Landscape architecture encompasses the analysis, planning, design, management, and stewardship of the natural and built environments. Types of projects include: residential; parks and recreation; monuments; urban design; streetscapes and public spaces; transportation corridors and facilities; gardens and arboreta; security design; hospitality and resorts; institutional; academic campuses; therapeutic gardens; historic preservation and restoration; reclamation; conservation; corporate and commercial; landscape art and earth sculpture; interior landscapes; and more. Landscape architects have advanced education and professional training and are licensed in 49 states.
Leader (noun) 1. a person who guides or inspires others, 2. a person who is in front or goes first, 3. the principal part; the most valuable portion.
Letter From The President
Eugenia M. Martin, ASLA

What does it mean to be a leader? Is it merely standing out from the crowd or is it something else? Is it coming up with a new way of doing something old? Is it encouraging young minds to engage their imagination and think big? Is it helping others to see the potential in either themselves or their community?

As a profession, landscape architects are always trying to think of doing new things or old things in different ways. The breadth of the tasks we collaborate on is very broad. It becomes a personal challenge to engage our imagination into thinking big and to create spaces that move the mind and soul. We learn from each other and become wiser from our ventures which in turn broaden our mind and imagination.

As individuals, landscape architects wear many hats. We are philosophers, educators, stewards, nurturers, conductors, communicators, and at times, mediators and peace keepers. The breadth of our professional tasks requires us to balance the inner mathematician, scientist and engineer, with the inner artist, horticulturist, and geographer. We are inherent teachers, wanting to do more than just nothing.

As leaders, landscape architects have strived to create something for everyone through sustainable practices and multi-disciplinary approaches. We listen to our surroundings, whether it is the land that we are molding or the people we are serving, and we strive to create more than just a landscape.

The following projects help define what it means to be a leader, to stand out from the rest, to move mind and soul. In the coming year, I invite you to look inside yourself and engage the leader that all landscape architects have inside of them. Our beliefs, our values, our skills, our character, are all traits, whether individually or collectively, that encompass the core of a leader. As landscape architects, we are all leaders.

In the word’s of the Latin poet Horace, “Begin, be bold, and venture to be wise”.

Eugenia M. Martin, ASLA
President
ASLA Ohio Chapter
Ohio Chapter ASLA Service Award

Ohio Chapter ASLA Service Award recognizes individual landscape architects, landscape architecture firms, or landscape architecture educational programs for unselfish and devoted service to the OCASLA at the state level over a period of not less than five years.

Deborah Y. Georg, RLA
Associate Professor
Landscape Architecture Section
Austin E. Knowlton School of Architecture
The Ohio State University

Deb Georg has been a passionate and dedicated professor in the Landscape Architecture section at the Ohio State University for the past 35 years. Her enthusiasm for the profession is evident whether she is teaching students, mentoring junior faculty and adjuncts, or working to improve the Landscape Architecture section.

Deb displays great compassion and a deep level of understanding toward her students. She has always been willing to adapt to individual students’ needs and situations with a great amount of flexibility. It is this compassion and understanding that enabled her to attract and retain several first year graduate students, which will help rebuild the program.

Deb has also been active in improving the faculty and the section as a whole. She has both brought back qualified adjunct instructors and attracted new adjuncts to fill gaps in the program. She is a natural mentor and always takes time to reach out to junior faculty. Deb has always been willing to take on committee loads above and beyond others in an effort to promote landscape’s cause. As interim section head she recently spent countless hours of her own time sorting through the history of the landscape section’s finances to build a strong case for increased support from the administration, thus contributing to the section’s future success.
The award-winning landscape architecture projects within this publication were selected with the following criteria: 1) Represents excellence or leading edge of landscape architecture. 2) Overall significance to the profession and the environment. 3) Description and solution of goals and objectives. 4) Choice of building and plant materials. 5) Execution and appearance of installed work. 6) Exhibits new technology and a uniquely effective means of combining, presenting and programming landscape architecture techniques.

**Honor Award**
Recognizes superior professional achievement in projects that embody the creativity, imagination and practicality of the profession of landscape architecture.

**Merit Award**
Recognizes meritorious projects exhibiting outstanding achievement in the profession of landscape architecture.

**Special Recognition**
Recognizes projects and people exhibiting notable achievement in the profession of landscape architecture.

**2008 Awards Jury**

Jane Amidon, ASLA  
Assistant Professor & Section Head Landscape Architecture  
Section, The Ohio State University

Eric Sauer, ASLA Chapter Trustee  
Vice President, Envision Works

Ruth Gless, AIA  
Principal, Lincoln Street Studio Architects & Planners

Carson Combs, ASLA, AICP  
Senior Planner, City of Dublin

Dan Phillabaum, ASLA, AICP  
Senior Planner, City of Dublin
Honor Award

MSI

Category: Environmental / Sustainable Design
Client: Huron-Clinton Metropolitan Authority
Environmental Consultant: Envirotech Consultants, Inc.
Architect: Smith Group Inc.
Environmental Engineer: Eco-Design & Engineering
Civil Engineer: Johnson & Anderson, Inc.

The James Clarkson Environmental Discovery Center is envisioned as a place of learning, play, and gathering that seeks to open a window on the beauty and diversity of the natural world that exists in Southeast Michigan. The 70-acre center, located within Huron-Clinton Metropolitan Authority’s (HCMA) 2,215-acre Indian Springs Metropark is dedicated to the exploration and celebration of the natural environment. Situated at the headwaters to the Huron River, the interpretation of the area’s hydrology is articulated through the rehabilitation and creation of wetland, prairie, and forest ecosystems.

The landscape architect led a multi-disciplinary team of designers, scientists, engineers, educators, and architects in the creation of the project. At the outset, the project team collaborated with an educational committee, HCMA and research scientists in designing a master plan to be used by the park system to achieve educational goals set for the site. The center is used to teach about ecosystems and to give visitors an appreciation of the complexity of natural systems and the interrelationships between all aspects of nature, including the role of human beings.

Based on the master plan, the bio-diversity of the site is celebrated and augmented through the restorations of the following ecosystems: prairie barrens, shortgrass prairie, tallgrass prairie, and a sedge-fen-lake complex. This large-scale ecosystem restoration required the landscape architect to coordinate the expertise of the entire team, understanding complex issues related to site hydrology, native plant species, stormwater control, and endangered species preservation. This work has allowed the reestablishment of more than 170 plant species and preservation of endangered species (Eastern Massasauga Rattlesnake, Blanding’s Turtle, Henslow’s Sparrow).

The building is designed as an extension of the site with the landscape architect locating the building as a continuation of a ridgeline, visually separating the parking area from the restored ecosystems. Students can submerge themselves in the middle of the kettle pond, because the classroom itself is a plexiglass room extending to the middle of the pond, an idea originated in the master plan by the landscape architect.

Sustainable practices were utilized throughout the site and building development efforts. In particular, a geothermal system is used to heat and cool the building, and bioswales are utilized within the parking area to collect and clean the stormwater runoff prior to releasing it into the site’s various wetland systems. Years of farming and fertilization required extensive remedial work to eliminate the dormant weed and invasive seed bank through the use of fire and herbicides. The seed mixes were then integrated into the top ¼” of soil and the prairie began to take form with the arrival of spring.

The James Clarkson Environmental Discovery Center is a celebration of nature and a gateway to understanding through education. The ecosystems and gardens are celebrated as places of gathering and knowledge, which open a window on the diversity and beauty of the native world. It is a center of learning and discovery where appreciation for the interdependency of living organisms is renewed with each visit.

Figure A: The Kettle Lake ecosystem was slowly created as the site and building became ready to hold water. Tree stumps and boulders were salvaged from other Metroparks and used to create the habitats around the underwater classroom.

Figure B: The curving forms of the wetland paths and Council Rings provide a visual harmony with the native surroundings.

Figure C: Landscape elements are carefully designed to complement the native landscape, while letting the ecosystems natural beauty remain the focus.

Figure D: The wetlands boardwalk at the sedge fen lake is an ideal location for environmental exploration or to be used as an outdoor classroom.

Figure E: The Kettle Lake ecosystem was slowly created as the site and building became ready to hold water. Tree stumps and boulders were salvaged from other Metroparks and used to create the habitats around the underwater classroom.
Grange Insurance Headquarters Expansion | Columbus, Ohio

Honor Award

NBBJ

Category: Environmental / Sustainable Design

Client: Grange Insurance

Context

The Grange Insurance Headquarters Campus is situated on a two and a half block area located at the southern edge of downtown Columbus within the city’s Brewery District. In 2006 our firm was asked to design the renovation and expansion of the existing facility adding approximately 200,000 square feet of office and support space with associated site improvements. The existing building was built in the 1970’s and was a state of the art office building in its day. The facility accommodates approximately 800 employees and the company’s projections suggest its workforce will likely double within five years.

Design Goals

The expansion program will transform the work environment of Grange while activating adjacent streets and the Brewery District. While electing not to pursue LEED certification for their project, the design team, working with the client, focused efforts to design responsibly by aggressively integrating the tenets of sustainable design through social, economic, and environmental sustainability.

Sustainable Strategies

Sustainable design strategies were developed following the LEED checklist are being implemented as construction progresses. The team studied the extent of site disturbance, storm water management, heat island effects, water efficiency measures, use of regional materials, building orientation and urban design principles within the urban core to inform the project. The concept resulted in several innovative features that fulfill the goal sustainability. These include:

Open Space Framework that organizes the campus around the major site use zones including a civic open space on the north for a multitude of planned and informal gatherings, preservation of natural park space along High Street for staff and community use. The project helps the area in becoming a civic hub in future and acts as a catalyst for a higher development density around the area.

Alternative Transportation: The plan accommodates multiple modes of transportation including bus routes and a future street car stop on the south end of the site.

Green Roofs: on the south and east sides of the building for access to nature and thermal cooling effects. This reduces the heat island effect and also reduces the storm water runoff.

Storm Water Management:

The Rain Garden on the southern side of the park harvests the runoff from the building roofs and through a series of elevated runnels and a bioswale. This reduces the runoff and also filters it to improve the quality.

The Underground Detention Systems: collectively store more than 30,000 cubic feet of runoff. Part of it is treated for water quality and another big part is used for irrigation hence resulting in water efficiency.

Restoration of Open Space in the south half of the site is restored into vegetated green space reducing the amount of impervious surface and avoid run-off.

The landscape architects and other design team members have developed a strong and respectful working relationship with the client and are implementing numerous sustainable design strategies that exemplify intelligent, responsible design that will have a positive influence on the employees of Grange Insurance and the community at large.
Port Clinton Marina | port clinton, ohio

Merit Award

Bird Houk Collaborative
Category: Landscape Architecture Conceptual
Client: The Stonehenge Company
Graphics: Paul Kelley

Port Clinton is a small city on Lake Erie known as the “Walleye Capital of the World”. With a seasonal economy dependent on tourism and less than 6500 residents to support it, the town struggles financially. The locals joke that their town has become a "parking lot" for surrounding Lake Erie islands such as Put-In-Bay.

In 2006, the city qualified for a $2.5 million grant to build a 170 dock transient marina, allowing boaters from nearby Toledo and Cleveland to visit. Realizing they could leverage this into much needed economic development, the city issued an RFP. They would contribute a valuable park site strategically located between the lake and the historic downtown, and wanted a development plan that would revitalize the city.

The landscape architects interviewed local business owners and city leaders and became familiar with the town. They were convinced that to be successful, the development program needed to be based on the following goals:

- Economic Sustainability- a mixed-use development requiring minimal amounts of public financing would be more readily absorbed into the marketplace, be more resilient to market downturns and grow the tax base by adding new citizens, businesses and jobs
- Public Accessibility- although parts of the development need to be private, the waterfront should be completely accessible and pedestrian oriented, with an area designed for festivals, boat shows and other community events
- Authentic and Contextual- development should complement the “Main Street” character of the historic downtown, link to the wetlands/beaches and create year round family oriented activities that will stimulate the downtown
- Public Value- create a unique waterfront experience capable of attracting visitors and office workers and provide year round activities that represent a worthy tradeoff for the lost parkland

The proposal anticipates private investment of approximately $120M, and is designed to minimize Port Clinton’s financial obligations. The economic model proposed would yield over $3.75M annually, with a $2.0M surplus available for public infrastructure improvements near the parcel and in the historic downtown. The creation of multiple long-term revenue streams coupled with diversity of uses ensures the development will be sustainable. We estimate the development will create approximately 650 jobs at buildout.

Besides the new transient marina, the project includes 300 private slips, 318 owner-occupied residential units, 104,000 sf retail and 60,000 sf office space. Public amenities include a riverfront promenade, amphitheater, maritime village & museum, fishing piers, stocked fishing pond and a re-vegetated wetland with non-impact walkways. The promenade, framed by 2-4 story buildings with retail shops and restaurants/cafes, links the new marina with the historic downtown.

The City has interest from developers interested in building a “theme oriented” water park hotel on this site. While not relying on public funding, these projects are trendy, contribute little to the public realm and typically fail to create long-term sustainable growth. This proposal shows how landscape architects can help towns with economic development because they understand how to create synergy and value through place making in a way that complements and enhances local character.
Dublin Veterans Project | dublin, ohio

Merit Award

POD Design

Category: Landscape Architecture Conceptual
Design Consultant: Shanghai LSCP Landscape Architectural Design Co.

Narrative Summary:
The City of Dublin originally envisioned a single piece of art to honor their Veterans. The design team proposed a park-like setting based on a series of stories and sculptures connected to Dublin’s historic core. Various events throughout American history are depicted by using the stories – often in letter form - of individual Dublin residents. The site is arranged into the following areas:

Stories of Dublin
The journey begins at a gateway that draws the community into the site from the heart of historic Dublin. This axis leads to the park with a flagpole anchoring the view. The gateway showcases the first in a series of bronze art pieces depicting the freedoms enjoyed in American way of life, a grandfather holding his granddaughter’s hand.

Celebration of Service
The existing hillside offers the opportunity to work native Dublin stone walls into the grade. The walls take on the forms of the stripes of a waving flag and contain plaques honoring the five military branches with stories from local residents.

Beyond the entrance is the first of a series of letters depicting inspirational historical events through the eyes of children. This first letter is based on John Davis, a 16-year-old who served in the Revolutionary War before settling in Dublin. The letter and statue are located at the entry to the existing historic cemetery, reminding visitors of Dublin’s roots.

Reflections of Pride
Next the visitor enters a reflective space focusing on what it means to serve for individuals and their families. A letter written by a young boy to his older brother directs attention to a sculpture depicting the tradition of service star banners situated in a clearing in the woods.

Stories of Compassion
Several stories are depicted along the wooded path, each about a compassionate act by our men and women in uniform. These stories are as simple as a bronze Raggedy Ann Doll atop a wall, symbolizing the early involvement of Marines with “Toys for Tots”, with a thank you letter to a marine. Where the new path meets the existing nature trail, an e-mail message from nephew to uncle asks about the courage needed to enter the towers to save lives on 9/11.

Expressions of Gratitude
The final art piece is a bronze circle of children holding hands in a joyful game. This area hopes to inspire visitors to show their appreciation to our veterans and invites them to express it by obtaining the name and address of a local military person from the library and write them their own letter.

Set among the dramatic natural features at the edge of historic Dublin, the Veterans Project will provide an exceptional setting for the community to express its appreciation to our servicemen and women. The visitor will interact with a series of sculpturally depicted stories, providing a dynamic journey and a heightened sense of connection to their hometown. The park will recognize the past and the present while inspiring the future generations of Dublin residents.
Burhnam Square | columbus, ohio

Merit Award

MSI

Category: Landscape Architecture Constructed
Client: Nationwide Realty Investors
Architect: 360
General Contractor: Messer
Civil Engineer: EMHT
Landscape Contractor: Zuber Landscape

The challenges of urban mixed-use development require the landscape architect to exhibit high levels of technical proficiency along with a creative design sensibility. The Burnham Square project in downtown Columbus, Ohio, is just such a project. As the first ownership-based residential project in the Arena District, Burnham Square set the course for ongoing development of a true mixed-use urban neighborhood.

The Arena District has emerged as a successful 90+ acre reclamation of a forgotten corner of downtown Columbus. Based on an initial plan completed by the landscape architect in 1997, a true mix of uses has been achieved in the district, including office, retail, entertainment, public parkland, and residential development. As the first condominium project in the Arena District, Burnham Square was charged with successfully reintroducing owner-occupied residential development in this downtown area lacking any residents. As a further challenge, the site is that of the former Ohio Penitentiary.

Burnham Square consists of 99 new condominium units anchored by a grand, linear urban courtyard and overlooking McFerson Commons. The design team worked to integrate complex site issues into a compelling urban design. The primary challenge of this project was to hide all resident parking while providing exciting views from every unit. In addition, the site had to integrate closely with the landscape and gardens of adjacent mixed-use buildings. The landscape architect determined a successful design approach to meet all of these criteria through the use of a green roof system atop underground parking, consisting of a central courtyard and piazza. The sub-grade parking successfully accommodates resident and executive parking while maintaining the design integrity of the interior courtyard. Additional parking is accommodated in structured parking and on the basement level of all buildings.

The result of this design approach is a great front door experience for all of the units, regardless of their location in the overall project. For the interior units, the gracious urban courtyard provides a visual and physical oasis. For those units along the east edge of Burnham Square, the mix of townhouse units and urban flats provide a stunning view of the 3-acre McFerson Commons and the downtown skyline.

A classic palette was employed for Burnham Square’s urban landscape through the use of new and recycled hardscape materials. The setting complements the use of the salvaged brick and cobble-paved streets and sidewalks with its balance of abundant green space and rich textural accents. The landscape architect was challenged by the client to provide instant visual impact with the courtyard. This was accomplished through the heavy use of plant material and the installation of a large English Oak grove, creating an elegant double allee in the courtyard.

The landscape architect provided master planning, urban design and landscape architecture services, including full construction documentation, for this refined urban landscape. Burnham Square welcomed its first residents in early 2006. Mixed use development planning continues in this urban neighborhood including the current Condos at North Bank, a 20-story residential project adjacent to Burnham Square and inspired by its success.
Ohio Historic National Road Design Handbook | Ohio

Merit Award

The EDGE Group

Category: Landscape Planning & Analysis
Client: Ohio National Road Association
Historic Preservation: Judith B. Williams
Architecture & Planning: Lincoln Street Studio
Engineering: Burgess & Niple
Project Co-Administrators: Ohio National Road Assoc. & Ohio Preservation Office
Project Funding: Ohio Department of Transportation Scenic Byways Program
The Turner Foundation
Clark County-Springfield Transportation Coordination Committee

Purpose of the Project
The Ohio Historic National Road Design Handbook is intended to provide guidance for the protection, enhancement and promotion of the Historic National Road Scenic Byway in Ohio. It is written as an aide for regional planners, local government decision-makers, community activists, property owners and developers, among others, who have an interest in the National Road/U.S. 40 through the state.

The Historic National Road Scenic Byway extends east and west across the state from the Ohio River at Bridgeport to the Indiana state line. At 227 miles, Ohio’s portion of the road is the longest of the six National Road states. The road’s trek through the state encompasses multiple jurisdictions, 10 counties, 13 cities, 16 villages, and 38 townships.

Role of the Landscape Architect
Establishing guidelines for 227 miles of roadway was a great challenge that required a diverse team, including a landscape architect, historic preservationist and architect. The team collaborated on all aspects of the project approach, including a well organized approach to public input. Input was gathered through electronic surveys, a project website (to communicate progress, post drafts and answer questions), and several public workshops across the state. A detailed Research and Field Work Plan was utilized by each consultant as they documented and evaluated the wide variety of opportunities, challenges and threats along each mile of the roadway.

In addition to the project approach, the landscape architect was specifically responsible for the Site Development and Wayway Corridor Guidelines section of the Handbook. This included field analysis of all 227 miles of the road across the state of Ohio and Public Workshops at locations across the state to gain insight into design and development issues. The recognition of identifiable contexts along the road was critical to the organization of the guidelines. Typical site development guidelines for all contexts include building placement, in-fill and new construction, off-street parking, vehicular access, landscaping, screening, site lighting, fences and walls, and signage. Roadway corridor guidelines typically include recommendations for the street cross-section, pavements, street trees, street lighting, and gateway treatments. In addition, the landscape architect also provided guidelines for the treatment of Interpretive Opportunities along the road.

Enhancing all of these guidelines, are a variety of photo examples, illustrations, special “side bar” examples or resources, and helpful “case histories” that direct reader’s to specific sources where many of the concepts or guidelines have been implemented. The landscape architectural firm was also responsible for the graphic layout of the entire document. With the large amount of information provided, the graphic layout was carefully considered to maximize readability and user-friendliness.

Project Significance
This Handbook represents one of the most extensive sets of guidelines ever assembled for a scenic byway and is by far the most comprehensive handbook that has been prepared for any of the National Road states. The goal of the handbook was not simply to establish guidelines, but rather to educate (about the history of the road and the importance of its preservation), assist (by directing readers to helpful resources) and inspire (with compelling and creative solutions). The format is critical to achieving these goals. In addition to the photos, illustrations, side bars, and case histories, an entire section is dedicated to “Tools and Resources for Implementation” in order to quickly provide guidance for some of the most challenging implementation or preservation challenges.

This document provides all potential users with the information and resources necessary to preserve, protect, and enhance their segment of the National Road in Ohio.

Figure A: Spread from the Defining Historic Character section of the Handbook, illustrating Character Defining Features from the Heyday of the National Road (1825-1850), including Mile Markers, S-Bridges and Pike Towns.

Figure B: Spread from the Defining Historic Character section of the Handbook. The checklist is provided as an aid to defining community character, and is intended to provide a useful format for volunteers to assess the existing planning area in an understandable way.

Figure C: Spread from the Site Development and Roadway Corridor Guidelines section of the Handbook. The toolbox on the left page provides a synopsis of available resources for more information; more detailed information about each is provided in the “Tools and Resources for the Road” section located at the back of the Handbook. The right page illustrates a specific rural setting feature of the road – Pike towns. Graphic representations of typical Pike towns are provided as an easy tool for the user to determine their specific setting.

Figure D: Spread from the Site Development and Roadway Corridor Guidelines section of the Handbook, illustrating Interpretive Guidelines for Pike towns. Guidelines regarding street tree plantings, safe pedestrian crossings and gateway signage are illustrated with photographic examples taken along the National Road. Case histories are used throughout the handbook to illustrate the best practices along the road. In this example, the case history provides information about one of the best examples of a linear Pike town along the National Road – Morristown, Ohio. Photographic examples of the town are highlighted, along with a brief history and a link to the town’s website for more information.

Figure E: Spread from the Site Development and Roadway Corridor Guidelines section of the Handbook, illustrating Interpretive Opportunities along the road. This section indicates that the stories and attractions of the road should be shared with travelers through clear and consistent signage and safe access. Suggestions include Historic National Road signage consistency and placement, correct preservation and restoration of original mile markers, and standards for interpretive signage. A sidebar is included to inform the user of the Ohio Historical Marker Program including a phone number and web address for more information, as well as a Case History on the Fox Creek S-Bridge enhancement in New Concord, Ohio, representing one of the best enhancements to an interpretive element found along the road.
CHARACTER-DEFINING FEATURES

MILE MARKERS

The mile markers, one of the most significant and character-defining elements of the National Road, were part of the original design. The Act of Congress provided that they be distinguished marks at regular intervals as an aid to travelers. The mile markers are set at one mile intervals in the north/south line of the road. Congress did not specify the appearance of the markers, so each state was free to select its own solution design. In Ohio, the markers are square with rounded edges. Each is marked at the top with the distance to the nearest terminus of the road at Cumberland, Maryland. The square base sits at an angle to the road with a raised slab showing the distance to the nearest city or village for the care or their board traveler. As originally built, the markers were five feet tall and set directly into the ground, leaving them flat exposed.

The earliest markers in Ohio were made of a treated or painted wood and were of a simple design, often consisting of a simple post. These early markers were later replaced with more ornate designs. Many of these early markers are still in place, especially in areas with a higher density of markers, such as near towns or cities.

S-BRIDGES

A significant feature of the National Road was the S-Bridge. Ohio is often referred to as the “Land of the S-Bridges,” a term that has evolved over time. These bridges are unique to the Ohio landscape and were a major part of the road’s engineering design. They were constructed to allow for easier travel across rivers and streams, which were common in the Ohio landscape.

PIKE TOWNS

The pikes are a defining characteristic of the National Road corridor from this period, representing early town development along the road. This term refers to the early towns that developed along the National Road, often serving as a gateway for settlers and travelers. The pikes were often located near water sources, such as rivers or streams, which provided easy access for travel and transportation.

Figure A

Figure B

Figure C

Figure D

Figure E
Kazanka Riverfront Master Plan | kazan, republic of tatarstan, russia

Merit Award

NBBJ
Category: Landscape Planning & Analysis
Client: A Joint Stock Company - Millennium Zilant-City

The City of Kazan is located 1,000 kilometers east of Moscow, on the Volga River, and is the capital of the Republic of Tatarstan, which is part of the Russian Federation. The city was founded by the Tartars over 1,000 years ago and today the population of the region is half Muslim and half Russian Orthodox. At the heart of the City, on a prominent point overlooking the Kazanka River is the Tatarstan Kremlin housing their various branches of government. The Kremlin has been designated as an UNESCO world heritage site.

In the 1950’s the Soviet government constructed a series of dams along the Volga River for hydroelectric power generation and flood control. As a result of the damming, a series of large reservoirs or “lakes” were created behind them. The Kazanka River, a tributary of the Volga River, bisects the city establishing a right bank and left bank. The Volga River reservoir has also caused the Kazanka River to back-up, creating a two kilometer wide lake, a significant divide between the two banks. It also has impacted the hydrological flow of the river changing the ecological conditions, reducing the natural “flushing” process and endangering the water quality.

The historic center of the city is on the left bank around the historic Kremlin. Post Industrial Soviet area development has occurred on the right bank along with a larger amount of new housing, sports and entertainment facilities. Due to this recent development, the City has used up its remaining available development land in the center of the city.

As a result of the eroding river quality and the current lack of available new development land, the City of Kazan has decided to restore the Kazanka River closer to its original width and alignment through the creation of new fill along the right bank utilizing sand imported from the Volga River.

In 2006, DTZ was commissioned to prepare a Highest and Best Use Analysis for the Kazanka Riverfront. DTZ has recommended that the Kazanka Riverfront development consist primarily of residential uses with a capacity to construct approximately 6.65 million m².

Our brief was to take the 463-hectare development area and establish the land forms of the new fill areas as well as the development character, building massing, density, urban design, open space, landscape and transportation systems. After thorough analysis of the city, region and river system, four initial master plan concepts we presented to the city. One concept, The Peninsulas, was selected for further development.

The Peninsulas concept increases the connectivity between the right and the left banks of the river through the creation of a series of land forms that project out into the river. The existing roadway network has been extended into and through the peninsulas to create an organic network of streets and development blocks. The curvilinear, “ribbon-like” buildings have been oriented to maximize views to the river, Kremlin and historic city center and to reinforce connectivity between the right and left banks.

Linear open spaces provide pedestrian access to the water and open up view corridors to the historic left bank.

Plan: Conceptual Master Plan - The final illustrative master plan developed as a result of our process. The cross-section, which is below the plan rendering, illustrates the 3 phases of the proposed development and range of density and building heights.

Figure A: Aerial view of the city of Kazan, Republic of Tatarstan, Russia federation - This aerial highlights the major elements impacting the Kazanka Riverfront; vehicular circulation, key access points, 1000 meter Kremlin setback, bridges, left bank vs. right bank, and the 3 phases of the development.

Figure B: Site Analysis - These diagrams look at two major elements. 1. History of the Kazanka river channel. Where it is today and where it was before the Volga River dams were constructed. 2. Distances. A 10-15 minute walk is what is considered a maximum distance before a person would prefer to drive. The grids and walking radii explore scale comparisons and distance relationships between existing riverfront activity centers.

Figure C: City of Kazan - Kazan has two distinctively different urban typologies on the left bank (historic city) and on the right bank (post industrial city). Both have the same elements, however, the scale, infrastructure, architecture, and the river separate the two typologies.

Figure D: Riverfront Urban Identity - To understand how the proposed development would fit into the context of the city, these diagrams were created to document what currently exists and what the new development proposes to establish, as it acts as a gateway between the left and right banks of the river.

Figure E: Design process

Figure F: Physical Model of the International Business District

Figure G: View from the Entertainment District

Figure H: View of Recreational Park/Area
**Kazanka Riverfront Master Plan Animatics | kazan, republic of tatarstan, russia**

**Merit Award**

**NBBJ**  
*Category: Research & Communications*  
*Client: A Joint Stock Company - Millennium Zilant-City*  
*Animation Consultant: Andrea Maclean*

**The Process:**  
Since January 2007, our design and planning team has been working with the City of Kazan on the preparation of a master plan for right bank of the Kazanka River in the center of the city. Kazan is the capital of the Republic of Tatarstan which is a member of the Russian Federation. Through the planning and design process, we have conducted a thorough analysis of the existing riverfront, city and region. From this analysis, four preliminary master plan concepts were developed, with one being selected by our client for further development and refinement. In November 2008, the master plan was presented to the mayor and leadership team of the Kazan for review and approval. The outcome of this meeting, was approval, subject to the review and approval by the President of Tatarstan, whose official residence lies within the historic Tatarstan Kremlin, overlooking the Kazanka River. The presentation was scheduled to occur in three weeks from the presentation to the mayor.

**The Challenge:**  
While the master plan presentation was graphically engaging, through the use of plans, sections and photomontage illustrations, the mayor wanted to be sure that we could communicate to the President, “what the experience would be like, to live in or visit this new riverfront development”. With only three weeks to prepare this presentation, the design and planning team were given a true challenge. How do we graphically present the material we had prepared in a way that the President could truly understand and appreciate the intrinsic quality of “the place” that is envisioned?

**The Premise**  
The design and planning team engaged our Human Centered Design staff to assist with this challenge. We were advised, by them, that it will be difficult to communicate the “experience of a place” through the use of static images, especially for non design people. They suggested that our presentation should establish a visual connection between the existing riverfront environment, our graphic representations of what the new development could be and precedent images of what the “new place” could look like. The premise is that the brain has a greater ability to conceptualize when it can make the visual connection between linked images. They also recommended music as way to reinforce visual connections.

**The Solution:**  
Precedent images and words were selected by our Human Centered Design staff and a graduate student from OSU’s Department of Industrial, Interior and Visual Communications Design assisted the design and planning team in creating an “animatics”, basically animated storyboards in Russian and English language, utilizing our existing plans, sections and photomontages in combination with a 3-D digital model of the riverfront, evocative words, representative character images, all with Russian folk music playing in the background to establish “moments” which were intended to capture the experience of the place.

**The Outcome:**  
The five minute Russian version animatics was played at the conclusion of a thirty minute PowerPoint presentation describing the details of the riverfront master plan to the full leadership of the city and republic. There was complete silence and we had the full attention of the audience throughout the animatics. The President of Tatarstan fully endorsed the master plan and gave our client approval to proceed.
The Columbus Foundation Office Addition | Columbus, Ohio

Special Recognition

NBBJ

*Category:* Landscape Architecture Conceptual
*Client:* The Columbus Foundation
*Civil, Structural & MEP Engineer:* Korda-Nemeth Engineering
*Owners Representative:* James Panzer - Facility Strategies Limited

The Columbus Foundation is a non-profit philanthropic organization whose mission is “to assist donors and others in strengthening and improving the community for the benefit of all its citizens”. The home of the Columbus Foundation is Ohio’s first Governor’s Mansion on East Broad Street; a beautiful historic structure designed by Frank Packard and built in 1905. The new office addition, garden expansion and renovations will allow the foundation to fulfill its mission in a beautiful, collaborative, safe and up to date facility, with sensitivity to the heritage of the existing mansion and grounds.

The scope of the project consists of a LEED Certified 20,000 square foot office addition and convening hall, renovation of the existing carriage house, protection and renovation of the existing garden and the addition of new gardens and surface parking for 110 vehicles on 3.75 acres. Protection of a 48" caliper Sycamore tree situated in the center of the existing garden and an adjacent pergola were central to the design.

To enhance collaboration and communication among the foundation staff, the design team connected the existing Mansion to the Carriage House and subsequently the new office building and convening hall with an enclosed corridor that completes the north, east and west edges of what is now called the Community Garden. Upon arrival, visitors pass by several existing mature trees that were preserved and arrive at the drop off and parking that abut the border garden and hedges that line the south edge of the Community Garden.

The Community Garden serves as a place of respite for foundation staff as well as a gathering and spill over space for the foundation to host education and collaboration work-sessions with donor organizations, furthering the mission of the foundation in strengthening the community. The Garden consists of a unit paver event plaza adjacent to the convening hall, mixed perennial boarders, formal evergreen hedges, lawn, ornamental trees, tables and chairs and planters for annual plantings. East of the Convening Hall lies the Viewing Garden, a simple space, designed primarily as a place for sculpture, serving as an outdoor backdrop for events held in the Convening Hall. The Garden consists of groundcover, decomposed granite and a formal hedge.

Directly north of the office addition lies the Staff Garden. A place for respite and relaxation, the Staff Garden consists of long, narrow stone pavers set within a bed of low groundcover. East of the Staff Garden is the Entry Garden. The Entry Garden will serve as the threshold for staff and visitors as they enter the new office addition from the north and east. Efficient surface parking facilities border the property and provide secure parking for staff and visitors.

Sustainable design efforts have been focused on turning a former gas station site (Brownfield) into reinforced lawn to beautify the site and provide overflow parking during events. Fast growing, larger caliper trees were selected to provide shade to the surface parking lots within 5 years. Bio-filtration swales were utilized to filter and slow run-off rates of on-site storm water.
The Miracle Field of Central Ohio | dublin, ohio

Special Recognition

POD Design

Category: Landscape Architecture Constructed
Client: The City of Dublin and The Miracle League of Central Ohio
Contractor: Duke Construction (services donated)
Engineer: Burgess & Niple (services donated)

Inspired by one resident’s vision, the league’s mission was to raise funds to build a unique field for the +\-20,000 children in the area with disabilities. The City of Dublin donated the land; the field was designed and constructed almost entirely with funds and in-kind donations from area residents, professionals, and corporations.

The Miracle Field, in Darree Fields Park, is the first of several park projects planned in an area designated to be fully accessible. Other proposed improvements include celebration plaza, covered picnic area, and playground. Every element within this park area will be universally accessible and designed to promote social interaction between all kids.

The LA was involved at all stages of the design and construction process, gladly donating significant time developing the initial perspective rendering for fundraising, master planning, construction documentation, materials selection, and construction observation. A Dublin-based commercial developer volunteered as construction manager and had the project completed in less than 8 months.

One goal of the league is to allow players to experience the sensation of a ‘big-league’ ballgame. Uniforms are designed to match real MLB teams, each player’s name is announced over a permanent PA system, many games are played under the lights with game statistics shown on an electronic scoreboard in the outfield. The field itself is scaled down with 100’ outfield fences enabling many of the players to hit real homeruns.

Every detail related to field design was scrutinized for conformance to the special needs of the children; the most scrutinized item being the selection of proper field surfacing. Since the field must accommodate children who are either visually impaired, wheelchair or walker restricted, or who use various mobile devices, a smooth surface was necessary. Previous fields had used an expensive synthetic surfacing or a cheaper recycled rubber tile product both of which were less than ideal from a long term maintenance perspective, often requiring complete resurfacing, and creating potentially hazardous playing surfaces. The LA worked with a company to develop a seamless poured-in-place, UV-resistant colored rubberized surface. The field surface selection was the first of its kind among Miracle League Fields and is being considered for similar projects in Ohio.

Other unique features of the field include oversized dugouts designed to match existing structures, chilled drinking fountains, and barrier-free/ specially designed backstops with an angled wing to protect from foul balls or errant throws. Additional site features include a parking lot with ample handicap parking spaces, flush transitions to adjacent walkways, large player drop-off zone, raised planter for a future bronze sculpture, and donor recognition including an aluminum bat rack sculpture displaying the primary contributors to the project.

Whether the players get a hit, a homerun or just round the bases, they experience America’s national pastime, just like any other kid. Every child deserves a chance to play baseball; Miracle Field allows that to happen!

“It’s not just about playing a game. It’s not just about winning. It’s about making new friends…building self esteem…being like other kids… dreams coming true…”
-the vision of MLCO
New Bank of Huhne River | city of shenyang, china

This project is located in the City of Shenyang, northern China, in the Yuhong New Town development along the Hunhe River. The site is approximately 1,356 acres with roughly 4.35 miles of waterfront. The majority of the site is agricultural with nurseries and vegetable fields and is located within a flood plane with management handled by a temporary dam at an elevation just above the 50-year flood.

The opportunities on this site include: the location along the Hunhe River (water is a sacred resource in Northern Chinese cities), easy access to downtown Shenyang, relatively low development cost due to the site's current conditions, and the newly constructed Nanyangfu Bridge which will bring more traffic to the site. There were also many constraints including the site’s location entirely in a flood zone with a very real risk of flooding, limited access to the rest of Yuhong New Town due to heavy traffic along the main road, three major electric easements, and also the possible government opposition to development of this site.

The Landscape Architect was asked to create a conceptual master plan for this unique site. The main objectives for the planning process included: (1) to build a waterfront district in which people can live, work, and play (2) to provide a recreational destination for the Shenyang people (3) to establish a sustainable development model by dealing with the relationship between public and private, development and preservation, commercial and civic, human and nature.

The overall structure responds to the opportunities and constraints of this site through the creation of a strong waterfront park with links back to the residential, commercial, and entertainment areas. This structure encourages access to the water by residents of both the Yuhong New Town and Central Shenyang area. The planning structure includes nine district zones: golf course community, low density residential, office district, middle to high density residential, luxury apartment living, commercial and entertainment district, wetland themed water park, a private sports club, and waterfront park.

The development of this site is unique because of the location and sensitive environment. We used a high green space ratio across the site which includes landscape buffer zones, linear open spaces connecting the site to the waterfront, continuous pedestrian walkways, wetland parks to promote bio-diversity, sports park, and amphitheater with water stage for summer concerts and winter skating.

With Shenyang’s growing population (7.2 million), the pressure of developing livable places and creating job opportunities is very intense. This site is subject to the pressures of this population increase in many ways but the financial resources from the government are too limited to protect this land from the deterioration and decline that is and will continue to occur. For sites such as this, it is vital that they be respectfully developed in order to balance the need for places to live and work with the preservation of the limited natural resources of the region.
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The intention of this publication is to increase public awareness of the profession of landscape architecture and to award the members of our profession whose work honors us all. We also wish to acquaint our readers with interesting and unique projects currently involving Ohio landscape architects.

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