

AUGUST 2019

SITELINES

Landscape Architecture in British Columbia



Pavement to Plaza

Pavement to Plaza | Vancouver Streets Host Public Life | From Pavement to Plaza |
There's Room in the Village | Stewarding Public Spaces | Small Steps to Community, Connection and Trust |
Nanaimo Street Night Market | Dots & Spots



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Sitelines is published six times per year; February, April, June, August, October, and November by the British Columbia Society of Landscape Architects and is mailed to all BCSLA members, registered landscape architects, associates and affiliates. The editorial deadline is the 8th and advertising is the 16th day of the intervening months. Advertising rate information is available on request. Inquiries regarding editorial, advertising, or other issues should be addressed to the Sitelines Editor, c/o the BCSLA at the above address. To view the full-colour version of Sitelines, please visit www.sitelines.org.

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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.



Pavement to Plaza

Michael Gordon MCIP RPP

People appreciate opportunities to enjoy public spaces and feel connected to their community and neighbourhood. This issue is about the opportunities to convert modest sections of street right of ways to neighbourhood plazas. They are unique public spaces – not streets or parks but plazas – hardscape and landscaped, often with movable tables and chairs, opportunities for community programming and welcoming to all.

During my last decade at the City of Vancouver it was very exciting working on the ‘Pavement to Plaza’ initiative – unanimously endorsed by City Council, sponsored by Engineering Services staff and involving a unique collaboration of Engineers, Landscape Architects and Community Planners working with local communities – residents and businesses. The cover is a photo of many of the City staff involved in the initiative. You will notice it’s primarily a young crew of professionals who have a clear vision for creating unique public spaces.

The lead article is by Norm Hotson and Don Vaughan, LMBCSLA, FCSLA, FASLA, and they captured the Pavement to Plaza vision in the early 1970’s with their concept for the West End mini-parks. William Dunn and Kathleen Corey, BCSLA Intern, introduce us to the ‘Pavement to Plaza’ concept. It emerged from the City of Vancouver’s Transportation 2040 plan envisaging street right of ways as important for movement, but also for people to gather and enjoy public spaces. Jana Zelenski, MBCSLA, shares an example of the Nanaimo Night Market for activating a downtown plaza. Jeffrey Staates, MBCSLA, writes about the design of the Deva Plaza and Jaspal Marwah writes about Plaza Stewardship. Mitchell Reardon shares with us the results of Happy City’s survey of people in public spaces which empirically showed people were happier in the new plazas as compared to other spaces. Lastly, Sasha Van Stavel a young planner and skateboarder and shares the concept of a ‘skate dot’ as an opportunity to offer a modest sized space for skateboarding youth in parks and plazas.

Later this year, Vancouver staff will bring to Council the “Places for People Downtown” policies which will build on this work.

These plazas enhance and support our communities and neighbourhoods, provide spaces for people to gather, connect and enjoy programming and make people happy. **SL**

In this Issue:



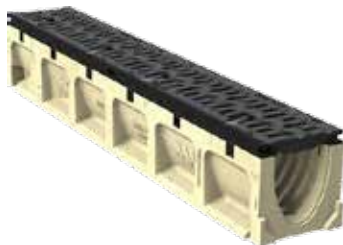
Cover image: Astrantia
Image courtesy of City of Vancouver.

Pavement to Plaza.....	3
Vancouver Streets Host Public Life.....	5
From Pavement to Plaza	7
There's Room in the Village	9
Stewarding Public Spaces.....	11
Small Steps to Community, Connection and Trust.....	12
Nanaimo Street Night Market.....	13
Dots & Spots.....	14



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Vancouver Streets Host Public Life

By Norm Hotson AIBC FRAIC RCA Hon, PIBC and Don Vaughan, LMBCSLA, FCSLA, FASLA

This is the story of a public realm project built in Vancouver in 1974. Imagine doing a post construction review forty-five years later!

THE BACKDROP

In 1973 the City of Vancouver established the West End Planning Centre, the first of its kind in the city, staffed by Planning, Social Planning and Engineering Departments. The West End was one of the densest neighbourhoods in North America, housing 40,000 people in a variety of housing types from single family to towers, all in one square mile.

Norman Hotson Architects was retained by the City to prepare an *Open Space Policy for the West End*. The study analyzed the needs of the community, made recommendations for urban design, and created a plan for a system of connected open spaces throughout the area. Although Stanley Park was nearby, it was felt that small spaces, close to home, would better meet the needs of seniors and young families. The final report kindled an interest to construct the first phase west of Denman Street. An added benefit to choosing this location was that a serious traffic issue might also be solved. Vehicles heading to and from the Lions Gate Bridge were short-cutting through the West End to avoid the long line-ups. And this was impacting the livability of the residential neighbourhood.



THE DESIGN

In 1974 a collaboration between Hotson and Don Vaughan & Associates Ltd., won the contract to complete the design and implementation of the project. The “big idea” formulated in the design was to close several north-south streets, cutting off the unwanted traffic, and turning the 20 metre wide rights-of-way into neighbourhood “Mini-Parks”. A secondary idea was to then connect these spaces to Stanley Park with a system of special sidewalks using the same paving, historic lighting and furnishings as that used in the parks.

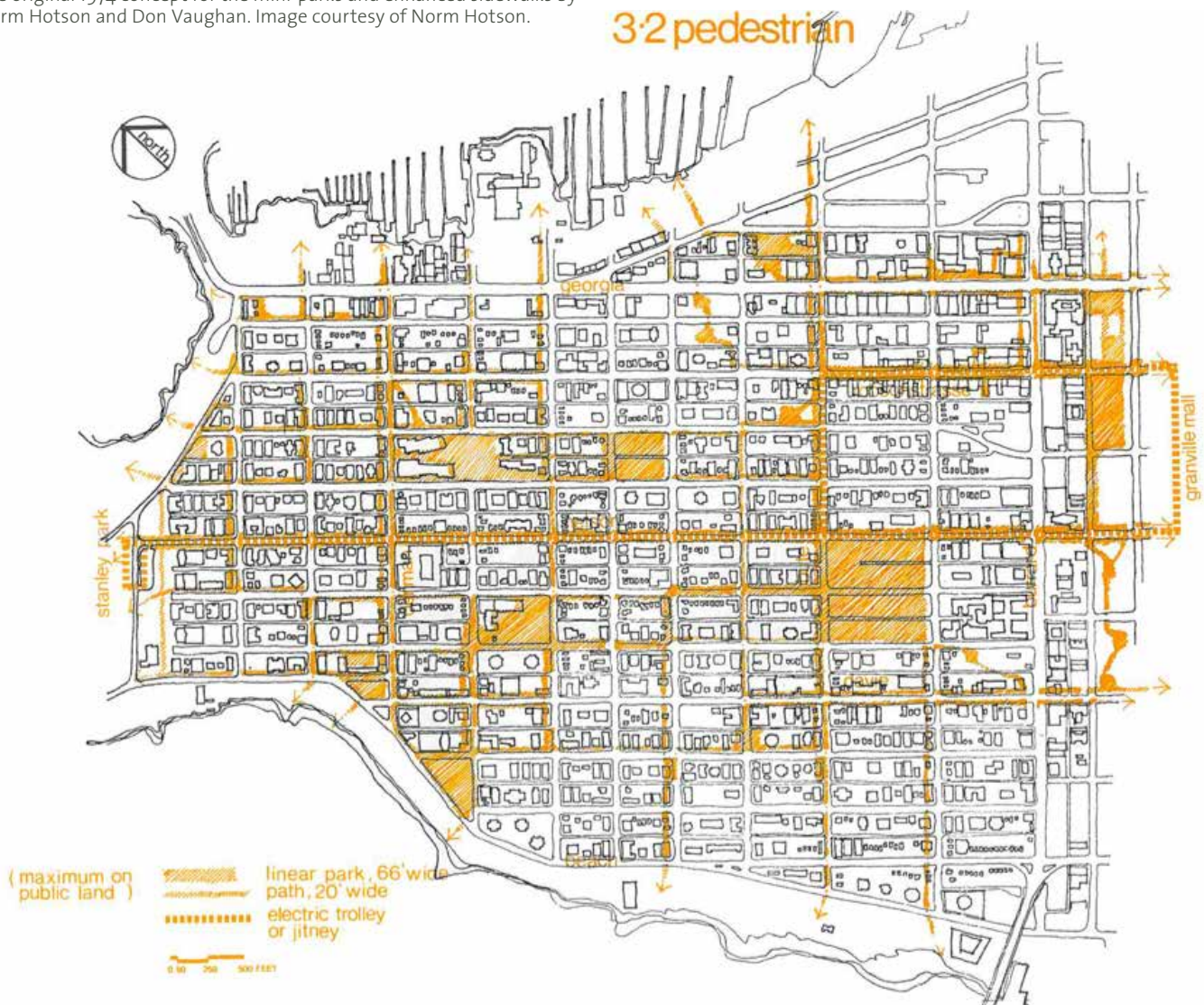
Each new Mini-Park was designed contextually to best serve the needs and character of the adjacencies. For example, the space adjacent the Buchan Hotel was

Top image: Passive space leading to the front doors of flanking residential.
Image Courtesy of Norm Hotson.

Bottom image: Vancouver’s original streetlights provide soft illumination.
Image courtesy of Norm Hotson.

envisioned as a neighbourhood meeting place, including a patio for the Hotel bistro, shuffle board courts and a community notice board. Other parks were more passive in design with seating, soft landscaping and pathways to access adjacent apartments. All the furnishings were custom-designed using durable concrete for planters and bases, and wood for benches and table tops. ►

The original 1974 concept for the mini-parks and enhanced sidewalks by Norm Hotson and Don Vaughan. Image courtesy of Norm Hotson.



THE OUTCOME

The project established several firsts, including:

- extensive community consultation by Vancouver's first local area planning office;
- the first traffic calming project in the city, long before this term was coined;
- the first use of concrete paving units in Vancouver;
- the first time streets were closed to traffic and turned into public space; and,
- the first project in the practice of a young architect/urbanist!

Far more important than these "firsts" is the fact that these spaces have demonstrated

how design can serve the community. They have a casual air, almost un-designed, and feel as if they have always been a part of the urban fabric. This is a timeless quality, something difficult to achieve through design. Anecdotal evidence of these qualitative aspects is perhaps best illustrated through conversations Don Vaughan experienced during visits to the area:

"Several years after we completed the design of the mini-parks, I went back to see how they were being used. I met two elderly men sitting on one of the benches and asked them what they thought about the parks. One of them commented that he had lived in the apartment building behind him for 20 years and had never met the person sitting next to him until this park was created. Now, they are best friends. When

Norm and I revisited the area, again, there was a man sitting on a bench and we asked the same question. He told us how special this place is to him, how the parks had become the front gardens for the residents. He went on to comment on how the area on the other side of Denman seemed less personal and less friendly. This place had the feeling of being home."

The pavers now gather moss and the trees and plantings have fully matured in these little parks. They offer an excellent example of what can be achieved where the needs of the community foster a collaborative design approach merging urban and landscape design. Forty-five years later the Mini-Parks of the West End are definitely aging but remain active and engaging as hosts of public life. **sl**



Bute-Robson Plaza looking north.
Image courtesy of City of Vancouver.

From PAVEMENT to PLAZA

By Kathleen Corey EIT BCSLA Intern and
William Dunn MCIP RPP

Public plazas play a vital role in public life, enabling celebrations, rallies and protests, community events, and neighbourly interaction. Inspired by the New York City Plaza Program and the City of San Francisco's Pavement to Parks Program, the term "pavement-to-plaza" has been used in Vancouver to describe similar roadway conversions to people places. These municipal programs are aligned with the global tactical urbanism movement to explore quicker, cheaper ways to create spaces for gathering and community building.

The City of Vancouver's *Transportation 2040 Plan* (approved by Council in 2012) introduced the Pavement-to-Plaza Program as an initiative to create "low-cost, high-impact public spaces by transforming underused street rights-of-way." Pavement-to-plaza opportunities identified in *Transportation 2040* were reinforced the next year when Council approved the City's *West End Community Plan* (2013). Construction of Jim Deva Plaza on Bute Street just south of Davie Street, Vancouver's first pavement-to-plaza project, was completed in 2016 following public engagement

and a pilot installation. Vancouver's second pavement-to-plaza, Bute-Robson Plaza was installed in 2017, and its third, 14th-Main Plaza was installed last year. Lessons learned from these projects are helping inform best practices for future pavement-to-plazas, for example, the benefit of locating them on commercial side streets with retail frontages and public bike share.

Bute-Robson Plaza

Vancouver's second pavement-to-plaza was installed in the summer of 2017 on Bute ►



14th and Main Plaza. Image courtesy of City of Vancouver.

Street, just south of Robson Street, with picnic tables, stools, flowering planters, and a bright pink bike corral. From day one, the new gathering space attracted a diverse crowd of seniors, young adults, families, and other locals during the day and well into evenings – chilling to music and enjoying late night eats. The plaza is currently stewarded and programmed in partnership with the Robson Street Business Association. Activities in the space have included: a free public spin class, a pop-up dance show, a wedding proposal, and many impromptu performances on the public piano.

During the trial phase, City staff tested different layouts, measured traffic impacts, and observed behaviour in the plaza. Staff also hosted pop-up engagement and open house events in the plaza, encouraging the community to fill out a survey asking how the trial plaza could be improved, and if they supported it being made permanent. More than 700 people filled out the survey, with over 75% supporting a permanent plaza.

Shortly after, Council voted unanimously to extend the trial to an interim plaza until a final, permanent design is delivered. There are plans to integrate the plaza with the broader Bute Street Greenway. Since then, an in-pavement LED lighting system and

platforms lined with planters were introduced into the plaza, in response to public feedback to add gentle delineation between the cycling route and provide more gathering areas.

14th-Main Plaza

Vancouver's third pavement-to-plaza was installed just in time for summer in 2018. Located on East 14th Avenue, just east of Main Street, the plaza expands the public seating around the parklet (the city's first) that the community has enjoyed since 2011. The plaza features an on-street mural by a local artist, while complementing the extension of the 14th Avenue local street bikeway and public bike share station. The initial implementation was done in partnership with the Mount Pleasant Business Improvement Area. This interim plaza will evolve over time as City staff monitor impacts and engage with the community to develop a future design.

Pavement-to-plazas add public space and public life to communities. They offer respite from busy streets and noisy car traffic, bridge neighbourhood and commercial activities, integrate walking, cycling, and staying, and according to research, improve wellbeing.



Keys to the Street is a non-profit which provides a piano to a variety of indoor and outdoor public spaces. Image courtesy of City of Vancouver.

Pavement-to-plazas, however, aren't our only public space creation tool. The City's Parklet Program has been converting parking spaces into new public gathering spaces since 2011, while the opportunity to create other public spaces has more recently been triggered by safety improvements to the City's cycling network. For instance, Adanac-Vernon Plaza was installed in 2017 in coordination with a cycling spot improvement on the Adanac Bikeway. The plaza is made up of two triangle-shaped gathering spaces on either side of a protected bike lane that connects Union Street and Adanac along Vernon Drive. It is populated with concrete benches, picnic tables with built in chess boards, a ping pong table, bike racks, and skateboard-friendly features. Staff, meanwhile, are also finding ways to activate underutilized, forgotten spaces like back lanes, underneath bridges and overpasses.

When designed, located, programmed, and stewarded appropriately, these new public spaces facilitate gathering and help people connect socially, fostering community in spaces that would otherwise be used for cars. **SL**

There's room in the village – the popup plaza that became a local sweet spot

By Jeffrey Staates CSLA, MBCSLA, OALA, SALA, ASLA

Five years ago, amongst the successful transformation of streets to plazas across North America, the City piloted a new plaza by closing a half block of Bute Street south of Davie Street at the rainbow crossing, filling it with picnic tables, hosting parties and markets, and letting the community test out a “new room”. Some great things happened, and some dodgy things as well, but overall the initiative confirmed a desire – and a need – for a public place, with lots of lessons for what could follow.

Vision

The vision was simple: create the “Heart of Davie Village” to be a vibrant community space that would embody the culture of the Village, celebrate the LGBTQ community, readily support programming and events, and serve as a daily gathering place for residents, workers, and visitors of all ages and abilities, day or evening, rain or shine, in all seasons of the year.

Davie Village is quite fun. It's quirky and diverse and interesting, and we felt strongly that the plaza needed to provide it with the kind of space that was deserving of all this life and fun.

We wanted to create a public living room, full of seating and trees, animated and defined in the evening by a ceiling of lights, supported by back-of-house space and the equipment needed to program it, and flexible. It would need to be tough but handsome, colourful and spirited, bright and clean, bike friendly, offer weather protection, and connect local business to the street.

Process

To carry the project forward in the strongest possible way we connected with the community through an expanded consultation and

outreach plan. We sat down to talk with the city's many departments and met with community groups, event organisers, neighbourhood arts groups, the West End BIA, merchants, neighbours, and people on the streets. A special stakeholder committee was established to determine how best to steward, program, and manage the plaza. Known users – the West End Art Market, WEBIA, seniors network, businesses, WEart – and many others were consulted.

Through this process, around the table with the neighbourhood's many communities, the plaza also found its name – Jim Deva Plaza. A few of Jim's old friends who joined



Top Image: Deva Plaza, looking north. Image courtesy of PFS Studio.

Bottom images: Deva Plaza renderings in daytime and evening | plan view of Plaza. Images courtesy of PFS Studio.

the committee felt that there could be no better honour to Jim's legacy as a community champion than in creating a speaker's corner at the plaza. A placeholder “soapbox” was embedded in the plan, and a subsequent public artwork by Hapa Cobo delivered the speaker's corner *Megaphone*, manifesting a place where every voice can be heard and symbolically bringing the missing colours of the pride rainbow, a ►



touch of love and magic (pink and turquoise), back into the hood.

The resulting concept extended the plaza into Davie Street and incorporated the rainbow crossing. It opened the cul-de-sac at Burnaby Street and required peripheral traffic measures as far away as Jervis and Pendrell Streets. The City worked alongside the design team to develop policy, legal framework, and adaptations to traffic and transportation to align with the plaza's needs.

Challenges, opportunities, and outcomes

We didn't see everything envisioned come to fruition of course. As with any project, there were trials, frustrations, discoveries . . . and a few lucky breaks.

It proved extremely tricky to weave a new set of poles for the catenary lights into the existing trees, so the result was an irregular pattern, but now signature to the space. We also preserved all the mature trees, as well as taking the opportunity to replace under-performing ones with new, healthy ones.

The lights took quite a while to get installed, but happily did come to illuminate the fun. Plans are emerging to transform the north

side to mirror the plaza as envisioned. We didn't get an emblematic light ring over the intersection to help further tie the plaza to the whole of Davie Street, nor see the space expressed in a richer palette of materials and furnishings – but the square is there, and the community fills it every day. Simple moves, with their hidden complexity, to make place.

We also recognize this as a moment in the longer process of evolution for a neighbourhood, a step in legacy building, and we remain optimistic and our city remains committed to the ever-dynamic and shifting process of improving the public realm.

Lessons for next time, or what we would do if we did it again...

- Spend even more time talking – good insights and ideas can come from anywhere.
- Encourage more pop-ups and pilot events throughout the process.
- Work on governance, continuity, stewardship, and funding early.
- Make an even stronger case for special paving and furnishings.
- Find the community champions and involve them from day one, making this their space.

Above: Deva Plaza in action. images courtesy PFS Studio and City of Vancouver.

Below: The *Megaphone*. Images courtesy of PFS Studio.



What did we get?

A really special little neighbourhood plaza, unassuming but intensely colourful and active, well-used and well-loved, which is what every urban designer strives for. It is a place where each and everyone is welcome. And we need more spaces like Jim Deva Plaza. Commerce has lots of places to unfold, but public life – lived by families and friends and strangers, and expressed through art, dance, festival, free speech, conversation and surprises that tell stories – needs room. This is a little story about a quiet commercial side street in the heart of Vancouver's West End that became a social hub and village heart. **SL**

Stewarding Public Spaces

Jaspal Marwah MCIP, RPP



Public spaces appear throughout the urban landscape – commonly in recreational forms such as parks, trails and beaches, but also, increasingly, through purpose-designed spaces: plazas, town squares, civic commons and sometimes streets that are transformed into people-gathering places. They are necessary focal points of community activity where one can experience public life - meeting, socializing, connecting, relaxing, and experiencing democratic, cultural and community events.

Once a new public space, like a plaza, is designed and constructed, there's a corresponding need to plan for how this space will be cared for on an on-going basis. Although it may not appear so to the public eye, dedicated resources and effort are required to ensure a space is well-programmed and provides an inviting place for social connections.

Public realm caretaking, or stewardship, revolves around three key activities:

Programming – creating a lively and social environment by supporting community activations such as games nights, outdoor movies, music, and other cultural activity

Maintenance – keeping the space clean, often to a higher standard than basic levels of streets and sidewalk cleaning, is key to fostering a welcoming and safe place

Management – having a dedicated team to operate the space, including community outreach, addressing maintenance needs,

enabling programming, securing and managing budgets, and resolving issues as they arise

While these stewardship tasks provide the functional backbone to enable vibrant public spaces, there is one further, and critical, dimension to stewardship: the role of community partners. Neighbourhood houses, non-profit organizations, business improvement associations and institutions are just a few potential partners. While the City can foster some aspects of stewardship (e.g. maintenance, communications, permits), the greatest opportunities to enliven public spaces come from partners taking the lead: managing and operating a space as the community's outdoor living room, and developing a collective sense of ownership of a public asset.

While stewardship tends to come into ►



Music and Ping Pong in the Helena Gutteridge Plaza. Image courtesy of the City of Vancouver.

Community Gathering in the 800 block Robson Plaza. Image courtesy of Amy Walker.

The Adanac-Vernon Plaza was created in the space of a few days. Image courtesy of City of Vancouver.

focus after a public space is built, the outcomes can be substantially improved by starting the conversation early. Considering stewardship at the start of a planning process can be a good opportunity to identify potential groups with an interest in stewardship. This is also a good time to ensure public spaces are designed with supporting infrastructure – simple touches, such as water, power and storage for furniture can set up future stewards for success. Otherwise, stewards will find it difficult to keep the spaces clean and program and the space may not live up to what was envisioned at the planning stage.

When working with the community to identify potential public space stewards, there is an important dimension that should guide the conversation: equity. Managing a public space requires capacity to engage the community, promote events, coordinate permits, access funds, manage budgets, organize cleaning and more. Not all community organizations have this kind of capacity. When seeking potential stewards, it should be recognized that some groups may lack capacity, while others may not be aware of the opportunities. By considering the equity context from the outset, municipal staff can foster a more inclusive and broadly-serving public space.

Public realm stewardship brings its share of difficulties. Unlike more tangible public amenities, such as community centres, pools or libraries, public spaces don't have defined funding for ongoing operations. Further, there is no single department responsible for all decision-making relating to public space management, and roles and responsibilities are not always clear. And, there are inevitable difficulties in balancing emerging tensions and conflicts – from operational challenges such as noise, cleanliness, bird feeding, or smoking, to more complex issues ranging from the commercialization of public space, to ensuring spaces remain inclusive for people from all social and economic circumstances.



To provide a control sample, people were interviewed on nearby sidewalks. Image Courtesy of Happy City.

SMALL STEPS TO COMMUNITY, CONNECTION & TRUST: Vancouver's Pavement to Plaza Program Boosts Social Wellbeing.

Mitchell Reardon M.Sc (Urban & Regional Planning)

Cities can boost feelings of safety and social trust by turning small sections of road space into pedestrian plaza's. These are just two of many 'social well being' impacts Happy City discovered while studying the City of Vancouver's Pavement-to-Plaza program.

Through this unique initiative, the City of Vancouver is opening road space to people with colourful paint and planters, movable seating and lush greenery. The resulting plazas are popular among visitors who stop by for summer board game nights, quiet cups of coffee or a selfie for social media. And their utility extends beyond serving as a backdrop for ►

One approach to pull together all the threads into a cohesive whole is through a stewardship plan outlining how partners will work together to manage a particular public space: budgets, maintenance, addressing emerging issues

and setting a vision for programming. A stewardship plan can be an effective tool to clarify roles, and to ensure a public space meets the community's needs for socializing and connecting, to one another, and to a sense of place. **SL**

Instagrammers: our study revealed these sites positively impact the wellbeing of Vancouverites who visit.

Fast, cost-effective and colourful design interventions have captured the interest of urban planners and imaginations of engaged residents in cities around the world. Often described as “tactical urbanism,” this kind of “lighter, quicker, cheaper” project enables rapid tests and demonstrations of new ideas, prior to becoming permanent.

To assess the wellbeing impacts of the City’s interventions, we analyzed how people’s perceptions of sociability, safety, trust, inclusion and place attachment were influenced by their presence at three of the transformed spaces: 14th-Main Plaza, Bute-Robson Plaza, and Jim Deva Plaza. Responses at the three plazas were compared to an equal number of responses from three control sites – one near each plaza – with typical street designs for the area. In total, surveyors spoke to 703 people at the six sites, including a balanced gender representation.

Our results suggest that the Pavement to Plaza program has a significant positive effect on social wellbeing. Nearly 90% of participants at the plazas agreed or strongly agreed that “this is the kind of place I would choose to meet friends,” compared with 60% of participants at the control sites.

Meeting friends in an ‘Instagrammable’ setting is not enough to combat loneliness and build social trust. To achieve those goals, folks need to feel comfortable interacting with strangers. The plazas performed equally well in facilitating this kind of comfort, with nearly 70% of people at plazas agreeing or strongly agreeing that “this is a place where I would like to meet new people,” compared to only 46% at control sites.

People also viewed the plazas as welcoming and inclusive spaces. 82% agreed that “this place reflects my community” at the plazas, compared to just 65% at

the control site. This indicates that the plazas have a positive impact on residents’ sense of belonging. Meanwhile, a striking 83% of participants at the plaza agreed or strongly agreed that they “feel welcome in this place” versus 81% at the control sites. Together, these results suggest that the plaza spaces had a strong effect on ‘welcomeness’ and inclusion.

Notably, visitors to the plazas, particularly those who are female-identifying, were more likely to experience a sense of safety. We found that 5% of females at the control sites reported feeling unsafe compared to only 1.5% of females at the plaza sites. 96% of females respondents agreed or strongly agreed that, “this place reflects my community” in plazas compared to 79% at control sites. Notably, none of the

females surveyed responded that they felt “unwelcome” in the plaza sites.

Reclaiming pockets of underused road space with simple tools like paint, plants and moveable seating played powerful roles in the Pavement-to-Plaza Wellbeing Assessment: they built trust, feelings of ‘welcomeness’ and safety and boost social connections. Previous Happy City studies, including Happy Streets Living Lab and Shore-to-Core, have demonstrated the big impacts of small, cost-effective changes to our cities and public spaces on the way people feel about themselves, each other and the spaces they frequent.

Even in a digital age, high quality public space matters. Many cities are searching for a “High Line” to call their own, but when it comes to great public space, high quality does not have to mean high cost. [SL](#)

Nanaimo Street Night Market



Downtown Nanaimo is experiencing a renaissance. Diana Krall Plaza is not. At least not yet. Blank walls of adjacent buildings, load limitations from a parking garage below, and an uncomfortable vastness means people avoid the plaza most days. Except Thursday nights in summer. On these nights, food trucks, artisans, vendors, and entertainers pop-up for the Commercial Street Night Market, transforming a lost space into the most popular place in Nanaimo. One day, this plaza will evolve to become a stronger part of the urban fabric; but until then, it has Thursday nights – Jana Zelenski MLA, MBCSLA, IAP2, LEED AP. [SL](#)

Dots & Spots

By Sasha Van Stavel (Student Member of CIP and PIBC)

“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

– Jane Jacobs

Youth often frequent downtown plaza’s and among them we often have skateboarders pursuing flat ground tricks or sliding on a ledge. Rather than chasing away the youth and prohibiting skateboarding, they can be accommodated in some locations in a very modest sized area of the plaza as part of a skate ‘dot.’

A skate dot is a piece of “integrated skateable terrain” designed to blend seamlessly into neighborhood parks, plazas, paths or greenways. Unlike a skate park, a skate dot consists of a singular object, bank, bench or surface that can serve multiple functions outside of skateboarding including but not limited to seating, paths, steps, public art or playground features. With a small footprint of 25 - 100 m². Skate dots can easily be incorporated into plaza’s, smaller neighbourhood parks or greenways

complimenting adjacent landscaping and creating networks of safe, accessible “skate trails” throughout the city.

Skate dots provide an introductory skateboarding experience and can function as social gathering spaces. Skate dots also present an opportunity to introduce skateable art into your local community. This will help attract existing skateboarding activity into appropriate areas and build an inclusive environment.

DESIGN RATIONAL

Public spaces can accommodate a variety of activities for children, youth and adults to play. Similarly, to a neighbourhood playground skate dots offer an opportunity for localized gathering and play in spaces that are not destination locations like so many skate parks designed today.

Furthermore, integrating skateable terrain into our public spaces gives designers and planners an opportunity to direct skateboarding activity that’s already happening into loosely defined areas that are structurally superior for skateboarding and safety.

Other benefits for introducing a ‘skate dot’ into public spaces includes:

- a small footprint and easy integration;
- a focus on surfaces, asphalt markings and smart compact forms, which encourage diverse cross-use of the area;
- promoting physical recreation, community building and social interaction; and
- can provide opportunities to display local arts.

TYOLOGIES

Typologies of Skateable terrain and their footprints are outline below.

Skate Dot: 25 – 100m²

Supports 2-4 Skaters at a time

Includes smooth paved ground and one skateable element

Integrated into a variety of public spaces and parks or adjacent to a path

Can also include seating, public art and landscaping.

Skate Spot: 150 - 600 m²

Supports 4-6 skaters at a time

Integrated into a variety of community facilities, public spaces and parks

Can also include seating, public art and landscaping.

Skate Park: 600 – 2,000 m² or more

Supports 5 or more skaters at a time

Depending on size can be a neighbourhood or regional-serving as a social gathering and cultural hub

Accommodates a variety of features for Street and Transition-style skateboarding

CASE STUDIES



Adanac-Vernon Plaza | Vancouver, BC

Typology: Skate Dot

Traffic Calming Improvements along Union-Adanac bike path introduced a Skate Dot into the new street designs. The new public plaza also includes new seating, landscaping, picnic tables and a ping-pong table

Skate Dot at Adanac-Vernon Parklet
Image Courtesy of Vancouver Skate Plaza



Annelinn Square | Tartu, Estonia

Typology: Skate Spot

A box ledge and two rails outlined in red have been integrated into the side of a basketball court, contributing to a larger plaza and playground space. The plaza includes a basketball court, ping-pong tables, seating, a skate spot, landscaping and a playground. ►

Skate Spot in a neighbourhood park in Tartu, Estonia
Photo Courtesy of TAJuruum Landscape Architecture



Garden City Park | Richmond, BC

Typology: Skate Dot | 130m²

Designed as a Play Environment Richmond City Park incorporated a small section of the park as a skate dot element to provide a diversity of experiences that foster children and youth's physical, emotional, social and cognitive development. The skate dot is made up of a ledge and a manual pad and connected to the park's network of paths.

Ideally, a variety of activities are accommodated in a plaza or park. Youth who skateboard want to gather and be in public spaces and not just in skate parks that are often some distance from public spaces and buildings in our communities. [SL](#)

Top: Plan view of Garden City Park and Skate Dot
Image Courtesy of space2place design inc.

Bottom: Skate Dot in Garden City Park
Image Courtesy of space2place design inc.

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