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The purpose of *Sitelines* is to provide an open forum for the exchange of ideas and information pertaining to the profession of landscape architecture. Individual opinions expressed are those of the writers and not necessarily of those of the BCSLA.

President's Message

By Mark van der Zalm, BCSLA, LEED AP



It is my honour to be serving as the president-elect of the BCSLA.

During the past year I have collaborated with some enthusiastic and capable directors and volunteers that make up our Board. In accepting the position as society president I was not fully aware of all of the worthy initiatives our professional society undertakes on our behalf. I feel both enlightened and thankful to have such an active and effective professional organization serving our membership. Many thanks to our executive, and our current president Dr. Kathy Dunster, for tireless work in support of our collective careers.

Events over the past year have given me pause to consider what is important to our membership and how our society can continue to build our stature and relevance. We as landscape architects have a responsibility to continue providing leadership to our clients, projects, and allied professionals. Too often we look for our profile to be raised through marketing and media outreach. Although these initiatives are important, we as practitioners have the means within our grasp to seize opportunities to improve our communities and environment and to make a significant impact. This reality alone is critical to raising our profile amongst the general public. We as consulting professionals, public servants, and those practicing in academia, can signal our own importance and value through our actions. Respect is always earned and one must only peruse back issues of *Sitelines*, *LAND*, and *Landscape Architecture*, to find that we are indeed leading.

Economics on a world scale have dealt the design consulting professions a significant blow over the past fiscal year. Although somewhat insulated in British Columbia, we need only look to pre-stimulus Ontario and many professional bodies south of the 49th parallel to know that our economy and marketplace remain somewhat fragile. Signs of life in the housing market combined with significant infrastructure improvements and public projects bolstered by Federal grants, are keeping many of our consulting practices very busy. With one eye on 2011, let this be the year that we allow for greater collaboration and support of one another. Although competitors in some sectors, we are also a family of professionals linked through our membership in BCSLA. Wherever possible, let us support and encourage our growing network of landscape architects and interns throughout the province. ►

In this Issue:



Cover Image: Gordon Price
The Woodward's building central plaza.

President's Message.....	3
Kelowna Crossroads.....	5
Consultant Fashion.....	7
Current Directions in the Urban Landscape.....	8
Woodwards: From Slum to New Urban Mix.....	9
TownShift.....	11
Philip Tattersfield Scholarship.....	16

The BCSLA will be undertaking some important tasks through 2010-2011. An extraordinary meeting will be held this summer to ratify our agreement to align our membership categories with professional societies in Ontario and Alberta. Our membership must also face the pending establishment of the HST and its impact on our consulting work. The BCSLA will assess how best to support our members through this process and a workshop may be held to address specific concerns. On November 14th through December 4th a landscape architecture exhibit will be on display at the Pendulum Gallery space on West Georgia Street. This will be an exciting venue for displaying current work and raising awareness of landscape architects practicing in our province. We hope to garner widespread participation in these events and keep our society a lively, relevant, and central part of our professional practice.

A sign of our success is our continued growth in new membership. Through reciprocity, internship, and new student members our ranks are swelling. In June our board of examiners will have a very healthy crop of prospective members applying for full membership. Looking ahead, we must establish a strategic vision for the BCSLA for the next five years. This process will include workshops and brainstorming sessions. How do we see ourselves today and how shall we approach our future? I look forward to working with our current group of dedicated volunteers and welcome all members who wish to participate more fully in our professional society. Volunteerism is a rewarding experience and is an important means by which we thrive and grow. I'm looking forward to a strong program at this year's conference "Urban Interventions" April 22-24th, and a successful Annual General Meeting. **SL**

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KELOWNA CROSSROADS: Art and Accessibility Intersect



By Patrick McCormick, Urban Design Planner at
The City of Kelowna



All Images courtesy of
Patrick McCormick



The Doyle Avenue / Ellis Street intersection is a significant crossroad in downtown Kelowna. Its four corners mark the seam between the central business district and the community's Cultural District.

In 2009, the City of Kelowna hired CTQ Consulting Ltd. to undertake a concept design. The goal of the exercise was to enhance the aesthetics of the intersection, giving it due status as a gateway to the Cultural District.

The concept is significant from the City of Kelowna's point of view because it:

- Proposes an advanced system of tactile and visual clues that would allow individuals with mobility challenges to more conveniently and safely navigate the urban environment; and
- Makes a distinctive urban design statement.

The key feature of the design is a circle centred on the mid-point of the intersection and inscribed on the ground plane through varying materials and forms. The path of the circle cuts across the four corners of the intersection carving out a pie-shaped piece on three of the corners. These spaces include the point where the respective public sidewalks converge as well as a portion of the adjoining properties.

The circular concrete band – at times flush with grade, other times a wall – creates a frame for the urban canvas with benches, bike racks, litter receptacles, paving, lighting, and the wall itself envisioned as public art opportunities. The vertical elements illustrated are placeholders for architectural features or commissioned artworks that might strengthen the gateway statement. Public interaction with all of these forms is encouraged and will

be an essential criterion in the future commissioning of the pieces.

The crosswalks would also receive a visual and aesthetic treatment with the potential for the area bound by the crosswalks to be embellished as a two-dimensional artwork. This approach would contribute to the perception of the intersection as an urban "place".

The proposed concept would enhance the status of pedestrians within an area that is evolving as Kelowna's Downtown residential neighbourhood. The traffic calming effects of the concept could be further enhanced by raising the crosswalks to the same elevation as the sidewalks; possibly also raising the entire area bounded by the crosswalks to this elevation.

The property on the north-east corner is ►

privately-owned. In the concept, the courtyard for the private development is included within the inscribed circle. However, the frontage reconstruction of the new building had to be completed well before the concept for the intersection could be finalized, and this aspect of the design was not achieved.

Nevertheless, improved access for persons in wheelchairs and for individuals with visual impairments was implemented. Also of note are the archways in the walls on the publicly-owned corners that provide access to their adjoining sites. These portals mimic the main entrance to the new building and will help the north-east corner relate to the City-owned corners when the design is implemented.

It was intended from the outset that the design incorporate a high standard of Universal Access and CTQ Consulting Ltd.

was asked to work closely with the Mobility Specialist from the Regional Office of the Canadian National Institute for the Blind (CNIB). As a result of this collaboration:

- All obstructions typically found along sidewalks, e.g., hydrants, light poles, etc., are relegated to a zone along the curb side of the sidewalk, freeing a “clear path” for pedestrian and wheelchair movement;
- Edges of the clear path are defined with contrasting textures to allow white-cane users to discern their route. Additionally, these “shorelines” provide a high-degree of colour contrast for pedestrians who have limited visibility typical of conditions such as cataracts or macular degeneration;
- Staging areas or “letdowns” are provided where the shorelines converge. Within these areas, the sidewalk surface slopes to

the roadway elevation to eliminate the curb. The sloping surface, along with a series of strategically-placed bollards, is also an indication that the crosswalk lies ahead. Bright yellow, all-weather, poly-carbon warning strips with their high visual contrast and raised domes further signal that the crosswalk is being approached.

- Crosswalks are a continuation of the clear path. The shorelines continue along the crosswalks which in turn are textured and provide colour contrast. Any adjustment in the sidewalk locations necessary to create an alignment of the sidewalk with the crosswalks occurs well in advance of the crosswalk.


Next steps will be to move from concept design to preliminary design and hopefully include the project as part of the City’s capital budget for 2011. [SL](#)


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DRESSED TO FILL: The Challenge of Site Fashion

By Dawn Brockington, BCSLA

Author's note: For those of you in B.C. who work beyond Hope – or you hail from back east, you will understand this fashion dilemma. As for you born-on-the-coast types like me, suffice to say that you won't really understand Canadian Tire ads until you live on the east side of the Rockies.

As a female landscape architect working in northern Canada, the onset of the construction season in spring brings with it a familiar dilemma: What to wear to the office? Unlike other professionals who always work indoors, the landscape architect must dress for a high-powered meeting and a visit to the site – all in one day.

So, as you survey your closet in the morning – and you reach for that pencil skirt, perfect for the power point presentation you have that morning – think again. What would it look like on the site in the afternoon with a pair of steel toed boots? Unless you want to be mistaken for Jed Clampett's cousin, you'll stick to pants. And don't think you can coast in between by wearing capris – you might as well don the lederhosen, boiled wool jacket and hiking boots and yodel site instructions to the contractor from the top of the stock-

pile of marginal material. I have been caught having to go to the site on a wet spring day in my capris and sandals. And believe me, inspecting live soils from the dry perch of the high water line is not effective.

Speaking of footwear – in the Edmonton region there is no need to invest in platform shoes. Just tromp around a muddy site for an hour and I guarantee you'll be 2 feet taller when you get back to your car (yes, I had to move my seat back to the max). I still have big chunks of that confounded clay on my site boots nearly four years after I got stuck at a site in St. Albert.

It is sometimes necessary to go to the site in winter. Be forewarned that a tailored jacket under a down coat will have you looking like an inflated version of the Michelin Man – plus you risk getting stuck in the office door. And pants with cuffs function as perfect pouches for snow, which explains why there are puddles of water under your desk an hour after you return from the site.

Now on to hard hats. How to put one on without destroying your carefully coifed hair? I don't think it's possible. Thank god beehives



have gone out of style. And should you wear it pushed back for the casual, friendly look, or forward and down low, to look authoritative? You could opt for drama and embellish it with feathers and sequins. Still, the hard hat can protect your hair from those vicious north winds. Without it, you come back to the office looking like Bridget Jones when she got out of Hugh Grant's convertible.

The message here is – it takes planning, perhaps even design to avoid being a site fashion disaster. Maybe I should start a business in reversible site clothing: that nifty little wool suit on the outside is a pair of waterproof coveralls on the inside... not sure how a pair of Prada shoes could convert to steel toed boots though. **sl**

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Current Directions *in the Urban Landscape*

By Larry Diamond, BCSLA, CSLA, ASLA, PIBC

Over the past two decades, there have been significant changes in both the role and design approach of landscape architects in reshaping North American cities. In the 1990's, the shadow of post modernism often manifested formal open spaces, inadequate attention to user program, ornamental plantings with reliance on irrigation and storm water shuttled into catch basins. Our profession was frequently at the tag end of a design process, coming on board after others had already made critical decisions.

Through hard work, we have emerged as vital team players, offering creative and integrated solutions to street revitalization, enhanced community identity and civic redevelopment. Reasons for this expanded role include our increased knowledge base, improved technical and budgeting aptitudes, an ability to communicate effectively with a broad range of players plus a growing demand by citizens and local politicians for re-establishing nature in the city and rationalizing motor vehicle use. Our mandate has shifted significantly from that of an "also ran" to that of design leader and facilitator. With it, new responsibilities and directions have emerged.

A Greater Emphasis on Programming

There is increased focus on establishing flexible, durable and useful open spaces that better respond to people's needs. This entails working more closely with clients and public throughout the design process, from site research through to implementation. CPTED and ADA requirements are now essential design components. The results are civic places that have better community approval agency and financial commitment.

A Focus on Ecological Function

The environmental potentials of city open spaces and streets are increasingly being realized. New roles range from storm water harvesting and storage to attracting desirable wildlife and providing opportunities for urban agriculture. Elements such as permeable paving and bio-swales are receiving greater consideration and acceptance. Ecological function of the landscape is playing a more decisive part in achieving project sustainability objectives and LEED certification.

Thinking Three Dimensionally

Creating linked and coherent open spaces on podiums, vertical surfaces and roof decks that are integrated with landscape at grade has become paramount. These include eco-roofs as well as those programmed for a gamut of uses ranging from sport courts to food production. Living walls are increasing natural diversity. Older, maintenance intensive ornamental and underutilized roofs are being renovated for new functions and more beneficial environmental roles.

Using Local Materials Skillfully

Strong, varied modular paving patterns and surface treatment strategies that help direct pedestrian and vehicular flow and respond to the asymmetry of site circumstance are design highlights. Lighting and street furnishings that are durable yet raise the bar in quality and contemporary expression are receiving greater municipal acceptance. There is a noted departure from oceans of asphalt and abundant exposed aggregate. The use of river cobble in specific places to absorb storm flows is increasing. Where water is used, linear elements with simple cascades and pools are favored over fussy ornate problem prone fountains.

A Contemporary Approach Toward Planting

Drought and frost tolerant thrifty planting used in directional swaths or bands, tough native and near native shrubs and street trees that are pest resistant and that respect sidewalks are the trend. The use of sedums, meadow grasses and other low roof deck plantings have replaced rangy ornamentals. Costly to maintain expansive lawns are reduced. Along rehabilitated waterways, new wetlands and improved aquatic habitats are being re-introduced.

Doing More with Less

Current economic circumstances and frugal budgets require us to stay abreast of fluctuating costs for labor and materials and produce designs that are innovative in layout and detailing to achieve practical results. For example, comparing long term costs and benefits of modular versus poured materials could lead to environmentally beneficial solutions. Landscape architects should be prepared to use quantitative data to properly size swales and other storm water devices if they wish to achieve their acceptance by municipal engineers.

Summary

The above discussion is not meant to be an exhaustive review of current urban landscape design trends. However, this short article identifies some major directions that are in common and that can be identified, whether they are features of new parks in Chicago, New York and Portland or recent and ongoing civic assignments in British Columbia and other Canadian settings. [SL](#)

Woodwards: From Slum to New Urban Mix

By Frances Bula, Special to Sitelines

For almost two decades, it was a black hole at the eastern entrance to Vancouver's downtown: a hulking empty building surrounded by vacant storefronts and drug dealers.

But now, the former Woodward's department store – once the centre of gravity on a bustling commercial street – is coming back to life, as one of the most complex urban-rehabilitation projects in Canada nears completion.

This fall, more than 1,000 people moved into market condos that are part of the \$500-million project, including Joe Lousa and his wife,

part of the crowd that bought the idea of living in a unique experiment aimed at creating a socially mixed microcosm of the city.

"I had a hard time explaining to people why we decided to do this," said Mr. Lousa, a security guard who works a few blocks away from his 16th-floor condo, which sits on the border of the Downtown Eastside. "But the more time you spend down here, the more you realize it's not bad at all."

Soon, an additional 400 people, including 75 families and another 125 singles who suffer from a combination of mental illness, drug

addiction and poverty, will also move in. It won't cure the area's notorious homelessness problems, but it should certainly make a dent.

A grocery and a drugstore opened in early December, bringing legal commercial activity to the block that hasn't been seen since Woodward's closed in 1993. Staff from Vancouver city hall and three federal departments, including the National Film Board and Health Canada, will move in this month, as will non-profit groups. And there's a rooftop daycare on top of the restored original department store.

In February, Simon Fraser University will open its massive Centre for the Performing Arts in the project. It includes half a dozen performance or cinema spaces, with a gala launch of theatre director Robert Lepage's *The Blue Dragon*.

All of that interlocking activity is what project developer Ian Gillespie, architect Gregory Henriquez and political advocate Jim Green say will make this project a ►



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success where so many urban-regeneration developments have failed.

“It’s transformative,” says Mr. Gillespie, who, with business partner Ben Yeung, has spent six years fine-tuning details on the building, from the enormous Stan Douglas photo mural in the central atrium to the sculpted “French fry” columns on one of the condo towers to the handmade benches on the rooftop garden. “And part of the reason for that is just the amount of body heat from all these people who will be using it. You need that mass and scale to make it work.”

Mr. Henriquez says the project is unlike anything he’s ever done or expects to do again in his lifetime.

“As a model of inclusivity, it’s a really beautiful statement,” said Mr. Henriquez, who spent years figuring out such details as entrances that would suit each client group and common spaces they could share comfortably, such as the main civic plaza, which has entrances from three sides.

Mr. Gillespie and Mr. Henriquez are getting calls from people around North America who

want to know more about the project. They expect to spend the 2010 Winter Olympics month giving tours to out-of-town visitors who have expressed interest and are looking at replicating the ideas in their own cities.

But as they and others say, this project demanded an unusual level of political will, blind faith and collaboration – something others would have to be prepared for if they wanted to undertake something similar. “It involves a lot of people taking risks,” says Mr. Gillespie, who adds he won’t know for several years whether he broke even, lost money, or made a profit on the project.

The block was a yawning pit of development demons six years ago.

The store was a designated heritage site, filled with asbestos and crumbling brick that hadn’t been maintained for 15 years. Downtown Eastside groups had a passionate attachment to it, and it had been the site of a famous squat for a couple of months in 2002 with hundreds of people demanding that it be turned into social housing.

And it was unclear whether anyone would

be willing to buy a condo, run a store, or establish an office in the rundown area – at any price.

The recovery started when Mr. Green, a long-time Downtown Eastside advocate for saving the building, was elected to council in 2002 and he pushed a deal for the provincial government to buy it for \$5.5-million – a quarter of its assessed value.

But the project was far from a done deal, because of all the negatives. “I didn’t have a single developer willing to take it on,” said Michael Flanigan, the city’s director of real-estate services, the bureaucrat whom many credit with making the project a reality.

City planners ran lengthy consultations with the local community to get their ideas and find out what would make the project work for them. The city also appointed a community advisory committee – a crucial step, Mr. Green said. “This was a great victory for the people of that community who worked to save that building for years.”

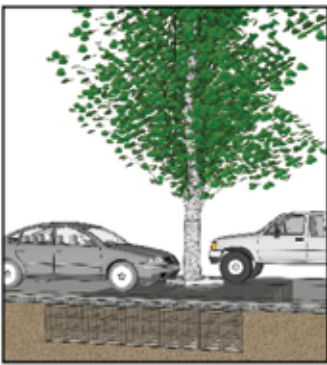
But it did mean that anyone developing the site needed to do it in a way that was going to include the existing neighbourhood, the poorest in Canada, and not just prompt a wave of gentrification. The project also had to include homes for 125 of the neighbourhood’s poorest people – those who had been homeless or close to it.

When Mr. Gillespie’s group won the bid, it took years of negotiating with major local retailers – Jimmy Pattison’s group for the Nesters Market grocery store, and Brandt Louie’s drugstore chain, London Drugs, and the Toronto Dominion Bank – to ensure they would come in, something that Mr. Gillespie felt was essential to help convince them, “they got deals that you wouldn’t typically find,” he admits.

In the end, says Mr. Gillespie, “they said, ‘We’ve had a fortunate business model and we want to give something back to the neighbourhood.’ So they closed their eyes and went in.”

Which is, in a way, what happened with everyone in the project. [sl](#)

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TownShift: Suburb into City

A design competition for envisioning the future of Surrey

By Jacqueline Lowe, BLA, BCCLA Intern, LEED AP

Welcome to the City of Surrey – “The Future Lives Here.” Whoever developed the new slogan for this emerging metropolis insightfully summed what the province’s fastest growing city will mean to many of its new residents.

In the design world, to use the words *future* and *here* in the same sentence usually implies that a person could look and imagine how a space will develop. To use these same words in reference to a city implies vision and planning — it requires knowing how people live. With the City Centre neighbourhood of Surrey established, the focus of planning has turned to the city’s many other constituent neighbourhoods. An estimated one thousand people move to the city every month, which is pressuring the municipality to ensure that all of Surrey’s neighbourhoods are developing sustainably. This means a clear vision for living expressed through density, form, community connections, and transit opportunities. TownShift was created to help develop this vision.

The TownShift design competition opened in November 2009 to the public on the national and international scale. Its focus was to engage people for ideas on anything from master planning through to landscape standards on a variety of scales at five different neighbourhood sites. Each site was described in its particular challenges and requests for strategies. Participants were allowed to enter conceptual designs on any one or all five of the sites, provided it met the competition requirements. Although the focus of the competition was on sites in Surrey, the challenges expressed in each of the five categories were representative of growing cities around the world. The five categories, as described in the competition brief, included:

surrey crossing cloverdale

Surrey Observations



The Future Lives Here... Surrey is ideally positioned as a metropolis located between the city of Vancouver, the USA and the Fraser Valley. It offers resources and amenities such as an extensive system of parks and greenways, the Agricultural Land Reserve, cultural and arts centres and universities. Its most significant potential and challenge lie within the infrastructure of its major arterial thoroughfares. These thoroughfares make Surrey highly accessible and connected, but are, to date, undeveloped in their urban and livability potential.

Approach

Our proposal was developed through an analysis of all five TownShift sites. We found that all the sites share similar typological challenges. Thus, in our opinion, a relevant proposal needs to develop a strategy to reform these typological conditions. For this submission our proposed strategies have been adapted for the Cloverdale site. However, the overall strategies are also applicable to the other TownShift sites.

Typological Challenges

The built environments, constructed in response to the arterial roads crossing through Surrey, have produced three conditions that impede sustainable urban development.

Retreat from the Edge

Most commercial developments are set back from the arterial road. Parking dominates and creates a generic landscape.

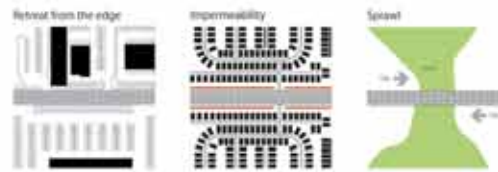
Impermeability

Curlicue developments impede the permeability of Surrey's large block structure and reduce connectivity within neighbourhoods. Single and multi family housing turn their back on the highway. One's impression of these neighbourhoods is a 6 foot high plastic privacy fence.

Spread

Development pushes into the Agricultural Land Reserve along the highway edge, eating up the dwindling supply of agricultural land, while allowing unchecked growth.

Surrey Challenges



Surrey Proposed Strategies



Urban and Rural Linkage

Our Proposal

Focus Growth

- Focus growth using arterial corridors as they already have the infrastructure in place to support higher density. They are also well served by public transportation routes. Over time this will create a highly serviced loop between existing town centres.
- Establish hierarchy by building residential towers only at the highest density nodes and medium density solutions elsewhere.
- Locate car-oriented commercial and light industrial uses at the highway edge with surface parking behind buildings.
- Develop surface parking areas that can also be used for recreational and cultural activities when parking demand is low. Divide parking areas into small pockets with green edges.
- Avoid residential development directly adjacent to highways. Locate medium-density housing parallel to the highway - buffered by commercial and light industrial buildings.

Reconnect the City

- Increase connectivity between arterial routes, residential neighbourhoods and amenities by connecting secondary streets to arterial roads and through Surrey's large blocks.
- Expand and link green corridors between residential areas, amenities and the A.L.R.

Limit Encroachment on the A.L.R. and Re-brand it as an Armenty

- Limit spread to encourage densification and urban food production.
- Hard line the urban boundary and re-orient development to value rural vista.
- Develop an Agri wall that negotiates the edge between agriculture and urban uses, connects urban and rural residents and redefines this edge as primary urban amenity.



Arterial Densification



Agri-wall

Cloverdale: Round-Up – Building Affordability

Focus: “How can we add housing density near a historic district that builds retail vitality and enlivens public spaces?”

Fleetwood: Marker – Shaping Gateway Identity

Focus: “How can the designs of architects or artists demark and celebrate otherwise nameless suburbs, whose boundaries are not known even by their own residents?”

Guildford: Cornered – Place-Making at Mall’s Edge

Focus: “How do we temper busy arterial streets; what do we do with the dreary corners of regional shopping mall parking lots; how do we shape gateways to new cities?”

Newton: New Town – Connecting Density to Transit

Focus: “What do you do with the unsafe and unloved spaces around the bus exchange or recreation centre; how can transit shape the renewal of suburban hubs; how do we shape the mixed-use heart and public spaces appropriate to a postmodern suburb?”

Semiahmoo: Up – Forming Plaza through Residential Towers

Focus: “Can high rise residential towers— located very close to bungalows and low-to-the-ground apartments be designed in scale and counterpoise, helping to animate arterial streets and pay for a new civic plaza?”

Design submissions were submitted in January 2010 and reviewed by a panel of acclaimed judges for winner selection. The international response was overwhelmingly positive with 20 countries responding and 138 design concepts submitted. The judges selected 27 finalists and awarded the top entrants from each category with cash prizes totalling \$75,000. A display of the submissions was assembled at the SFU campus during the 2010 Games. Finalist submissions and information on the winners is currently available at www.townshift.ca. [SL](#)

crossing surrey

cloverdale



Hotel marking entry to the historic town centre



Interface between new mid density housing and existing main street



Surface parking between mid density housing and highway commercial buildings

Cloverdale Implementation Strategy

We propose creating a new symbiotic relationship between Highway 15 and the historic town centre. As a main thoroughfare, Highway 15 plays a role in shaping the identity of Cloverdale. As such we propose that a defined street edge be created along Highway 15 with light industrial, car-oriented commercial and public amenity buildings. New retail would be directly linked to the town centre and would support it by drawing people to the area and providing additional parking for shops on the main street. Mid-density housing between the highway and town centre mediates the transition in scale and pace. By breaking through existing city blocks to reconnect secondary streets and green corridors, we knit together residential neighbourhoods, the fair grounds, amenities and the town centre. Greenways also connect to the ALR north-south and tie into the proposed agri-wall recreational amenity.



1. Reconnect main street with the city fabric
2. Develop the anchor site as a marker for the downtown and a major tourist draw to the town centre with a hotel use
3. Extend greenways and introduce secondary lanes to connect city blocks at a finer scale
4. Develop residential infill at a scale and density that makes sense for Cloverdale—with varied housing types
5. Develop an anchor grocery store to attract shoppers to the downtown and support smaller business
6. Develop surface parking to support grocery and small business - while building in potential alternate uses such as hard surface sports and festivals
7. Provide new emergency services centre and station
8. Density arterial edge with light industrial and car oriented uses
9. Provide connection of the ALR from south to north by linking existing and new greenways while integrating urban agriculture

All Images Courtesy of TownShift Competition Organizers.



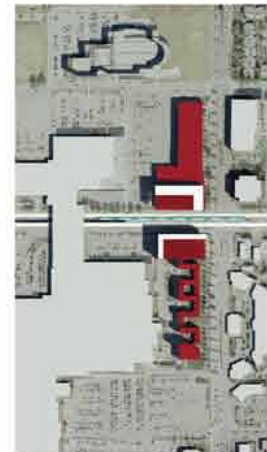
Guildford: Cornered Place-Making at Mall's Edge

RETURN OF RITUAL

NOW. The trek to the mall; get dressed and drive. The radio acts as brain filler until you reach the mall. No conversation, no opportunity to meet friends to pause along the day's journey.

WOW. The vision for Guildford's intersection is to create an amazing street; SUPERBIA. By emphasizing the corners, this design proposes to act as a catalyst for a new community along 152nd Street. The design seeks to replace the desert of surface parking through the insertion of spaces - filling the gap with new rituals besides driving, exploring the relationship of the public realm above the vehicles. Neighbourhood identity is created through colour. Colour has remarkable properties in making a place; it is emotional, it has smell, it has memory, it unites people like team jerseys of their favourite sports team or country of origin.

Reacting to its location, the proposed buildings massing responds to street and site orientation like stacked logs; creating a series of courtyards at ground level and above. The massing and expression are inspired by childhood memories of what was once and what could be; courtyards for festivals and daily street markets, living beside your favourite places to meet friends; shelter from the rain; elevated walking trails; quiet places to feel the morning sun.



context plan



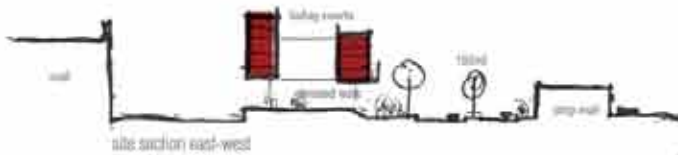
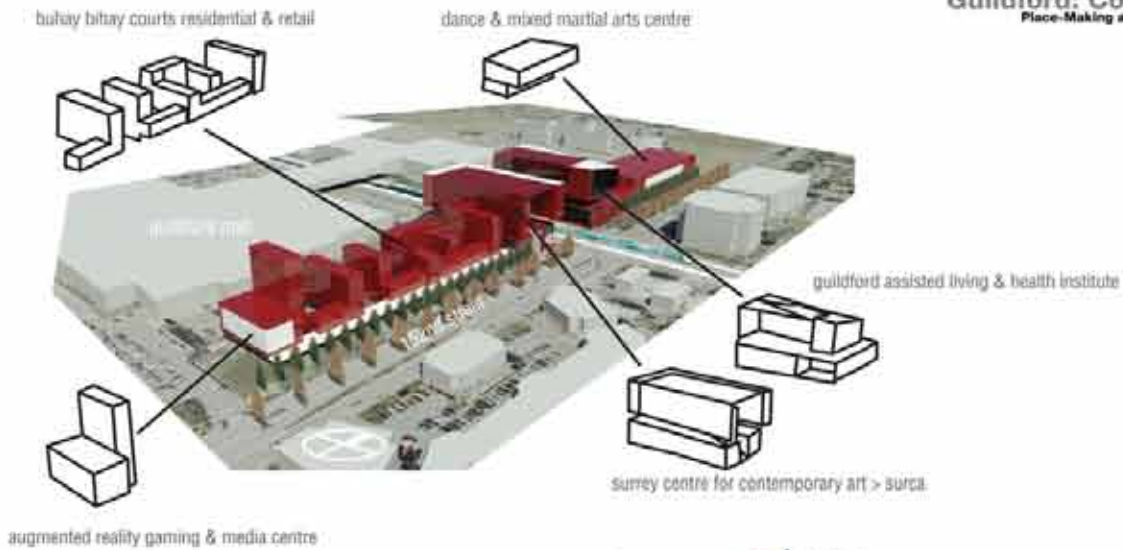
memories of my favourite things



RETURN OF RITUAL

Guildford: Cornered

Place-Making at Mall's Edge



isa - contemporary art morning plaza





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February 2010 Issue Correction

Sitelines deeply regrets and would like to sincerely apologize for the following errors published in the February 2010 Issue. The errors relate to omissions found in the Olympic Venues article on page 13. In addition to this erratum, the archived digital version, found at www.sitelines.org, has been corrected accordingly.

5

Please be advised the following additions have been made:

1. Vancouver Olympic / Paralympic Village: Landscape Architect: Durante Kreuk Ltd.
2. Vancouver Olympic / Paralympic Village: Landscape Architect: Phillips Farevaag Smallerberg
3. Whistler Olympic / Paralympic Village: Landscape Architect: Senga Landscape Architecture Inc.

The Philip Tattersfield Scholarship

Philip Tattersfield had a distinguished career as the first landscape architect registered in British Columbia. He was integral in shaping the BCSLA and contributed extensively to *Sitelines*. Over his career, Tattersfield authored more than 150 publications, briefs, lectures, and television series in North America and overseas covering philosophical and technical aspects of practice.

The intent of the Philip Tattersfield Scholarship is to promote writing early in the careers of future landscape architects. The goal is to spark an interest in this form of communication, diversify the skills set of students, and improve the level of writing within the profession.

The scholarship will be awarded based on an annual writing competition. The topic may be open ended or decided yearly by the panel of judges. Submission requirements will be an original 1,000 word essay. The topic will change year to year but will always relate to landscape architecture in British Columbia.

A panel of four individuals will judge all entries: a BCSLA Board of Directors Member, the current *Sitelines* Editor, a faculty member from the UBC Landscape Architecture Program and an honorary juror. The Board of Directors Member who serves as the liaison to the BCSLA Communications Sub-Committee shall chair the panel. Entries will be judged based on clarity of writing, visionary content, and the author's ability to engage the

reader. A winner will be declared, and any honourable mentions may be noted.

The winner shall receive a cash award in the amount of \$500, paid by the BCSLA. In addition to the cash prize, the winner will have their submission published as a feature article in *Sitelines* and will receive an official announcement at the BCSLA Annual General Meeting. Images and excerpts from the essays of all entrants will also be published in the same *Sitelines* issue.

Any student of landscape architecture at the University of British Columbia that has not previously won the award is eligible. Graduating students are eligible to enter. The inaugural scholarship will be presented in 2011. [SL](#)

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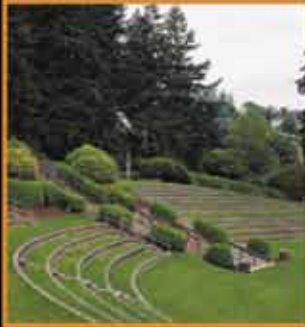
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