as conceived by Dame Henrietta Barnett were that persons of all classes of society and standards of income should be accommodated and that housing should be limited to a density of eight to the acre. The housing was built by Co-Partnership Tenants Ltd. and includes single houses, row housing and a few flats. The churches and the community institute on the Central Square were designed by Sir Edwin Lutyens while other distinguished architects of the Edwardian period contributed the designs of individual houses.

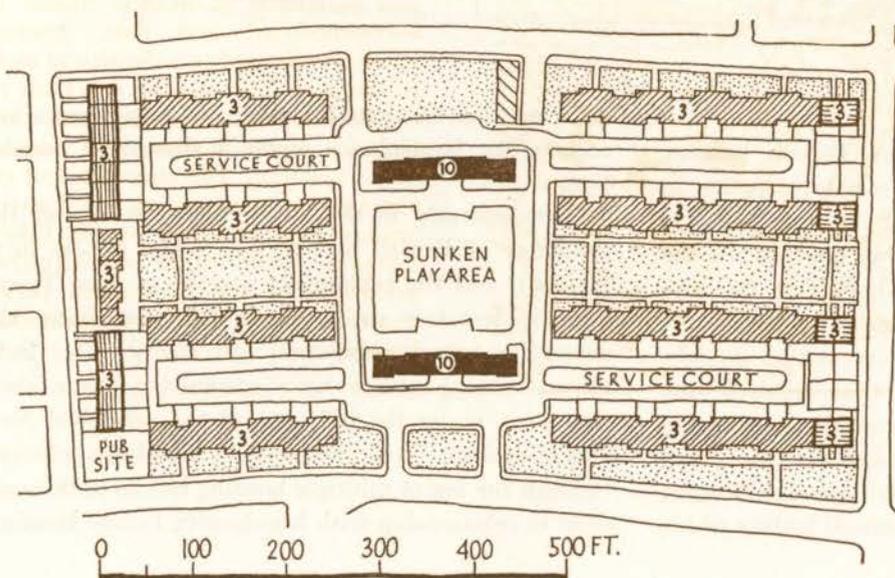
SOMERFORD GROVE ESTATE
Shacklewell Road, Hackney, London

Designed by Frederick Gibberd, architect, and G. L. Downing, borough engineer, the scheme includes row houses for large families, two-storey flats for medium-sized families, apartments in three-storey blocks for small families and bungalows for old people. There are a community hall, library, laundry and nursery. The several types of buildings have been grouped to enclose a series of small open spaces, each with its own individual character.



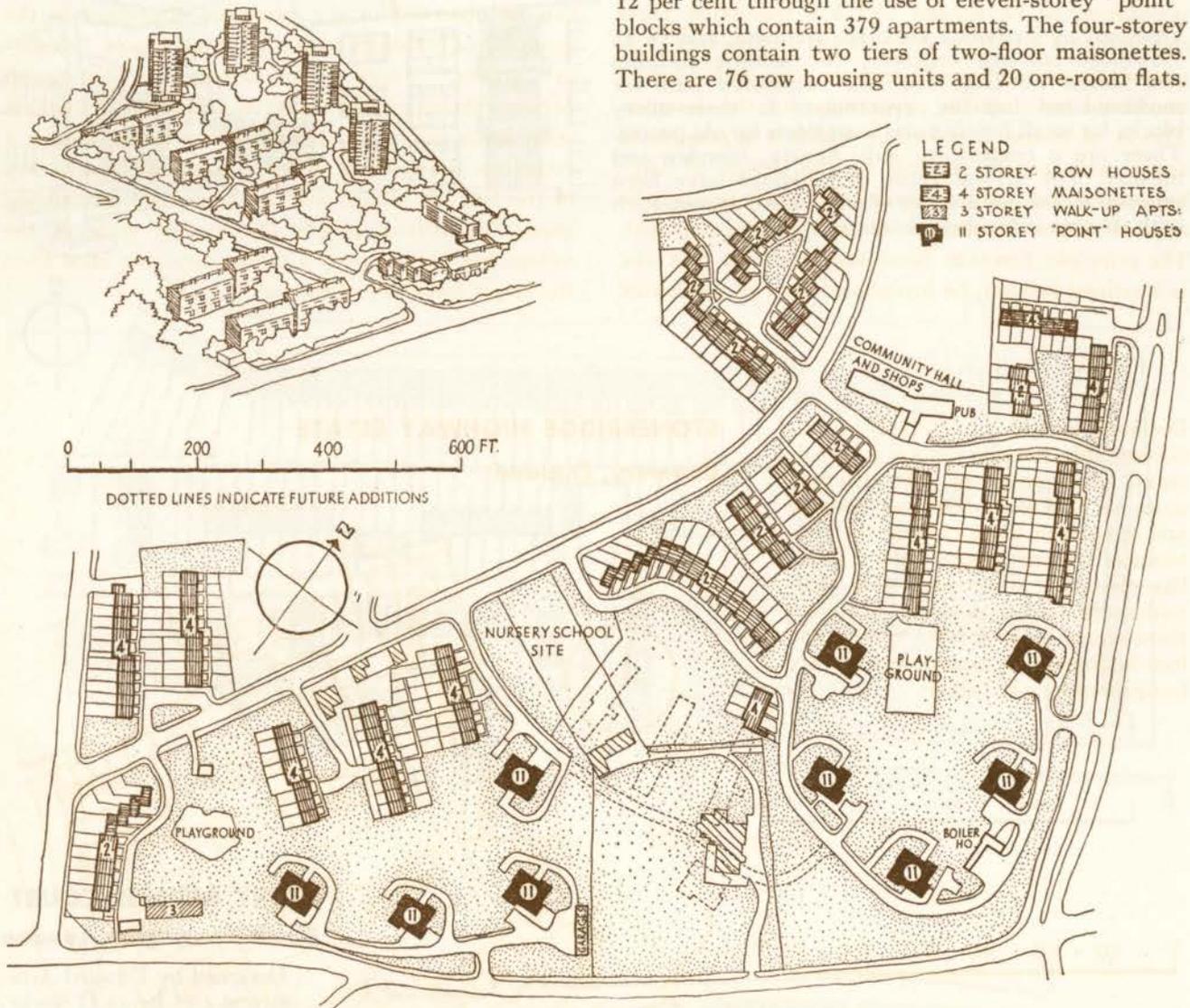
HENRY DICKENS COURT
North Kensington, London

Designed by Edward Armstrong and Brian O'Rorke, architects. This redevelopment project of 300 dwelling units, at 136 persons to the acre, provides ten-storey blocks to house families of two to four persons, flats for families of four to six persons, three-storey row housing for larger families and one-room flats for old people.



PORTSMOUTH ROAD HOUSING
Roehampton, London

Designed by H. W. Lewis and Robert Matthew, architects to the London County Council. The 25 acre site with 655 units has a land coverage of only 12 per cent through the use of eleven-storey "point" blocks which contain 379 apartments. The four-storey buildings contain two tiers of two-floor maisonettes. There are 76 row housing units and 20 one-room flats.



DIVERSITY OF HOUSING

In the period between the wars British housing took the form either of high-density redevelopment in central areas or cottage housing in the suburbs, particularly semi-detached and row housing. In the suburbs a uniform density of 12 houses to the acre had come to be regarded as a means of emulating the character of the Garden Cities, accepted as models. However, the monotonous effect that resulted was severely criticized and led to a reconsideration of the true purposes of the Garden City movement as it had originated through the inspiration of Ebenezer Howard at the turn of the century. The essential feature of his

doctrine was the satellite town as a self-contained community, housing a completely diversified population.

Consequently in the recent post-war period the character of British housing has taken a new turn. Not only has the building of a series of New Towns been undertaken as a means for containing the expanding urban population but many other individual housing estates have assumed a more civic character, under the influence of the published New Towns designs. This civic character has been achieved through the use of multiple housing blocks judiciously sited in relationship with low-density family housing.

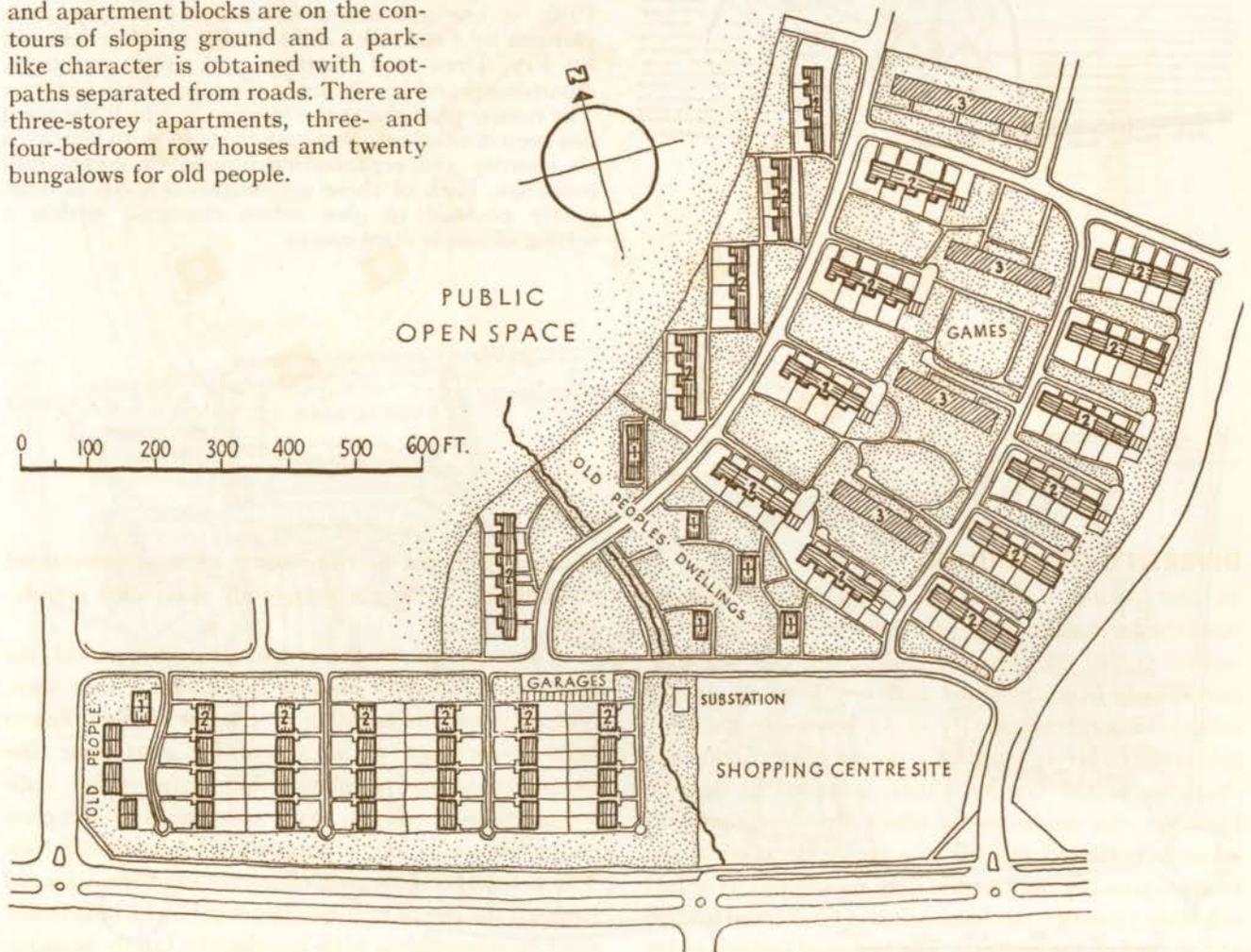
Instead of concerning himself only with the flat plan of streets and houses, the housing designer has examined in depth the social requirements of the population to be housed and has translated these requirements into three-dimensional architecture. The proportionate numbers of various sizes and types of household have set the programme for the designer. This is, of course, a procedure which it is possible to apply with some precision in the design of large housing estates, publicly owned; it cannot so easily be applied under conditions of private development. The principle, however, is an important one that can, in modified fashion, be introduced into all residential

development through the instruments of community planning.

Another feature of post-war British housing that can be observed in the examples illustrated is the grouping of buildings to enclose small spaces, "closes" or "greens." There is an attempt to distinguish between the street as a traffic route and the immediate open space on to which each house faces. This is a conscious and studied return to some of the intimacy of the English village with its houses set around the green. To British people the modest scale of the village has always been a more attractive ideal than the larger formality of the city.

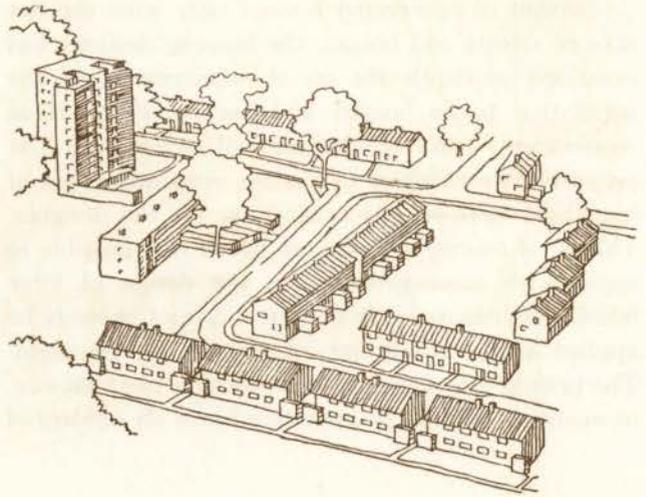
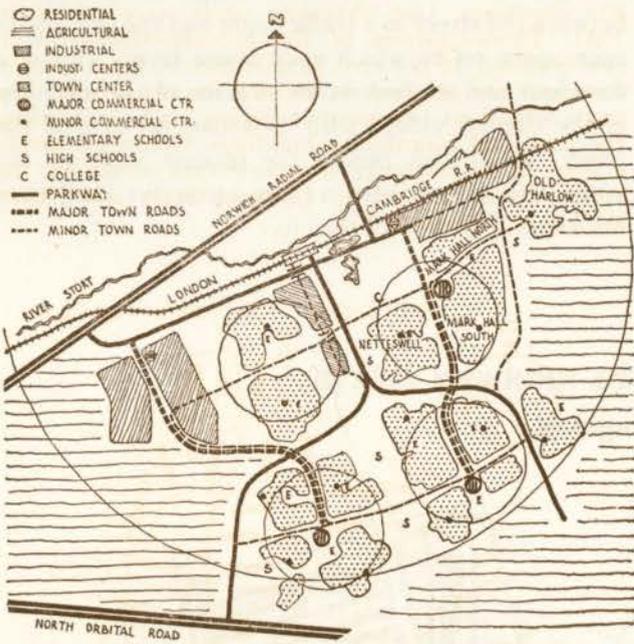
Designed by city architect D. E. E. Gibson this housing estate is a balanced community of 194 dwelling units on 22.6 acres. The row housing and apartment blocks are on the contours of sloping ground and a park-like character is obtained with foot-paths separated from roads. There are three-storey apartments, three- and four-bedroom row houses and twenty bungalows for old people.

STONEBRIDGE HIGHWAY ESTATE
Coventry, England

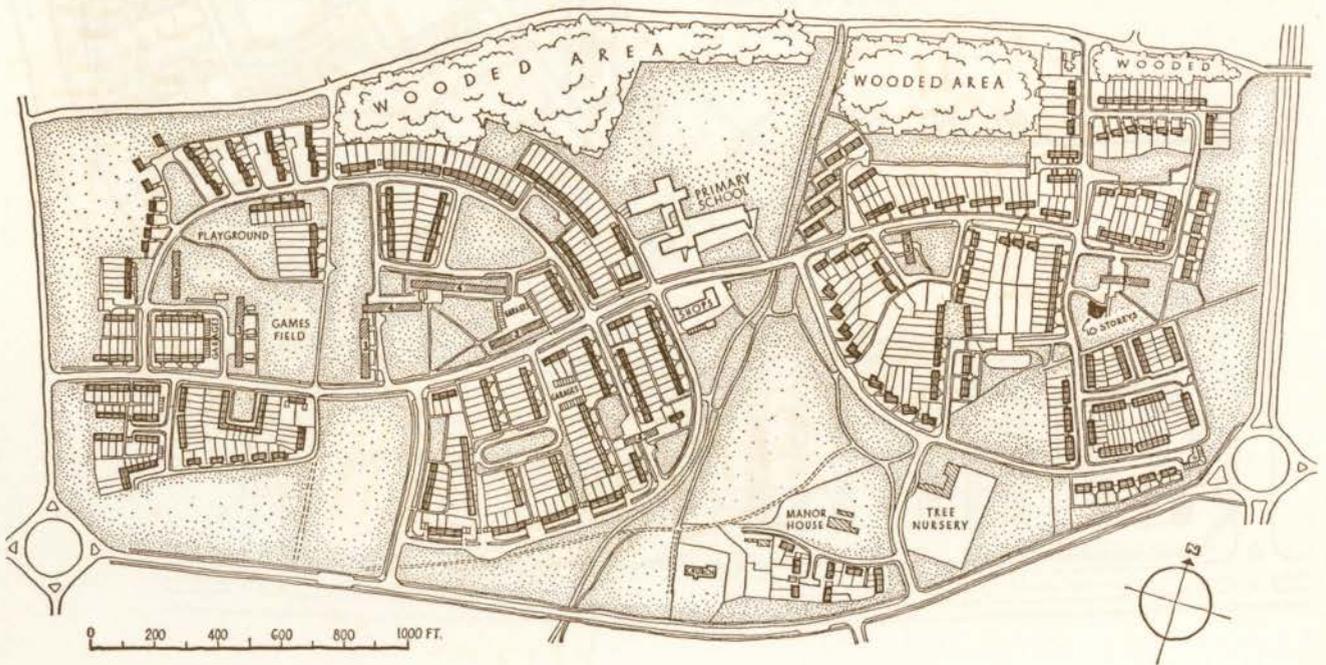


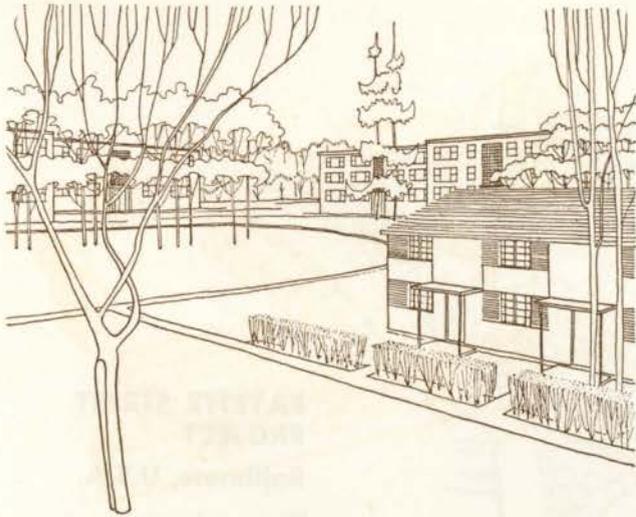
MARK HALL NORTH

Harlow New Town, Essex, England



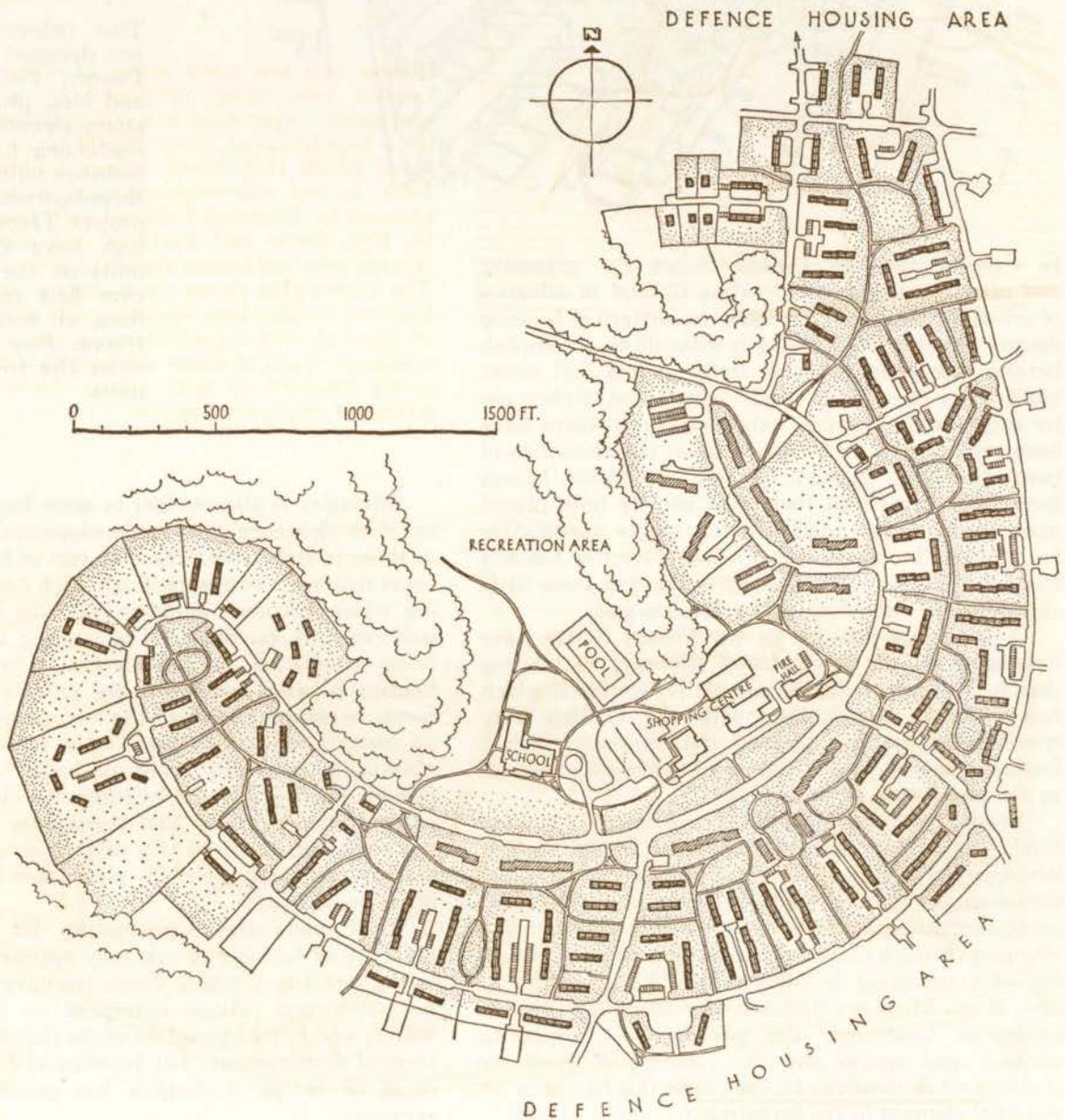
Harlow is a new town about 23 miles north-east of London now being developed by a government-sponsored Corporation as a self-contained community for a population of about 80,000 on an area of 6,320 acres. Mark Hall North, where building started in 1950, is one sub-neighbourhood within this town planned by Frederick Gibberd with housing designed by Fry, Drew and Partners and other architects. Apartments and houses are in the ratio of one to three. The master plan shows the manner in which the town has been divided into separate parts so as to give each an identity and organization around its community buildings. Each of these sub-neighbourhoods is compactly planned to give urban character within a setting of ample open spaces.

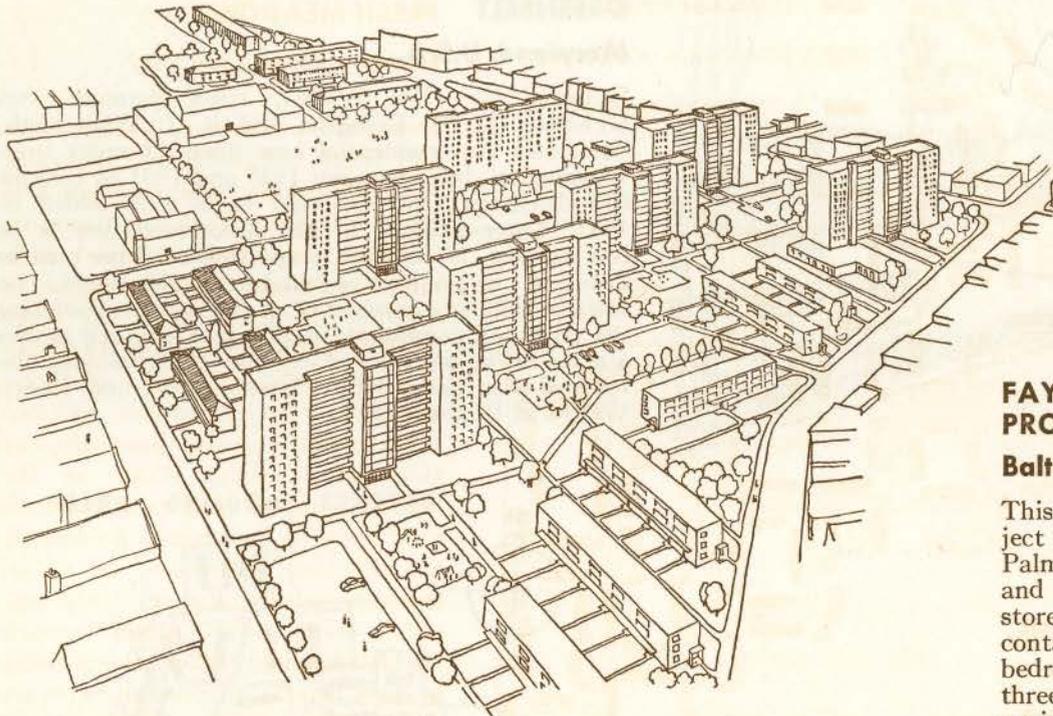




GREENBELT
Maryland, U.S.A.

Designed by Hale Walker, town planner, and architects D. D. Ellington and R. J. Wadsworth, Greenbelt is a residential new town 13 miles from Washington, built between 1935 and 1937 to contain 855 dwellings. One thousand units were added in 1941. Three-quarters of the accommodation is in row housing, 16 per cent is apartments, 8 per cent in flats and one per cent in housing for old people. The town is built on a crescent of sloping land surrounding the park and community buildings. Greenbelt marks a stage in the sequence of experiments employing the type of plan devised by Clarence Stein and Henry Wright at Radburn, N.J.





FAYETTE STREET PROJECT

Baltimore, U.S.A.

This redevelopment project designed by architects Palmer, Fisher, Williams and Nes, provides eleven-storey elevator apartments containing one- and two-bedroom units and half the three-bedroom units in the project. Three-storey buildings have three-bedroom units on the upper floors over flats on the ground floor, all with private entrance. Row housing provides the four-bedroom units.

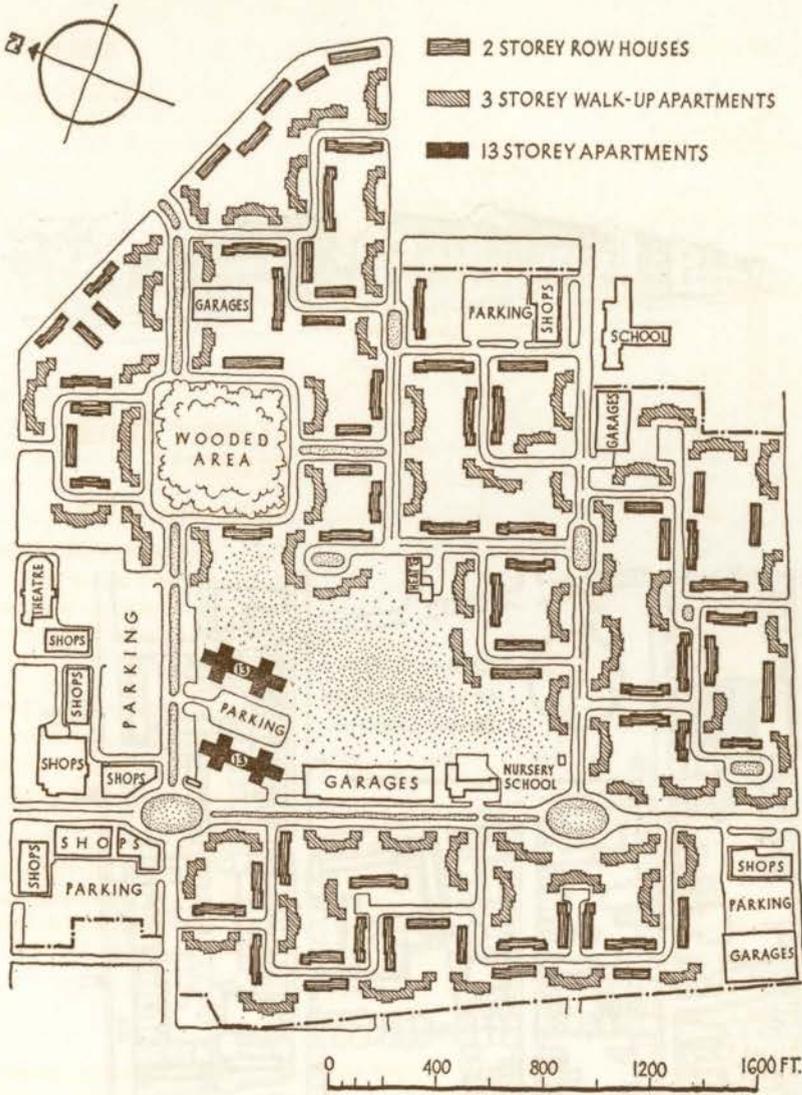
In Canada and the United States the extensive and often premature subdividing of land in advance of urban development has fixed the pattern of housing design. Diversity of housing is difficult to accomplish because the proportions of building lots and street blocks have been based on the assumption of their use for single-family housing; other forms of housing have been regarded as an intrusion upon the amenities of home-ownership districts. Where apartment houses have been introduced they have usually been placed upon standard lots instead of on spaces appropriate for multiple buildings. Land suitable for row housing has not been provided and there has yet been little experience in site-planning for this purpose.

A few large projects in the United States have demonstrated the principles of diversity in housing design. The first notable example is Greenbelt which has historical associations with the Garden City tradition of England, carried out, however, with a freshness of view and freedom of space that belongs to the new world.

Fresh Meadows, a long-term investment of private funds, has been acclaimed as the finest housing development of the post-war period. Like Greenbelt it demonstrates that buildings designed in the simplest and most economical form can be made architecturally effective through careful site-planning and the grouping of contrasting building forms. Like Greenbelt, also, Fresh Meadows demonstrates the great value of landscape treatment, the planting of hedges to enclose open spaces and the planting of trees for shelter and decoration. In each case this has been an essential element in the investment.

Diversity is also evident in some housing projects in slum-clearance and redevelopment areas, such as those in Baltimore. The high cost of land in central areas requires a correspondingly high density of building which becomes inhuman in scale if carried out uniformly. A particularly interesting experiment is being conducted in Philadelphia where some old housing is being restored in the process of redevelopment, to conserve some of the traditional character of an historic city. This provides a form of diversity obtainable in a city built of brick and masonry; though the wood-frame buildings of older Canadian cities do not so easily lend themselves to conversion yet some opportunities will occur for capturing some historic character too easily eliminated in the process of redevelopment.

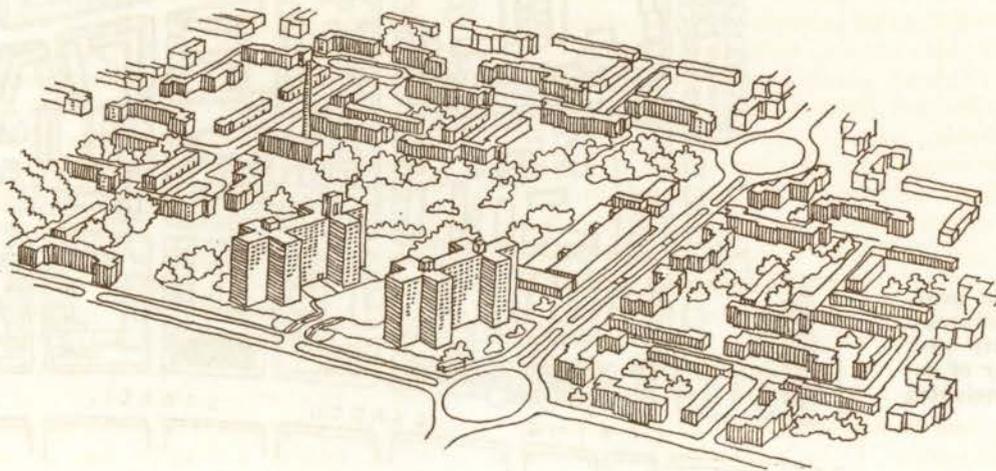
In Canada the opportunities for practising a diversity of housing design may appear most readily in the new towns where virgin territory is opened up by public and private enterprise on land not previously committed to subdivisions that stereotype the form of development. The building of Kitimat on the coast of British Columbia has provided such an occasion.



FRESH MEADOWS

Queens, New York City

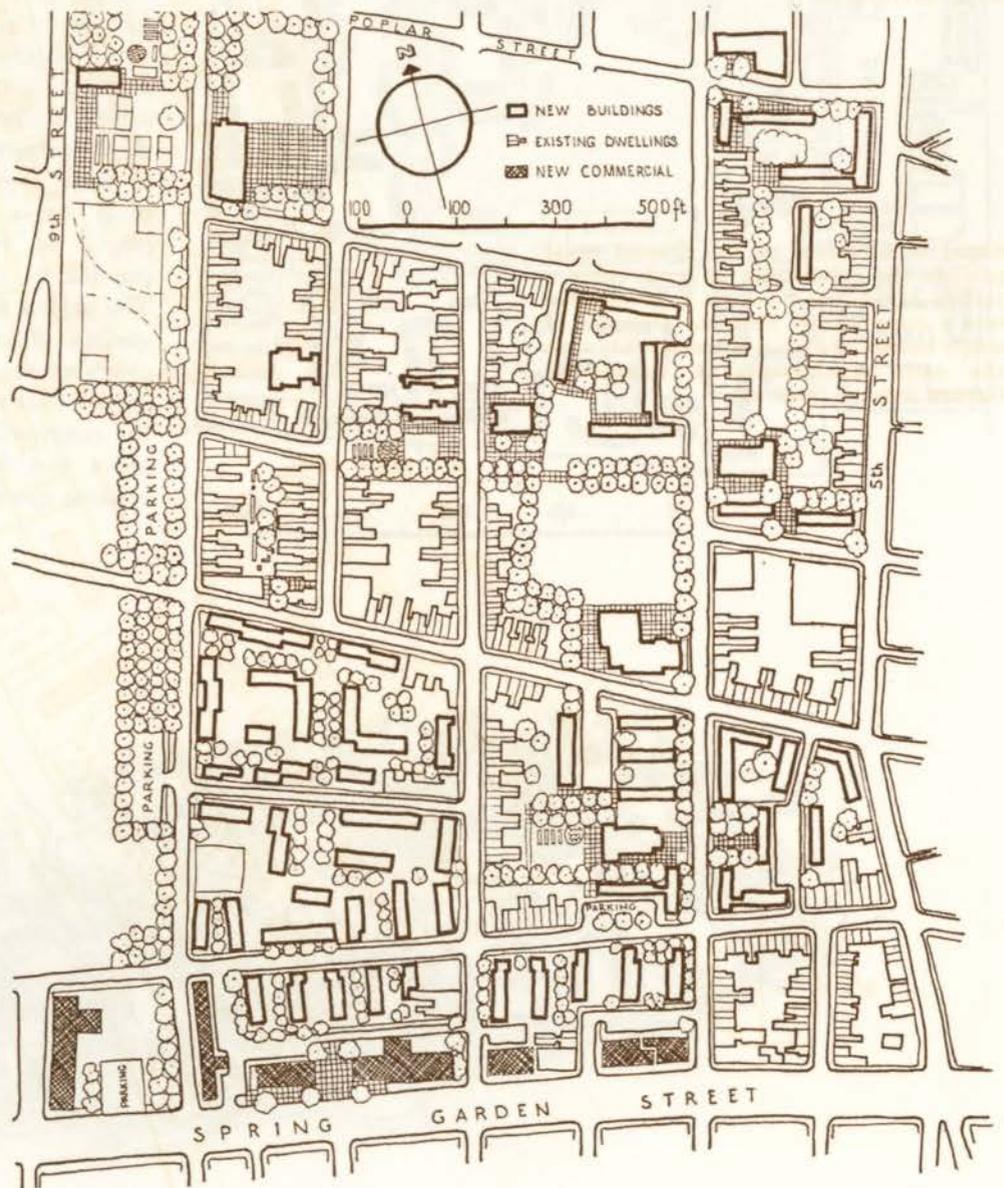
Designed by Voorhees, Walker, Foley and Smith, architects and engineers, Fresh Meadows was completed in 1950 for the New York Life Insurance Company as a self-contained community to house 11,000 people on an area of 174 acres. There are 3,000 dwelling units contained in 70 blocks of row housing, 68 blocks of three-storey walk-up apartments and two thirteen-storey elevator buildings. The two tall buildings stand on the highest point of land as a dramatic focal point in the project, flanked by the shopping centre and an inconspicuous service garage. Only one public traffic artery passes through the development, other streets being in short lengths, planned so that cars must move slowly. Buildings are placed on free open spaces which provide 97 acres of recreation area. The project was planned to provide a variety of units for varying family requirements, from marriage to old age, so that tenants can form roots in the community and not be forced to move out by changing needs for housing space.



EAST POPLAR REDEVELOPMENT

Philadelphia, U.S.A.

The Redevelopment Authority and the Public Housing Authority of Philadelphia, together with a private philanthropic housing agency, are rehabilitating an area in which 60 per cent of the houses are sub-standard but where some structurally sound buildings can be converted to new use. The opportunity to incorporate existing buildings in plans for redevelopment thus extends the concept of housing diversity.



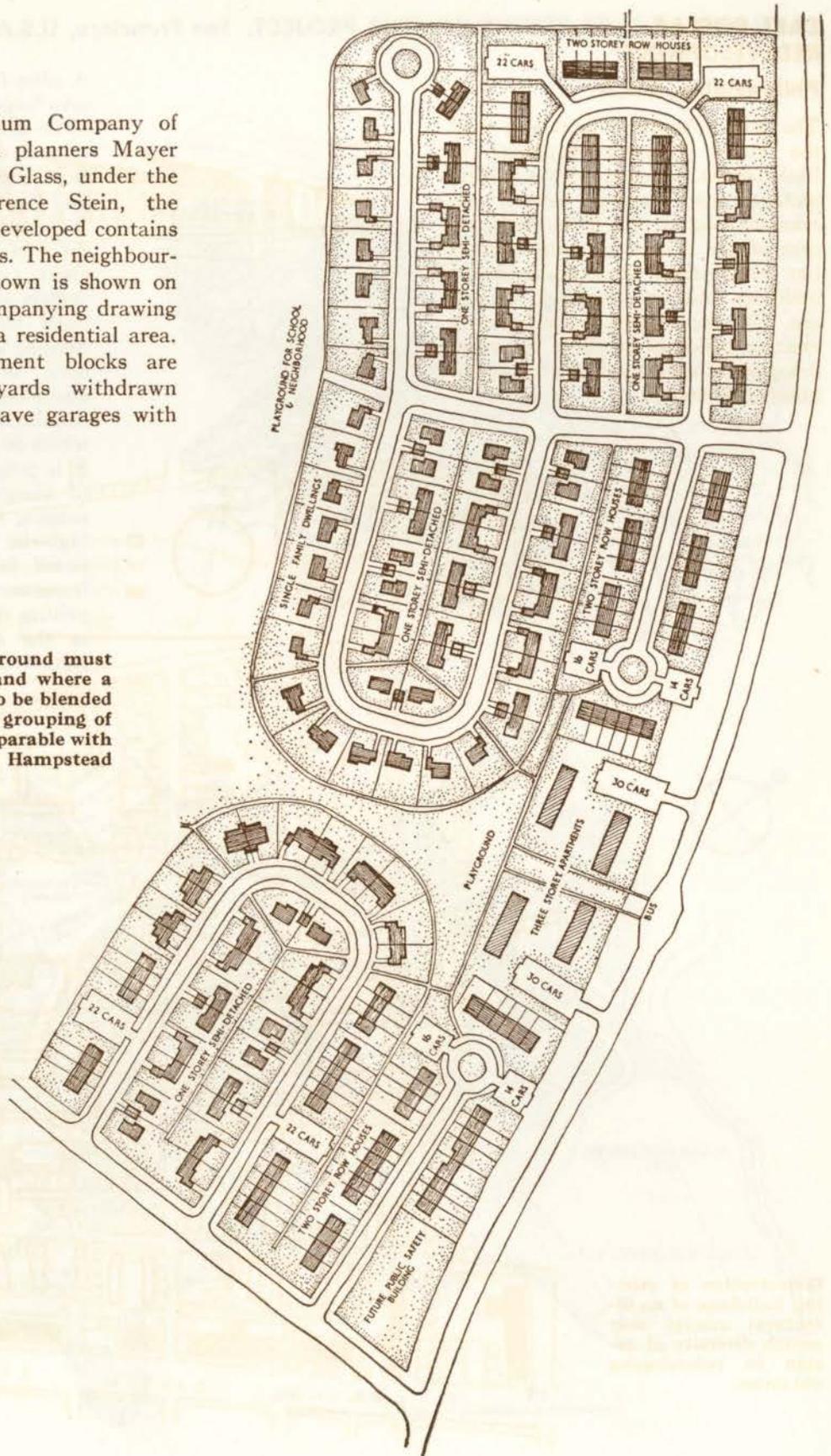
Conservation of existing buildings of architectural quality may enrich diversity of design in redeveloping old cities.

KITIMAT

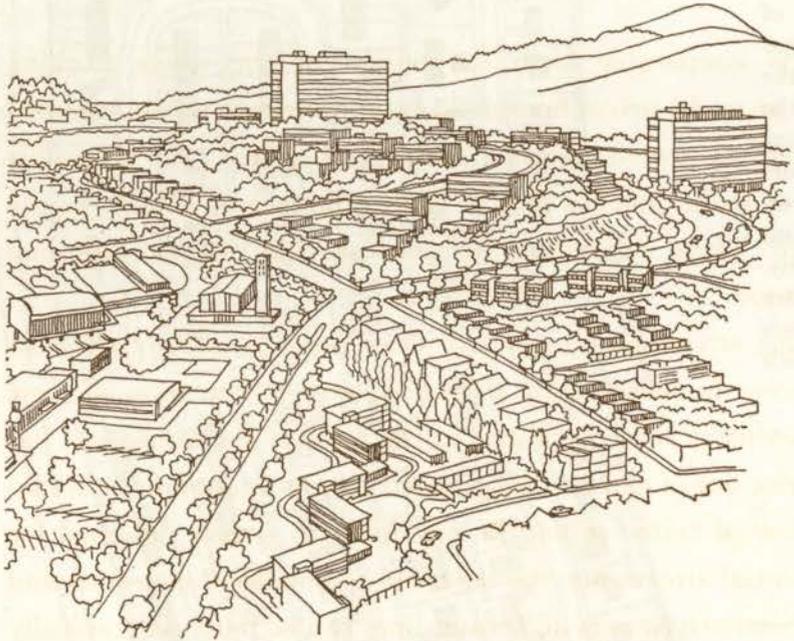
British Columbia

Designed for the Aluminium Company of Canada by architects and planners Mayer and Whittlesey and Milton Glass, under the general direction of Clarence Stein, the first neighbourhood to be developed contains a diversity of housing forms. The neighbourhood organization of the town is shown on pages 78 and 79; the accompanying drawing illustrates a small part of a residential area. Row housing and apartment blocks are provided with parking yards withdrawn from the streets, houses have garages with short driveways.

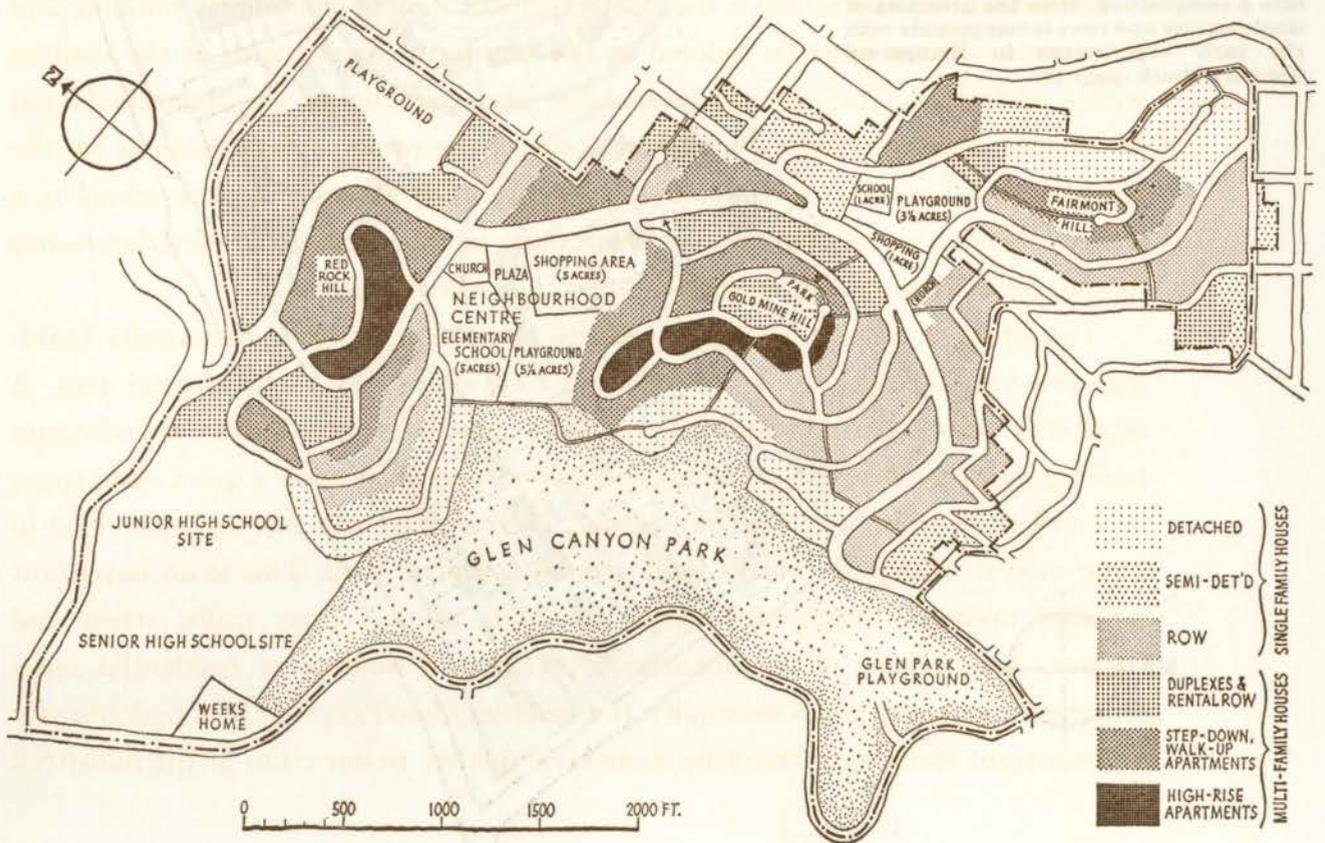
Siting of buildings on the ground must precede the subdivision of land where a variety of housing types are to be blended into a composition. Here the grouping of single houses and rows is comparable with the early experiments in Hampstead Garden Suburb (page 50).



DIAMOND HEIGHTS REDEVELOPMENT PROJECT, San Francisco, U.S.A.



A plan for the redevelopment of an area largely unused on account of an awkward grid-iron plan on steep terrain, was prepared in 1951 by planners Vernon DeMars, Albert F. Roller and engineer E. E. Hutchison for the Redevelopment Agency and Department of City Planning of San Francisco. The proposal illustrates how a system of zoning may be used as a basis for obtaining a diversity of housing within a single neighbourhood area, as compared with the more customary uniform zoning for residential districts. On a site of 325 acres, of which 60 per cent was publicly owned, it is proposed to house a population of about 7,500 in accommodation ranging from single family houses to high-rise apartments. A plan of proposed land-uses provides a general framework within which public and private developers may join together in the creation of a well-rounded community.



The design of housing is inseparable from the design of the whole working apparatus of a residential area. An urban household cannot operate unless it is tied into the circulation system of streets, sewers, water and power. An accessible shopping centre and school are as much a part of the equipment of a home as the kitchen and the bathroom. These community services provide the real core and structure of a neighbourhood.

The cost of constructing streets and ground services becomes part of the cost of a house, whether the cost is collected by a municipality in the form of local improvement taxes or whether it is incorporated in the price of the house and lot. Reductions in cost may arise out of careful designing to give an economical circulation system. The main flow of traffic should be restricted to streets designed for the purpose so that residential streets may be designed to smaller dimensions and lighter surface materials. Similarly sewers and water lines can be most economically designed in direct relationship with the number of dwellings served.

The neighbourhood school is the most expensive item of community building and its accommodation must be tailored to the long-term requirements of the families within each area. The attempt to stabilize the character of neighbourhoods and so retain a constant school population is one of the principal justifications for the neighbourhood system of community planning. The location of each school is a critical element in the plan because there must be uninterrupted pedestrian routes linking residential streets, recreation areas and school buildings.

The siting of schools, shopping centres, churches and other community buildings provides the opportunity to create a focal point in each residential area. A small civic centre or neighbourhood core will be most attractive if there are adequate parking yards so that the buildings themselves may face upon a quiet open space in which pedestrians are free from traffic. This arrangement has been provided in some modern shopping centres built around a central mall. This is an important advance upon the customary ribbon of shops along a busy traffic street and suggests a new type of neighbourhood precinct. A number of residential areas illustrated on these pages exemplify the neighbourhood core; this is undoubtedly an important element in restoring some civic quality to our cities of the industrial age.

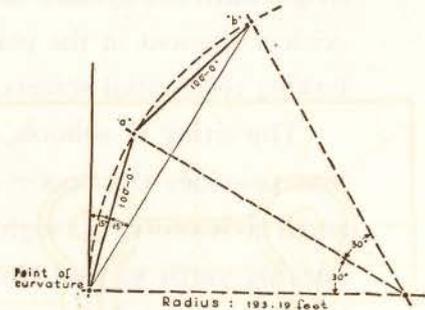
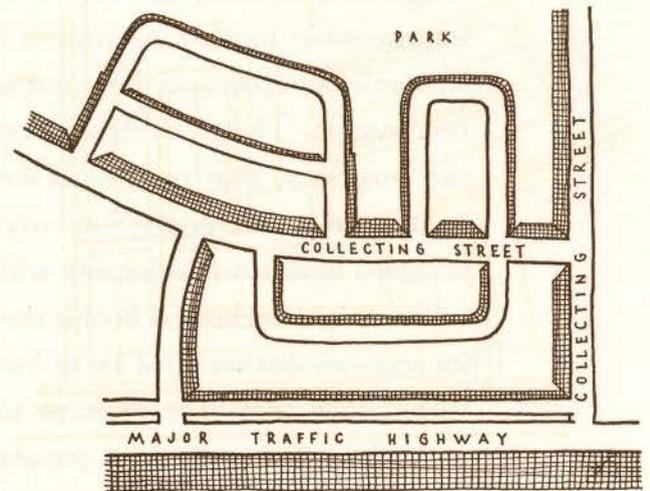
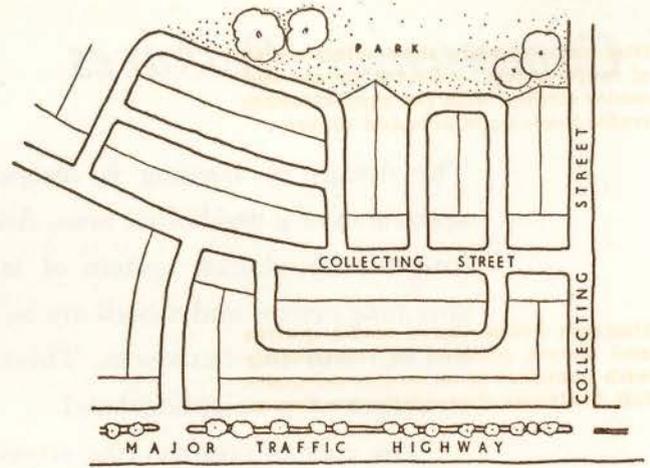
Street Layout

In setting out the street system of a residential area the planner must anticipate the task of the engineer who will design the sewers and water mains. The first sketches of the plan should arise out of an appreciation of the shape of the ground, the adjacent street pattern and the problems involved in distributing services throughout the area.

The flow of traffic on a street can be compared with the flow of water in a pipe. A circulatory system, with progressive subordination of main arteries, local circulation routes and short access streets makes it possible to anticipate loads and design accordingly. The universal grid plan is the most expensive type of street layout because it must provide for the contingency of maximum loads on all streets.

In the design of local streets for residence, business or shopping the traffic considerations should be subordinated to the needs of frontage access and the safety of pedestrians. There are two types of local streets. Major or "collector" streets are those which provide circulation, tie together the component parts of the residential area and give clarity to the design. Minor or "access" streets are those which only provide entry to the properties on their frontage (the diagrams on pages 64 and 65 show residential street sections recommended for housing projects).

The characteristic feature of a main artery or highway is that the free flow of traffic is the paramount consideration, rather than access to properties on the frontage. Arteries should normally be spaced so that the areas bounded by them are each adequate to support an elementary school and those community services which draw together the inhabitants into a common appreciation of neighbourhood identity. When housing is built at moderate densities this usually means that arteries should be between three-quarters and one mile apart.



Radius and Degree of Curve

Degree (D)		Radius (R) in Feet		Degree (D)		Radius (R) in Feet	
(Based on 100' chords)							
Degree (D)	Radius (R) in Feet	Degree (D)	Radius (R) in Feet	Degree (D)	Radius (R) in Feet	Degree (D)	Radius (R) in Feet
1	5729.65	11	521.67	21	274.37		
2	2864.93	12	478.34	22	262.04		
3	1910.08	13	441.68	23	250.79		
4	1432.69	14	410.28	24	240.49		
5	1146.28	15	383.06	25	231.01		
6	955.37	16	359.26	26	222.27		
7	819.02	17	338.27	27	214.18		
8	716.78	18	319.62	28	206.68		
9	637.27	19	302.94	29	199.70		
10	573.69	20	287.94	30	193.19		

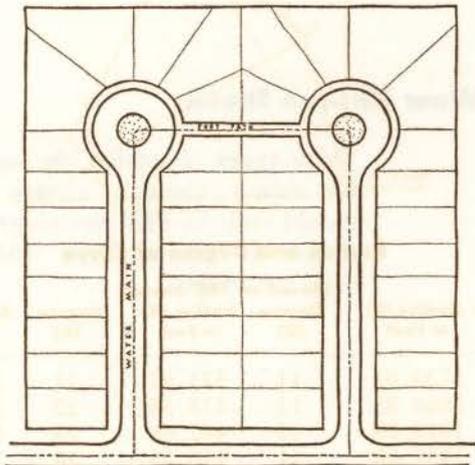
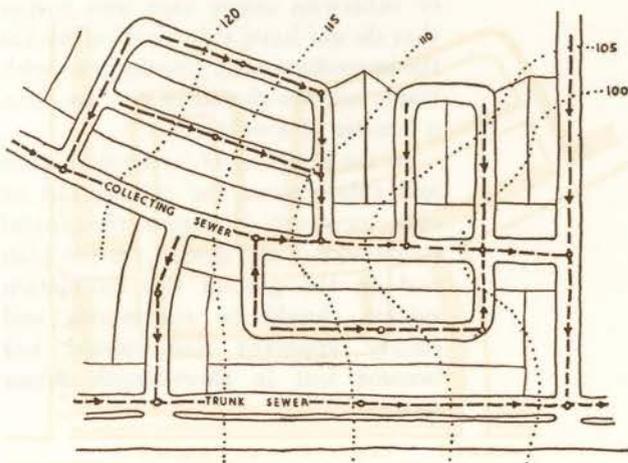
Example of Setting Out Curve by Deflection Angle Method

The surveyor sets up his theodolite at the beginning of the curve (point of curvature) and finds from tables that a radius of 193.19 feet is based on chords of 100 feet subtending an angle of 30°. The relevant deflection angle is half of this, i.e. 15°.

He turns the theodolite through an angle of 15° and an assistant chains a length of 100 feet to establish point "a". The instrument is turned through another 15° and a chainage of 100 feet from point "a" fixes point "b". This process is repeated until sufficient points are found.

Diagrams opposite show relationship of major artery, collector streets and minor streets, with the proportionate traffic loads on streets and sewers.

Diagram below shows street system and sewers planned in relationship with contours so as to give adequate fall. Positions of manholes are shown.



Streets

Curves and bends in streets should be set out with true radii. (The use of "French Curves" is not recommended). This will greatly expedite the work of the engineer and surveyor on the site. Furthermore suitable curves should be selected from degree tables, rather than set at arbitrary round figures such as 40', 80' or 100' radii. The diagram opposite illustrates a simple method for setting out curves.

Curved streets are pleasant but consideration should be given to the fact that they add to the number of sewer manholes required. Each manhole costs about \$300.

It is desirable to design street bends and junctions at angles compounded of 90°, 45° and 22½°, since these are the angles of manufacturers' standard pieces in vitrified clay and concrete pipes. If these standard pieces are not used bends have to be formed by setting pipe-lengths at slight angles to one another, with consequent loss of strength at the joints.

Sewers

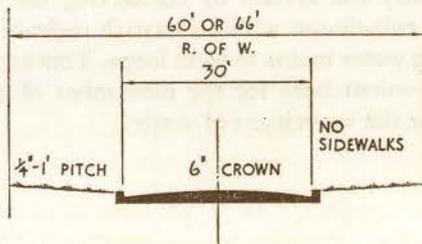
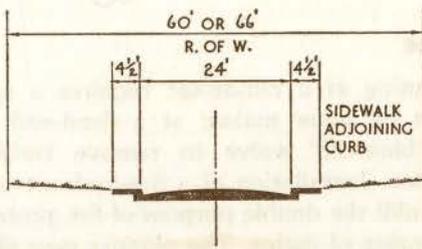
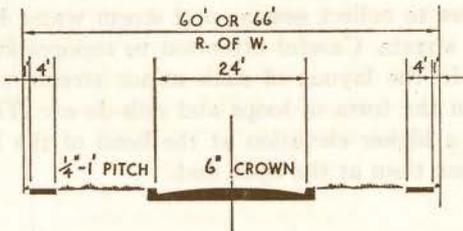
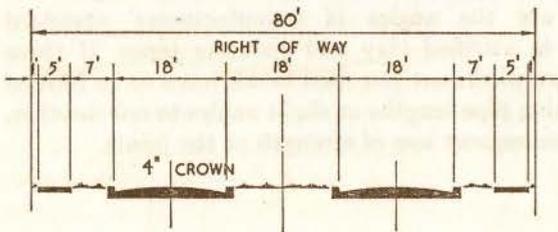
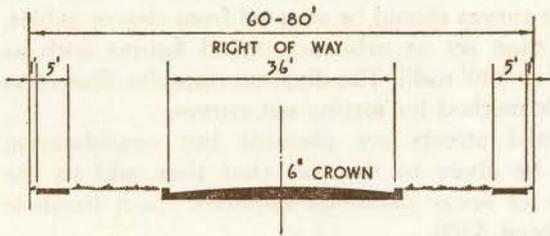
The major "collector" streets within a neighbourhood can usually be planned to serve as routes for main sewers to collect sewage and storm water from the minor streets. Careful attention to topography is necessary in the layout of such minor streets when they are in the form of loops and culs-de-sac. There should be a higher elevation at the head of the loop or cul-de-sac than at the open end.

Culs-de-Sac

The planning of a cul-de-sac requires a special consideration of water mains; at a dead-end these require a "blow-off" valve to remove turbid or stagnant water. Installation of a fire-hydrant will, if acceptable, fulfil the double purpose of fire protection and the cleansing of mains. The planner may also be able to simplify the system by connecting the heads of adjoining culs-de-sac with a footpath right-of-way, thus enabling water mains to form loops. This arrangement is convenient both for the movement of pedestrians and for the movement of water.

SUGGESTED STREET WIDTHS IN RESIDENTIAL AREAS

The diagrams below illustrate suggested sections of residential streets as a general basis for design. Topography and function must determine the correct design, subject to the approval of the appropriate local authority.



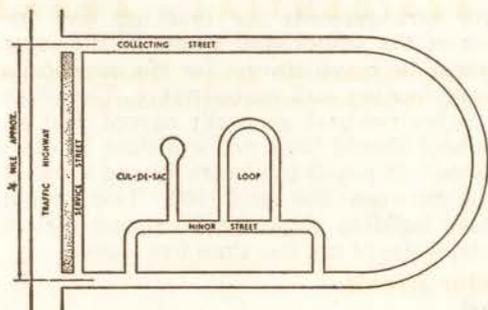
Collector Streets

These are intended to provide for the circulation of local traffic within a neighbourhood; they should be planned in such a way that they do not offer short-cuts between traffic arteries or otherwise invite cars and trucks that do not have a destination within the immediate area. Connections with traffic arteries should be not less than a quarter of a mile apart.

In the planning of residential areas and subdivisions the setting out of collector streets determines the general framework of the design. On the plan and on the ground this circulation system should be continuous and clearly apparent and should not become lost in short-length minor streets.

Minor Through Streets

Three types of section are suggested for minor through streets. They should only be used to connect with streets of similar type and with collector streets.

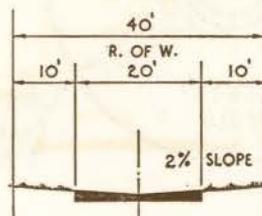
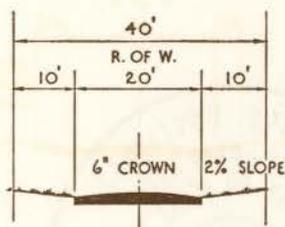
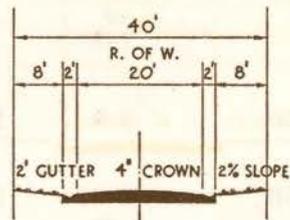
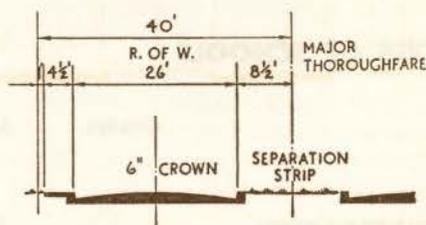
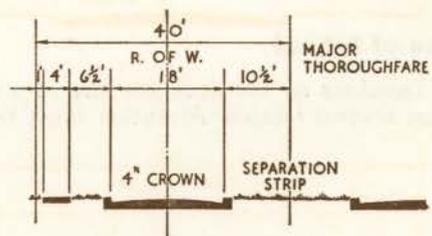


STREET TYPES

The diagram illustrates the relationship of various types of street to one another in a system designed to give economical construction and traffic safety.

Access Streets Bordering Arteries

This type of street is required where residential land is adjacent to a main traffic artery. A subsidiary street is needed to provide access to the residential frontage, separated from the flow of traffic on the artery.



Minor Loops and Culs-de-sac

If acceptable to local authorities, streets of economical section may be used to serve a limited residential frontage. The length of a cul-de-sac should not exceed 500 feet and the turning circle should have a radius of not less than 80 feet.

Schools

It is generally accepted that the school is the principal feature in the planning of a neighbourhood area. The size of a neighbourhood is limited by the distance that can conveniently be travelled in going to and from school and by the number of pupils that can conveniently be accommodated in a school building. While both of these factors are, of course, very flexible yet it is possible to determine certain optimum standards.

Size of School

Opinions on the desirable size of a school depend upon several factors. Attention must be given to the

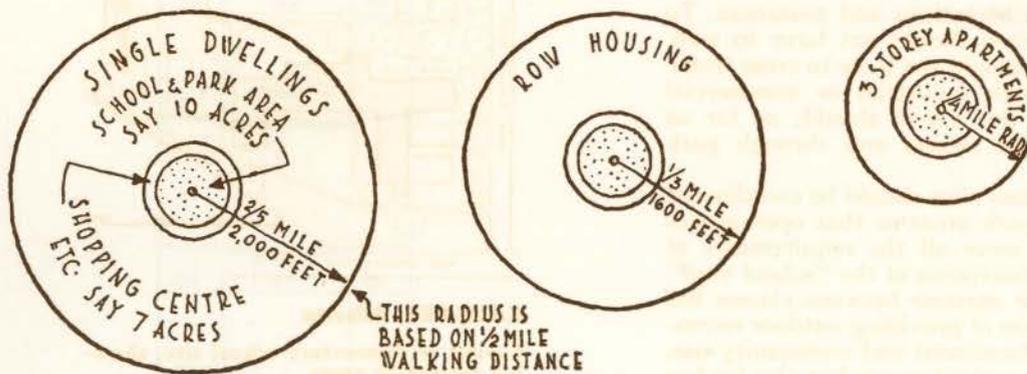
most effective arrangements for teaching and for administration of the school staff while, at the same time, there must be consideration for the economies of construction, heating and maintenance. Canadian educational authorities have generally agreed that an elementary school should have not less than 10 classrooms with about 30 pupils to a room, giving a school enrollment of between 300 and 500. This would require a school building about 10,000 square feet in area and a school site of not less than five acres.

Area Served

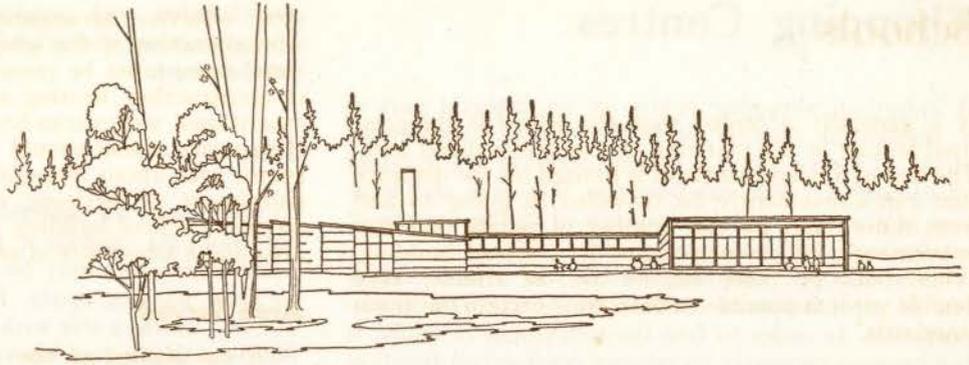
A calculation of the area to be served by each elementary school depends upon the desirable number of pupils to be accommodated, the density of the residential area (number of families per acre) and the average number of children of school age per family.

SIZES OF SCHOOLS

	Grades	Ages	Number of Classrooms	Pupils per Room	Pupils per School	Area of School Site
KINDERGARTEN	—	5-6	2	35	70	Normally combined with elementary school
ELEMENTARY	1-6 or 1-8	6-12 or 6-14	10 min.	30	300-500	5 acres
JUNIOR HIGH	7-9	13-15	18-30	30	500-800	7-11 acres
SENIOR HIGH	10-12 or 10-13	16-18	18-30	30	1,000 max.	11-13 acres



Distribution of school sites depends upon density of the development in a neighbourhood and the sizes of the schools desired.

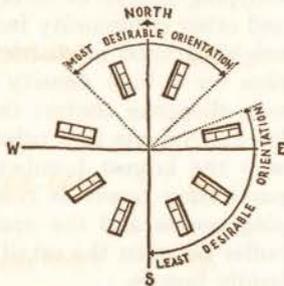


CADBORO' BAY, B.C.

Modern elementary school of light construction.

In new suburban areas settled by recently married couples the fertility rate is high and peak conditions may render as many as 1.5 children of elementary school age per family. This proportion will gradually decline to the average for urban areas as a whole, which is 0.4 children of school age per family.

This change in the educational load, arising out of a change in the character of the population in neighbourhoods, is the principal difficulty in the programme of school building. The largest numbers of children, the greatest expenses in school construction and staff are placed upon suburban municipalities that often have the smallest tax resources. Meanwhile there is a declining demand upon schools in central city areas. One means of reducing this difficulty is the planning of neighbourhoods containing a diversity of types of housing accommodation, for a variety of households and age-groups, thus tending to stabilize the school population in each neighbourhood area. There may also be a long-term effort to conserve and rehabilitate older neighbourhoods in order to resist the movement to suburban areas.



School Site

The site of a school should be well removed from main traffic arteries and should be free from noise, smoke, dust and any distractions and nuisances. To reach the school, children should not have to walk more than half-a-mile, should not have to cross traffic arteries or pass through industrial or commercial areas. The routes to the school should, as far as possible, be along quiet streets and through park lands.

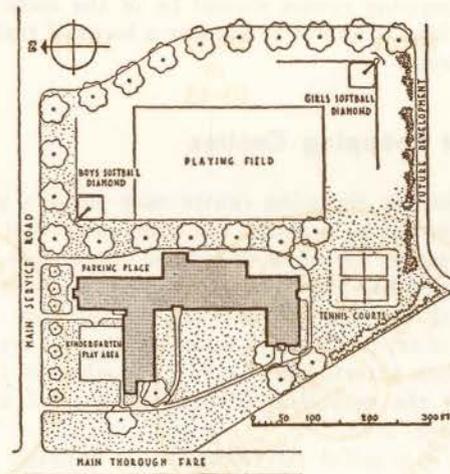
The selection of school sites should be coordinated with the planning of park areas so that open spaces may be combined to serve all the requirements of the community. The conception of the "school yard" as a confined space for exercise between classes has been extended to the aim of providing outdoor recreation areas for wider educational and community use. Space is required for organized sports but also for less

active pursuits such as the cultivation of gardens and also for the quiet enjoyment of trees and lawns. For these purposes the whole school site need not be flat; a more interesting diversity in the use of the land can be obtained when natural contours, rocks and trees are retained to provide a landscape composition.

School Design

The development of a school site should be influenced by the fact that a south exposure for classrooms is the least desirable and an east exposure preferable. Classrooms should face away from the street and be oriented towards the recreation space.

Although sound community planning may stabilize the school-age population it is inevitable that there will be changes in the amount and character of school space required. For this reason the plans of school buildings should provide for flexibility of use and for both extensions and withdrawals of space. For purposes of adaptability one-storey schools are now generally preferred since they can be light both in construction and fenestration.



CALGARY, Alberta

Layout of elementary school site, showing recreation areas.

Shopping Centres

A suburban shopping centre as an integral part of a residential area is preferable to the customary string of stores along a traffic artery or the random clustering at traffic intersections. The size and location of the site must be determined in the process of setting out neighbourhood plans.

The modern shopping centre has arisen largely out of circumstances created by automobile transportation. In order to free the movement of traffic it has become necessary to remove commercial frontage from main arteries. It has also become necessary to provide adequate parking yards for shoppers who concentrate at large foodmarkets and other household stores. Furthermore it has seemed desirable to offer suburban shoppers a quality of merchandising to which they are accustomed in central department stores, without the problems of travel and parking at the city centre.

Neighbourhood Centres

Small shopping centres may be placed about one mile apart in low density residential areas, coinciding with the distribution of elementary schools and thus strengthening the identity of neighbourhood units. It has been found that the most satisfactory location is on the down-town side of a neighbourhood since this is the most usual direction of travel. While from the point of view of accessibility for small-scale family shopping it is convenient to have such a centre within the boundaries of a neighbourhood, yet in most cases it will be necessary to place such a group of shops at the point of access from a main artery. A neighbourhood shopping centre should be of the most modest proportions so as not to become a focus of traffic from other areas.

District Shopping Centres

A district shopping centre may serve a group of neighbourhoods in much the same way that a High School serves the areas of several elementary schools. Experience has not shown that down-town stores are damaged by this competition, presumably because the outer centres depend upon the market created by new urban growth which can be reached in this way through the establishment of branches of stores in the central area.

The successful development of a major district shopping centre involves a careful market analysis by specialists in this field. The rival attractions of other present and future commercial developments must be assessed. It is found that an element of competition within a shopping centre is beneficial; customers like to compare the quality and prices of

merchandise and progressive merchants appreciate the attraction and stimulation provided by stores of similar type.

Site

As a basis for determining the space requirements for shopping centres a proportion of 0.7 acres per 1,000 population may be used as a rough guide. This includes parking space. For centres containing from 10 to 15 stores a site with about 500 feet frontage and 300 feet depth has been found satisfactory. Centres with 15 to 30 stores have been satisfactorily located on an area about 800 feet by 400 feet. It is not possible to lay down a fixed ratio between the amount of store space and the amount of parking space because the requirements depend upon the proportion of customers who may be expected to arrive on foot or by car in any particular location. If all customers came by car the ratio of parking space to store space would be four to one; if only 25% came by car the ratio would be one to one.

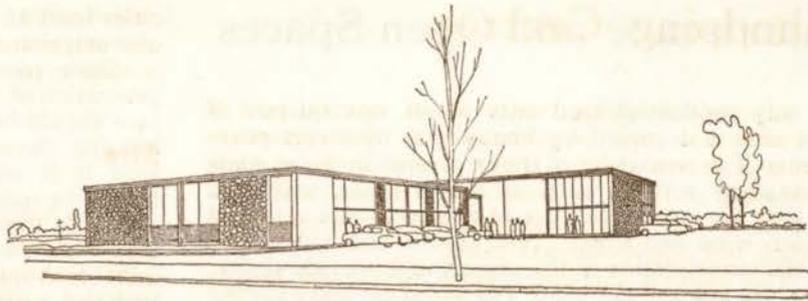
Uncontrolled and parasitic development of stores on adjacent land may adversely affect the character and business of the planned centre and create traffic congestion. Protection can be provided through zoning restrictions and by planning an appropriate use of the adjacent lands. It may be possible to set the shopping centre in direct relation with a local park and other community features forming the "core" of a neighbourhood or district. It is also advantageous to plan for a high density of residential land use near to a shopping centre; this is an appropriate location for apartments and other multiple buildings. In this way the largest number of people and the bulk of purchasing power is concentrated near to the shopping centre and the apartment buildings serve as a buffer between the retail centre and the area of single family houses.

Design

Since the Shopping Centre is a comparatively new feature in the urban landscape it is too early to prescribe an ideal arrangement. New types of plan will evolve out of a process of trial and error. The principal planning aim is to simplify the entry and exit from traffic streets, to expedite parking and access to shopping floors. Some plans of buildings are L-shaped on two sides of a parking yard, some buildings are islands in the centre of parking yards. There appears to be considerable merit in a type of plan which provides a small central open space with stores grouped around it; a customer, having parked his car on the exterior of this market place, may then enter the interior quadrangle or mall and enjoy the pedestrian scale of this quiet enclosed space and the shop fronts facing upon it.

TORONTO, Bayview Avenue

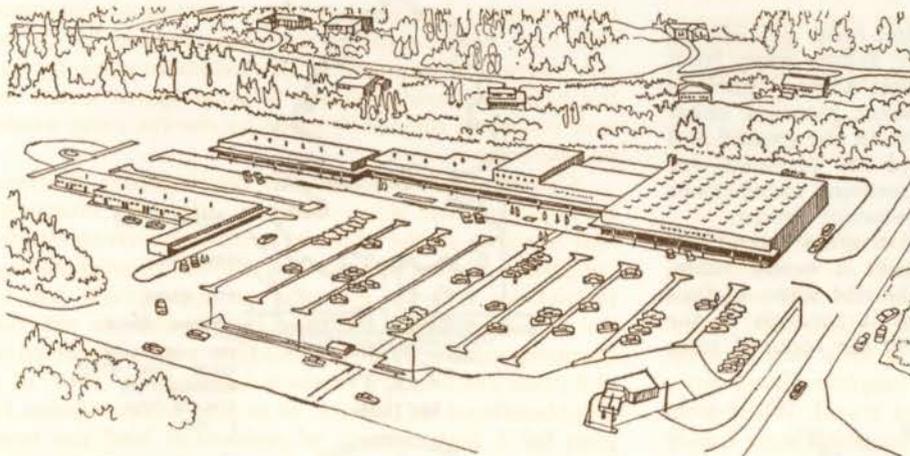
This small local shopping centre designed by architect John Layng shows the grouping of stores to form a building of attractive architectural character, on a main artery bounding high-class residential areas.



PARK ROYAL SHOPPING CENTRE

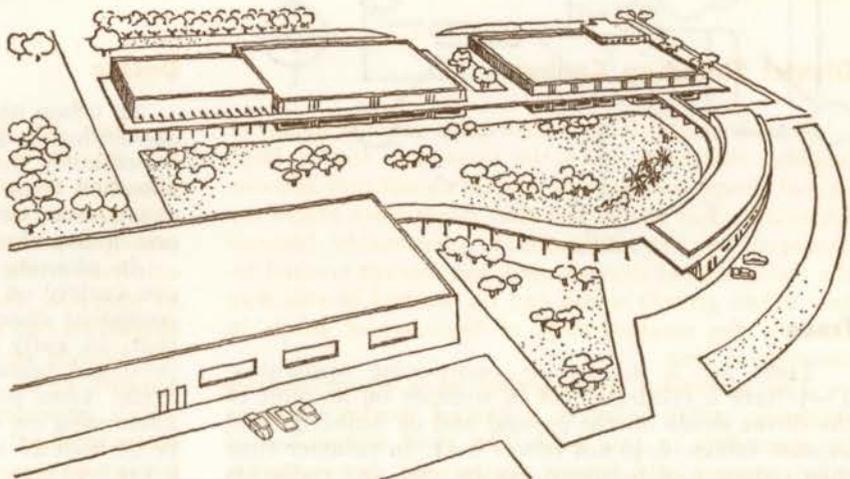
West Vancouver, British Columbia

Designed by architect C. B. K. Van Norman this is the first comprehensively planned district shopping centre in Canada. It is strategically placed at the north shore bridgehead entry to serve a new residential district.



LINDA VISTA, California

Designed by architects Earl Giberson and Whitney Smith to serve a 3,000 unit defence community near San Diego, the shopping centre exemplifies the "mall" type. Stores of various sizes and character are grouped around an attractively landscaped open space within which children and pedestrians are entirely separated from traffic.



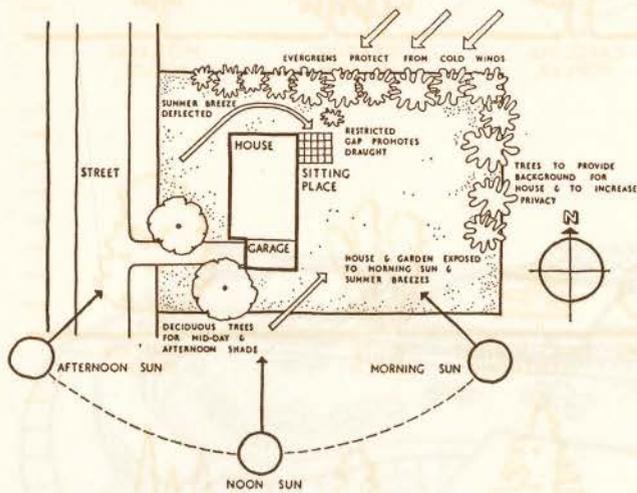
Landscape and Open Spaces

In any residential land only about one quarter of the area is occupied by houses and by street pavements. The remainder of the land must be given some permanent surface, such as mown grass, stabilized so that the ground will not be moved by the action of water, wind and frost. Trees, shrubs and hedges add to the consolidation of the ground and provide shelter from the sun and the wind. The surfacing and planting of the open spaces of an urban landscape have a utilitarian as well as a decorative effect; consequently this is an important element of housing design and represents a small but essential item of housing costs.

Ground Surface

The finished grading of the land must provide for a natural run-off of surface water, falling away from buildings and towards catch-basins, without pockets to collect standing water. The most pleasant effect is obtained when houses are set low in the ground and the natural contours of the land are retained; for this reason the cut-and-fill of basement excavations is an important feature of the landscape design.

To obtain a permanent carpet of grass there must be a spread of topsoil, preferably a sandy loam. This provides plant nutrients, absorbs some surface water and passes a proportion of it through to the subsoil where it can be reached by the roots of trees and shrubs.

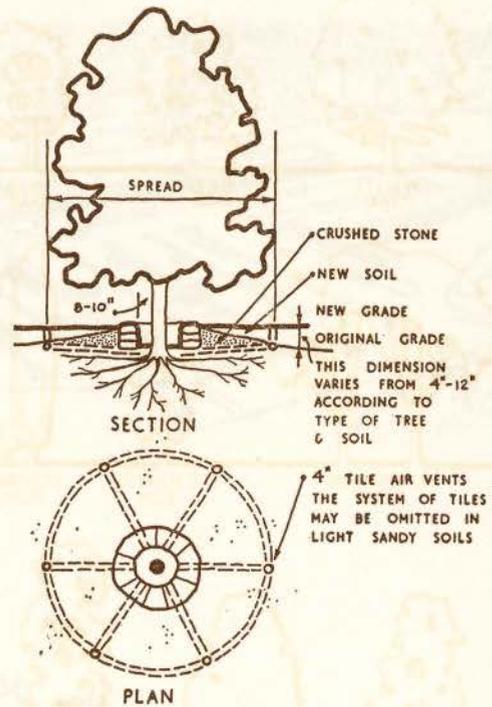


Trees

Trees are a natural-air-conditioning apparatus. They have a cooling effect in summer on account of the direct shade on the ground and on buildings and because foliage does not reflect heat. In summer time they reduce roof temperatures by day and radiation at night. A windbreak which cuts winter wind velo-

cities from 12 to 3 miles per hour at 32° may cut fuel consumption in half.

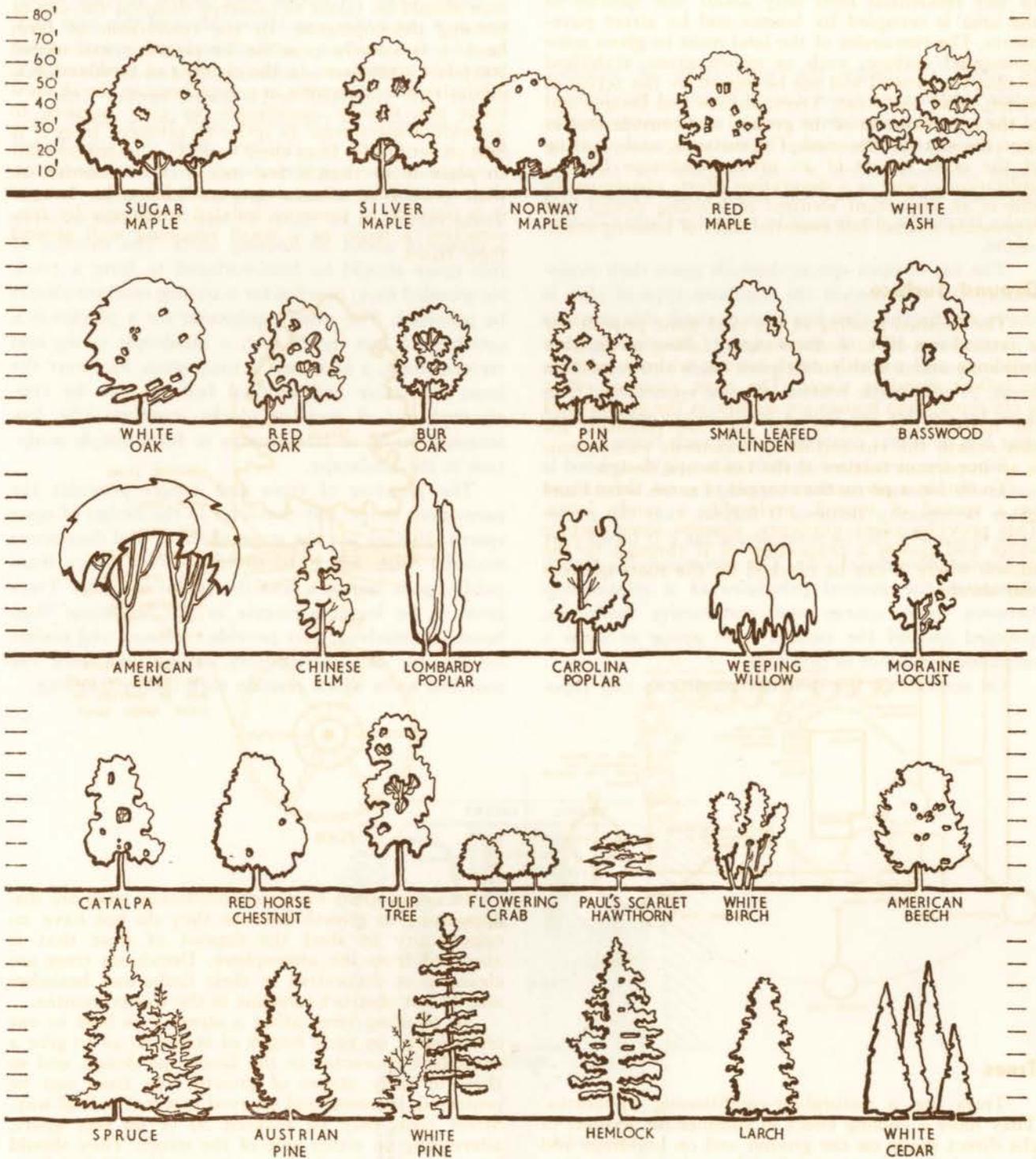
Since trees add value to property and take a generation of time to grow to mature size, the greatest care should be taken to preserve them on the site of housing developments. In the conversion of farm land it is usually possible to preserve well-rooted fence-line specimens. In the clearing of bushland it is advisable to retain trees in groups because the shallow roots are usually inadequate to give support to individual specimens. In order to preserve trees it is best to set grades from their base. It is important not to place more than a few inches of overburden on their roots. Where the existing grade has to be changed it is possible to preserve isolated specimens by constructing a basin or a small retaining wall around their bases.



In urban areas evergreen coniferous trees are disappointing in growth because they do not have an opportunity to shed the deposit of dust that is absorbed from the atmosphere. Deciduous trees are clean, most decorative in their limbs and branches and do not obstruct sunshine in the winter months.

In planting trees along a street it is best to use one variety on each length of street so as to give a consistent character to the landscape design and so that, in early stages of growth, the trees can be protected, trimmed and sprayed in a methodical way. Street trees may be planted 50 or 60 feet apart, alternating on either side of the street. They should be at least 25 feet from an intersection, 10 feet from a fire hydrant, 3 feet from a curb and 20 feet from a house.

TREES FOR THE URBAN LANDSCAPE



Tree heights indicated are average mature growth in Central and Eastern Canada.

Public Open Spaces

In order to justify the reservation of valuable urban land as open space it must be put at the disposal of the greatest number of people, of all age-groups in the community. The fullest advantage must also be taken of land which is not suitable for building purposes, such as low-lying land, water courses and rocky landscape; these may be converted into valuable assets.

The use of open spaces depends upon their accessibility. In this respect the Radburn type of plan is the most effective that has been devised; this provides a continuous belt of green space, linking together private gardens with public park lands and recreation areas. A systematic scheme of open spaces may thus have far greater use than a much larger area of land that has no direct connection with each home.

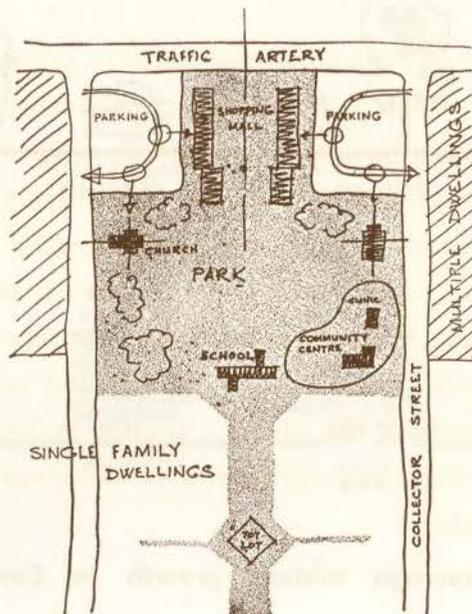
Since the circulation system of a neighbourhood is naturally focussed on the shopping centre, school and other community features it follows that the major open space will also be most accessible if it forms part of the neighbourhood core. The accompanying sketch illustrates the general principles of a relationship between open spaces and community buildings, grouped around the central open space to form a neighbourhood core or precinct.

On account of the different conditions and topo-

graphical features of each site there is no universal standard that can be prescribed for the provision of open space. As a rough guide it is suggested that a neighbourhood recreation area should provide about one acre per 1,000 population. Most of this area may be of grass surface; a hard-surfaced space about 200 feet by 120 feet is sufficient for two tennis courts, basket-ball, volleyball and a winter hockey rink.

In addition to the major open space small playlots for pre-school children may be distributed throughout the neighbourhood, in close association with groups of houses and on pedestrian routes. These may each be about 45 feet by 90 feet to serve a group of about 50 housing units. The exterior of this space should be hard-surfaced to form a track for wheeled toys; benches for watching mothers should be provided. The usual equipment for a playlot is a sandbox 15 feet by 20 feet, a quadruple swing and teeter-totters, a slide and a junglegym. However the most attractive and original features can be constructed out of wooden blocks, concrete tile, low masonry walls, or tree stumps to form simple sculpture in the landscape.

The planting of trees and hedges provides the permanent shape and character in the design of open spaces. Hedges are the most effective and decorative material with which to divide private space from public space and to define the routes of paths. Trees grow to be larger elements in the landscape than houses themselves; they provide enclosure and shelter for the life of a community, comparable with the roof and walls which contain each family dwelling.



Each of the previous chapters has dealt with one of the component parts of residential areas, with housing of single and multiple form and with community services. All these elements of housing design are to be fitted into the larger framework of plans, policies and public works which direct the growth of urban Canada.

The process of urban growth takes place in three different ways. Most familiar is the process of marginal expansion into new suburban areas on the fringes of towns and cities. All the orthodox procedures of community planning, zoning, subdivision control and housing project design are available to direct this expansion in an orderly fashion.

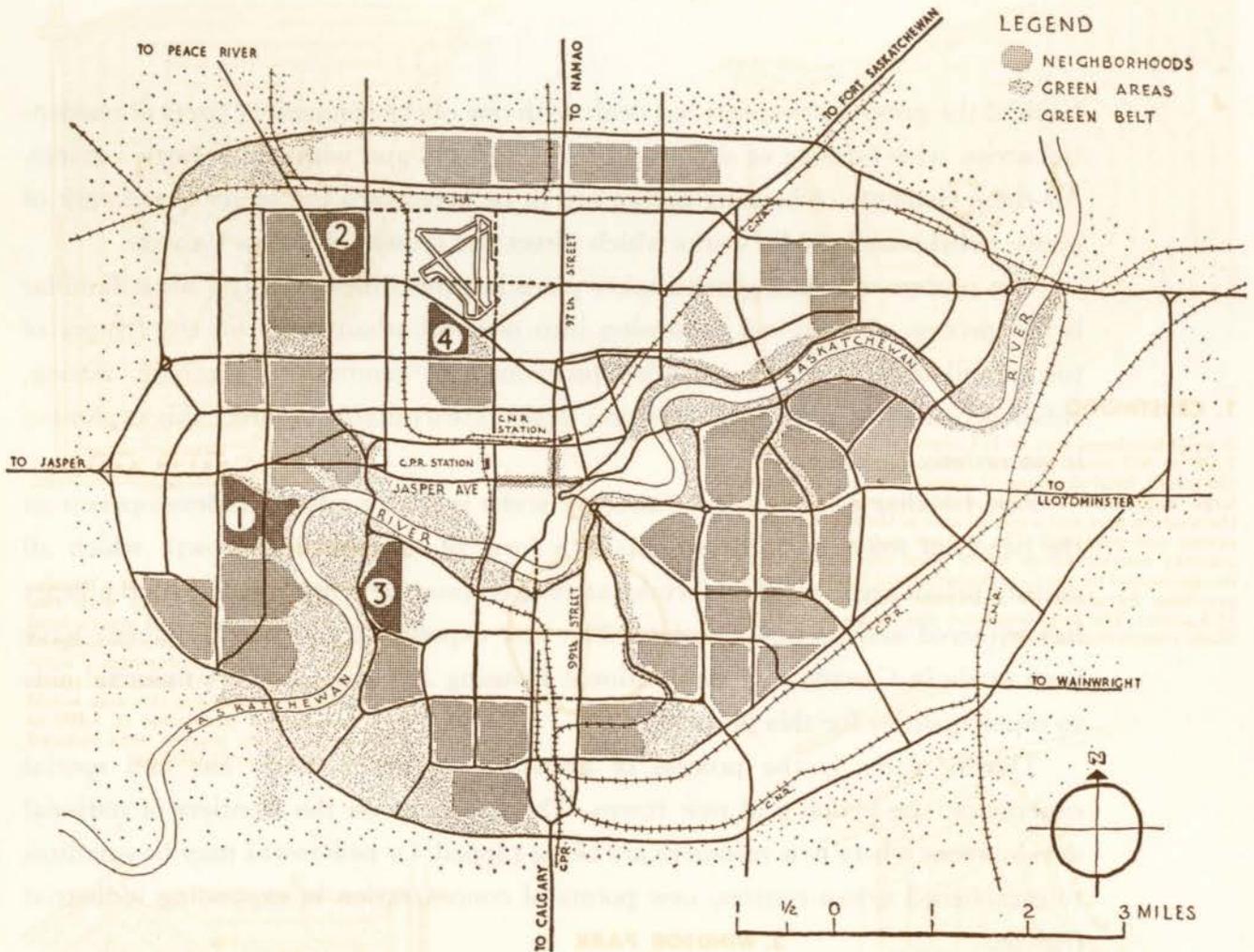
Less familiar as yet in the Canadian scene is the process of redevelopment at the hearts of towns and cities. This is a form of rejuvenating growth which all mature urban areas must undertake at that certain age when housing at the heart has withered and become obsolete. The first experiments in redevelopment have been made in Canada and the National Housing Act now provides financial aids to municipalities for this purpose.

Thirdly there is the process of growth of which Canada has had special experience, the building of new towns. These may be on the frontiers of national development where new resources are being tapped. Or new towns may be satellites to established urban centres, new points of concentration in expanding industrial regions.

A healthy process of urban increase requires a reasonable balance between these three directions of growth. Large cities are expensive to operate and there is value in checking overgrowth through the planning of encircling greenbelts, at the same time cultivating the growth of satellites. Meanwhile the flight to the margins of the city out of the decaying heart can be checked by reorganizing the interior and bringing it up to date. The directing and balancing of these processes of growth is Community Planning, in the largest sense of the term.

The following pages present some examples of residential planning in each of the three environments of the suburbs, interior redevelopment and the new town. In each of these settings the general principles of housing design and neighbourhood planning are applicable.

Neighbourhood Planning in Suburban Areas



CITY OF EDMONTON, showing neighbourhood areas.

The general plan of EDMONTON, above, shows the neighbourhood areas that have been set out since 1950 by the city's Town Planning Department (Noel Dant, town planner) to contain the suburban expansion of the city. Four examples of individual neighbourhoods are illustrated opposite. The process of residential development is guided so that neighbourhoods are planned, approved, serviced and built up in orderly progression. The neighbourhoods range in size between 205 acres for a 2,200 population and 274 acres for a 4,000 population; each has an elementary school, recreation park, shopping district and some land planned for apartment development.

The opportunity to carry out such a comprehensive and detailed planning scheme arose largely out of the public ownership of a large proportion of lots that had reverted to the municipality in an earlier period of the city's history. The original grid-iron plan was reorganized in order to separate interior neighbourhood streets from the new system of traffic arteries. The conversion of land previously in single family lots has also made it possible to introduce apartment, duplex and row housing, thus considerably raising the population supported by the public investment in streets and services and establishing better balanced communities.

Some Edmonton Neighbourhoods



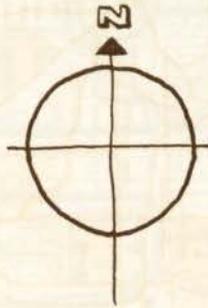
1. CRESTWOOD

A neighbourhood area of 274 acres for a population of 3,680 in 902 units with two schools (10 acres), parks (10 acres), local shopping (2 acres). This is a relatively large neighbourhood with middle-income housing in the western part and a special area in the east facing on ravine and parkland. The eastern part is subject to amenity restrictions on house plans and values, with design control by the City Architectural Panel. There is provision for about 30 apartment units at the core (1.5 acres). The neighbourhood was begun in 1953 for likely completion in 1955.



2. SHERBROOKE

A neighbourhood of 22 acres for a population of 4,800 in 1,397 units with two schools (10 acres), parks (4.4 acres), local shopping (2.2 acres). 112 acres are assigned for houses, 10.5 acres for duplexes, 7 acres for row-housing and 9.5 acres for apartments. Before re-planning this area would have contained a population of 3,400 in 1,068 units; street lengths were reduced from 37,960 feet to 27,600 feet.



3. WINDSOR PARK

A neighbourhood of 205 acres for a population of 1,840 in 496 units with school (6.2 acres), parks (4 acres), local shopping (1.5 acres). This neighbourhood, bounded on two sides by river valley and parkland and on the east by the campus of the University of Alberta, is devoted entirely to low-density restricted housing. Adjoining this area, on the other side of a six-lane highway, is the Prince Rupert sub-neighbourhood which contains middle income and more diversified housing accommodation.



4. PRINCE RUPERT

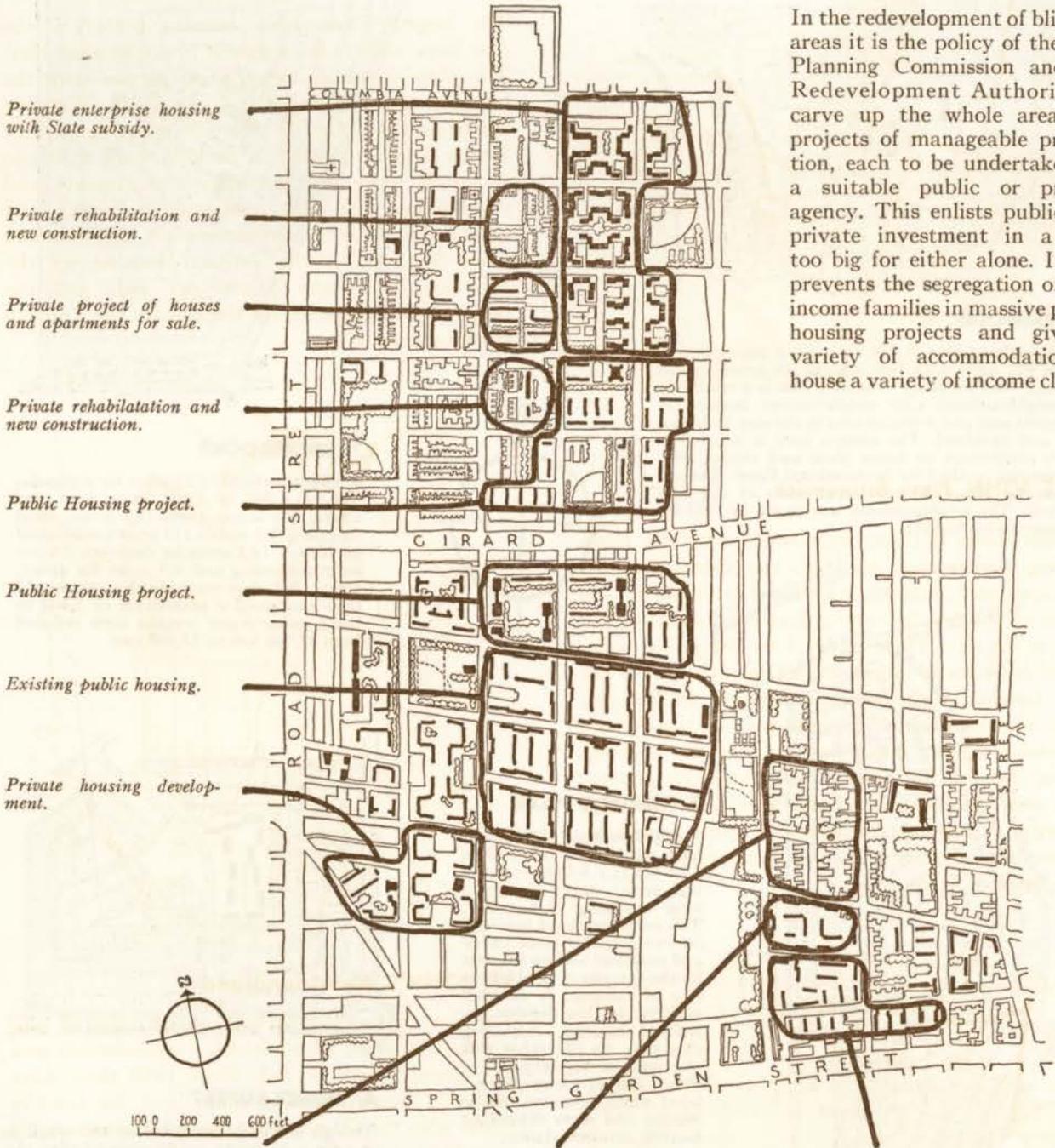
Though normally regarded as too small in size for a complete neighbourhood plan this 115 acres is isolated by traffic arteries and therefore planned as a sub-neighbourhood for a population of 1,700. Besides school (6 acres), parks (6 acres), local shopping (1 acre), it has 325 single-family lots (43 acres) and land for about 22 duplex units and 120 apartment units (8.5 acres).

Redevelopment of a Central Area in the U.S.A.

TEMPLE REDEVELOPMENT AREA

PHILADELPHIA, U.S.A.

In the redevelopment of blighted areas it is the policy of the City Planning Commission and the Redevelopment Authority to carve up the whole area into projects of manageable proportion, each to be undertaken by a suitable public or private agency. This enlists public and private investment in a task too big for either alone. It also prevents the segregation of low-income families in massive public housing projects and gives a variety of accommodation to house a variety of income classes.

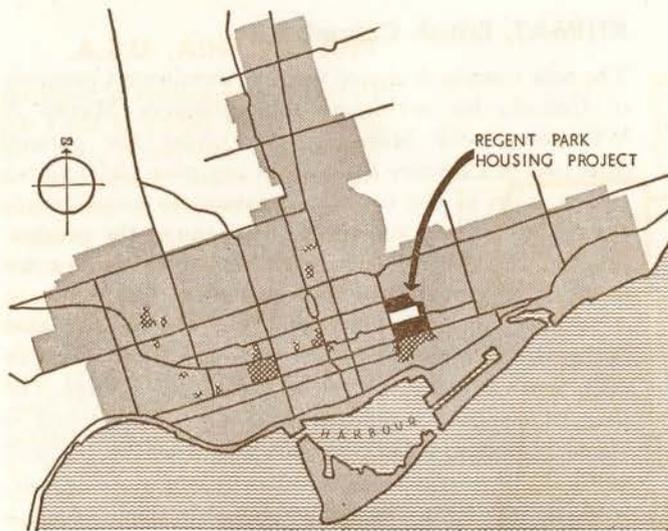


Rehabilitation project by American Friends Service.

Redevelopment Authority project.

Public Housing by Philadelphia Housing Authority.

Slum Clearance and Re-housing in Canada

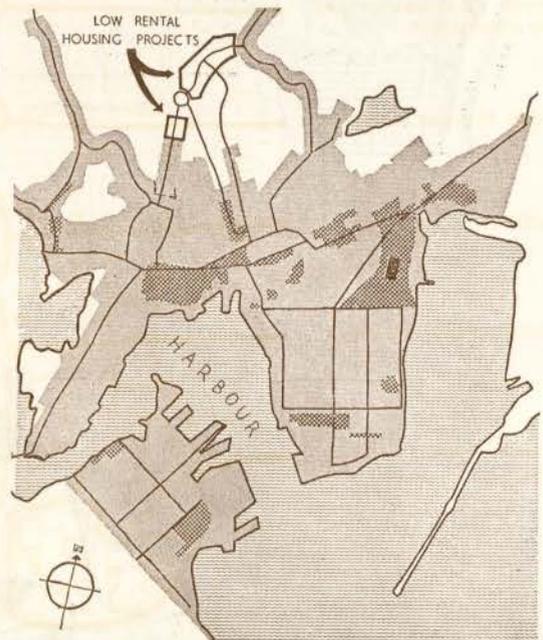


TORONTO, Ontario

The Regent Park public housing project is the first large-scale redevelopment in a Canadian city. The plan shows its location in relation with the blighted areas mapped by the City Planning Board in 1944. The 42 acre site, covering six city blocks is being cleared to provide more than one thousand units in three-storey apartments and row-houses, with rents adjusted to income and family size. Federal government aid was obtained under Section 12 of the National Housing Act, the Province contributes \$1,000 per unit and the project is administered for the city by the Toronto Housing Authority.

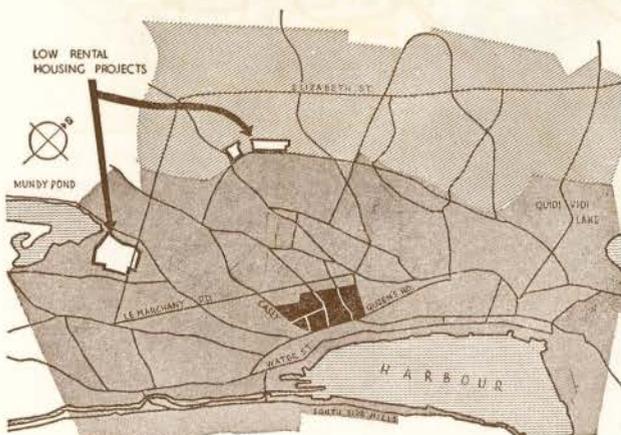
SAINT JOHN, New Brunswick

The plan shows blighted areas mapped by the Town Planning Commission in 1946, the Prince Edward Street area under consideration for redevelopment and the site of the first low-rental housing projects on the fringe of the city. These projects for 288 units, in the form of duplexes in blocks of six and eight units, will house families with incomes between \$1,200 and \$3,600, with rent adjusted to income and family size. The housing is built under Section 35 of the National Housing Act by the federal and provincial governments and administered by the Saint John Housing Authority. Subsequent projects are under consideration for the clearance and redevelopment of the Prince Edward Street site.



ST. JOHN'S, Newfoundland

The plan shows the principal concentration of substandard housing within which a considerable area has already been cleared. Since 1950 there have been 292 duplex housing units built for families taken from the clearance area with incomes ranging from \$960 to \$3,600, rents being adjusted to income and family size. The low-rental housing is constructed under Section 35 of the National Housing Act by the federal and provincial governments in partnership, the housing being administered by a local Housing Authority.



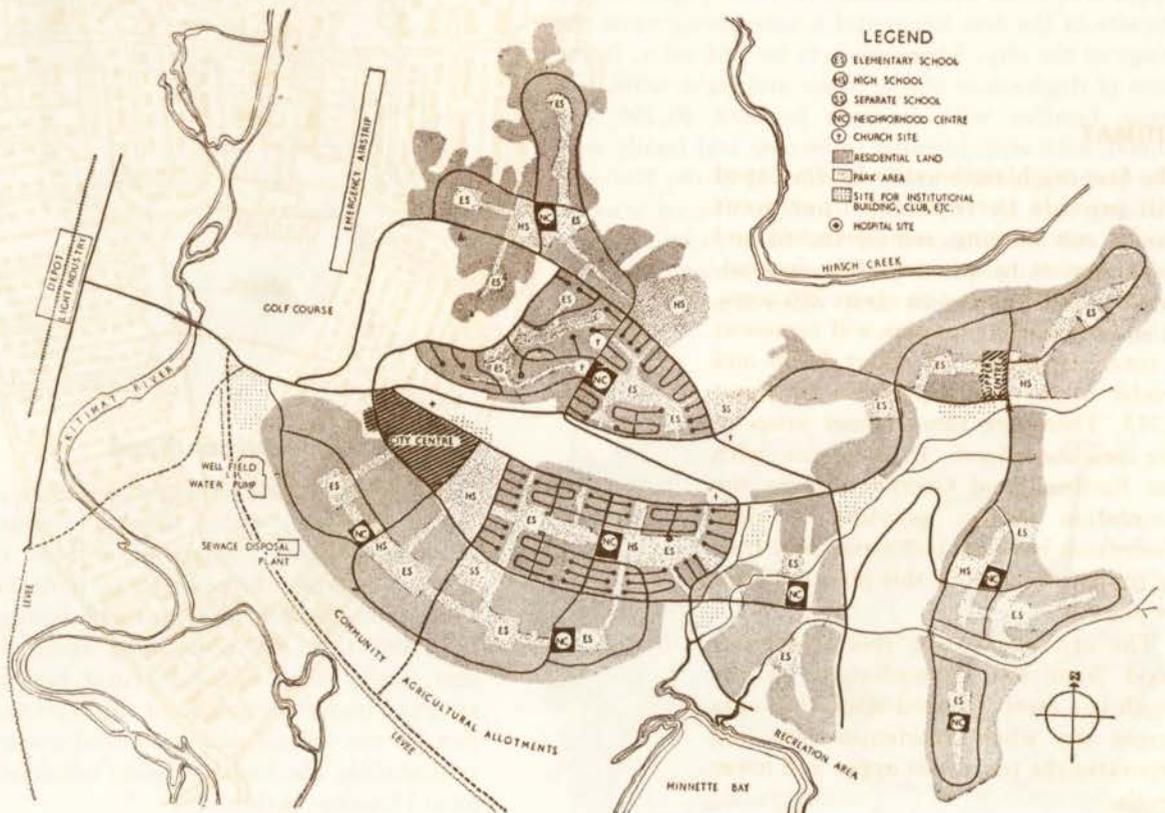
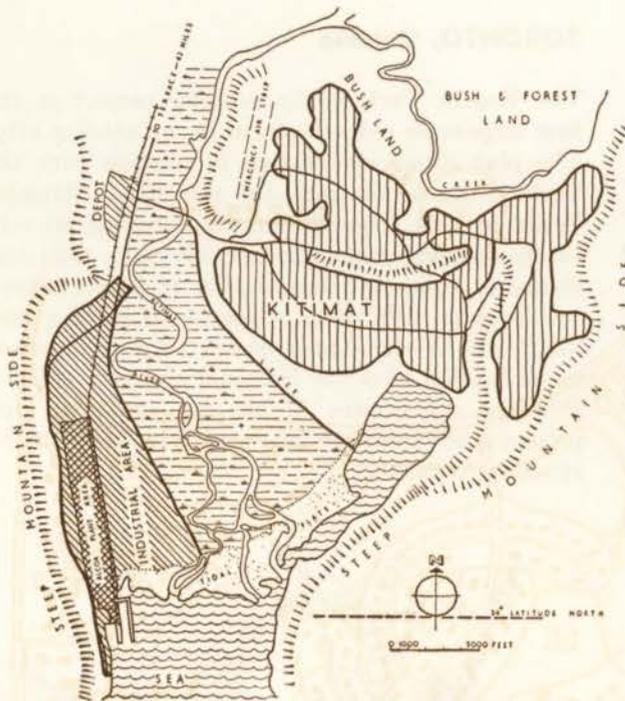
New Towns in Canada

KITIMAT, British Columbia

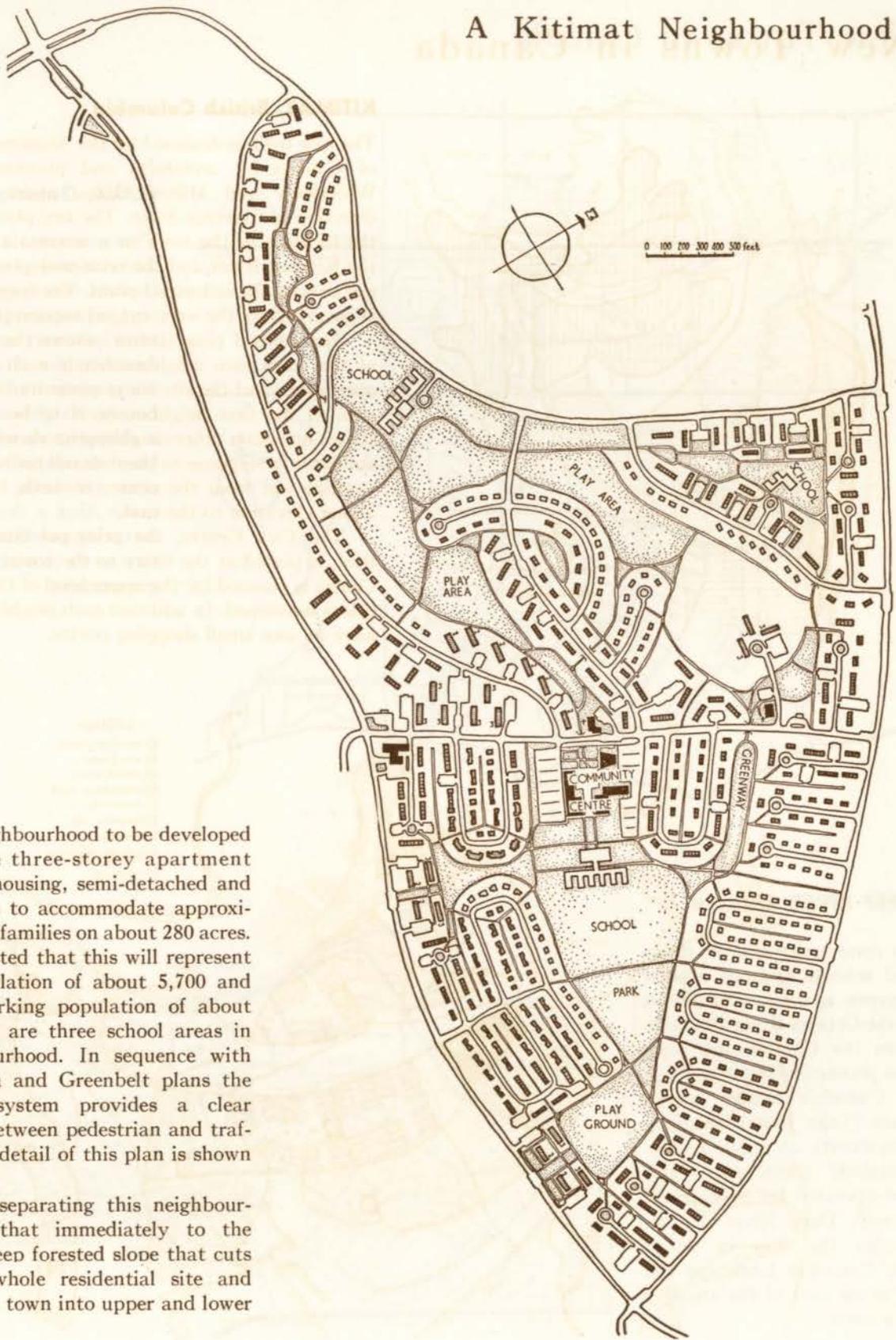
The new town is designed for the Aluminum Company of Canada by architects and planners Mayer & Whittlesey and Milton Glass, under the general direction of Clarence Stein. The key plan (left) shows the location of the town in a mountain basin beside the Kitimat River and the relationship of the residential area to the industrial plant. The form of the town is governed by the very rugged topography.

The general plan (below) shows the organization of the town into neighbourhoods each enclosing an open space and the site for community buildings. The plan of the first neighbourhood to be developed is shown opposite; other neighbourhoods will be planned and built in response to the demand for housing space, working out from the centre towards the land at a higher elevation to the east.

The City Centre, the principal commercial district, is placed at the entry to the town; a subsidiary Centre is planned for the upper level of the town when this is developed. In addition each neighbourhood will have its own small shopping centre.



A Kitimat Neighbourhood

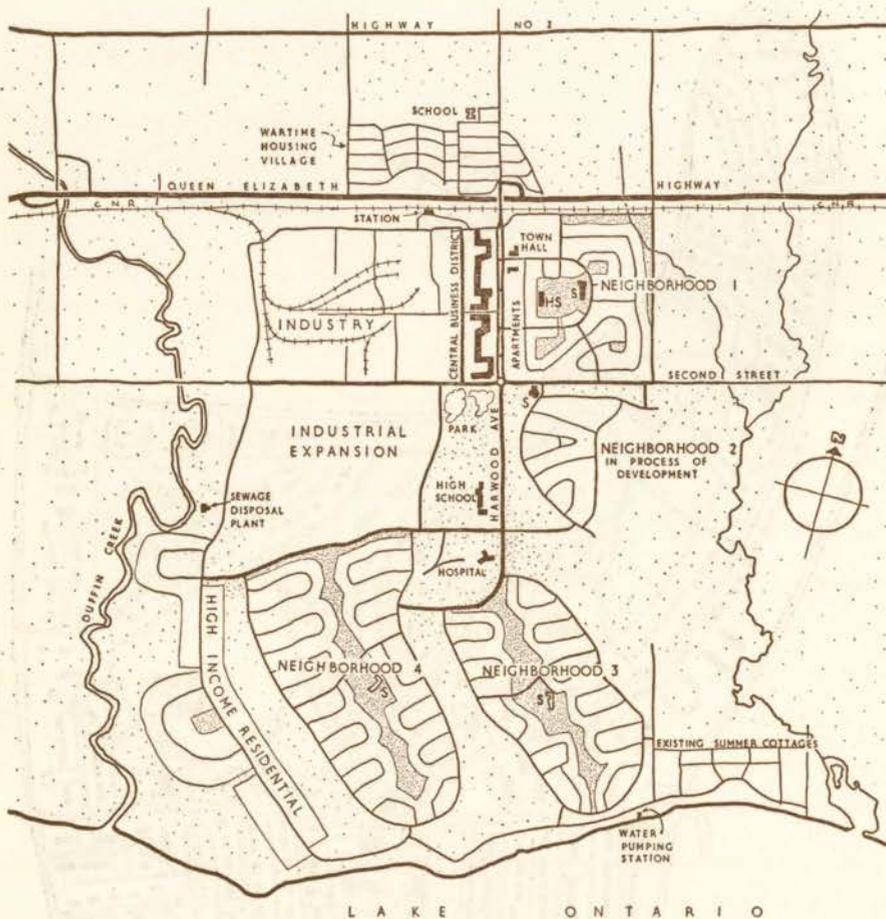


KITIMAT

The first neighbourhood to be developed will provide three-storey apartment blocks, row housing, semi-detached and single houses to accommodate approximately 1,420 families on about 280 acres. It is anticipated that this will represent a total population of about 5,700 and render a working population of about 1,775. There are three school areas in the neighbourhood. In sequence with the Radburn and Greenbelt plans the circulation system provides a clear distinction between pedestrian and traffic routes. A detail of this plan is shown on page 59.

The area separating this neighbourhood from that immediately to the south is a steep forested slope that cuts across the whole residential site and separates the town into upper and lower levels.

New Towns in Canada

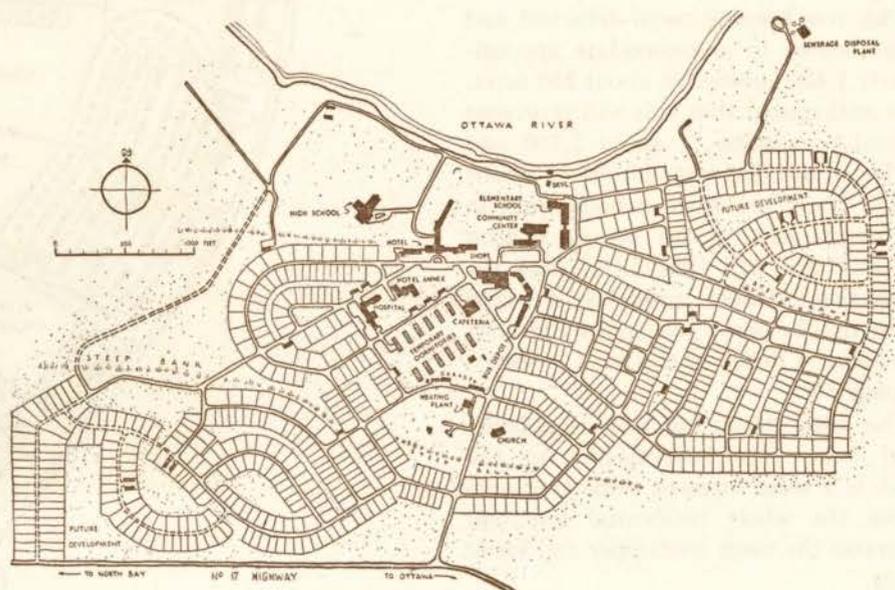


AJAX, Ontario

This new town 25 miles from Toronto was planned for the Central Mortgage and Housing Corporation (Kent Barker, town planner) on 3,000 acres formerly the site of a shell-filling plant and 600 wartime houses. Neighbourhood 1 and a shopping centre have now been developed and factory sites are being occupied to make Ajax a thriving manufacturing satellite progressing towards municipal self-government.

DEEP RIVER, Ontario

Its community centre, shops and schools grouped around a green space on the banks of the Ottawa River 100 miles from the Capital, the town was planned to house workers in Canada's atomic energy plant (John Bland, planning consultant). A modern self-contained community built and operated by government agency, Deep River demonstrates the way in which fine Canadian landscape can be made part of the amenity of a town.



ANNUAL DINNER, THE FORTY-SIXTH ASSEMBLY OF THE RAIC

Mr John Roxburgh Smith, on behalf of the RIBA, presented the gold badge to the President.

Mr Roxburgh Smith: Your Excellency, distinguished guests and ladies and gentlemen, it is a great honour for me to be the duly appointed representative of the Royal Institute of British Architects on this auspicious occasion. The story behind the news which I am about to impart commences last year and has been running in serial form ever since.

Chapter one began with the memorable visit of President Graham Henderson of the RIBA, Mrs Henderson and Secretary Spragg. This was the first occasion in history that a President of the RIBA had made an official visit to any of the overseas Allied Societies or Associations.

Chapter two dealt with the many expressions of fraternal esteem which marked the return of our visit to their homes. Among these expressions was the suggestion that the RIBA present to our Institute some tangible expression of their thanks for what we have endeavoured to do for them in Canada. It was the feeling of our Council and of myself that we were amply rewarded by their presence and, as we had sent a distinctly Canadian gift to the RIBA, we felt that any gift from them would be in the nature of quid pro quo. However, our protest was overcome. So, tonight, I am instructed on behalf of the RIBA to offer their gift of a presidential badge which, with a future chain, will on formal occasions mark our President as being someone beyond the realm of common man — the head of the Royal Institute.

The badge or medallion is of solid gold. You will be interested in its ten divisions, representing the Provinces, with nine maple leaves representing our Provincial Component Societies. Surmounting this is a crown, symbolic of our Royal patronage and the keystone which confines the ensemble.

Here is the real authority for my presence at the moment. This is a letter from Howard Robertson, President of the RIBA:

“Dear Mr Roxburgh Smith:

It is a source of great satisfaction to my Council and to me personally to know that you are going to act as our representative in presenting your successor, Mr Schofield Morris, with the Presidential Badge which is in part the gift made by the Royal Institute of British Architects.

We hope that you will feel that it is something which Mr Morris and future Presidents of the Royal Architectural Institute of Canada can wear suitably on all official

occasions, and it comes to you with the warmest good wishes to the RAIC and in the hope that our future relations will be even more close and cordial.

We hope too that in future there will be more opportunity for personal contacts which mean so much to us.

The badge marks, particularly, the great friendship and hospitality shown by you and many Members of the RAIC to my predecessor Mr Graham Henderson, his wife and Mr Spragg, our Secretary, during their memorable visit to Canada last year. We should formally welcome a return visit from the President of the RAIC to our headquarters in London, and hope this may be possible in the near future.

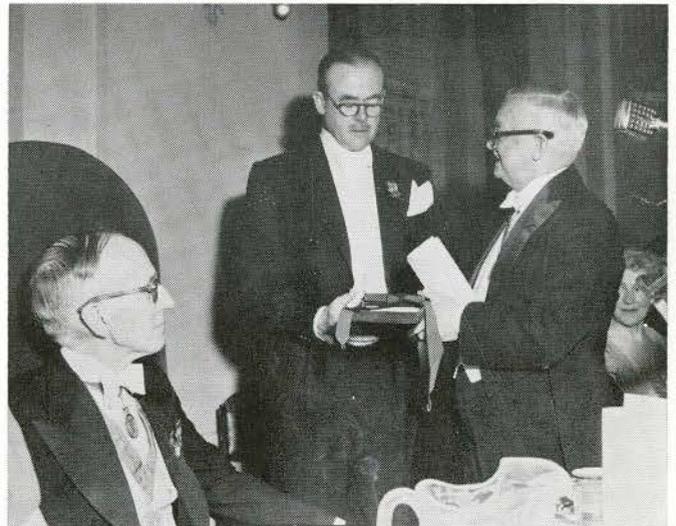
With best wishes for complete success of your Annual Meeting and personal regards to Mr Morris and yourself.

Sincerely,

Howard Robertson,

President

On behalf of the RIBA I ask you, sir, to accept this gift, which I know will be regarded as a cherished possession.



Mr Schofield Morris responds:

Those of you who were at Vancouver last year will realize that this moment is a culmination of a series of very happy events in our relationship with the Royal Institute of British Architects, with whom we have more than a formal affiliation. I accept this very beautiful badge in the name of the Royal Architectural Institute of Canada, and I will ask the Secretary to convey the feelings of this Assem-

bly here in their pleasure at being present during this presentation. The more formal thanks will go forward through the usual channels.

Your Excellency, we are greatly honoured at this forty-sixth Annual Dinner by the presence of the Governor-General, The Right Honourable Vincent Massey, an honoured and Honorary Member of this Royal Institute. His Excellency has long been associated and interested in all the arts. He has done a great deal to encourage them, to support them and to bring official attention to their needs, and especially so in architecture as a patron and as a critic. The presence of the Governor-General on this occasion, in this Coronation Year, is a particularly happy one. We have had inscribed an Address of Loyalty, inscribed by Mr Scott Carter. I would ask Mr Carter if he would bring this Address forward.

Mr Carter is a valued and distinguished Member of our profession and of our Royal Institute and I know that you will agree that he has fashioned a most beautifully illuminated Address. His Excellency has consented to transmit this message to Her Majesty and I would like his permission to read it:

"The loyal and respectful Address of the Royal Architectural Institute of Canada to Her Most Excellent Majesty the Queen.

May it please Your Majesty,

We, your devoted and loyal subjects, the President and Officers of the Royal Architectural Institute of Canada, on behalf of the Members, beg leave to present our sincere and respectful good wishes on the occasion of Your Majesty's Coronation and to tender our most dutiful homage.

We pray that Almighty God will grant Your Majesty a long, happy and glorious reign during which your people in this and all other Realms and Territories may prosper and enjoy the blessings of peace; and that, supported by Your Majesty's gracious patronage, this Royal Institute may faithfully serve the Nation through the furtherance of our Art.

Given under our hands and seal this twenty-fifth day of April one thousand nine hundred and fifty three."

The President: I will now call upon Mr L. E. Shore, who has been in charge of the Committee on Arrangements and will ask him to propose a toast to the guests and to the ladies.

Mr L. E. Shore: Mr President, Your Excellency, Sir Hugh, distinguished guests, mesdames et messieurs.

It has been said that an individual is known by the company he keeps, and I think probably it follows that an Association probably can be measured by the calibre of its invited guests. Looking around us this evening and seeing those who are at the Head Table and in the floor of the hall, I think it is logical that we may assume that the RAIC tops the list.

Architectural students are taught the value and use of colour, and architects' projects are never complete without a colour scheme. To get new ideas for colour combinations which would be most successful, I would ask the architects

to look around at our lovely ladies. Each lady, you can tell, has given many hours to what would be the most applicable colour scheme for this occasion. Sir Hugh, as the expert on decoration, I am sure would agree we have a colour scheme in here second only to what he has designed for the Queen's Coronation. To the colour we must add all the charm and all the gaiety the ladies have brought to this gathering, so necessary for any successful meeting.

In this Coronation year it is a high honour, as our President has just mentioned, to have with us the Representative of the Queen, but, Your Excellency, I would like to suggest with your permission that we have many queens in this room. Each Member has his own, the queen of his household.

So now may I ask all the Members of The Royal Architectural Institute of Canada to rise and drink a very memorable toast. Would all Members of the Institute rise, and drink a toast to His Excellency, Sir Hugh Casson, to our other distinguished guests both at the Head Table and on the floor, and to the ladies.

The President: Mr Raymond Brunet is the Vice-President of the Canadian Construction Association and represents that Association with us tonight. I think it is fitting that he should respond to the toast. He is one of our very welcome guests, and, with his Gallic background, is suited particularly well to respond to the latter part of the toast.

Mr R. Brunet: Mr President, Your Excellency, Sir Hugh, distinguished guests, mesdames et messieurs.

I am put in a dilemma tonight. I do not mind answering for the guests, but for the ladies it is more difficult. However, being a good Christian, I always go back to my Bible and, as I feel tonight, the guests are represented by that unlucky fellow who was beaten by thieves on the one side and was picked up by a good Samaritan and brought to a good hotel for a good meal. Here I feel happy.

But for the ladies! I always imagine something like the Queen of Sheba, and, being an ordinary builder, and not being a Member of the Royal Architectural Institute, my words are inadequate to answer properly.

May I take this opportunity to bring to you, Mr President, and to the Members of the Royal Architectural Institute, the friendly greetings of our President, Mr John F. Flood of St John, New Brunswick, and the members of the Canadian Construction Association. We always feel individually it is an honour to meet an architect and sometimes we go to a lot of trouble to meet them, and after we meet them . . . well, it is not for publication, our impression of them. But after we are through, I can say honestly and with experience that we in the building industry of this country, have to deal with an outstanding professional organization. Our architects know their business, they are fair, and they work for some very important things that I cannot exactly translate into English, but we call it in French *le beau, le bien et le vrai*. I have great respect for the older architects who, some years ago, left in this country landmarks that they should be proud of, in spite of adverse building conditions. As for the younger architects, I wish I was forty years younger. I should like to be an architect myself. At the present time the young archi-

tect has more facilities, more encouragement, and more opportunity to develop in this country his artistic sense and his ambition.

Gentlemen, as guest of you architects, I thank you. For the ladies it is more difficult. You architects are artists. I know you don't work for any material reward; you work for glory and to satisfaction of duty well done. But all over the world there is another class of artists who do not work for glory, or material reward. The material they work with is something much more difficult than what you have and I have to work with; it is with the beauty of the human body and the immortality of the human soul. These, gentlemen, are the greatest artists we have amongst us, and I am glad to try in my own way to express my thanks for the toast that was proposed. It is made to our wives, our mothers, our daughters and our lady friends. In retiring, Mr President, I wish to express our thanks and their thanks for the wonderful welcome that you have accorded to us tonight. Thank you very much.

The President: Thank you very much, Mr Brunet. This afternoon nine new Fellows were invested by the College of Fellows, and one Honorary Fellow. We now have pleasure in presenting their certificates of Fellowship. His Excellency has graciously consented to make these presentations, held under the directions of the Chancellor, Mr Forsey Page.

Mr Forsey Page: Mr President, Your Excellency, Sir Hugh Casson, ladies and gentlemen.

As the President has just explained, His Excellency has consented to present these certificates, and I will ask the Honorary Marshals to conduct the recently created Fellows to His Excellency. The newly created Fellows are as follows:

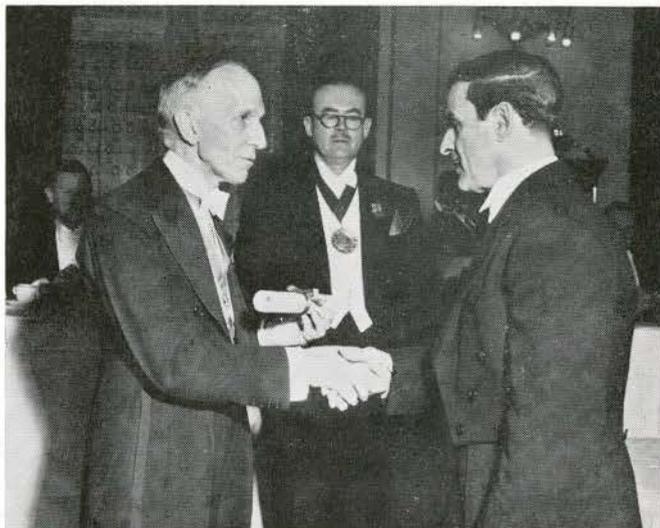
Mr William George Blake, of Edmonton; Mr F. Bruce Brown, of Toronto; Mr Frank G. Gardner, of Vancouver; Mr Henry Gordon Hughes, of Ottawa; Mr Lucien Mainguy, of Quebec City; Mr Henri Mercier, of Montreal; Mr Robert Albert Moore, of Winnipeg; Mr Hugh Powers Sheppard, of Windsor; Mr Henry Ross Wiggs, of Montreal; Mr Robert Ferguson Leggett, of Ottawa (Hon. Fellow).

Mr President, if I may just say a word of thanks to His Excellency for participating in this part of the ceremony. I may say that these gentlemen who received their Fellowship certificates will have done so with added satisfaction and pride in the fact that he made the presentation. As for me personally, it is a matter of great pleasure that His Excellency should have been on this part of the program with which I have something to do. I have known him since boyhood, and I have followed with interest and pride his career of service to his country as High Commissioner, as chairman on the Royal Commission on the Arts and Sciences and as Chancellor of the University of Toronto.

The President: The Royal Architectural Institute of Canada, this year, for the first time, has instituted a medal which we have called the Allied Arts Award. By awarding each year, or from time to time, a medal to an artist en-

gaged in some artistic endeavour which has a relation to building, we hope to pay tribute not only to him but to other members of his own profession and also, by recognizing their achievement, to draw attention by ourselves and by the public to their work. In honoring them, we receive, in return, some reflected glory in their own artistic endeavours.

This year the first Allied Arts Award is awarded to Mr Armand Filion, sculptor. His Excellency has graciously consented to present this award.



The President: Ladies and gentlemen, on an occasion similar to this, the President of RIBA remarked that introductions to speakers very often subjected the victim to the ordeal of listening to their own obituary. I will not embarrass Sir Hugh Casson by telling the story of his life. I think that already you know now a good deal about him. You know that he is an architect and an administrator. He is, also, an internationalist. He is the son of an Indian civil servant who studied at Athens, and he is a water colourist and a sailor. He has other qualities which are known to everybody who has heard him speak since he has been here.

Sir Hugh acknowledges the debt to his profession by serving on the Executive Committee of the Royal Institute, and, I think, too, that it is due to his acknowledgement of that debt that we are so fortunate as to have him here. He has come at a time of great inconvenience and sacrifice to himself, he has come to pay honour to the profession here, to help it and to meet and talk with his colleagues.

By your work, sir, as Director of Architecture of the Festival of Britain, you have brought distinction to your profession and honour to yourself. We will listen to you with the greatest of interest and pleasure.

MR PRESIDENT, YOUR EXCELLENCY, distinguished guests, ladies and gentlemen. Could I first say what a great honour and delight it is to me to be here. It really has been a most moving and exciting experience, not only because it has been my first trip across the Atlantic, but I am very happy that it has occurred as the guest of architects, because there is no—I was going to say “finer body of men,” but



that is what they say about the Lifeboat Men, isn't it—no people I would rather be the guest of and friends with than my brother architects.

I had one of these beguiling letters of invitation from your President and Secretary, very cunningly worded, like the invitations to join the army that reach most of us at some time, and of course it was irresistible and with the greatest of pleasure I accepted it.

It also gave me an opportunity of bringing to this Institute the greetings of my colleagues in the Royal Institute of London. When I left London on Wednesday, it was really looking its best, a lovely spring day, I have never seen the grass greener. But greener than all the grass were the faces of Graham Henderson and Bill Spragg. They really were miserable not to be returning.

I could very happily spend a long time saying how much I have enjoyed my stay here. The bouquets I could throw in all directions would cover this room feet thick, but it has been suggested to me that you might be interested in hearing some of the problems with which we have been faced in the Coronation decoration schemes and so, with your permission—or indeed without it, there is not very much you can do about it—I would like to talk about that, though I must say it is a subject perhaps a little more like a lecture than an after dinner speech. However, architects are used to talking shop and listening to shop, and if the wives are not by now, my goodness, they probably ought to be.

Could I say first of all—and it is very obvious to you, I am sure—that the organizing of the Coronation is a job in which many hundreds of people are concerned, cabinet ministers, typists, cooks, lorry drivers, firemen, policemen and everybody. There are literally thousands of people involved in this job of putting up stands, numbering seats—just think of getting all the tickets for the right people and making sure they are going to sit in the right seats—weaving bunting flags, putting up police barriers, sorting

out radio circuits, nursing along flowers, polishing up coronets, testing balconies for strength, writing music, singing it—it is an enormous task and people have been busy at it for a year. With only a very fractional part of it have I been personally worried, and even my responsibilities are, despite what you might think from some reports, very, very modest and have been confined to only one area of London, though I must say it is a jolly big area. So when I talk about what we have been doing, could I please have it implied that there are hundreds of other people, and if every second sentence I do not mention somebody else's name—and if I do mention their name and don't say "without the unfailing efforts of what's his name, nothing could have been what do you call it"—it is not because I have forgotten their names or because they haven't done the job, it is because there isn't time to mention everybody and what everybody is doing.

Having said that, could I just make it clear again that the area with which I am concerned is the City of Westminster. Those of you who know London probably know what Westminster is. I had lived in London for twenty-five years only to discover the day I got the job my office is in Westminster. My office is miles west of Albert Hall, and I thought I was in the Royal Borough of Kensington, but I suddenly looked out one morning and saw a City of Westminster dust man sweeping out the gutter, and certainly no one else's authority sweeps anybody else's gutter. Sure enough I was in Westminster. So if you can imagine it, it does stretch from Albert Hall to the Strand and from Oxford Street to the River Thames and it includes practically everything you think of when you think of London except St. Paul's and the Tower. It includes Oxford Street, Piccadilly, Buckingham Palace, the Houses of Parliament, Trafalgar Square, Whitehall, Westminster Cathedral, the Albert Memorial—well, everything you can think of, as I say, when you think of London I am sure you all think of the Albert Memorial.

Well now, that is the extent of the area. In that area is of course what I call the Royal properties, which are Westminster Abbey and the Royal Park and, in a sense, Trafalgar Square. Those are the responsibility of the Ministry of Works—this is sounding like a lecture, I am very sorry but I must say it straight—the Ministry of Works, and they have the problem of decorating those areas and naturally the chief architect of the Ministry and myself have had the closest possible contact throughout the time, because we are only separated by a few inches and obviously wouldn't want to butt against each other's territory. We have swapped ideas, we have swapped designs, we have met on colour, we have hoped where we meet there will be no visible signs of conflict.

The problem as presented is really no different from any other architectural problem which all of you have to contend every day of your lives, which is to provide a setting for an activity or an occasion. You are all used to that, whether it is making a paper making factory or a schoolhouse, a shop or whatever it is, you have to provide a setting which is suitable for that particular activity. It also has the true, familiar aspect of your architectural problems. You have to write the program up; secondly, there isn't anything like enough money and, thirdly, they want it in a very great hurry. That of course is no change

to any architect. So I don't think I was surprised, nor were my colleagues, with that particular set of difficulties. So you have as usual the site, the budget and the occasion, but it does have a few extra complications. Oh, I could give you hundreds, but I will give you a few.

One, almost the greatest, is the lack of authority. My job is consultant or advisor, I have no dictating control, I cannot go to somebody and say: "do this or do that", all I can say is: "Would you mind if" or "wouldn't it be a good idea if" or I say: "look here, do you mind if" and if they say: "so sorry, we would rather do it the other way", I have to say: "well, look, honestly I mean—" and you hope in the end you win. Sometimes you do, sometimes you don't. Anyway, you have no full authority.

Secondly, you have the nature of the occasion. The occasion is a Coronation, and it is a very rare and splendid occasion. There is no occasion, I think, which probably is or could be more inspiring to the designer or more of an honour with which to be associated, but its difficulty lies in the fact it is really a combination of three occasions. It is, first of all—and don't let us forget—a religious ceremony. It is very easy, particularly in the last few months, to forget this, when the papers are full of nothing but the price of champagne breakfasts and how much it costs to have a seat, with or without T.V. facilities, car labels and things. It is very difficult to remember you are not seeing the Lord Mayor's Show, you are attending a religious ceremony. That, first and foremost, must be at the back of one's mind.

Secondly, is what you might call—what I like to call—the fairy tale spirit—golden coach, helmets, flags, pageantry and the fairy tale come true, which makes it a very exciting and moving thing in itself.

And thirdly, what can we say? It is the National festivity, the party. When the ceremony is over and everybody throws their hat in the air and dances in the street, and the party—those of you who have been to Coronations before or are expecting to go again or have seen pictures of them, will know that that party spirit is a very strong and important part of the ceremony, and must not be overlooked by those who are designing the setting for it.

You will see that it is in fact pretty difficult to design a setting which is appropriate for all three. You can think of designing a setting for the religious ceremony or for the fairy tale or for the whooppee, but to design one which can take over facets for each of these things is very difficult. I have found that, and I know my colleagues, the other designers in other parts of London, also found this very difficult. You have got to be serious, you have got to be gay, and you have to try and resolve this conflict. And you have got to speak in a language appropriate to the occasion. Shakespeare, as Mae West used to say, "Shakespeare has his methods and I have mine". It is terribly important to keep them apart.

Now suppose you have that problem. You have got to be dignified, but must not be pompous. You have got to be light hearted, but you must not be facetious. You have got to be feminine, I think, but you must not be trivial; and you have got to be—this is rather important—temporary looking, but you do not want things to look ugly; you must be temporary, but must not be too fragile.

Those are problems which I suppose every architect faces to some degree in his work, but they seem to par-

ticularly show up in this work. And the scientific approach, as they used to call it in school, and I suppose it is still called, is not the sort of—I don't play golf, what is a niblick, is it used in approaching?²—well, the scientific approach does not seem to be the answer.

You all know the story of the science master who was given an English class to teach and, sensing trouble, he gave them all a Shakespeare and said: "There, sit down, read it and don't let us have a peep out of any of you". And of course sooner or later some miserable character raises his arm and says:

"Please, sir?" "What is it?" "Please, sir, it says here, sir, 'the quality of mercy is not strained', sir. Does that mean, sir, it isn't put through a thing like that, sir, or does it mean it isn't strained by being pulled out?"

Quite a contentious question. But the science master of course says: "Look, it says there 'the quality of mercy is not strained', you don't have to do anything about it".

That was a very good answer too, but of course it does not really answer the question and that is where the scientific approach in this case didn't work, you cannot analyze it, you have just got to sit down and decide what you are going to do.

The first thing I did, personally, when I was honoured with this particular commission last July was to have a look at the project, groan slightly to myself and walk around the streets of the Coronation route to try to get the feel of them. The route is very long, and I soon discovered you needn't walk around it. It is much more comfortable, and much slower, to go in a bus. So I went in a bus, and soon discovered in the twenty minute halts at various points you can do quite a lot of little drawings, and what I came to discover—or really to rediscover, because all of you who know London know, as well as I do, London is not a city at all, it is a collection of villages, all separate communities, and when you go from the Strand to Covent Gardens or from Piccadilly to Saville Row, you step almost into a foreign land, they are practically not on speaking terms. Each street has its own history, its own character, its own texture, smell and light. They are all completely different places. That was, I found, very helpful, and that was point one as a point of departure.

The second thing, which was obvious, was I think that if you haven't got terribly much money, and by the time you have knocked off a very large contingency sum from a very small fee, and there isn't very much left, it seemed sensible to spend most of the money on the route of the procession. That is, after all, where the ratepayers would expect to see the cash go, and, so, the decision I made mentally was to spend most of the money on the route, to take note of the facts the streets were different to look at and particularly to try to keep the formal side, the dignified side, to the vicinity of the Abbey and also to the vicinity of the rather more formal areas in London, which one might call Admiralty Arch, Trafalgar Square, Hyde Park, the Marble Arch, and kick the heels up a bit as you got further away. Those were the principles.

Well, as always, you know, when you have any sort of design job, the agony is getting started, you fool about, fool about and can't get going. I was reminded of this coming across the Atlantic on Wednesday when my neighbour in the plane—we were about 500 miles out over

the sea and when you are on a journey, you talk about completely unrelated things, and we were talking about swimming—he said: “Well, I learned to swim rather the hard way. You know, my father threw me into the river when I was a tot.” I said: “Terribly sorry, it must have been frightfully difficult”, and he said: “As a matter of fact it wasn’t. The really difficult part was getting out of the sack.”

I thought, well, that is a good line, and what reminded me of this was the fact I took a long time getting out of the sack, I was sort of doubled up in it and I couldn’t get out. But eventually having, as you may have heard by now, got chicken pox, I was put to bed, and had no telephone, and managed to get four or five days of undisturbed, if rather irritable privacy, and I came to what I suppose is the very obvious conclusion — that every street being different would obviously be decorated best in a different way. We would not try and impose a central and uniform scheme right around the Coronation route. As these streets don’t want to speak to each other, why not give each different street a different theme, a different colour scheme appropriate to its particular character, and hope for the best?

The second thing was that I would try and concentrate on more expensive items at focal points—again a fairly obvious decision. And the last was to try to form street associations. It seemed to me a pretty desperate do to go around to everybody on the route and say: “Do you mind?” and that the only hope was if you could get a street association formed in the Strand, in St. James Street, wherever it was, a committee say of half a dozen people with whom you could deal, then you could go and say: “Look, the character of your street is such and such. How about a scheme like this?” and, because everybody was really interested in doing it, associations were very quickly formed—there always has been one on Regent Street, but the others do not really exist usually—and you find that, in effect, the characters of these places really decide themselves. Whitehall is obviously an area of Government, Cockspur Street is obviously an area of marine, St. James Street is where the white collar worker can push off for lunch. St. James is a straight line with fishing rod shops, in which a woman looks extremely out of place, and, therefore, the decoration scheme of St. James is obviously masculine, as compared to Bond Street which is obviously chic and fragile and feminine and pretty; in fact it almost designs itself.

So off we went on this scheme forming associations, and getting people interested. We worked on the democratic system, famous in our country, in which of course we all have absolute freedom to say what we like as long as we do what we are jolly well told. Well, I was left with the City of Westminster which, being a local authority like any authority, does not own the buildings which line the streets, so it is rather like being asked to decorate this room in which the man will say to you: “You have the floor and sky, but the walls belong to somebody else, who will do what he likes”. As I didn’t know what people were going to do, you see, I couldn’t say anything more to them than: “Look, I think it is rather a good idea when we do your street to suspend garlands of gilded palm trees, say with pale blue ribbon twisted around them”, and then they say:

“We’ll think about it” and then you say: “Well, look, I’m going to try that anyway and see how we get along” and a few weeks later they might come back and say: “We have decided we are going to have a theme of trumpets”, and so you push your drawings aside, and get out a scheme of trumpets or whatever it might be.

This went on through the winter and, eventually, we came down to some final conclusions because, thank God, there comes, with all architectural jobs, the time when there isn’t time to change your mind, you have to say: “I am sorry, but there can’t be trumpets any more”. The real difficulty is when two streets choose the same thing and then you are asked to judge, please, who is to have the trumpets and who is to have the Rose of England or whatever it may be. We had that twice, and it was very tricky.

I won’t describe to you the route in great detail because I don’t want to run on too long, but I thought perhaps you might be interested in some of the difficulties with which we have been faced. Could we just take, for instance, if you can imagine the problem of a typical street—a street, two pavements, lamp posts, buildings. You can decorate the lamp post, you can line the street with masts on the pavements or you can hang things over the street. Well, we have all those possibilities discussed in each one of the streets, and could I remind you of some of the difficulties of each?

Suppose, for instance, you decide to have a suspended thing across the street. Well, you have a very little drawing which looks quite cosy and nice, and we go back to this big garland, which is one idea we had, a big palm leaf garland entwined with roses and pale blue ribbons stretched across from the Athaeneum to the insurance building opposite. You go to the Athaeneum and they say: “Very good”, nice, and you explain that to hold it—I am terribly sorry, this is boring the ladies, but the architects are interested anyway—to hold it, the wire comes through the window, you see, to a piece of wood and wedges against each side. You explain to them they have to have their windows open for three weeks, and they are very agreeable, they say: “Well, it is June after all”, and that is fixed. You explain the same thing to the Sun Life Insurance and then you get down to the work of drawings and you find this garland, when you get down to it is something like thirty feet in diameter. When you get a garland thirty feet in diameter, a whacking great thing—it really is a whacking great thing, and I must say the first thing I thought was, is there any lorry in England big enough to carry it through the streets, and they found a twelve wheeled thing, with a gate in each end—and you make enquiries and see the engineers, and they whack a framing on which to rig it up—it is not very heavy, the wire itself is thinner than my finger—because it is the windage, this thing goes lashing about like mad. However, that is solved—maybe—and then you have to decide which buildings down the street are strong enough to take it, and are the people who own those strong buildings amenable to having the wires tacked on to them, and the combination of strong buildings and amenable owners is not very easy to find. You find them quite often, but they are not opposite each other, and, so, you chase up and down the street trying to find a regular or fairly regular pair. You find one, two, three, hiccup four, and you have

to decide. So you say: "Shall I leave out one, two, and say one, three, or what shall I do?" And you go ahead, and eventually get a tidy scheme, and then the whole thing falls to the ground because in fact four of the collaborating amenable types decide to build stands. That means that in front of their buildings they are building little stands. Each of those seats is worth anything from four to fifteen quid; your wire passes across say eight of them, well, that is eight times fifteen quid to be added to the cost of your particular garland, and you haven't got very much money and—is that right?—three hundred pounds to a garland, you obviously cannot afford it so you scrap the garland. That sort of thing goes on until the last moment when you decide: "Hold on, we can't do that, we'll have to do something easier". So let's take the problem now of the masts.

The masts! You would think they are easy enough, wouldn't you? You would think, too, that in London, where they have ceremonies of some kind almost every year, jubilees, state visits or something, you would think there would be sockets in the pavement in which you could pull a plug out and put a mast in. Well, there are only two such places in London that I found. One is on St. James Street, one on Oxford Street, half of which belongs to Westminster, half to Marylebone. They are all of different depths, most of them before stores, and when you open them up, they are filled with dead rats and debris, and it is hard to say if they are going to be any use at all.

However, you do get masts, and masts can look very well, but, of course, you find from the point of practicability from the characters who live along the road, they say: "I think the design is absolutely wonderful. Do you mind not having the socket, old man? This belongs right here and we have just let these to crowds. It would be a bit of trouble." And you say: "Well, if you are going to decorate your streets, you are going to decorate them", and they say: "Well, keep the balance even, old man" and you eventually get out the design, and get some sort of mast which you hope is impressive enough in bulk to make a visual impact to the street. And you have to be pretty bulky in Oxford Street. Those of you who know Oxford Street, it is almost as full of advertising signs as some of the streets here but, thank God, not quite so bad. And you can imagine decorating some of these streets here; you would have to shout pretty loud to make any effect at all.

Most, or a great number of buildings in London, as Orpen used to say of some of his ladies, "They are a little the worse for dress".

Suppose you have solved the mast problem, you then say: "All right, well how about the lamp posts?" Sure enough, you have plenty of lamp posts, five hundred odd. You go along and find hardly one is the same. They are all different heights, most of them different, gas or electric—Whitehall changes from gas to electricity about one-third along its length, for no apparent reason at all. Piccadilly, it is electricity all the way from St. James Street, but, suddenly, there is a solitary gas lamp. That is all right, once you find out.

Suppose your scheme involves a little self-lit coronet for the top of each lamp post with a little tiny torch bulb,

as jewels in it. Well, you go all the way along Piccadilly with these little torch bulbs, and come to your gas lamp and say: "Well, there is only one thing, we can pretend the fuse is gone", and you put the coronet on the top of three gas lamps. You can't pretend three fuses are gone, so you have to decide how they are going to be lit, or are they not going to be lit? You would think again, wouldn't you, that if you got lamp posts down the middle of the street and they are electric there and gas there, that the electric cable still goes on. It doesn't, it is right over here, and it costs you seventy-five quid to bring it to the lamp post. That means the three coronets cost seventy-five quid and it's not worth it. You haven't the money so you have to think up some other solution for that.

But architects are resilient types. One of my friends here tells me he arrived at school with the name Ferdinand and carrying a paint box, and he is still here, I am glad to see. I think that shows great resiliency.

So, eventually, you come to the decision all you can do is paint the lamp post; so you do that, paint them with a different colour scheme for each street, whatever it might be, and you decide that the electric lamps will have electrically lit objects on them and the gas lamps you are not going to have anything on top of them unless you have something decorative and which doesn't light up.

What I didn't know about gas lamps, although probably you know it, is that they are red hot on top and if you put a decoration on top it goes up in a sheet of flame when the light comes on. So you have to think of something which doesn't catch on fire when the lights go on.

These things, naturally and eventually, build up to some sort of scheme. I can see I am building up an alibi for what might be a terrible mess, but I really hope it won't, but I do want to point out that these practical things are things which in fact are the things which determine the scheme.

Decisions of this kind, as is inevitable, do lead to bad temper, or should I say short temper, and, eventually, people begin to get a little edgy, and I can't resist telling you a very relevant story which is alleged to have been overheard from a neighbouring bungalow by a friend of mine in the Burmese campaign. It was an officer addressing his batman, and it went something like this—and again I wish I was "Rawhide" but you will have to forgive me.

"Briggs?" "Sir?" "Put my bed on to the balcony, will you?" "Very good, sir." And a few minutes later: "Briggs?" "Sir?" "I think it is going to rain. I think you should bring it in." "Yes, sir." "Briggs?" "Sir?" "I think that cloud is gone over now. I think you can put the bed out." "Very good sir." "Briggs?" "Hell-o!!!"

That is a little bit of the feeling that got going around about Christmas. You could catch a little bit of a groan at the other end of the phone when you rang up. However, eventually these things got settled, and, if I have just got time—my goodness, just got time—to tell you what is happening along the route, I will just get along it very quickly. From Buckingham Palace to the Admiralty Arch; the problem there, because it is a Ministry of Works problem, is that the trees have grown up very much since the last ceremonial occasion, and it is no use having masts because they would just poke up and disappear and not

be seen at all. So the architects there have decided to put some 65 foot high aluminum parabolic vaulted arches across, carrying crowns with a heraldic post 30 feet high, on top of the crown suspended on a wire with gold and silver globes like dew drops on spider webs lit from below. I think it will look handsome indeed.

Then along Northumberland Avenue, and along the Embankment where the children are going to be, we have made a sort of canopy over the road of what I can only describe as box kites of light tubular aluminum and white satin fabric. They make a sort of solid roof from Northumberland Avenue up to the Abbey or to Parliament Square where the Ministry of Works takes over.

Up Whitehall we have got a Life Guard motif, which is centre masts. Down central Whitehall we have a number of objects, hazards of statues which makes a natural spine down the centre of the road, which makes the procession keep to one side or the other so there is no argument with the police about obstructions. We put masts down there with great golden helmets and red and white plumes, which again look alright on the drawing, but when you get them on the ground it is about seven feet high with a four foot cantilever stuck forty foot high, with a diamond and pearl effect. It is quite a thing, and you have to be careful, because it doesn't matter if it falls on a few people, but if it alarms the horses or disturbs the procession, it is very serious. So you have to be careful about the weight and strength of these things. Bear in mind, also, the fact that they have got to be up for four weeks, and anything that is strong enough to last four weeks has got to be pretty strong.

Then you go along Cockspur Street, and there we have asked the shipping companies to put windmills in their flowers boxes instead of flowers—I do not know whether they will do it or not. We have also asked them to “dress ship”, and use naval signal flags outside their offices.

On St. James Street, we are having lamp posts with gilded palm leaves. The thing I discovered is that we import palm leaves in England—heaven knows why or what happens to them—but we found large quantities of them, beautiful things, and they look very handsome indeed when gilded. On St. James Street, we are having crowns up Piccadilly. At Hyde Park the Ministry of Works takes over. On Oxford Street we have got some scarlet and white banners—they are thin edged so that people in the shops can't complain and, when seen in perspective, I think will look strong enough. Regent Street is to be roses. Piccadilly Circus, I will tell you about in a minute, and Haymarket is trumpets, and then home by the Mall again.

Piccadilly is, shall we say, remarkably undistinguished—you can hardly see any buildings at all. It is simply one mass of signs advertising, and I decided that whatever I did it wouldn't compete with them. We couldn't put anything on those buildings, so we decided to do something to Eros. Eros, anyway, has to be protected by a twelve foot boarding against festive, light hearted revellers, and this happens to be painted gray and looks like an A.R.P. air raid shelter thing. I thought, let's treat this as a base, and put a little shelter or something over Eros to make him look a little more elegant. So we put him in a glided cage. It will be about fifty feet high, made out of aluminum, gold and silver finish with little tiny white torch

bulbs with a little gold roof at the top, and a crown at the top of that. And the boarding is going to be painted dark green, white and gold and flowers around its base. That was being put up the day I left. I hope by the time I get back I shall know whether it looks terrible or all right.

The only other main feature—is the fact that there are a lot of other things which we have done in Westminster, such as having all dust carts carry little paintings on their bonnets so they carry the Coronation story to every corner of the borough. Where they board statues up normally to protect them, we paint on the outside of the boarding pictures of what is inside, so you know whether it is George IV or Nurse Cavell. We did try painting roses on the road, we did a lot of painting on runways during the war and it worked well and that went through every department and then it struck out on the last one because it frightened the horses. So that one died. We persuaded the police it would be very helpful to paint their barriers in bright colours, so when people are spread out and cannot go through, at least they will look at bright things, not gray.

All this has been a quick rush through, and I have not told you a fraction of the worries which most of my colleagues have been faced with, but I would like to say that I do think that, apart from the excitement and the privilege of working on this, it does reflect something of permanent value. I have been amazed by the fact that, since we painted the lamp posts, people have written to me, or come up and said: “We never noticed those lamp posts. Aren't they nice?”—or “aren't they hideous?” as the case may be—and it is terribly nice to hear that. People who have never looked at the thing before come and say: “We never noticed it before, and do you think we should do something about our shop?” (“Yes, for goodness sake, get it washed”.)

That sort of thing, spring cleaning, repainting, people going around opening their eyes a fraction, is terribly important, because you never get anywhere with the appearance of your cities, no matter how good your architects are, unless the citizen has some sort of pride and awareness of what his city looks like.

The whole thing about the Coronation—and I am quoting, really, from my professor in the College of Art, who said: “There is only one thing to restore civic consciousness to any place, and that is some sort of festivity.” It is not a matter of whether it is a national affair, if it is a festival, whatever it is, a Coronation, just so it is something to make people aware. They paint something, wash something, plant a tree, clean the bicycle wheels out of the duck pond, or do something and, forever afterwards, that is something that has been worth doing, not only because it has been done but because somebody has seen that it needed doing. And I do hope that here in Toronto you seize every opportunity to use these festive occasions, with crowbars or something like that for levering open the consciences not only of the local authorities but also of the citizens.

Mr President, I am afraid I have detained you very long and I hope no one is in danger of missing their train back to Montreal, but may I say in conclusion the blessed words how very much I have enjoyed it here, how very much I would like to go on talking to you about the Coronation,

and how much I would like to have thousands of questions fired at me, but I know the time is short, and I do thank you all very, very much indeed. (Applause, loud and prolonged).

The President: During the next month or two months all of us will see many, many illustrations, moving pictures and so on of the streets of London during the Coronation. With what delight we will see Sir Hugh's lamps, with or without lights on them, his lamp posts, his great garlands, his painted palm leaves.

Since Sir Hugh has been here — and it is hard to think that we did not know him three days ago — he has been thanked in every way we know, both audibly and inaudibly except in French, and I have asked Mr Payette, immediate past president of the PQAA to thank our speaker en français.

Mr Maurice Payette:

Monsieur le président,
Excellence,
distingués invités,
mesdames et messieurs.

Il m'est particulièrement agréable d'exprimer en votre nom notre appréciation à Sir Hugh Casson pour la courte causerie qu'il a eu l'amabilité de prononcer devant nous.

Sa réputation d'intellectuel est connue, il appartient à l'élite de son pays, et je dois avouer qu'il me fait d'autant plus plaisir d'offrir nos remerciements à Sir Hugh Casson, qu'il est une des personnalités les plus éminentes de notre profession en Grande-Bretagne; sa valeur, son mérite, son talent, ses œuvres lui valent notre admiration.

Encore une fois merci, dans l'espérance de vous revoir dans notre pays et de vous entendre de nouveau nous causer aussi brillamment d'un sujet qui ne manquera pas d'éclat puisqu'il s'est agit aujourd'hui des préparatifs du couronnement prochain de sa Majesté.

The President: Thank you, Mr Payette. Perhaps before I go on, there may be some people who feel that, if they are catching a train, they should leave, and I might ask His Excellency if they may be excused, if there are some people who must leave in order to catch a train.

I would ask the Chancellor of the College of Fellows to announce the officers for the ensuing year.

Mr Forsey Page: Mr President, the Registrar of the College of Fellows will make that announcement.

Mr Riddell: Mr President, Your Excellency, honoured guests, ladies and gentlemen. The officers of the College of Fellows for the year 1953:

Chancellor: Mr Forsey Page.
Dean: Mr Pierre C. Amos.

Registrar: W. Bruce Riddell. (Applause).

The President: Thank you, Mr Riddell. I have the honour of announcing the officers for 1953 of the Royal Architectural Institute of Canada. The officers have been re-elected, consisting of the President, the Honorary Secretary, Mr Douglas Kertland, the Honorary Treasurer, Mr Paine, and I have been guilty of leaving out the Vice-Presidents, or rather of putting them last:

Mr Louis Audet, Sherbrooke

Mr Peter Thornton from Victoria

Ladies and gentlemen, I think this has been a very happy Annual Assembly. We have been most gratified by the presence of our honoured guest, His Excellency and other honoured guests present with us tonight and also by the presence of so many Members from great distances.

I now declare that the 46th Annual Assembly of the Royal Architectural Institute of Canada is concluded.

The President acknowledges the gift of the Presidential Badge:

May 7th, 1953

My dear Mr Robertson:

At the dinner on the evening of April 25th, 1953, on the occasion of the Forty-Sixth Annual Assembly of this Royal Institute the Presidential Badge was presented by Mr J. Roxburgh Smith, P.P.R.A.I.C., representing the Royal Institute of British Architects.

The President was invested with the Badge by His Excellency The Right Honourable Vincent Massey, C.H. Hon. F.R.A.I.C. Governor-General of Canada.

The Presidential Badge will be worn in future on all official occasions and will be valued by all Members as their property, for its beauty and workmanship and as a permanent reminder of the happy occasion of the visit in 1952 of your President Mr A. Graham Henderson and Secretary Mr C. D. Spragg.

Those present at the ceremony will always remember the occasion with great pleasure, for its happy association with the Royal Institute of British Architects and as an added bond of friendship made more personal and enjoyable for so many of those present who met Mr Henderson and Mr Spragg when they were here; also by the part played by your representative in this country and our immediate Past President, Mr Roxburgh Smith.

Your President's message was read at the Dinner and received with the greatest appreciation.

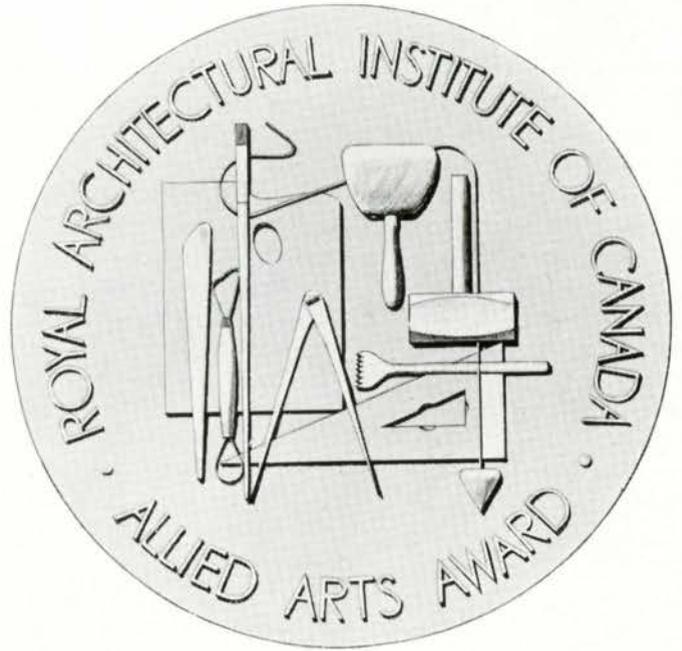
Personally, I am fortunate in having been the recipient and first wearer of the Badge and to be chosen to convey to you and your Council our warmest thanks and good wishes.

Yours sincerely,

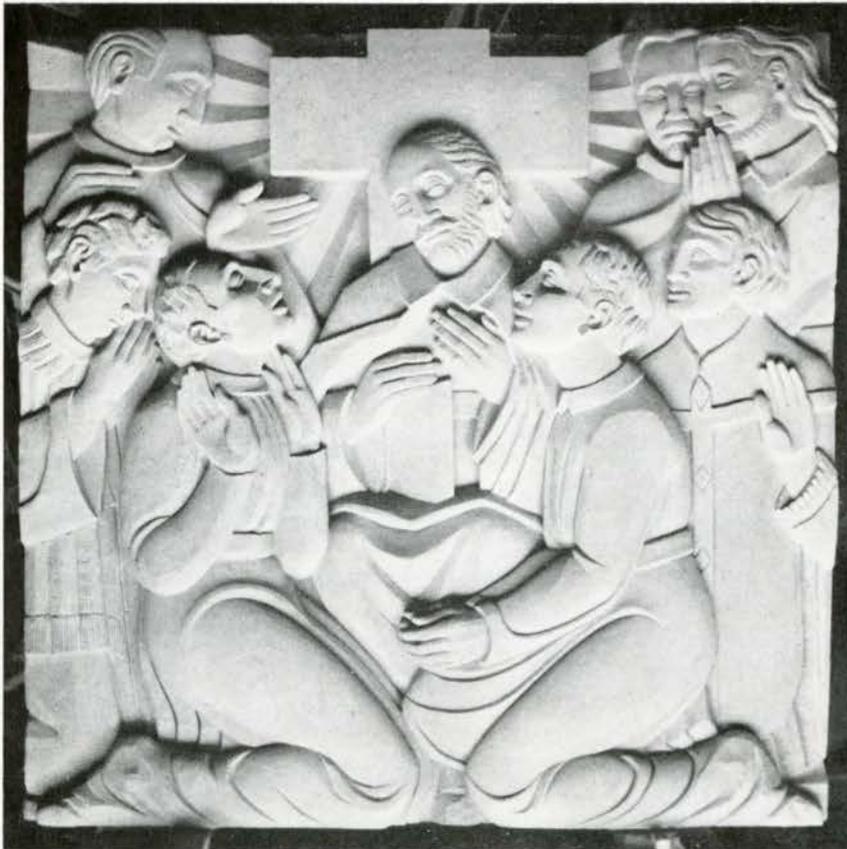
R. Schofield Morris,
President



Presidential Badge



Allied Arts Medal, the design for which was won in competition by Julien Hebert, Montreal



On the obverse side of the Presidential Badge are these words:

"Presented by the Royal Institute of British Architects, April, 1953. In token of the generous hospitality shewn by the Royal Architectural Institute of Canada to the President and Secretary of the Royal Institute of British Architects on the occasion of their visit in 1952."

The design of the Badge was a joint effort in which Mr Roxburgh Smith played a part. The final design was the result of further consultation between Mr Graham Henderson and the actual maker was Mr J. Leslie Auld, A.R.C.A., N.R.D., of Pollokshields, Glasgow.

Les Saints-Martyrs Canadiens, Ecole des Saints-Martyrs Canadiens, Rosemont, Montreal, by Armand Filion

NEWS FROM THE INSTITUTE

CALENDAR OF EVENTS

Annual Meeting of the Nova Scotia Association of Architects will take place in the Lord Nelson Hotel, Halifax, N.S., on May 29th, 1953.

The 47th Annual Assembly of the Royal Architectural Institute of Canada will be held at the Windsor Hotel in Montreal, Quebec, at the end of April, 1954.

ALBERTA

At the annual meeting of the Alberta Association of Architects last January it was resolved that the Association should establish a library. This appeared to be a very simple and easy enterprise. In practice, however, the establishment of an architectural library raises many questions as to location, manner of operation and, of course, the general problem of what content should be found in such a library. What should architects read?

When an architect wants to investigate the quality of materials or articles which he shall specify he looks for the literature on the subject. This is the most typical architectural literature, although the name of literature may be denied to it by literary men. Yet literature it is of the most basic sort. Its purpose is purely utilitarian although frequently framed in language and pictures of poetic aspiration. Its service is the giving of necessary information about the structure, quality, chemical composition, various uses, and sometimes laboratory tests, cost and other particulars of various goods. All this is fundamental to the architect's work. What he builds upon these foundations transcends these in importance yet depends directly upon them. Probably every architect's office has a considerable, hard to control, collection of this sort of literature. He must have it at his right hand. The purpose of an architectural library is not the supply of this.

Other works of reference, of a more permanent sort, are part of the necessary tools of an architect. He must have at hand all the legal regulations that pertain to his practice. He must have handbooks of structural information and graphic standards. He will probably take some journals and magazines which keep him informed on the latest types of buildings and of structural methods, more especially those of his own country and locality. These journals have a very necessary function, for in these are published articles which deal with subjects that are flowing freshly through current experience and which only later become systematized in text books. These are in fact the stuff out of which future advances are being built up step by step as experience tests them out.

All this points to what is not specially required in an architectural library rather than to what essentially belongs to one. Such a library should, however, contain the comprehensive scientific text books that deal with subjects within the architect's sphere. There is a wide range of these and the choice may be difficult. The range rapidly

widens. The architectural library should, however, contain much more than these which refer only to the scientific side of a profession which is also an art. To repeat what was said above—all this is fundamental to an architect's work. What he builds upon these transcends them in importance whilst depending directly upon them.

The panorama of current work as presented in the architectural journals is of great importance artistically as well as practically. The vision of work well done even as presented in photographs is a stimulant to do equally well or better. It is true that it is all too often merely a stimulant to imitation rather than to individual creation. Something merely novel or arresting is apt to be mistaken for something really right and good. To be in the latest fashion has a fatal attraction as appearing to be progressive. Novel shapes applied in a merely imitative way are simply follies. A little folly now and then may be enjoyed. But a flood of follies must turn our cities into vanity fairs, not fit environments for rational creatures. What then can an architectural library supply as guidance in these matters? One great resource lies in the wider expanse of historical architecture. Here we can discover and enjoy the perennial charm that has at many times and in many forms been distilled by the master builders of the world, each working towards his especial ends as called for and made possible by the materials and the science at his disposal. Here again the same temptation, merely to imitate, must be avoided and we must apply our creative ability to the needs of our own time with the materials and the science available to us. Opinions among us differ widely as to what are the best procedures. The old masterpieces are the results of the right choice of procedures and they have earned general approval. A sound judgment of contemporary work can only be arrived at by sound criticism. Architects are liable to adopt prejudices about their own art because of their limited individual experiences and through being too close to the game to see it whole. The soundest criticism is to be looked for from those who, as spectators, untrammelled by actual practice, set themselves to weigh the value of what they see in the light of broad observation and the consideration of human needs and aspirations. The sounder the philosophy of life that these men apply in their criticism the more right and true it will be. This being so, our architectural library should above all collect the soundest works of criticism and appreciation, not only of architecture but of all the arts and ancillary crafts. Attention to outside criticism would purge architecture of much of what is merely "the breed of folly without father bred". A man is a poor judge of himself and the expert is least likely to realize how limited is his own vision. There is wisdom in the ancient dictum "securus judicat orbis terrarum"—the wide world judges all things truly.

Cecil S. Burgess

ANNUAL MEETING OF THE MANITOBA ASSOCIATION OF ARCHITECTS

PRESIDENT'S REPORT:

THIS YEAR, though not a spectacular one, has seen a steady growth and solidification of the Association in numbers, in financial soundness, and in an awakening to new activity.

Membership for the year has increased from 58 in 1951 to 75 in 1952. It is with regret that we record the passing of two of our members—Mr A. E. Cubbidge and Mr D. W. Bellhouse, an honorary member who was the oldest living architect in Manitoba. I would ask you to stand with me for a few moments of silence in memory of these men who in the early days of the Association contributed so much to both the profession and the community.

On January 1st, a year ago, our auditor's statement showed a net worth of \$3,888.32. This year on the corresponding date our net worth is \$5,269.68, or an increase of \$1,381.36. A further comparison of the two auditor's reports shows an increase of \$784.51 in revenue as against an increase of \$513.07 in expenses. All will agree that these figures reveal a very healthy condition for the Association.

Coupled with this strengthening of our financial position and the increase in membership, there has been a marked increase in activity, especially among the newer members. As you will recall, almost a year ago (on February 13th, 1952) a most successful evening get-together was arranged for the students of the School of Architecture and the members of the Association. In September, a group of associate and practising members of the M.A.A. discussed at length a program of events designed to stimulate interest in both professional and social well-being of the profession. This group presented a brief to the Council which immediately recognized and endorsed the proposed scheme, appointing a committee to serve in conjunction with Mr Smith, our chairman of Public Relations. Stated briefly, the aims and objects of this so-called Activity Group were to encourage interest among the profession in all matters pertaining to the design and construction of buildings, to develop an educational program benefiting both the public and ourselves, to develop a varied social program for the Association, and to encourage and build up associate membership through a well-rounded program of activities in which all might participate.

To date, four meetings of our members have been held for the purpose of discussion and participation in an organized instructional and social program. Consideration has also been given to the formulation of an organized public relations program, details of which we are to hear later on the agenda in Mr Smith's report. This committee, which has included Messrs. Raines, Waisman, Lewis and Pratt, is to be commended for its enthusiasm and consistent efforts to arouse new interest in architecture among the profession and to stimulate a healthy program of internal as well as public relations.

One of the Council's major considerations this year has resulted from the directive passed at the last Annual Meeting instructing it to investigate the whole fee structure of the Association and report back to this Annual Meeting. At its organizational meeting, Council set up a committee on membership categories and fees,

consisting of Messrs. Moody, Thrift, G. L. Russell and the President. After several meetings, this committee proposed a series of recommendations, reducing the number of types of membership and establishing special fee reductions for those employed in government architectural offices. These recommendations were approved by Council, with minor revisions, for recommendation to this Annual Meeting.

Later in the year, at the request of the committee in charge of the activity program, further discussions were held, and the committee on membership categories and fees submitted a revised report with new recommendations on January 9th, 1953. Council adopted these proposals for submission today, and I believe each of you has already received a copy for study and consideration. We feel that these suggested revisions in the by-laws, if adopted, will improve and clarify the situation and will meet some of the complaints and suggestions registered a year ago at the Annual Meeting.

On May 9th, the following motion was passed: That Council levy a fine of \$50 in the case of a member who is delinquent in payment of his annual dues as a practising member of the Association. Reinstatement of membership will follow payment of this fine plus delinquent dues as levied for the year or years in which delinquency occurred.

During the year, Council has investigated a number of reported infractions of the Architects' Act. With the exception of two, no action was taken. In the case of the newspaper listing of a man who is not a member of the M.A.A. as the architect for the new Waldorf Hotel in Brooklands, he was contacted and sufficient evidence was established that he had not used the title "Architect" on the drawings nor in any of his dealings. The second case, that a non-member had supplied drawings and specifications and had otherwise acted in the capacity of an architect for expected gain in the construction of the Senior Citizens' Home in Brandon, is still being investigated by our solicitors. Pending further information, no decision has been made as to what action, if any, will be taken.

In April, three delegates to the Annual Assembly of the Royal Architectural Institute of Canada were appointed by Council. Unfortunately, at the last moment Mr Moody had to cancel his plans to attend, but Mr G. L. Russell and the President attended what proved to be a most successful Assembly of architects from coast to coast. With the largest number of delegates in attendance, this convention enjoyed a very full program of business meetings, sight-seeing and social events. Without a doubt Vancouver has more to offer, both scenically and architecturally, than any other city in Canada. The convention was fortunate in having present the President and the Secretary of the Royal Institute of British Architects and the President of the American Institute of Architects. Although the business sessions were active, there was little to report beyond the actions recorded officially in the *RAIC Journal*.

It will be of interest to you to learn that the Homes by Architects' committee, established several years ago, has closed its account and turned over to the Association the sum of \$52.80. This has been added to our general funds.

There are two things which I want to include and stress in this report. First, I would recommend that the new Council for 1953 review the by-laws for the purpose of clarifying them. In particular, I would suggest that special consideration be given to a possible revision in the method of nomination and election of members of the Council. The present method, although obviously democratic in the matter of nomination, is both cumbersome and debatable. With the possibility of an unlimited number of nominations, the situation could easily arise in which six or seven nominees might each obtain the same number of votes and tie them all for election. This would necessitate further balloting. A simpler and more workable solution should be found which would avoid such results and would provide a more thoughtful approach to the matter of electing council members.

Secondly, I want to thank all those who have contributed so much to the Association this year through their active support and advice and who, by so doing, have made my duties less arduous. In particular, I want to thank our executive secretary, Mrs Chevrier, for her most efficient handling of the Association affairs and for her very great assistance to me. Mention should also be made for the fact that she assumed responsibility for the issuing of the two Newsletters published, and for all the notices sent out in connection with the various membership meetings. Also, I want to thank our past President, Mr G. Leslie Russell, for his very helpful counsel so willingly given at all times, and the members of the Council who have given their valuable support and wise decisions on matters both of routine and of unusual nature. It has been both a pleasure and an honour to serve as your President this year, and it is my sincere hope that the incoming President will enjoy the same degree of co-operation accorded to me.

Respectfully submitted,

John A. Russell, President

LETTER TO THE EDITOR

The following is a letter to Miss Jaqueline Tyrwhitt from a friend Miss Olga Sims who gives an eye witness account of the presentation of the Royal Gold Medal to Le Corbusier:

"As you couldn't come to the RIBA last night to the presentation of the Gold Medal to Le Corbusier, I thought that a brief report of it might interest you.

In the packed house, everybody rose spontaneously, as Le Corbusier reached the foot of the rostrum, furiously clapping for many minutes. The, almost deafening, noise was finally stopped by the President who asked us to pay homage to Queen Mary, buried today. The official business was quickly dealt with and the President rose saying, that there was no need to introduce tonight's guest of honour, as his name has become a household word the whole world over. But he wanted to introduce the rare specimen of an architect who has always been willing to refuse a well paid job if it was contrary to his conviction, conscience or his selfimposed high standards.

Herbert Read said he was leaving the praises of Le Corbusier's architecture to the next speakers, as he wanted to speak of Le Corbusier the poet. A poet (who, some say, even writes in verse at times), who puts love of men

before the worship of technique, and, by so doing, creates poetry with all his plans, buildings, paintings and books.

Robert Matthew spoke of Le Corbusier the town planner who had advocated urbanism for so long; who had developed the principles of modular planning, and always adhered to the Golden Rule; who is always full of ideals and ideas for the betterment, happiness and peace of humanity.

Wells Coates, as a long devoted pupil of Le Corbusier, greeted him in the name of the Mars Group. He quoted letters received from great architects and planners all over the world congratulating the great founder member of CIAM on this day of honour. He compared Le C. with Leonardo da Vinci; an inventor, an inovator, a discoverer, a prophet of architecture, the Architect of the architects. A resolute fighter for forms and reforms, he called him, and concluded by saying that it is a great man who honours the honour today.

The next speaker was a student of the A.A., Colin Glenie, who spoke with some nervousness before such a large and distinguished audience, but with the outspoken vigour of his youth. He stressed that this was the dreamers' world today; but that the dreamer must at the same time be a practical man and Le Corbusier incorporated these qualities being the real humanist of the present day movement in architecture; one who never ceases to be a student and as such always remains young in the eyes of the young.

This was followed by the actual presentation of the Medal (press photographers, long ovations and all) and then the hero of the day gave his reply in French.

His first thanks went to the Queen, and the next ones to those who gave him so very many beautiful flowers in their speeches on this great occasion. But he had to tell them all that in reality he has always been just a "cheval de fiacre" who, more often than not, gets the kicks and very seldom the flowers. His first real bouquet came at the opening of his Ville Radieuse at Marseille, where he had made it a condition, before he accepted the commission, that he would not be bound by any local by-laws in his planning. Then he followed with a brief, witty chronological account of his many grand, but often rejected projects, ending with the Bogota plan, which, though it had been accepted, was held up by a local political battle. So, he recounted the knocks he had received on the road leading to this great honour at the RIBA and he thanked the audience for their warmhearted and friendly reception of his triumph."

MASTER'S DEGREE IN COMMUNITY AND REGIONAL PLANNING, U.B.C.

The rapid postwar development of urban and rural British Columbia early pointed towards the need of fully trained personnel who could guide this expansion in a planned fashion. This atmosphere of growth and anticipated expansion prompted Professor Lasserre, director of the School of Architecture and Dr Marsh, lecturing in the school on the social aspects of housing and community planning, to urge the President of the University of British Columbia to establish a professional course in planning. Four years ago the writer was appointed to the School of Architecture to teach the planning courses

to senior architects and was given the responsibility to prepare a program of graduate studies in community and regional planning. As a result, in the fall of 1950, the university established a graduate course in community and regional planning in the faculty of graduate studies leading towards a diploma in planning. This was done with the generous financial support of the Central Mortgage & Housing Corporation, Ottawa. This graduate program of studies was based on several broad assumptions: 1. Community and regional planning was no longer a matter of laying out streets or better housing only and therefore not the exclusive province of either the architect or the engineer. 2. Community and regional planning was to develop as a distinct profession based on the contribution of a great number of specialists working towards a common goal under the team leadership of a planner. 3. Community and regional planning was only slowly emerging as a separate field of study and therefore had to depend on continued research into new methods and techniques as well as making the student "learn by doing". This placed the emphasis on field work and concrete workshop projects rather than theoretical discussions and lectures.

When the Graduate Diploma Course was first established it was hoped that as soon as the course had proven itself academically and technically and had achieved a certain measure of professional recognition, the University Senate would recommend to the Board of Governors that it become a degree course in the faculty of graduate studies comparable to any other professional course such as social work, commerce, or engineering. This has now happened. U.B.C. is offering a master's degree in community and regional planning within the faculty of graduate studies. This degree can either be a Master of Arts or a Master of Science depending upon the prerequisites offered by the candidate and the courses chosen. This program of courses allows the training of planning personnel and provides facilities and background for research into the planning problems of Western Canada. The course is directed by a committee on community and regional planning of the graduate faculty, under the supervision of the writer who acts as its secretary; the dean of the faculty of graduate studies is chairman of the committee. In addition to this university committee, an advisory council has been established of members of the architectural, engineering and allied professions as well as the community at large to advise the committee from time to time on curriculum and general teaching problems; it also provides a valuable link with current practices in community planning. Various members of the university staff in other departments such as civil engineering, social work, geography and economics have contributed valuable time as well as formal courses in the training of our planning students. To supplement this staff instruction, the university was able to bring to the course another full time instructor to assist, particularly, with the social and economic aspects of the workshop problems. He is a graduate in the social sciences as well as in planning from the University of Chicago and provides the important socio-economic background to many of our planning problems.

Prerequisites and Curriculum: Prerequisites for the master's course include a bachelor's degree in agriculture, architecture, arts, commerce, engineering, forestry, law or social work as well as a number of specific courses or their equivalents, some of which may be taken currently with the master's course.

The curriculum and instruction methods combine to train students, with a specific qualification, in the general social, economic and physical relationships of land use in its urban and regional application.

The core of the planning training is a planning workshop, in which the direct application of the survey-analysis-design procedure in the planning process, is developed and practised. Examples are taken from British Columbia, and, in a wider sense, from the Pacific Northwest.

Additional planning courses include lectures and seminars on planning methods and techniques, and planning engineering.

In addition to these courses, further subjects will be taken by the student from the several fields of study related to planning. The curriculum is so devised as to suit the requirements of the individual student in accordance with his academic background and future professional interests.

Research: Continuing research into the problems of urban and regional planning is essential to the advancement of planning and its teaching. Participation in such research is an important adjunct to the teaching program. Emphasis in the research program will focus on the unique planning problems inherent in a developing area such as British Columbia, where industrialization and urbanization has accelerated in recent years.

The first research project, an examination of the community and regional planning opportunities in B.C. law, has been completed with the financial assistance of the federal and provincial governments.

Employment Opportunities: A variety of employment opportunities exist today throughout British Columbia and Canada as a whole in the widening field of community and regional planning. There has been increasing recognition in recent years that the problems created by population growth, expansion of cities and towns, intensified rural development, and rapid industrialization require the guidance and advice of qualified planners with professional status. Their services are sought by agencies of the municipal, provincial or federal governments, as well as natural resources industries and public utility companies.

Fellowships: A number of fellowships, scholarships, and bursaries are available for qualified students through the support of the federal government and by the community of Vancouver for graduate study and research in community planning. Application for fellowships must be preceded by acceptance for the master's course by the university committee: both applications for admission and possible fellowship awards must be made to the university as early as possible after the publication of this notice.

H. Peter Oberlander, Secretary
Committee on Community and Regional Planning

OBITUARY

James Allan Parrott was former chairman of the Toronto Chapter, O.A.A., and senior partner in the firm of Parrott, Tambling & Witmer. Born at Chalk Lake, Mr Parrott attended Central Technical School in Toronto, where he later taught architecture. From 1927 to 1945 he was architect for Loblaw Groceries Co., building warehouses in Toronto, Buffalo and Chicago. Mr Parrott's firm was active in designing special types of schools, including Ontario's first junior high school in East York, firehalls, industrial buildings and Y.M.C.A. buildings. Recently the firm designed extensions to the Kew Beach United Church, the bowling alley on O'Connor Dr. and the head office of the Western Assurance Co., Toronto.

Mr Parrott was a keen bowler and curler and a member of the Royal Canadian Bicycle and Curling Club and Balmy Beach Lawn Bowling Club. Active in the Masonic Order, he was a charter member of Birch Cliff Lodge, G.R.C.; a past first principal of Beaches Royal Arch Chapter, G.R.C., and a member of Geoffrey de St. Aldemar Preceptory and Rameses Temple, Toronto. He attended Kingston Road United Church.

John Caulfield Smith

CHANGE OF ADDRESS

Mr Auguste Martineau has moved to new premises at the Masoud Building, Brock and Montreal Streets, Kingston, Ontario, from 134 Clarence Street.

The office would be obliged if manufacturers and suppliers would address catalogues, samples, etc., to the above address.

KITIMAT

The following notes on the Kitimat Development are to be read as complementary material to the section on Kitimat, page 79 in this issue.

Hardly more than a year will have elapsed between completing the Master Plan for the Development of Kitimat and the incorporation of Kitimat as a Municipality. The work, up to that point, has entailed a substantial effort not alone by the professional planners, but, also, by Provincial departments and authorities in British Columbia, and by many in the Aluminum Company of Canada whose smelter will be the initial industry at Kitimat. It might be said that this work has been done in trust for the people who will be Kitimat. These people will ultimately be many more than the aluminum workers. Kitimat is designed to accommodate various industries, and to develop a normal component of workers in commerce, business, services, and professions—there will even be room for many who do not retire to Victoria. Its social

and economic profile indicates that an ultimate population of some 50,000 may be reached. The limited and rigorous terrain of the site can accommodate this city at comfortable densities, and with plenty of room for all the amenities which modern planning can build into a city.

Kitimat is designed for growth by stages. The plan contemplates that the city's growth may pause or even stop at the end of any of these. The Master Plan may be said to have a "fourth dimension" in that it aims to design Kitimat that it may be a whole town rather than a collection of fragments at any such stopping point. This aim has affected the make up or structure on neighborhoods, of the school system, of the City Centre, of the road and utility systems, of park and recreation planning, of the transportation systems, etc. The requirement of wholeness at interim stages in a city's expansion is a critical one in city planning.

If the work of the professional planners, who are also architects and engineers, has gone beyond the strict limits of city planning at its driest, it has only been to anticipate and to test out the city plan as a fertile bed for good architecture, workable and attractive site planning, and of good landscaping starting with the endowments of Kitimat's terrain and plant ecology. The much greater work of development now lies in the hands of the new municipality, the citizens private and corporate, and of the many architects and engineers who will be concerned with Kitimat over the years ahead. The Master Plan for the Development of Kitimat is a strong and supple instrument which the planners turn over for their use with the earnest hope that it will be used skilfully and energetically.

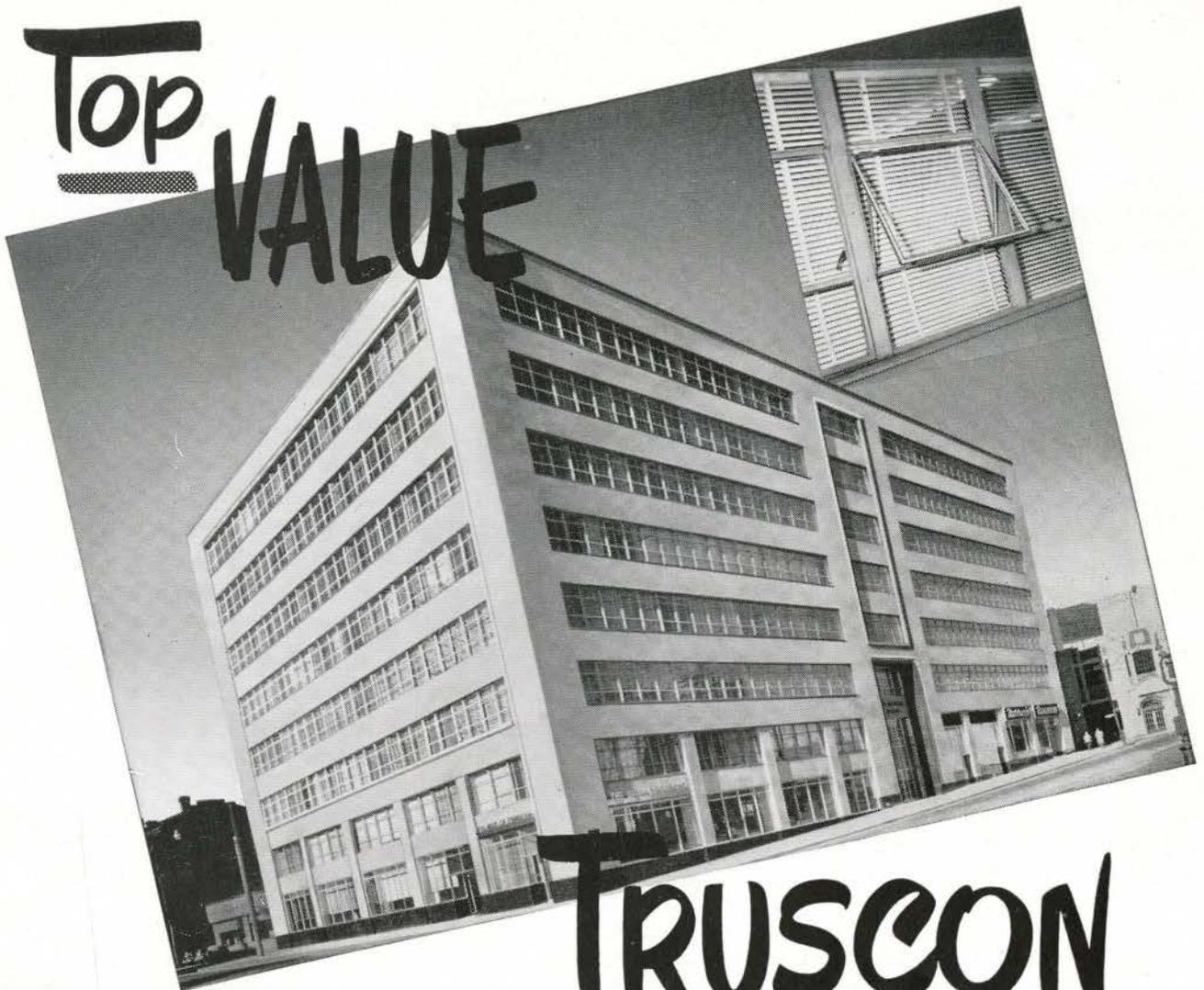
Julian Whittlesey

Mayer and Whittlesey's architectural practice includes many large apartment and housing projects, also commercial and industrial buildings. The firm and partners have been closely identified with the Public Housing movements in the U.S.A. since the early 1930's. The firm has undertaken a number of large scale planning commissions, including consulting assignments by the individual partners. Among these are: Proposed Towns of Greenbrook, Maryland, and Gilman, Vermont; Master Plan for Greater Bombay; Rural village planning for the United Provinces, India; Master Plans for Gujarat University, India; Allahabad Agricultural Institute, India; new Capital City of the Punjab; several U.S. Air Force Airfields, and for Kitimat.

Clarence Stein, architect and town planner, noted for his design of Radburn, New Jersey, and Chatham Village in Pittsburgh, Baldwin Hills Village in Los Angeles; Greenbelt, Maryland; was coordinator and director of planning, while Mayer and Whittlesey were the town planners.

The Kitimat work entailed the services of a number of specialists, among whom were: Ralph Eberlin, utilities; James C. Buckley, transportation; Dan Kiley, landscape.

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