THE UNIVERSITY OF MANITOBA

A STUDY OF URBAN RECREATION WITH PARTICULAR

EMPHASIS ON UNICITY WINNIPEG

by

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PREFACE

This thesis represents a struggle in extrapolating bias and translating personal feelings beyond opinions towards a philosophy. The latter point does not mean transforming opinions into facts, but changing segmented opinions to a definite, cohesive attitude. For the attitude of the architect, planner, or taxonomist is the beginning, (or the soul) and the motivating spark for the categorization of activities which eventually leads to alterations in the physical environment.

Where does one begin at developing an attitude towards recreation. One way is from personal experience and observation. For instance, if I had not lived in Montreal, Kingston, Toronto, Thunder Bay, Ottawa, Winnipeg, Calgary, and Vancouver and gone jogging, bicycling, swimming, skiing, fishing, tobogganing, and skating without experiencing frustration the limited access to these unorganized activities in the respective cities, then I would not be doing this thesis. Yet, in all these Canadian centres I found public recreational facilities frustratingly inadequate.

In my economical situation, I personally found walking, jogging, swimming, and bicycling to be the most satisfying form of sports. This type of activity can be

classified as informal recreation because: (a) you use a minimum of equipment; (b) no money is involved; (c) they are engaged in spontaneous activities, they are not a scheduled event, they can be performed whenever the individual has the time and the inclination (d) they can be done by individuals or in groups; (e) no elaborate organization is involved.

I especially appreciated the pedestrian paths and bicycle trails which I discovered close to my residence in the city. The "monkey trails", so nicknamed at Assiniboine Park in Winnipeg and the "long stairs" complex up Mount Royal, Montreal are just two examples. After I experienced these facilities, it occurred to me that urban life could be changed immensely if the cities had a more comprehensive system of walking and cycling paths; a system which joined the existing pockets of public recreational areas, and a system which also separated these areas from the usual vehicular traffic.

TABLE OF CONTENTS

Page

FORWARD

Contradictions within our society are nowhere more dramatically expressed than in the physical structure of our cities. The ad hoc construction patterns of the urban setting, with its tall, centre core and ever-growing fringe, is jubilantly celebrated as a symbol of progress. So often Progress has been related to growth that we mistake one for the other, yet this uncontrolled growth does not come without a price. A price which is difficult to challenge because it is equally difficult to evaluate.

Generally the reaction to conjected, ad hoc, urban planning was one of avoidance. In the past, millions of people were able to leave their undesirable environment in Europe and start afresh in America. If the new industrial towns brought misery to their occupants, the logical and easiest solution was for them to leave. Therefore, the planning of the tennant housing structure of the towns was left unchallenged.

Unfortunately, the frontiers are now gone. Canadians cannot abandon their urban settings; at least not in numbers that would be of importance. Today, moving from one nation to another is really moving from urban setting to another.

1

Because we cannot easily escape our urban environment, public policy has become a critical crises. North American policies have traditionally allowed individuals to shape the urban environment by arbitrary construction of large and small projects. No thought is given to public concern. This type of decision making must be questioned. The web of city life has developed such tangles, that developers, large and small, with their land price inflating tactics, control the decision making process. However, what is considered as good for the developers may, in the long run, not be good public policy regardless of the immediate short term gains.

It might be argued that our urban centres are built with the consent of the population. The population, though, has more immediate needs to worry about such as: family life, education, food, fun, etc. Worrying about street patterns is a luxury of those who can afford the time away from work and daily chores. The people who actively concern themselves with the construction of our urban centers are few and are usually the better paid professionals, politicians, or businessmen who gain directly or indirectly from designing the city, the streets, and the buildings. The complacency of the general population is a function of ignorance of what a city could be and not a sign of condonancy. This complacency is slowly changing as different organizations learn to articulate their wishes. Up until a

few years ago the criticism of government public housing

policy by the Canadian Public Housing Tenants Association

would have caused resentment because it would have been

considered as a rude challenge to traditional attitudes

towards designing of public housing.[1]

The strongest contradiction that must be studied is

that of trying to find architectural programs to solve

economic and political problems. The cost of housing has

risen mainly due to the inflationary cost of land and money.

Designing better environments cannot be related to designing

cheaper environments, for the sacrifices in architecture

save us a small per cent of the overall project cost. There-

fore, one has to seriuosly question why architecture cost

saving devices are emphasized. The stress should be placed

on urban planning as a tool for solving the problems created

when people are forced to live together and not as a politi-

cal tool to gain votes or private wealth.

Developers are encouraged to pack as many apartments

on to the site as possible so that the maximum return for

the investment can be made. Yet the tenants of this project

must live within this environment where public spaces are

trimmed to a token. Each individual project package,

unrelated to the others and often redundant, make up our

cities. It is no surprise that North American cities are

dull. This atmosphere, of course, affects the citizens.

Suggestions for improving this condition are as mixed and

varied as the conditions that produce the situations. In
general, within the system of checks and balances between the
right of an individual and the right of public policy, the
latter deserves fresh attention.

An attempt to preserve both the rights of the
individual and of public policy is exemplified in the
construction of the new city hall in Toronto. It differs
from the old city hall, not in the form of the office
buildings, but because of a large, public square. Through
the construction of this square, public recreation has been
integrated into the city core.
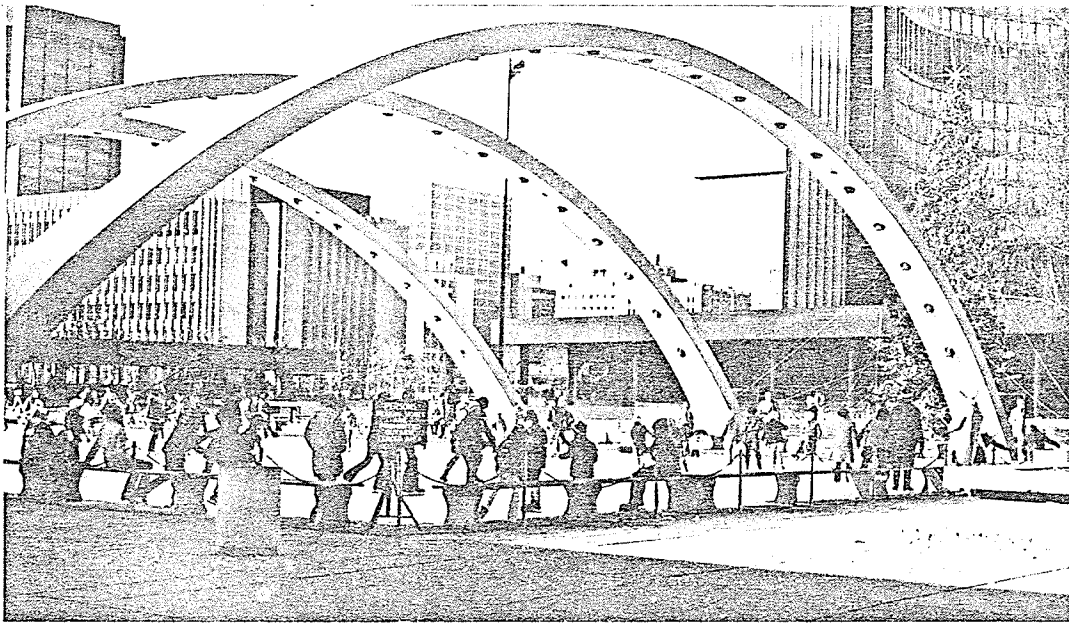
Today after two decades of desiccation, there seems to
be evidence of a renaissance in urban park usage. The
common meeting ground of a practicing democracy,
envisioned by the English do-gooders of the past
century, may yet be realized in our time. And if there
is a key to urban resolution in America, a way out of

the present morass of fear, mistrust, and commercial
brutalism, the changes are that it will be found in
social institutions rather than in pragmatic esthetics,
and rational, structural order. The first People's Park
movement grew out of the popular need; and while leaving
little of esthetic innovation, it helped to convince a
reluctant middle class society of the basic humanity of
all men.[2]

One of the main conflicts of architects involves the
concept of "justice" meaning giving what a person is legally
due to him, and the concept of "public policy" meaning
restricting an individual's legal right for the general
benefit of mankind.[3] It is clearly not one policy or the
other, but a mixture of the two "justice" and "public
policy" that must be carefully balanced to give the public
and the individual the rewards of urban living.[4]

Collins, in his recent book Architectural Judgement
documents a case that clearly explains the conflict.

> Leeds Industrial Co-operative Society V Shack which was
> decided in the House of Lords in 1924 by a majority of
> 3:2 in favour of the appellants. The respondents had
> applied for an injunction to prevent the appellants from
> constructing a building so high as to interfere with his
> right to light. They implied that it was in the public
> interest to allow them to infringe another property-
> owners right if they themselves were willing to pay such
> compensation as might be considered equitable by the
> courts, where as the respondent argued, that, on the
> contrary, it was manifestly against the public interest
> to allow someone to buy permission to do something which
> would otherwise be illegal.[5]

The right to 'light,' or for that matter, fresh air, a view,
or recreation is not beyond reasonable demand if accurate
planning is done by politicians, economists, and planners.
But long before the issues of over-crowding or pollution
pushed planners into more detail zoning by-laws, the ad hoc

construction of the streets and buildings have left an impossible physical burden which conflicts with social architecture.

The task of buying back public spaces within our existing tightly jammed, privately owned urban centres such as: New York, Montreal, and Toronto is impossible. In Europe, however, especially around London, England, new towns were constructed as an attempt to correct the uncontrolled growth of the greater London area. Their success is difficult to evaluate, but the same idea is under consideration by the Canadian government for the Toronto area.

What is so important in developing a completely new town or subdivision is that the government owns the land. This allows:

- the site planning to proceed without pressure of jamming the site for maximum profit,

- opportunities for experimenting with new housing forms,

- it frees the project of existing municipal by-laws,

- savings on land costs per unit,

- monies that would be consumed as profit to be left on the site in the form of public amenities.

The public seems determined to have at all costs, amenities that are part of the community's environment, complete with all the facilities: shopping, recreation, education, diverse landscape, daycare centres, etc. The

emphasis then falls on the relationship between each house
and its lot, between each house and its neighbour, and a
return to the blessing of basic privacy. In other words, it
is the home purchaser who will get a great deal more comfort
and satisfaction from the neighbourhood itself, and what it
has to offer. The area surrounding a house and the
recreational opportunities available will become more
important than the characteristics of the particular house.[6]

Until now, the only opportunities to plan a balanced
community (mixture of incomes), providing these amenities,
have been curtailed by government economic policies. The
federal policy of 200,000 housing units per year may or may
not be met; and if the private market does meet the quota,
then there is no pressure on the government to build low
cost or public housing.

> It has been argued that this implies that public
> activity is merely responsive, as a residual, to private
> activity, and this is bad. There is some truth to the
> residual notion, and indeed, there has to be. If
> private activities are free to fluctuate as it is in a
> free economy, public activity must take into account
> the general economic objectives of stable growth if high
> levels of employment are to be achieved. One sure way
> to push up housing cost, quite apart from more general
> inflationary risks, would be to keep publicly initiated
> housing at a high level regardless of what happens in
> the private market.[7]

If the above statement is true, how can we then
implement the amenities to the public? What vehical can be
used to add to the richness of the urban settings? Is the
city form still to be at the whim of private enterprize, or
should government step in and be responsible for planning?

> It was the avant-garde theorists who were the most
> fervent protagonists of the political control of archi-
> tecture fifty years ago, and in so far as radical archi-
> tectural theorists may now object to such political
> controls as exist, it is because of the existence of
> such control per se, but rather because the party in
> power does not subscribe to their own architectural
> beliefs.[8]

The relationship is not difficult for architects doing

individual buildings who certainly do not require special

legislation to accomplish good architecture, but few

specialists in urban design have any doubt that legislative

sanctions of some kind are essential if their work is to be

successful.[9]

The contradiction between servicing the state or

servicing a political party cuts into the architect-politi-

can relationship. Better public housing could be designed

in Canada, but at present, governments at federal, provin-

cial, and municipal levels cannot co-ordinate their

policies.

Currently, good architectural standards are of

secondary importance because politicians are more concerned

with spending public monies frugally. Public spending for

housing is played down in an attempt to maintain the work

incentives of the majority of private citizens. However,

the need for public housing is increasing and consequently,

the government must concern itself with the planning of the

total community. To do this, the government will have to

buy large tracts of land. This will check land speculation

and lower the cost of public housing. Once large tracts

of land are owned by the government, the architect becomes free to develop communities around public recreation.

Now the question arises as to what amenities are actually needed in Canadian residential communities, and how should these amenities be implemented? As far as Canadian cities are concerned, up until now, the relation-ship between its form and diverse recreational activities has not been so critical. Canadians could easily escape the dull urban core by going to the nearby countryside and to a seemingly limitless number of lakes, streams, and wild forests, to fulfill their recreation needs. The urban home was thought of as a convenience for school and work, and serious recreation was reserved for the cottage and summer. Canada, having an abundance of recreational land, reinforces arguments against large public areas within its urban settings. Countless summer homes are within easy driving distance of Quebec City, Montreal, Ottawa, Toronto, Hamilton, Thunder Bay, Winnipeg, and Vancouver. It was at the cottage where the people exercised and refreshed their spirits with sailing, swimming, fishing, hiking, hunting, canoeing, and many other physical and mental skill testing actions took place.

No other country in the world has a population which, until now oriented itself to both a winter and summer residence. However, as our urban centers increase in size recreational opportunities become threatened.

Because city space is increasingly being sacrificed for
traffic there is less space for parks. We cannot ignore
this problem any longer by escaping to the country due to
the fact that suitable lake frontage for new cottages,
within driving distance from the city and on unpolluted
waters is gone. The lower Great Lakes, Lake Erie, and
Lake Ontario, are polluted and are not favored for swimming.
Serious fishing has disappeared on Lake Superior even with
its relatively unpopulated shores. The price of cottages
and property are now jealously guarded because of increasing
pressure for recreation space by all segments of the
population.

The time has come for all Canadian cities to plan

for the future. We must provide facilities within the
communities so that the pressure to leave the city for
recreation will be reduced. This would, at the same time,
relieve pressure on the remaining lakes and wild areas for
future generations. The emphasis must be placed on a more
slower and wiser development of our total environment.

The amenities need not be the large expensive gyms,
rinks, bowling alleys, for they may not be as beneficial as
merely closing off a street between noon and dusk for
children to play. In this sense we must be concerned with
providing simple, but essential, modes of recreation for
people of all ages and in all stages of development.

> The city planner has not yet come to realize the fuller
> nature of his task, the provision of an environment
> suited to every phase of life and growth from infancy
> to senescence. Too much of our planning up to now,
> certainly in North America has been concentrated on
> adult life, indeed, on the adult life of the masculine
> half of the population, and on only so much of this
> life is concerned with business, industry, administra-
> tion, traffic, transportation. Even in handling adults,
> the city planner has omitted important areas of
> activities.[10]

Recreation within the city can be integrated in the
growing areas, and with common sense. Planning that relates
to the more diverse language of human actions need not be
excluded in the existing built up areas. Urban recreation
does not have to be a fantastic expense. The key lies in
wise planning, and a realignment of priorities.

CONCEPTUALIZING

It is easy to criticize the existing recreational
facilities in residential areas once one has set up an ideal
and determined how existing patterns fail to meet these
standards. However, it is more difficult to apply this
philosophy of recreation to the existing city patterns.
This is especially true when the philosophy contradicts
traditional attitudes and existing legislation. Because
there are these contradictions in the areas of recreation,
we should then look for precedents which exist in the
system despite the contradictions and which support the
ideal that informal public recreational spaces should be
integrated into residential communities.

One precedent which supports this ideal of integra-
tion is Stevenage. The precedent at the new town of
Stevenage, England is its network of pedestrian, bicycle,
and vehicle traffic. The principle motivating planning is
a respect for people's different needs. Stevenage is part
of the new community phenomenon of England which provides
a different value orientation for conceptualizing "urban
problems" and urban solutions.[11]

> New Community large scale developments planned to provide
> housing, employment, and a system of integrated facili-
> ties and services within self-contained environment
> spring from and old idea. For decades new cities have

been proposed and built both here and abroad (Brasilia, Canberra, Australia and Washington, D. C. for example). Nevertheless, there is a great difference between a new city built to serve a single purpose, such as a national capital and new communities that are developed as a response to urban pressures. The latter concept is one of the authentic revolution ideas of our time.[12]

The new community movement was originally put forth to check uncontrolled growth, particularly in cities such as London, England. Stevenage, Harlon, Brachnell, Crawley, Hatfield have not stopped London from continuing its sprawl; but these new towns have been a proving ground for planning ideas. New towns in Canada can also give architects and planners a chance to establish a better precedent for recreation; and a chance to integrate these facilities and

housing in relation to Canada's geography and climate. In
Canada there are three major population pockets, Toronto,
Montreal, and Vancouver, which will receive consideration
for new town developments.

.One of the factors involved in new town development
is the provisions for recreation. Recreational facilities
and opportunities that are planned into the community from
the beginning have, of course, a better chance of succeeding.
Convincing future developers or politicians to spend monies
on such ideas as a bicycle system through the community
would be easier and more meaningful if an existing example
was on hand in Canada.

One of the problems, however, is that people are
reluctant to invest in new, unproven ideas and therefore,
our cities are not a reflection of our knowledge in planning
or architecture. The ideas are available but private money
will not take a chance on innovation and will instead
continue to support the existing patterns. The difficulty
is explained by Leo Molinaro when he says:

> I know of at least one hundred cities that have had
> studies made of trends in their local economy and
> other basic life support systems. Perhaps another
> hundred cities can be found but I have yet to find a
> city that tries to spell out in clear, operational terms
> just what life could be like if the city could achieve
> its objectives and reverse undesirable trends or
> reinforce desireable ones. We expend our energies on
> diagnosis and prescription and never get around to
> describing how the results would look, feel, and act.
> In short, we have no clear vision of the good life to
> which people can relate effort, sacrifice costs and
> benefits.[13]

The problem of establishing architectural ideals
today is not so much due to the relative importance of
firmatas utililas and venustas as to the difficulty of
creating a realistic understanding in the lay mind of
the difference between price and value.[14]

In an affluent and democratic country it is the
wishes of the people which decide policy, and a decision
is expressed in part by the choice the buyer makes (when he
has a choice). But the following pressures of urbanization
have negated the freedom of choice which we assume are
there:

> (a) Land becomes so expensive as to preclude all
> but extremely dense residential downtown living.
> (b) Families with children seeking single dwellings
> would have to commute several hours each day.
> (c) Downtown areas are polluted and noisy.
> (d) Higher taxes and yet higher land costs as
> suburbs sprawl further.
> (e) Industries flee to suburbs leaving: the poor
> without access, that they can afford, to jobs; and the
> inner city without the necessary tax base; leadership
> at core weakens as skilled workers move out.
> (f) Steady erosion of stable neighbourhoods,
> economic uncertainty facing core dwellers, deteriorating
> quality of their environment, creation of an increasing
> explosive situation where people feel cheated and the
> despair.
> (g) Increased segregation of economic classes,
> division in the community and between communities.[15]

Architects such as Frank Lloyd Wright and Corbusier,
suggested proposals which would alleviate these problems.
But such plans involved radical political change and there-
fore, were never carried out. Instead, architects have
devoted their energies to developing new technologies and
tricks to satisfy the developer's concept of justice. How-
ever, what is needed is for the architect to serve the con-
cept of public policy rather than justice. To do this, the

architect can produce visual goals and raise the expectations
of the public.

> Although goal statements tend to turn off many hard
> headed people because they usually sound like truisms
> and cliches and we have come to associate them with
> people or organizations that are powerless to bring them
> to reality. On the other hand, a production goal stated
> by a producer, a distribution goal stated by a distri-
> buter, or a health goal stated by a health provider can
> make us sit up and take notice.[16]

Therefore, in relation to urban planning, it is the goals of
the architects and planners which must be heard.

One of the ways architects and planners can ration-
ally have their ideals of public policy implemented, is
through legislation. The level of the legislative process
which is most connected with urban planning is the Urban
Secretariat which for the first time co-ordinates federal,
provincial, and municipal government policies.

In order for the Urban Secretariat to justify
legislation that co-ordinates industrial and economic
growth, it must have a clear image of what the city could
be like. This is where the architect can influence legisla-
tion.

An example where legislation concerning urban
planning was promoted by an architect occurred in 1953 when
the Central Mortgage and Housing Corporation bought land in
Scarborough, a township of Toronto, Ontario. In 1971,
C.M.H.C. announced it was going to build a new community
of 50,000 people on this land. Because it was the govern-
ment who bought the land twenty years ago, at a good price,

it defys opposition that architects have no need to concern themselves with political policy.

A description of this particular project appeared in the August 11 C.M.H.C. News Bulletin, Ottawa.

New Community of 50,000 in
Borough of Scarborough

Work will begin soon on the development of a new community in the northeast sector of the Borough of Scarborough which will eventually comprise some 12,000 housing units which will ultimately accomodate a population between 40,000 and 50,000 persons. This is seen to represent an investment in land development of approximately 40 million dollars and a total development including land and building of some one-half billion dollars.

The new fully serviced, fully integrated community will be built on more than 1,700 acres of land known as the Malvern land assembly project which was acquired by the federal and provincial government in partnership in 1953, in anticipation of housing needs. The site will be developed in phases over periods of 10 years as a balanced community containing residential, industrial, institutional and commercial lands as well as providing spaces for schools, recreation, parks, and day care centres.

The over all development is intended to serve a wide range of income groups. Serviced land will be available for housing of all types including single and semi-detached dwellings, town housing and apartment and in a variety of tenures including leasehold and condominiums.

Some of the rental accomodation will be at market and some will be for low income families and individuals.[17]

Aside from helping to meet the housing requirements of a substantial population increase for metropolitan Toronto in the coming years, this project provides an excellent opportunity for the introduction of the recreational space back into the urban setting.

Another precident in Canada is Nun's Island of Montreal where the owner gave direction and was not

interested in selling the land to a developer who would

divide the property into individual lots. The land, conse-

quently was sold to the Quebec government and not to private

developers. Nun's Island is a result of an attitude based

on the principle of trying to build a better environment in

which to live.

> The thinking behind the Nun's Island concept, with
> desirable tracts of land being what they are today--
> scarce and costly--is the land must be utilized to
> better advantage both when it comes to providing more
> homes and retaining more open space. Consequently, the
> Island is planned for 30 units per acre, a density that
> is advocated by a number of planners and to which
> Weissband subscribes. Therefore, at the very outset
> this figure was fairly well established. But the amount
> of open space left, even with this density, retained as
> it is in large, usable examples, makes the community a
> sought-after place to live in.[18]

Additional positive examples of interjecting public

spaces into the urban core is Ottawa. It is no accident

that Ottawa has changed its image and has become a more human

experience for visitor and residence. With the leadership

of Douglas Fullerton, Chairman of the National Capital

Commission, remarkable feats have been accomplished. He

paid attention to items that would otherwise be over-looked

by normal urban planning.

> 1.   He made available plots of parkway land so that
> city dwellers could grow their own vegetables.
> 2.   On Sundays during the summer, he closed large
> sections of the parkway to automobiles and turned them
> over to hordes of delighted cyclists.
> 3.   He also deserves the Order of Canada for having
> banned snowmobiles from Gatineau Park.
> 4.   He inspired a spectacularly successful winter
> innovation conversion of the Rideau Canal into a
> winding four mile skating rink. Thousands of Ottawans
> have taken to the Rideau in a form of winter jogging.[19]

Ottawa, having the most successful Canadian experiment in closing off a shopping street to traffic and turning it over to pedestrians, provides a good model of what leadership and attitude can accomplish once a goal is established. The pressure to form the N.C.C. came not from economics but rather from wanting a capital that Canadians would be proud of. We should think this way about all our urban centres.
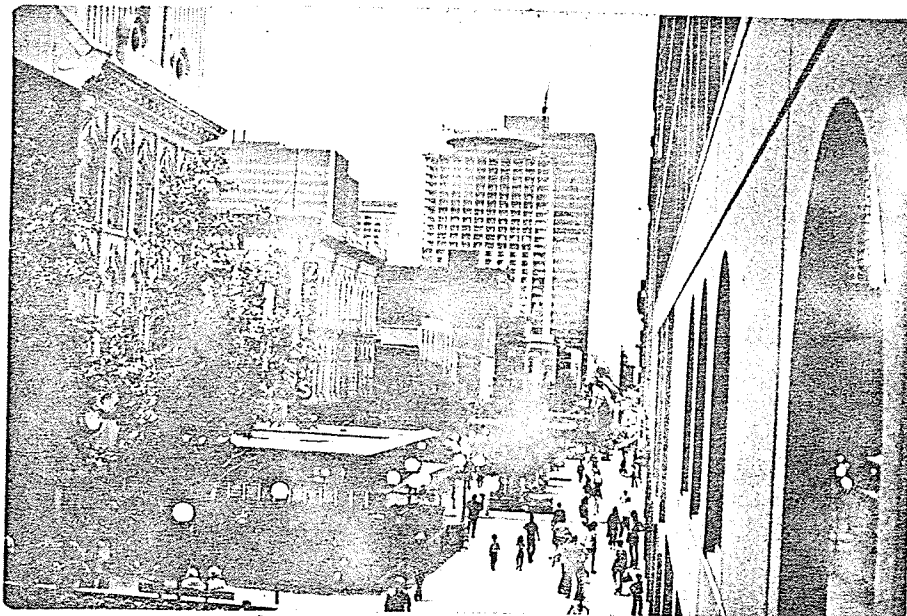

Sparks Street Mall, Ottawa

The clue to the N.C.C. success was the legislation that gave it jurisdiction over the newly formed capital region of Ottawa, Hull and Quebec. In updating legislation it would be wise to look at countries like Sweden who have used this tool to form the type of physical form thought
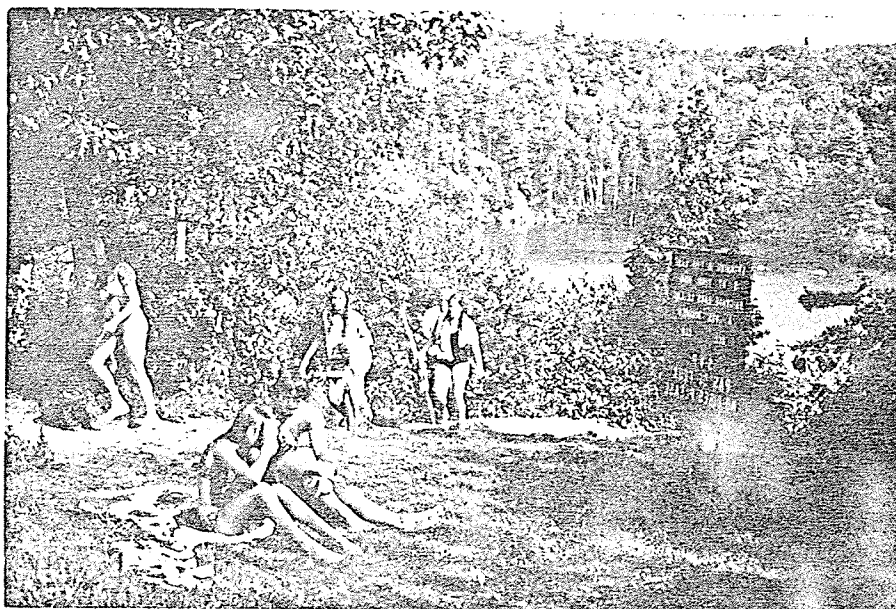
Pinks Lake--Ottawa

(Government owned, unpolluted lake, for public swimming)
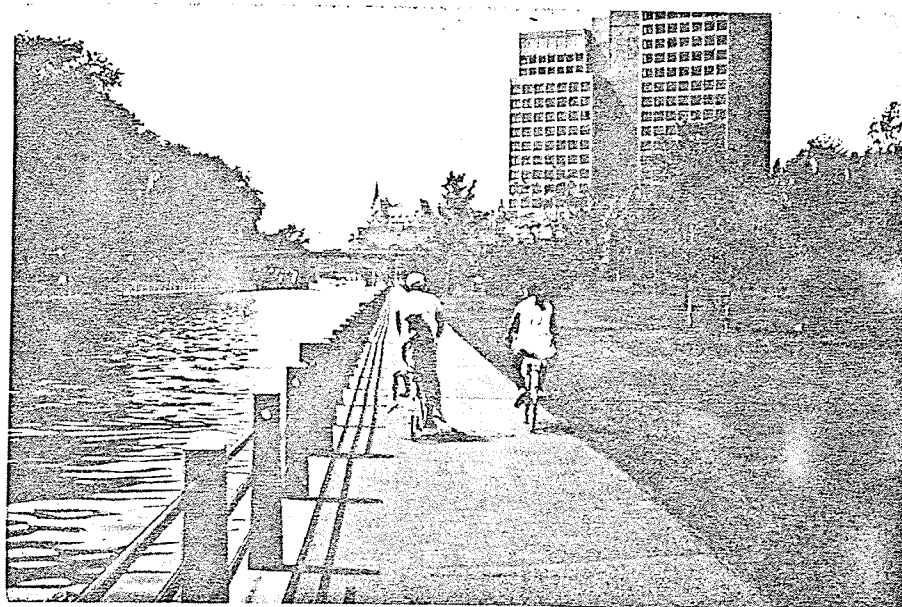
Bicycle Trails--Ottawa

more desirable to contemporary twentieth century urban

living.

> In 1947 an act was passed to divest private landowners
> of the right to make subdivisions for building develop-
> ments. Instead, the law decreed that building shall
> take place only where it is deemed desirable in the
> public interest. As thus defined any building project
> is supposed to satisfy designated sanitary, economic
> and social criteria. A landowner who is denied dense
> building development on his property is not entitled
> compensation either. On the strength of the 1965
> Natural Conservation Act, rural development may be
> prohibited in areas which are considered valuable for
> their scenic beauty as for the outdoor recreation they
> provide.
> Not only does the Act entitle the authorities to
> stop unsuitable development, but it also enables them
> to acquire land against the owners will in order to
> realize planning intentions for specified areas within
> specified times.
> The scope for public purchase of land is further
> enlarged by the Law of Eminent Domain, under which
> local authorities may expropriate land if that will
> ensure the carrying out of development projects at
> reasonable cost; the compensation to be paid for land
> acquired under eminent demain is fixed by special
> expropriation courts.[20]

The emphasis on legislating urban precedents instead

of letting trends establish is a more responsible approach

to providing the urban core with it's vitality.

> One such trend is that the pattern of recreational
> demands within the city is likely to shift away from
> space consuming recreation such as the extensive open
> air parks and in favour of the space saving capital
> intensive facilities. Exemplified by swimming pools,
> expensive equipment, and organized playgrounds and
> stadium for spectators sports. In general, the pressure
> upon the community will appear not so much in terms of
> relatively large space requirement with the city, but
> rather in the form of increased expenditures for
> recreational capital facilities.[21]

This quote fails to point out why the trend results. It is

not that people wish this type of activity as opposed to

the large parks. It is that the user does not have the

choice of the large parks within the city. Economic and
land values have more to do with supporting this trend and
not the desires of the people. We need tennis courts,
football stadiums and swimming pools but can one imagine
Winnipeg without Assiniboine Park or Vancouver without
Stanley Park. In fact, with a greater number of people
relying on the urban setting for their recreation, our
cities should consider expanding large park facilities as
well as compact sports centres.

In understanding urban recreation one must under-
stand the constraints on the activities of the people. Most
of these activities are carried on in close proximity to
the home.

> Although the rising standard of living and the increased
> mobility which accompanies the shorter working hours
> make it possible for the family to spend more time away
> from home. Surveys have shown that an average of 30%
> of the available time is still spent in or close to it.
> Furthermore, the low mobility groups, namely the
> children, mothers, and the aged are home bound and so
> are the increased number of unemployed and the unemploy-
> able.[22]

Since the majority of recreational activities do
take place within close vicinity to the home the emphasis
in urban planning must be placed on establishing informal
recreational areas among the residences.

OBSERVING

Street hockey represents the type of leisure activity which this thesis promotes. Bicycling, jogging, swimming, and loitering are difficult actions to plan for due to their unscheduled nature. Yet the responsibility of the architect or planner is to integrate ~~these~~ places for just such activities with our residential and commercial building. The fault with our traditional approach to providing recreation is that we construct set games or things to play with instead of the place.

The following pictures capture people in the act of unstructured recreation. Although the photograph represents isolated observations, there is no attempt of organizing the different activities into sub-headings. The photographs are used to define unstructured recreation only. The reader may see patterns and want to form a taxonomy of how these actions relate to each other, space and recreation in general, but the list not complete and a taxonomy of recreation is not the object of this thesis.

Street hockey

The importance of street hockey lies mainly in the relationship between the proximics of the street and the front doors of the children's homes. Street hockey allows for spontanious games and minimum equipment. Mothers can call children into house at will. Rules are, (no need of supervision) kept to minimum yet physical skills and the excitement of body contact are still maintained.

Sliding

Children are challenging each other to the ability of body balance, muscle tone, and coordination.

No equipment is needed. The abandon rail embankment, even though not constructed for such activity, provides an excellent linear play space.

Tobogganing

Tobogganing celebrates the arrival of winter. It provides an excuse to experience the snow and to close to the ground. Swishing down the hills gives a sensation of speed and accomplishment. Tobogganing becomes a game of subtle complications. The questions arise as to how far you can traverse the flat, how many people can you pack onto one toboggan, can you stay on while taking a bump?

There is always the unexpected spill that forces you to recognize the properties of snow.

Snow climbing and tunnelling

Experiencing snow tunnelling is discovering the world of white caves, with their silence. The challenge of caves is to tease the structure with ever increasing spaces until it collapses.

Snowshoeing and cross country skiing

These activities relate to older ages who like to have an excuse to exercise. The art of snow shoeing is physically demanding especially in deep snow and has a touch of Canadian sentiment. The sport is available to basically anyone who can walk, the shoes are not expensive and last a lifetime.

The greatest hinderance to snowshoeing is the lack of place within the city.
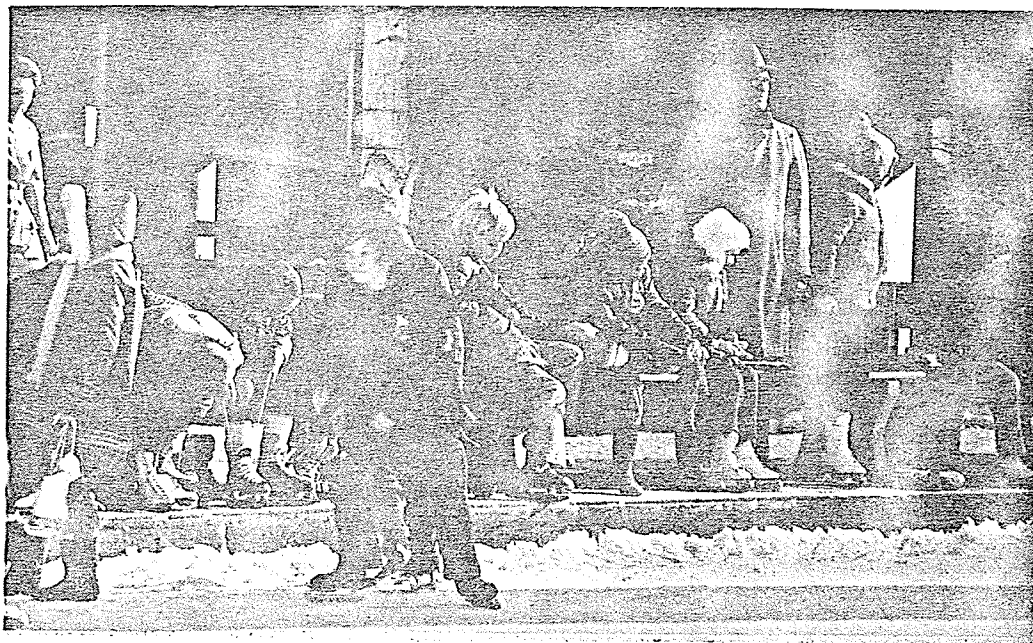
Skating

      Skating is an activity that is common to all ages and both sexes. The rink is a real highlight of activity. The old watch the young and the poor skaters watch the show-offs. The busy people stop briefly to refresh their memory of such carefree movement.

Linear parks

     It should be recognized that children play on the way to school, shops, and play grounds. The path is actually the playground. Given space and nature's own forms the children will invent the rest. There is no need for providing toys.

Tree climbing

The trees are not just branches but a jungle,
secret hideaways, an airplane, or mountain to conquer.
Tree climbing provides an instinctive challenge for boys
and girls to test and develop their physical coordination.
Few children hurt themselves climbing because they also
have been given the dominant instinct of self preservation
and know their own limitations.

Bicycle paths

The importance of the bicycle paths becomes more evident when one learns that in 1971 there were as many bicycles sold in North America as cars.

The bicycle path in this particular case is enriched by valleys and knolls.
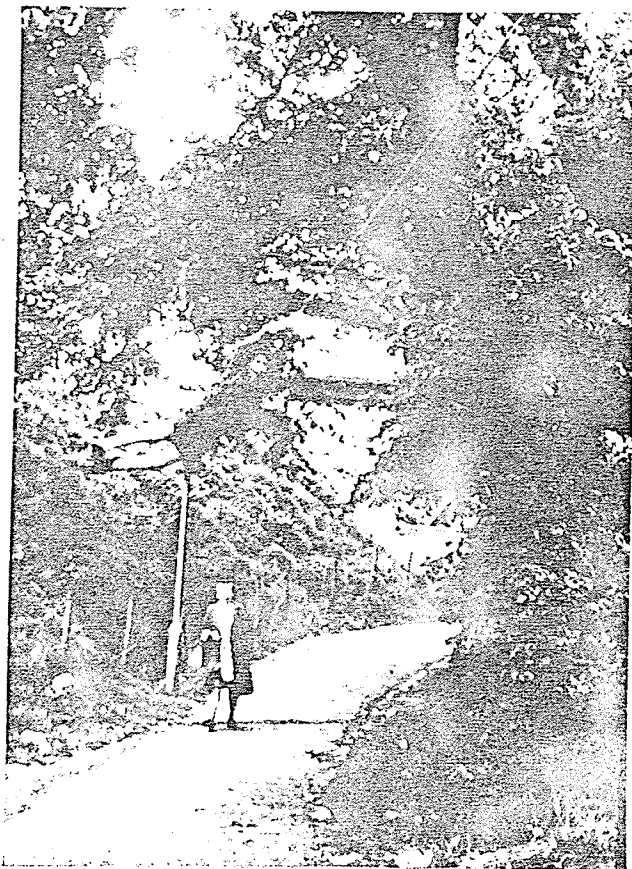
Swinging

    This game is fun because it is dangerous. The child gets the thrill of accomplishment.

    The place of action is the walking paths from the housing at Cumbinauld, Scotland to the towns shopping centre. The path allows the passer by to experience the playing of the children.

Walking paths

These are important because it gives couples a
place of privacy without having to buy a ticket. Paths
are a good way of experiencing the changing seasons, the
smells, sounds and colour which cannot be fully appreci-
ated from the enclosure of the car.
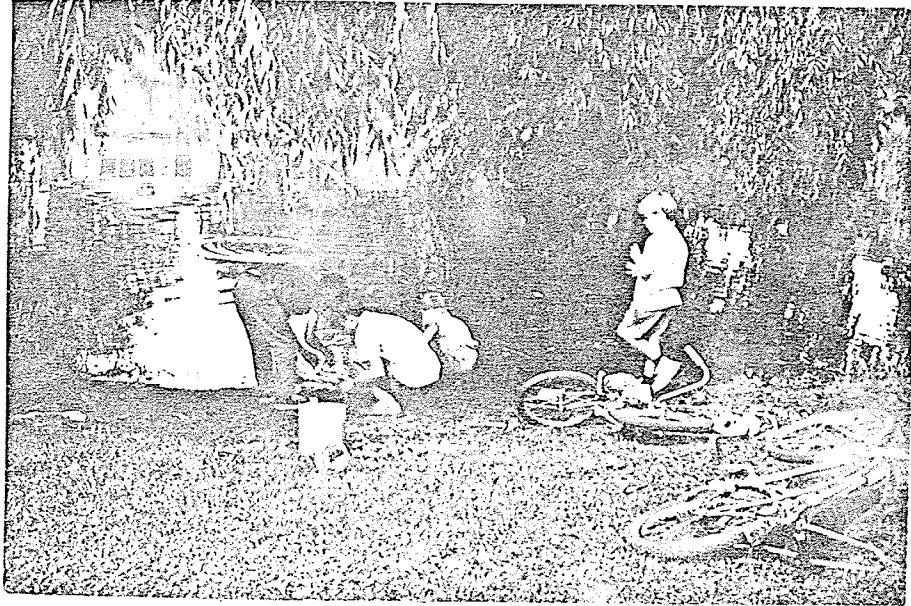
Presence of water

In this particular experience the children were
examining a small toad or was it a frog? The importance of
this picture is that the water body is in the heart of a
residential neighbourhood of Ottawa. Note the use of
bicycles that allows the water "place" to be ready avail-
able to children of other neighbourhoods.

Large open green spaces

     We have so often equated urban recreation to green open space that its place in public recreation policy is taken for granted. If the parks have filled their purpose in the past, future generations will have to rely on them even more. Plans should be made for even bigger green spaces within the hearts of our urban cores, no matter what the cost.
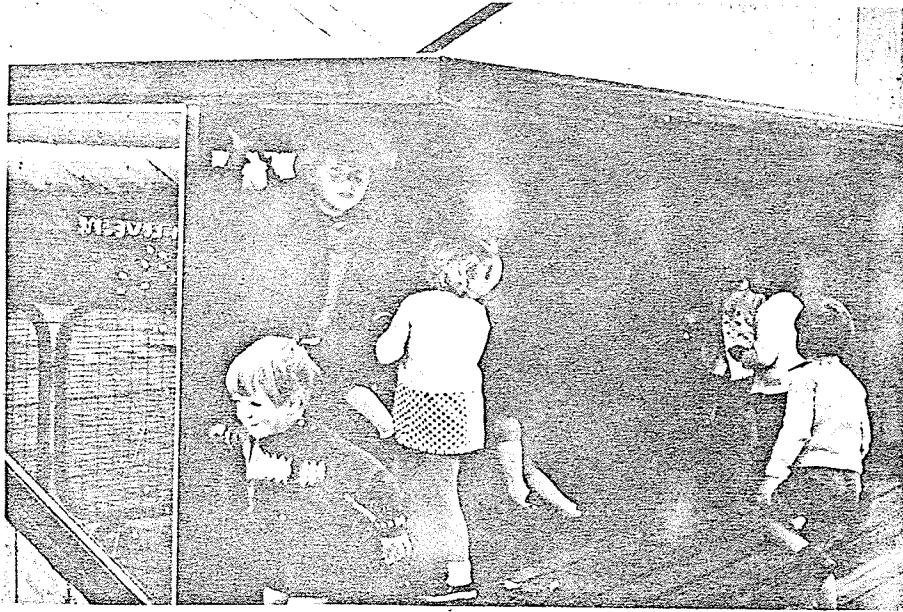
Children discovering on their own scale

      The space provided here was not meant to be a gathering node for children. It just happened to be close to the super market where mother went to shop. Children immediately noticed that the space was to their scale and claimed it.
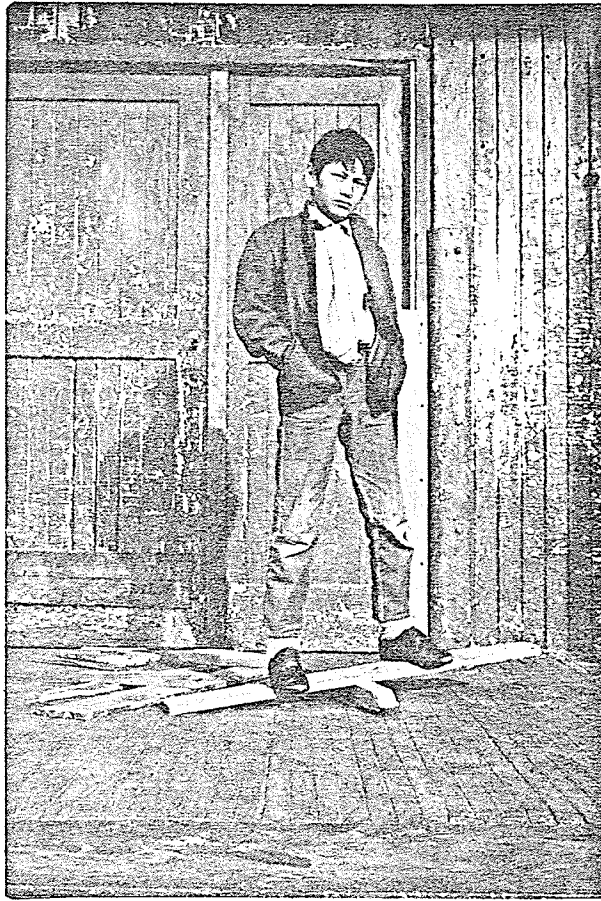
Loitering

Many educationalists and planners consider just hanging around the street corner as a waste of time because it contradicts personal values. But it happens that some people do not have the luxury of personal privacy at home and retreat to the streets to be alone. Also it gives them a chance to meet people, develop gregarious relationships and combat their loneliness regardless of how the time is spent.

The source of water

Public water especially if it is scarce in the urban setting is a sure centre of interest. In this particular example the only source of water for these children was a place of which they treasured and decorated with bright colours.
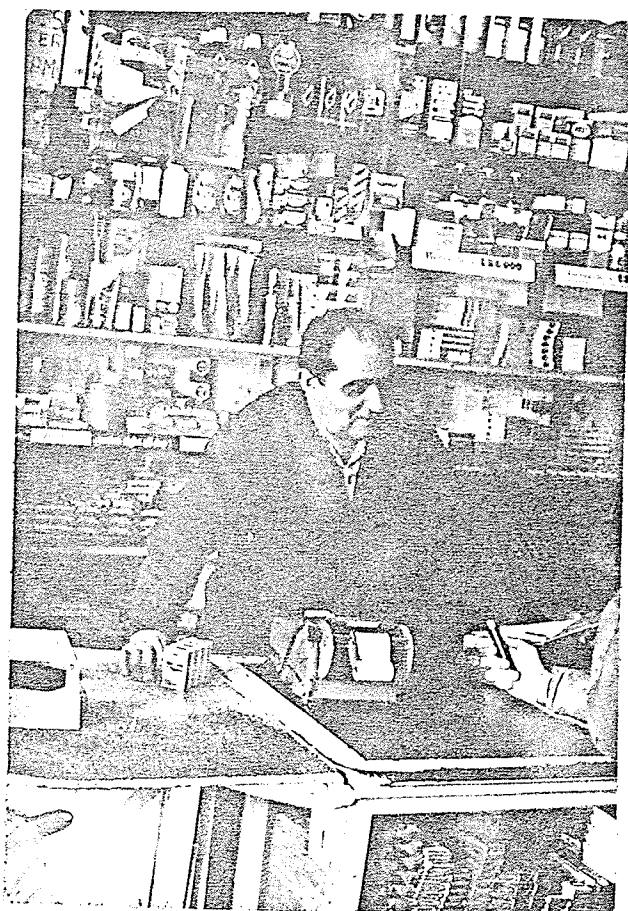
Personal contact

It is not surprising that despite all economic trends and pressures there are people who are still faithful to their old neighbourhood stores. We still get a kick out of having the storekeeper know us by name and gives us that personal touch as if we were somebody special.

Group Cohesion

   The spaces where people gather have more to do with
what is available than that which is desirable. The
challenge is to make the best of the past mistakes.
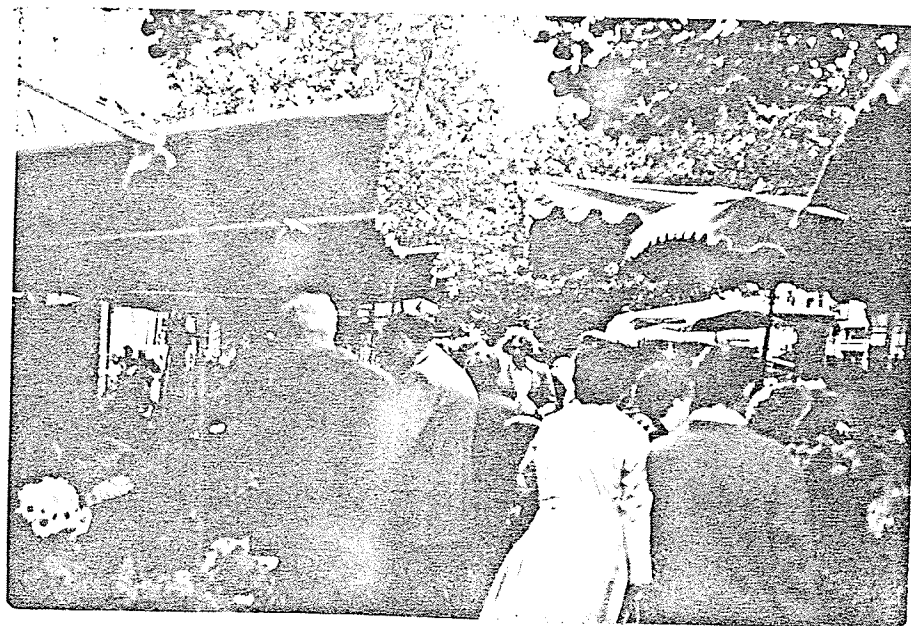
Browsing

The nicest experiences at the market are smelling
and observing the fresh meats, flowers and vegetables.
Despite trends that make these market places uneconomical
they still can be found in the large urban centres of
Canada and are real sources of refreshing recreation.

RECREATION AND COMMUNITY

Recreation in general is an activity which refreshes ones body and mind. Yet recreation is a matter of personal interpretation and what is fun and stimulating for some people may be unfulfilling work for others.

Any human activity could be theoretically classified as recreation under the above definition depending on the individual attitude. But to understand the phenomenon of recreation the action can be .... categorized into indoor and outdoor activities. Within these categories fall a wide variety of recreational pastimes.

> To meet the needs of individuals, groups, clubs and societies, there exists outdoor sports grounds, play areas, parks and pleasure gardens. There are also indoor requirements to accommodate the arts, (including theatrical, musical, literary, and dramatic activities), sports and physical recreation, hobbies, require a large range of facilities, some specialized other general: halls and meeting rooms, theatres, museums and libraries, sports centres and swimming pools, workshops, craftrooms, lecture and concert halls. Recreation in the country requires car parking, picnic areas and scenic viewing points; and camping sites; water recreation; footpaths and briddle paths; field centers. Rides and refuges for natural science enthusiasts; the list is long and still incomplete.[23]

The above categorizing abstracts the activities into a relationship between action and space but an additional qualifier must be added. Recreation should relate to our economic patterns.

To do this it ought to be recognized that the

provision for recreational space is drawn from three main

sources.

First, private facilities: those owned and adminis-
tered by private clubs, in which one would include clubs
linked to industrial or business concerns. Generally,
and particularly in sports, clubs cater for only one or
two recreational activities; but an increasing minority
is looking to the promotion of a wider range of activi-
ties.

Second, commercially operated facilities: provided
by individuals and organizations with the express purpose
of making a profit. They include restaurants and concert
halls, cinemas and riding stables, theaters and boat-
yards, dance halls, stately homes, camping sites, skating
and bowling alleys, marinas and golf driving ranges.

Third, public facilities in which there are two
main categories. First, those provided by a public
authority for general use and second, those provided out
of public funds for a special purpose but for which
certain restricted recreational use has been possible.
An example of the first category are urban parks and
swimming pools, libraries and museums. The second
category includes facilities in educational establish-
ments, those administrated by the services and certain
types of water areas, forest plantations, or high school
football, drama and community clubs.[24]

In applying these abstractions, it became evident

that the definition of public recreation used by the City of Winnipeg was problematic. Firstly, the department defines recreation in terms of maintenance of property and not according to people's activity. For instance, cemetaries and isolated boulevards are classified as recreational areas. This gives as unrepresentative picture of the available facilities in Winnipeg. Another important point is that the different municipalities recently joined to make one greater city. Previously, each municipality had its own programs and the emphasis on activities varied. As yet, there is no one comprehensive recreational policy or set of goals for the greater city.

Winnipeg's public recreational policy is defined in terms of a model which is constructed of three major elements. The model consists of districts and within the districts a number of communities which are, in turn, composed of neighbourhoods.[25]

Neighbourhood:

An area of 1/4 mile radius. The population may vary from 3,000 to 6,000. It is characterized by:

(1) a centrally located elementary school,

(2) 10% of the area being made up of parks,

(3) a centrally located recreation centre,

(4) local shops to meet daily needs,

(5) boundaries located at through streets.

The 10% of area which is set aside for recreation

consists of a neighbourhood park and a neighbourhood centre.
The park consists of 4 acres, (or 1 acre per 1,000 popula-
tion). In the park is a tot lot and a children's skating
rink. The neighbourhood centre of 5 acres is made up of a
skating rink, a football field, a softball diamond, a
building with two dressing rooms, and a multi-purpose room
to serve for meetings and group activities.[26]

Community:

An area of approximately 4 to 6 neighbourhoods and
has a community park and centre. The park primarily a land-
scaped park area 10 to 15 acres. The community centre site
contains a hockey rink, football fields, softball diamonds,
a playground, tennis court, games court area and a recrea-
tion building. The building should provide office, storage,
kitchen, change rooms, lavatories and multi-purpose rooms.

District:

An area consisting of 2 to 6 communities and
primarily a geographic concept. Each district has its
district park of an area of 40 acres, devoted to both
active and passive recreation. This park contains indoor
and outdoor swimming pool, tennis courts, baseball diamonds,
football fields, running track, toboggan run, picnic areas
and a water feature as a model boat pond.[27]

This model, with its definitions is not accurate.
According to the Greater Winnipeg Parks and Recreation
survey 1957, figures between 24,000 to 216,000

people make. a district. However, a population of 216,000 requires different recreational patterns than 24,000. Yet each district, in theory, was to be a unit composed of typical communities and neighbourhood packages different only in numbers.

Within the neighbourhoods the areas set aside for recreation are disjointed, left over land which has a poor relationship to the district's communities. Public recreation within these community centers revolve around supervised sports and crafts.[28] There is no regional framework or gaols that link the different neighbourhoods, communities or districts into a working unit.[29]

Improving recreation requires well defined elements such as swimming pools, small and large parks, tot lots and neighbourhood centres. But what is most important and often ignored is how the elements relate to each other in terms of location, size, existing traffic pattern, housing, geography, and diversity, of facilities.

In an attempt to understand the existing relationship between city parks, community clubs, and civic centres the following map was done. It is a reduced copy of a larger colour-coded map. The shaded-in areas designate areas set aside for metro parks. The larger circles represent civic centres (indoor sports facilities), the smaller circles illustrate community centres (outdoor sports facilities), and the dots represent neighbourhood parks and tot lots.

METROPOLITAN WINNIPEG
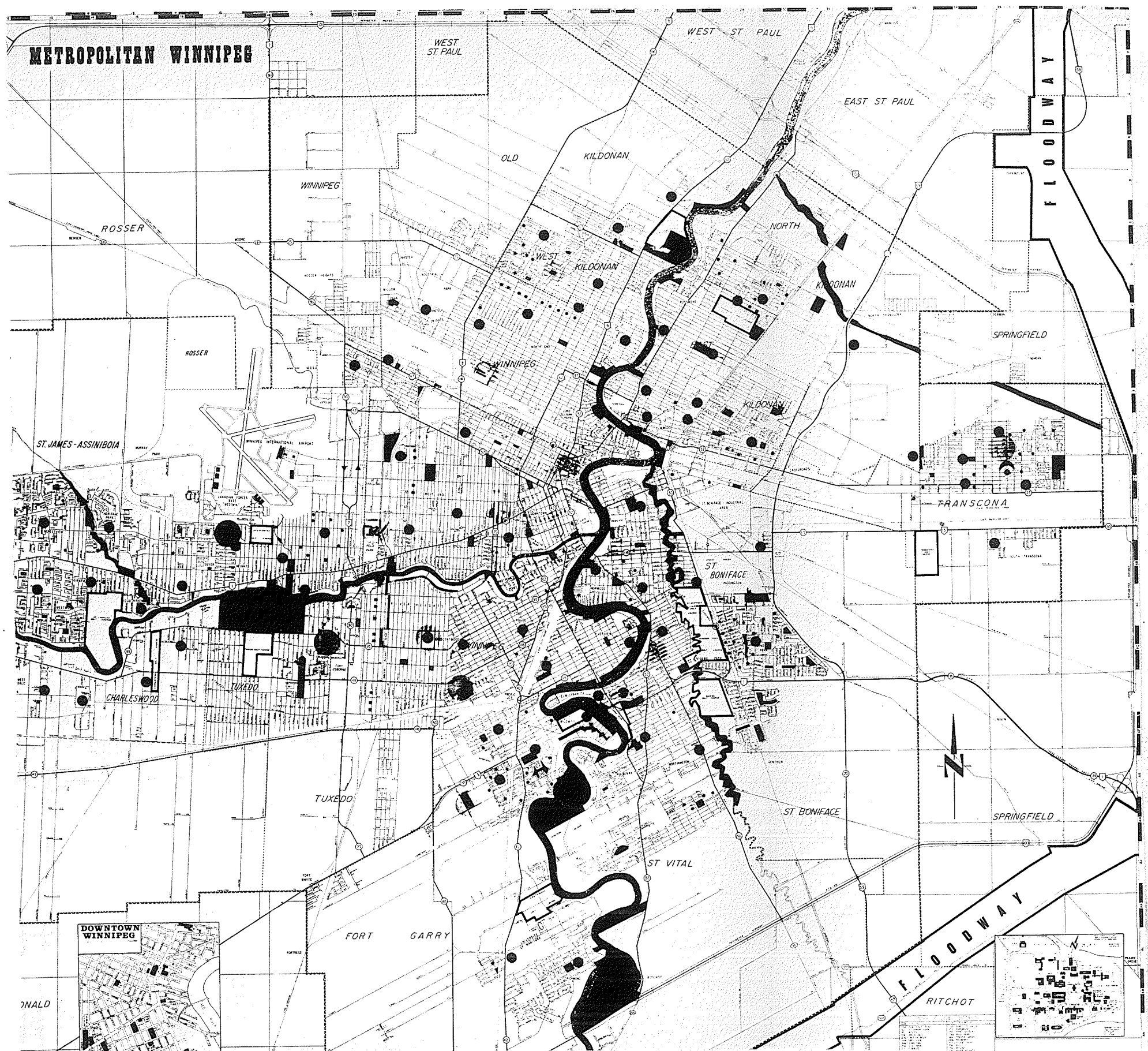
This map reveals just how ad hoc the pattern of
public recreation is. Not only does the map expose the
disjointed recreational planning but it does not present an
accurate account of recreational activities. People relax
and play, on sidewalks, old raillines, river banks, and
abandoned lots all of which are not part of the city's
official public recreational scheme. A clear example of
the inaccuracy involves street hockey. This is one of
Winnipeg's most popular sports. You will, however, not
find this listed, or categorized as recreation by any city
department.

To synthesize the actions of civilized loafing
becomes an exhausting, useless exercise.

> Only a perfect systemization can guarantee the possession
> of the entire content and turn philosophy into a
> science.[30]

Confronted with planning activities that cannot be accurately
categorized we must use intuition as a rational tool to
handle the irrational. The word irrational is used here to
explain the unknown whys of civilized loafing, tree
climbing, snowball fights, a passion for bicycling and so
on.

Looking at Winnipeg from the air and eliminating politi-
cal boundaries but recognizing natural and man-made surface
features allows one to intuitively abstract the types of
activities occurring in the different spaces.

Observing a mosiac map of Winnipeg (page 51) it is

apparent that the one dominant feature of the city is the

street patterns. The differences in street patterns relate

to what types of recreational spaces are an integral part

of the residential communities. To demonstrate this

difference we can examine the street patterns of three

particular areas. These areas are River Heights (1),

Wildwood Park (2), and Windsor Park (3).
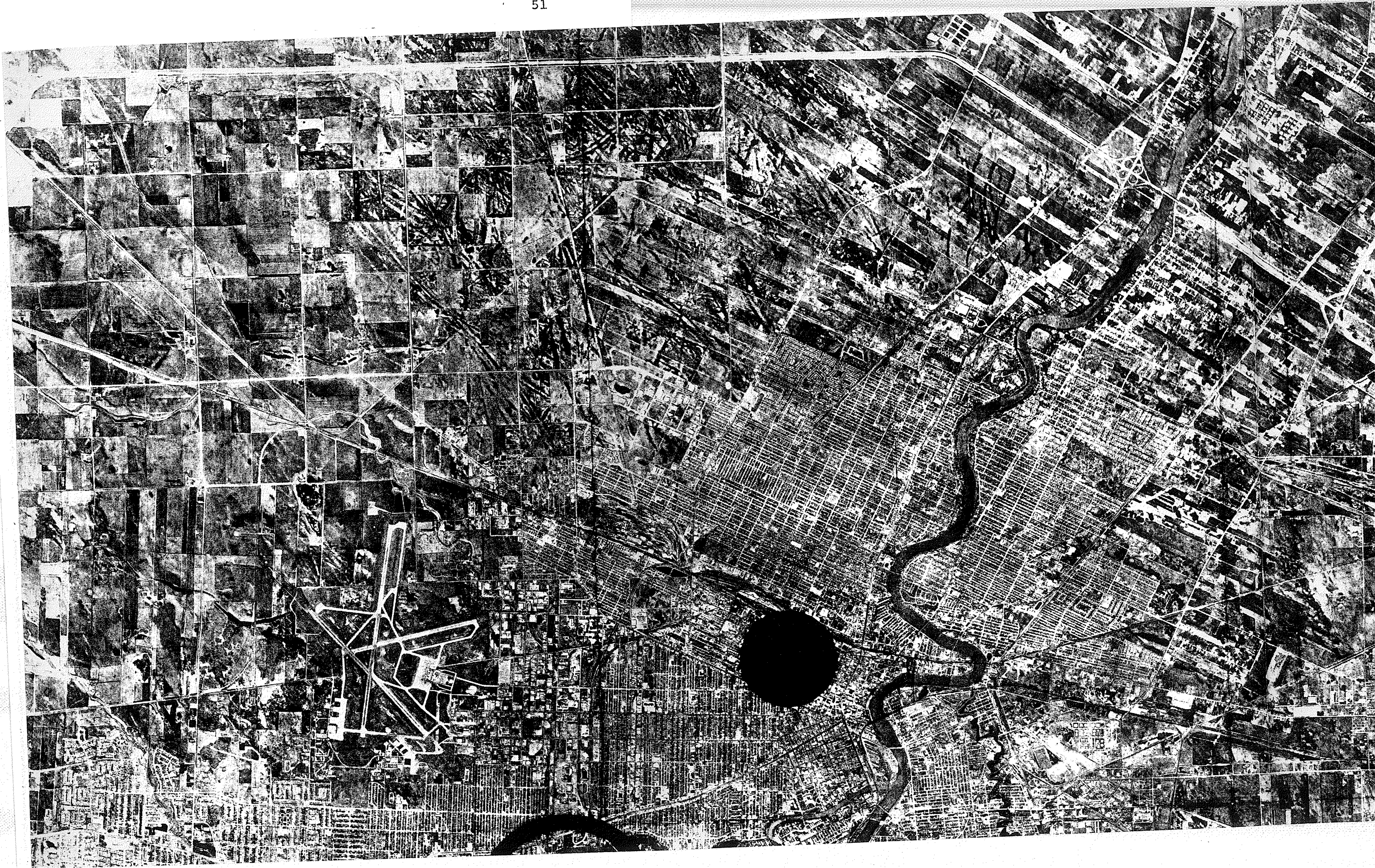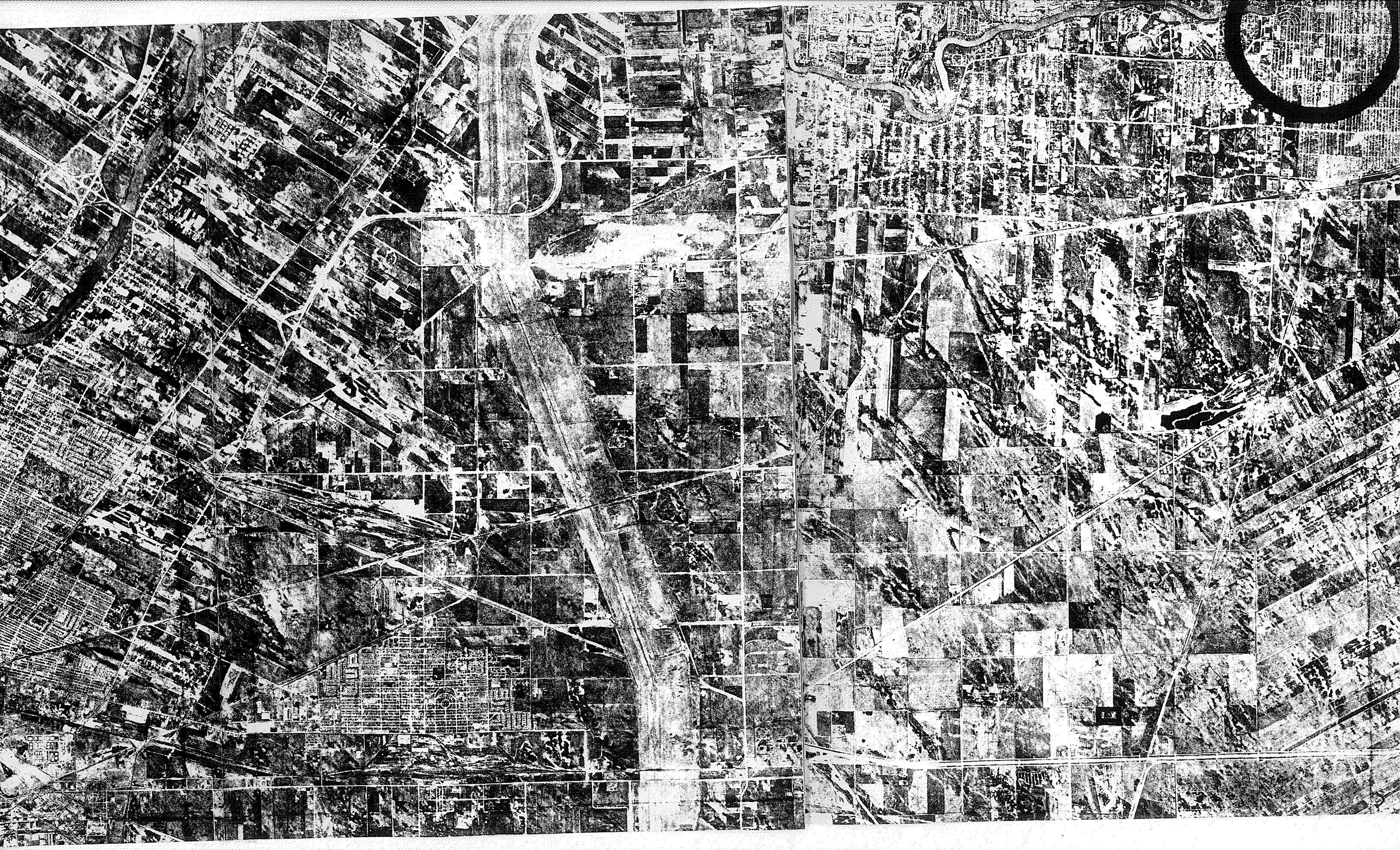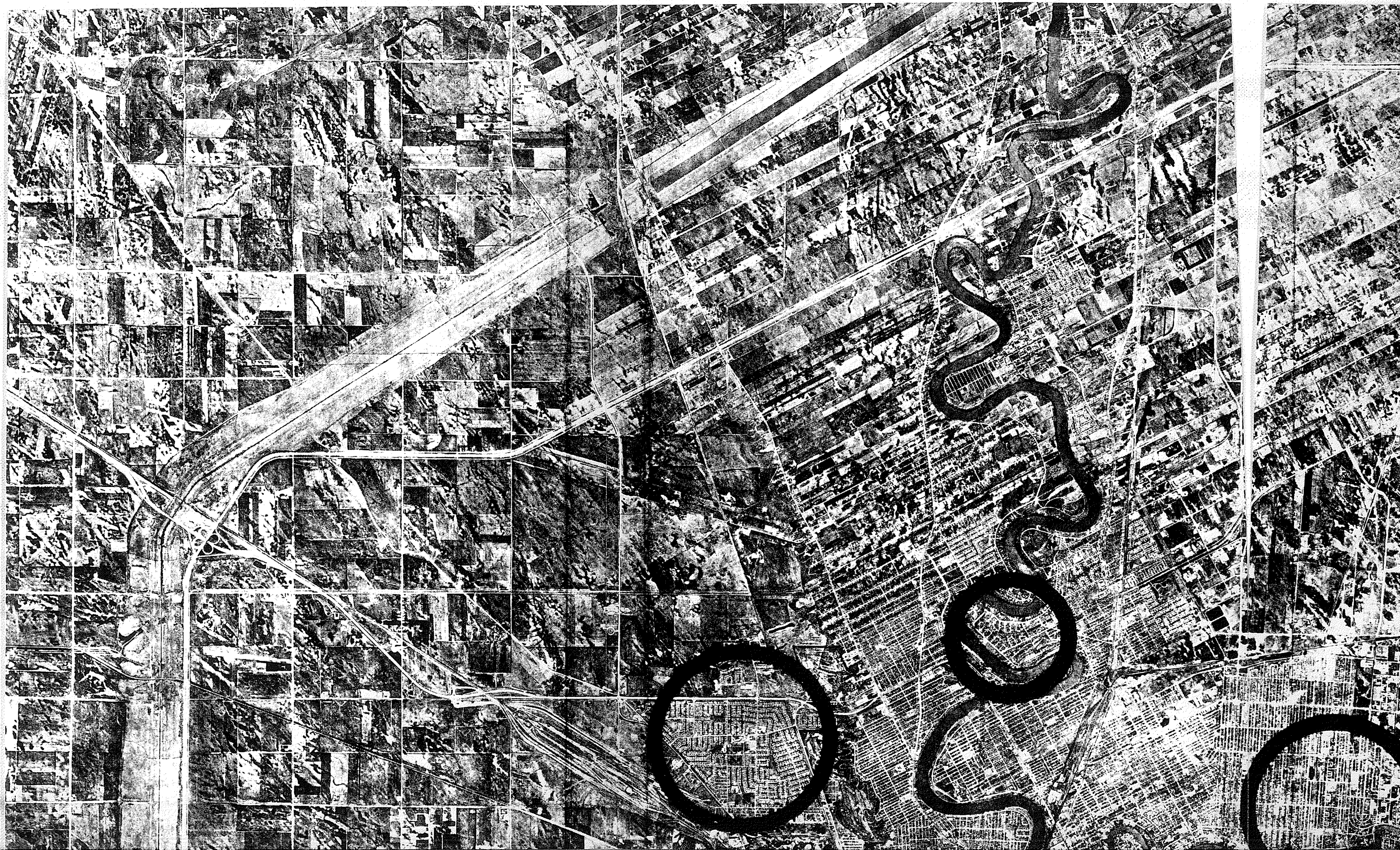
River Heights

River Heights has a traditional residential grid
with a density of approximately 48 housing units per
acre . Notice the public recreational areas pocketed
throughout city blocks having little relationship to each
other.

Map scale: 1" = 1000'
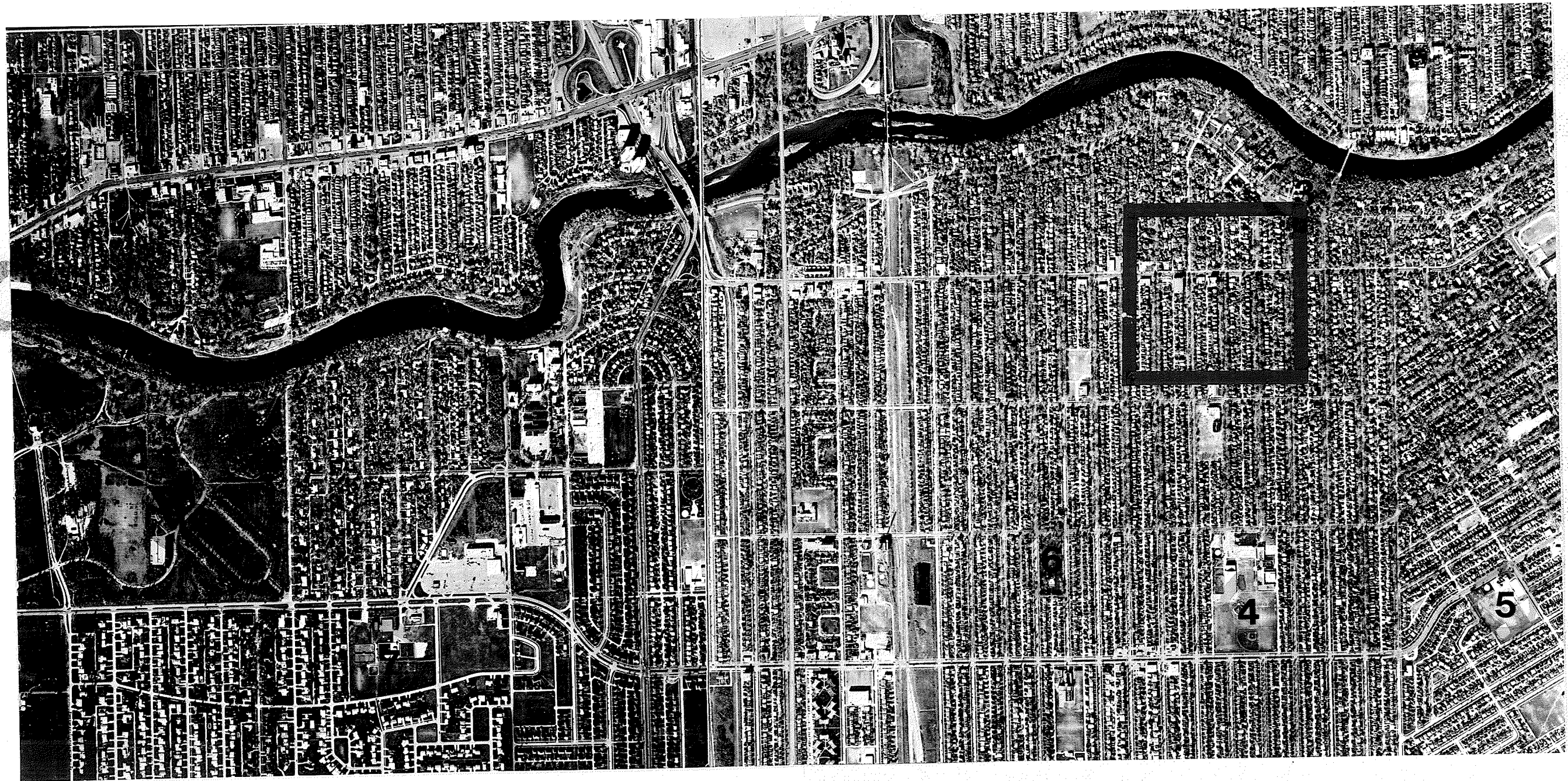
Key of map:

1. This is Winnipeg's largest metro park containing zoo, open fields, and wooded area. It is a successful park in terms of diversity of passive and active activities. Winnipeggers frequent the park in great numbers but the park is large enough to absorb the leisure seekers.

2. Children coming and going to the park have established a bicycle path along the river bank.

3. People out strolling have established a walking path in the centre of the boulevard along Wellington Crescent.

Wellington Crescent being the wealthy residential area of Winnipeg is certainly a neighbourhood where people could drive if they wished. Yet this path persists. The path, then, is evidence that people still enjoy the option of walking. The disappointment is that this type of facility does not comprehensively filter out through the whole community, instead of our insensitive, static, straight concrete sidewalks.

4. River Heights civic centre contains the indoor rink, ball diamonds, tot lot, tennis courts, school, and parking lot.

5. The Community Centre has basically the same facilities as the civic centre. It serves the same age group provides recreational activities such as: ball diamonds, tot lot, hockey, and football.

6.   This passive neighbourhood park isolated from the majority of the housing units really only serves the immediate area.   Older people in park cannot view the youth playing at the nearby civic centre.

7.   The civic centre for Tuxedo contains the usual facilities; tot lot with wadding pool, football field, baseball diamond, tennis courts, and two outdoor hockey rinks which have been recently increased to four.   Note that this civic centre is for the political unit of Tuxedo, a community that has eight hundred housing units.

8.   This walking bridge is a favourable link to unite the residential areas with park land.

Windsor Park of St. Boniface, Manitoba

The street pattern of Windsor Park is typical of Canadian urban residential subdivisions for the last ten years and is the existing format for many spreading city fringes. Density per acre is roughly 42 units.

This subdivision hints at providing integrated recreational space but falls short because of weak commitment on behalf of the land developer.

Map scale: 1" = 1000'

Key to map:

1. This walking path is more of a leftover space than a planned system. The path reaches out to few of the housing units within the neighbourhood.

2. The community centre is roughly in the geographic centre of community but not linked to the housing units with pedestrian walks. The shopping centre and recreation centre, although in the same area, turn their backs on each other.

3. The civic centre with its indoor arena is in the most inconvient location for access. This is because the centre was not a parameter of the overall planning scheme. It was built on fringe land as an after-thought.

4. Tot lots as official parks of the city are again after-thoughts of how to use the land left over from the street grid.

5. This neighbourhood park should have been at the other end of the pedestrian path mentioned in point 1.

6. The high-rise development is isolated on a triangle piece of property and has no physical link to the existing community recreational park except by car.

7. Here is an interesting attempt at letting recreational facilities dictate the form of the community. The body of water provides a richer life style for the residents. Skating, hockey, snowmobile track, observing small waterlife, wadding, sailing model boats etc., all take place within walking distance from residential units.

Wildwood Park

Wildwood Park was one of the first planned deviation of street layouts for Canadian residential suburbs. The change in street patterns gives certain advantages to encouraging civilized leisure. Density of housing per acre is roughly 34 units.

Map scale: 1" = 1000'
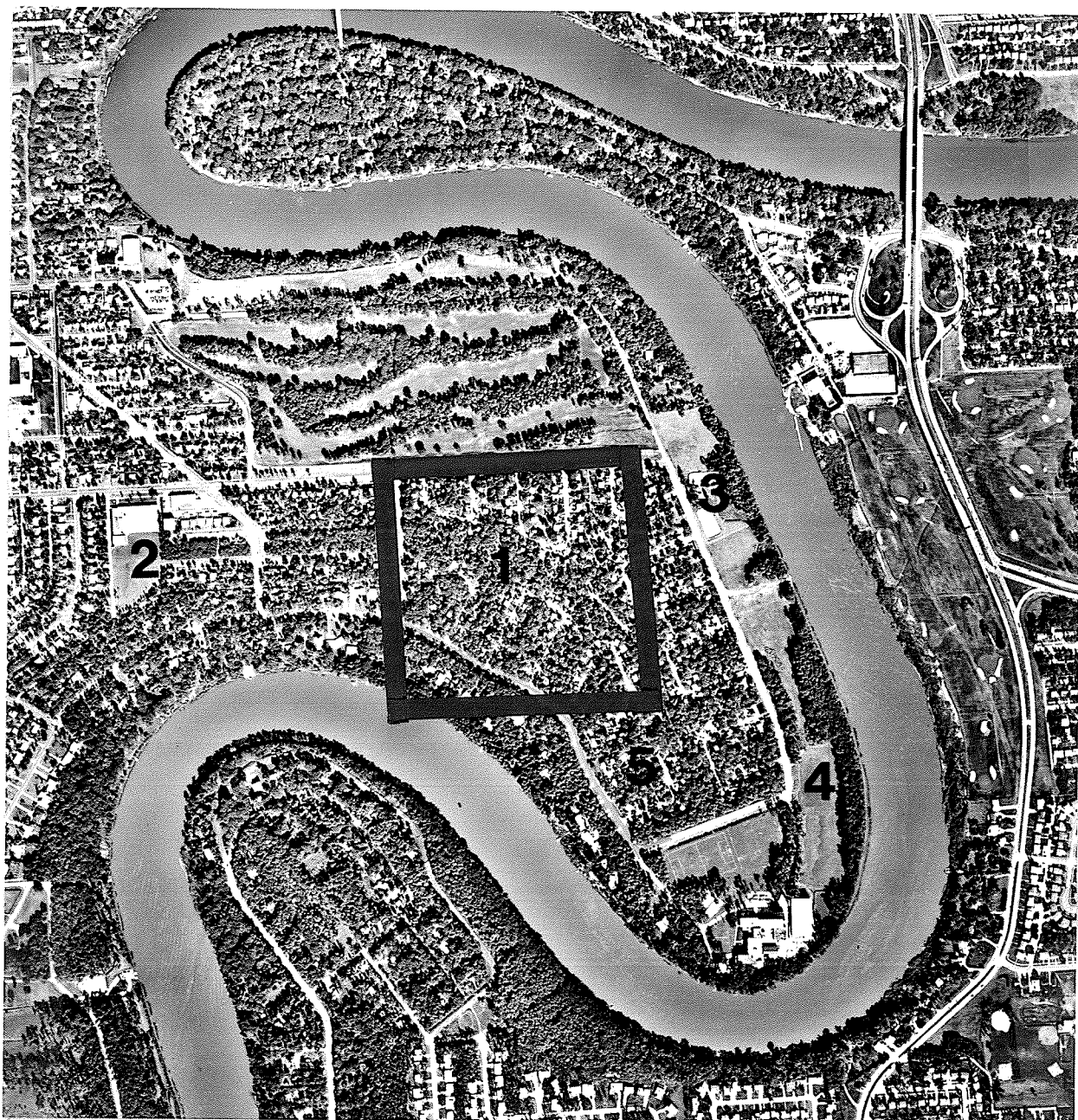
Key to map:

1.   This walking path has access to all the housing units of the development.

2.   The path system leads to the local public school.

3.   The community club is outside the planning unit. It should have been placed on the walk path to allow people safer access. However this cannot be done in the existing planning policies because public city recreation space is divorced from privately developed communities.

4.   The large open space ringed with forest enhances many of the passive activities such as: model airplane flying, ball tossing, hide and seek, sun bathing, etc. This type of space is much richer than an official football field even though football is played in this area.

5.   The feeder road to housing unit (back of the houses) allows minimum of area covered by asphalt. The road also keeps traffic down to a minimum number and at a slow speed. The long curve does not allow cars to race away. This makes the area safer for playing children.

While looking at existing neighbourhoods, it is evident that division of land into residential lots is not for the provision of integrated public, semi-public, and private spaces, but to provide the developers with single family residential packages to sell. The developer has to pack in as many units as possible to maximize profits. Investors will not integrate public recreational areas unless it produces greater profits. The integration as we saw in Wildwood Park of Fort Garry, Winnipeg, is rare because in that case the developer, Mr. Bird, wanted to experiment. The plan is superior to Windsor Park, even though Wildwood Park was built fifteen years previous to it. There will be few Wildwood Parks in Canada's future unless planning and developing principles change from a method of creating private wealth to providing a richer public policy for the citizens.

Fresh attention ought to be given to our system of land-ownership. In the past, the system of land-ownership was succeeded in building our cities. However, the same policies may not be satisfactory to new conditions.

> A state which grows quantitatively in population and wealth changes its nature, its structures and its consideration; it may collapse from within because of the self same constitution which, before it expanded, had made it strong and prosperous.[31]

Briefly examining three examples of community planning; Chandigarh, Cumbernauld, and Nun's Island, Montreal we observe the difference that community's form

takes. Once the land is publicly owned such as Chandigarh, Cumbernauld, and Nun's Island, the developer and the planning agents of the government can work together. The developer makes his profit from building the structure and the government agencies determine how the land is to be used. This provides a greater opportunity for introducing leisure spaces into the planned community.[32]

service road

green band

market centre

village group

health centre

foot and
    bicycle
    path
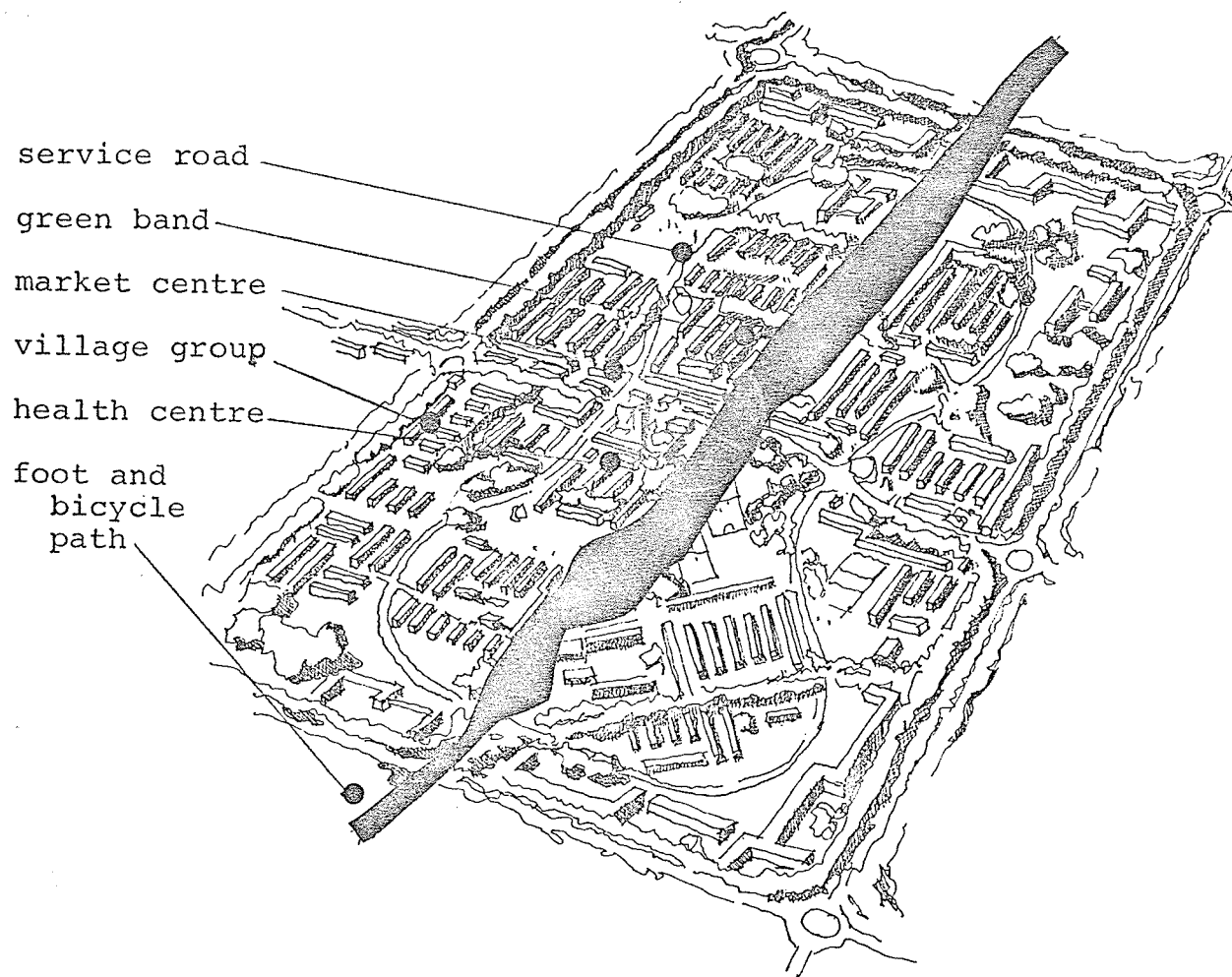
Map of Chandigarh Housing

    These houses were grouped together in villages of
150,200 houses having a central green area and the
minimum path access. We closed the end of the roads
to give privacy and security.[33]

      The form determinate is the provision of the central
linear park.

photograph of predestrian walk

underpass
bus stop
housing
foot path
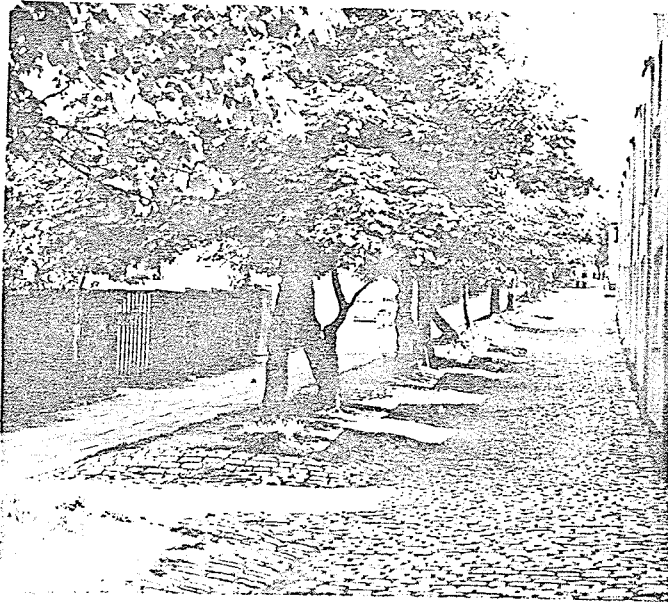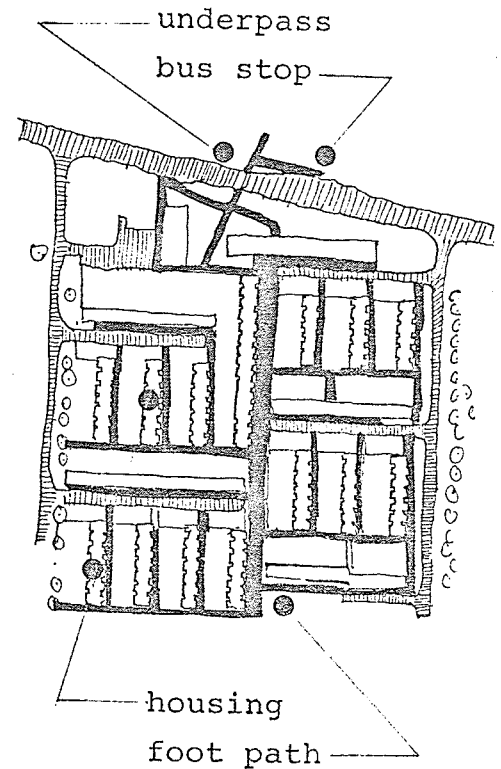
Diagram of Cumbernauld Housing

    In Cumbernauld pedestrian and vehicular traffic are
    almost totally segregated. Permissive environment
    (paths) in which are design for plural use, so that
    rigidity of our solutions does not preclude alternative
    use. Play areas are good examples. Children play all
    the way home from school inventing their games as they
    go and many of the Cumbernauld play areas do have
    exactly this feeling of casualness. Since children do
    not need or depend on playgrounds as such to play games
    they need places to play in rather than set games to
    play or things to play with.34

residential
community

community
centers

town centre
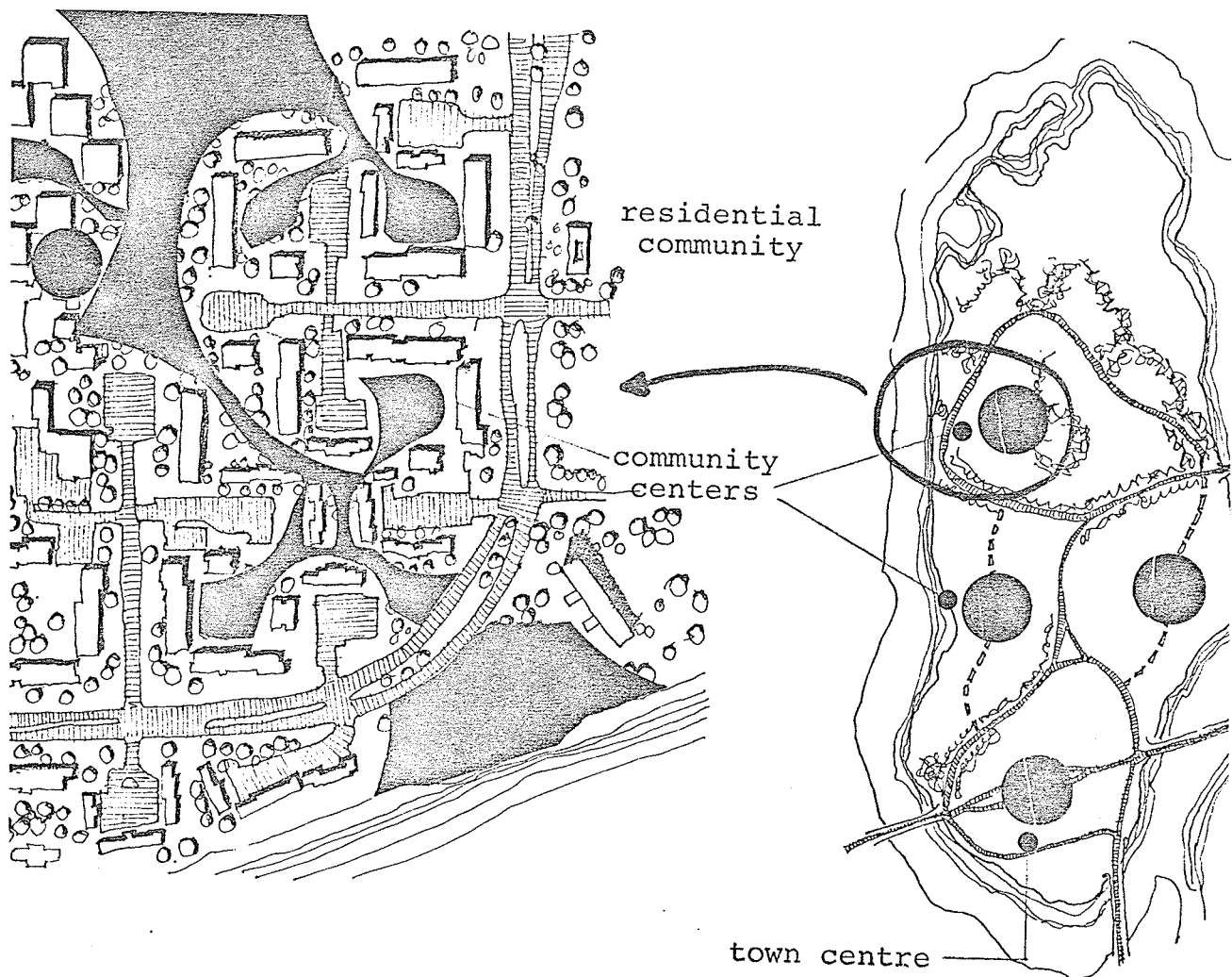
Map of Nuns Island, Montreal and Housing Community

   A vehicular parkway system links the four zones with the
parkway also serving as the primary organizing element
to form the boundary between the two communities and
commercial office centre. The traffic plan separates
high volume traffic rented on the primary roads, from
secondary cul-de-sac streets used by neighbourhood
residents. It also eliminates the need for residents
to cross a primary road to reach community and shopping
facilities.[35]

APPLICATION

After examining Nuns Island, Cumbernauld, and Chandigarh, the challenge is to introduce similar public recreation spaces into an existing urban community.

The architect does not have the luxury of starting fresh. He must respect but not necessarily leave unchallenged the existing residential, educational, commercial, political and recreation patterns.

> The dynamism of private enterprise, bolstered by the profit motive, has enabled it to take the lead in urban renewal and force the pace of the reconsideration of town centres, their use and value structure. . . . Private enterprise can mobilize the cash, and buy the skills. Local authorities possess the last resort powers of compulsory purchase, but have of necessarity had to use their town planning in practice to administer the complicated provisions of the Planning Acts rather than in positive action. It is now recognized that the complementary contributions of the local authority and private enterprise must be brought properly together; the former supplying the skilful planning background, local concern through the agency of their democratic structure, and the final unification of land ownership; the latter aiding and implementing the agreed proposals by means of their financial resources and commercial expertise.[36]

It is with this quote in mind that we look at urban renewal No. 2 district of Winnipeg. The district needs redevelopment in terms of new housing, commerce and social facilities. This is an excellent opportunity for government to bring together the demands for civilized leisure, new housing and commerce into the area at the same time. Instead of the government building the new housing they

64

could provide the community centre as the catalyst for redevelopment.
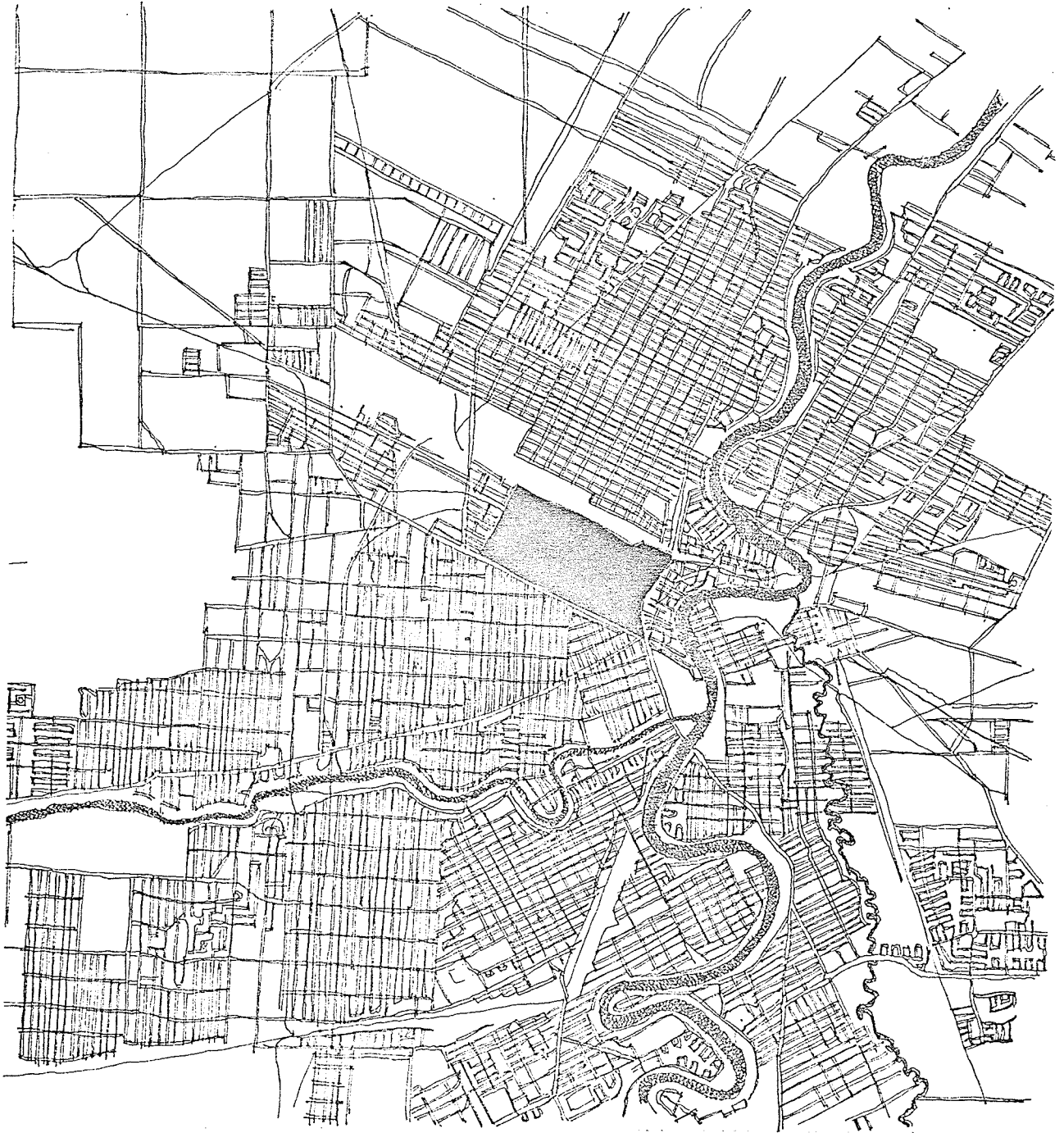
Urban Renewal District No. 2.

Existing Land Use Patterns

Urban renewal area #2 comprises 157 city blocks and contains 540 acres. There are over 2,000 buildings in the area, and an extremely wide variety of land uses, ranging from single and multiple family dwellings to institutional, commercial and industrial uses. Streets and lanes use the largest amount of land--nearly 29%, and residences account for about 26%, industries occupy about 20% and the remaining 25% is distributed amongst commercial, government, school, churches, open space and other miscellaneous types of land uses. Vacant land represents about 3% of the total acreage.[37]

Impressions

The dominant impression which renewal area #2 leaves on the casual observer is that it is an area of widely mixed land use, many of them incompatible, and that they are strongly localized in particular enclaves; that it is cut up by major traffic arteries into a number of small sectors which have no relationship or communication with each other; that industrial uses have infiltrated and are spotted throughout the area; and cafes along the short stretch of main street between city hall and the residential slums, as well as pockets of quite good housing with pleasant depression, neglect and even stagnation, which hangs over the entire district.[38]

From the survey work done for the City of Winnipeg the people of Urban Renewal Area No. 2 reflect two important points.

1. Attitudes Towards Renewal

   In spite of the high mobility of the population a majority have expressed the desire to remain in the area.[39]

2. Peoples Options on Improving the Area

   Over 40% had no opinion, the next largest group felt that clearing away the slums would be the way to effect an improvement.[40]

It is not surprising that 40% had no opinion. The citizens in all probability never conceived of improving the environment outside their apartment or past their back yard. Nearly 30% of the population associated slum clearance as the best approach to stopping the districts physical decay. However slum clearance was not defined.

In order to get a more rational feedback from the residing population the next stage should revolve around visual images and not words.

Objectives

The objectives now are to relate the insight of civilized loafing and the principals of new community planning for district No. 2. The ideas will form a physical solution. The solution of course is only a statement which is meant for discussion and continued refinement as additional information surfaces.

Program for Public Recreation in Urban Renewal Area No. 2.

Introduction of Civilized Leisure

    A. Civic Centre

    B. Linear Parks (pedestrian and cycling paths)

    C. Respecting, in this particular case, the existing pockets of recreation.

The solution will concentrate on the civic centre, whose form must adopt to the street grid and the available

land. This idea came only after looking at the map of the area. The Midland Railway property is for sale, free of residences, and is situated in the heart of the community.

The land package is large enough to incorporate both new housing and the civic centre. The relationship of the civic centre to the new housing (see map, page 69) is ideal. The centre would absorb the additional population without overloading the existing parks. The new housing having the advantage of a weather protected mall from it to the centre would make the housing a convenient place to live. It would offer the people of the area an option for improving their environment without having to leave the area. The railine feeding the old railyard becomes a natural linear park where pedestrians and cyclist could funnel on to all along the line. Using the rail line takes advantage of the existing bridges to segregate people from traffic. It also allows children to bicycle from the Urban Renewal Area No. 2 all the way to the Assiniboine River and to connect with the existing bicycle trails, that leads to Assiniboine Park and the city's zoo.

urban renewal no. 2
civic centre site

existing rail line

rk

assiniboine river

existing bicycle path
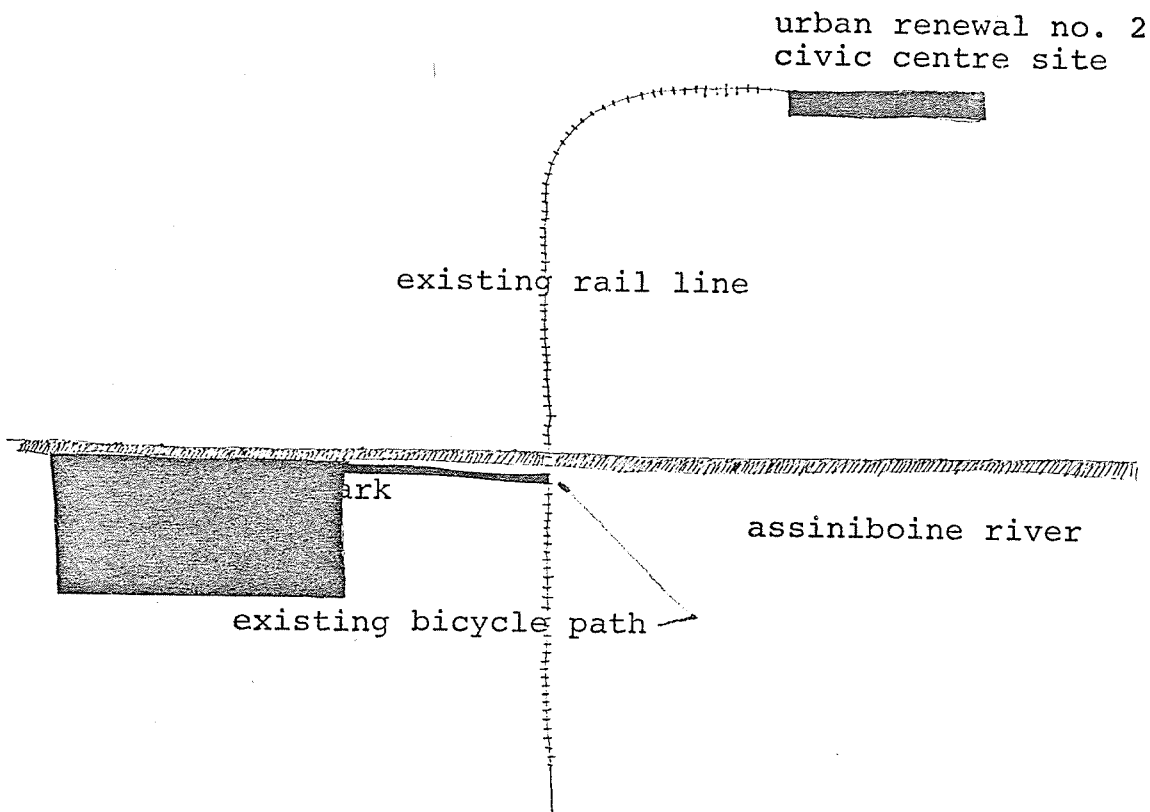
The population of Urban Renewal Area is of various
ethnic backgrounds; Canadian Indian, Chinese, French,
German, Italian, Metis, Portugese, Polish, British and
Ukranian. The public spaces must integrate throughout
the community and be the play space where different ethnic
groups meet. Activities such as street hockey, tobogganing,
and bicycling are fun for all children whether they are of
Chinese, French, or Canadian origin.

Previous Park for Midland Railyard

      The idea of using the Midland Railway property for recreation is not new. The Kinsmen have already proposed a recreation centre (see illustration). The advantages of their scheme is economics. The disadvantages can be summed up in three points.

      1. The activities are meant for youth only,

      2. The activities are organized team sports which are more suited to the city's definition of recreation and not the people's needs,

      3. The facilities are not large enough to compensate the lack of recreational opportunities of the people in this area. A swimming pool is needed not a wadding pool.

PACIFIC AVENUE

ROSS AVENUE

ISABEL AVENUE
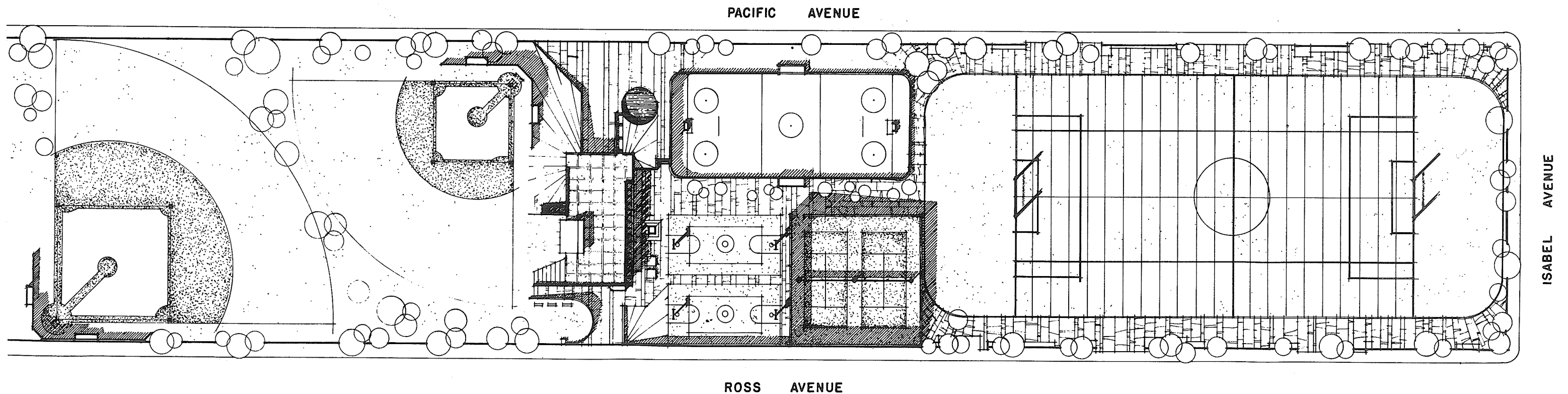
The People's Committee Newsletter gives an insight

into how the community reacted to the Kinpark.

Community Newsletter

Published by THE PEOPLE'S COMMITTEE
FOR A BETTER NEIGHBOURHOOD, INC .
155 Isabel St., Winnipeg 2, Man. 943-3092

EDITOR: (Mrs.) Mary Stegmaier

This community newsletter belongs to the people
of this neighbourhood. It is published by the People's
Committee for a Better Neighbourhood Inc. to help
people know all the things that are going on.
Do you have any social news? Do you have any
opinions? Do you want to help in putting this paper
out?
Please call the People's Committee at 943-3092
or come in at 155 Isabel.

EDITORIAL

This issue of the Community Newsletter is only
about the Kinsmen Park and the People's Committee Ideas
which we think should be looked at by all the people.

We are NOT against the Kinsmen.
We are NOT against recreation.

We think that the people here should make the
decisions about what happens here. The City promised
us on April 2nd, 1970, that no plans would be made for
this area until the people were consulted.
The People's Committee has talked to people
on the Citizens' Steering Committee, has looked at the
minutes of the Steering Committee, and asks the question:
WHY WERE THE PEOPLE NOT CONSULTED?

We think that plans for this area should help this
area become a place we enjoy living in more. We should
not become the area where anyone who wants something
for all of Winnipeg can put something down here because
we don't make any noise.

We think that a plan for this area should make
better use of what we have already. What if we used our
schoolgrounds better? What if we sodded the schoolgrounds
and made them into good football or soccer fields? What
if we opened up the schoolbuildings and used them for a
community centre?

We think that we need housing now so there will
be a place for people to move when the area starts to
redevelop. We are against public housing because it takes
away the dignity of the person. We are for housing run
and owned by the people of this area.

We think that the Kinsmen are doing a good thing
by trying to help our area, but we think there are other
ways to use the money that will help us better.

$ 1,300,000.⁰⁰
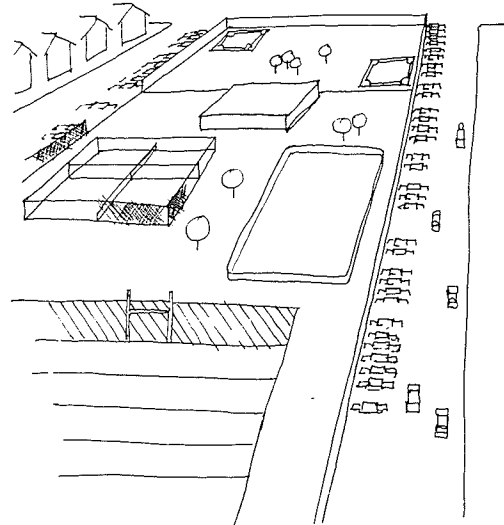
WHY ARE WE WORRIED ABOUT KINPARK ?

--cars on Ross and Pacific
--where will the cars park?
--we need facilities, but they should be
  spread all over our area
--uses up valuable land which provides a
  'land bank' so badly needed if we are to
  redevelop.
--who will use the facilities; will we be
  required to reserve space; will we have
  to pay?
--is the park designed for what we need?

--the Midland Sheds, which can be used, would
  be torn down
--We have open areas now which are poorly used;
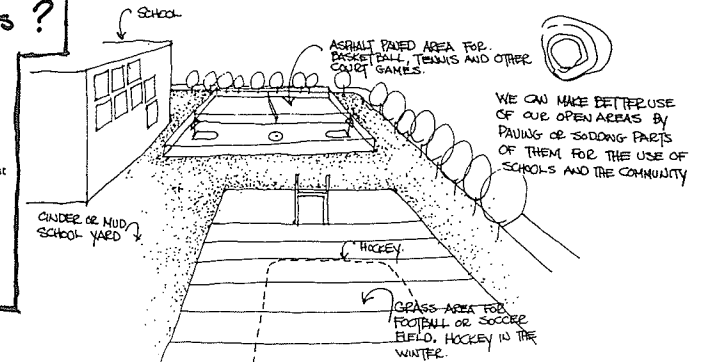 can we improve them?

We must take the facilities that have been offered and
knit them into the fabric of our area if we are to have
something for us and not for the whole of Winnipeg.

RALLY

We are holding a rally to
talk with the people of this area--
with you. It will be short and to
the point. We must get at the
truth! The Midland Railway is
where the Kin Park is planned for--
is that how we want to use OUR land?
SHOW YOUR SUPPORT FOR THE
PEOPLE'S COMMITTEE IDEAS••••
•••COME TO THE RALLY•••
3:30 p.m., Saturday, February 13,
on the Midland Railway

USE THE MIDLAND SHEDS
FOR COMMUNITY FACILITIES & STORES.
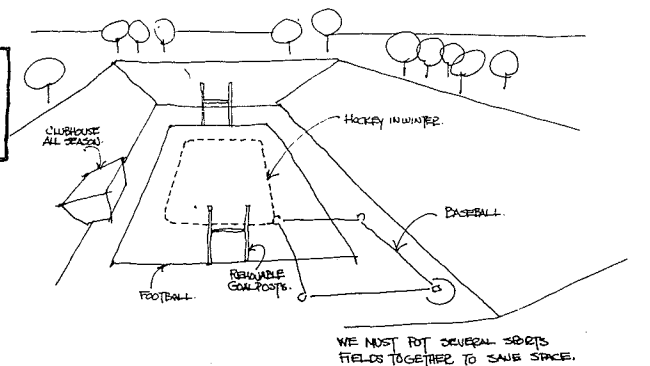
Are you selling us a bill of goods ?

We're not trying to sell anyone
a bill of goods. We've worked on
the problems of this area and on
some ideas for a solution for almost
a year now.

These are our ideas. We think
they're good ideas. What do you
think?

ASPHALT PAVED AREA FOR
BASKETBALL, TENNIS AND OTHER
COURT GAMES.

SCHOOL

WE CAN MAKE BETTER USE
OF OUR OPEN AREAS BY
PAVING OR SODDING PARTS
OF THEM FOR THE USE OF
SCHOOLS AND THE COMMUNITY

CINDER OR MUD
SCHOOL YARD

HOCKEY

GRASS AREA FOR
FOOTBALL OR SOCCER
FIELD, HOCKEY IN THE
WINTER.

DO YOU KNOW ALL OF THE FACTS ?

Of course, we don't know all
the facts. We have tried as hard
as possible to find the truth. But
the only truth is, NO ONE WILL
SAY WHAT IS GOING ON!
By the time people find out
what is going on, it will probably
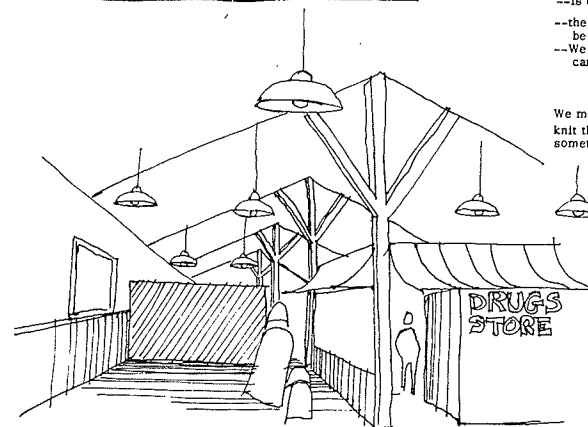be too late. WE MUST TAKE A
STAND RIGHT NOW!

CLUBHOUSE
ALL SEASON

HOCKEY IN WINTER

BASEBALL

FOOTBALL

REMOVABLE
GOAL POSTS

WE MUST PUT SEVERAL SPORTS
FIELDS TOGETHER TO SAVE SPACE.

What can the people do ?

If we make our own plans
and are happy with them, then
we live better together. That's
worth money to government.
Ottawa is very interested in
how citizen groups can help
their cities, and they can give
money to those groups.

What we can do is make our ideas clear.
We think the people of this area should
plan and run their own area.

CINEM

SALE

LEGAL
AND
MEDICAL

CLINIC
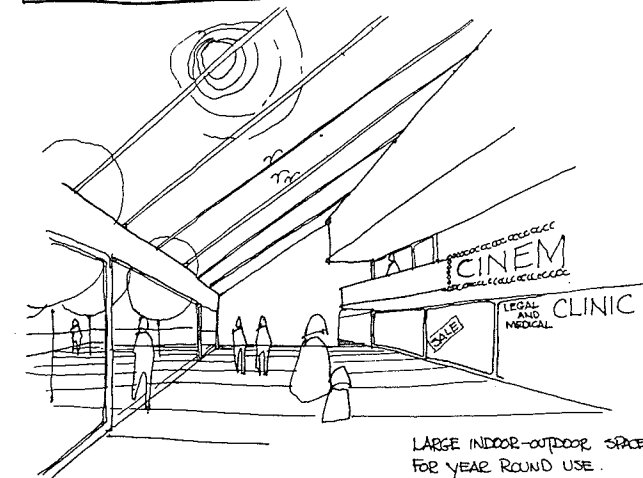
LARGE INDOOR-OUTDOOR SPACES,
FOR YEAR ROUND USE.
A PLACE TO SHOP, MEET FRIENDS
OR GO TO A SHOW.

DRUGS STORE

HERE IS ONE IDEA!

THIS IS A SKETCH OF PART OF OUR
AREA TO SHOW HOW SOME OF OUR
IDEAS MIGHT BE PUT TOGETHER.

The isolated playground is not enough for the needs
that present themselves today; instead, the community
should be crisscrossed with small parks--going through
from block to block, linking streets together midblock, making
the neighbouring streets more aware of one another
as social groups. . . . only a system of small parks
has the potential for more than minimal change in
a neighbourhood.
   ---Paul Friedberg, urban expert.
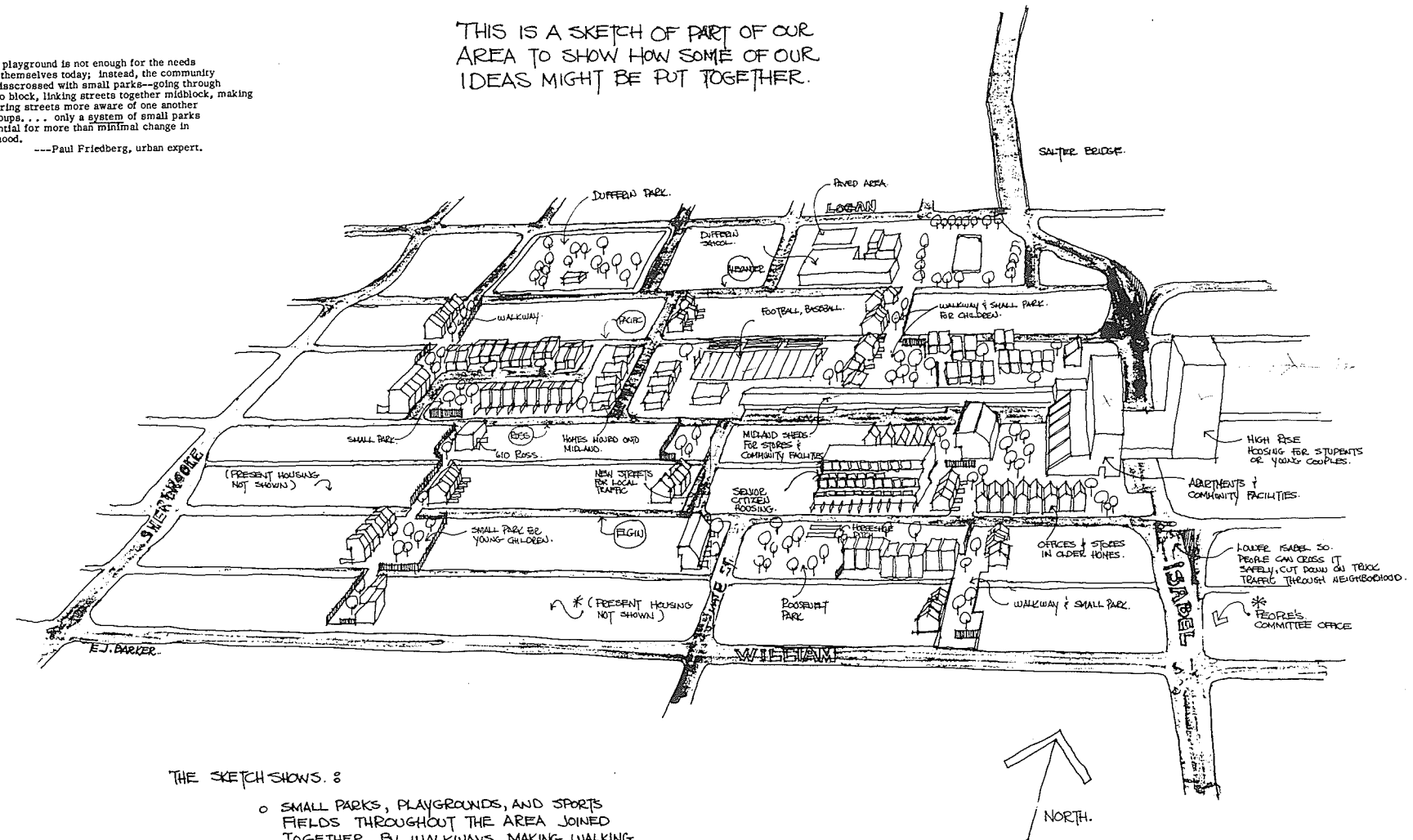
THE SKETCH SHOWS:

o SMALL PARKS, PLAYGROUNDS, AND SPORTS
  FIELDS THROUGHOUT THE AREA JOINED
  TOGETHER BY WALKWAYS. MAKING WALKING
  EASIER AND NICER.

o USING THE MIDLAND PROPERTY FOR HOUSING,
  PARKS AND COMMUNITY FACILITIES.

o USING THE MIDLAND FREIGHT SHEDS FOR
  COMMUNITY FACILITIES BECAUSE IT IS A GOOD
  BUILDING.

o SENIOR CITIZENS BY A PARK NEAR TO ALL THE
  COMMUNITY FACILITIES.

o A LARGE INDOOR-OUTDOOR COMMUNITY CENTRE
  AND APARTMENT ON ISABEL.

Recreation is not to be equated with vast open space.
--Paul Friedberg, urban expert.

All the sketches in this newsletter are by the
People's Architect, Eric Barker. They are sketches
of People's Committee ideas.

The newsletter reinforces the commitment to civilized loafing and helps to form the program for the civic centre.

Civic Centre Program

1. Swimming

> - wadding
>
> - diving
>
> - fountains to provide a centre of interest
>
> - suntanning

2. Convient Stores

> - to be determined by commercial need
>
> - use existing warehouse on property

3. Farmers Market

> - farmers drive on to site with 1/2 ton trucks to sell fresh vegetables, flowers

4. Gym Area

> - semi-organized, basketball, weightlifting, boxing, exercise classes

5. Observing

> - throughout the site a path for people to watch activities without buying a ticket.

6. Tobogganing

> - slides to be similar to those used in city's recreational program
>
> - secondary hill, non-supervised

7. Indoor Rink

> - opportunity for scrub hockey during the coldest

weather

- rink of official size to allow for regulation play

- little seating for spectators

8. Indoor Winter Street

- undefinited activities

9. Outdoor Skating

- rink converted from swimming pool

- must be large to allow the right to test skills and endurance.

10. Climbing

- the small hill in Winnipeg becomes a real point of attraction

- combine with toboggan area

11. Bicycling

- bicycles must be allowed on to site

- bicycle storage

- bicycle path made interesting by introduction of hills

12. Existing Programs--Activities

- from the community calendar (City of Winnipeg)

- bingo rooms

- art and crafts

- club meeting rooms

13. Restaurant

- run by private owner to supply meals

- 24 hour coffee shop such as Salisbury House

14. Open Field

    - scrub football, soccer, baseball

15. Day Care Centre, Social Services

    - to be a service for the neighbourhood and new

    housing development.

Concept Map of Area
Surrounding Civic Centre.

existing bridge

pedestrian & cycle path

old railway right of way

rolling hills for bicycle
path

scrub football

scrub baseball

scrub soccer

tobogganing

service

climbing hills

main pedestrian path
raised off ground
to allow people to
observe action off
the corridor

swimming

diving

sun tanning

link from existing
residence

hockey indoor

restaurant and coffee shop

outdoor skating
in winter

space for indoor wandering
possible market space

link from existing
residence service

gymnasium

parking

existing warehouse
renovated to
commercial shops

bingo hall and arts and
crafts

formal space for older
people

daycare centre with
enclosed link to new
housing

enclosed and
outside
pedestrian
path

main traffic artery

new housing

overhead bridge

● PROPOSED LINEAR PARKS
▮ EXISTING STREETS CLOSED
  TO TRAFFIC
■ PROPOSED RECREATION CENTRE
■ PROPOSED AREA FOR NEW HIGH
  DENSITY HOUSING
● EXISTING SCHOOL GROUNDS &
  OPEN RECREATIONAL SPACE
) AREA OF URBAN RENEWAL FOR
  WINNIPEG'S CHINA TOWN

) EXISTING CIVIC CENTRES
    CITY HALL
    CONCERT HALL
    MUSEUM
    THEATRE

RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO. 2

REGIONAL
SITE PLAN
SCALE   1" = 400'

1

AERIAL PHOTOGRAPH
OF MIDLAND
RAILWAY PROPTERY
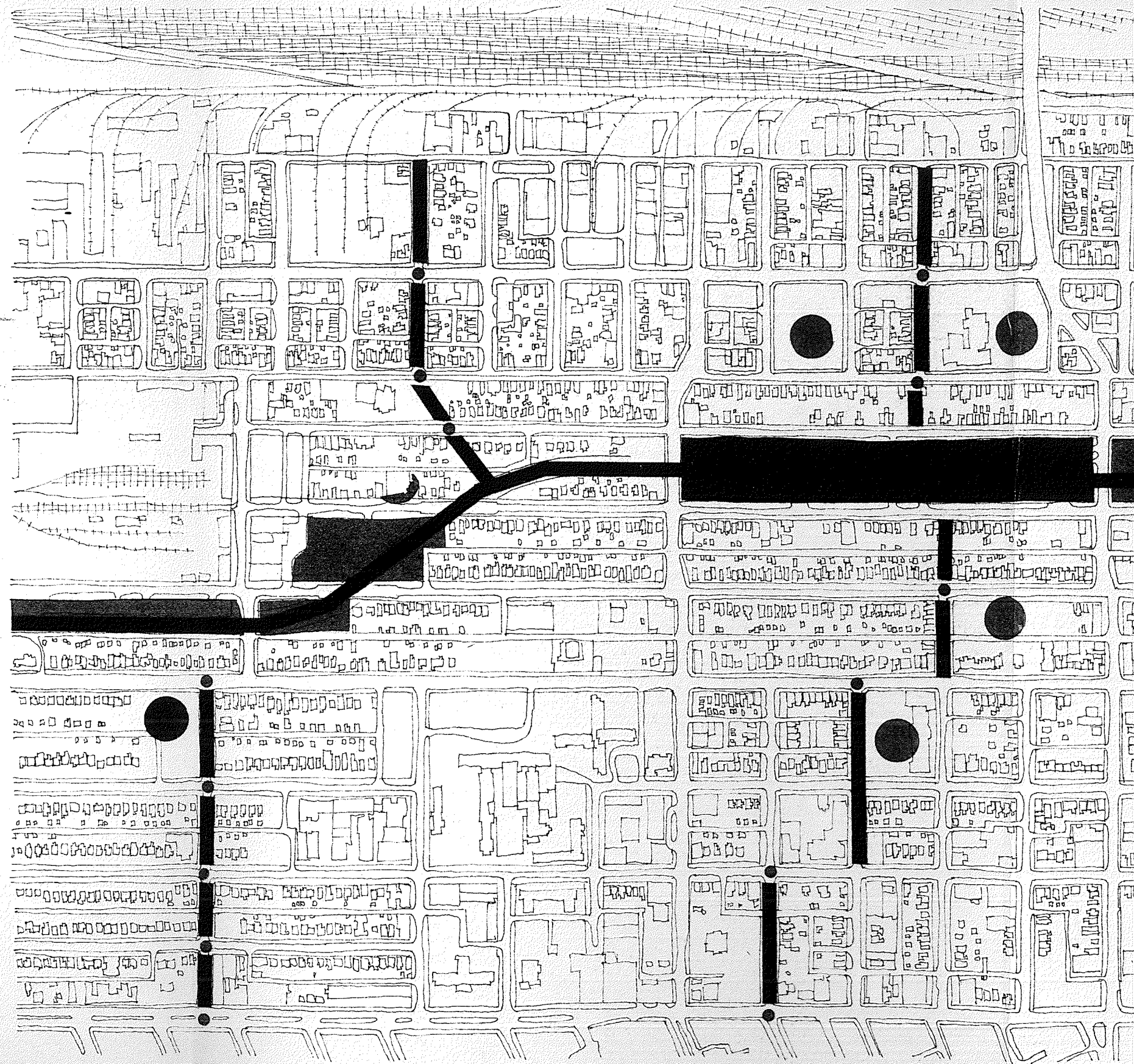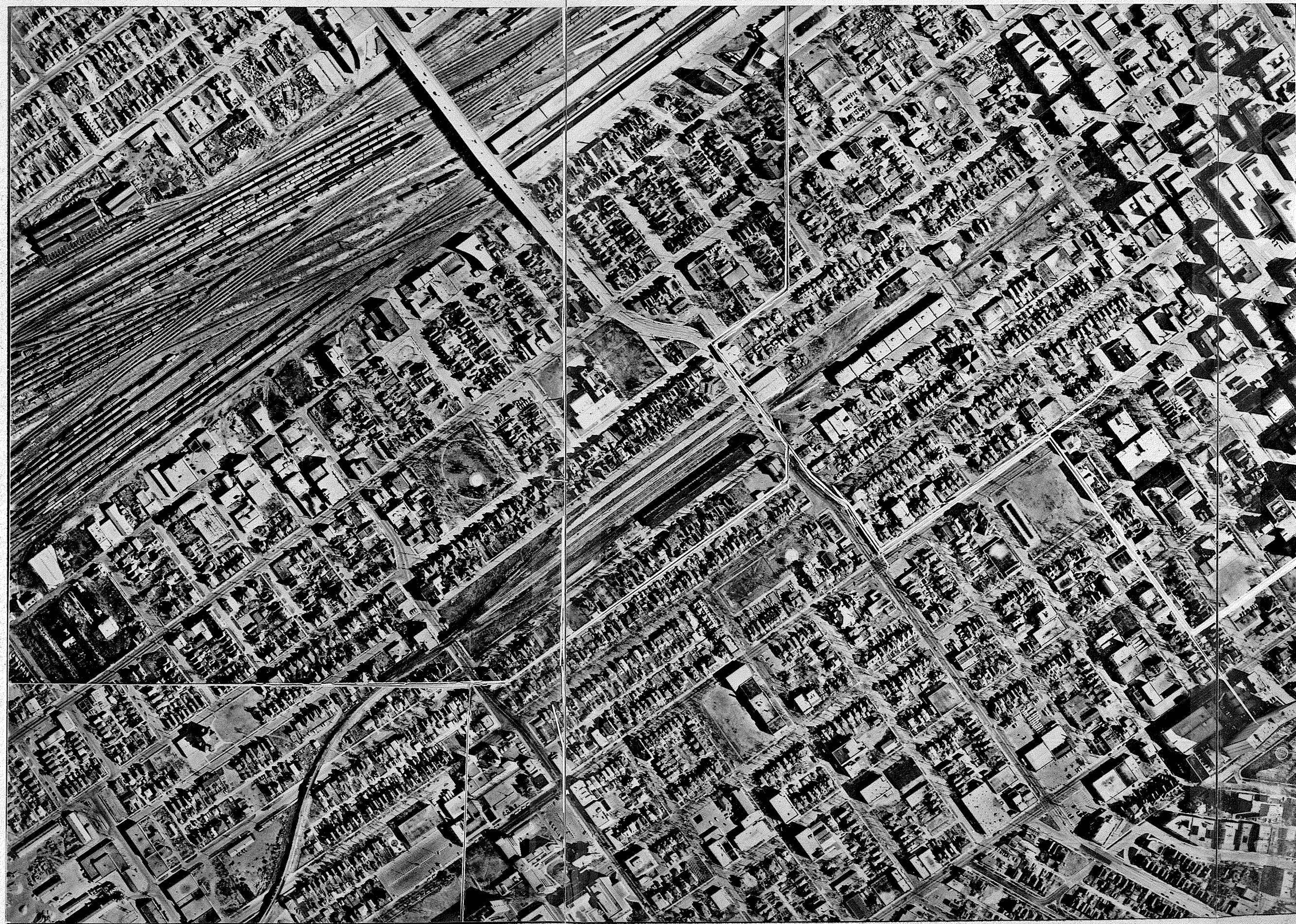
PARKING

FORMAL LANDSCAPE OR GAMES AREA

DAYCARE
PLAYGROUND

LOADING ZONE

EXISTING VACANT LOT TO BE
FOR HOUSING
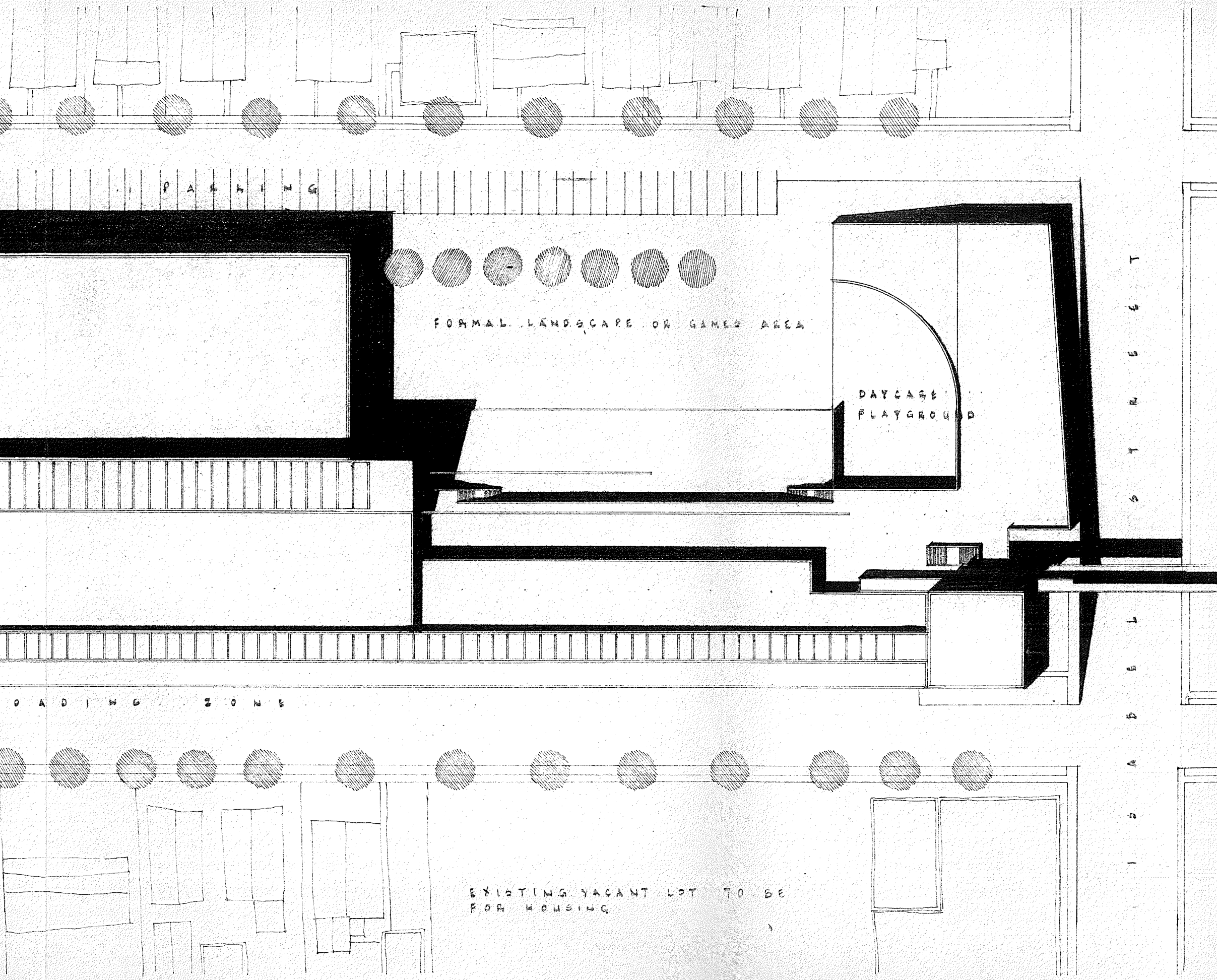
RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO. 2

SITE PLAN
SCALE   1" = 50'
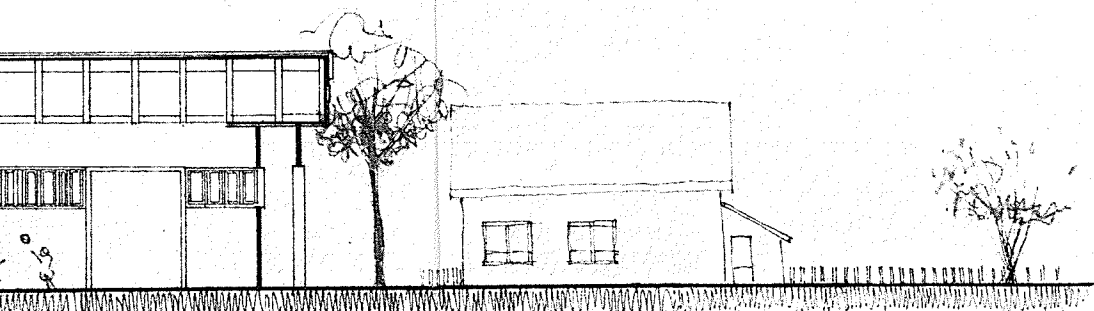
2

STREET CLOSED TO TRAFFIC

LOADI...

AVENUE

SWIMMING POOL & SKATING RINK

DIVING

WADING & REFLECTING POOL

WALKING PLATFORM

AVENUE

EXISTING

PEDESTRIAN PODIUM

THE PUBLIC STREET

basketball
soccer
scale football

TOBAGGAN SHUTE

PACIFIC AVENUE
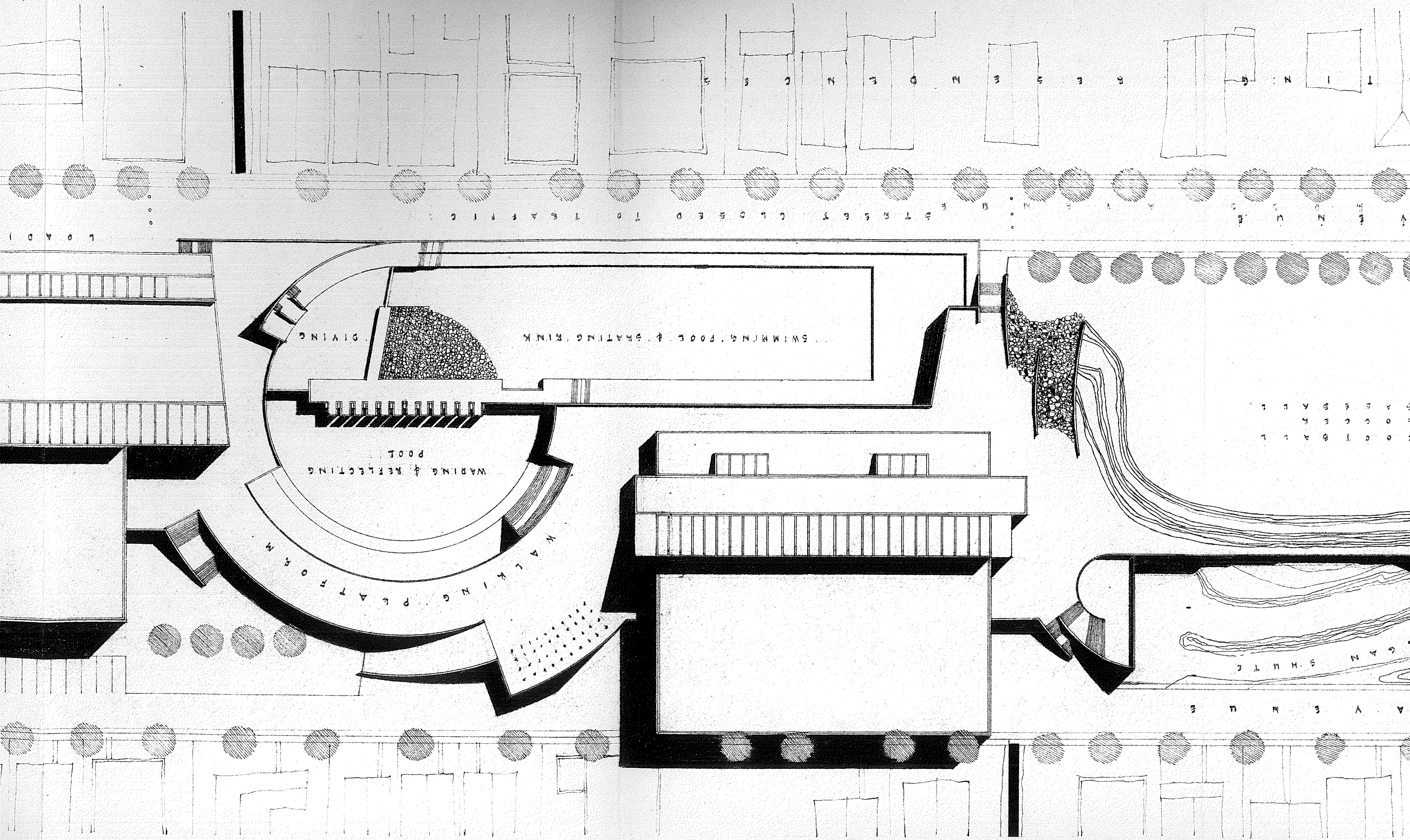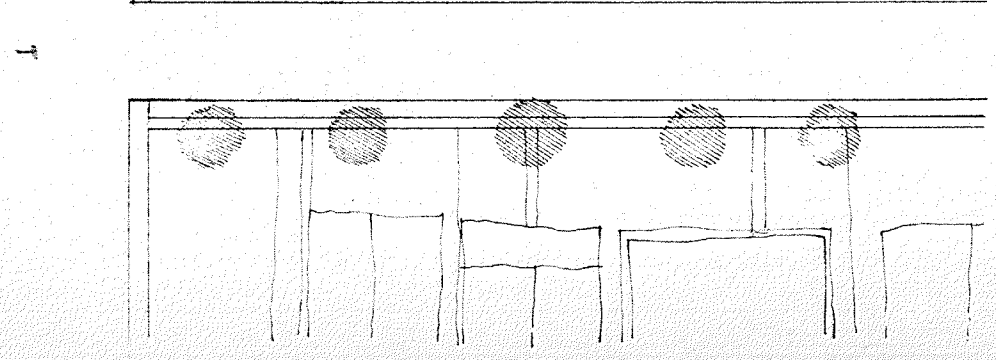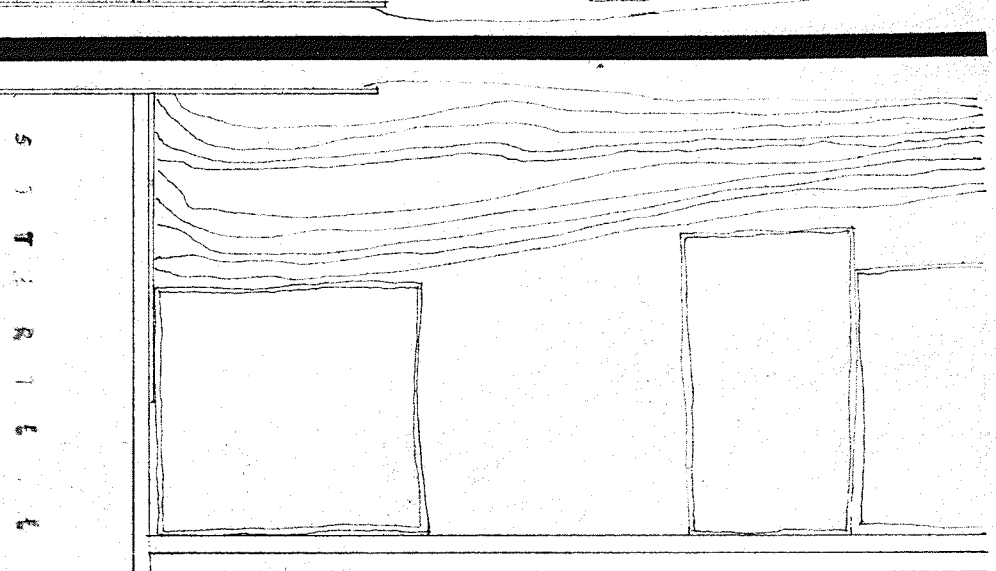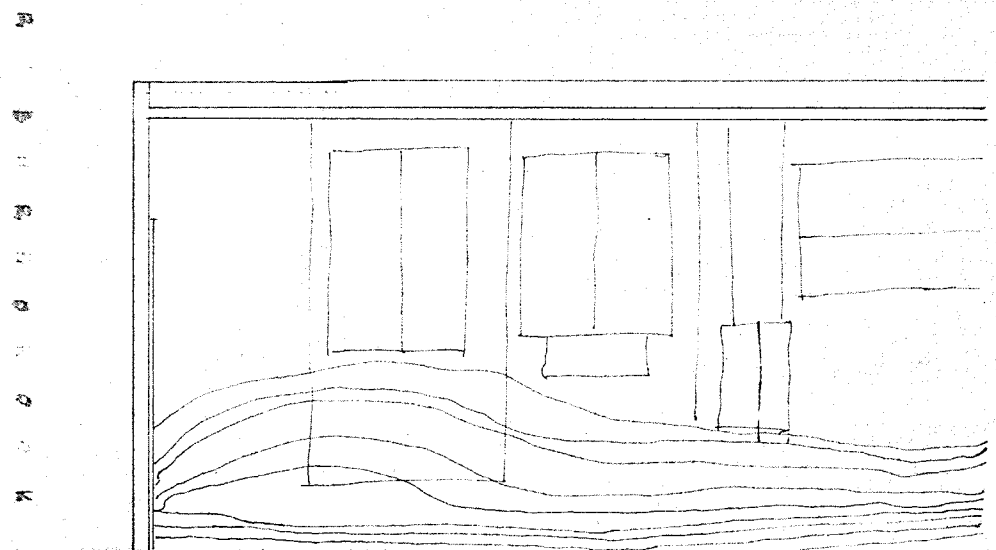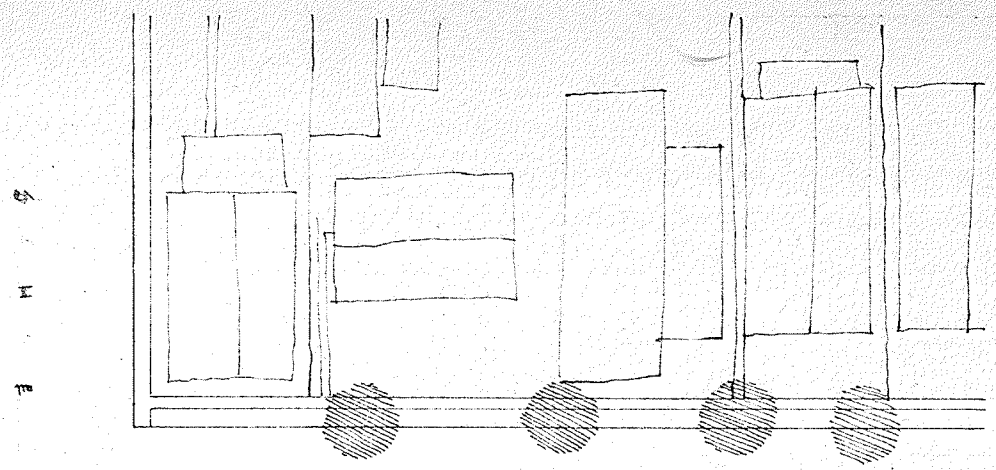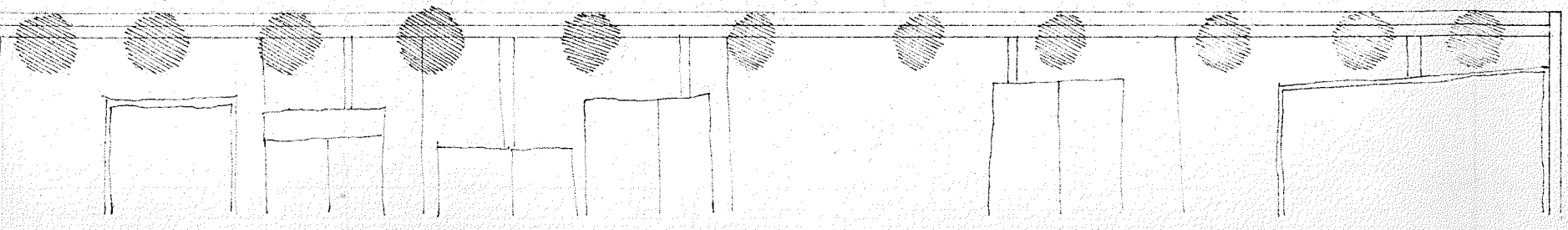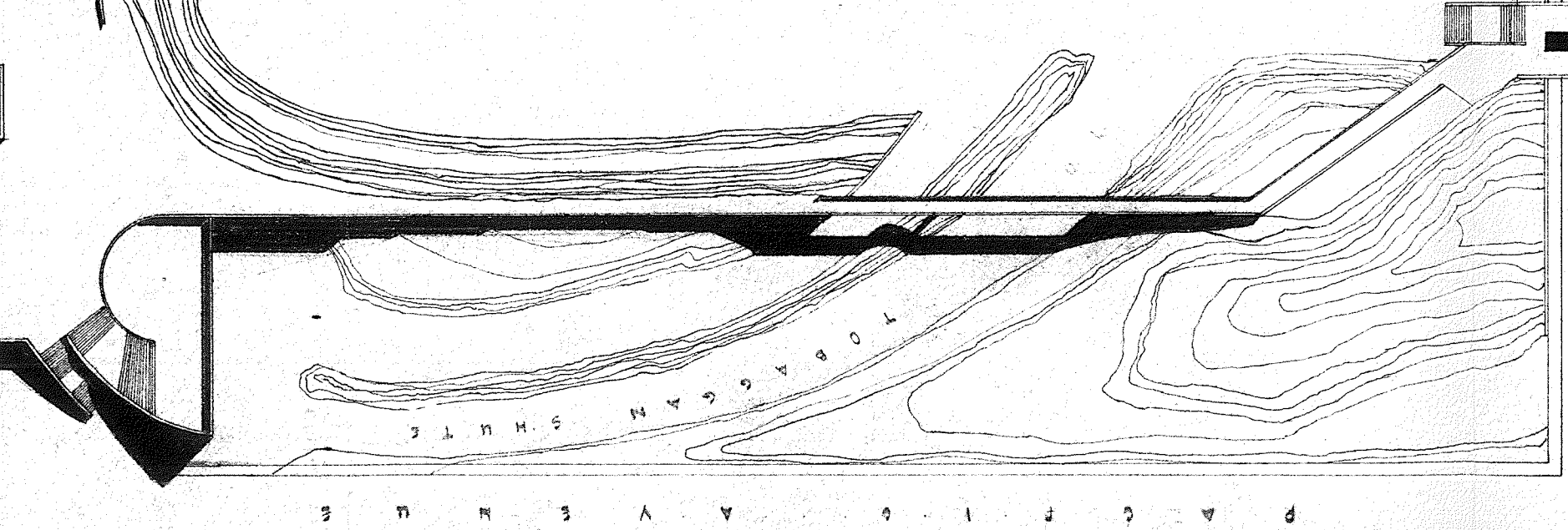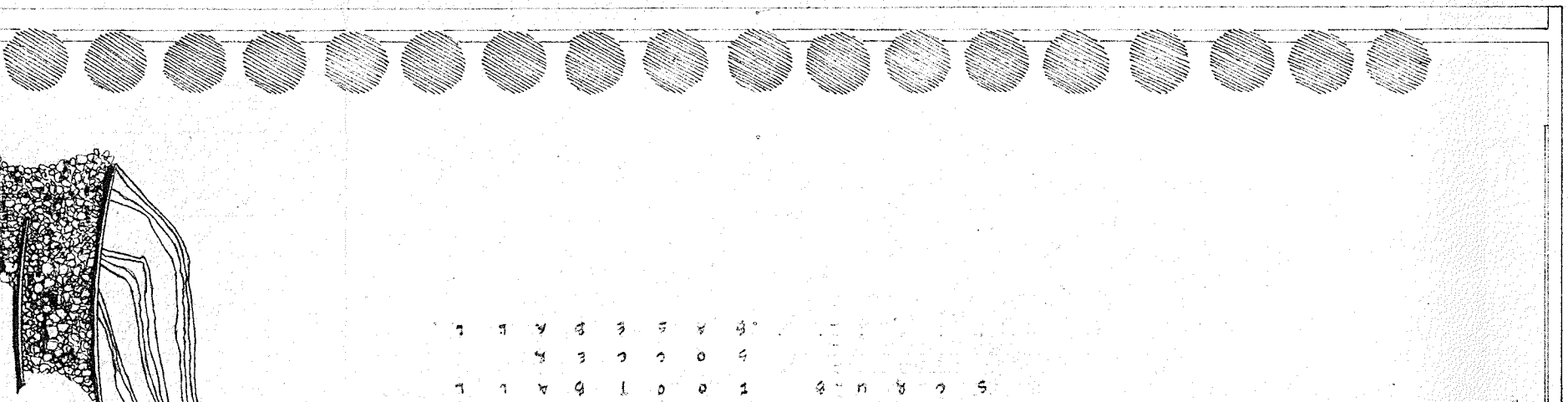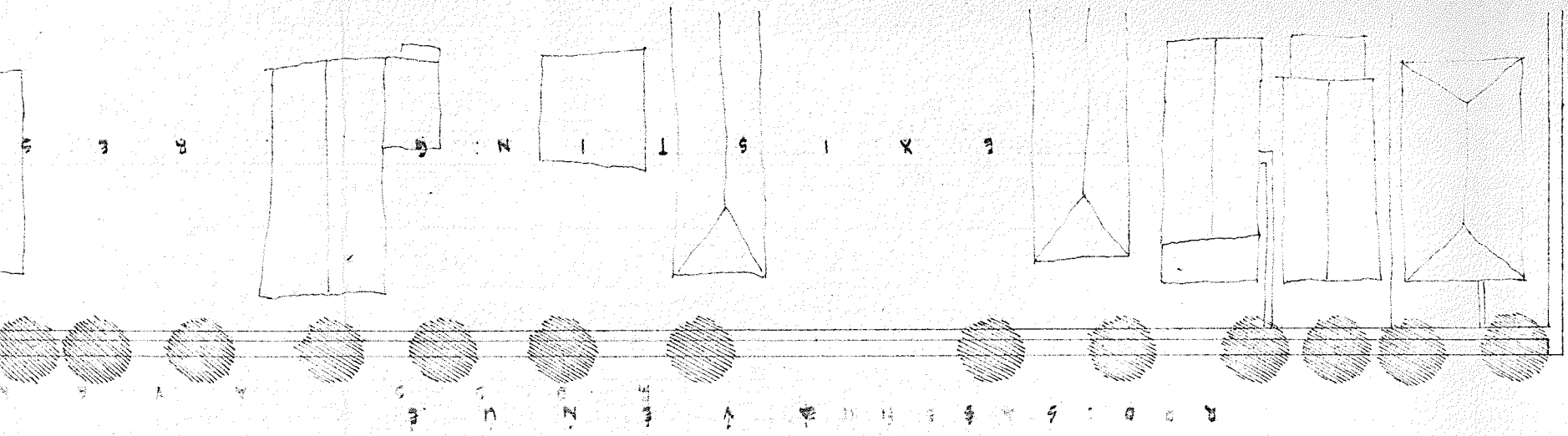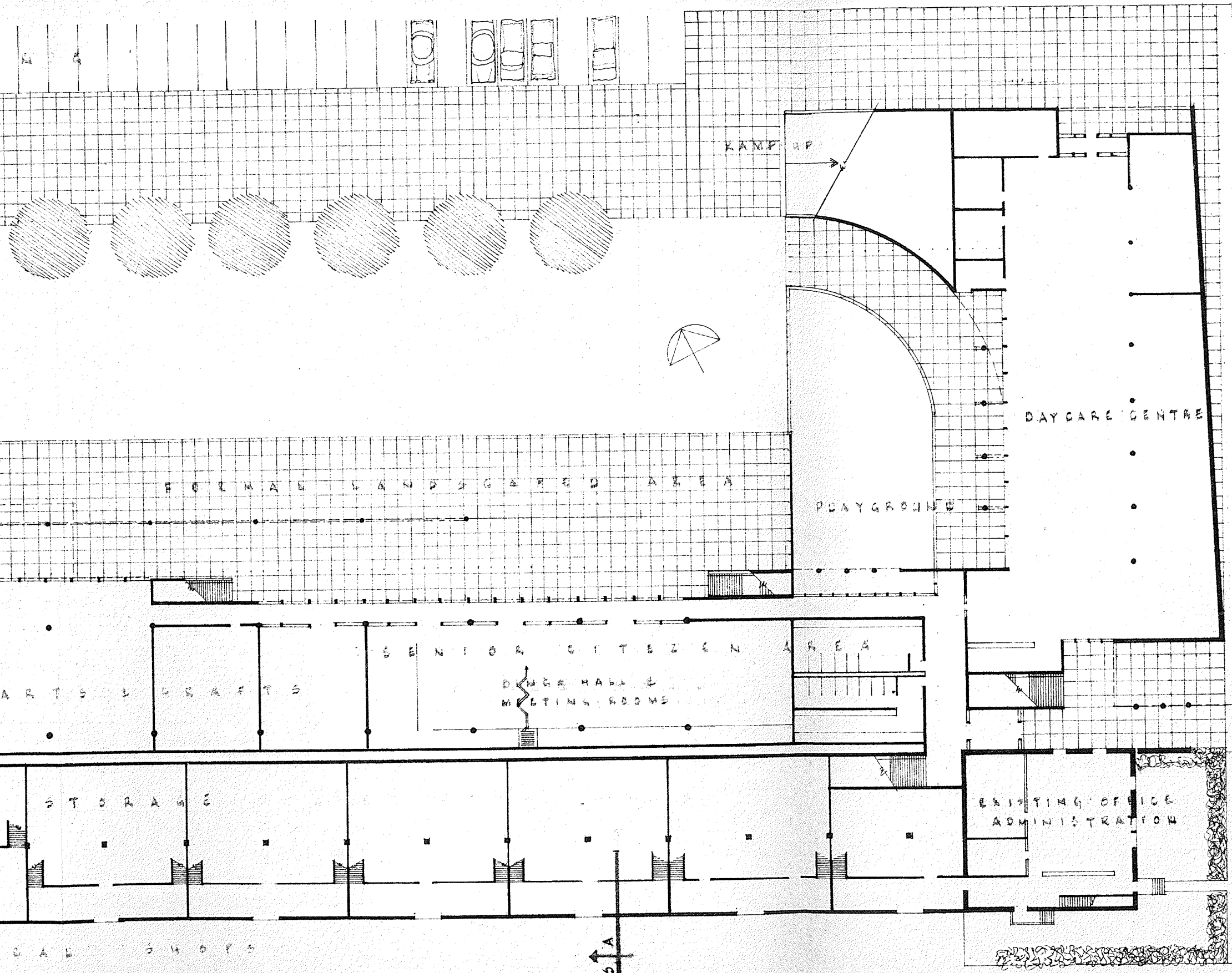
RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO.2

GROUND
FLOOR PLAN
SCALE   1"= 32'

3

RAMP UP.

COFFEE BAR .

INDOOR STREET

WADING & REFLECTING POOL

PROMENADE

PARKING

FOUNTAIN

GYMNASIUM

DIVING POOL

MECHANICAL

CHANGE

CHANGE   CHANGE   W.G. W.S. CHANGE   EXERCISE RM.   ARTS

MECHANICAL

EXISTING WAREHOUSE FLOOR   STOR

DELIVERY ZONE FOR COMMERCIAL

PARTIAL STRUCTURED GAMES AREA

RAMP UP

DAYCARE'S
PLAYGROUND

P R O M E N A D E

MEETING ROOMS OR SHOPS

ADMINISTRATION
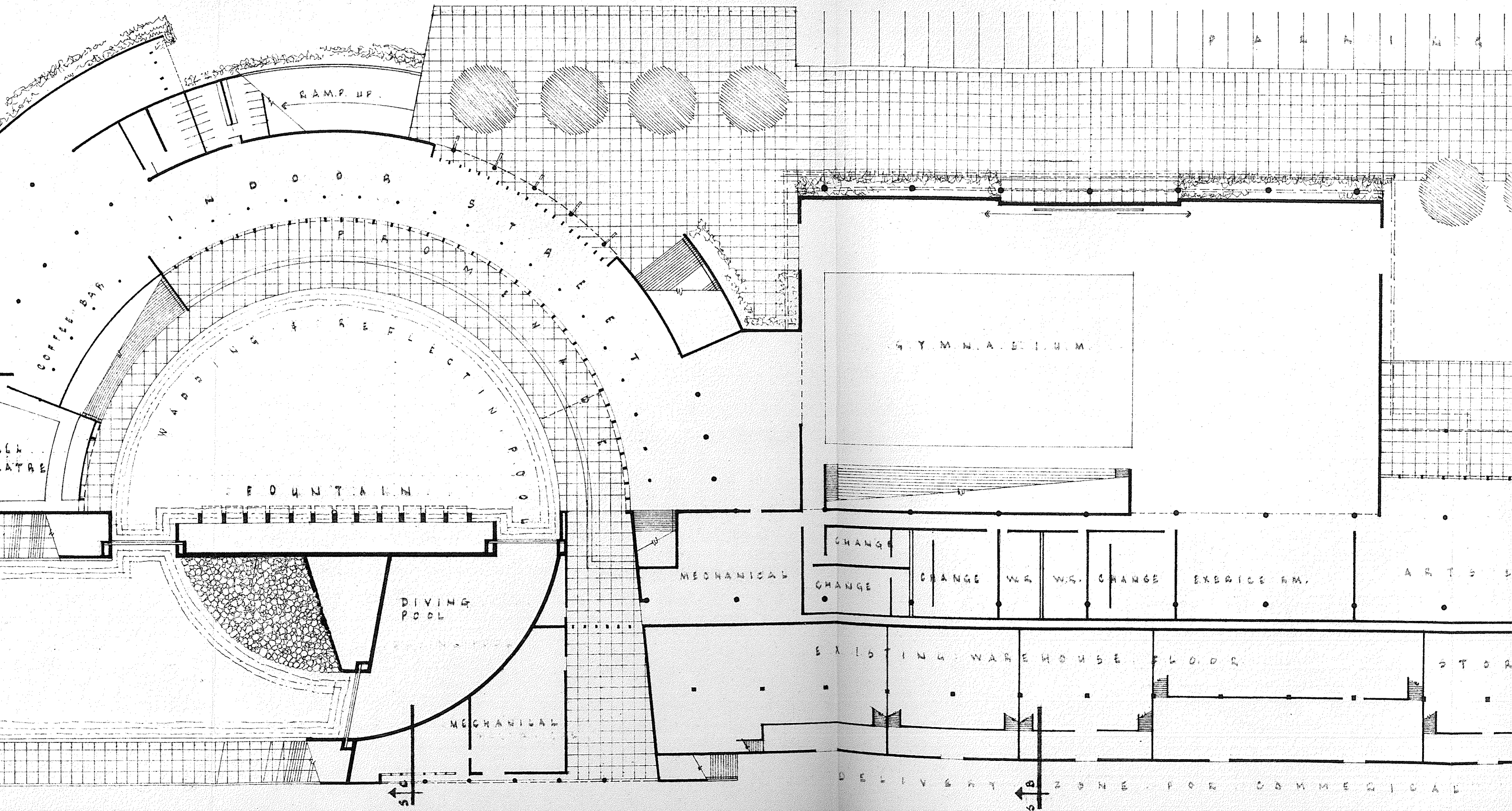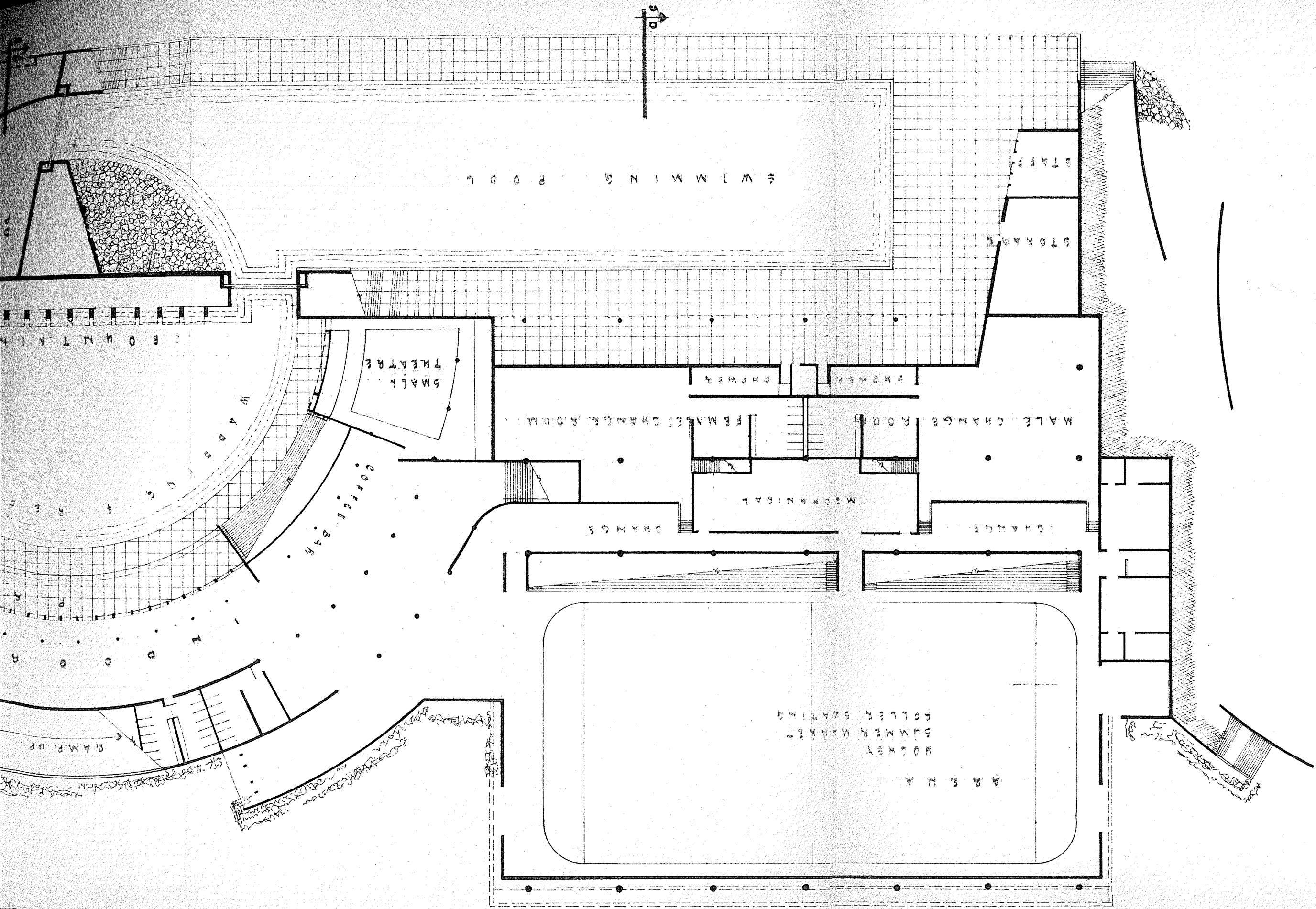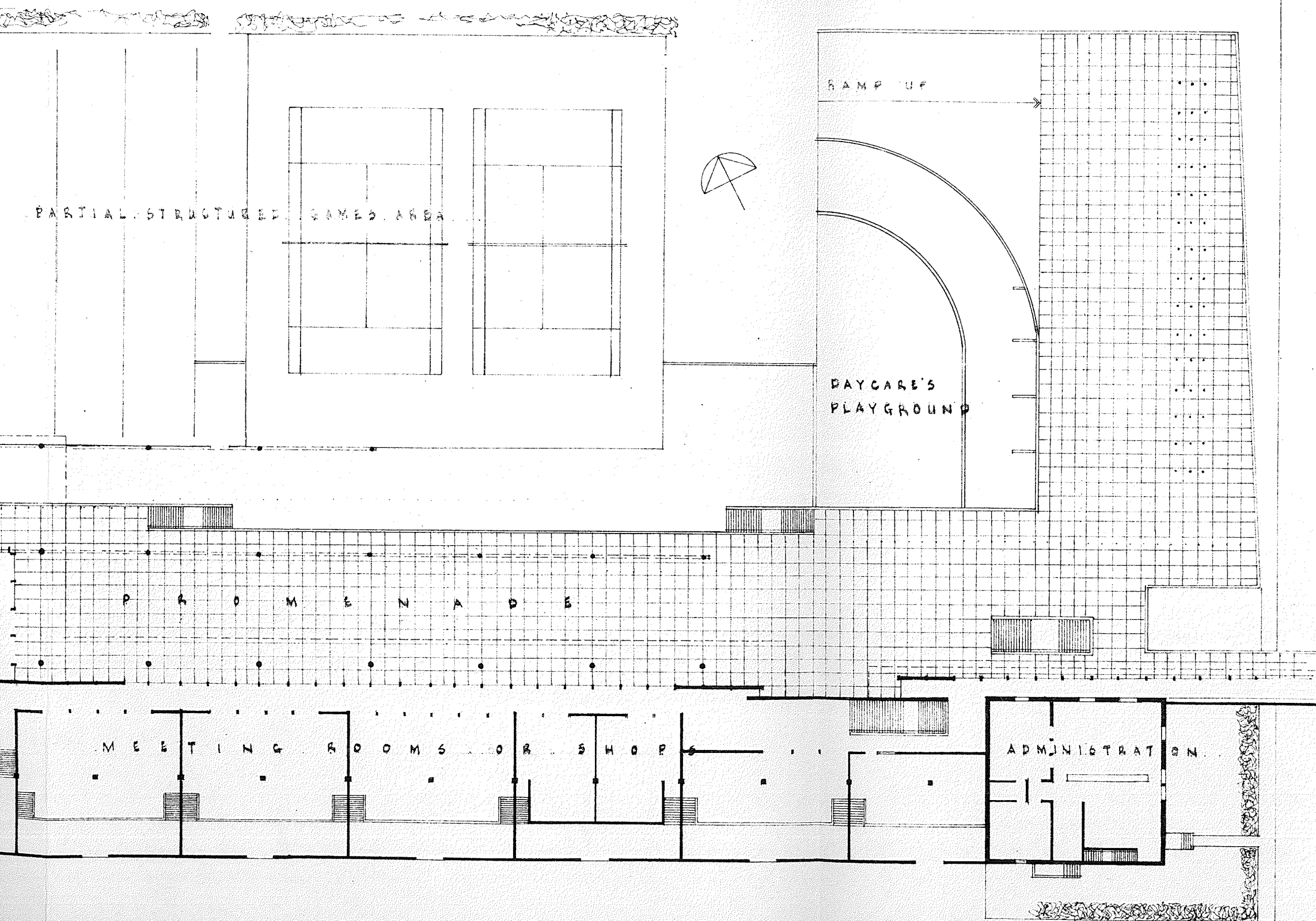
RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO. 2

+12
FLOOR PLAN
SCALE   1"= 32'

4

COMMERICAL SHOPS

INDOOR MALL

GYMNASIUM MASS MEETING

SCREEN

PARKING

PACIFIC AVENUE

RAMP UP

PLATFORM

WADING REFLECTING POOL

FOUNTAIN

DIVING POOL

ARENA

HOCKEY
SUMMER MARKET
ROLLER SKATING

RESTAURANT

SWIMMING POOL

PACIFIC

RAMP UP

WALKING PLATFORM

WADING & REFLE

FOUNTA
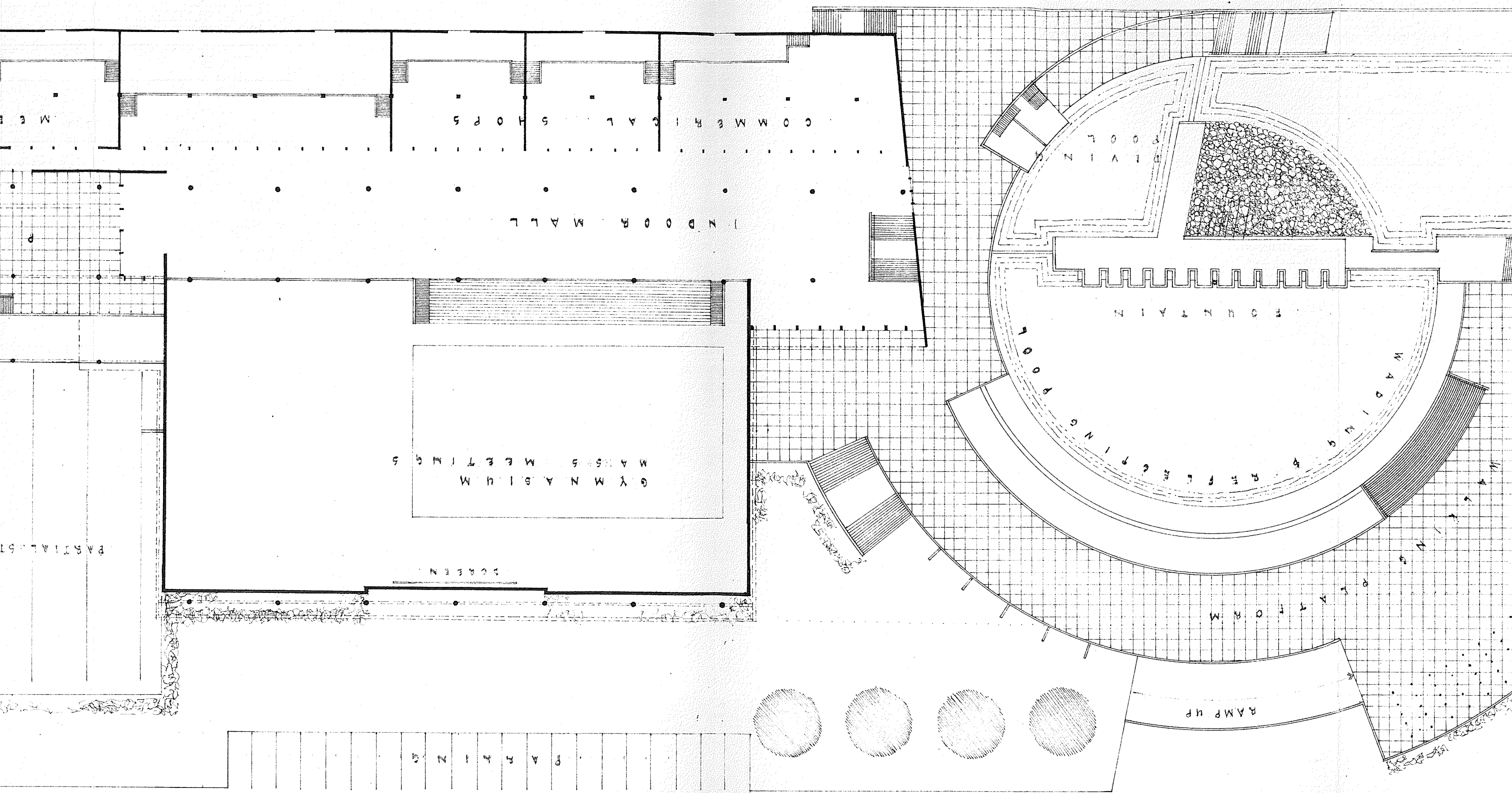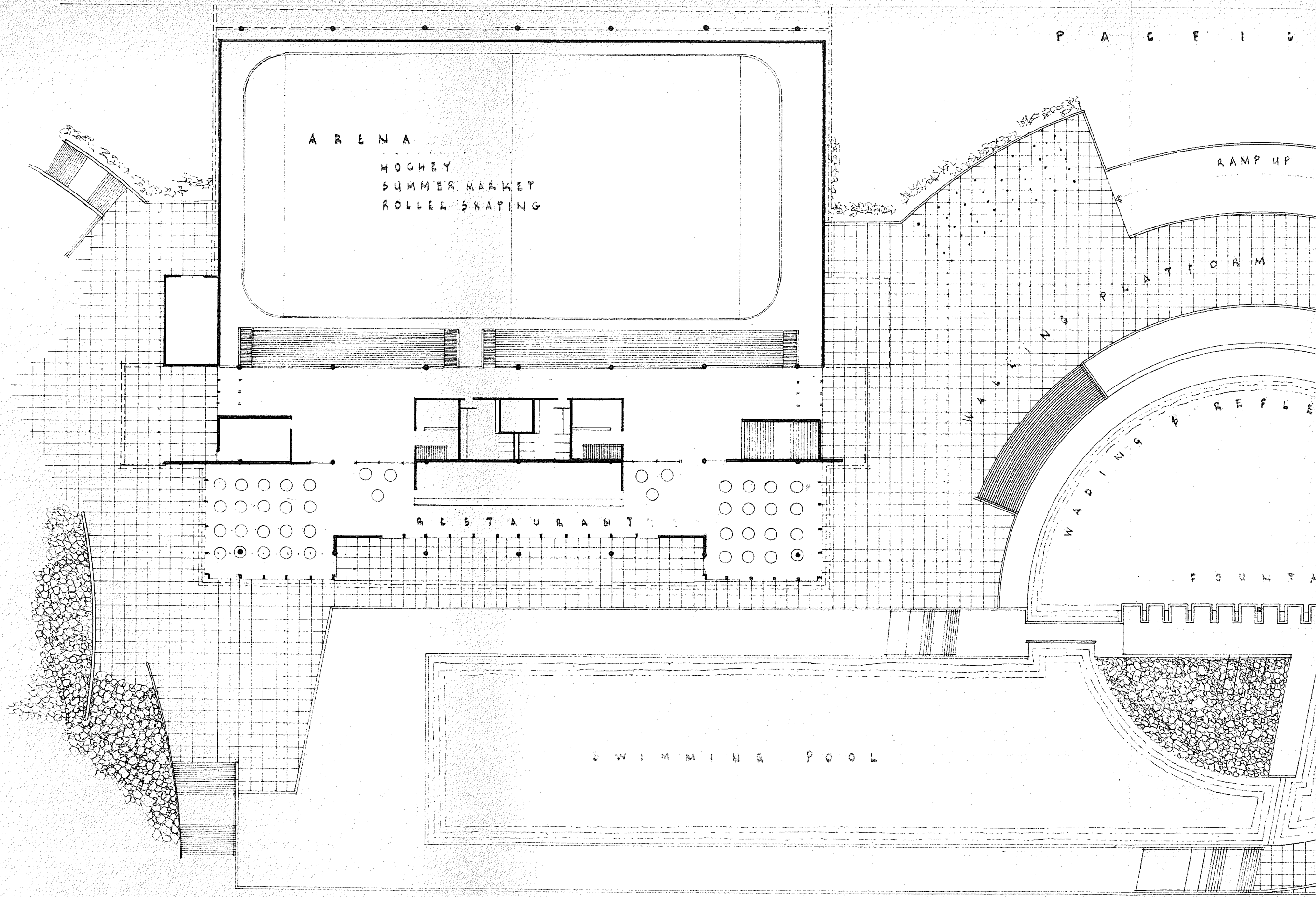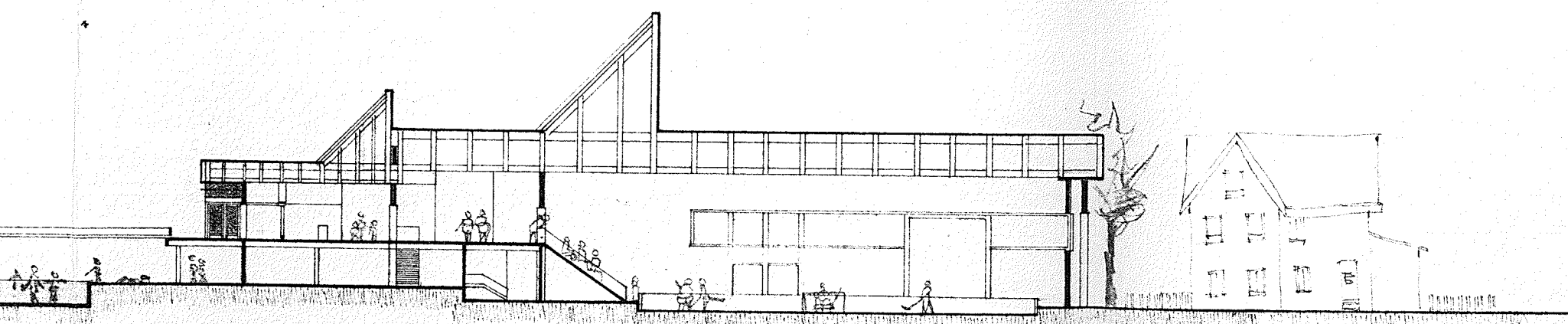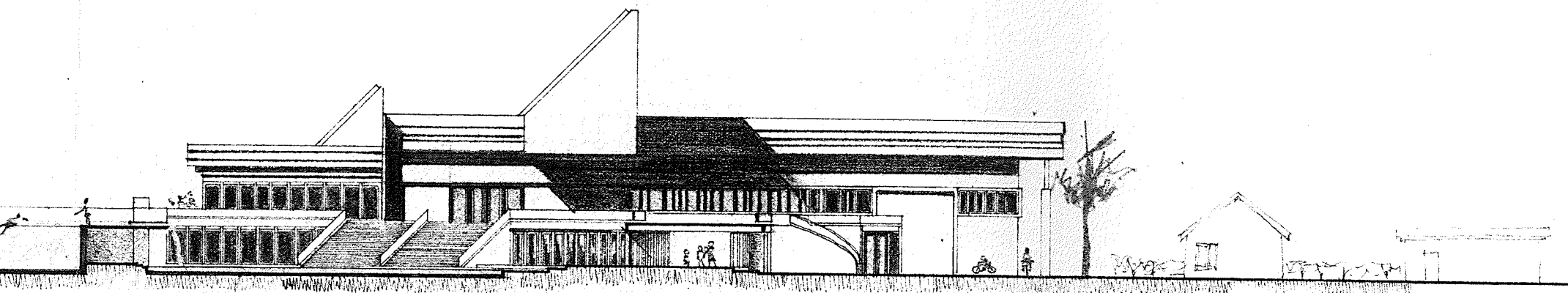
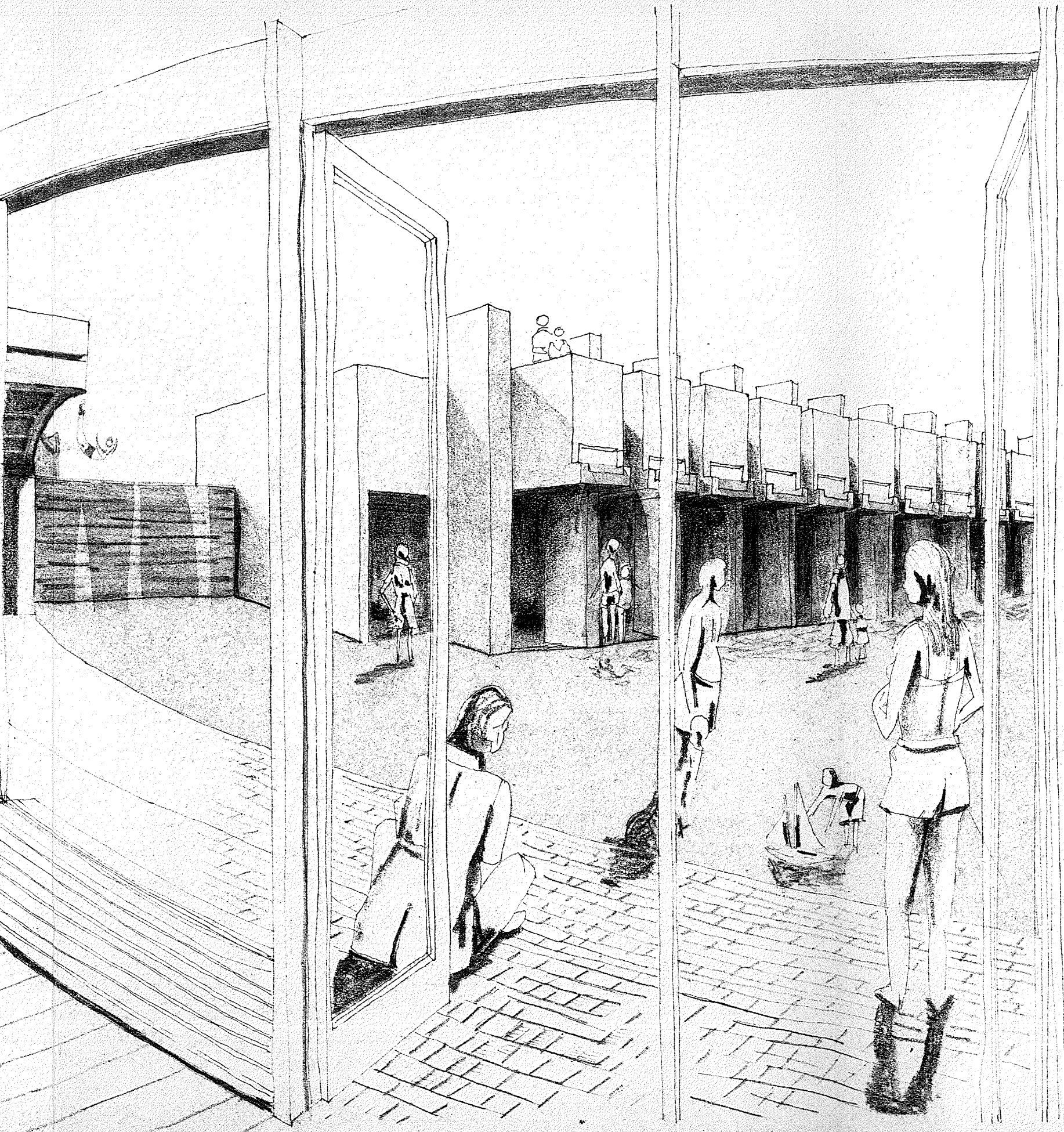RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO. 2

SECTIONS
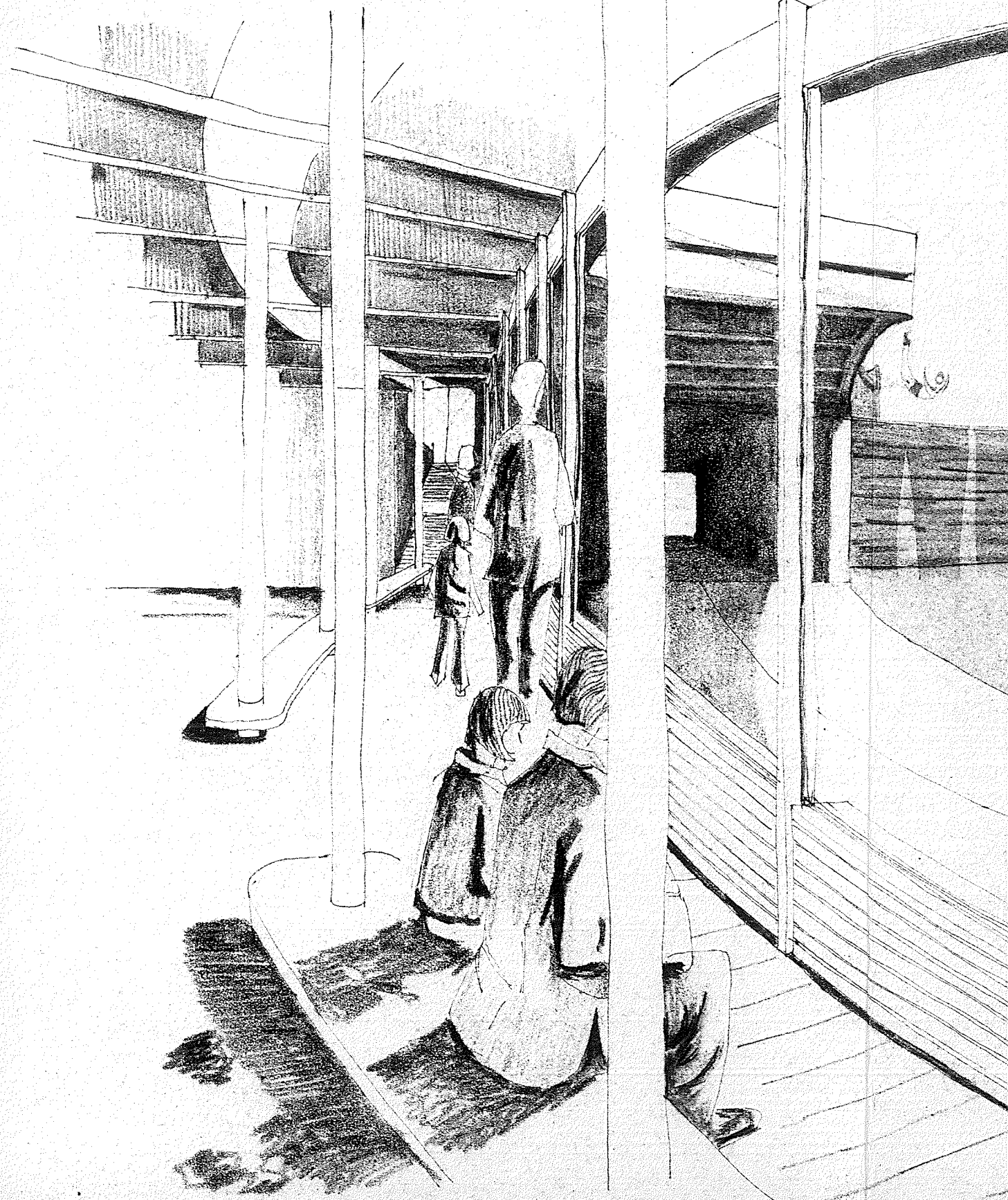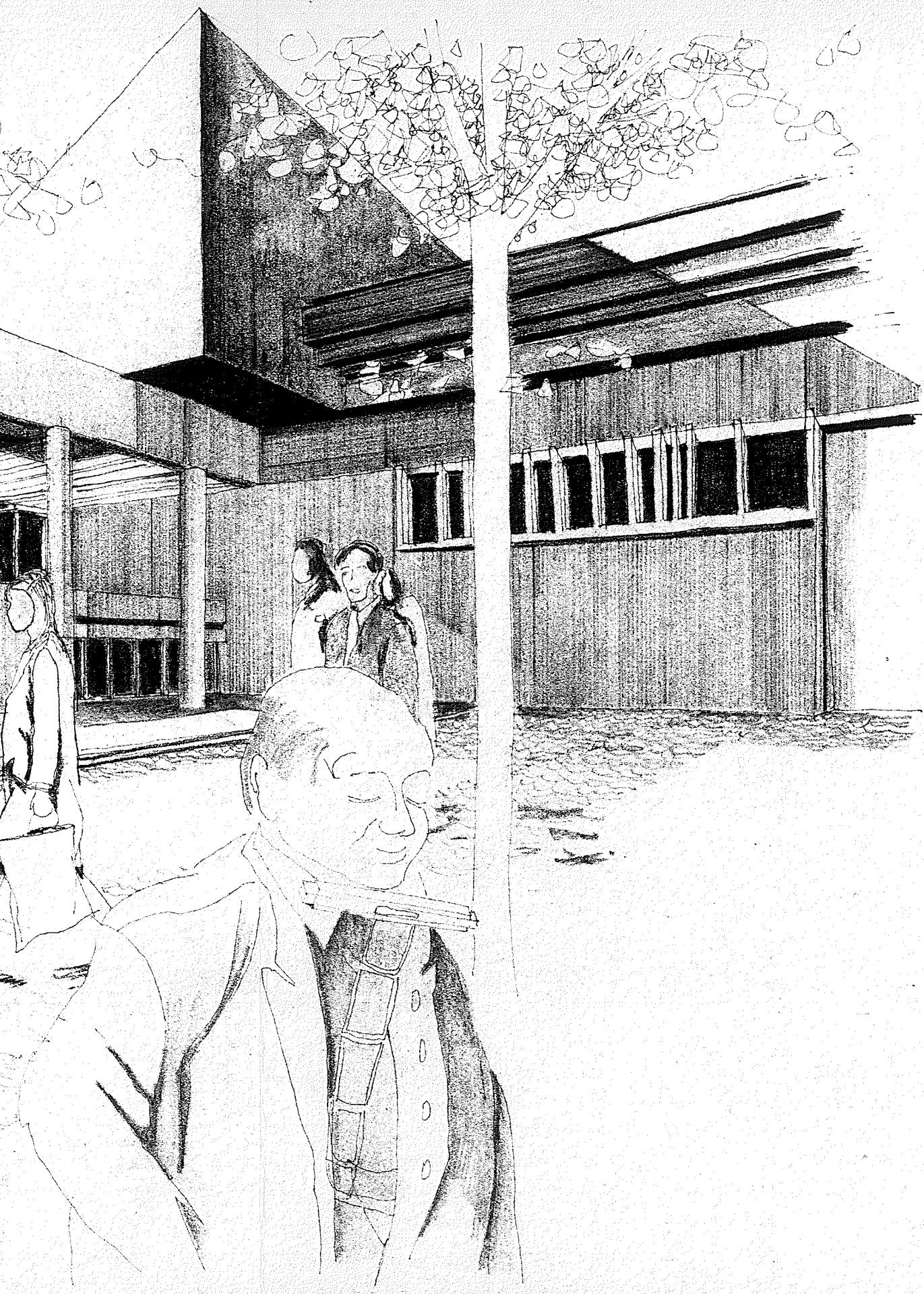SCALE 1" 32'
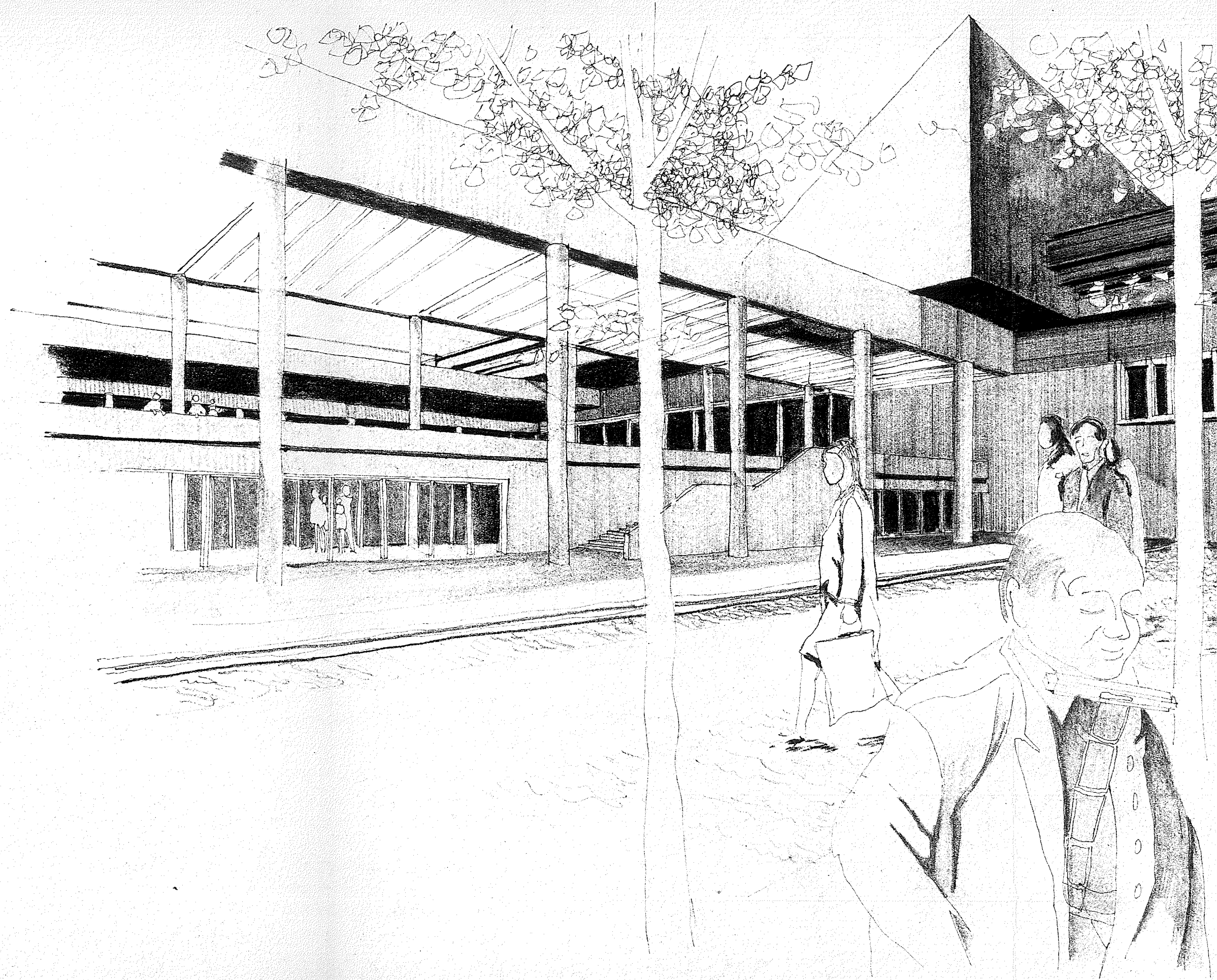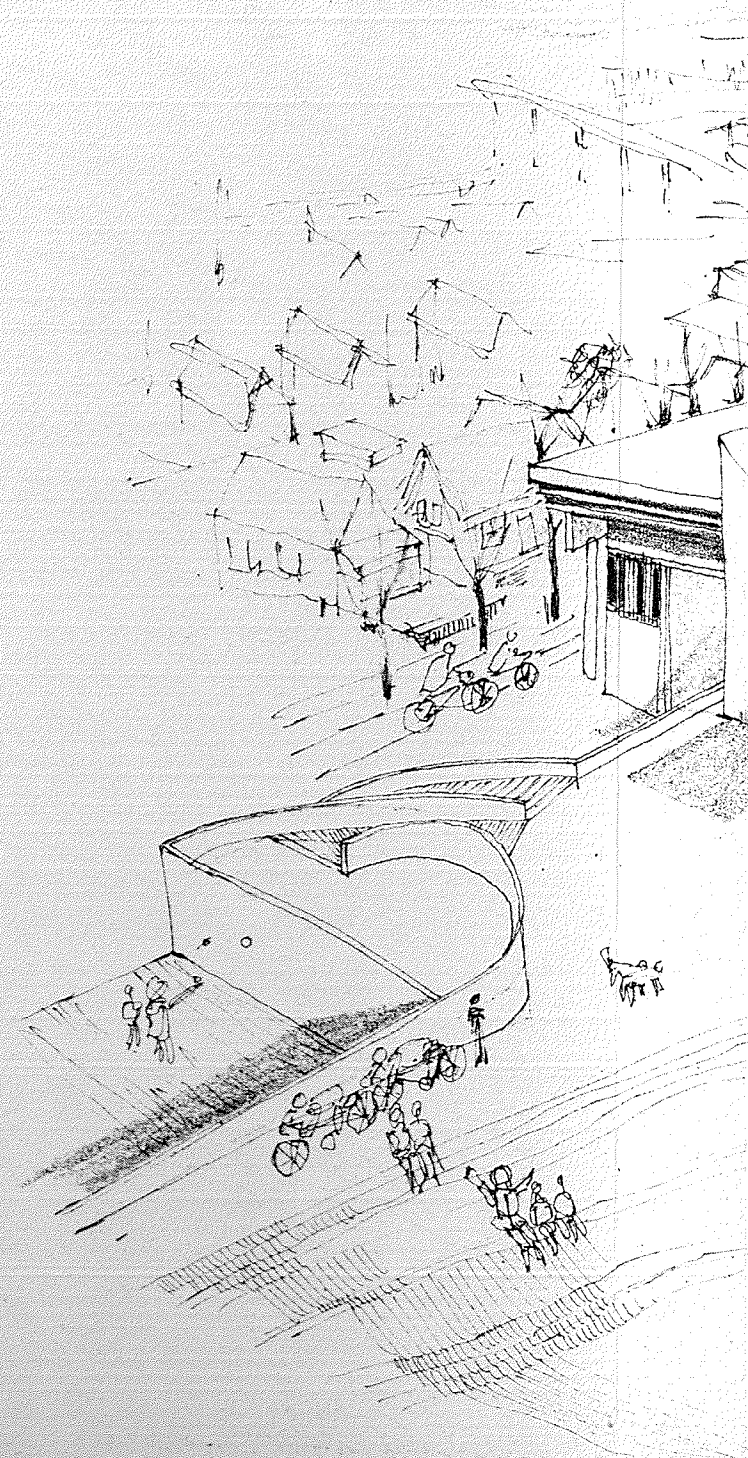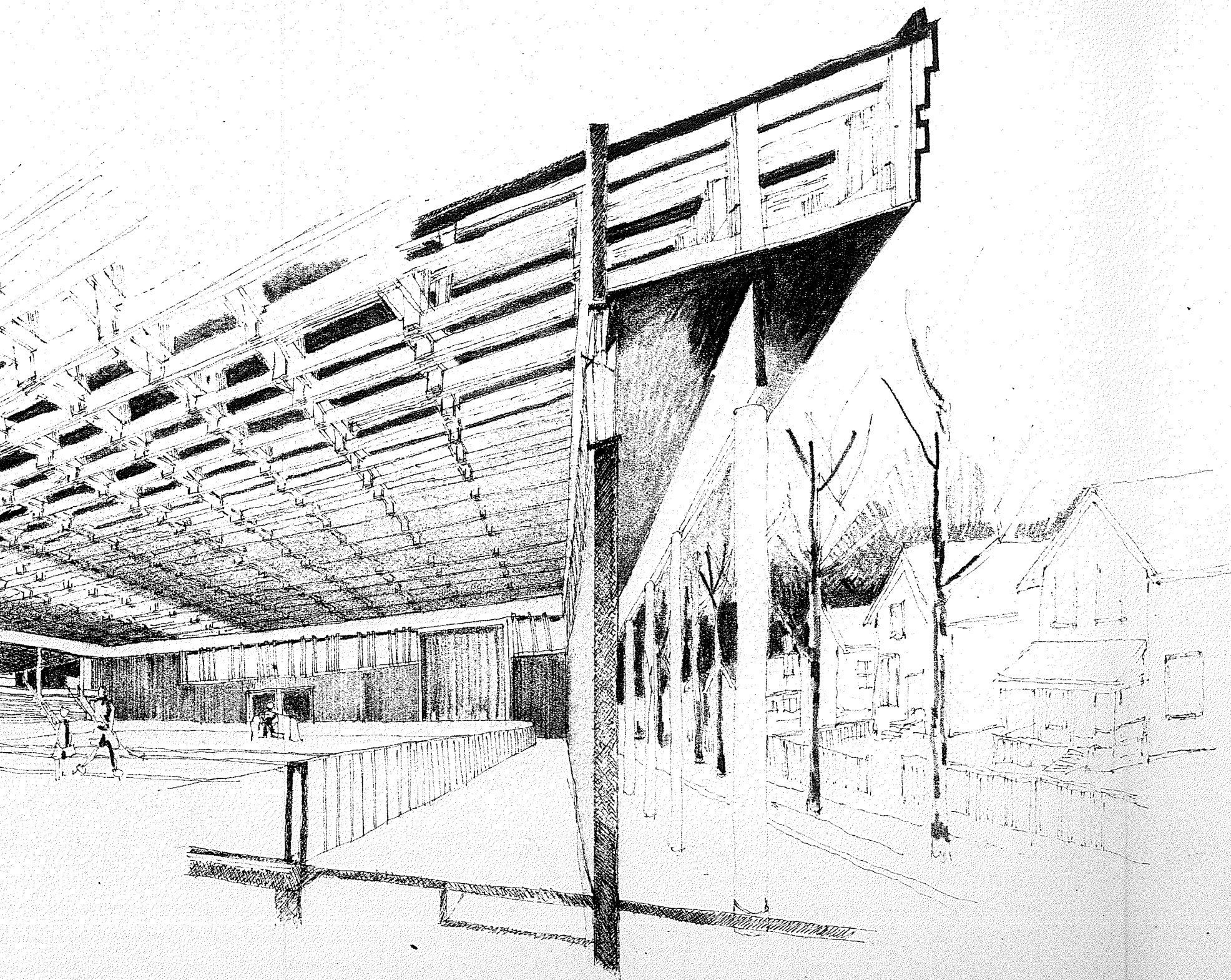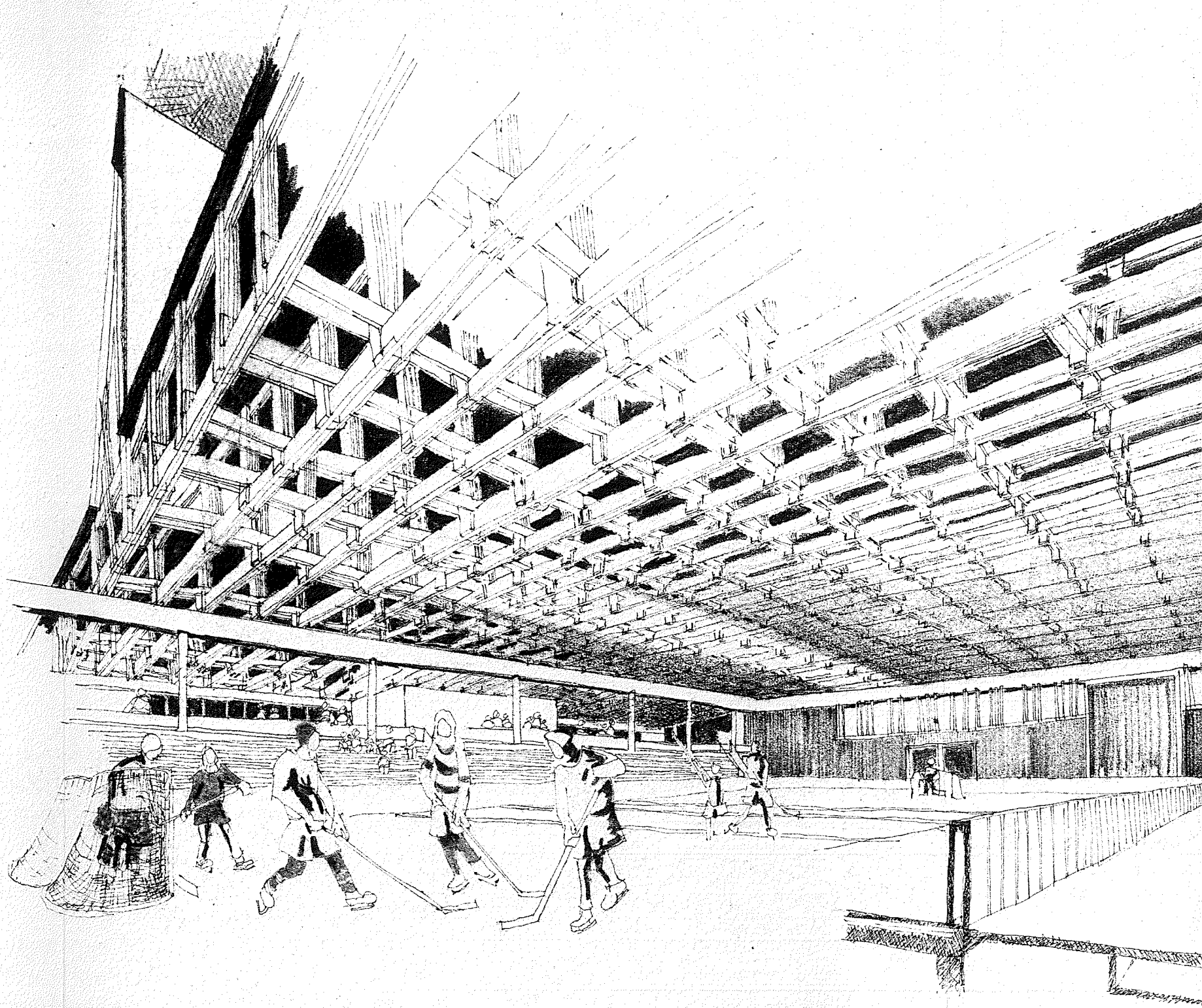
5
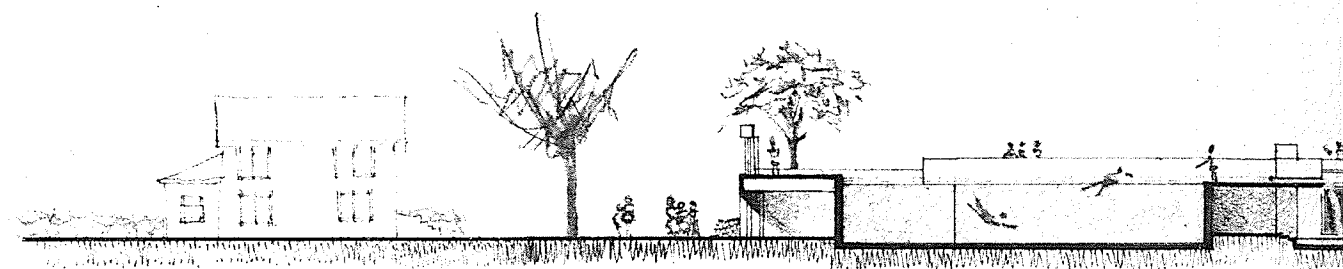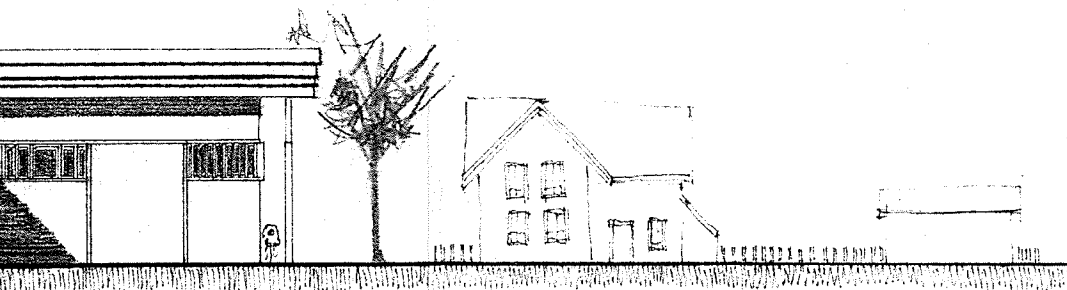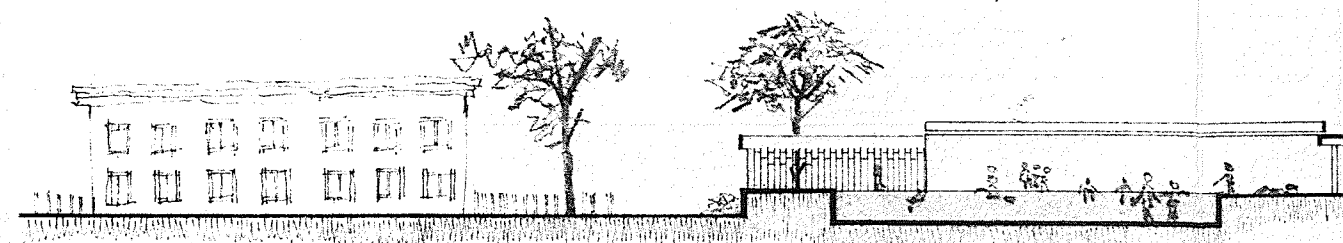
SECTION   C

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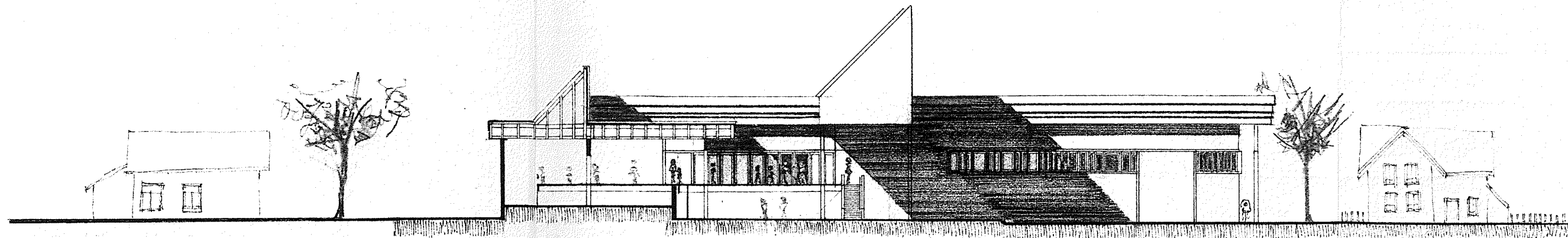
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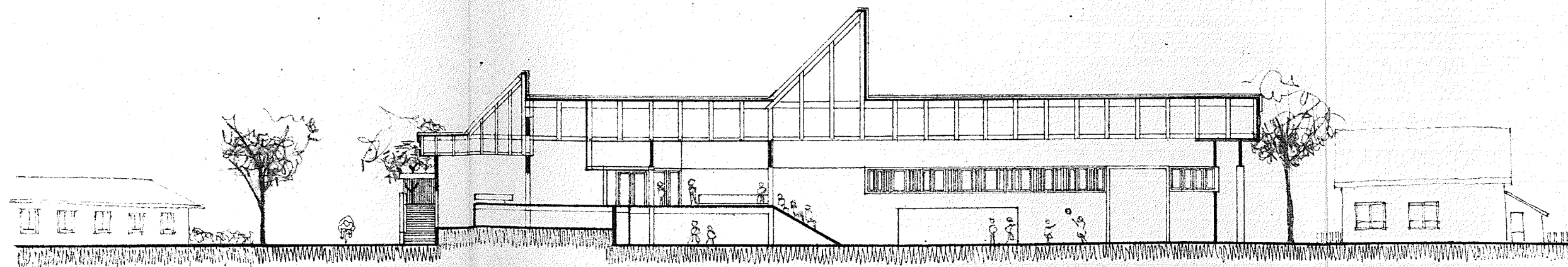
SECTION B

RECREATION
CENTRE FOR
URBAN RENEWAL
DISTRICT NO. 2

SKETCHES

6

FOOTNOTES

FOOTNOTES

^{1}Robert Andras, Central Mortgage and Housing Corporation Departmental Circular, Ottawa (August, 1972).

^{2}Stuart French, "The First People's Park Movement," Landscape Architecture, Lexington Ky. (October, 1971).

^{3}Peter Collins, Architectural Judgment (Montreal, 1971), p. 70.

^{4}Colin Hunt, "The Participation of Private Enterprise", The Pedestrain in the City (London, 1965), p. 227.

^{5}Peter Collins, Architectural Judgment (Montreal, 1971), p. 72.

^{6}Allan Tate, "Private Enterprise in Creating Communities," The Architect, Perth, Australia (Sept., 1971).

^{7}Central Mortgage and Housing Corporation, Capital Budget Report, 1971, Question Section, p. 1.

^{8}Peter Collins, Architectural Judgment (Montreal, 1971), p. 68.

^{9}Ibid., p. 64.

^{10}Lewis Mumford, The Urban Prospect (New York, 1968), p. 24.

^{11}Geoffrey Copcutt, "Planning and Designing. The Central Areas of Cumbernauld New Town", The Pedestrian in the City (London, 1965), p. 229.

^{12}Myron Lieberman, "New Communities", Saturday Review (May 15, 1971).

^{13}Leo Molinaro, "Truth and Consequences for Older Cities", Saturday Review (May 15, 1971), p. 30.

^{14}Peter Collins, Architectural Judgment (Montreal, 1971), p. 195.

^{15}Allan Tate, "Private Enterprise in Creating Communities", The Architect, Perth, Australia (Sept., 1971).

[16]Leo Molinaro, "Truth and Consequences for Older Cities", Saturday Review (May 15, 1971), p. 30.

[17]Robert Andras, Communique of the Minister of Urban Affairs, Ottawa, August 11

[18]Cy Paumier, "The Case of a New Town", AIA Journal (November 1970), p. 33.

[19]John M. Scott, "Letting By Town Be Bygones", Time Magazine (February 21, 1972), p. 8.

[20]Kell Astrom, City Planning in Sweden (Stockholm, 1967), p. 60.

[21]Krazer and Byfoabe, Urban Problems (Toronto, 1971), p. 20.

[22]Car Westland and Lionel Marleau, "Green For Breathing", National Health and Welfare Research Paper.

[23]O. Molyneux, "Working For Recreation", Town Planning Institute (March 1968), p. 149.

[24]Ibid., p. 150.

[25]John Farina, "Frame of Reference", Greater Winnipeg Parks and Recreation Survey 1957, p. 6.

[26]Ibid., p. 8.

[27]Ibid., p. 9.

[28]Ibid., p. 5.

[29]Ibid., p. 13.

[30]Henri Lefebvre, Dialectical Materialism (London, 1969), p. 51.

[31]Ibid., p. 54.

[32]Colin Hunt, "The Participation of Private Enterprise", Pedestrain In the City (London, 1965), p. 227.

[33]Jane Drew, "Chandigarh Housing", Pedestrian In the City (London, 1965), p. 279.

[34]L. J. Fricher, "A Pedestrian's Experience of the Landscape of Cumbernauld", Pedestrian in the City (London, 1965), p. 259.

[35]Cy Paumier, Jr., "The Case of a New Town", AIA Journal (November, 1970), p. 34.

[36]Colin Hunt, Pedestrain In the City, "The Participation of Private Enterprise" (London, 1965), p. 228.

[37]Associated Urban Planners, Urban Renewal Area Number 2 (Winnipeg, 1967), p. 3.

[38]Ibid., p. 6.

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88

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