APRIL 2018

SITELINES

Landscape Architecture in British Columbia

Landscape Change: Designs Influence Through Time

Possibilities and Unforeseen Consequences | The Impacts of the Second World War on UBC Farm | A Landscape Designed by the Word 'No': Lasqueti Island | The Image of the Arbutus Corridor | Form, Nationalism and Memory in Victory Square | CSLA Felllows: Cynthia Girling

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450–355 Burrard St. Vancouver, BC V6C 2G8

T 604.682.5610
F 604.681.3394
TF 855.682.5610 *(Canada and US)*

E office@bcsla.org
admin@bcsla.org

W www.bcsla.org
www.sitelines.org

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

Landscape Change: DESIGNS INFLUENCE THROUGH TIME

Celia Winters, MLA Candidate, BCSLA Student Representative

Celia Winters Photo: by C Winters

In the era of the Anthropocene, there is no place on Earth that has not been influenced by human kind. Our environment and landscapes have been formed or impacted by cultural, socio-economic, and ecological influences all engendered by people. Over time these types of external forces can expose extensive transformations to a landscape and provide intriguing insights and perspectives its historical legacy.

In this edition of SITELINES, the authors – students in the UBC Master of Landscape Architecture program – present a sample of their research and exploratory essays that investigate how landscapes develop and change over time due to external forces. The students' edition presents select essays from the annual Philip Tattersfield Essay Competition that explore how the design of landscapes can be significantly impacted by distinctive external factors, such as cultural and social influences. The edition delves into a variety of essays beginning with Colin Jones's research on the effects of the implemented designs in the deltaic landscape of Iona Beach Regional Park; Karen Tomkin's exploration into the evolution of the UBC Farm due to the effects of the Second World War and Kalli Niedoba's personal survey of the development of Lasqueti Island. Then, Tatiana Nozaki digs into a current issue of the imageability of the Arbutus Corridor through the lens of Kevin Lynch, followed by the Philip Tattersfield Essay Winner, Jessica Udal, who investigates the nationalistic influence on the form and memory of Victory Square in Vancouver.

We hope that you enjoy reading the diversity of essays that explore different landscapes throughout British Columbia in this SITELINES student edition. Many thanks to all the contributors and the BCSLA staff for their support. SL

In this Issue:

Cover photo: Dry creek, view of Vancouver Island, Kalli Niedoba, 2017.

by Colin Jones, MLA Candidate

Possibilities and Unforeseen Consequences

of Designs Implemented to Resist Change in the Deltaic Landscape of Iona Beach Regional Park

Philip Tattersfield was the first landscape architect registered in British Columbia. Over his career, he authored more than 150 publications, briefs, lectures, and television series that covered both the philosophical and technical aspects of landscape architecture. He was integral in shaping the British Columbia Society of Landscape Architects (BCSLA) and contributed extensively to the society's publication, SITELINES MAGAZINE. This essay scholarship was established to honour his memory. The author of the winning essay will be awarded $1,000 paid by the BCSLA. The 2017/2018 recipient of the Philip Tattersfield Scholarship is Jessica Udal, for her essay, "Form, Nationalism and Memory in Victory Square".

The Jury included: Sara Stevens, Stephen Vincent, Susan Herrington, Emily Hamilton and Miriam Plishka. Thank you for your time. Another thanks to all the students who submitted an essay.

We are also grateful to Celia Winters and Susan Herrington for their tireless energy and support.

Situated in the Fraser delta at the edge of the intertidal flats, Iona Beach Regional Park is a landscape constructed on an amalgamation of designs interacting with systems intentionally and unexpectedly. A place in perpetual change as seasonal flooding influences channel migration, it is now on the oceanic frontier of the metropolis. In examining the regional palimpsest of geological, ecological and technological histories shifting culturally through time, the site serves as a microcosm for its surroundings to show that designs resisting change have unforeseen consequences. Future challenges may be addressed through considering these findings.

Known as x'iyé'yut by the Musqueam First Nation, Iona Island is among the forty-one locations listed in the 1976 Musqueam Declaration of aboriginal title. It is in close proximity to villages occupied for over four millennia (*Our Story*) and is young on a geological scale. The delta front was at the present location of New Westminster ten thousand years ago (Atkins et al. 791). Sediment layers are now one to two hundred metres deep across the flat expanse (Thomson 165).

A 1905 map depicts water flowing around Iona Island onto the 5 kilometre wide intertidal flats of Sturgeon Bank, with canneries and sawmills upriver (Harris). With these industries expanding, designs to dredge and channelize were implemented in 1913 (Atkins et al. 792). Moore's panoramic photographs from 1916 show the western section of the North Arm Jetty constructed of timbers set in rip rap (*View … Pacific Dredging Co.*) and the flat sandy middle section covered in squarely cut large woody debris (Figure 1). In a 1921 survey, mounds of sand connect the jetty with a dike intercepting water from nourishing half of the salt marsh of Iona Island. By 1956, barren piles of dredged sand line its northern shore, flanked by rafts of logs (Pacific …).

Engineering strategies for a regional sewage treatment plant proposed in 1953 use the channelization of flow to keep sewage pumped "directly in the waters covering Sturgeon Bank" (Rawn et al. 156) away from the recreational beaches of English Bay (Rawn et al. 122-156). By 1961, a land bridge from Sea Island (Figure 2) interrupts fresh water and sediment from reaching the northern portion of Sturgeon Bank (Atkins et al. 792), to "prevent the movement of sewage effluent upstream [...] on a rising tide" (Rawn et al. 156). Deeming the ecologies of the intertidal zone subservient to human use of regional shorelines creates an environment "inhospitable to aquatic life" (*Caring for Our Waterways* 5-1). ►

Figure 1. Selection showing squarely cut logs and woody debris on North Arm Jetty, from *View of Breakwater in the North Arm of the Fraser River. W.J. Moore, 1916.*

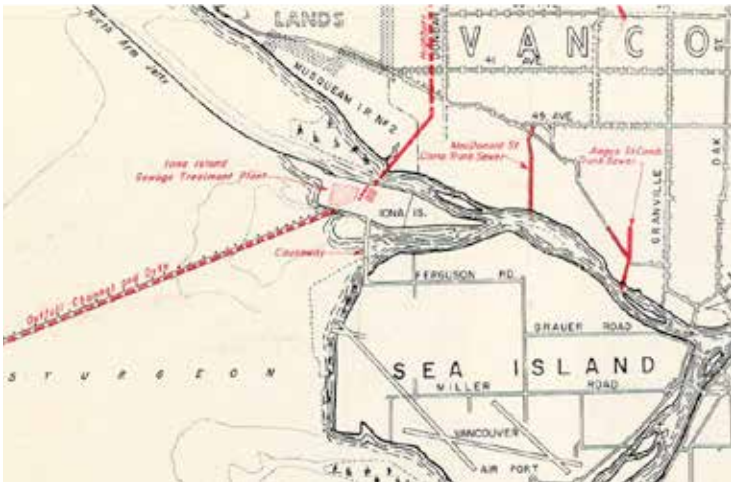

Figure 2. Map of sewage treatment plant under construction with causeway, outfall channel and dike, from *Map of Greater Vancouver Sewerage and Drainage District with Particular Reference to Sewerage and Drainage Facilities.* Greater Vancouver Sewerage and Drainage District, 1961, Vancouver, BC.

Figure 3. Viewing Iona Jetty across Sturgeon Bank from North Arm Jetty, from photograph by author, 2013.

Consideration of the ecological functions of Sturgeon Bank led to extending the outfall pipe into deeper water in 1988 (*Caring for Our Waterways* 2-1) with the resulting "reduction in organic contamination" allowing a return of "more abundant and diverse" invertebrate life (*Caring for Our Waterways* 5-1). Iona Beach Regional Park was established two years after (*Travel Through Time*) and eight years following, Sturgeon Bank became a Wildlife Management Area with the purpose of "conservation of critical, internationally significant habitat for year-round, migrating and wintering waterfowl populations, along with important fish habitat" (*Sturgeon Bank* …).

The park has minimally designed trails and infrastructure, with signs emphasizing conservation and preservation values. Although it includes four kilometres of sandy beach and two marsh-lined ponds, most visitors walk Iona Jetty. Traversing the terminus of Vancouver's sewer system provides a feeling of remoteness in a vast scene of open sky and water. The antithesis of being between the high rises of downtown or in the forested enclosure of Stanley Park, one remains connected metaphorically through the pipe. The North Arm Jetty is similarly remote (Figure 3) while being home to more varied plant and animal life. Eagles frequenting old growth trees on the northern skyline, and the flight paths of 227 bird species in the area (Toochin 3) mirror the planes trafficking the international airport to the south.

Invasive plants threaten the existence of "several sparsely-vegetated ecological communities" (Page et al. 2) here, which provide habitat for migrating songbirds, shorebirds, waterfowl and raptors (Page et al. 29). Management strategies consider ways to slow the formation of "dense, sunlight-blocking monocultures" (Shaben 31) caused primarily by the spread of *Cytisus scoparius*, or common broom. In a weaving of histories and potentials of alocal resource, Jacqueline Shaben confirms the effectiveness of sterilized sewage biosolids as a mulch to suppress Cytisus seed growth (31-36).

A similarly paradoxical condition on site is the unplanned function of the two jetties to "influence[] sediment transport and shoreline processes by efficiently trapping and storing sand" (Page 4). The southern shore of the North Arm Jetty is extending by 1.3 metres per year (13). In juxtaposition to this trend, the intertidal flats will "decrease significantly over the next century" (Walker and Sydneysmith 361). Myopic designs play a large role in how "[s]ediment delivery to Sturgeon Bank has been reduced over the last 150 years" (Atkins et al. 793). Iona Island is only 60 centimetres above the 200-year storm surge level (Vulnerability of Vancouver Sewerage 4.12) and sinking gradually at a rate of 2 millimetres per year (ii), placing it at high risk to flooding as sea levels rise in a changing climate (Walker and Sidneysmith 342).

There is a dark irony in the fact that building jetties, channels and dikes, and dredging the river to stop its changes has caused in time the erosion of the sub-tidal land below and in front of its delta. In conjunction is the metaphor of a metropolis pumping its sewage on the ecosystem and land, which may one day shelter its communities, farms and infrastructure from more intense storms. In the future, critical minds must move beyond colonial desires for static landscapes and confront conservation and preservation mentalities in order to engage large-scale systems at the confluence of terrestrial and oceanic waters in cohesive and holistic ways. Consideration of the inherent possibilities in designing these landscapes will allow for a continued inhabitation and enjoyment of the site and surrounding deltaic region by humans and non-humans alike. SL

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by Karen Tomkins, MLA Candidate

LANDSCAPES IN TIME:

The Impacts of the Second World War on UBC Farm

Figure 1: 1925 UBC Farm fields (green). Source: http://ubcfarm.ubc.ca/about/history/

The Second World War had significant and lasting impacts on the design and use of the University of British Columbia's (UBC) Faculty of Agriculture and their farmlands. When the university joined the war effort, the design of the agricultural landscape shifted to meet those new needs. The period after the war would mark a shift in agricultural technologies, research priorities and development strategies that would further impact the fields so central to the university's original design and mandate.

HISTORICAL CONTEXT

The agricultural curriculum of the university was of critical importance, playing a central role in site selection and the initial campus design. In 1925, the campus as a whole was ►

529 acres, 269 acres of which were designated for use by the Faculty of Agriculture (Mears 1913). The proportion of land allotted to the farm indicates how central to the university's mandate the agricultural component was (see Figure 1). Indeed, the layout for the entire campus was influenced by the needs of the farm, as the lands on the north side were deemed too poor for crops and livestock (Mears 1913)

Construction on campus was slow to start with only a few dozen, mostly temporary structures being built, many of which were for farm facilities. In fall of 1939 Canada officially joined the war effort and UBC staff, faculty and students responded with 'great enthusiasm' (Birmingham & Wood 2009).

WAR WORK

The war effort was a high priority for all of Canada, this was true for UBC as well, and the Faculty of Agriculture, in particular, was heavily involved. G. G. Moe, professor and eventually head of the Department of Agronomy from 1919-1954, stated that since the beginning of the war the department was engaged in a variety of activities and research directly connected to the agricultural demands of the war (UBC Archives 1941).

These needs and pressures were a main focus for the department during the war years and directly impacted the design and use of the agricultural landscape on campus. The farm would grow 'mother stock seeds' of crops deemed critical for the war effort including swede turnip, sugar beet, potato, flax, soy and a variety of cereals. They would multiply the seeds and supply farmers in the region with enough to grow their own crops to in turn supply the war effort (UBC Archives 1941). The university fields played a central role in experiments to test and create varieties of crops suitable for coastal British Columbia's unique conditions (UBC Archives 1942).

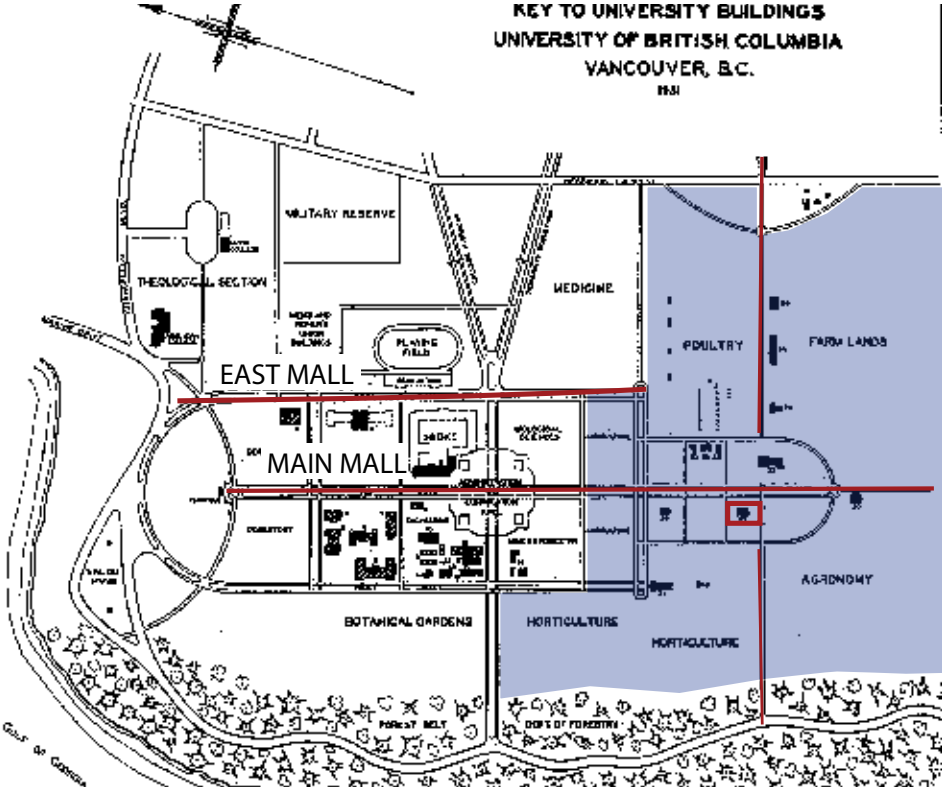
A SHIFT TOWARDS SCIENCE

After the war, UBC prioritized its research mandate by emphasizing science and engineering (Birmingham & Wood 2009). Nationally, it was feared that another depression would hit or a third world war. This mindset resulted in science, and specifically the university's ability to train scientists, being regarded as a means to ensure peace and prosperity (Tucker 1961).

This shift in focus had lasting impact on the faculty and its landscape. In 1961 a member of the Faculty of Agriculture, reflecting on the decades past stated that "[t]he change which has been the most significant to the faculty has been the increase in the importance of teaching agriculture as a science. This approach has almost completely supplanted the earlier emphasis upon teaching agriculture as an art" (UBC Archives 1961).

The curriculum of the Faculty of Agriculture went largely unchanged during the war years, but immediately after it was radically re-arranged. In 1946 the Department of Agricultural Mechanics was created in response to the new mechanization of farming innovated by the war. In the 1950s the faculty underwent 'considerable consolidation and re-working' which saw the renaming of many of the departments. What had been the Faculty of Agriculture became the Faculty of Agricultural Sciences, the Department of Animal Husbandry became Animal Sciences and Horticulture became Plant Sciences (Bomford 2000, Bomke 2017).

These shifts in focus impacted the design of the farm and fields in many ways. Fields experiments gave way to more controllable laboratory testing. Where field experiments were still being done, mechanical and chemical applications became more commonplace, altering the vegetation and impacting the soils (Bomke 2017).



EXPANSION SOUTH

The decades immediately following the war marked UBC's greatest period of development and building construction; largely to accommodate returning veterans (UBC Archives *Recovering*). During the fall of 1945 enrollment nearly doubled to 5,600 students and by 1947 it was up to 9,400. Given that so few permanent facilities had been constructed during the war the university stated a need to 'hasten development' in order to accommodate the influx of students (UBC Archives 1961). These new developments were poorly planned and ate into existing agricultural lands, leading to frustration and a loss of both morale and a '…very marked reduction in on-campus land resources of the Faculty of Agriculture' (UBC Archives 1969).

In the annotated campus maps below from 1935 (Figure 2), 1950 (Figure 3) and 1965 (Figure 4) we can see the expansion of buildings and parking lots as they move across the original farmlands. A series of letters written by plant sciences professor V.C. Brink tracks some of these changes over a period of several years. In 1952 the faculty still had 173 acres but this had been reduced that year due to 5 acres being used to build the Westbrook area, several more for the new transformer and a number of new parking lots. Construction crews were careless and often destroyed ►

(Opposite) Figure 2: 1935 UBC Farm Source: UBC Archives. (Landscape Annex/ Agronomy barn = red rectangle. Agronomy lands = blue. Roads = red)

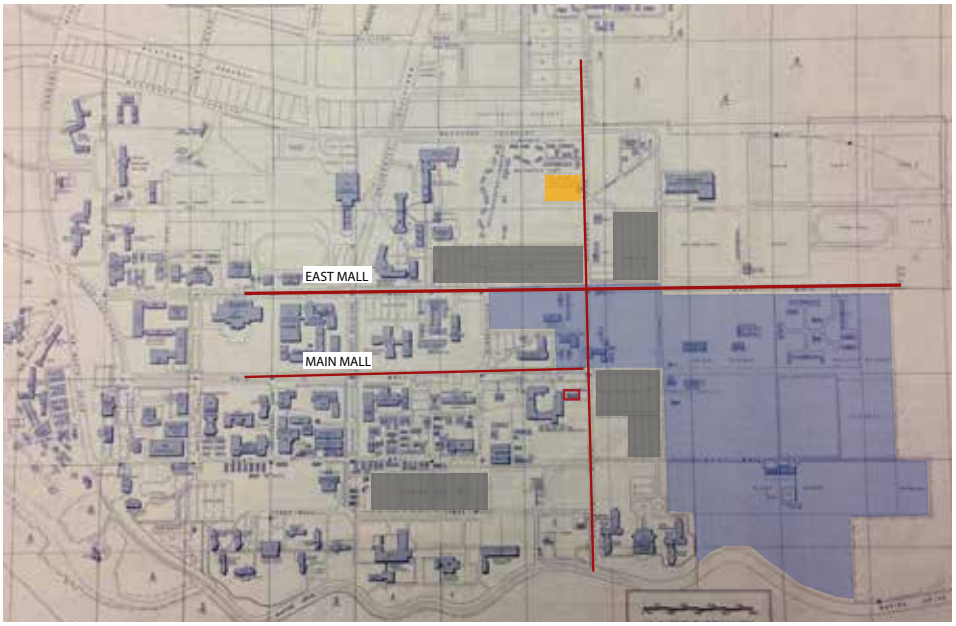


Figure 4:
1965 UBC Farm Source: UBC Archives (Landscape Annex/Agronomy barn = red rectangle. Agronomy lands = blue. Roads = red. Transformer = yellow. Parking lots = grey.)

(Above) Figure 3 : 1950 UBC Farm. Source: UBC Archives (Landscape Annex/ Agronomy barn = red rectangle. Agronomy lands = blue. Roads = red. Transformer = yellow. Parking lots = grey.)

crops, clogged drainage tiles and in general left the land in disarray. In reference to the farmlands, Brink writes, "agriculturally speaking it is a slum… We left our grain unharvested and the land largely unattended because of the continuous interference [of expansion developments]" (UBC Archives 1969).

CONCLUSION

The nation rallied together to grow crops that were pertinent to the war effort and UBC farm played a key role, altering and informing the use and design of its agricultural lands. After the war, development at UBC mirrored a nation-wide shift that saw agricultural lands paved over for parking lots and subdivisions, ultimately to be relocated to the edges of urban areas (Riseman 2017). The faculty dealt with decades of development pressure that found their land and fields "… moved, split and removed repeatedly since 1950" (UBC Archives 1969). The use and design of agricultural lands at UBC were directly shaped by the needs arising from the Second World War and subsequently the post-war era. SL

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by Kalli Niedoba, MLA Candidate

A LANDSCAPE DESIGNED BY THE WORD 'NO':

Lasqueti Island

It's the summer, and we were lucky to get an invite. We get into the taxi of a dairy farmer with two cows in an unmarked Ford pickup truck. We're heading in the North end of False Bay to the South end, seeking no more than to swim in bioluminescence, watch shooting stars by candlelight at night; and to touch some ancient mosses, swim to an oyster patch, and encounter a wild sheep during the day...

Sitting humbly in the Salish Sea between Vancouver Island and Texada Island, Lasqueti remains one of the least developed Gulf Islands of its size. It is home to 400 full-time human residents (Census 2016), and is a host of approximately 75% of the province's population of designated Species at Risk (Lasqueti Island Nature Conservancy). Classified as part of the Coastal Douglas-fir Biogeoclimatic Zone (CDF), and covering less than 1% of BC's land mass, it is the smallest of 14 broad ecosystems in the province, and yet the largest, least developed contiguous tract of intact Coastal Douglas-fir forest in the entire province (Lasqueti Island Nature Conservancy). Its rocky-bluff coastline is interrupted by small bays and stony coves, rich with oysters and clam-beds. Its northern end lined with fish forage spawning beaches. The main road, with just three minor arteries, spans the entire 22-kilometer length of the island.

...As we head up and away from the False Bay ferry terminal, the paved hill lets way to a dirt road for the next 20 kilometers, the first impressions of Lasqueti's 'civilization' go petering out with it…

The island's rustic simplicity and ecological significance is the result of a century of slow and low emission development, a great deal of patience, and a good use of the word "No" by its residents. Not succumbing to the external pressures of development and economy, Lasqueti's "public services are sparse…[There is] no hydroelectric hookup... no public water system, no sewage disposal, no building zoning, almost no paving and no RCMP detachment" (Hamilton and Olesko, 18). Though the island's history traces back thousands of years, to various First Nations people, primarily the Tla'amin First Nation, it is the consequences of the 1970's back-to-the-land community that effectively determined the destiny of Lasqueti's landscape of today. In their book entitled, *Accidental Eden*, Douglas Hamilton and Darlene Olesko describe how the pressures of the city began to intrude on their paradise. Power giant BC Hydro was planning to extend its reach from the Lower Mainland to Vancouver Island. One plan of which, entailed crossing over Lasqueti Island from the Sunshine Coast on their way, which would make it the "highest-voltage underwater transmission line in the world" (Hamilton and Olesko, 77) at that time.

Giant pairs of pylons would slice Lasqueti and Texada islands in half, leaving a clear-cut swath hundreds of metres wide along the right-of-way. Defoliant herbicides would be used to keep the brush down, and there would be extensive blasting to level the fragile seabed for the cables. Fishing grounds, homesteads, orchards and farmers' fields would be obliterated. (Hamilton and Olesko, 77).

Despite the offering of a convenient extension cord, Lasqueti's residents educated themselves on potential alternatives, raising questions regarding funding and proved to BC Hydro that the version obliging Lasqueti in their extension of power plan was not economically viable. This was an unexpected approach, for there was to be "no ugly confrontation, demonstration, violence, or wide-eyed hippie protesting. There was also no call for ecological purity, preservation of natural beauty, or not-in-my-backyard approach" (Hamilton and Olesko, 78). And in 1978, when the discussions ended three years later, there was to be no hydro.

This does not mean there would be no progress. The fire hazards associated with kerosene lamps and the cost-prohibited aspect of bringing in propane grew unattractive (Hamilton and Olseko, 87). Residents sought solutions in the landscape and the elements of water and wind that affected it. Vast energy potential was seen in Lasqueti's physical qualities as a "hilly rockpile of cliffs, draws and grades, sometimes as high as sixty metres" in relation to its parched summer droughts and sodden wet winters (Hamilton and Olesko, 90). Some took to a purchase of wind generators, which luckily lasted a few years. Furthermore, after some trial and error, many residents opted for and successfully installed turbine systems. One creative example involved a "record turntable motor inside of a salad bowl" (Vancouver Sun). Many residents coupled turbine power with a propane-powered generator as back-up. Larger buildings, such as the False Bay School (serving roughly 30 children in kindergarten through grade 8), relied primarily on diesel generators. This was felt as an embarrassment for a community that prided itself on low-impact living, but with some patience, about a decade of convincing the school board, continued research and community organization, an alternative opportunity was granted *(Vancouver Sun)*.

Log pile, rooftop solar panel.
Photo by author, 2017.

Lasqueti Island signage, found in the forest: *Pluto.* Anna Kortschak photo.

Dry creek, view of Vancouver Island.
Photo by Author, 2017.

Through fundraising and appealing to the government, Lasqueti Island implemented a $300,000 solar power station installation at False Bay school in 2016. This effort garnished Lasqueti Island with the title of "Clean Energy Community of the Year" by Clean Energy BC. For once, being pigeon-holed as a "counter culture" begins to pay off for Lasqueti Islanders. They are now able to save $25,000 per year in energy costs, and reduce carbon emissions by approximately 28 tonnes a year (CBC News: British Columbia). Setting a precedent for other communities to follow, Lasqueti Island is the result of a commitment to its land and making its stewardship a priority.

...As we arrive to our destination at the South end, there indeed are no signs to suggest we've arrived. In fact, the nearest sign is painted by Joseph and Nigel, and offers a description of the former planet Pluto. We realize we, too, are far from the centre of the universe. The 'driveway' is comprised of crushed rock, its width just large enough for a single car, requiring us to roll up the windows and prevent our cheeks from being swept with branches. SL

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by Tatiana Nozaki, MLA Candidate

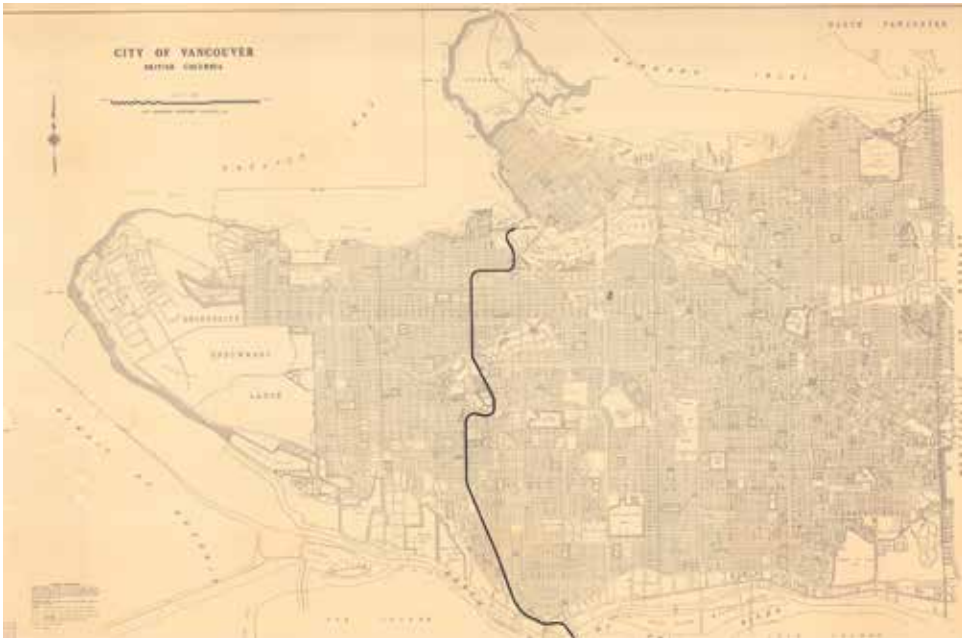
THE IMAGE OF THE Arbutus Corridor

King Edward Avenue near Arbutus Street, 2014. Photograph by: Rebecca Blissett

As the city gears up for future development, the Arbutus Corridor teeters in a transitional stage. The culmination of its two distinct histories, as a transportation corridor and alternatively as a greenway, polarized public opinion in the course of its re- envisioning. The longevity of both histories is the result of strong mental images produced over the years in the minds of those who lived in the corridor's vicinity or interacted with its permeating presence. The investigation of such mental images can be analyzed through Kevin Lynch's theory of *The Image of the City,* who reported mental maps were composed of five elements: paths, edges, districts, nodes and landmarks (Lynch, 46). When applied to the analysis of the Arbutus Corridor, his methodology unravels the reason behind a gradual shift in public opinion, from the perception of Arbutus as a hard path and edge to an integrated path and nodes.

Arbutus' railway history can be traced back to 1902, when the Canadian Pacific Railway (CPR) began its construction. Until 1954 it ran its passenger service, while freight trains continued service until 2001 (Bucholtz). However, as urban density intensified, the corridor remained static. Its fixed presence produced a compelling mental image of space, being a constant reference to a period of nearly a decade. This mental image was used as rhetoric by the City of Vancouver when advocating for the construction of the Canada Line in Arbutus' place.

As early as 1986, due to decreasing freight service, CPR strongly considered discontinuing operations on the Arbutus corridor. With the possibility of becoming obsolescent, the City of Vancouver planned for a public transportation corridor to be developed in its place, namely the Canada Line. One of the arguments for Arbutus was that: "It was the only corridor which might be publicly accepted, as it was already used as a transportation corridor." (Manager's Report–Fire and Traffic Matters). Additionally, there were many citizen requests throughout the years to re-introduce passenger service along Arbutus (Memorandum). As evidenced, the concepts of Arbutus and transportation were difficult to disassociate.



The Arbutus Corridor, Vancouver, BC. City Engineering Department. City of Vancouver British Columbia. 1978.

Although it was not chosen for the Canada Line development, the City of Vancouver still kept the corridor as a consideration for future transportation projects (Memorandum). Even after service on the line dialed down, the association with transportation remained. In the year 2000, CPR consulted the public to re-envision Arbutus. Round one of consultations presented participants with a mixed-use proposal consisting of commercial and residential development (Arbutus Corridor – CPR Consultations, 8). This proposal was rejected by 80% of participants (Arbutus Corridor – Consultations, 4). In the comment section of the consultation survey, the most common response was that transit use should be considered instead, as many could not envision the land as anything else (Arbutus Corridor – CPR Consultations, 9).

In its narrative as a transportation corridor, Arbutus became associated with Lynch's concept of a path; which he describes as, "channels along which... people observe the of city while moving through it, and along these paths other environmental elements are arranged" (Lynch, 47). Accordingly, when functioning as a rail for passenger trains, Arbutus connected one destination to another. It was a way to visually comprehend the procession of spaces as they unfolded from the seat of a passenger train.

City of Vancouver Rendering of the Arbutus Greenway. "City to launch consultation on the future Arbutus Greenway." City of Vancouver, RedDot CMS, 19 Jan. 2017,

But, as passenger service ceased to exist and commercial trains dominated service activity, a divergent association became increasingly apparent, that of an edge. Although Arbutus bore positive associations with a path, paired with the concept of an edge it became a hard path, a symbol that is less penetrable and less integrated with the surrounding communities. In 1977, the City of Vancouver outlined the problems to be corrected with Arbutus, including: the obstruction of normal urban expansion, division of residential neighbourhoods, and hindered access to waterfronts or other natural features (Inter-Office Correspondence).

Arbutus' unpopular reputation as an edge, defined as "boundaries between two phases… which close one region off from another," came to a peak in 1982 when night trains started running on the line (Lynch, 46). Tensions were running high and discontent among local residents surfaced (McClure, 1). Long standing friction between local communities and CPR reinforced the perception of Arbutus as an edge and fuelled grassroots interests in taking ownership of the land.

By the 1990's, there was a gradual change in the use of Arbutus and interest in changing its purpose. Reacting to the possible construction of the Canada Line in Arbutus' place, a citizen wrote: "The Arbutus rail line provides the residents in the surrounding neighbourhoods with a park like setting in which to take walks and runs with family and friends. The proposed transit system would destroy this park like ambience" (Kucher). Contextualized in the midst of a world-wide greenway movement gaining momentum in the public eye, those who exhausted Arbutus' association with an edge, reimagined its alternate possibilities.

By 2001, the urge to take ownership of the land materialized. Although CPR still owned Arbutus, the corridor sat vacant with no trespassing signs and remained unused by the company for years (Blissett). During this period, invasive plants took over the landscape and drastically changed the physical image of the space. Members of the community constructed community gardens, adding their own contributions to the space. The transformation allowed an edge and *hard* path to become an *integrated* path and nodes. Congregational spaces within Arbutus, like community gardens became influential nodes in their abilities to unite city dwellers. They are, as described by Lynch, "strategic spots in a city…[,] the focus and epitome of a district" (Lynch, 46).

Ultimately, in response to the rupture of general consensus in public opinion due to the equally powerful mental images of Arbutus, the City planned an alternative that incorporates both transportation and park development. Part of the city's 2040 Transportation Plan, Arbutus will be designed as a greenway integrated with a streetcar line – illustrating the power of mental images in the shaping of future developments (City of Vancouver). SL

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by Jessica Udal, MLA Candidate

WINNER OF 2017/18 PHILIP TATTERSFIELD ESSAY COMPETITION SCHOLARSHIP

FORM, NATIONALISM AND MEMORY in Victory Square

Every year at 11:11am on the Sunday closest to November 11th a ritual is held at Victory Square Park in downtown Vancouver. Observers congregate around a nine-meter-tall granite structure, all bearing red plastic poppies on the left side of their jackets. Following a solo trumpet performance of "The Last Post" the crowd stands for two minutes in silence, the moment broken by a 21- gun-salute and a choreographed flyover by fighter jets from the Royal Canadian Air Force. Each year on this day similar scenarios take place across British Commonwealth nations working to remember the armistice of the First World War and the unprecedented number of lives lost from Great Britain and its allies.

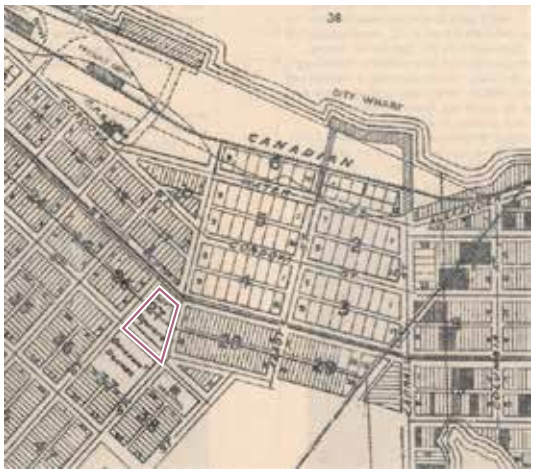
Victory Square, like most public spaces dedicated to memory, creates a particular framework for understanding the past and in doing so, works to shape an identity for its community. Over the 131 years since it was first surveyed, this site has taken a distinct form where time and memory have been employed as design features to reinforce a mythology of Canadian colonial nationalism. Despite changing times, Victory Square's form and program keeps it stopped within an historical moment in order to achieve this.

Despite the fact that this site, and all of Canada, sustains a long history far predating European contact, for all intents and purposes this story will begin in 1886 with the final westward expansion of the Canadian Pacific Railway (CPR) to Waterfront Station. In this year, the CPR's land commissioner Laughlin Hamilton drove his first stake for the survey of what would become Vancouver at the intersection between Hastings and Hamilton Streets.[1] By connecting the new city to the pre-existing Granville Townsite, the site was given its distinct hinge-pin shape.

A plaque placed at this corner in 1952 remembers this event. It reads: "Here stood Hamilton, first land commissioner, Canadian Pacific Railway, 1885. In the silent solitude of the primeval forest, he drove a wooden stake in the earth and commenced to measure an empty land into the streets of Vancouver." As urban historian Nicholas Kenny tells us, these words suggest that time began on this site with the laying of the urban grid.[2] It also shows us how this site was born out of a project that sought to connect Canada to the Pacific for nationalistic and speculative purposes.

Provincial Court House, Vancouver B.C., 1890, City of Vancouver Archives Bu P390

Housing the city's first courthouse and lying proximally to many of Vancouver's first institutional buildings, the site became central both in location and imperialist value. In 1918, the Provincial Government of British Columbia leased the site to the City of Vancouver for 99 years giving it it's first official title of 'Government Square.'[3] However, the site did not keep this name long. In an effort to deal with the memorialization of the many Vancouver men who had died during the war, it was soon decided that Government Square would be renamed 'Victory Square' and house a monument to honor their service.[4]



Block Number 27 titled 'Government Square' marks the block where Victory Square lies today. Ross and Ceperley. *City of Vancouver: Canadian Pacific Townsite.* 1889. City of Vancouver Archives.

The nationalist movement in Europe during the 19th century led to a new outlook on war and changing notions of nationhood and citizenship placed fighting for one's country as the ultimate act of patriotic devotion.[5] In such a global conflict it became increasingly important to emphasize the patriotic notion of war, especially when individuals were often fighting far from their own homes and communities.[6] In an effort to address this, memorials arose across the globe to commemorate those who had died for their countries at war.

To recognize Vancouver's veterans, it was decided that a Cenotaph would be built by the esteemed architecture firm Sharp and Thompson in their characteristic Beaux Arts aesthetic. Translating to 'empty tomb' in Greek, cenotaphs have been used as funerary structures dating back to antiquity and were meant to symbolize the tomb of the Unknown Soldier.

City of Vancouver. *Remembrance Day Ceremony at Victory Square.* 2016. City of Vancouver Website. http://vancouver.ca/news-calendar/remembrance-day-ceremony-and-parade- 2017.aspx

Stuart Thompson. *Armistice Day Ceremonies at Cenotaph.* November 11, 1929. City of Vancouver Archives

The design placed a 3-sided pyramidal granite cenotaph at the site's lowest point with formalized pathways around it, while an informal design with lawn and meandering paths moved up the slope towards the south end.[7] Construction finished in 1924 and Remembrance Day ceremonies were held on site thereafter.

Engravings emphasize the message of the structure. Within a granite wreath read the words, "In memory of those who gave their lives in the service of our country," with the Union Jack and Canadian flags hanging above. While the monument's classical vocabulary places it within a European historical lineage, national symbols and text link death and remembrance to a patriotic narrative. Further, it uses these symbols to set the stage for an annual event to occur that effectively employs time by stopping it for several minutes in an act of national remembrance.

Victory Square served Vancouver as a popular public space throughout the 20th century. However, with the planned shift to relocate shopping from Hastings to Robson Street with Expo in 1986, Victory Square, like the neighbouring Downtown Eastside, became increasingly marked as unsafe and 'derelict'. In response to this, the organization Friends of Victory Square submitted a request to the city for a design scheme that would illuminate and refresh the park.[8] Victory Square was redesigned in 2002 by Pechet and Robb Art and Architecture who reinforced the site's memorial program with soldier helmet lampposts that hover like halos as they shed light on the square.

Over the course of this site's 131-years on an urban grid, nationalist intentions and narratives have played a primary role in its formation. In its progression to 'Victory Square', time and memory have since been employed as primary design features in reinforcing this narrative through programming and form. On top of hosting Vancouver's annual Remembrance Day ceremony, it also has become a central meeting place for protests and demonstrations.

As Canada moves into a period of discussion around reconciliation, how will sites like Victory Square be understood, negotiated and change as public spaces within a contested territory? As we have seen, landscapes can be powerful mediums for storytelling and have the ability to set a stage for communities to celebrate, remember, and take action upon. SL

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[8] Bill Pechet, email correspondence with author, November 3, 2017.

CSLA Fellows

PROFILE OF

Cynthia Girling FCSLA, FASLA, FCELA

Cynthia Girling is a Professor of Landscape Architecture at the University of British Columbia and formerly at the University of Oregon. Her teaching and research focus on neighbourhood scale planning, and design with an emphasis on "working" landscapes and sustainable neighbourhoods. She also studies tools and methods for effective public engagement in urban design. With Professor Ronald Kellett, she co-directs the elementslab, a research group who create new knowledge, processes and tools for effective, creative integration of urban form and environment.

Cynthia demonstrating touch table

Cynthia received her landscape architecture degrees from the University of Oregon after receiving a Bachelor of Environmental Studies at the University of Manitoba. She began her career in landscape architecture here in Vancouver working with Vagelatos Associates. In 1983 she moved to the Expo 86 Corporation where she became the Senior Landscape Architect. Over three years prior to the May 1986 opening she worked closely with many local practitioners who formed The 86 Landscape Collaborative (with Principals Claude Muret and Don Vaughan leading the collaborative), a remarkable team of landscape architects who completed the design and construction documents for Expo 86 in record time. (This significant effort was documented in Volume 7, No. 3 July, 1986 of Landscape Architectural Review, the predecessor to Landscapes/Paysages.) After receiving her membership in the BCSLA, Cynthia was active with the Society to strengthen the requirements for registration and set a locally based examination.

Before re-joining us here in British Columbia in 2004, Cynthia Girling was an Associate Professor of Landscape Architecture at the University of Oregon for 17 years, where she taught studios at all levels, materials courses and professional practice. As Head of the Department of Landscape Architecture at the University of Oregon, Girling guided the program into the twenty-first century and managed budgetary, policy and curricular affairs. She spearheaded the transformation of U of O's first professional graduate program from a non-accredited two-year post-professional degree program to an accredited professional Master of Landscape Architecture.

Following significant convincing (arm twisting) by Dean Moura Quayle, Cynthia was convinced to apply for an open position at UBC's Landscape Architecture Program in 2003. A year later she was appointed as both the Director of the Landscape Architecture Program and Director of the Environmental Design Program. Through the two appointments she had the opportunity to work with Dean Quayle and Chris Macdonald, Director of the School of Architecture in the creation of a new School of Architecture and Landscape Architecture, SALA in 2005. She chaired the Landscape Architecture Program from 2004 to 2010 and 2012 to 2106. At UBC she teaches a cross-disciplinary Professional Practice course with Lawyer Nicholas Paczkowski, studios in landscape architecture and environmental design, graduate project development, and a course on green network planning, also to a cross-disciplinary audience of urban forestry and landscape architecture students.

In the mid 1990's, while at the University of Oregon, Cynthia co-founded the NeighborhoodsLab with Ronald Kellett, which was re-born as the elementslab (elementslab.ca) when they moved in 2004 to UBC. The lab develops computer-based technologies that help bridge gaps of method and technology, and policy and implementation to elevate urban sustainability. Collaboratively merging expertise in planning, urban design and computer applications, the lab integrates design knowledge with methods that link the visual and spatial dimensions of urban design (such as the perceived character and livability) with measurable sustainability criteria.

With Ron Kellett, she created elementsdb a database of measured and visual design data derived from hundreds of case studies. Cases within the database represent land uses – streets, open spaces, housing, commercial, civic, and industrial – the building blocks from which communities are created. Cynthia led teams and personally, visually and empirically documented each case, capturing measures about land use, intensity of use, land cover, ►

building use and environmental performance, elementsdb uses data that enables measurement, modeling, evaluation and comparison of quantitative performance of individual cases or assemblies of them in urban design. Since 2011, elementslab has collaborated with Dr. Kellogg Booth in UBC Computer Science and his students to employ the elementsdb data in an interactive urban design public engagement tool that integrates a touch-table work surface with live-updated 3D visualizations and an indicators dashboard. This team developed UD Co-Spaces, a prototype urban design visualization and engagement tool for engaging diverse audiences of planners, designers and the public in generating and testing urban planning and design options. UD Co-spaces enables people to visualize and shape their future in real time using large format touch screen technology with instant comparative results.

In 1994, Cynthia co-wrote Yard Street Park; The Design of Suburban Open Space, with colleague Kenneth Helphand and a second book in 2005, Skinny Streets & Green Neighborhoods; Design for Environment and Community with Ronald Kellett. These two books span over eighteen years of professional and academic exploration of innovation in planned communities and sustainable neighbourhoods. Her research into sustainable urban neighbourhoods has elicited more than thirty invited lectures throughout Canada and the U.S., numerous award winning technical publications and journal reviews, and two internationally recognized books. That collective body of work has advance the academic, professional and cultural knowledge of landscape architecture. Cynthia has been a member of the British Columbia Society of Landscape Architects since 1983, and is a three-times Fellow of the Canadian Society of Landscape Architects, the Council of Educators in Landscape Architecture and the American Society of Landscape Architects. She served on the BCSLA Board of Directors (Ex-officio 2004-2010 and 2012-2016), the BCSLA Board of Examiners (2005 – 2011), was a member and Treasurer of the Oregon Landscape Architect Board, Oregon ASLA Fellows Nomination Committee, the Washington ASLA Design Awards Jury, and continues to serve on the Editorial Board, Landscapes/Paysages. She also served as Vice-President, President and Past President of the Council of Educators in Landscape Architecture. She has received the President's award from both the British Columbia Society of Landscape Architects and the Council of Educators in Landscape Architecture. She was also awarded a student ASLA Certificate of Honor in 1979. SL

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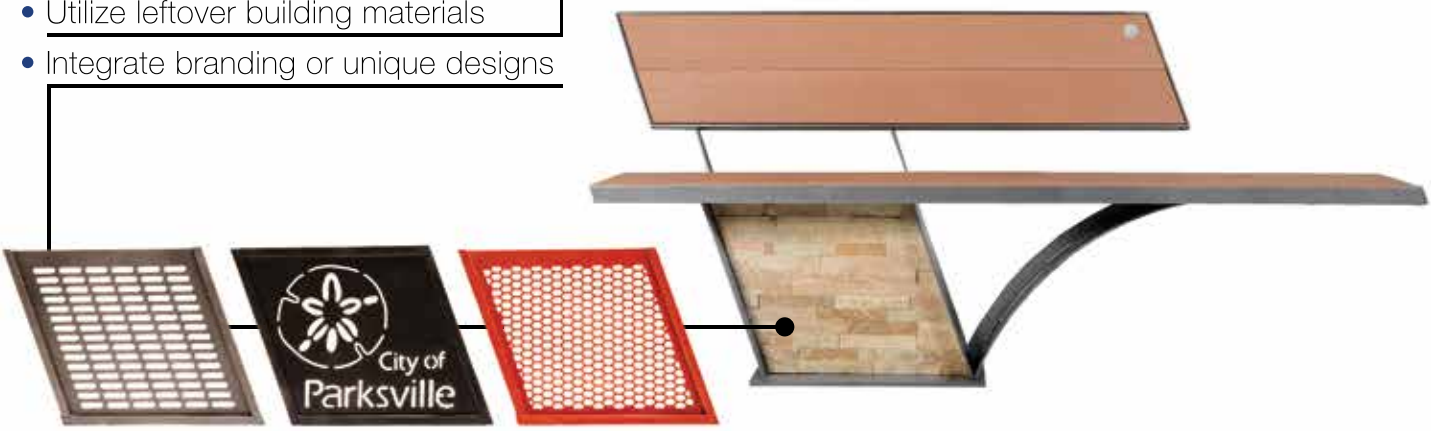

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