

follow up on these and other dimensions of grass-roots democracy in studies to come.

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Vancouver, by Walter Hardwick. Toronto: Collier-Macmillan, 1974. 223 pp., illus., \$5.95.

Vancouver is a case study in urban geography, an outline of the past, present, and future growth trends of the metropolis, a review of twentieth century planning policies, and a planner-politician's credo. Hardwick, besides leading a research team which has thoroughly investigated the urban geography of Vancouver in the decade since 1964, was also a city alderman from 1968 to 1974. Product of this rare combination of academic and local politician, *Vancouver* provides important insights for the reader and is a vehicle for the *personalismo* of the author. This is not a modest book.

Despite colloquialisms, the occasional unhappy expression (e.g. mallocation), and the use of catchy phrases, this is an excellent case study for students of urban geography, planning and politics. For the former group especially, *Vancouver* provides an admirable specific against concepts derived from conventional texts. Even in modern Canadian texts, concepts and models of urban structure and process are still strongly rooted in research based on the American experience. Hardwick suggests that the unthinking application of American models to the Canadian urban scene is not only intellectually irresponsible but may also result in the application of inappropriate planning solutions. Grasping the local problem requires local research and perhaps local theory. Even the discovery that a major time lag exists between the operation of similar processes in United States and Canadian cities may have important repercussions in the planning sphere.

Besides its merits as an academic antidote, *Vancouver* could also serve as an informative handbook for concerned citizens and prospective immigrants. Its firm grounding in the historical antecedents of present conditions and its strong commitment to a planned urban future make it required reading for all those who seek to shape the future metropolis.

The overwhelming fact of metropolitan growth, from a population of 125,000 in 1911 to nearly one million and a quarter in 1973, is first demonstrated, together with the radical changes which have taken place

since 1945. The analysis of changing downtown is of relevance to citizens and academics alike. With the decentralization of residential, retail and industrial land uses to the suburban periphery, downtown has devolved into a modern counterpart of the typical ancient city, a focus of managerial power. The corollary of tall, black insurance towers is interchangeable office fodder stacked away in adjacent highrises. To offset the apparent simplicity of this functional sorting schema, the complexity of the central city is emphasized by providing details of the rise and fall of neighbourhoods and changing ethnic and class patterns. These sections are well illustrated by photographs. Captions reveal an eye for telling detail, and there are some illuminating "before and after" shots. In the discussion of new suburbs and the "rurban" fringe, however, there is a tendency towards description and even the mere listing of features and trends.

From the analysis of residential patterns a major theme emerges of both intrinsic and practical interest. Hardwick demonstrates that the character of residential areas is largely a product of the value system of the original inhabitants. Formality, neatness and a desire for large, well-treed grounds set in a manicured public environment characterized the older suburbs of Shaughnessy and Point Grey. Middle-class group norms triumphed over individualism. In sharp contrast, the working-class suburbs of South Vancouver expressed the individualism of the original settlers in the form of irregular set-backs, lack of curbs, gutters, ornamental lighting and a litter of utility poles. Here potential conflict arises when, crying "private affluence and public squalor," planners and politicians with middle-class values attempt to impose standardized solutions on a diverse urban pattern. Modern values (and illusions) are illustrated by the rush to set up homes in semi-rural exurbia ("a good place for the kids"), a move often followed by the frustrations of long commuting hauls and lack of expected amenity levels.

The importance of mental images and beliefs in city shaping is further emphasized by an investigation of city planning since the 1920s. After a rather breathless historical review and a statement of Vancouver's major planning problems, Hardwick suggests that growth was dominated by economic forces until the 1930s. A series of indictments of past planning theory and practice follows. Planners of the 1930s, such as Bartholemew, were dominated by a view of the city as a single downtown core supported by a series of radial transportation lines. The inability of this simplistic framework to encompass the complexity of a metropolis with many sub-centres and much peripheral movement is partly responsible for what

hindsight critics regard as the extremely poor forecasting of prewar planners.

Indictments begin to fall thick and fast. Later planners and politicians are chastised for their failure to rid their minds of the simplistic, automobile-oriented core-radial image, which led them to demand radial free-ways and third crossings which would have carved up neighbourhoods and failed to solve the traffic problem. Inability to foresee the decentralization of industry and warehousing, moreover, led to underutilized industrially zoned land in the zone of transition around downtown, resulting in the deterioration of residential quality. As in Victoria's James Bay, the rethinking of the 1970s has resulted in extensive rezoning. Further, modern architects and planners are accused of importing inappropriate California and Miami building styles into the unique climatic and physiographic setting of Vancouver. (By the same token one might indict southern Canadians for building replicas of their preferred suburban open-plan environments in the resource towns of the sub-Arctic. We are all guilty of cultural transfer.) Finally, technocrat planners are assailed for their lack of responsiveness to the needs of the public for whom they are, apparently, planning. These are fair assessments and bear repetition, which they get. It is more than a little heartening, however, to find that at least the high level of environmental awareness of the early elite was on the right track; "what was once imposed by an elite in Vancouver is [now] being demanded by the majority."

The rise of the "inpert," and the consequent challenge to the expert, are the realities of urban geopolitics today. *Vancouver* documents citizen protests whereby undesired developments have been modified. Like Jane Jacobs, Hardwick supports public participation in the planning process, and pleads for urban diversity, "people-oriented" downtowns, and mixed land uses in place of the homogeneous zoning of the past. But increasing diversity and local autonomy carry with them the potential for inter-area rivalry. It was perhaps wise of Vancouver's citizens to reject a balkanizing ward system in 1973 in view of the demonstrated trends towards increasing segregation, not only by race and class, but also by life-style and stage in the life cycle.

Local chauvinism, with its desire for the preservation of local identity, could also be a problem if the political reorganization of the region were attempted. Hardwick demonstrates that the Vancouver metropolis, an interdependent functional region, requires co-ordinated planning rather than the rash of independent policies at present emanating from a mosaic of fossilized municipalities. The term "Vancouver" increasingly refers to

a major region, the city inhabitants of which profoundly affect surrounding non-urban land uses via food demands, recreation, weekend cottages, hobby farms and the scatteration of subdivisions. Political fragmentation is stultifying, and a multitude of single-purpose authorities, and even the GVRD (Greater Vancouver Regional District), as presently constituted, are not enough. As with the fragmentation of port control, planning control of the post-industrial city requires a responsible, responsive, accountable planning authority for the entire urban-rural region.

One of the first acts of such a regional authority should be, Hardwick states, the designation of one or two new office-based "downtowns," for example at New Westminster. This might go far towards the retention of local identity in the multinucleate urban region of the future. The public's appraisal of such a plan is not yet apparent, and cannot be discounted. The planner of the future, while having one ear attuned to "planners' solutions" such as cluster development, is likely to be in the rather schizoid position of having the other ear pinned down at grassroots level. As James Lorimer's *Citizen's Guide to City Politics* suggests, Hardwick has proved reasonably successful at this difficult balancing feat.

Vancouver, whether used primarily by urban geographer or politicized citizen, remains also a personal testament in the modern humanist planning tradition. The book ends with some indication of areas of conflict in the future and pleads that we bestir ourselves to ensure the development of a high quality urban-rural environment for the Vancouver metropolitan region. This surely is better than continuing to get the environment we deserve.

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The Mountains and the Sky, by Lorne E. Render. Calgary: Glenbow-Alberta Institute with McClelland and Stewart West, 1974. 223 pp., illus., \$27.50.

The Mountains and the Sky, written by Lorne E. Render, Director of Exhibitions at the Glenbow-Alberta Institute, and published by Glenbow and McClelland and Stewart West, is a handsome book of quality reproduction and printing. "Every painting," the introduction tells us, "is from Glenbow's collection." Though in some areas the Institute's collection is extensive, it is not vast enough to offer "a composite picture of how a number of exceptional artists have looked at and recorded an expressive