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

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Covers | La couverture :  
Photo - print edition: TRANSLINK  
Photo - digital edition:  
JEAN LANDRY  
Cover design |  
Graphisme de la page couverture :  
WENDY GRAHAM


# LANDSCAPES PAYSAGES

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## TO BEGIN WITH | POUR COMMENCER

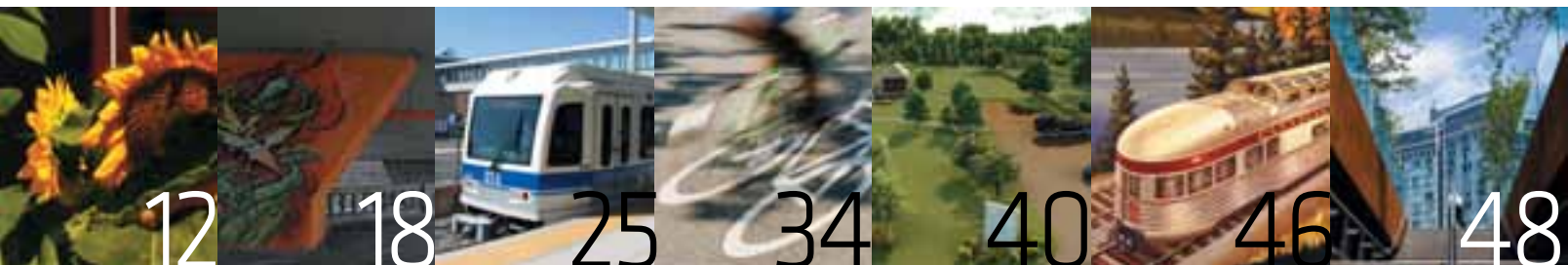
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ISSN 1492-9600

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Published by | Publié par :



Naylor (Canada), Inc.  
100 Sutherland Avenue, Winnipeg, MB R2W 3C7  
Tel.: 204.947.0222 | Fax: 204.947.2047  
www.naylor.com

**Publisher | Éditeur :** Robert Phillips

**Naylor Editor | Rédactrice Naylor :** Andrea Németh

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conception graphique :** Emma Law

**Advertising Art | Art publicitaire :** Aequor

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Return undeliverable Canadian addresses to:  
Naylor (Canada), Inc., Distribution Dept.  
100 Sutherland Ave., Winnipeg, MB R2W 3C7  
Canadian Publication Agreement #40064978  
PUBLISHED APRIL 2012/CSL-Q0212/7260





## ICONS OR EYESORES? HORREURS OU EMBLÈMES?

RONALD MIDDLETON, GUEST EDITOR | RÉDACTEUR INVITÉ

ENG\_

**ROADS, ALLEYS, PIPELINES**, power lines, cell phone towers, parking lots, railways. In many places our infrastructure occupies more area than our living and working spaces. As a society we often consider infrastructure a necessary evil, and the attitude shows. Infrastructure planning and design is considered a largely utilitarian undertaking, a field of engineering in which architecture and landscape architecture is peripheral.

It should not remain so. An understanding of our infrastructure is fundamental to sustainability. We cannot divorce concerns regarding pipeline development from urban transportation. Nor can we extol the virtues of local food production without protecting quality farm land from urban sprawl and creating efficient methods to transport produce to markets.

In this issue, we explore our uneasy relationship with our infrastructure. Infrastructure creates both icons and eyesores. We are often not happy with much of what we see, yet our transportation systems have shaped much of the Canadian landscape. They will continue to do so. Such systems are crucial to our way of life, yet they create unliveable spaces and encourage inactive ways of life that are ruining our health.

Today, we are at a turning point. Much of our incredibly expensive infrastructure requires rebuilding. Landscape architects can help insure that the reinvestment is put to good use – but we must know what that is. I recall again the Cheshire Cat's advice to Alice from the other side of the looking glass. Where should we go from here?

*"That depends a good deal on where you want to get to," said the Cat.*

*"I don't much care where..." said Alice.*

*"Then it doesn't matter which way you go," said the Cat.*

FR\_

**ROUTES, GAZODUCS, LIGNES**

électriques, tours de téléphonie cellulaire, stationnements, chemins de fer... Nos infrastructures occupent souvent plus d'espace que nos bureaux et résidences, et nous tendons socialement à y voir un mal nécessaire. La conception d'infrastructures est vue comme une entreprise utilitaire, une branche de l'ingénierie qui a peu à voir avec l'architecture et l'architecture de paysage.

C'est une grossière illusion. Comprendre nos infrastructures est essentiel si l'on vise la durabilité. On ne peut installer des gazoducs sans réfléchir à leurs effets sur le transport... On ne peut encourager à « acheter local » sans protéger les terres agricoles de l'étalement urbain, et sans concevoir des modes d'acheminement efficaces entre la ferme et l'épicerie...

Dans ce numéro, nous explorons la relation ambiguë que nous entretenons avec nos infrastructures – parfois emblématiques, parfois franchement laides. Nous ne sommes certes pas toujours satisfaits de leur allure, et pourtant nos systèmes de transport ont forgé notre pays et continueront à le faire; ils sont essentiels, bien qu'ils défigurent parfois nos espaces vitaux et suscitent des modes de vie moins actifs qui ruinent notre santé.

Nous sommes à un moment décisif. Une bonne part de nos infrastructures – au demeurant extrêmement coûteuses – doivent être refaites. Les architectes paysagistes peuvent aider à assurer que ce réinvestissement soit utilisé décemment – mais pour ce faire, nous devons nous y connaître. Ça me rappelle le chat dans Alice de l'autre côté du miroir...

*« Par où dois-je m'en aller d'ici? », demanda Alice.*

*« Cela dépend beaucoup de l'endroit où tu veux aller », répondit le chat.*

*"Would you tell me, please, which way I ought to go from here?"*

...ALICE'S ADVENTURES IN WONDERLAND, CHAPTER 6

*« Voudriez-vous me dire, s'il vous plaît, par où je dois m'en aller d'ici? »*

ALICE AU PAYS DES MERVEILLES, CHAPITRE 6

# LETTERS | COURRIER



1

## NUNAVUT ON THE MIND

Thank you to Ron Middleton for such a descriptive and moving account of that northern land that we glimpsed last July and the outstanding people who live there.

**WENDY SHEARER, Managing Director**  
Cultural Heritage | [wshearer@mhbcplan.com](mailto:wshearer@mhbcplan.com)

I was one of six who hiked in Auyuittuq National Park (Impressions of Nunavut, winter 2011). Actually on second thought, there were eight people! A guide and of course I had to have a personal Sherpa – cute as a button flown in from Amos, Quebec, to attend to my needs! I have attached pictures of the landscape, which are way more inspiring than Ron's mug!

**SARA-JANE GRUETZNER, President & CEO**  
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1+2 NUNAVUT IN JULY 3 WUHAN JIEFANG |  
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PHOTOS 1+2 SARA-JANE GRUETZNER 3 VINCENT ASSELIN,  
[VASSELIN@WAA-AP.COM](mailto:VASSELIN@WAA-AP.COM)



2

## EN CHINE : SUFFIT DE DÉTOURNER LA RIVIÈRE!

**NOTE DE LA RÉDACTION** Wendy Graham, directrice artistique de LP, est une collègue de longue date de Vincent Asselin à Montréal et en Chine. Quand elle a lu ses réflexions dans le numéro d'automne 2011 de LP, elle s'est souvenue d'une conversation avec lui, relatée dans le répertoire annuel de l'AAPQ. Elle était spécialement amusée par cette anecdote qui montre bien ce que c'est que de travailler en Chine.

### L'HISTOIRE DE VINCENT ASSELIN:

« On fait un projet de rénovation d'un grand parc, à Wuhan, dans le centre de la Chine. Nous présentions le concept d'aménagement à notre client, lequel repose en partie sur la restructuration de l'axe visuel de l'entrée, et nous suggérions, pour renforcer ce geste, de modifier l'implantation d'un des trois ponts, en lui faisant traverser le cours d'eau en diagonale. La présentation terminée, les décideurs acceptent le projet dans sa presque totalité, à l'exception du changement d'orientation proposé pour le pont. Pour eux, c'est inacceptable. Nous faisons tout pour essayer d'en comprendre les raisons, mais sans succès. Le temps passe et nous avons épuisé tous les arguments justifiant notre point de vue – ça ne se faisait tout simplement pas. Finalement, de dépit je leur dis : « Ce n'est pas le pont qui est le problème, mais votre rivière qui est au mauvais endroit! »

« Mais oui », s'exclament-ils tous. « On va changer le parcours de la rivière – aucun problème! »

Ce que nous apprend ce petit fait c'est que, tout simplement, selon les règles de l'art de la « mise en scène » paysagère chinoise, un pont ne peut franchir un cours d'eau que perpendiculairement.

LA MORALE Selon un autre proverbe chinois, il est dit : « Ceux pour qui le sourire est un effort doivent s'abstenir de faire du commerce ».

## DOING BUSINESS IN CHINA: JUST CHANGE THE RIVER!

**EDITOR'S NOTE** Wendy Graham, LP's art director, is a long-time colleague of Vincent Asselin in Montreal and China. When she read his reflections in LP's fall 2011 issue, she recalled an early conversation with him, reported in AAPQ's annual directory. She was amused most particularly by this anecdote, which catches the essence of working in China.

### VINCENT ASSELIN'S STORY:

"We were working on a revitalization project for a large park in Wuhan, a city in central China. We presented the development proposal to our client. In part, the plan involved restructuring the sightlines at the park entrance, and we suggested, as a way of strengthening that aspect, modifying the position of one of three bridges, making it cross the river diagonally. At the end of the presentation, the decision makers accepted the proposal almost in its entirety, except for the proposed change in the bridge's orientation. This was unacceptable to them. As hard as we tried to understand the reasons, we could not. As the meeting dragged on, we ran out of arguments to justify our position—we were proposing something that was simply not done. Finally, exasperated, I said, "the bridge isn't the problem, it's your river that's in the wrong place!"

"But of course," they all exclaimed. "We'll change the course of the river, no problem!"

The lesson from this incident is quite simply that according to the strictures of Chinese landscape design, a river must only be crossed perpendicularly. Sometimes, you have to look long and hard for a simple answer!

THE MORAL According to another Chinese proverb, "If you don't like smiling, don't open a shop."



3





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# UPFRONT | PROLOGUE

## MOSAIQUES : UN MOTIF ALÉATOIRE ET HYPERNATUREL

MATHIEU CASAVANT

**EN AVRIL 2011**, NIPPAYSAGE était désigné lauréat d'un concours d'architecture de paysage organisé par la Ville de Montréal pour l'aménagement d'une place fraîcheur à la Place de l'Acadie. Le projet concerne l'aménagement d'un nouvel espace public afin de contribuer à la lutte aux îlots de chaleurs urbains. Celui-ci s'inscrit dans un vaste chantier qui inclut la démolition de 550 logements insalubres et la reconstruction d'environ 1300 nouveaux logements.

Inspiré par la multiplicité des éléments de la commande et l'histoire récente du site, le design de l'espace s'articule selon un motif aléatoire, rappelant les planchers de pierre des bâtiments récemment démolis.

Baptisée Mosaïques, la proposition est cependant bien plus qu'une place ou un parc. Emmanuelle Vieira, journaliste au quotidien Le Devoir écrit que « (...) c'est un paysage qui incarne les valeurs du passé et du présent, un véritable lieu d'expression de culture et de nature, un cocon protecteur aux airs de forêt indigène, un sous-sol performant qui récupère les eaux de pluie et refroidit l'atmosphère, bref le parfait exemple de ce que peut accomplir l'architecture de paysage aujourd'hui : bâtir des écosystèmes intelligents tout en faisant la part belle à l'expression humaine et naturelle. Aucune autre discipline ne peut en faire autant. »

Dans un contexte de renouvellement dans un secteur urbain sensible, l'équipe d'architectes paysagistes a su offrir des solutions techniques adaptées aux problématiques contemporaines d'aménagement urbain. À titre d'exemple d'une approche innovante, les jardins de pluie du projet permettront de gérer sur place des pluies exceptionnelles (fréquence 100 ans). De plus, ils favoriseront la percolation et l'évapotranspiration de plus de 70% des pluies annuelles.

Emmanuelle Vieira poursuit : « Ainsi, à un contexte hyper-urbanisé, ce parc offre une réponse hypernaturelle, qualifiée ainsi car elle emprunte des mécanismes de la palette naturelle pour les intensifier d'un point de vue expressif et contemplatif, mais aussi du point de vue de la performance écologique, de l'intérêt ludique et participatif que procure l'hypernature en ville! ».

Le projet, qui se veut une occasion d'élever le débat public quant au design de l'espace urbain montréalais, coïncide avec le 5<sup>e</sup> anniversaire de la désignation de Montréal Ville UNESCO de design. La construction doit se terminer à l'automne 2012.

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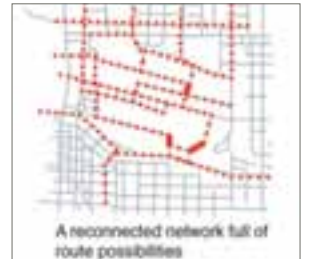
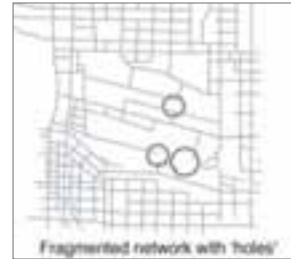
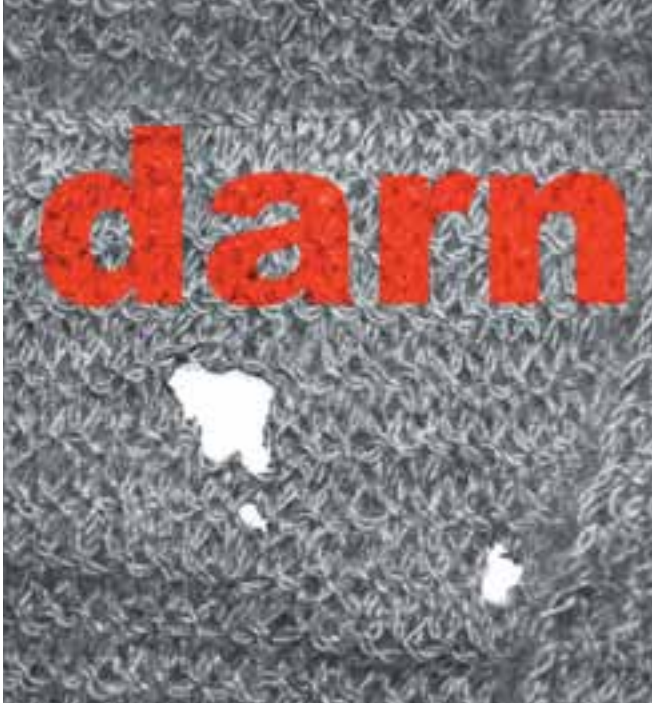


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2-4





## A darn GOOD IDEA HAPA COLLABORATIVE

**LABELLED BY SOME** as a damned area, the eastern industrial core of Vancouver's False Creek basin has largely been dismissed from the mental maps of the city's residents. But when the city launched its Re|Connect Ideas Competition to seek out big picture opportunities for the area, Hapa Collaborative zeroed in on the key issue. Hapa proposed to "darn" the holes in the Eastern Core's street network with three pedestrian-bicycle bridges, linking the Core with Strathcona, Mount Pleasant, False Creek

and beyond. It's a matter of "stitching the frayed ends of the remnant street grid together to give connective strength between this area and adjacent neighbourhoods," said Joseph Fry of Hapa Collaborative.

By "darning" the urban fabric in three critical locations, the Hapa proposal would allow pedestrian and bike access, providing a link over isolating features including railyards and private lands, and knotting together a network that re-engages the Eastern Core, an area roughly equal in size to

Stanley Park. Today, the area is inaccessible and severed by fences, rails and roads. Despite this, said Fry, "the urban drosscape of the Eastern Core is delightfully rough, weedy and unpolished, containing some gems and peculiarities, as well as food-related industrial activity that is shielded from public eyes. We feel these gritty urban qualities should be revealed and celebrated, opened and emphasized."

The proposal carries potential for a massive transformation. The Eastern Core, with only a

few modest but incisive stitches, can become a unifying element and not a barrier, the connective tissue between neighbourhoods and edges. Building on existing land uses, these underutilized lands can be given new life, replete with habitat corridors, green collar industry, a food alley, art and music venues and adventure sports amenities.

HAPA COLLABORATIVE IS A LANDSCAPE ARCHITECTURE AND ENVIRONMENTAL DESIGN PRACTICE IN VANCOUVER, WHICH SEEKS TO EVOKE THE POETRY OF PLACE. PHOTOS HAPA COLLABORATIVE. **Hapa** is Joseph Fry, Hanako Amaya, Sarah Siegel and Katherine Wimble. [jfry@hapacobo.com](mailto:jfry@hapacobo.com) [www.hapacobo.com](http://www.hapacobo.com)





## SURREY'S FIRST URBAN PARK: VERY MUCH ALIVE

MARK VAN DER ZALM

**WHEN SURREY DECIDED** to rejuvenate its City Centre, it asked van der Zalm + associates inc. (VDZ+A) to engage the public in a Master Planning exercise to consider alternative visions for the centre, and particularly its 29-acre Holland Park adjacent to King George Boulevard Skytrain station. By the time the 2010 Olympic Games came to town, the park was a "live site." Now, two years later, the park has become a vital part of Surrey's community. Despite its Olympic launch, Holland Park does not include active recreational facilities. Instead, it is the park's re-invigorated urban forest, its display plantings, its two new community entry ways and its flexible open lawn space that draws the crowds. Designers also were careful to consider safety and crime prevention to create a family-friendly environment.

Today, residents from all over Surrey animate the park's open spaces throughout the day and early evening hours. At the same time, the park has become a superb festival venue. An improved amphitheatre at Rose Holly Fountain accommodates up to 2500 people, and a facilities building offers meeting space, bathrooms and storage. Surrey expects that as the city's density increases, the park will play an even greater role as the centre's communal green space, and a landmark within the Lower Mainland of British Columbia.

**PHOTO** AKI LOWE AND MARK SYNAN | VAN DER ZALM + ASSOCIATES  
**MARK VAN DER ZALM**, who is Principal Landscape Architect with van der Zalm + associates inc. in British Columbia, served as a guest editor for the fall international issue of LP. [mark@vdz.ca](mailto:mark@vdz.ca)

## MAISON PRODUCTIVE HOUSE : AGRICULTURE EN QUATRE SAISONS + BAIES SUR TREILLIS

JULIETTE PATTERSON

**CONSTRuite DANS UN** quartier urbain dense de la Pointe-Saint-Charles, à Montréal, la Maison Productive House (mPh) est un projet de neuf unités résidentielles qui met à profit l'agriculture urbaine pour fournir aux citoyens des produits frais à bon compte. À la Maison Productive House, chaque résident a son espace intérieur et extérieur pour pratiquer l'horticulture. Chaque unité dispose d'un solarium, et les locataires partagent un grand toit jardin communautaire de même qu'une serre disponible à l'année. Les jardins de baies et d'herbes poussent sur des treillis et sur les paliers des escaliers de secours. Les eaux pluviales et eaux grises sont collectées sur le site, puis utilisées pour irriguer le toit jardin et le verger d'arbres nains.

Le vendredi soir, les résidents et les voisins se rassemblent dans la boulangerie du rez-de-chaussée pour manger de la pizza et faire provision de croissants frais. La chaleur résiduelle provenant de la boulangerie et d'un sauna sur place contribue à réchauffer la serre, qui n'a aucun autre moyen de chauffage. Le projet présente une synergie entre les fonctions sociales et écologiques, fournissant une plateforme pour essayer des modes de vie durables. Les résidents ont un programme de partage de voitures, et utilisent de nombreuses technologies économes en énergie comme les panneaux solaires, le chauffage géothermique, les appareils Energy Star et les planchers radiants. Le bâtiment est certifié Novaclimat et vise à obtenir la certification LEED platine.

**PHOTOS** PRODUKTIF STUDIO DE DESIGN  
**JULIETTE PATTERSON** est associée principale de Catalyse Urbaine architecture et paysages. La firme a travaillé avec le promoteur du projet, Rune Konskaug de Produktif Studio, ainsi qu'avec les architectes Blouin Tardif architecture, pour concevoir les espaces verts et le système de traitement de l'eau.  
[j.patterson@catalyseurbaine.com](mailto:j.patterson@catalyseurbaine.com)







### ENG\_

**THE ATLANTIC PROVINCES** Association of Landscape Architects (APALA) is hosting this year's CSLA Congress. Clear your calendars, and get ready to Make Waves, September 13-15, 2012 in Halifax, Nova Scotia. Co-chairs Jill Robertson and APALA President Gordon Kraushaar announced the web site launch and call for speakers and sponsors in March. Go to <http://makingwaves2012.com/>

### FR\_

**L'ASSOCIATION DES ARCHITECTES** paysagistes des provinces de l'Atlantique (APALA) sera cette année l'hôtesse du congrès de l'AAPC. Réservez les dates dans votre agenda et préparez-vous à faire des vagues, à Halifax, du 13 au 15 septembre 2012. Le site Web du congrès est déjà en ligne : consultez l'appel aux conférenciers et commanditaires à : <http://makingwaves2012.com/>



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# VERDIR, GÉRER L'EAU ET STATIONNER

## UN STATIONNEMENT UNIQUE EN SON GENRE

MÉLANIE GLORIEUX

**À PREMIÈRE VUE**, l'agrandissement du stationnement au centre civique de Mont-Saint-Hilaire, une ville à 35 km au sud de Montréal, n'apparaît pas si différent d'un stationnement standard si ce n'est pour ses larges îlots de plantation. Les bandes de végétation ont été intégrées dans l'espace pour réduire l'effet d'îlot de chaleur et proposer une alternative à la gestion des eaux de pluie en intégrant des cellules de biorétention. Appelé aussi « jardin de pluie » (terme plus applicable en milieu résidentiel), l'îlot de biorétention est un aménagement en contrebas d'une surface imperméable pour recevoir les eaux de ruissellement d'une pluie. Encore très peu connue au Québec, c'est une pratique émergente qui transforme les aménagements urbains en infrastructure verte. Ces aménagements permettent un drainage sans utiliser une conception traditionnelle avec puisards. Ils intègrent des arbres, arbustes et vivaces pour intercepter, infiltrer et filtrer l'eau de pluie qui y est acheminée réduisant ainsi l'impact de l'urbanisation sur le milieu naturel. L'infiltration est possible par la perméabilité de la terre de plantation, mais aussi par le système racinaire des différents végétaux qui crée des canaux pour le passage de la pluie.

Ce projet de stationnement se voulait rassembleur à plusieurs niveaux. Une première fois en réunissant les différents services (génie, urbanisme, espaces verts et entretien) pour travailler avec l'architecte paysagiste consultante pour la conception, et par la suite comme exemple concret pour les citoyens et les

autres municipalités, démontrant que les choses peuvent se faire différemment. Dès la réalisation, les commentaires des citoyens ont été très positifs dans leur appréciation de l'aménagement. La question qui revient le plus souvent lors des présentations est : est-ce que ça fonctionne en période de gel? Et bien après trois hivers et deux saisons de croissance pour les végétaux le résultat est à la hauteur des attentes. Les surfaces de stationnement se drainent dans les cellules toute l'année et les végétaux se développent très bien. Le responsable des espaces verts remarque même que l'épanouissement des arbustes est visiblement supérieur à ceux plantés en aménagement traditionnel. Outre un peu d'arrosage dans les semaines suivant la fin des travaux, il n'y a pas eu d'apport en eau autre que par la pluie. Le seul entretien est essentiellement de gestion de la végétation spontanée, choisissant de la conserver ou non selon la situation.

La configuration des îlots crée des fosses continues de dimension appréciable pour le développement des plantes, surtout des arbres. Avec plus 10 m<sup>3</sup> de fosse par arbre, il y a la place pour qu'ils atteignent une maturité pas souvent possible en milieu urbain. Le verdissement de ce stationnement intègre des mesures qui permettront aux différents végétaux de s'épanouir rendant ainsi le maximum de services à la collectivité en améliorant la qualité de l'air et en réduisant l'impact des eaux de pluie en milieu urbain.



1 THE SHRUBS HAVE DEVELOPED IN A SPECTACULAR FASHION 2 THE PARKING IS NOT SO DIFFERENT FROM A STANDARD LOT | 1 L'ÉPANOUISSEMENT DES ARBUSTES EST VISIBLEMENT SUPÉRIEUR 2 LE STATIONNEMENT N'APPARAÎT PAS SI DIFFÉRENT D'UN STATIONNEMENT STANDARD. **PHOTOS MÉLANIE GLORIEUX, OBJECTIF PAYSAGE**  
**MÉLANIE GLORIEUX**, BAP, M. ing., est architecte paysagiste sénior pour firme Objectif paysage. Depuis l'obtention de sa maîtrise en génie de l'environnement, elle étudie plus particulièrement la gestion optimale de l'eau de pluie tant dans sa pratique que dans sa recherche et ses conférences. [glorieux@objectifpaysage.com](mailto:glorieux@objectifpaysage.com)



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PETER SOLAND

# BIG FRIENDLY GIANTS DE BONNS GROS GÉANTS

## INFRASTRUCTURE AS EMOTIONAL SPACE

ENG\_

**AMSTERDAM'S FIRST RING** ROAD, RING A10, was the title and subject of a recent exhibition at ARCAM, the Amsterdam Centre for Architecture. An accompanying book presents an argument about the impact of this infrastructure, not only on the city's built environment but also on its people. The book examines the A10's place on Amsterdam residents' mental maps.

### GENERATING EMOTIONAL TIES

Thanks to urban expansion, the freeway is no longer on the city's outskirts; it is now at the heart of newly urbanizing spaces. Despite the many nuisances associated with the highway, it is part of the daily mental constructs of many Amsterdammers, who ascribe to it certain qualities usually associated with major architectural landmarks. It is possible to buy a silver ring by designer Puck Bomers in the shape of the A10 (see photo this page), no doubt symbolizing a deep connection between the highway and local residents.

This is not unlike the opinions of some of the people living near Montreal's Turcot Interchange, the proposed demolition and reconstruction of which, pegged at \$3 billion, has sparked impassioned indignation in most quarters. Apart from any arguments about the interchange's function and traffic-bearing capacity, this massive piece of infrastructure has generated emotional ties and a sense of familiarity. The monumental structure has become a kind of Big Friendly Giant.

The RING A10 book is a testament to the possibility of an infrastructure deeply inscribing itself in people's minds. The text explores the dialectic between a highway as a "generator of urban stress" and an "essential urban amenity." It also discusses the experience of the infrastructure through two landscape experiments: from the kinetic perspective of the motorist, for whom the urban landscape unfurls rapidly, and from the perspective of someone who experiences

the infrastructure as an imposing landscape element. These experiences are at the heart of the book, which documents eight walking tours, and in doing so expands the vocabulary required for describing unusual places, spaces rarely walked, landscapes with fantastical lines. The concepts of scale, materiality and use are all revisited.

### LANDSCAPES WITH FANTASTICAL LINES

These encounters suggest the potential for infrastructure spaces to create unusual, disjointed, unconventional public spaces. Avoiding the trap of over-praising necessarily problematic spaces, the book also documents the history of urban, architectural and landscape projects, both recent and less recent, that have aimed to re-qualify each of the eight walking routes. The entire A10 territory emerges as the site of incessant exploration, where potential has been opened up by the modernist scale and imagination associated with such structures, built in the 1960s. It is evident that in true Dutch spirit, these projects are resolutely forward-looking, seeking to exploit modern design's capacity to create enriching living spaces, free of nostalgia for the historic centre and its 19th-century morphologies.

### book info:

Ring A10

Boek over de ringweg van Amsterdam

€ 29.95

ISBN : 978-90-76863-89-4

Jaar van uitgrave : 2010

Nederlands-en Engelstalig

[www.arcam.nl/publicaties/540\\_nl.html](http://www.arcam.nl/publicaties/540_nl.html)

**RING INFO:** SILVER RING IN THE SHAPE OF THE A10, AVAILABLE FROM THINKING OF HOLLAND DUTCH DESIGN SOUVENIRS. [www.thinkingofholland.com](http://www.thinkingofholland.com)

AVENUE VAN HORNE

RUE BERNARD

RUE JEANNE-MANCE

AVENUE DE L'ESPLANADE

RUE WAVERLY

RUE SAINT-URBAIN

1

*...unusual places, spaces rarely walked, landscapes with fantastical lines...*







## L'INFRASTRUCTURE COMME PAYSAGE PUBLIC

FR\_

**PREMIER PÉRIPHÉRIQUE D'AMSTERDAM**  
RING A10 fut le titre et l'objet d'une récente exposition tenue à l'ARCAM, le Centre d'architecture d'Amsterdam. Un livre éponyme, publié à l'occasion de l'exposition, échauffe un argument sur l'impact de cette infrastructure dans l'espace physique de la ville, mais aussi sur la place que la A10 occupe dans l'espace mental des citoyens d'Amsterdam.

### CRÉER DES LIENS ÉMOTIFS

Avec l'expansion urbaine, l'autoroute n'est plus à la périphérie de la ville; elle se retrouve au cœur de nouveaux territoires en voie d'urbanisation. Malgré toutes les nuisances associées à l'autoroute, cette dernière fait partie de l'imaginaire quotidien de nombreux Amstellodamois; on y associe certaines qualités auxquelles ont typiquement droit des monuments d'architecture. C'est un peu à l'image de plusieurs témoignages de résidents vivant proche de l'échangeur aérien Turcot, à Montréal, dont le projet de démolition et de remplacement au coût de trois milliards soulève passion et indignation. Outre les arguments sur la fonction de l'échangeur et sa capacité de transport, on se découvre certaines émotions et une familiarité à

l'égard d'infrastructures herculéennes et monumentales, comme un Bon Gros Géant. Symbole sans doute d'une liaison profonde entre la A10 et la population locale, on peut se procurer une bague en argent du designer Puck Bomers à l'effigie de l'autoroute (disponible à la boutique Thinking of Holland Dutch Design Souvenirs / [www.thinkingofholland.com](http://www.thinkingofholland.com))

Le livre RING A10 témoigne de cette capacité d'une infrastructure à s'immiscer dans la tête des gens. Les textes soulèvent la dialectique entre l'autoroute comme « générateur de stress urbain » et comme « équipement urbain essentiel ». Ils présentent aussi l'expérience de l'infrastructure à travers deux expériences paysagères : du point de vue cinétique de l'automobiliste pour qui le paysage urbain défile sous ses yeux; et du point de vue de quelqu'un allant à la rencontre de l'infrastructure comme une pièce imposante dans le paysage. Ces rencontres sont au cœur du livre qui documente huit promenades piétonnes multipliant le vocabulaire nécessaire à la description de lieux insolites, de territoires rarement défrichés, de tableaux paysagers aux contours chimériques. Les notions d'échelle, de matérialité et d'usages sont revisitées.

### DES PAYSAGES AUX LIGNES FANTASTIQUES

La valeur de ses « rencontres » soulève le potentiel des territoires d'infrastructures à offrir des lieux publics hors norme, hors trame, hors convention urbaine. Évitant le piège de trop encenser des lieux nécessairement problématiques, le livre documente en parallèle l'histoire des projets urbains, architecturaux et paysagers, tant passés que récents, qui visent la requalification de chacun des territoires de promenade. Tout le territoire de la A10 se révèle comme site d'une exploration incessante, de projets et de potentialités qu'offrent l'échelle et l'imaginaire moderniste associés à ces ouvrages ayant vu le jour dans les années soixante. Évidemment, dans l'esprit hollandais, ces projets sont tournés irrévocablement vers l'avenir et vers la capacité du design contemporain de produire des milieux de vie enrichissants, sans nostalgie pour la ville historique et ses morphologies du XIX<sup>e</sup> siècle.

**1** STUDENTS FOCUSED ON A SPECIFIC STRIP, TO ENGAGE WITH THE INFRASTRUCTURE ON A MORE HUMAN SCALE **2** THE VAN HORNE VIADUCT | **1** LES ÉTUDIANTS SE SONT CONCENTRÉS SUR UNE BANDE SPÉCIFIQUE POUR ENVISAGER L'INFRASTRUCTURE À UNE ÉCHELLE PLUS HUMAINE. **2** VIADUC VAN HORNE  
**PHOTO 1** IMAGE ÉTIENNE OSTIGUY **2** WENDY GRAHAM

*These encounters suggest the potential for...unusual, disjointed, unconventional public spaces.*

### ENG\_

The concept of infrastructure looms large in the background discourse of landscape architecture. Oxymorons such as “infrastructure landscapes” and “infrastructure as landscape” are interesting for their power to evoke infrastructure not just as a single-function technological product, but as the site of a new urban and programmatic multi-functionalism, as a truly “public” amenity. To consider the presence of infrastructure in the urban setting is to develop a different perspective on the connections among the various urban functions; it is to account for the scale of these concrete monsters; it is to re-think the public sphere and the urban landscape beyond traditional forms. While in reality we find ourselves confronted with a set of issues that make it difficult to address infrastructure (I am again thinking of Turcot), a book like RING A10 provides reassurance about our re-thinking of classic modes of thought.

### RE-THINKING CLASSIC THOUGHT

At UQAM's design school, my colleague Denyse Gauthier and I give an urban design workshop aimed at sensitizing students to the importance of urban infrastructure. Through observation, analysis and speculation about the city, the workshop examines infrastructure in its various forms. In the fall of 2010, the students explored the Canadian Pacific railway tracks and Van Horne Viaduct in Montreal's Rosemont borough. While the tracks necessarily create an urban divide, the viaduct crosses them in grandiose fashion, but with little humanity. The space set aside for pedestrians is

minimal, a common feature of heroic-era highway infrastructure.

The students' first exercise was aimed at sensitizing them to the different environments comprising a daily route that comes into contact with large-scale infrastructures. Each starting out from a different point, the students were invited to walk toward the viaduct and let themselves follow the path suggested by the place. In the form of a sequential timeline, students first represented their visual, experiential and phenomenological encounters with the site. We sought to map their movements through space and to express the unique temporality associated with the site. The experience of being outside the conventional urban grid presents unfamiliar landscapes that we sought to convey in graphic form.

Then, each student attempted to abstract the experience in a more conceptual or thematic way, by creating another series of drawings (Photos page 22). The goal was to define an idea contained within the students' individual experiences, in order to tease out the theme for a future activity or specific proposal. Our view may be fundamentally critical, but initially we set aside all judgments toward the infrastructure and its impact on the city.

### POOLING INTUITIONS

If these infrastructural spaces must one day become public, the sum of individual experiences must be reflected in them. Thus, we believe firmly in the collective value of this initial exercise. Taken together, the personal readings became the group content of the workshop; the plates remained on the workshop wall for the entire semester. Everyone was free to absorb and adopt everyone else's intuitions.

With the awareness arising from this activity as a starting point, the second exercise sought to work on the contact point between the Van Horne Viaduct and the railway lands. In the form of a rapid modelling exercise, students were invited to sketch out the initial lines of a possible transformation of the environment: architecture, landscape, furniture, intervention, installation.

The territory was divided into strips (Figure 1, pages 18-19).

3 RECONSTITUTING THE SPACE WITH  
THE GROUP'S MULTIPLE VISIONS |  
3 RECONSTITUTION DE L'ESPACE SELON  
LES MULTIPLES VISIONS DU GROUPE  
PHOTO 3 DENYSE GAUTHIER



SPRING PRINTEMPS 2012 21



8

## ENG\_

Pairs of students focused on a specific part of the area, without regard for neighbouring strips. This arbitrary division allowed students to engage with the difficult conditions created by the infrastructure on a more human scale. Faced with the complex realities, we suppressed the students' temptation to propose totalizing actions for which they were not conceptually equipped. On the other hand, the assembly of the strips (in a manner not unlike a *cadavre exquis*) reconstituted the space with the group's multiple visions (Photo 3 page 20).

This collage of plans reinforced the idea that these landscapes need to be appropriated with unconventional tools, and that the urban landscape that may result will be judged on its ability to engage the infrastructure in a new dialogue. Like the initial drawings, the group model became a shared object for the workshop, and a repository of numerous potential outcomes. In the second half of the term, the students looked at a territory adjacent to the infrastructure and worked on introducing concepts that reinforced the place's multiple meanings.

## LANDSCAPES RIPE FOR DISCOVERY

In the end, these exercises – and their reading of the RING A10 book – prepared students to see infrastructure as a landscape ripe for discovery, description and action. The students were also prepared to question the urban landscape in a critical manner, and to introduce new perspectives into urban space and experience, resulting in scales and materialities drawn from these often poorly understood spaces. This new approach restores the essential public value of urban infrastructure.



9

8 DEFINING IDEAS 9 CHARTING IMPRESSIONS |  
8 DÉFINIR LES IDÉES 9 PLANIFIER LES IMPRESSIONS  
PHOTOS 8 DENYSE GAUTHIER 9 IDEAS TEAM (SEE P21)

## FR\_

chez l'étudiant la tentation de gestes totalisants pour lesquels ils ne sont pas équipés conceptuellement. Par contre, et à la manière d'un cadavre exquis, l'assemblage des bandes aux termes de l'exercice reconstitue le territoire au bénéfice des visions multiples du groupe (Photo 3 page 20). Ce collage d'intentions renforce l'idée que ces paysages d'infrastructures doivent être appropriés à l'aide d'outils non conventionnels et que le paysage urbain qui peut en résulter se mesurera à sa capacité d'engager l'infrastructure dans un nouveau dialogue. À la manière des premiers dessins, la maquette collective devient un objet partagé par l'atelier, et le dépositaire de nombreuses potentialités. Dans la deuxième moitié du trimestre, les étudiants abordent un territoire contigu à ces infrastructures et s'appliquent à y introduire des concepts qui renforcent les multiples sens du lieu.

## DES PAYSAGES MÛRS POUR LA DÉCOUVERTE

Au final, ces exercices – tout comme la lecture du livre RING A10 – préparent les étudiants à voir l'infrastructure sous l'angle d'un paysage qu'on peut découvrir, décrire et agir dessus. Ils préparent aussi l'étudiant à questionner le paysage urbain de manière critique et à introduire dans l'espace et l'expérience de la ville des sensibilités nouvelles résultant des échelles et matérialités tirées de ces territoires souvent mal répertoriés. Ce savoir-faire restitue la valeur foncièrement publique des infrastructures urbaines.

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# RING ROADS AND INROADS



ENG\_

**IN THE 70S**, Ron Middleton was in the right place at the right time. A newly graduated LA, he returned to his home province to work in Alberta's recently created Department of Environment. As Premier Peter Lougheed's newly-elected PC government took bold steps to build the cities, Alberta's planners could foresee the distant need for a high speed highway network around its two largest cities. Today, Middleton says, the government that had the foresight to secure ring road routes some three decades in advance is looking positively brilliant. But what of the future? Are ring roads still part of the equation, as Alberta prepares for the next half century of growth? Or is the province focusing inward, as it sets its sights on denser inner cities? Carol Craig weighs in on LRT and the challenges of transportation within Alberta's sprawling cities.

FR\_

## PROGRÈS ET PÉRIPHÉRIQUES

Dans les années 70, Ron Middleton était au bon endroit au bon moment. Diplôme d'AP en poche, il est retourné dans sa province natale pour travailler au nouveau ministère de l'Environnement de l'Alberta. Le gouvernement progressiste-conservateur de Peter Lougheed prenait des initiatives, et les urbanistes prévoyaient qu'un réseau d'autoroutes allait devoir s'imposer autour des deux plus grandes villes. Selon Ron, « ce gouvernement a fait preuve de perspicacité en faisant construire ces routes des dizaines d'années à l'avance. » Mais qu'en sera-t-il à l'avenir? Les périphériques seront-ils toujours pertinents, l'Alberta se préparant à un demi-siècle d'expansion? Ou la province s'attardera-t-elle plutôt à ses villes intérieures, plus denses? Carol Craig réfléchit au TLR et aux défis du transport dans les villes tentaculaires de l'Alberta.

1 SEGMENT OF EDMONTON'S RING ROAD 2 EDMONTON'S LRT | 1 SEGMENT DU BOULEVARD PÉRIPHÉRIQUE D'EDMONTON 2 LE TLR D'EDMONTON  
PHOTOS 1 COURTESY OF STANTEC 2 CITY OF EDMONTON

RUNNING RINGS AROUND THE CITY  
AN EDMONTON RAIL-VOLUTION? TOD, BIG-CITY STYLE





1

2

RONALD MIDDLETON, MSc, AALA, FCSLA

## RUNNING RINGS AROUND THE CITY

**IN THE MID-1970s** Alberta Environment took a bold step. The young department used a provision in the recently created Environment Act to declare Restricted Development Areas (RDA) around the cities of Edmonton and Calgary. These broad belts of land were likened to the greenbelt around the city of London, England. Jurisdiction over land use was to be taken away from the municipalities and subject to direct provincial control.

The creation of the RDAs received mixed response from the public and caused consternation amongst landowners. They challenged the designation and the courts agreed that the restriction was effectively partial expropriation without compensation, as the opportunity to develop the land was being removed.

The Province was forced to declare a purpose for the designation and undertake a program of land acquisition. Thus the green belts were reduced to one major purpose, transportation and utility corridors. The area designated, and subsequently purchased, was reduced to that required to accommodate that use. This included ring roads, major arteries capable of moving traffic around the cities and from one section to another.

The cities were growing quickly, but few could envision a time when they would be large enough to require major infrastructure around their peripheries. In fact, both cities grew faster than predicted and in 2000, planning began for implementation of the ring road projects. By 2007, the first two segments of the Edmonton ring road (Anthony Henday Drive) were completed to the west and southwest. Some of

the major interchanges were left as lighted intersections, not to be completed until traffic warranted. Virtually from opening day, these intersections were overloaded and construction of the interchanges was initiated much sooner than planned. (They are now complete.)

### FORESIGHT = SPEED

The Edmonton ring road construction proceeded with impressive speed and ease. Completion of the final segment is scheduled for 2016. Very little land acquisition, often a time-consuming exercise, has been required. Since the route had been known for decades, public opposition was minimal. The government that had the foresight to secure this route decades in advance is looking positively brilliant.

Had the Province begun the project from scratch, the difficulties would have been immense. We have a stark reminder of that in Calgary. For various reasons, a segment of the Calgary Ring was left out when the RDA was first designated. Opportunities to fill the gap subsequently were ignored. Planning had gone out of fashion.

When the Province decided to proceed with the Calgary ring roads, residential development had expanded right up to the western city limit where the city borders a First Nation Reserve, the Tsuu T'ina Nation. The relatively undeveloped reserve lands were the preferred route. After several years of negotiation, the province and Band Council finally struck a deal which had to be ratified by plebiscite. It was defeated.





3



4

The best alternative route outside the reserve would require the demolition of hundreds of city homes. Opposition is predictably fierce. While the construction of this segment of the ring is not dead, it appears to be a long way off.

### BUMPS IN THE ROAD

In the years between designation of the land and ring road development, urban growth in both cities continued largely as expected, if slightly more rapidly. Suburban subdivisions multiplied, accompanied by big box commercial development and industrial parks on the periphery. Transportation technology, however, remained much the same. Changes in design standards altered the highway geometry in some locations, and new environmental legislation required designers to address the management of stormwater runoff, wetland replacement and habitat protection. On some lands that had been temporarily leased, significant site contamination occurred, and the province had little opportunity to pursue those responsible; the tenants had long since disappeared.

### LOOKING DOWN THE HIGHWAY

With the benefits of long term transportation planning clearly demonstrated, Alberta Transportation began preparing for the next half century of growth. It initiated a planning process to identify and secure corridors for a second set of “regional rings” around the two cities, well beyond the current urban fringe. At current rates

and patterns of growth, the freeways would be required within 30 to 50 years. In 2008 the Alberta Capital Region Alliance (the 22 municipalities surrounding Edmonton) identified a regional ring road as among its top three transportation priorities, along with rapid completion of Anthony Henday Drive.

Some three years later, in late 2011, the Capital Region Board (the successor body that includes Edmonton) asked the Province to shelve the regional ring road in favour of other transportation priorities. What happened?

Part of the difficulty is something that afflicts many long-range planning projects. Many people have difficulty differentiating the current situation from that of a distant future. Some local politicians who were not involved in the 2008 recommendations believed that securing a corridor would somehow compete with current pressing needs. Others worried that a new highway on the existing landscape

**1** GOOGLE EARTH: EDMONTON **2** INTERCHANGE CONSTRUCTION + STORMWATER MANAGEMENT ON NW SEGMENT, ANTHONY HENDAY DRIVE **3** CALGARY'S STONEY CREEK + DEERFOOT **4** EDMONTON SYSTEM | **1** GOOGLE EARTH: EDMONTON **2** CONSTRUCTION DE L'ÉCHANGEUR + GESTION DES EAUX DE RUISSELLEMENT SUR LE SEGMENT NORD-OUEST DE ANTHONY HENDAY DRIVE **3** STONEY CREEK + DEERFOOT À CALGARY **4** LE SYSTÈME D'EDMONTON  
**PHOTOS** **1** GOOGLE EARTH **2** COURTESY ALBERTA TRANSPORTATION **3** COURTESY ALBERTA INFRASTRUCTURE





*Are we encouraging urban sprawl? | Encourageons-nous l'étalement urbain?*



would draw business away from their communities. They were unable to visualize the level of development that would occur before the highway would be required or built. The nay-sayers are no different from those 30 years ago, who could not envision how much the two cities would grow.

#### THE DEBATE

The more interesting and legitimate debate both within the planning team and with the participating municipalities, is a philosophical one. How might the creation of such a corridor affect the nature of urban development?

On the face of it, there is little downside risk in establishing a corridor. Although there would be an immediate expense in acquiring the corridor lands, the land could always be sold again. (In 30 years, the chances of acquiring the necessary land at a reasonable cost would be low.) If development continues the way it has historically, the roads will be needed. But will transportation be the same in the future as it has in the past? Do we want it to be?

Would the creation of the corridor become a self-fulfilling prophecy? Would it encourage development to proceed in the direction it has, whether we want it to or not? Once designated, would the corridor create a land speculation and development zone surrounding it, making its ultimate development a certainty?

In the last decades, Edmonton and Calgary have done much to support urban sprawl, and both cities continue to do so. A recent report by Demographia of St. Louis, Mo. concludes that between 2006 and 2011, development outside of the urban core accounted for 97% of Calgary's growth and 98% of Edmonton's. Civic politicians and planners recognize the many costs of providing infrastructure to

an ever-expanding perimeter. They understand the conflict between encouraging suburban sprawl and supporting a vital urban core. Both cities have policies supporting greater densities and greater dependence on public transit.

The governments of municipalities surrounding the two major cities are cautious as well. They are resistant to the idea of being engulfed by urban growth. To plan the outer ring is to envision a future they don't want to see. At the same time, most of these municipalities are vigorously trying to attract industrial development. If they succeed, they will require a transportation network to transport workers, construction materials, equipment and products. The dispersed nature of the development in these municipalities mitigates against transportation systems other than roads.

If the Edmonton region wants a future that is less dependent on cars and trucks, it will need to take a much bolder and more coordinated approach to land use management than it has to date. While the fear that if we plan for continued sprawl it will come is a legitimate one, simply failing to plan will not prevent it.

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THE CITY ENCROACHING ON EDMONTON'S RING ROAD | EMPIÈTEMENT DE LA VILLE SUR LE BOULEVARD PÉRIPHÉRIQUE D'EDMONTON  
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1



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CAROL CRAIG

## AN EDMONTON **RAIL**-VOLUTION? TOD, BIG-CITY SYTLE



4-6

Washington... is the most walkable city in America.

**THE MORE TRANSIT** choices you have, the more successful your city's public transportation system will be. That, in short, was the predominant message at the Rail-volution transit conference, held in Washington, DC, in October 2011.

Washington's transit system is an American success story. Twenty years ago, the city's planners began focusing squarely on transit oriented development (TOD), aiming to increase the city's density, and at the same time, reduce traffic congestion by encouraging residents to leave cars at home. Originally developers were slow to come on board, but in time, many bought into the concept, creating higher density mixed-use areas adjacent to transit stations. Two decades later, areas such as those along the Rolland-Ballston line in Arlington County, have significantly increased density while reducing vehicular traffic – a formula that seems counterintuitive, but has worked magnificently in Washington. In 2007, the Brookings Institute named Washington, DC the most walkable city in America.

### HOW DID THEY DO IT?

Today Edmonton, population 958,000, is moving in the same direction. The city, like Washington, began to develop its light rail transit (LRT) systems in the '70s, when Washington's population was almost twice that of Edmonton. In fact, Edmonton was the first city in North America with a population under one million to open an LRT system. It is still a small city. In comparison, Greater Washington's Metrorail serves 5.6

million people. Nonetheless, Edmonton can certainly learn lessons from the Washington experience.

### LESSON 1: BUILD CONNECTIVITY

The Greater Washington (GW) area surged ahead with Metrorail not only due to its larger population, but also thanks to a vigorous federal funding program. Today Metrorail is the USA's third largest LRT system, with five rail lines, 165 kilometres of track and 83 stations, carrying 223 million riders each year. A planned connection to Dulles Airport will add 37 kilometres of track. As well, ridership increased in many station areas, following extensive private redevelopment, which was based on the TOD principles and form-based planning established by GW.

The Edmonton LRT has a single line with a total of 20.5 km of track, fifteen stations and a ridership of approximately 34.2 million annually. A second line to the Northern Alberta Institute of Technology (NAIT) is under construction, and design has commenced for a third line of 29 stations, linking west and south-east Edmonton to downtown, for a total of 50.8 km. A connection to the City of St. Albert is being studied.

### LESSON 2: BUILD DENSITY IN STATION AREAS

The thinking among Edmonton's TOD planners and developers seems to reflect Washington about 20 years ago. Still, significant inroads are being made. The city,





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which recognizes the need to redevelop aging neighbourhoods and accommodate changing demographics, is taking a firm stand on TOD and has established a vision for higher density residential, retail and employment focused on station and transit centre areas. The Way We Move, the city's Transportation Master Plan, requires a city-wide LRT. TOD Guidelines (Draft 2010) categorize the existing and planned stations into seven different station area types. Currently, several detailed plans are being prepared. Edmonton's demographics—its increasing population with smaller families, more couples and singles—will help sway the developers' and residents' perception over time.

### LESSON 3: FINESSE THE BUSSES

Washington's high level of Metrorail connectivity and its increased population/density have been key to its success, but the city also focused on several layers of alternate transit modes. Edmonton needs to follow suit. The Metrobus and other GW bus systems link to Metrorail. GPSs on each bus facilitate real time scheduling and "apps" provide advance notification of when buses will reach a selected stop. Ridership has increased dramatically with these advances. In Edmonton, buses are the major method of alternate transportation with boardings of approximately 108 million annually. Many bus transit centres are adjacent to LRT stations. A "Buslink" website provides access to schedules, but real time scheduling would increase ridership. (Think winter: Edmonton is the most northern major city on the continent.)

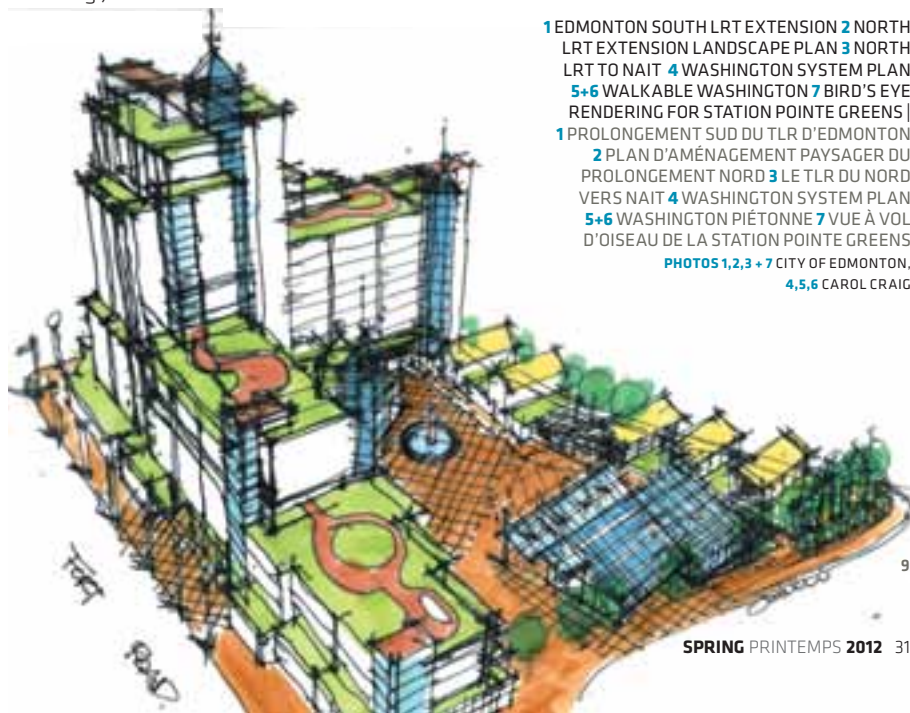
### LESSON 4: GO RETRO

Washington is reintroducing streetcars, adding yet another layer of routes to its system. The first of eight planned streetcar lines will open in 2013. Like Washington, Edmonton once had a streetcar system.

A short trolley line over the North Saskatchewan River remains, and the new line from west to south-east Edmonton will be a low floor LRT, and will be similar to a streetcar system.

Washington has also introduced the hugely successful Capital Bikeshare, with 1100 bikes spread throughout 130 self-serve stations located close to the LRT and employment nodes. Bikes are ideal for short distance rides: the first 30 minutes are free. Now, more bikes are being added for riders wanting to make use of the extensive bike trails. Interestingly, since the program began, the use of personal bicycles has increased. Presumably, people tried the bikes and loved them.

Cycling is also increasing in Edmonton, thanks to cycle-friendly facilities such as bike lanes and parking. There is interest in a possible Bikeshare program, and the city is considering methods to promote safe year-round cycling. (In Copenhagen, cyclist and pedestrian routes receive priority for snow clearing.)



GW Carshare allows many people to abandon the cost and hassle of vehicle ownership altogether. Members have access to a fleet of vehicles located near Metrorail stations. Edmonton has yet to initiate a similar program but utilizes Carpool.ca to assist in forming carpools.

### AGGRESSIVE PLANNING

Alternative modes of transportation are part and parcel of Edmonton's TOD, and the city is well aware that as it adds layers, Washington style, the more successful it will become. It is on track, and moving!

[carol.craig@aecom.com](mailto:carol.craig@aecom.com)

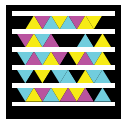
1 EDMONTON SOUTH LRT EXTENSION 2 NORTH LRT TO NAIT 3 WASHINGTON SYSTEM PLAN 4 WASHINGTON SYSTEM PLAN 5+6 WALKABLE WASHINGTON 7 BIRD'S EYE RENDERING FOR STATION POINTE GREENS | 1 PROLONGEMENT SUD DU TLR D'EDMONTON 2 PLAN D'AMÉNAGEMENT PAYSAGER DU PROLONGEMENT NORD 3 LE TLR DU NORD VERS NAIT 4 WASHINGTON SYSTEM PLAN 5+6 WASHINGTON PIÉTONNE 7 VUE À VOL D'OISEAU DE LA STATION POINTE GREENS PHOTOS 1,2,3 + 7 CITY OF EDMONTON, 4,5,6 CAROL CRAIG

9

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LIZ WATTS, BCSLA

# A TRAIL FOR THREE CITIES

## THE CVG TURNS THREE-YEARS-OLD

FR\_

Le Central Valley Greenway (CVG), sorte de colonne vertébrale du réseau des pistes cyclables du Grand Vancouver, est une preuve que les projets en partenariat peuvent influencer durablement le transport urbain. Cet investissement de 24 millions a été divisé en trois et assumé par les trois villes (Vancouver, Burnaby et New Westminster), TransLink et Transports Canada. Le partenariat visait avant tout l'uniformité et la connectivité régionale. Les villes chérissaient chacune un design distinct, mais elles ont dû travailler de pair pour respecter l'échéancier. Un an après son ouverture, le CVG était déjà l'une des routes vertes les plus achalandées de la région, utilisée par plus de 650 000 piétons et cyclistes. À l'autre bout du pays, Moncton encourage aussi le transport actif en développant son réseau et en adoptant le même esprit de coopération qu'en Colombie-Britannique. La petite ville a opté pour une approche progressive en fonction de son budget, mais en douze ans, elle s'est dotée de plus de 70 km de pistes cyclables et piétonnières, et les composantes routières pour le transport actif sont aujourd'hui terminées à 99 %.

*Over 650,000 cycle and pedestrian trips were clocked in that first year. | La première année seulement, plus de 650 000 piétons et cyclistes y ont cheminé.*

ENG\_

**ONE BEAUTIFUL DAY** in June, 2009, TransLink hosted a festive opening celebration at the foot of the impressive Winston Bridge, the scenic midpoint of the new Central Valley Greenway. Volunteers conducted walking tours and cycling tours, and a thousand fans arrived on foot, by transit and on bicycles to enjoy the launch. The opening day event, which garnered enthusiastic media coverage, was a deadline, a celebration and a promotional tool.

The opening of the regional greenway was proof positive that once in a while, a unique project partnership can change transportation patterns throughout an urban region. Just a year after the opening, the CVG was one of the busiest active transportation routes in the region. Over 650,000 cycle and pedestrian trips were clocked in that first year, and usage is still on the rise.

A spine of the metro Vancouver cycling network, the Central Valley Greenway (CVG) was conceived as a demonstration project designed with cyclists in mind, but also well suited for jogging, walking, wheelchairs, rollerblading and more. The route was chosen in part for its gentle topography. It follows a gentle depression in the Burrard peninsula, the Central Valley, which connects Vancouver's False Creek basin with downtown New Westminster on the Fraser River. This scenic corridor was first claimed by rail lines and later became the route for TransLink's Millennium Line, a branch of the elevated SkyTrain rapid transit network. Roughly paralleling the Millennium Line, the Greenway links established neighbourhoods to centres of employment, education and recreation, to transit (including buses and the SkyTrain), and to the cycling network.

The Central Valley Greenway cost \$24 million to build and was funded by all levels of government. As part of Transport Canada's Urban Transportation Showcase Program, the CVG was coordinated by TransLink, the regional transportation agency for metro Vancouver. The partnership, which included three cities and Metro Vancouver Regional Parks, was structured to build partnerships and leverage funding, and to serve as a model project, demonstrating best practices in shared-use cycling and pedestrian facilities.

The original funding formula was roughly a three-way split among the cities (Vancouver, Burnaby and New Westminster), TransLink and Transport Canada. The money from TransLink and Transport Canada was tied to design review, regular performance reports and a completion deadline, with each city responsible for its own budget and for executing its own sections.

### PULLING IN POTENTIAL CYCLISTS

In both the US and Canada, researchers have identified large numbers of potential cyclists, people who consider themselves to be "interested but concerned." To attract these potential users, the CVG would ideally provide a relatively flat, direct route, separated from vehicle traffic, where people could feel safe and comfortable. Landscaping and amenities celebrating local character were

1+2 THE 24-KM CENTRAL VALLEY GREENWAY CONNECTS WITH 12 SKYTRAIN STATIONS, BUS ROUTES + THE REGIONAL CYCLING NETWORK  
3+5 OPENING DAY IN JUNE 2009 4 BURNABY'S WINSTON OVERPASS  
6 BRIDGE WITH RUB RAIL FOR CYCLISTS AND PEDESTRIANS | 1+2 LES 24 KM DU CORRIDOR DE VERDURE DE CENTRAL VALLEY REJOignent 12 STATIONS SKYTRAIN, DE ROUTES D'AUTOBUS ET LE RÉSEAU RÉGIONAL DE PISTES CYCLABLES 3+5 L'INAUGURATION EN JUIN 2009 4 LE VIADUC WINSTON  
6 PONT AVEC RAIL DE GUIDAGE POUR LES CYCLISTES ET LES PIÉTONS  
PHOTOS 1 CENTRAL VALLEY GREENWAY BROCHURE 2 TRANSLINK 3 TRANSLINK  
4 CITY OF BURNABY 5 TAMIM RAAD 6 ELIZABETH WATTS





# CENTRAL VALLEY GREENWAY



The Greenway is a route to some of the region's most popular destinations: Burnaby Lake Regional Park, New Westminister Quay, Telus World of Science and the Sea Wall around False Creek. It is also a great connection to local destinations, including dozens of parks, summer pools, community centres and libraries. With links to Millennium and Expo Line SkyTrain stations, the Central Valley Greenway can also be part of a longer journey.

The Greenway is more than just a path from A to B. It's a destination in its own right. Whether you're going to work, shopping, or just out for a ride, it is designed to be a safe, interesting and enjoyable experience.

## CENTRAL VALLEY GREENWAY ROUTE MAP



A 24-km path  
linking Vancouver,  
Burnaby & New  
Westminister for  
a healthier region.

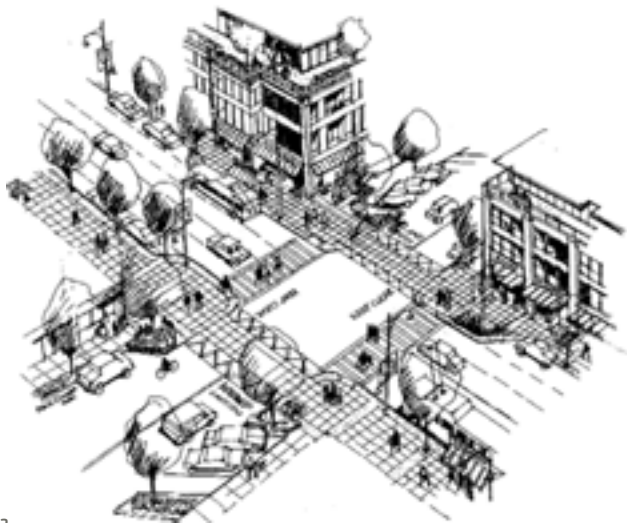




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*In both the US and Canada, researchers have identified large numbers of potential cyclists...*

important to make the journey pleasant. The desired standard was to build an off-road paved pathway, four metres wide with landscaped front and back boulevards, for a total right-of-way width of six metres.

#### DEGREES OF SEPARATION

It is, however, a challenge to find new space for bicycle/pedestrian facilities within an established urban fabric. The CVG route passes through residential neighbourhoods, natural areas and industrial lands, and a downtown urban street. Nearly half of the route meets the ideal specifications, mostly beside roads or beneath the SkyTrain guideway. Three other facility types emerged. Lower traffic streets, either existing quiet streets or landscaped routes on which traffic has been calmed, account for about 15 per cent of the route. Another 10 per cent of the route runs in utility corridors through natural peaty areas shared with occasional heavy trucks, where the CVG becomes an off-street path of compacted gravel floating on a blanket of pumice. About a quarter of the Greenway follows some higher traffic streets, utilizing bicycle lanes for cyclists while pedestrians take to the sidewalks or walk through a park along the north shore of Burnaby Lake. Over time, as budgets and land acquisition permit, the bicycle lanes will convert to off street multi-use paths.

#### THE OLYMPIC FLURRY

A deadline extension placed the project squarely in competition with the **flurry of construction for the 2010 Olympics**. Project managers were confronted with ballooning costs and more schedule pressures. One city had to tailor its ambitious route significantly to meet targets. Just in time, the Province of British Columbia granted new funding, easing the way for two of the three cities.

Connectivity was a mantra; in the face of delays, budget challenges and wrinkles such as displacement by the Olympics, project managers resorted to temporary gravel paths or on-road bike lanes to stitch segments of the Greenway together. In some of these cases the route was not clear, people got lost and the cycling community blogs lit up. The criticism was legitimate; people were disappointed because the CVG did not seem as user-friendly as promised. Upgrades to temporary sections and some longer range improvements now rest with the municipalities, which committed to bundle off-street multi-use paths with future construction.

#### RIDING WITH THE RAILWAYS

For much of the route, the CVG roughly follows the Millennium SkyTrain, often running beside active rail lines. This congruence provides convenient access to SkyTrain stations and connecting





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*Aux États-Unis comme au Canada,  
les chercheurs ont identifié  
d'innombrables cyclistes potentiels.*

buses for multi-modal trips. Railways, however, wish to minimize interactions with pedestrians and cyclists and are indifferent to the deadlines of lower jurisdictions. Persistence and flexibility were essential as the cities struggled with uncertainty, long lead times and hefty budgets for civil works only railway crews can execute.

The difficulties reinforced one key message: seize the opportunity for cycling and walking space when a new roadway or rapid transit line is planned. So many efficiencies and cost savings might be achieved if the requirements of a multi-use pathway are kept in mind. Proper allowances can be established and utilities shared. Pinch points and retrofits can be averted, and construction debris not buried in the right of way!

### THE BIG PICTURE TAKES PRIORITY

In the end, route connectivity and consistency largely prevailed. Typically, individual cities prioritize local interests, building smaller, discrete segments. The full, regional 24-kilometre Greenway, however, was delivered in a relatively compressed timeframe. That shared success was due to the CVG's unique project structure. Cities were required to achieve full connectivity by the federal deadline. They were not allowed to funnel joint resources into pet projects to the exclusion of those regional goals. Otherwise they risked losing their federal and TransLink funding.

New east-west connections opened the gates for commuters between Burnaby and Vancouver. Transit connectivity was impressive: the CVG connects with 12 SkyTrain stations, numerous bus routes and the cycling network of the three cities. People gained terrific flexibility to make multi-modal journeys and travel greater distances car free.

### THE STRUGGLE FOR UNITY

Despite project objectives championing unity, the three independently-minded cities handled design differently. Where an engineering focus prevailed, the vision narrowed to minimum Transportation Association of Canada (TAC) standards and MMCD details. In these cases it took some pressure to get buy-in for features such as a landscaped boulevard alongside a major truck arterial, or quality detail design – features that make a lasting contribution to the quality of the route and overall cycling experience. Where landscape architects were involved as city project managers and consultants, the contribution was significant and encompassed all scales, from the overall vision for the trail and its character, to refined handling of site scale elements.

Some common elements were achieved such as the “cross bike,” a new type of pavement marking for crossings shared with pedestrians

which permits cyclists to ride across an intersection instead of dismounting. Overall, road crossings were made safer and more efficient along the route through the use of traffic diverters, flashing lights and cyclist/pedestrian activated signals.

Some fine precedents were set that trumped the utilitarian MMCD standard. Burnaby, for example, developed some innovative and handsome gates and bridges, and guardrails designed to prevent hooking the handlebars. Vancouver provided regular rest areas and rich plantings. New Westminster experimented with back-in-angle parking to reclaim road space for bicycle lanes and enhanced downtown streetscapes.

Happily, signage is mostly consistent and complete along the full route. In addition to Regulatory and Advisory signs (per TAC) alerting motorists to crossings and shared use of the roadway, CENTRAL VALLEY GREENWAY blades above intersections and on street corner blades were installed to reinforce identity, along with green bicycle signs which name the route. To complement these, Destination Wayfinding Signs direct people to nearby amenities, providing distances to transit, major parks, washrooms, and so on.

### SPREAD THE WORD

Data show that the seasonally adjusted number of trips on the Greenway is steadily increasing. Ridership was actively promoted by TransLink's campaign to build public awareness, including a map in hard copy and online. Even after just one year, bicycle ridership approached that of Ontario Street greenway in Vancouver, which is one of the region's busiest routes.

While it is still a work in progress, the CVG's popularity validates investment in more active transportation facilities at a regional scale, and its shared success already serves as a precedent upon which to model future projects.

For the map and more information on the CVG, go to [www.TransLink.ca](http://www.TransLink.ca). TransLink is compiling a detailed report about the CVG.

[ejwatts@telus.net](mailto:ejwatts@telus.net)

7 A GRAVEL PATH BESIDE THE BRUNETTE RIVER 8 TRAVELLING TO OPENING DAY CELEBRATIONS ON THE WINSTON OVERPASS 9 MULTI-MODAL CONNECTIONS 10 DESTINATION WAYFINDING SIGNAGE 11 TRAFFIC CALMED STREET IN VANCOUVER 12 SKETCH: A SAFE INTERSECTION | 7 UN SENTIER DE GRAVIER LE LONG DE LA RIVIÈRE BRUNETTE 8 EN ROUTE POUR L'INAUGURATION DU VIADUC WINSTON 9 CONNEXIONS MULTIMODALES 10 SIGNALISATION 11 UNE RUE TRANQUILLE DE VANCOUVER 12 ESQUISSE PHOTOS 7 + 11 TRANS LINK 8 CITY OF BURNABY 9 + 10 ELIZABETH WATTS

MICHELLE MCALOON

# THE RIGHT SPIN



1

*The biggest achievement in these early years was buy-in from the Engineering Department  
La plus grande réussite de ces premières années a été l'adhésion de l'équipe d'ingénierie au projet*

**MONCTON, NEW BRUNSWICK.** Just minutes from the Atlantic Ocean and the famous tides of the Bay of Fundy, a small city of 70,000 nestles on the northern bend of New Brunswick's mighty Petitcodiac River. The City of Moncton is at the heart of the greater Moncton area, which holds some 140,000 people and is the fastest growing urban region east of Saskatchewan.

A dozen years ago, Moncton City Council dedicated \$25,000 to an Active Transportation Committee which included representatives from Parks, Engineering, Transit and the District Planning Commission as well as citizen representatives from each of the four city wards. By 2003, local Landscape Architect, Jim Scott of CollabPlan, had pulled together an AT Plan, incorporating such necessities as signage for shared streets. The plan also looked at potential trail routes along watercourses, easements, hydro corridors and city-owned greenspaces, and the City began to accumulate parcels of land for a trail system, including linear strips of planned subdivisions.

## THE 2005 CHALLENGE

Initially, however, the successes did not come easily. In 2005, Engineering made its first attempt to incorporate bicycle lanes on city streets. Despite early public consultation, there was considerable opposition. People were concerned about the loss of on-street parking, and the conversion of some four-lane streets into three lanes to accommodate bike lanes. Many did not understand the AT concepts or the city's plan.

Moncton went back to the drawing board to develop a master plan that encompassed the entire city and included specific information about street modifications. Realizing that education had to be at the forefront if attitudes were to change, the city initiated a public education plan, rolling out its process and vision in information brochures, local newspapers and social media sites such as facebook and Twitter. Council held information sessions and public meetings. Local radio and television stations came on board.

The city pointed to Canadian bikeway traffic control guidelines, assuring citizens that while the plans were new to the city,



2 3





they were well tested across Canada and the world. Moncton's Transportation Coordinator, Stephane Thibodeau, developed concepts for traffic calming measures and pedestrian/cycle friendly roundabouts.

The biggest achievement in these early years was buy-in from the Engineering Department, as they planned streets and neighborhoods. There were considerable hurdles. Budgets were slim, some expropriations essential, and negotiations with landowners and homeowners took years. Moncton needed to build bridges, work around watercourses and rail lines, and obtain permits by working with government agencies and CN Rail.

Five years later, Council approved the completed AT Plan, and Engineering moved forward, creating bicycle lanes, painting "sharrows" (share the road arrows) and installing signage. The comprehensive strategy had also won over the citizens. Some of the greatest opponents of the trail became its most frequent users.

The street component of the AT Plan is now 99 per cent complete, with the exception of a few very busy streets. (The

City will incorporate bicycle lanes when such streets are upgraded. For now, outside lanes are painted wider than inside lanes so that vehicles can maneuver around cyclists.) City buses have bike racks, and the city rents out bike lockers for a small fee. All municipal facilities have bike racks, and Moncton is working with businesses to make more racks available downtown. A new zoning bylaw for parking lots requires all new commercial buildings to install them.

The process required the steadfast support of Council and Mayor George LeBlanc, who understood the dynamics of a well-implemented AT network and its importance to a livable city. By 2011, Moncton had over 70 kilometres of walking/cycling trails, and it plans to build about 80 kilometres more in the next fifteen years, installing lighting and asphalt as budget permits.

Michelle.McAloon@Moncton.ca

**1+2 RIVERFRONT TRAIL 3+5 NORTHWEST TRAIL 4 BORE PARK |**  
**1+2 SENTIER RIVERAIN 3+5 SENTIER NORTHWEST 4 PARC DU MASCARET**  
**PHOTOS 1-3-4-5 DANIEL ST. LOUIS 2 STEPHANE THIBODEAU**



JOHN MCMULLEN, OALA, CSLA, MCIP, RPP

# A TOOLBOX

## ACTIVE TRANSPORTATION PLANNING IN ONTARIO



1

### FR\_

#### UNE TROUSSE D'OUTILS POUR PLANIFIER LE TRANSPORT ACTIF

Urbanistes et architectes paysagistes se sont longtemps laissés distraire par l'amour des voitures. Aujourd'hui, nous privilégions le transport actif, mais la concrétisation de ces nouvelles idées n'est certes pas facile dans les villes nord-américaines qui dépendent étroitement des transports motorisés. LP a demandé à John McMullen, riche de 18 années d'expérience en la matière au sein de sa firme PLAN by DESIGN, de vérifier ce qui était réalisable dans plusieurs régions de l'Ontario, et d'informer les communautés des écueils qui menacent l'implantation de systèmes de transport actif efficaces.

### ENG\_

**THE VERDICT IS** in. Landscape architects, urban designers and planners have a lot of work to do: our love affair with automobiles has led us astray. To be clear, the entire infrastructure system of North America was built for automobiles. Now, many of us are working to implement Active Transportation (AT) Plans. Rather than building places for cars, we are learning what works and what does not work as we transform our neighbourhoods into bicycle- and pedestrian-friendly places.

Consider Thunder Bay. When the City decided to remove street parking along important routes to make way for bicycle lanes, few residents stood up and cheered. "When people learn a bike lane is planned in front of their house, their primary concern is parking – that and safety," said AT Coordinator Adam Krupper. Krupper quotes a common refrain: "I won't be able to back out without hitting a cyclist."

Krupper's experience is not unique. (See Moncton's story, page 38.) In places that are largely dependent on motorized transport, implementing a freshly minted AT Plan is no easy task. Persons working in AT like Krupper learn to counter common fears with hard data. "We need to measure how much parking is really needed... There's a big difference between people's perceived parking needs and people's real parking needs," he says.

But good data is just one tool in the communal toolbox. LP checked in on a few Ontario jurisdictions to see what works best, and what roadblocks await communities just beginning their AT planning and implementation.

### COUNCIL ENDORSEMENT MATTERS

Thunder Bay, says Krupper, adopted its AT Plan in 2008. The AT Plan quickly became a major goal in the city's overall strategic plan, "which basically outlines what City Council wants. Every department has goals and deadlines," and this, says Krupper, is "a big motivator for engineering and parks to make sure it happens."

The same principal holds even in much larger jurisdictions. Fiona Chapman, Manager of Pedestrian Projects at the City of Toronto, counts on the city's official strategy when she needs to counter strong opposition and justify pedestrian improvements. "Often, I'll look at people, and I'll say, 'Well, don't shoot the messenger. This is endorsed by council'."



*"I can't over-emphasize the importance of the visuals." | « Je ne soulignerai jamais assez l'importance de l'image. »*

### PUT PEDESTRIANS FIRST

Council endorsement, says Chapman, is a key tool to changing mind-sets. AT plans seem to "represent a cultural shift for a lot of the engineers I work with," she says. Part of the debate centres around the hierarchy of road users. "We're suggesting that pedestrians should come at the top of that hierarchy, followed by cyclists and then single purpose vehicles," she says.

In practice, this means that Chapman advocates for such design changes as tighter turning radii. "This gives pedestrians more room, it stops cars from turning corners quickly...we think it promotes safety. However, we are often challenged by our colleagues who have to design the road for trucks." Wheels may bump up on the curbs and cause damage. "These are legitimate perspectives," says Chapman, "but I would argue that the pedestrian piece should, in fact, come first."

### MAKE GRASSROOTS ORGANIZATIONS YOUR ALLIES

As well as clarifying municipal priorities, strong AT Plans promote partnerships. In Dufferin County, Trevor Lewis is Director of Public Works. The AT plan "made it easier to partner with local municipalities and provided an AT structure for the entire region," he says. But in moving the planning and implementation forward, his strongest allies were volunteers. "In the end, the biggest help we had came from grassroots organizations," he says.

Volunteers can form essential links with local councils. Sue Shikaze is a health promoter with the Haliburton, Kawartha, Pine Ridge District Health unit, who works with community action committees to advocate and plan for cycling and active transportation. Community committees in Haliburton initially approached Council to support grant applications for pedestrian and bicycle initiatives. The ongoing communication, says Shikaze, laid the groundwork for the future. "Council sees us as a good source of information," she says, and "fostering those positive relations has been a really critical aspect of the success that we've had."

### ILLUSTRATE THE FUTURE WITH GOOD VISUALS

Rick Cox, who is now the Director of Community Services in Minden Hills, worked with Shikaze on the Haliburton plan. "Our plan was conceived, funded and directed by the local Communities in Action Committee. It would not have happened otherwise," he says. "The visual piece in the plan was also really important." Council could visually understand why the spaces "would look better, feel better and be more user-friendly."

The Township of Tiny adopted its Trails and AT plan in 2011. Contrary to their name, Tiny is a geographically large area where the trails need to accommodate not only cycling and hiking, but also snowmobiling, ATVs and farm equipment relocation. Bonita Desroches, Community Recreation Coordinator, led the charge for the creation of their AT plan. "The visuals that were created really helped us explain to the community what we were trying to accomplish," she said. "I can't over-emphasize the importance of the visuals."

**1** TRAIL USE SYMBOLS **2+3** TINY TOWNSHIP BALM BEACH ROAD BIKE PATH AND RAIL TRAIL PARK **4+5** ORILLIA STREETSCAPES | **1** LA PISTE UTILISE DES SYMBOLES **2+3** LA BALM BEACH ROAD, LA PISTE CYCLABLE ET LE PARC FERROVIAIRE DU CANTON TINY **4+5** RUES D'ORILLIA  
**PHOTOS + SIMULATIONS** PLANDESIGN





*"We're suggesting that pedestrians should come at the top of that hierarchy..."*

#### DEDICATE STAFF TO ACTIVE TRANSPORTATION

The Town of Oakville, too, relied on the energy and initiative of community groups. "They're my eyes and ears," said Chris Clapham, Sustainable Transportation Program Coordinator for the town. "I have an open door policy. I'm a big proponent of trying to keep the community involved," he says, but he adds another key ingredient of Oakville's success: a dedicated staff person working with multiple departments. This is important, too, as initiatives are monitored. When Oakville added bike lanes to both sides of Royal Windsor Drive, they placed delineators along the 0.8 metre-wide painted buffer strip to provide motorists with added visual cues. Staff is monitoring the route to assess how it is working, and to date, responses have been favourable.

#### STREAMLINE COMMUNICATION WITH DESCRIPTIVE GUIDELINES

Dedicated planners are absolutely critical as towns undergo major change. Collingwood faced considerable development pressure when Intrawest came to town, injecting some serious juice into this region's economy. A localized construction boom, if not carefully managed, can lead to a community chock-a-block with drive-through businesses, parking lots, big box retail and un-walkable streets. Collingwood made a conscious effort

to plan for pedestrians and bicycles. How did they do it? Their new Urban Design Manual (UDM) was an important tool. Their Manual stands out from typical planning documents: it is user-friendly, lacks planning jargon, and relies on detailed, easy-to-understand graphics. Two of Collingwood's main players, Edward Houghton, Executive Director of Engineering, and Robert Voigt, Manager of Planning and Infrastructure Projects, both identify the new manual, interdepartmental co-operation and Council support as some of their greatest resources.

#### ENABLE CHANGE WITH GOOD POLICIES

Good policy, like well-thought-out guidelines, can send clear messages. Ken Forgeron, Manager of Policy Alignment for the Niagara Region, mentions one example. "Federal Gas Tax money has been used by some municipalities to put bicycle racks on buses," he said, noting that such policies are evidence of a municipality that encourages "people to bike or walk and take transit to wherever they work or shop."

#### DEVELOP A SHARED COMMUNITY VISION

Such tangible expressions of community policy are essential, particularly in well-established centres. In newer communities planners are able to integrate planning decisions that are aligned with the community's sense of place. In Wasaga

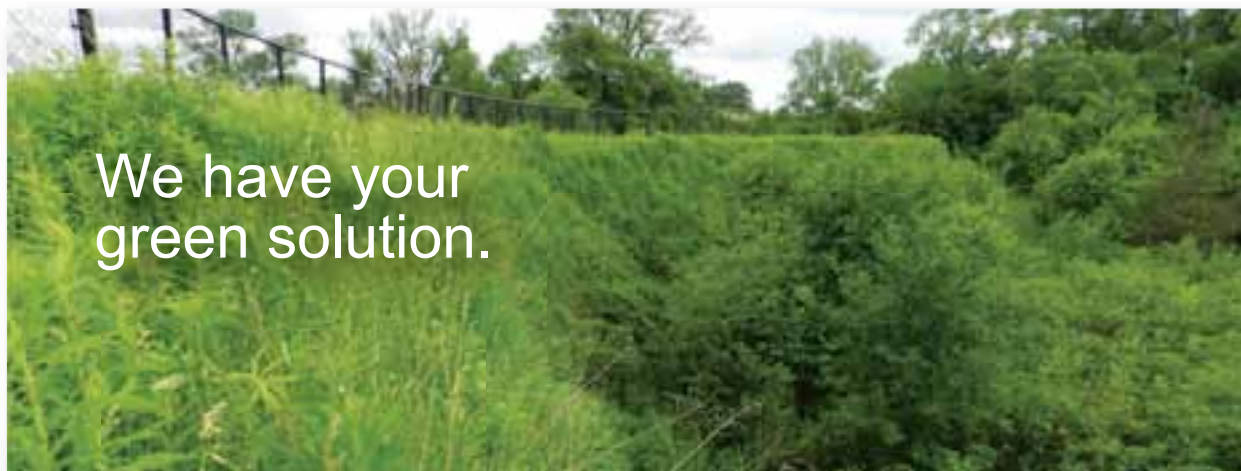
Beach, the town's senior planner, Doug Herron, emphasizes the advantage. "We are an infant community. The infrastructure projects we undertake are large, but we are not pinned down by a complicated set of predetermined conditions," he says. "Our community is growing, premised on a shared ethos regarding nature, health, proximity to water, and scenic beauty. Walking, cycling and trails are a big part of that. This allows us to include trail connections and linkages in our planning as we expand."

Herron's remarks point to the power of a strong vision, with energetic local promoters to sell that vision to communities and councils. Plato, a classic Greek philosopher whose thinking influenced government and education for centuries, described the city as being the earliest physical expression of utopia and the perfect place to shape an exemplary society. Maybe Plato's vision is something we need to reclaim and couple with the realities of modern life. Transforming auto-dominated streets into pedestrian- and bicycle-friendly ones, is one practical way of doing this.

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JILL ROBERTSON WITH LARRY PATERSON  
+ CARY VOLLICK

## DRIVING PASSIONS

*"I appreciate vintage vehicles ...for their aesthetic and sculptural appeal..."*  
*« J'aime les voitures anciennes pour leurs attraits et leurs allures sculpturales. »*

**WE LANDSCAPE ARCHITECTS** pride ourselves on the lightness of our ecological footprints and the green swath we leave in our wake. Yet even as we continue to embrace active transportation and walkable neighbourhoods, and ask the tough questions about the shape of our communities – is it not time to face up to our love affair with the car?

About the car... what is it about the car? What other symbol of twentieth century engineering has the potential to inspire such hatred and such (secret) love all at the same time?

### A LOVE OF VINTAGES

For Larry Paterson, an Alberta landscape architect who has served as President of both AALA and CSLA, the love of cars began long before his foray into the profession. A lifelong car aficionado, Larry collects, restores and races vintage automobiles. His collection is impressive: a 1932 Austin A10 sedan, 1950 Austin A40 pick-up, 1956 Jaguar XK 140 Coupe, and 1959 Austin Healy BN7 Mk1, and a 1955 Austin Healy 100M.

"I appreciate vintage vehicles in particular as works of art and design and for their aesthetic and sculptural appeal," he says. "The design of the vehicle gives them a personality that is very much lacking in modern vehicles."

Restoring the vehicles, he says, is highly gratifying. There's an intense personal satisfaction in meeting each challenge, finding innovative and unique solutions. The vehicles—and even the often-maligned race tracks—offer countless opportunities for problem solving and for stretching our creative limits. Larry draws an interesting parallel. The size and impact of a race track is quite similar to that of a golf course. Both are single interest facilities, both require engineering and design excellence, and both challenge their users to be the best that they can be.



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Wait...design and aesthetic appeal? Personal excellence and engineering innovation? It's starting to sound an awful lot like landscape architecture.

For Larry, that has in fact been the case. "For much of my career, I've focused on assisting engineers in the design of highways and urban corridors," he said. (See The Last Word.) He has spent considerable time designing scenic roads and highways in National Parks and was, in fact, the first to develop the idea of the arched wildlife overpasses in Banff National Park. In too many locations today, he says, similar designs are repeated without appreciation for the setting into which they are to be placed. That appreciation is part of the fabric of landscape architecture.

### LIFE IS A HIGHWAY

True, there are countless landscape architects who live, work and practice without cars in their lives, but these brave souls are in the minority. Even in urban areas, the car is integrated into North American life in much the same manner as reality TV or coffee. We may well question its worth, but we rely on it at the same time. For modern landscape architects who juggle many balls, interacting with sites and site users far afield, the car remains the logical default.

For landscape architects such as Cary Vollick, Principal Landscape Architect at Vollick McKee Petersmann & Associates, Ltd., in Halifax, Nova Scotia, his car is his mobile office. In spite of a rather interesting background story as a professional race car and precision driver, Cary's perspective is pragmatic. His racing past used to manifest itself in the form of sleek sporty coupes, but when long drives to project sites in Cape Breton left him yearning for a more comfortable ride, he opted for his safe and roomy Lexus SUV or Mercedes Wagon, with hands-free phone support and GPS navigation.

Cary acknowledges the difficulty for landscape architects who love their SUVs, but tirelessly promote other forms of transportation. "We have a torn relationship with the car," he said. "We don't really walk the talk." His office actively works to string together site visits on one trip to maximize efficiency, but at the end of day, his car is still an integral element of his professional toolbox.

### OUR UNSTABLE PEDESTALS

It is an interesting social commentary to consider the landscape architects leading the active transportation master plan who drive to the public workshop, or who attend site visits for the LEED platinum development in their SUV. It is from an unstable pedestal that landscape architects (and engineers and urban planners and architects) can tout the benefits of sustainable transportation, while hopping back into their cars and speeding off to the next project. The current mindset often finds LEED-certified buildings facing market pressure to provide two parking spaces per unit, trail budgets slashed to fund road improvements, or office spaces located far away from major transit routes. Even Toyota's Prius, the poster car for a sustainable future is still...a car.

Perhaps the first step is honesty. Yes, even landscape architects love their cars. And programmatically speaking, the car is part of our professional context. In a decade or two we may be buzzing out to sites on Segways or solar powered jetpacks, but it's unlikely. The car is not going the way of the dodo anytime soon – and perhaps we should acknowledge that we like it that way.

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PHOTOS 1-3 COURTESY LARRY PATERSON 4 COURTESY LANDSCAPE ARCHITECT JOHN RUSSELL

## "SHE'S 34 – AND IN SUMMER SHE GOES TOPLESS."

Jack Leaman, FASLA, FAICP, spends his summers with The Blonde. Jack, who calls himself "an actively retired old gray-haired Landscape Architect," says that in summer, The Blonde still goes topless "to show off her style and curves," even though she is 34 years old.

But why did Jack fall for a butter-yellow, Florida Blonde, 450 SL '78 Mercedes? He lives in Mason City, Iowa, where he freely admits the winters demand a 'warm disposition'. Jack blames it on his fascination with classic elements of design, and with his professional years in urban transportation planning. Jack has been Planning Director in Santa Barbara, CA; Albuquerque, NM; Colorado Springs, CO; and in Mason City. Now, Jack and The Blonde stay active in community events. Since Mason City is the 'River City' in Meredith Willson's 'The Music Man', The Blonde has appeared in the past six annual Band Festival Parades, often carrying the Queen of the Festival.

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2



RON WILLIAMS, AAPQ, FCSLA

# HOW TRAINS SHAPED CANADA'S LANDSCAPE

FR\_ ÉTAT DES LIEUX :  
CES TRAINS QUI ONT  
FORGÉ LE CANADA   
www.csla.ca

ENG\_

**FROM THE CANOE** to the car, all forms of transportation have influenced the design of Canadian landscapes. But arguably, the railroad has had the greatest influence on our landscapes and how we design them.

Starting in 1836, Canada's first trains served for short-run industrial transport or as links between unconnected waterways. In the 1850s, regional rail networks, not yet tied to each other, began to spread through Eastern Canada. Following Confederation in 1867, the Intercolonial Railroad linked up these networks throughout the increasingly industrialized Ontario-Quebec and Maritime regions. The construction of the Canadian Pacific Railway in 1880-1885 finally established a transcontinental rail system and, in the process, helped to inspire a whole series of landscape innovations.

## GRIDS AND PRAIRIE SENTINELS

Following the linear geometry of the railway, the Dominion Land Survey Act of 1871 set out an enormous grid of lines and squares across the vast, open landscape of the West, in preparation for the rapid influx of new farmers. As the new railroad brought people and machinery into the Canadian Prairies and took grain and produce out, tall wooden elevators for storing grains grew up close to the railroad stations. The bright colours and simple, sculptural forms of these "prairie sentinels" gave a powerful aesthetic impact to these structures, which long served as markers of human presence and signature elements of the West.

## RAILWAY GARDENS

To encourage settlers to come West, the railroads combined advertising campaigns in Europe with local efforts to prove that agriculture was viable on what many considered to be marginal lands. Beginning in 1890, the CPR established an extensive network of demonstration gardens, supplying station agents with seeds and seedlings and providing instructions on planting and suggestions for the domestic garden. "Station gardens" were designed in the whole gamut of Victorian styles: circular planting beds bordered in white alyssum, lilac hedges, whitewashed stones and elaborate geometric compositions all found a place.

## NATIONAL PARKS

Fascinating and beautiful, the wild landscapes of the West inspired the railroad companies to seek a new way of gaining customers. CPR railroad surveyors, en route through the Rockies in 1883, first called attention to the natural mountain springs that became the nucleus of today's beloved Banff National Park in Alberta.

Then, between 1885 and 1920, Glacier, Yoho and Mount Revelstoke National Parks were all established along the CPR's route. Further north, Jasper National Park bestrode Canada's second transcontinental railroad line, the Grand Trunk. The companies were quick to exploit these newly created parks as prestigious tourist resorts. They built sumptuous hotels—the Banff Springs, Jasper Park Lodge, the Prince of Wales Hotel in Waterton Lakes Park in southern Alberta—on majestic sites that enjoyed the best views in the world. Soon carriage roads, bridges and horse trails, golf courses and swimming pools were added.

## RAILROADS TO RESOURCES

The railroads also permitted Canada's wild lands to be exploited for mines, power dams, gigantic pulp and paper mills and transportation hubs. The first towns built to house industrial workers were haphazard and jerry-built, and faded back into the forest as soon as the resources were exhausted. Even today, in remote areas of the Kootenays, travellers sometimes come across a perfectly straight line lancing across the densely forested slopes far above: the vestige of a long-abandoned railroad line once used to pull silver or lead from rock to smelter. After 1893, such towns were more thoughtfully planned as long-term settlements; many were designed by landscape architects and other professionals, based on then-new principles of urban design – **Garden City, City Beautiful**, sometimes both. Outstanding examples include such pulp- and-paper towns as Powell River, B.C. and Temiskaming, Quebec; Ontario resource settlements Iroquois Falls and Kapuskasing; the industrial city Arvida on Quebec's Saguenay River, built by the Aluminum

1 LETHBRIDGE HIGH LEVEL BRIDGE 2 MONTREAL'S  
DOMINION SQUARE IN THE LATE 19<sup>TH</sup> CENTURY  
3 PRAIRIE SENTINELS IN MEDICINE HAT, ALBERTA  
4 PEYTO LAKE DRAWING, 1972 5 CP SCENIC  
DOME TRAIN (POSTWAR) | 1 PONT SURÉLEVÉ  
DE LETHBRIDGE 2 LE SQUARE DOMINION DE  
MONTREAL À LA FIN DU XIX<sup>E</sup> SIÈCLE 3 SENTINELLES  
DES PRAIRIES À MCGRATH ALBERTA 4  
DESSIN DU LAC PEYTO LAKE, 1972 5 LE TRAIN  
PANORAMIQUE DU CFPC (APRÈS LA GUERRE)  
PHOTOS 1 + 3 + DRAWING RONALD WILLIAMS 2 POSTCARD:  
PRIVATE COLLECTION 5 CANADIAN PACIFIC ARCHIVES (A6118),  
1955 | 1 + 3 + DESSIN RONALD WILLIAMS 2 CARTE POSTALE:  
COLLECTION PRIVÉE 5 ARCHIVES DU CFPC (A6118), 1955





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...CPR sponsored a young musician named Gordon Lightfoot to write a song about the romance of the railroad's creation, *Canadian Railroad Trilogy*...



5

Company of America; and transport centre Prince Rupert on the northwest coast of British Columbia. Many of these settlements featured excellent ongoing programmes of park and landscape development, one of which was featured in *Canadian Homes & Gardens* in 1930.

#### URBAN INFLUENCES

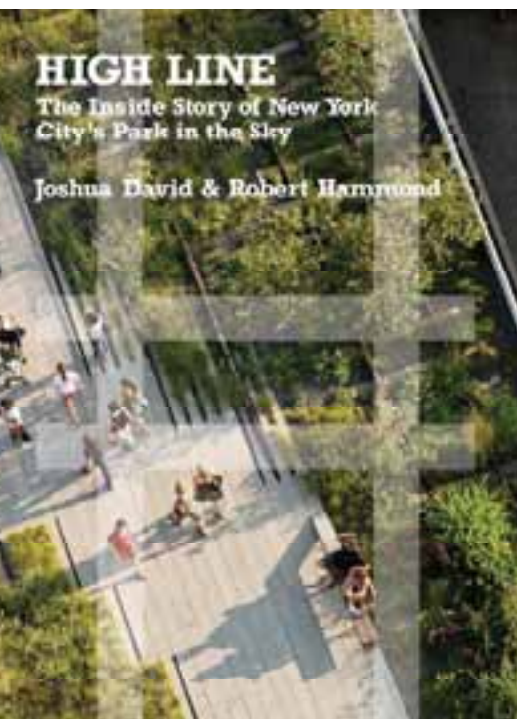
In the mid- to late 1800s, train lines and stations intruded, often chaotically, into established towns and cities. Railway terminals sought out – or called into being – public squares and plazas, often elaborated into splendid public gardens. Some were modest, small-scale station squares like those in Lac Mégantic, Quebec or in Sussex, New Brunswick, the latter significantly endowed with the town's war memorial. Others were grand open spaces like Montreal's Dominion Square (today re-named Place du Canada and Place Dorchester), related to CPR's Windsor Station; and Place Viger, home of the Grand Trunk's new station and hotel. Often, broad boulevards linked the station to other urban landmarks. Broadway in Winnipeg is the centrepiece of a real-estate development organised by the Hudson's Bay Company, a "shaft of space" axially centred on Union Station. In Saskatoon, the broad avenue of 21<sup>st</sup> St. East connected the CNR station to the famous Bessborough Hotel on the banks of the South Saskatchewan River. Many of these urban treasures have survived the relocation or repurposing of the stations, and remain as significant public spaces.

#### THE LONG DECLINE

The ascendancy of the family car in the postwar era signalled the beginning of a long decline for railroads. At first, this was not obvious. New sight-seeing "Budd" cars,

beautifully fabricated in stainless steel, brought elegance and style to CPR's cross-country scenic routes, and Canada's top artists were hired to embellish the cars' interiors with paintings dedicated to the National Parks. In Canada's Centennial year, the "Confederation Train" that travelled across the country to Expo 67 was still seen as a national symbol, and CPR sponsored a young musician named Gordon Lightfoot to write a song about the romance of the railroad's creation, *Canadian Railroad Trilogy*, that is now a classic of Canadian music. But trucking already handled most freight, and freeways provided for comfortable long-distance driving and created a whole new aesthetic experience. Train ridership fell off year after year, lines were closed, and tracks were ripped up. However, as present-day gasoline costs soar and cities begin to re-concentrate, the railroad may be in for a comeback. "We're not through with trains," as Université de Montréal landscape professor John MacLeod has said.

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REFERENCES | RÉFÉRENCES: [www.csla.ca](http://www.csla.ca)



## book info

### HIGH LINE: THE INSIDE STORY OF NEW YORK CITY'S PARK IN THE SKY

Joshua David and Robert Hammond

New York: Farrar, Straus and Giroux.

2011. 352 pages, US\$ 29.95 (Paper)

ISBN 978-0-374-53299-4

1 VIEW FROM WEST 17TH STREET 2 HIGH LINE CIRCA 1934 3 MORNING IN MAY, 2000, LOOKING EAST ON 30TH STREET 4 GANSEVOORT SLOW STAIR 5 WILDFLOWER FIELD LOOKING WEST AT 28TH ST. PHOTOS 1+2 PHOTOGRAPHERS UNKNOWN 3 JOEL STERNFELD ©2000 4 ©IWAN BAANS 5 ©IWAN BAAN, 2011

For an interview with Robert Hammond: [http://www.ted.com/talks/robert\\_hammond\\_building\\_a\\_park\\_in\\_the\\_sky.html](http://www.ted.com/talks/robert_hammond_building_a_park_in_the_sky.html)



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2

READ BY ALAN TATE, PHD, PPLI, CSLA

## BIG, BOLD AND BRILLIANT

**SELECTED BY ASLA** as one of their best books of 2011, *High Line* recounts the rousing story of how Joshua David and Robert Hammond's Friends of the High Line succeeded first in preventing the demolition of a 1.6-kilometre-long elevated rail structure on Manhattan's lower west side and then in raising the funds for its conversion into a new type of park. It is a story of transitions: the transition of the Friends from advocacy group to conservancy group; the transition of its founders from interested citizens to creators of a unique park; the transition of a wildflower-covered industrial relic into a hugely popular public place.

The book covers the period from 1999, when local residents David and Hammond formed the Friends group (very New York in the 90s!), through to the High Line's opening as a public park in June 2009. The book's first 120 or so pages are presented as a refreshingly brisk dialogue between the two of them. The authors note, however, that they recorded their respective parts of the dialogue quite separately. This is followed by 200 pages of photo essay covering the history, condition, design, construction and completion of the first phases of the park.

The project, of course, is extraordinary. This is reflected best in David's account of a visit in 2008 with one of their staunchest supporters and major donors, Lisa Falcone: "About halfway through our walk, she started talking, slowly at first. She said she lived close

to Central Park, and she'd often thought about the people who'd built it, and what a great thing they had done for the city, so many years ago. Someday, she said, New Yorkers would look back in a similar way at the people who'd made the High Line. It was part of history. How many people get to make a park in New York City?" (p. 112)

### PARK BUILDING, NEW YORK STYLE

There is an obvious parallel between the advocacy of Joshua David and Robert Hammond and the campaign conducted in the 1840s and 1850s by William Cullen Bryant and Andrew Jackson Downing for the creation of Central Park. They made skillful use of the press; they learned to liaise, to listen and to lobby, and they learned how to raise funds – even if the profile of many donors did lead to the High Line being branded a "celebrity project". At least they persuaded those celebrities to act in the public interest.

### AN INSTINCT FOR CHARACTER

And the book itself is also extraordinary. Designers are fairly familiar with reading other designers' accounts of their own work. But it is relatively rare to read clients' accounts of how and why they selected their designers. Although David and Hammond were not designers and although they did not initially have a distinct vision for the High Line, they instinctively understood the attraction of its rusting, ruderal character



*“How many people get to make a park in New York City?”*



3

and they knew that they didn't want anything as anesthetized as the Promenade Plantée in Paris. The story of the design competition that they organized, particularly the section “Four Teams, Four Visions” explaining how and why they selected the landscape-led team of James Corner Field Operations with Piet Oudolf, is a wonderfully candid account. So too are their comments about the selected designers' balance between being avant-garde and being practical.

And for those who prefer pictures to words, the second part of the book gives a comprehensive visual record of the project. It includes some of Joel Sternfeld's stunning images of the abandoned site that were such a potent part of the early campaign, analytical illustrations of the construction in process and, for celebrity spotters, images of the many famous figures who helped to fund and fight for the project. Little surprise, then, that the book closes with a credit list as long as a Hollywood blockbuster's. It is a big, bold, brilliant project, and this book is a worthy record of it.

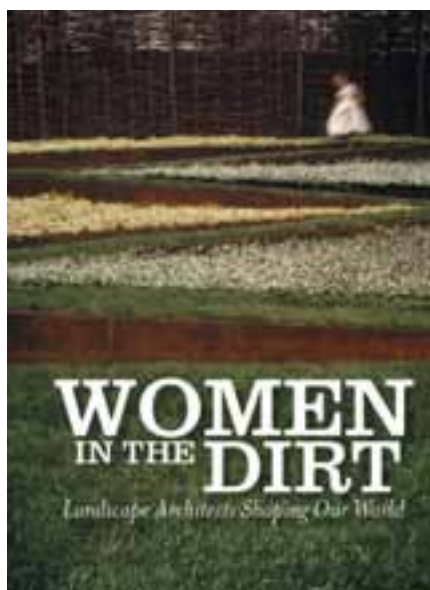
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### film info:

#### Women in the Dirt Seven Groundbreaking Women in Landscape Architecture

A Documentary by:  
Wind Media Productions  
[womeninthedirt.com](http://womeninthedirt.com)

#### Olmsted and America's Urban Parks

PBS Video: 13 Series  
Kerry Washington (narrator),  
Kevin Kline (voice of Olmsted)  
[Watch.13.org/video/1887541606](http://Watch.13.org/video/1887541606)

**COVER** ANDREA COCHRAN, CHILDREN'S  
GARDEN, SAN FRANCISCO BAY  
**2** ISABELLE GREENE, VALENTINE PLANTER  
**3** ANDREA COCHRAN, WALDEN  
STUDIOS, HEALDSBURG, CA

\*Meet our Calgary reviewers on page 54.

# MOVIE NIGHT IN CALGARY

2 FILMS VIEWED BY NINE CALGARY LANDSCAPE ARCHITECTS\*

## WAITING FOR THE SEQUEL

**WOMEN IN THE DIRT** showcases the work of seven female Landscape Architects in California: Cheryl Barton, Andrea Cochrane, Isabelle Greene, Mia Lehrer, Lauren Melendrez, Pamela Palmer and Katherine Spitz. While the intended audience is clearly not Landscape Architects, it is worth seeing. It is always interesting to see how our profession is presented to the public and we thought that the film did a good job of that.

*Women in the Dirt* is a somewhat plant-centric documentary of their work in California and transcends a variety of projects, large and small, in private and public domains. The film falls short on building an understanding of who these women are, what ignites them and what challenges them. Why are they all in this film? There appears to be no connection between the women as the title of the film might suggest. The viewer is left with more questions than answers.

The women's work is validated through cameo performances by two well known, male American Landscape Architects who both wear overpowering dark rimmed glasses. There is a definite undertone: if the men say they are good, then they must be! Surely women have moved beyond that. What is particularly odd is the annoying cheesy spa background music. Anyone who has had a facial recently will know what we mean.

The film does showcase interesting projects, however, and on a cold Calgary Friday night, the palette of plant material was almost depressing. Calgary's landscape in January stands out in sharp contrast to California's. One of the strengths of our profession is the ability to understand the local landscape and work creatively in it. While plants and climate differ wherever we are, we share the same challenges. Maybe *Women in the Dirt II* will delve into the real stories of these amazing women.

*On a cold Calgary Friday night, the palette of plant material was almost depressing.*



2



3





## 100 PARKS

**OLMSTED AND AMERICA'S URBAN PARKS** is a wonderful one-hour documentary on Frederick Law Olmsted (1822-1903), which reveals the birth of Landscape Architecture through his eyes. His vision was simply staggering and the role that his public spaces play in North America's cities is perhaps only fully appreciated 150 years after their completion. His parks marked the beginning of our understanding of the need for a public realm, and of the role that such places play in the democracy of the city.

Olmsted's firm completed over 500 projects, 100 of which were public parks. While he could be solely celebrated for his design capabilities, his ability to sell ideas and get them done is perhaps his biggest legacy. Try to imagine what it would take in 2012 to get the land, the approval and funding to build Central Park!

The film suggests that every landscape architect since Olmsted has been living in his shadow. We all agreed that this may be true. The scope and volume of his practice is monumental. We did note that Olmsted lived in a time when the approval processes were – shall we say – much simpler, or almost non-existent. For example, when Olmsted was designing and building Prospect Park, the Brooklyn city officials told him: "We are going away for the summer; do what you think is right!" That probably hasn't happened since then...and will probably never happen again.

Beyond his work as a Landscape Architect, Olmsted had an eclectic career as a correspondent for the *New York Times*, the manager of a California gold mine and General Secretary of the United States Sanitary Commission during the Civil War. The film only touches the surface of his life but is nonetheless an excellent tribute. His legacy remains in his projects, in the impact he had on shaping North American cities and in his role in founding our profession. It is definitely worth seeing!

What is Charles Birnbaum saying about F.L. Olmsted?  
<http://dirt.asla.org/2012/02/06/frederick-law-olmsted-is-holding-us-back-there-i-said-it/>

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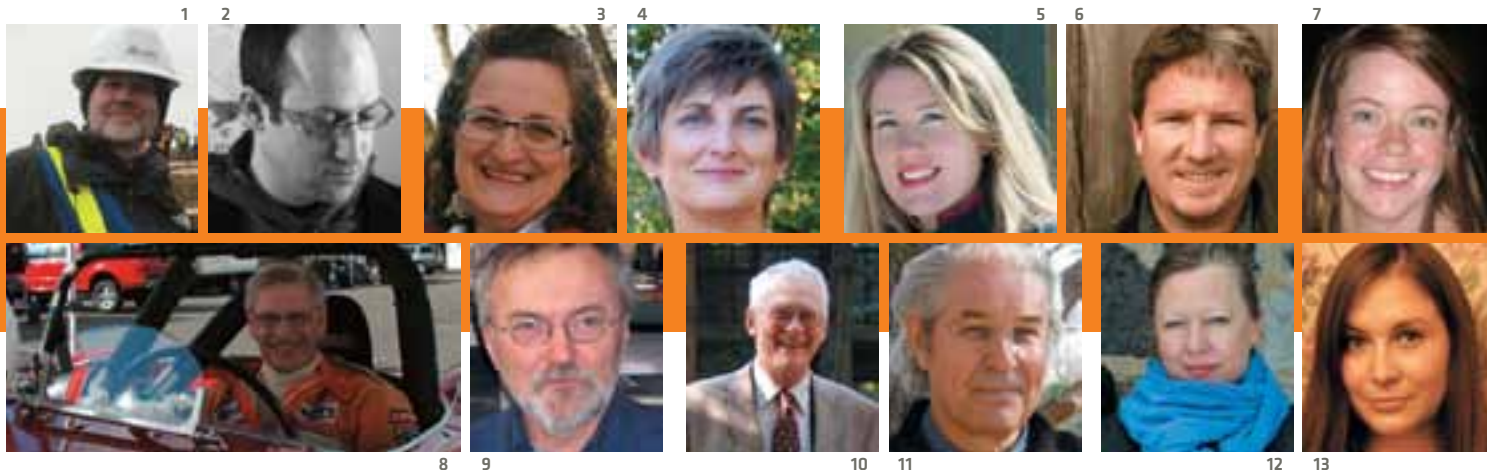
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**1 RONALD MIDDLETON** worked for over 30 years in the field of environmental impact assessment and environmental management with the Government of Alberta, and also lectured for 10 years at the University of Alberta. He now consults on large scale projects. [RonaldMiddleton@shaw.ca](mailto:RonaldMiddleton@shaw.ca)

**2 PETER SOLAND** is an architect and landscape architect who is head of URBAN SOLAND (soon to be CIVILITI), an urban design and landscape architecture firm. He teaches an urban design workshop at the UQAM design school with architect Denyse Gauthier. [info@urban-soland.com](mailto:info@urban-soland.com)

**3 CAROL CRAIG** is with AECOM in Edmonton and is part of the ConnectEd team working on the preliminary design of the W-SE LRT line in Edmonton. Having witnessed dramatic changes in recognition of the value of landscape architecture during her 26 years of practice, she believes that we are coming to the forefront of the design professions. [Carol.Craig@aecom.com](mailto:Carol.Craig@aecom.com)

**4 LIZ WATTS** is a Landscape Architect and Urban Designer who worked for TransLink as the Project Coordinator of the Central Valley Greenway. The successful integration of transit, walking and cycling within our public space is essential, she believes, to creating more liveable and sustainable cities. (Image by Betty Service) [ejwatts@telus.net](mailto:ejwatts@telus.net)

**5 MICHELLE McALOON** has worked directly on implementing Moncton's Trail Network for the past eight years. She is on the Active Transportation Committee, the Sustainable Transportation Committee, and the Subdivision Development Review team. [Michelle.McAloon@moncton.ca](mailto:Michelle.McAloon@moncton.ca)

**6 JOHN MCMULLEN**, OALA, CSLA, MCIP, RPP is principal and partner at PLANbyDESIGN, which has offices in Orillia and Port Perry. For over 18 years, John has helped communities create Active Transportation Plans and Trails and Bicycle Plans. Previously, he worked as a planner for three different Ontario municipalities, and in Jackson Hole, Wyoming, as Manager of Pedestrian Projects for the County. [john@plandesign.ca](mailto:john@plandesign.ca)

**7 JILL ROBERTSON**, OALA, is an arborist, LEED green associate, and the director of planning at Ekistics Planning and Design in Dartmouth, NS. Having just returned from maternity leave, she enjoys an off-balance existence combining work and family. She is currently the secretary-treasurer for APALA. [jill@ekistics.net](mailto:jill@ekistics.net)

**8 LARRY PATERSON**, AALA, FCSLA, GRP, graduated from the University of Guelph in 1969 with the first class of landscape architects. A Past President of both AALA and CSLA, he is currently a member of the City of Calgary Urban Design Panel. He continues to ply his trade to support his race habit. [lpaterson@gcadesign.com](mailto:lpaterson@gcadesign.com)

**9 CARY VOLLUCK**, FCSLA, APALA is a principal landscape architect for Vollick McKee Petersmann & Associates. He has over 30 years of practice experience, specializing in integrated site planning and design, detailed grading and surface drainage and the coordination of sitework design with related disciplines. He is a past president of the AALA. [cvollick@vollickmckee.com](mailto:cvollick@vollickmckee.com)

**10 RON WILLIAMS**, FCSLA, AAPQ, FRAIC, a longtime professor at the Université de Montréal, co-founded WAA (Williams, Asselin, Ackaoui and associates). Ron participated in many of the firm's award-winning projects including the Montreal Beach Park. In 2007, he was honoured with the CSLA's Lifetime Achievement Award. [ronald.franklin.williams@UMontreal.ca](mailto:ronald.franklin.williams@UMontreal.ca)

**11 ALAN TATE**, PHD, PPLI, CSLA, is Professor and Head of Landscape Architecture at the University of Manitoba. He is a former president of the Landscape Institute, and recently completed his PhD in Architecture, seeking to develop a comprehensive typology of urban open spaces. [alan.tate@ad.umanitoba.ca](mailto:alan.tate@ad.umanitoba.ca)

**12 WENDY GRAHAM**, AAPQ, FCSLA, is the creative imagination behind LP's design. For 30 years, she was a Landscape Architect at the City of Montreal. Now, she spends happy hours as a consultant specializing in 'communicating landscapes'. LP wishes her a 'Bonne retraite!' [wlg.mtl@gmail.com](mailto:wlg.mtl@gmail.com)

**13 NATALIE WALLISER**, SALA, practices landscape architecture in Regina, and is a passionate advocate for youth engagement and the profession. She divides her remaining time between managing a record label and supporting the arts and music community. Each issue, Natalie readies our translated pages for the CSLA | AAPC website. [nwalliser@regina.ca](mailto:nwalliser@regina.ca) [nwalliser@gmail.com](mailto:nwalliser@gmail.com)


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**14 CALGARY FILM REVIEWERS: TOP ROW L- R** JONATHAN SAGI, SARA-JANE GRUETZNER, CRISTAL MCLEAN, GERGANA YANKOV, LYNN HERZOG, CATHY SEARS, TERRY KLASSEN, KATHRYN GLENDINNING  
**SECOND ROW** PATRICK (THE CAT), ALISON LEGAULT, MEAGAN (THE DOG) - GIGI THE DOG ( HIDING). A special thanks to Cathy Sears for her hospitality.



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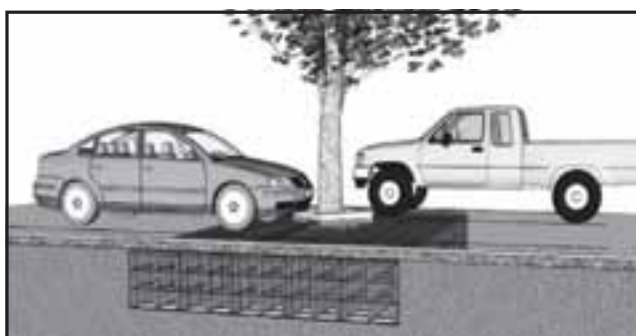
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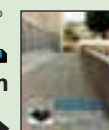
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LARRY PATERSON

# A POINT OF DEPARTURE

*We cannot simply hang our hats on meaningless terms. | Nous ne pouvons pas nous contenter de répéter des paroles creuses.*



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ENG\_  
**MUCH OF MY CAREER** as a landscape architect has focused on assisting engineers in the design of highways and urban corridors – convincing them to recognize that while addressing the needs of the automobile, they must also consider such things as land form, views to and from the road, requirements of the driver, wildlife corridors and the overall fit of the ribbon of road into the environment. The need for transportation, in all of its various forms, has been with us since the beginning of time. This is not likely to change, despite the computer revolution and rapidly developing new methods of communication.

## ENERGY IN = ENERGY OUT

And can this movement of people and goods be thought of as sustainable? I think not. Sustainability occurs when there is a balance between energy in and energy out. The vintage vehicles that I restore and race (see page 44) have a far greater energy balance than the newest electric vehicle on

the market. My vehicles are made of wood, steel, aluminum, rubber and leather – all recyclable and renewable materials. Modern vehicles, on the other hand, are made primarily of plastics derived from various petroleum products and are designed to have a short life span. Further, vehicles of the past were made to be repaired and to last. That's why they are still on the road. That is also why they are being raced and enjoyed. The carbon footprint of a vintage vehicle, it can be argued, is therefore significantly less than the modern SUV behemoths.

## BOWING TO BY-LAWS

I would also debate the idea that landscape architecture was founded on the principle of sustainability. The early practitioners, Brown, Repton, Le Notre and others, spent their time appeasing the wishes of the wealthy while they manipulated sites to serve their client's desires. Even Olmsted controlled nature as he re-shaped the land for park purposes. The concept of landscape architects as sustainability experts and protectors of the land is, in my opinion at least, a fairly recent phenomenon. Furthermore, it is not well practiced.

As a profession, we need to make every effort to educate our clients as we ply our craft, rather than bowing to the minimal requirements dictated in by-laws. We need to truly understand what it is that underpins what we do. We cannot simply hang our hats on meaningless terms.

This means re-evaluating what we mean by sustainable transportation, sustainable design and all the other terms we so loosely bandy about to promote our ideal of making a more efficient use of resources. Much of our design is not, nor ever will be, sustainable. Even our greatest attempts at storm water management, low maintenance landscapes, green roofs and other so-called sustainable implementations, require significant resources to install, establish and maintain. We will be on the road to sustainability only when we achieve a balance between our design philosophy and our actions.

[lpaterson@gcadesign.com](mailto:lpaterson@gcadesign.com)

IMAGE MATTHEW WATSON  
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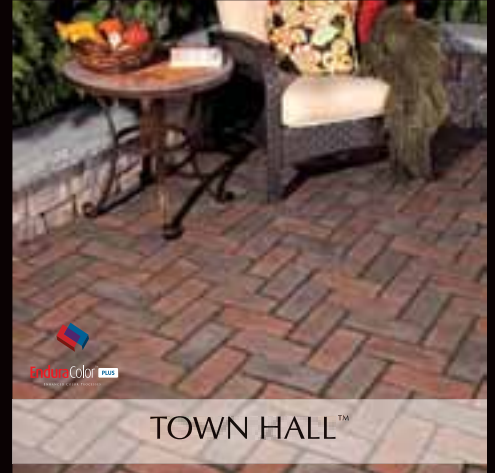
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