



Scarth Street Mall Renewal

A Collection of Proposals from Students in GES 346: Urban Planning, Winter 2023

SCARTH STREET MALL RENEWAL

Overview:

The Scarth Street Mall (F.W. Hill Mall) in Downtown Regina will soon be undergoing a renewal. The pedestrian mall was created in 1975 and has been closed to vehicular traffic ever since. The City of Regina hired a consultant in early 2023 to begin engagement work with the public to see whether the area should be opened up to traffic and what types of updates are desired/required. The projected start date of the renewal is 2024.

Planning Project:

In winter 2023, as part of their coursework, undergraduate students in the Department of Geography & Environmental Studies, Urban Planning (GES 346) class at the University of Regina, were tasked with creating proposals for the Scarth Street Mall.

Students were asked to consider the following elements:

- Whether to keep the pedestrian focus or open up the space to vehicular traffic (if the latter, to consider whether the space will be shared with pedestrians or exclusive to vehicle use)
- Potential infrastructure and design updates
- How to address concerns surrounding accessibility with the current brickwork
- Consideration of different users that presently engage the space, or may engage the space following the renewal
- The creation of “sticky spaces,” or spaces that encourage users to stay for longer periods of time (e.g. day/night functions, seasonal considerations, multi-use spaces)
- Alignment of the proposal with broader goals brought forward by the City of Regina (e.g. renewable city, downtown vibrancy, intensification goals) and planning documents (e.g. Design Regina, Downtown Neighbourhood Plan, Community Safety and Well Being, Cultural Plan, Transportation Master Plan)
- Best practices from other cities for the renewal of pedestrian focused spaces

The proposals that follow offer a sample of the ideas brought forward by students in the course. Of the 21 proposals received, 16 (76%) suggested keeping the street closed to vehicle traffic and 5 (24%) suggested opening it up to limited vehicle access. It is worth noting that every proposal, even those incorporating vehicle access, advocated for a pedestrian focused street.

We hope you enjoy reading through some of the proposals!

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We would like to thank Renee Chevalier (Senior Engineer) & Ben Mario (Manager of City Planning) with the City of Regina for visiting our class and for their helpful presentation on the Scarth Street Mall.

**The Scarth Street Mall Revitalization Project: Meeting the Needs
of the Citizens and the City by Keeping the Scarth Street Mall
a Vehicle-Free Space While Improving Physical and Social Aspects**

Danica Braithwaite

Background

Downtown Regina, with its high crime, low growth rates, and aging infrastructure, is in need of revitalization (Ludwig, 2023). One area of the downtown that has gained attention concerning renewal efforts is the 1800 block of Scarth Street, commonly known as the Scarth Street Mall or the F.W. Hill Mall. The most recent renovation of the street, which allowed for it to be accessed by vehicles if deemed necessary, was undertaken in the 1990s (Regina Downtown, 2014, p. 4). Although the street has yet to be opened to traffic since its most recent renovation (and it has not been since 1975), recent renewal proposals have toyed with the notion of opening it up for either continuous or limited vehicle access. The shift toward vehicle accessibility is highly contested by the public because of the Scarth Street Mall's reputation as Regina's only pedestrian thoroughfare.

Alongside being the single pedestrian-only street within the city, the location and rich history of the Scarth Street Mall has aided in strengthening resident's connections to the space and reinforcing their objection to opening it up to traffic. Situated within the central business district, the F. W. Hill Mall is in proximity to many businesses and Victoria Park. Due to the proximity of the Scarth Street Mall to these locations, employees of, and visitors to, the surrounding area find the pedestrianized street to be a refuge from the traffic-riddled streets, as well as a desirable route when accessing Victoria Park. Another charming characteristic of the F. W. Hill Mall is its historical façade. According to the City of Regina (2007, p. 85), the Scarth Street Mall contains the highest concentration of buildings constructed before World War I compared to any other street within Regina. This assembly of pre-WWI buildings can evoke emotional responses in individuals, such as appreciation and nostalgia (Adiwibowo et al., 2015,

p. 358). Although the Scarth Street Mall provides its visitors with a strong sense of place, renewal of the space is necessary to ensure the location can be enjoyed for years to come.

Proposal

Considering the unique character of the F. W. Hill Mall, efforts must be taken to preserve and enhance the emotional connections the space provides to the public while aligning with downtown rejuvenation strategies. It is proposed that the street remains a pedestrian passage, in which active transportation methods would also be allowable, to comply with the public and city revitalization goals. Protecting one of the few pedestrianized areas in a downtown dominated by vehicles and parking lots is integral for two reasons. Firstly, it replaces the outdated revitalization technique of increasing activity through private vehicles. As discussed by Filion et al. (2004, p. 329), downtown renewal through the use of private vehicles, dating back to the 1950s, has proven to be unsuccessful and, in some cases, causes further decline. The second reason is that pedestrianized streets are regaining popularity (Marchand, 2022). The resurgence of car-free streets can be attributed to the benefits they provide, which include: reducing urban congestion, promoting social interactions, and encouraging physical activity (Soni & Soni, 2016, pp. 140-143). The Scarth Street Mall, if designed correctly and provided the necessary resources for social renewal, has the potential to act as a precedent for future development in the downtown region.

Design

For the F. W. Hill Mall to become a public space that can cater to a wide range of needs, necessary design elements will have to be addressed. To view some of the proposed designs, see

the Appendix. The first, and one of the most concerning aspects of the street is its deteriorating brickwork, which devalues the street's aesthetic appeal and can pose a barrier to pedestrians (Salloum, 2022). A cost-effective and equally stylish alternative to brickwork would be textured concrete. Advantages of textured concrete include its resemblance to brick in colour and pattern, lower price point, and textured finishes that aid in slip-resistance (Bustillo Revuelta, 2021, pp. 302-303). A recommendation for the new floorplate is that it be at a constant elevation — without any risers — to allow more room for active forms of transportation.

A second design consideration is to incorporate designated zones. The purpose of designated zones would be to ensure that the various activities occurring on the street do not interfere with one another and to establish a direction of movement to prevent the feeling of chaos for users. Zones can be grouped into four categories: the frontage zone, the clear path, the street furniture zone, and the cyclist path (Global Designing Cities Initiative, 2016, p. 78). The frontage zone would be the space allotted to business owners in front of their property. The clear path would be the through zone designated for pedestrian usage and separated from other active forms of transportation. The street furniture zone is the space provided for amenities. Lastly, the cyclist path is where active transportation other than walking would be permitted. Each zone would have varying dimensions, with the clear path and furnishings zone occupying the most space. By having the clear path being the widest element, it would also be able to accommodate emergency vehicles if necessary. To delineate each path, a set of colours would be used, which could be incorporated into the floor plate when it is being replaced.

The third design concept would be regarding the landscape and furnishings currently featured, such as stationary planters, light posts, two monuments, and an art installation. Although these features create a more welcoming space, removing and altering these features

would elevate the F. W. Hill Mall's character. One element to reconsider are the planters, which could be replaced by a less bulky alternative, such as a tree pit covered by a grate. The benefits of this planting system would include more space for furnishings or activities overlying the grate and better tree health and growth by decreasing soil compaction (Sherman et al., 2016, p. 100). A second recommendation would be upgrading the street lights, which currently use metal halide bulbs, to a lighting system that uses light-emitting diode (LED) bulbs. LED lighting, in comparison to metal halide, is more energy efficient, brighter, and has a longer life span ("LED", 2015). Another advantage of LED lighting, because it illuminates the area better, is that it enhances the perceived safety of the street through the crime prevention technique of natural surveillance (Cozens & Love, 2015, p. 396). Regarding artistic elements featured, such as the buffalo statue and two monuments, they add more value to the landscape than if they were removed because they reflect the city's identity and reveal its qualities (Wansborough & Mageean, 2000, p.184). For instance, the buffalo statue, officially known as Oskana ka-asasteki, recognizes and honours local Indigenous Cree culture and history (Ogg, 2019). Greenery around the buffalo sculpture, in the form of native grasses or flowers, could also be considered because they have the ability to enhance cultural and regional characteristics (Zhang, 2022, pp. 52-53).

Along with replacing and altering preexisting features, there are elements that can be added to the landscape to heighten aesthetic appeal and facilitate pedestrian activities. The first element the space could benefit from would be signage, specifically an archway at the entry from 11th Avenue. An archway, acting as a landmark, would provide signals, such as orientation and wayfinding, to individuals entering and/or exiting the mall (Alves & Arezes, 2012, pp. 1535-1536). Another benefit of the archway is that it acts as a symbolic barrier, which could help to deter crime via the crime prevention through environmental design (CPTED) concept of

territorial reinforcement (Cozens & Love, 2015, p. 396). A second recommendation is adding more greenery to the streetscape, which would enhance aesthetic appeal by adding colours and textures that help to counteract the harsh urban environment (Tetra Tech, 2009, p. 20). The form of greenery could be permanent trees, moveable planters, or hanging planters with flowers, edible food, or indigenous plant species. Another element to consider is modular seating, which would increase usability by adapting to user needs and promoting a less static space by providing various seating styles (Zhang et al., 2023). Other additive elements to the streetscape include: a drinking fountain that encourages environmental and social sustainability; a bulletin board where locals can display advertisements; bicycle racks to promote individuals using active forms of transportation; and waste disposal units for recycling and trash (Global Designing Cities Initiative, 2016, p. 77).

Social Renewal

Although refurbishing the F. W. Hill Mall would encourage people to visit the space, other aspects of revitalization other than physical design need to be considered to ensure constant use of the street. At present, the Scarth Street Mall undergoes episodes of periodic activity. During typical work hours, the mall has very high levels of activity because of the increased number of people downtown, primarily employees of nearby office spaces. The mall can also experience higher activity levels on weekends if there are events at surrounding recreation facilities, such as Victoria Park and the Pat Fiacco Plaza. Unfortunately, both of these simulators are short-lived. Once the work day or event has ended, visitors to the space begin to clear out, and the mall becomes vacant (Giesbrecht, 2020).

A direct method of increasing movement along the street would be through creative programs that the whole city can participate in. One example of such a program is the design-build competition 'Everyone is King,' which encourages local businesses, community members, and professional designers to draft designs for temporary public space installations, in which successful proposals are given funding to construct their design (City of Toronto, 2018, p. 2). Although the 'Everyone is King' competition is designed with the city of Toronto in mind, the City of Regina could devise a contest that is similar in nature. For instance, a jury could establish which proposals are feasible and let residents decide which will be executed via voting. Allowing local citizens to participate in such programs could create a sense of pride in the space for residents, increasing their willingness to visit.

Another direct activation method would be for the City of Regina to adopt seasonal decorations and programs for the Scarth Street Mall in the winter season. Aside from the Christmas tree already featured in the space during the Christmas season, additional winter elements could include string lighting across light posts or on trees whose leaves have abscised, and planters with coniferous shrubs. As for programs, this could entail the incorporation of a temporary ice rink, such as skating or curling (Bergen, 2021). Another program to increase activity and aesthetics in the winter season would be through adopting yarn bombing. Yarn bombing is an event in which residents and/or organizations knit scarves which are then used to decorate public spaces and made available for anyone to take (Koster, 2018).

Meanwhile, an indirect option to increase activity along the Scarth Street Mall would be for the City of Regina to make booking public spaces easier to encourage residents and organizations to host events and activities. One tactic that the city can use is to develop two event booking application forms: one for simple events and the other for special events. Simple events

would not include the sale of alcohol, blockage of primary roads, or large production equipment (City of Calgary, n.d.). Another method that could be employed is for the city to upgrade its recreational space booking website. Instead of only having the facilities offered, each with a direct link to the booking form, the city could include additional information that would be helpful to those wanting to book a public space, such as amenities offered in each space, applicable fees, and the steps and anticipated timeline to secure a booking. Although this activation strategy would encourage the bookings of all public spaces, the Scarth Street Mall, in particular, may see an uptake in public event bookings because of the upgrades and amenities included during the revitalization process.

Conclusion

To restore vitality in Regina's downtown, the renewal of the Scarth Street Mall is an ideal first step because of its unique characteristics, such as its historical prominence and being the only pedestrianized street in the city. The Scarth Street Mall revitalization project should strive to maintain the uniqueness of the street while performing necessary updates to enhance its appeal to users. Firstly, by replacing the brickwork, lighting, and planters the safety and aesthetics of the street would improve. Secondly, creating designated zones to organize movement would allow for activities occurring on the street to not interfere with one another. Thirdly, further amplifying features already in place, such as the buffalo sculpture, would enhance cultural identity. Finally, adding certain elements and amenities, such as greenery, seating areas, an archway, kiosks, drinking fountains, and bicycle racks, would increase movement through aesthetics and amenities, such as greenery. There are also direct and indirect methods of activation that the City of Regina could undertake to entice people to visit the Scarth Street Mall after revitalization has

been completed. These methods of activation include creative ideas to engage people, such as friendly competitions and embracing winter activities, and making it easier for residents to book public spaces.

By adopting these recommendations, the City of Regina would advance the goals stated in community plans. For one, by keeping the Scarth Street Mall closed to vehicle access, the city would encourage the use of active transportation and contribute to its goal of having a city-wide active transportation network (City of Regina, 2017, pp. 41-42). A second way in which the design proposal aids in achieving future plans is through the incorporation of environmentally sustainable practices, such as increasing the urban tree canopy, switching to energy-efficient LED lights, and reducing the number of single-use plastics such as water bottles (City of Regina, 2013, pp. 33-34). In particular, the Scarth Street Revitalization has the potential to be a catalyst for the downtown envisioned by the City of Regina, such as enhanced public spaces, mixed-use development, a unique identity, and historic preservation (City of Regina, 2013, p.40). Although there will still be obstacles to overcome after the Scarth Street revitalization — such as decreasing reliance on private transportation and encouraging residential development in the downtown — the space will have the ability to act as a precedent and epicentre that further, positive change can radiate from.

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Appendix

Proposed Land Use Plan and Design

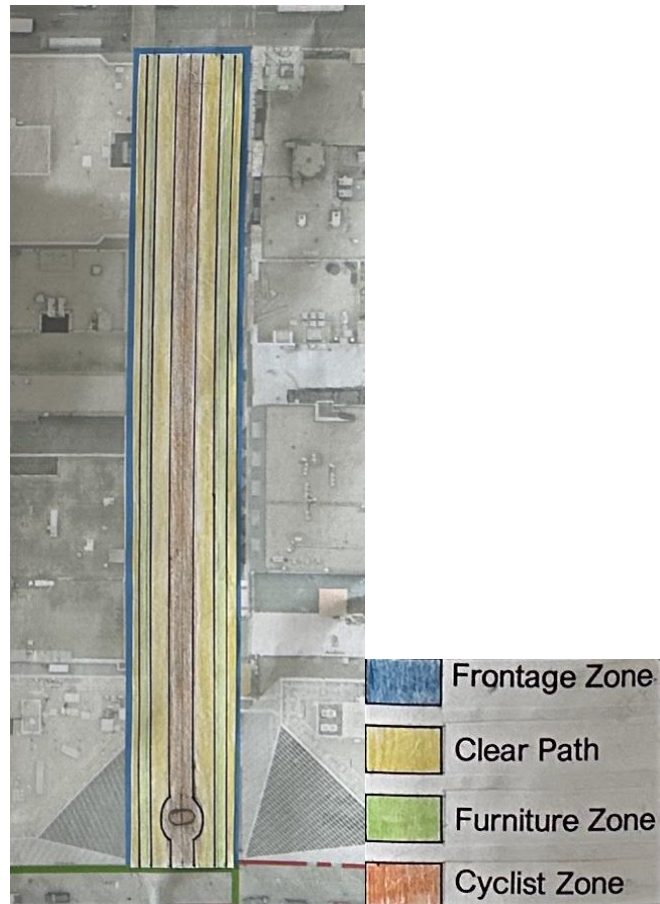


Figure 1. Designated zones to separate activities occurring on the street, which include: the frontage zone, clear path, furniture zone, and cyclist zone.



Figure 2. Placement of the permeant features that would be added to the streetscape, such as trees, lighting, the buffalo sculpture, and sign. The only permeant feature not shown is the water fountain(s).



Figure 3. Modular seating, which can be reconfigured to the users liking (City Blocks, n.d.).



Figure 4. Beale Street archway, an example of an archway that catches the attention of those passing by and signals information to them about the space (Creative Punch Marketing Group, n.d.).



Figure 5. Colourful flowers on Banff Avenue, an example of how flowers with varying height, colour, and texture can brighten a space (Colgan, 2022).



Figure 6. An outdoor planter with coniferous plants that can withstand winter conditions, which could be used to decorate the Scarth Street Mall in the colder months (A Piece of Rainbow, November 15, 2022).



Figure 7. Yarn bombing in Old Market Square, Winnipeg (Paulley as cited in Koster, 2018).

On Scarth Street Renewal and Beyond

Matthew Hilsenteger

Recently, the Regina City Council has undertaken an effort to redevelop and “revitalize” the Scarth Street Mall in downtown Regina. CIMA Canada Inc. has been hired at \$230,000 as consultants on this project, with expected investment projected around \$4.75 million and construction slated to begin in early 2024 (Quon, 2023; CBC News, 2022). The objective of this project is to attempt to induce more activity to the area; therefore, a re-evaluation of the current function of the street has been deemed necessary to achieve this goal (City of Regina, 2022). One proposed redevelopment is the re-introduction of automobiles along the street, justified by the supposed “vibrancy and accessibility” it will bring (City of Regina, n.d.). Both mayor Sandra Masters and Judith Veresuk (on the Regina Downtown Business Improvement District) advocate for this redesign, in agreement that the supposed benefits brought to the mall by automobiles increases accessibility and economic benefits (CBC News, 2022; Salloum, 2022). Notice my insistence on the word “supposed” when referring to the introduction of automobiles to Scarth Street - this is not coincidental. I firmly believe that Scarth Street should remain as a unique pedestrian corridor in the face of revitalization. If the street is to be invested into, then a focus should be placed upon both cementing its pedestrian character and remediating current concerns via targeted policies which, in accordance with agreeable principles, will bring observable economic benefits and improvements. Yet, I do not believe this is a desirable place to conclude discussion on this matter. If the City aims to actually revitalize its downtown to create an area of “vibrant community, economic prosperity and community safety and wellbeing” (City of Regina, 2022), then further discussion must be encouraged to push for cohesive future development across the entire downtown aligned with these above values, dictated by the citizens whom have knowledge of what is actually required for prosperous development.

On Scarth Street and its Renewal

To accurately frame and contextualize the following proposals for Scarth Street, I must first identify the values which form the basis of this perspective. As a general rule for selecting those principles which are most appropriate, their goal should be to strive to maximize individual happiness across the collective and promote freedom. I believe this can be achieved through progressivism, from which three values are chosen to guide criteria for policy selection: equity, tolerance, and equality of opportunity. These are not contradictory with the City of Regina's aims in revitalizing the downtown area – and Scarth Street by extension – as all recommendations listed in this paper will be shown to support the City's goals. In addition to outlining my perspective from which I will approach this subject, it must be made clear that I intend to apply these policies to attract residents of Regina primarily. I believe this will then attract tourism on account of Scarth Street's desirability, creating outside growth via induced demand. Finally, two distinct Canadian examples of pedestrianized areas will be referenced to highlight actual implementations of certain policies I will recommend; these are Sparks Street and the Distillery District located within Ottawa and Toronto respectively.

To begin, I advocate for continuing the current pedestrianized function of the street, but in applying elements of the complete street concept, recommend the inclusion of dedicated bicycle lanes along Scarth Street. While bikes are not disallowed along Scarth Street, this addition will directly encourage this form of active transport and thus increase accessibility. The lane widths are 2.25m, with a total bike pathway width of 4.5m as indicated in Figure 1, giving adequate room for two bicycles in each direction (CHM, n.d.). Their location does not conflict with pedestrian movements, allowing for increased and accessible through movement. An exception would be made for emergency vehicles (such as ambulances, fire trucks, police

vehicles, etc.), but would not allow for them to consistently use the space. On the topic of policing, another issue pushing away prospective visitors is their safety concerns with downtown Regina. These beliefs are not entirely unsubstantiated: even as far back as 2006, Wallace et al concluded in an analysis of crime distribution in Regina that "... violent crime is concentrated around the city's core, in neighbourhoods [such] as Downtown ...", with current statistics implying similar dynamics as was observed almost two decades ago (RPS, n.d.). To help assuage public concerns of safety in the downtown area, both in day and night settings, I recommend the introduction of two permanent social workers to cover the north and southern sides of Scarth Street, with areas of coverage delineated in Figure 4. I do not look to introduce police officers into the area initially, as the introduction of police does not necessarily increase the perceived safety of that area (Veer et al, 2012). Even if their introduction may decrease the crime rate surrounding Scarth Street, it may also decrease public perception of safety and thus decrease the desire for persons to remain in the area or even come at all. However, police would still be available for the area as requested by the social workers, but they would be required to be the same officers, as a means of fostering relationships with the citizens along Scarth Street. This allows some of the benefits of community policing to be reaped, which has been demonstrated to have possible positive impacts, such as increased perceptions of police legitimacy and thus trust (Peyton et al, 2019). Next, I recommend a redesign of the layout of both greenery and lighting to economize on space usage in comparison to the current arrangement along Scarth Street. With respect to greenery, I generally look to replacing the trees along Scarth with various types of bushes and flowers – some examples of plants and shrubs which are winter-hardy and contribute to the aesthetic of Scarth Street are contained within Figure 5 – and whose layout is identified in Figure 1. With regards to lighting, I defer to Sparks Street as an example of how the current lamp

layout along Scarth Street can be reconsidered. Considering Figure 6, we can see that the interval of lighting fixtures is much more regular than those along Scarth Street, which if transposed here would help increase its night-time functionality and perceived security as the street appears more visible in the presence of increased lighting. To further assist in this task while also increasing the street's aesthetic quality, the introduction of permanent bistro or string lighting width-wise along the street would help in reducing illumination concerns. It would also create a better sense of place by giving the illusion of a vertical height constraint: as the lights are strung in an almost patchwork manner (see Figure 7), they create an artificial barrier between the street and the sky, necessarily making the space feel more complete and well-contained. If there is the ability to hang some types of greenery along the string lighting, this can also lead to further security benefits as evidenced in Li et al (2015).

Continuing recommendation on the physical design of the street, the current use of cobblestone bricks as the street surface is an oft-noted concern, with accessibility issues commonly cited. To not eliminate the aesthetic benefits the cobblestone bricks bring to Scarth Street, while acknowledging the valid issues inherent in their usage, I believe the introduction of clay brick pavers as shown in Figure 2 would be an adequate compromise. Clay brick can retain aesthetic qualities similar to the cobblestone bricks while also accommodating for accessibility needs (TBIA, 2012), as well as having many benefits associated with their use, such as enhanced permeability, reductions in the urban heat island effect, and reduced formation of black ice or freezing puddles (SBI, 2015).

The final policy recommendation for Scarth Street is primarily motivated by a lack of on-street usage by businesses and on-street businesses. I defer to the Distillery District in images contained in Figure 7 as an example of properly implemented on-street uses by the presence of

patios, pergolas, benches, seats, and much more that are actively utilized by residents of the community. Considering on-street businesses next, it must not be overlooked that Regina itself is home to such businesses throughout various periods in the year not one block away from Scarth Street. Along 12th Avenue within the downtown area, which intersects Scarth Street and is partially pedestrianized, events such as the Regina Folk Festival or Farmer's Market give various vendors the opportunity to engage in on-street business. These events could be argued to have their economic viability and longstanding popularity on account of their ability to encourage on-street business activity. Therefore, I advocate for the increased usage by business of on-street areas, either by the businesses already established along the street or by vendors that can set up businesses on the street itself – I give roughly 1.5m of area to conduct this as represented in Figure 1. To achieve this goal, various tax incentives can be used in the short-run that bias towards rewarding this behaviour, such as through investment allowances or tax credit accounts, which through various mechanisms allow for a fixed amount of income spent on investments to count against a firm's taxable income for that fiscal year (Easson et al, 2002). This may not be ideal in the long-run, and so the City may be able to use some of the allocated project capital to contract businesses to engage in this behaviour, but this is much riskier in terms of financing as the funding for the project is fixed and most likely not renewed year-over-year. Another possibility is presenting either the provincial or federal governments (or a mixture of both) a proposal for funding to encourage on-street development, whether through bidding, contracts, or direct public firm creation. This is much more complex and difficult to achieve, and so is unlikely to be possible in the short-run. Further expanding on the use of tax incentives, if the City of Regina is willing to rezone areas of Scarth Street to encourage mixed-use developments,

the aforementioned incentives could also be used to incentivize residential construction within any vacant or underutilized businesses to grow the population along the street.

Ultimately, while these recommendations are not final nor entirely comprehensive, they attempt to construct a broad overview under the assumption that if Scarth Street is to be redesigned, then workable solutions formed upon key progressive principles can directly support improvements which are consistent and in line with the goals the City of Regina has for the downtown area.

On Why? – or, The More Things Change, The More They Stay The Same

If hitherto the prescriptions in the above body of text seem sufficient to be conclusive on the matters of downtown revitalization in Regina, and if the debate on this matter appears to be any more “solved” than another proposal, then allow me to reframe this discussion in a larger scope. While the above changes presented for Scarth Street represent a necessary step forward for the street’s evolution as something in line with the City of Regina’s goals for the downtown, the reality is that this project is centered around the very character of this street, implying that its current function as a pedestrian-only corridor is not only misaligned with the goals of the City itself, but that pedestrian streets as a concept, and the necessary suppositions that must be undertaken to advocate for pedestrian-oriented uses, are not seen as satisfactory by the City of Regina. In essence, regardless of whether we see a “victory” (meaning the pedestrian-oriented function of the street remains) or a “loss”, there is no true progress forwards – only that we are left roughly where we were before. There appears to be some fundamental devaluation of Scarth Street and what it provides. I do not believe this is a conceited effort to push against

pedestrianization - rather, it specifically arises because of the obvious dichotomy between pedestrianization-and automobile-centric uses: Scarth Street is an island amongst the sea of asphalt and concrete enveloping Regina. Scarth Street represents a microcosm of a path forward for Regina in terms of downtown revitalization, but by simply focusing on redesigning the street alone to appear more attractive via any means misses the forest for the trees: no amount of change to Scarth Street, even that which is the most blisteringly utopian, will cause an immense wave of interest to reappear in that area - or the downtown area as a whole for that matter. Even given the numerous benefits of pedestrianization across a multitude of factors¹, what is ultimately needed is a master plan, which is able to take account of all the various issues afflicting downtown Regina and thoroughly recommend strategies and processes by which these issues can be remediated. As it stands, the City of Regina has implemented a sort of “master plan”. Beginning in 2013, the City of Regina enacted an official community plan titled “Design Regina”. The plan has aimed to suggest certain objectives for Regina as a whole to help manage its population growth to 300,000 people. Downtown Regina in particular had a specific neighbourhood plan arranged, which looked to, among other things: host up to a quarter of Regina’s annual residential growth; focus on Victoria Park as the central focal point of downtown; create community gardens; implement express bus transit routes; and create pedestrian-oriented ground floor business uses (City of Regina, n.d). Yet, over a decade later, very few, if any of these proposals have actually been fulfilled. As a demonstration of the actual effects of this document, the residential growth over the last decade in the downtown area has been 74 residents (Ackerman, 2022). Clearly, the intended goals of the plan have not been working for the downtown – and data actually indicates this, showing that Regina had the second

¹: See (Bornioli et al, 2018), (Murakami et al, 2021), and (Soni et al, 2016)

worst growth in their residential growth from 2016 to 2021 out of all sampled cities in Canada. The mayor even admits themselves that the City “[hasn’t] adjusted policies ... [and hasn’t] ...coordinated efforts to focus on downtown revitalization” (O’Donovan, 2022). Combining these statements with the current decision by the City of Regina to pursue catalyst projects, all of which are inconsistent with the goals of downtown revitalization and development, indicates that there is still no guiding process by which these efforts are coordinated. There is little transparency nor real input from citizens on these decisions, which leads to the further erosion of trust in and legitimacy of the City Council. While space constraints limit extra discussion on how to deal with these issues practically, I can summarize that the citizenry must keep agitating against the ineffectual and monolithic council, insisting that they continue development in the downtown with solutions that are sustainable, equitable, democratic, transparent, and trustworthy.

Conclusion

In summation, I have made clear the efforts I would make to improve Scarth Street given it will receive funding for improvement, while also arguing that stopping with Scarth Street is simply not enough if the goal is downtown revitalization. I recommended a variety of policies, changes, and reforms which can transform Scarth Street into both an attractive corridor for residents of Regina and a nucleus of potential future progress in the downtown itself, and outlined the logic of why this redesign, even if motivated by interest in growth, is not enough and must be justified through a larger guiding context which can further give value to the improvements themselves. One may feel that latter parts of this paper may seem overly idealistic and critical of any actions made towards change, so I want to make clear that I am not against the idea of incrementalism – I strive to not let perfect be the enemy of good. Scarth Street continuing

to possess its pedestrian character would be a success, one which I believe could encourage Regina to re-evaluate its goals and consider an alternative way in future growth.

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Appendix

Figure 1 – Cross-sectional layout of suggested land use for Scarth Street

(Hilsenteger, 2023)

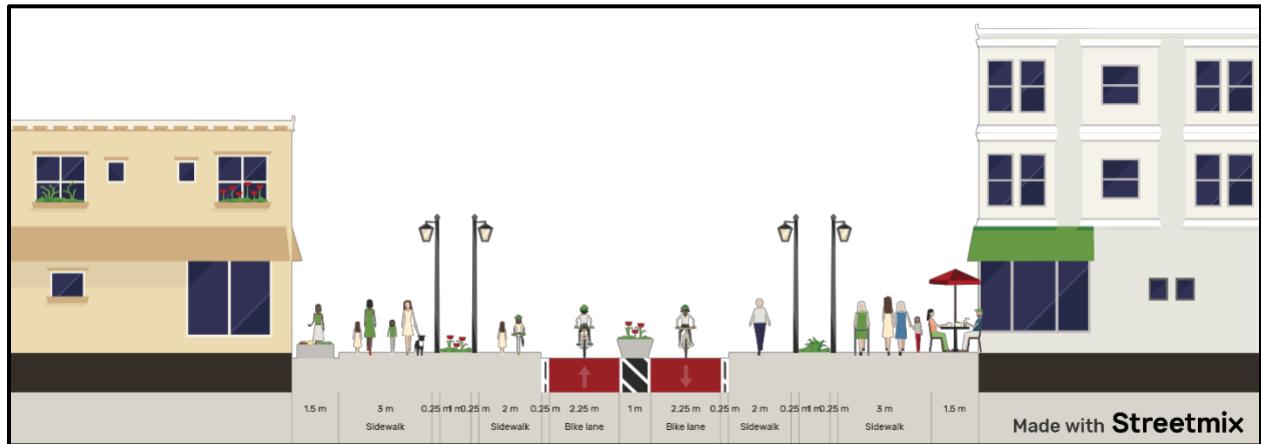


Figure 2 – Clay brick pavement to replace cobblestone bricks along Scarth Street

(Shaw Brick, n.d.)



Figure 3 – String/bistro lighting (photomatz, n.d.)



Figure 4 – Recommended zones of peace officer enforcement along Scarth Street

(Basemap sourced from (City of Regina, 2017))

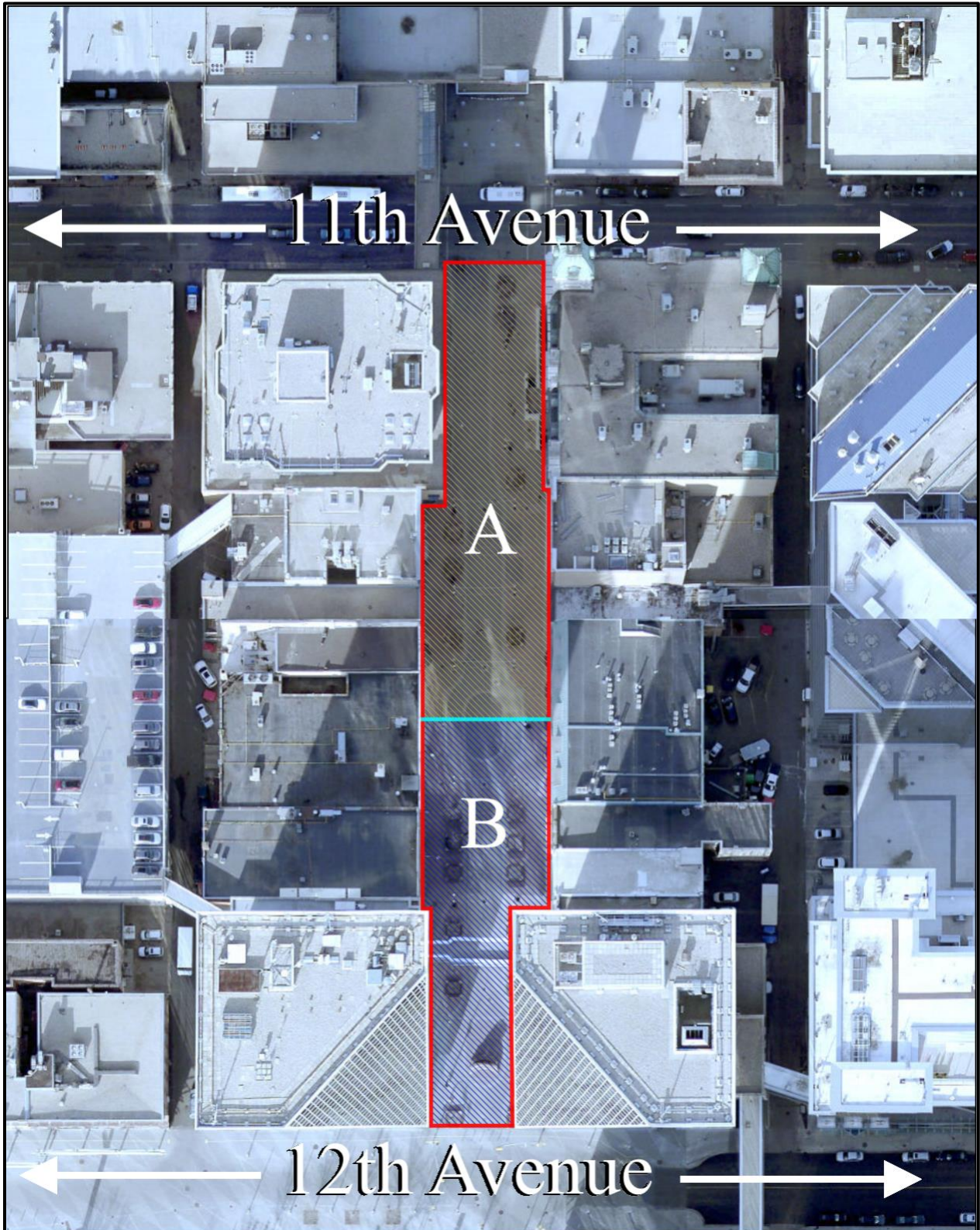


Figure 5 – Possible plant and shrub species to replace flora along Scarth Street

(Sources found under 'Figure 5 Sources' in 'Works Cited' section)



Figure 6 – Sparks Street, with labels referencing its lighting layout

(Google Maps-a, n.d.)

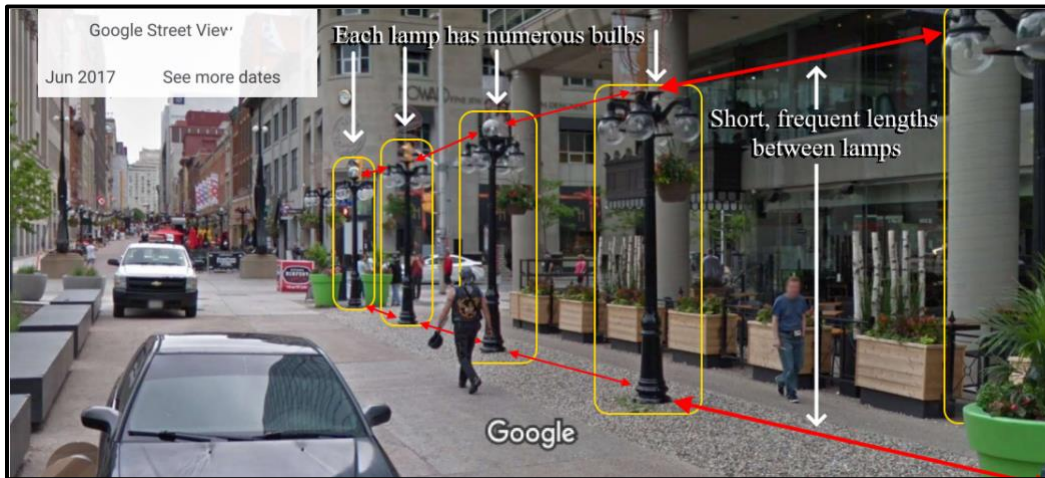
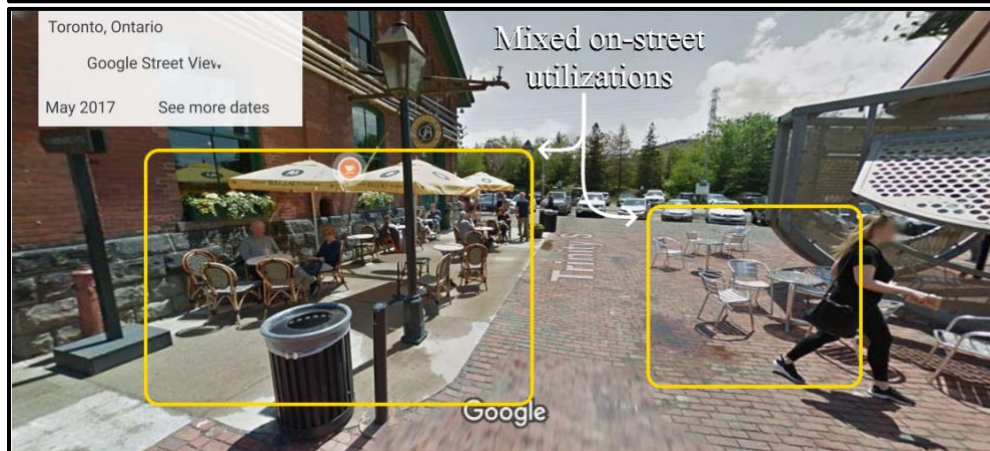
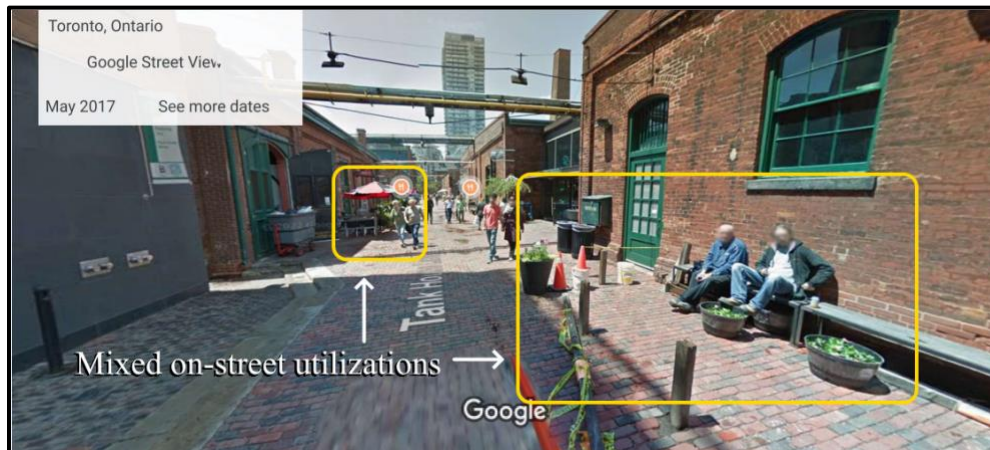


Figure 7 – Distillery District, with labels referencing on-street uses

(Imagery sources: (Google Maps-b. n.d.), (Google Maps-c, n.d.))



Scarth Street - F.W. Hill Mall Revitalization Project

Hannah Phillips

As part of an effort to re-invest in the downtown of Regina, the city is proposing a so-called revitalization of the F.W. Hill Mall on Scarth Street. The Mall, visible in the land use plan seen in Figure 1, runs between 11th and 12th Avenues. It is entirely covered in paving bricks and has some planter benches for seating and greenery. After undergoing revitalization, the Scarth Street Mall should remain pedestrian-only and the revitalization should seek to make the area more usable for pedestrians.

The space lacks energy at all times of the day except the lunch hour and around 5 pm when people leave the downtown to go home from work. Currently, the space is oriented to attract people who live and work in downtown Regina. In order to make the space more active and “revitalized” the space should attract residents from the rest of the city. As a pedestrian-only space, the Scarth Street Mall should already be accessible and inviting to children and those with mobility issues. The Mall is dimly lit and shadowed by two of the Hill Towers at its southern end. The paving stones are also breaking, creating tripping hazards. By making the space more family friendly, the Mall could be more active.

Currently, the Mall does not feel like a place. Kevin Lynch’s *The City and its Elements* proposed a classification for the different components of a city. While a revitalized Pedestrian Mall would ideally be classified as a “node”, presently the Mall feels more like a “path”. It is used as a route to get between Victoria Park and the Cornwall Centre instead of as a destination. Nodes are meeting places filled with activity and multiple uses. Places in cities can either be introverted or extroverted (Lynch 1960). To be an active space the Mall should be outward facing drawing people in towards it. Extroverted spaces are more open and welcoming. Updating

the design, and brickwork will make the space more inviting. This redesign is in line with the City of Regina Official Community Plan goal of increasing the density of downtown Regina (2013). By making the public spaces of the downtown more inviting, businesses and residents may be more likely to move to the downtown.

The current land use of the F.W. Hill Mall fills the entire area with paving bricks abruptly bounded by 11th and 12th Avenues and does not include significant greenspace. Instead of keeping the area entirely covered with paving stones there should be green spaces throughout the centre of the street. The edges of the space will be covered with paving stones; this plan is visible in Figure 1. This is the centre piece of the plan which will transform the space from a pathway into a destination. Adding green space to urban spaces has many proven benefits. In the summer, the trees, as part of the “urban forest” will cool the environment. As temperatures reach into the 30s Celsius during the summer months, providing shade is incredibly important. A study done in Vancouver compared the impacts of trees in reducing the temperatures of urban places. Aminipouri et. al. (2019) modelled future temperatures in Vancouver under several climate warming scenarios; they found that in all of their models trees significantly reduced mean radiant temperatures. Lowering the temperatures of urban places makes places more enjoyable to be in and more equitable. As lower-income individuals are less likely to own property, providing public green space is an important resource to that demographic. Trees also make spaces more appealing in the winter. Even bare trees on winter city streets have a positive effect on mental rejuvenation (Hidalgo, 2021). Designing public spaces with the winter in mind is important for Regina to meet its goals as a Winter City. The implementation of green space and trees brightens the area and connects the feel of the space to Victoria Park. Connecting the Scarth Street mall to Victoria Park with a continuation of green space will make the space more extroverted. Ideally,

drawing more people into the mall will cause people to stay in the area making it livelier. The idea of the centre green space is to have a pocket park all through the centre of the green area. This includes seating like before with vegetation that will not feel dead throughout the winter. The trees will have a space to grow out of the ground instead of being restrained to planters. With trees in the centre, lights can be strung through the mall brightening the space.

Parkettes or pocket parks draw people into urban spaces and provide a sticking point keeping people in the area. By incorporating a pocket park in the centre of the Mall, more people should be drawn into the space. This pocket park could take inspiration from one of the many parkettes in Vancouver. The city of Vancouver has many plazas which, notably, have more greenery than the Scarth Street Mall does. Figure 3 is an image of Jim Deva Plaza in Vancouver. It has nice larger trees with overhead and podium lights. Adapting the parkette framework to the longer mall builds in comfortable permanent seating. This seating should be colourful and attractive to young people and families. While not to the scale of the seating in High Park in Calgary, the bright colours would make the space less dull. The High Park is on top of a parkade owned by the Calgary Parking Authority which is owned by the City of Calgary – see Figure 4, 5. Such a project would be another way to create urban public space in the downtown of Regina, however, none of the parkades in Regina are owned by the City. Creating colourful public spaces creates a sense of community attachment. Seattle's colourful buildings, with ground floor stores have attracted local artists (Pearson 2002). The community is so attached to the look of their neighbourhood that they are resisting new development that does not match the design of the rest of the neighbourhood. As a prime tourist destination within Seattle, the Belltown neighbourhood demonstrates that colour is a way to attract people to a space. Colourful spaces are brighter and more engaging to be in which is why the Scarth Street Mall should have bright colours in its

design.

Active urban spaces require features that keep visitors in the area and seating is an important example of such a feature. Seating is incorporated into the green space area in two forms. There will be traditional benches like in High Park in Calgary. There would also be some swings in the style of the 21 Balançoires project in Montreal's Promenade des Artistes. These were musical swings which replaced the bus stops for the street. Here it would just be regular swings to create a more family friendly atmosphere. The image in Figure 4 shows how the structure attracted people of all ages to the space. The project was not officially a bus stop. It won a design award in 2013 and is no longer there likely because it was a temporary public art installation (Jobson 2012). A permanent set of swings in this style would act as a "sticky" feature for the space. To use swings people must sit down and take time to stay in the space. As seen in Figure 2, users of many different ages were attracted to the swing set installation. The swings do appeal to children and families, but it does not limit the space to be slightly more oriented to children.

Lastly, to increase the use of the Scarth Street Mall downtown, there needs to be a large "captive audience." Changing zoning regulations to increase the density of the downtown would attract more people to pedestrian spaces. Since the Scarth Street mall is the only pedestrianized space in the city it would ideally serve residents of the downtown. When there is a higher density of people in an area more people are likely to choose to walk. This makes pedestrian spaces more vibrant. A 2019 study assessed the legacy of pedestrian malls by examining 140 malls built in the three decades after the end of the second world war (Amos 2019). It found that malls located closer to community anchors such as colleges were less likely to be removed. This could also indicate that having higher population densities is important in making pedestrian spaces more

vibrant. The University of Regina is too far from the downtown to act as major focal point. Some type of community recreation centre in the downtown could fulfil this purpose. There is currently no City owned leisure centre downtown. This is another amenity that the downtown could add to increase the use of its space.

Current city policy is to increase the density of existing neighbourhoods through infill developments. Of particular note is the goal of 10, 000 residents in downtown Regina (Regina 2013). Current neighbourhood profiles indicate that there are around 675 people living in downtown as of the 2016 census; this is a decrease from 820 residents in 2011 (Regina 2019). Clearly current city policy has been unsuccessful in drawing people to live in the centre of the city. To encourage densification current policy offers grants of up to \$50,000 and tax breaks for 5 years as incentives to develop in the downtown (Regina 2023). That is for any type of development – specifically emphasizing residential development may be more effective. Creating additional residential development on Scarth Street would be a really effective way to attract people to go the space. Encouraging the development of multiple stories of apartments on top of the ground floor businesses actively builds in density into the existing built environment. It is important to consider how the pedestrian spaces may come to be viewed in Regina if the revitalization is unsuccessful in its goal of rejuvenating the space. If the redesign is unsuccessful, it might not be because of the design of the individual street, but because of the design of the whole city.

In summary, the design changes are to remove the planter bench seating and transform the space into a pocket park. The central green area will include trees and grass and other vegetation to create a welcoming urban forest. There will be standard bench seating like that seen in High Park in Calgary. An additional “sticky feature” will be two sets of swings modelled after

the 21 Balançoires project in Montreal. These swings are part of an effort to make Scarth Street Mall more child friendly. As a car free space, it should already be a more comfortable space for parents to bring their children. Currently it is dark and an introverted space which does not attract people outside of peak times of noon and five pm when it does not make sense for there to be children in the area. Outside the pocket park area in the centre, the space will be paved with durable materials, possibly with colourful accents. This ties into the themes of child friendly, accessible spaces that the redesign is trying to achieve.

Policy changes are to increase the incentives for residential specific development in the downtown. Current policy is open to commercial development as well when there are vacant stores already in existence downtown. Rezoning is another policy change that attempts to increase the density of downtown Regina, by allowing for more residential development mixed with the existing commercial development. Creating additional apartments on the upper levels of the buildings in the Scarth Street Mall would build in a user-base for the space.

In conclusion, the redesign of the Scarth Street Mall should continue to prohibit vehicle access from the space. The mall is one of the few completely or semi-pedestrian spaces in the city and holds an important cultural value to residents of the city. A redesign of the space could attract users from all areas of the city not just downtown workers. By making the space brighter, greener, and adding sticky features such as swings the mall will be more child and family friendly. If families feel safe in taking their children to the mall after school or on the weekends it will add use to the space outside of the work week. To be as successful as possible, increased density and pedestrian safety need to be a focus throughout the downtown. It does not make sense to have one singular street be an oasis for pedestrians in a sea of parking lots.

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Appendix

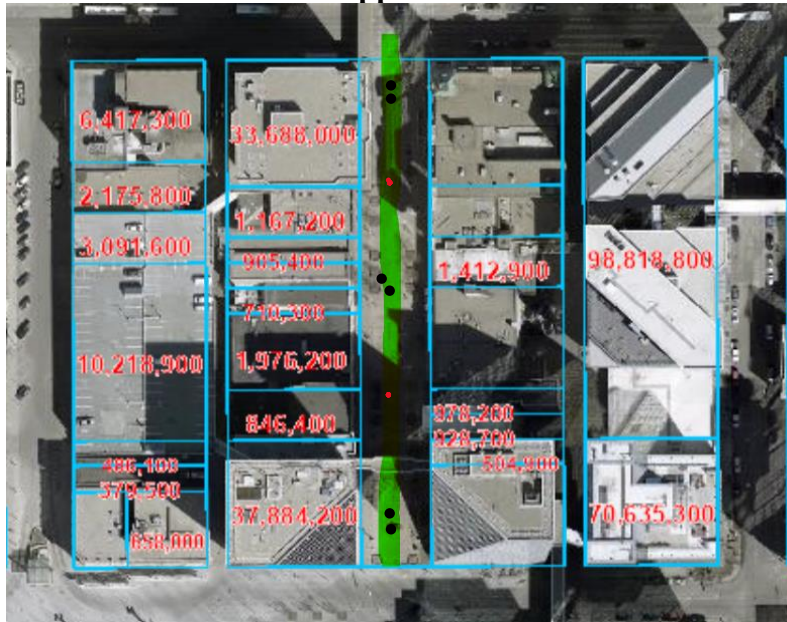


Figure 1: Land use plan. The green is the central pocket park. At each third there will be swings marked with a red dot and regular benches marked with a black dot. The area on either side of the green space still functions as a paved path.



Figure 2: 21 Balançoires Project in Montreal. Individuals of all ages are seen enjoying the public space.



Figure 3: Jim Deva Plaza in Vancouver. The hanging lights from this plaza would be incorporated into the design for Scarth Street Mall. The trees are a great example of greenery in an urban space.



Figure 4: High Park in Calgary from above. This would be an interesting project to try in Regina. The colour seating and ground patterns are an inspiration for creating a more child friendly Scarth Street



Figure 5: On High Park in Calgary, a pretty depiction of changing a car oriented space into a human oriented one.

Scarth Street Renewal Project Proposal

Noah Richter

As the City of Regina gears up to revitalize the F.W. Hill Mall, many factors arise in how the portion of Scarth Street can be rejuvenated and become a key player in the attractiveness of Downtown Regina. In the revitalization process, pedestrian access, infrastructure and design updates, brickwork, whom the space will serve, and the concept of place and sticky space are all equally important in ensuring the updated space is beneficial for residents and tourists accessing the area, as well as businesses seeking economic growth from the project. My proposal suggests that the F.W. Hill Mall renewal should center around a pedestrian-only model, along with adequate infrastructure and design updates. These elements support the goals in the Design Regina Official Community Plan and Design Regina Part B.4 Regina Downtown Neighbourhood Plan.

Downtowns are areas of dominant concentration and a destination for significant social interaction. Along with the community's culture and economic vitality, residents and visitors view a city's downtown as the most robust image of a community (Hodge et al., 2014). A clear vision and proper considerations may spark a revitalized Downtown Regina by successfully renovating the Scarth St. Mall through the implementation of various initiatives such as urban revitalization projects, cultural events, and economic development programs.

Pedestrian and vehicular considerations may be the most prominent under this renewal project as it will have the most diverse effect on how residents, workers, and visitors travel

through the space. Section 3.4.3.3 of the Downtown Neighbourhood Plan acknowledges F.W. Hill Mall as a space that exhibits pedestrian amenities, storefronts, and programming, among other aspects. However, it also suggests that the mall considers allowing access to vehicular travel to add accessibility and vibrancy (“Regina Downtown Neighbourhood Plan,” 2009).

Although it is essential to consider all options, I propose the city renew the area in a manner that continues to grant access only to pedestrians. This proposal includes significant inclusion of other existing policies throughout the City's OCP and Downtown Neighbourhood Plan. Jan Gehl advocates for attending to the human scale by encouraging the creation of pedestrian and bicycle-friendly cities while encouraging people to saunter, frequently stop, and linger (cited in Bain & Mark, 2020). The City of Regina can follow Jan's advice by committing to a pedestrian-oriented Scarth St. Mall. It would be logical for the city to commit to a pedestrian-oriented space as numerous policies outlined in the OCP and Downtown Neighbourhood Plan suggest a reduced prioritization of vehicular transport. Such policies include but are not limited to: section 5.27, developing a city-wide pedestrian strategy, 7.7.1, investing in an attractive, safe public realm including pedestrian-friendly streets, and 3.3 of the Downtown Neighbourhood Plan, designing streetscapes intended to enhance the downtown experience and nurture a culture of walking. Pedestrianization is also one of the city's *8 Big Moves*, Big Move 3 – Pedestrians First (“Regina Downtown Neighbourhood Plan,” 2009). Section 5.1 pushes to design streets that interest pedestrians, ensure safety, and allow for interaction with the city. Big Move 3 suggests that keeping the mall accessible to pedestrians only supports a community vision of an enhanced Downtown pedestrian experience.

It is evident in Canada that the priority in transportation is to move more personal-use vehicles, which impacts the pedestrian experience and active transportation in urban settings.

Walker and Blakley (2020) suggest that adjusting automobile infrastructure for transit, cycling, and pedestrian travel comes with public health, environmental, and financial benefits. Pedestrian-only access to the mall aligns with these properties and is an excellent way for the city of Regina to encourage a downtown with a decreased dependency on automobiles. One may argue that allowing car access will result in increased economic prosperity. However, initiatives in Toronto may prove otherwise. “Celebrate Yonge” was a successful initiative led by a local councillor that reduced traffic lanes and added art installations, street furniture, and lounges in hopes of tapping into a new vessel for culture and commerce on the streets. The four-week period over which this occurred saw a spike in pedestrian traffic and a 40 percent increase in sales (Walker & Blakley, 2020). Hence, supporting the argument that people drive business, not automobile access. They further suggest that the proper initiative and execution of pedestrian-oriented spaces is crucial to the success of these spaces. Responsible planners must consider the city's community plan intentions and contemporary planning principles to foster a pedestrian and environmentally oriented space.

In developing a proposal for a continued pedestrian access-only mall, infrastructure and design updates including lighting, seating, public art, and overall form are equally as important. This portion of the revitalization will be a massive factor in the success of the revitalization. I propose better and more efficient lighting coming from light posts as well as various string or individual lights; a variety of increased seating options beyond the outdoor patio; careful consideration in public art installments; and permanent urban forest elements; as well as consideration for a central prominent sized landmark that draws visitors and residents to the mall. I also propose implementing the landmark, urban forest, and public art installations to create a non-linear walkway for those passing through while still providing room for

programming and vendors. The 3rd Street Promenade in Santa Monica exemplifies that the right streetscape design can rejuvenate a once-failing mall. Santa Monica also demonstrates that design is not a one-time event and that development is continuous (Poiani, 2008). The City of Regina could follow suit through proper maintenance of the proposed greenery and forest and regularly rotating public art to maintain a fresh and vibrant look for visitors. An update in lighting requires consideration to improve visitors' perception of safety at night and seek integration to contribute to the feeling of place ("City of Saskatoon Public Spaces, Activity and Urban Form," 2011). The City of Saskatoon Public Spaces, Activity and Urban Form document supports the notion of public seating's contribution to a lively location.

Sufficient and strategically placed seating creates an area that encourages its visitors to stop, stay, and linger. Proper seating correlates with economic benefits as people spend more money where they enjoy spending time ("City of Saskatoon Public Spaces, Activity and Urban Form," 2011). An equally important consideration is the implementation of public art. Regina's OCP strives to make the city attractive while embracing and investing in arts and culture ("Design Regina, Official Community Plan," 2013). Regina's Downtown Neighbourhood Plan, under 3.5 Visual Prominence, intends to incorporate public art to create an identity through its relation to surrounding design elements. Scarth St. Mall can help achieve this by adequately implementing public art and a significant landmark. Jane Jacobs advocated the role landmarks play in streetscapes to enhance overall urban quality (Walker & Blakley, 2020). Lastly, implementing urban forest considerations is essential visually and environmentally. The correct implementation of trees can contribute to the street quality, experience, and have potential economic impacts. Shoppers claim spending increases by 9-12 percent in central business districts with high-quality tree canopies ("City of Saskatoon Public Spaces, Activity and Urban

Form,” 2011). Under the City of Regina OCP’s goal 2 – Urban Forest, policy 4.7 notes the positive environmental effects of trees, such as reducing heat island effects, improving air quality, and increasing carbon absorption, all beyond an increased aesthetic character. The consideration of urban forests, among other infrastructural properties, all come together to improve the public realm while increasing the time one will spend in one place without necessarily travelling to these locations to buy anything (Bain & Mark, 2020).

Particular attention should be given to revitalizing the brickwork throughout the mall. Saskatchewan's climate makes it difficult to decipher the best method forward. I propose stamped concrete as an economical and aesthetically pleasing option. I also propose that it is stamped or designed in an irregular pattern. Scarth St. Mall's current design contains many rectangular and square shapes throughout the brickwork, tree planters, and buildings. Laying the stamped concrete with abstract shapes, patterns, or colours may add an aesthetic presence to the mall. The streetscape experience can be altered by the complexity of lines and textures and stimulating paving surfaces (Walker & Blakley, 2020). Detailing, such as incorporating texture strips and curb cuts, can add character to the area. (“City of Saskatoon Public Spaces, Activity and Urban Form,” 2011).

With a pedestrian-oriented focus and renewed infrastructure, my proposed changes will seek to serve a wide variety of people. The space will connect active commuters heading to The Cornwall, Victoria Park, or other locations divided by the block between 11th and 12th Ave. The absence of cars and renewed seating and infrastructure should encourage the gathering of families with children, residents looking to shop or experience the area, as well as tourists hoping to explore Downtown Regina. A new vibrancy can attract a nighttime demographic that travels from O'Hanlon's to The Fat Badger or individuals waiting to catch a show at The Globe Theater.

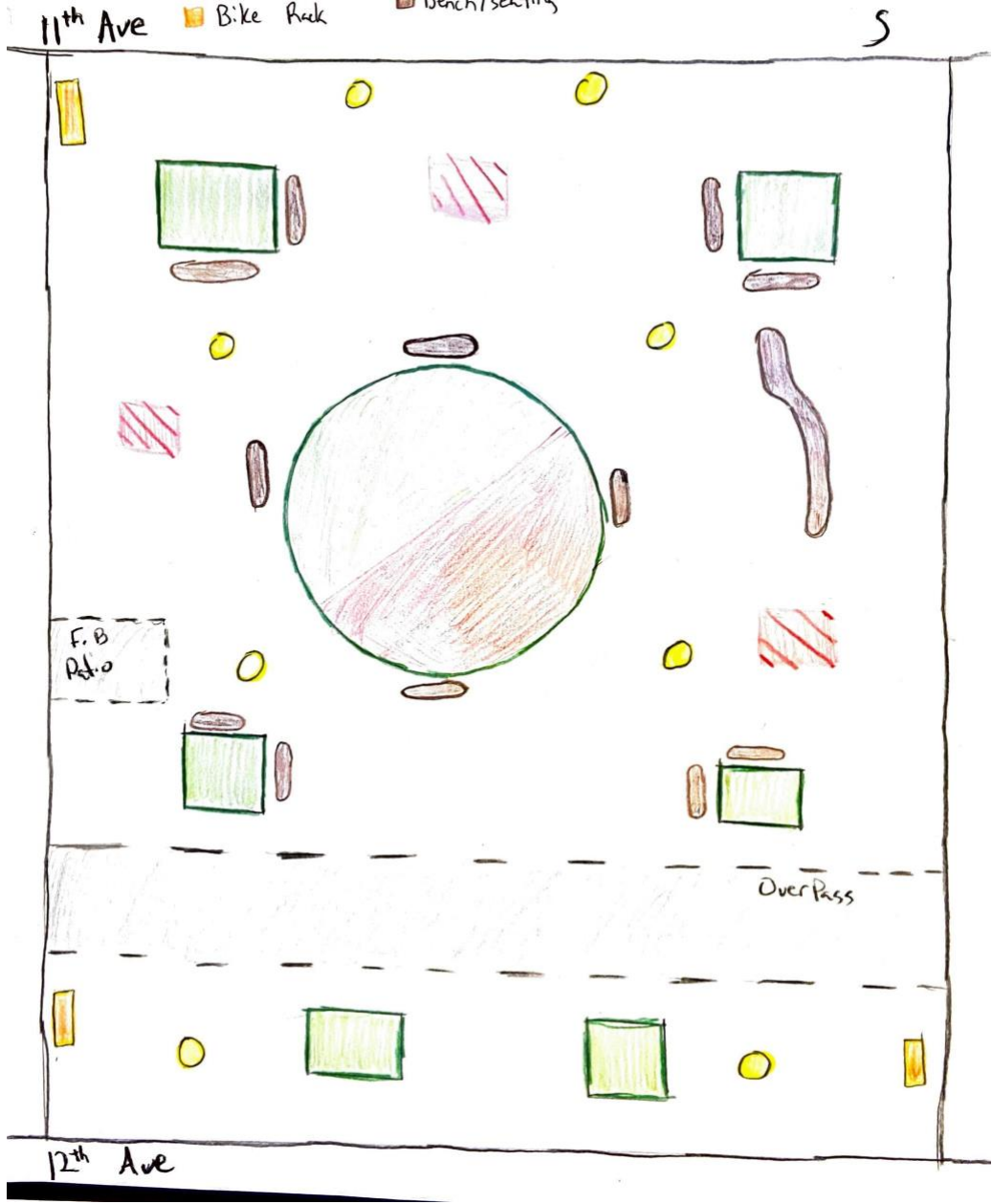
Visitors should be inclined to stop and take pictures of the proposed landmark, public art, and upgraded greenery. Although I have proposed a vision of the layout of art, seating, lighting, and other infrastructure, which can be found in the Appendix, the City of Regina must seek early community engagement to overcome challenges more efficiently and develop design guidance. In addition, the city needs to engage with demographics that are harder to reach to ensure prosperity for all citizens (Polat & Yildiz, 2019). This demographic could include but is not limited to those lacking proper transportation or parents/guardians without adequate childcare. The mentioning of community engagement is consistent with The City's OCP under Section E - Realizing the plan. Goal 2 – Community Engagement, Policy 14.9 states that the city ensures community engagement is a component of building community and will be fundamental in following through with official plans (“Design Regina, Official Community Plan,” 2013).

Funding a revitalization project requires carefully considering creating a place for long-term success. The OCP goals of renewability, vibrancy, and intensification can establish a sense of place in Regina. I propose that the city take an interdisciplinary approach to its design updates in creating a place as various fields collaborate in the relationships between site, space, and place (Cartiere, 2003). A statement in the Design Regina OCP can summarize the priority of place-making in this project. The Design Regina goals must strive for a sustainable city addressing social, environmental, and economic concerns to create a place where people want to live, work and play (“Design Regina, Official Community Plan,” 2013). Local reputation, place branding, and tourism are all at stake when using place to influence the character of an environment (Glennie, 2020). Social interaction is the goal of the Scarth Street Mall revitalization; it will be just as essential to engage the community in the official planning of the project to ensure shared values across a range of social groups (Bain & Mark, 2020).

As shown in the Appendix, a rough visual provides a vision for the mall's potential to create a new urban experience in Regina's downtown. In a city ever struggling to become less reliant on personal-use vehicles. To succeed in the renewal of F.W. Hill Mall, we need to develop a cohesive proposal that incorporates pedestrian access, revitalization of brickwork, updates to infrastructure and design, consideration of the intended users, and creating place and sticky space. One aspect is not more or less important than the next. Instead, they all work together to create a setting where residents, visitors, and tourists can all come together while activating the space environmentally and socially. The reiteration of keeping the area pedestrian-only access needs to be stressed more. The Design Regina Official Community Plan, Downtown Neighbourhood Plan, and core contemporary planning principles agree that pedestrian-oriented areas reactivate space and foster sustainable travel while maintaining economic vitality. A broader consideration includes the extension of the pedestrian space. The mall would have extended pedestrian-only access reaching Victoria Ave in an ideal world. This proposal is beyond this project's scope; however, it provides food for thought of what an extended pedestrian network could look like in Regina's downtown.

Appendix

- Tree/green space
- Public Art
- Bike Rack
- Lighting
- Bench/seating



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**Animating Regina's Scarth Street Pedestrian Mall: Creative Placemaking, Regenerative
Design, Intergenerational Equity, and Decolonization**

Sarah Sattar

Increasing and investing in pedestrian spaces are critical practices for cities to adopt as the global community aims to move towards a more sustainable and climate-resilient future (Rees, 2020). Moreover, given that pedestrianized spaces foster more social interactions than non-pedestrianized spaces (Nieuwenhuijsen & Khreis, 2016), maintaining the pedestrian focus at Regina's Scarth Street Mall is critical to increasing the vitality of the space (Jacobs, 1961), while also fostering sustainability by discouraging automobile usage (Rees, 2020). A sustainable and holistic plan to animate the Scarth Street Mall should include creative placemaking interventions and principles of Regenerative Design, which are crucial factors in creating good public spaces, and should be accomplished in tandem with an intergenerational equity and decolonial framework.

Creative Placemaking

Cultural Programming

Creative placemaking efforts are increasingly being recognized and used by municipalities as an effective way to reactivate their downtowns (Loh et al., 2022). To animate Regina's Scarth Street Mall, creative placemaking interventions must be a central focus for planners in light of its economic benefits, social significance, and its ability to animate a space (Markusen & Gadwa, 2010). Creative placemaking is centered on art and culture-oriented interventions such as cultural programming and public art (Markusen & Gadwa, 2010). Given that Regina is becoming an increasingly multicultural society due to more immigration and Indigenous urbanization (Sask Culture, n.d.), it is important that the public realm is utilized to reflect and generate awareness about the city's diverse cultural geographies (City of Regina, 2016). For example, municipal support and funding for more cultural events such as developing a core set of seasonal food festivals showcasing the ethnic diversity of Regina's multicultural

residents, would help animate the space during times of less engagement, specifically during evenings, weekends, and winter months (City of Ottawa, 2019). Cultural programs would also promote cross-cultural understanding and dialogues, as well as strengthen placemaking (Richards & Palmer, 2010). When people have a strong sense of place, people become more likely to recommend the space to someone else, which also “[increases] the productive use of a site”, meaning there is increased economic activity in the space, and strengthened brand identity for businesses (Toronto Metropolitan University et al., 2022). Furthermore, Regina’s Scarth Street Pedestrian Mall could emulate the work of other pedestrian malls across Canada, such as Ottawa’s Sparks Street Mall by developing incentives to encourage businesses in the space to participate in events by making available public seating, season appropriate drinks, food, lighting, and music (City of Ottawa, 2019).

Public Art & Indigenous Sovereignty

Public art interventions are also an important approach in creative placemaking strategies (Markusen & Gadwa, 2010), as they provide opportunities to foster spatial justice and increase engagement with a space. A goal highlighted in Regina’s Cultural Plan is to support local and community-based artists (City of Regina, 2016). Furthermore, public art is an important tool for reconciliation as Indigenous artistic expressions are ways for Indigenous peoples to communicate and display their distinctive identities, their resiliency, and their resistance to urban colonial development (Nejad & Walker, 2018). Additionally, public art enables people to encounter and reflect on marginalized worldviews (Toolis, 2017). Regina’s goal of supporting local artists (City of Regina, 2016), and moving towards meaningful reconciliation with Indigenous peoples can be actualized by implementing public art programs such as an art columns display. The City of Richmond’s ‘No. 3 Road Art Columns’ (Figure 1 & 2) project

showcases the work of local artists, as well as students and BIPOC artists on a rotating basis (City of Richmond, 2023). A similar project at the Scarth Street Mall (Figure 3 & 4) could be funded through the City of Regina’s Cultural Grants Program and the Community Investment Grants Program (City of Regina, 2016). Such an initiative would contribute to a more inclusive public realm, while increasing the level of engagement with the space due to strengthened positive perceptions of the space, in light of how public art is a key strategy for placemaking (Toronto Metropolitan University et al., 2022). Another creative placemaking intervention that should be considered is a welcome statement and land acknowledgement plaque (Figure 5). In addition to the traditional land acknowledgement, certain plaques across Canadian cities state, “Welcome to our community. How do you recognize it?” (Robinson, 2017). Asking this question declares Indigenous presence and helps decolonize perceptions of the land, which ultimately re-asserts Indigenous sovereignty (Robinson, 2017).

Regenerative Design

Interlocking Permeable Paving System

Given the accessibility issues related to Scarth Street Mall’s current brickwork, implementing new ground infrastructure offers opportunities to promote sustainability, which in turn brings additional health benefits, as well as a possibility to uphold the historical value of the current interlocking patterned brickwork. Implementing principles of Regenerative Design is a critical consideration in good planning given the importance of ensuring the built environment harmoniously functions with natural systems (Hodge et al., 2021). This socio-ecological consideration reflects Regenerative Design or Regenerative Cities, which is a method that focuses on “environmentally enhancing, restorative relationship[s] between... cities and... natural systems” (Girardet, 2015). An important principle of Regenerative Design is

implementing an integrated water system (Thomson & Newman, 2020). Impervious surfaces reduce infiltration and evapotranspiration, and increases storm water runoff and pollution (Hodge et al., 2021), while contributing to the urban heat island effect (Kuruppu et al., 2019).

Furthermore, the prevention of water infiltration and the subsequent need to treat the water is a costly and energy-driven process (Kuruppu et al., 2019). Water management, sewer, storm, and other utilities must therefore be considered when planning urban environments (Hodge et al., 2021). A sustainable approach for the Scarth Street Mall is to inculcate designs that maximize infiltration (Hodge et al., 2021) such as a permeable paving system. (Kuruppu et al., 2019).

Implementing this design method would help mimic natural permeability, which thus reduces the urban heat island effect through evaporative cooling; eliminates operation and energy costs associated with the treatment of runoff; and acts as a natural filter for potential groundwater recharge (Kuruppu et al., 2019). This approach also aligns with the Official Community Plan’s goal to “support runoff infiltration and retention by separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system” (City of Regina, 2013). Moreover, a permeable paving system offers public health benefits as they can increase the thermal comfort for pedestrians, due to increased evaporative cooling during summer months (Kuruppu et al., 2019). In terms of upholding the historical and architectural style of the brickwork, planning and financial efforts should be made to replicate the original layout due to its relevance in creating a sense of place, and belonging, while contributing to the city’s ‘imageability’. Kevin Lynch (1981) emphasizes that the preservation of historical elements in an ever-evolving urban fabric is essential to placemaking, as the presence of such attributes helps strengthens people’s sense of place and civic identity. Furthermore, Lynch (1960) describes how historical elements increases the ‘imageability’ of a space, which

serves to create and strengthen place meanings by acting as anchor points for people's experiences. Therefore, given the historical and architectural value of the Scarth Street Mall's current brickwork layout, the permeable paving design should uphold the original style by implementing an interlocking permeable paving system (Kuruppu et al., 2019) (Figure 6 & 7). Implementing this approach would uphold Scarth Street Mall's brickwork since the current layout is an interlocking brickwork style (Mario & Chevalier, 2023). Thus, planners and decision-makers should consider the opportunity to implement a permeable and interlocking paving system to foster sustainability, placemaking, and contribute to the imageability of the city.

Urban Greenery

Maximizing biodiversity is another fundamental principle of Regenerative Design (Thomson & Newman, 2020). Given that Regina is a winter city, evergreen trees and shrubs should be planted and installed in the public realm (Yilmaz & Aşur, 2020). Such an initiative would help attract creatures such as winter birds, as well as increase the aesthetics of the urban environment for pedestrians (City of Edmonton, n.d.). Furthermore, evergreen species have additional public health benefits such as reduced stress. Research indicates that children who receive higher exposure to evergreen trees experience lower stress levels compared to exposure to deciduous trees (De Petris et al., 2021). Therefore, selectively installing evergreen trees and shrubs during the cold seasons could help reduce stress among pedestrians while addressing the unattractiveness of the planters from late fall to spring (Figure 8) (Mario & Chevalier, 2023).

Inclusive Spaces & Participatory Planning

Kid-Friendly Elements

To ensure that the Scarth Street Mall is a family-oriented space, it is critical to look beyond playgrounds as the only spaces for children to play, given that any public space has the potential to have an increased positive influence on children (Brown et al., 2019). In the City of Calgary's Stephen's Avenue Pedestrian Mall framework, planners recommend implementing kid-friendly elements such as colorful furniture and mini playgrounds (Figure 9 & 10) (City of Calgary, 2020). These streetscape elements would help attract families and contribute to the vitality of the space as these interventions would facilitate social interactions (Jacobs, 1961) among children and families (City of Calgary, 2020). Furthermore, it is also critical to involve children in engagement processes and ask open-ended questions such as "how do you like to play?" (Brown et al., 2019). This would provide planners and designers with more ideas in terms of what sort of elements children prefer (Brown et al., 2019) at the Scarth Street Mall.

Intergenerational Equity and Geo-games

Although current planning decisions shapes the future homes and circumstances of youth (Hodge et al., 2021), youth remain an underrepresented group in civic engagement (UNICEF, 2018). Input and perspectives from youth are valuable in shaping public spaces and can even contribute to the development of more equitable and sustainable spaces (UNICEF, 2018). Thus, engagement with youth must be a fundamental consideration in participatory planning processes (UNICEF, 2018). However, current methods of participation often fail to employ age-appropriate strategies (Dale & Owens, 2021) that expand on children's inclinations to play and express their creativity (Brown et al., 2019). Therefore, participatory planning will require tailored approaches that provide youth with capacities and appropriate styles for engagement (Hodge et al., 2021). An innovative and effective approach highlighted by researchers is employing geo-games such as the popular 3D digital sandbox game, Minecraft (De Andrade et al., 2020). Real life places, as

well as potential development projects in the form of geospatial data can be brought in and displayed on the gaming platform, which would facilitate an interactive method for children to engage in planning processes (Scholten et al., 2017). Engagement through geo-games can help youth to better understand how previous planning decisions have shaped current urban forms, as well as providing them with visualization tools to explore and express their own perspectives, observations, visions, and creativity (De Andrade et al., 2020). To ensure that the Scarth Street Mall can be a kid-friendly space, and that its planning framework employs a lens of intergenerational equity, Regina city planners should consider interactive and playful approaches to youth engagement such as geo-games (De Andrade et al., 2020), and to work and collaborate with schools and community centers (Hodge et al., 2021). This approach also aligns with the Official Community Plan's goal to "seek new and innovative ways to raise awareness and engage the broader community" (City of Regina, 2013).

Decolonizing Planning

The imposition of a discriminatory and colonial planning system on Indigenous communities, and the continued lack of recognition of Indigenous planning traditions in Canadian society necessitates systemic reforms in the current planning profession (Canadian Institute of Planners, 2019). This requires meaningful reconciliation and recognizing the inherent legitimacy and value that Indigenous planning traditions and practices offer in contemporary city planning (Canadian Institute of Planners, 2019). A key aspect of reconciliation is for planners to build meaningful relationships with Indigenous communities and leaders (Ontario Professional Planners Institute, 2019). This creates opportunities for co-production, and spaces where planners can learn from Indigenous planning approaches, while also enabling Indigenous peoples to embed their expertise within the dominant planning system (Canadian Institute of Planners,

2019). In animating the Scarth Street Mall, it is critical that Indigenous communities and leaders are provided with the space to exercise their decision-making rights and power, and are treated like an autonomous political entity, rather than a stakeholder group to be “consulted” with. A common term being used in civic engagement is “Indigenous consultation”. However, “consultation” falls under the category of tokenistic engagement in the ladder of civic participation (Hodge et al., 2021), which often results in Indigenous consultation processes to be one-sided and “hollow”, whereby Indigenous voices and rights continue to be undermined and ignored (Warren, 2019) in planning processes and discourse.

Conclusion

Given that pedestrianized spaces foster more social interactions than non-pedestrianized spaces (Nieuwenhuijsen & Khreis, 2016), and are an important approach to discourage automobile usage (Rees, 2020), maintaining the pedestrian focus at Regina’s Scarth Street Mall is critical to increasing the vitality of the space (Jacobs, 1961), while also fostering environmental sustainability (Rees, 2020). A sustainable and holistic plan to animate Scarth Street’s Pedestrian Mall should include creative placemaking interventions and principles of Regenerative Design, which are crucial factors in creating good public spaces, and should be accomplished in tandem with an intergenerational equity and decolonial framework. To avoid tokenistic engagement in civic participation, it is important that Regina city planners and other decision-makers are exploring and presenting the full potential and benefits of the pedestrian-only revitalization option, by finding inclusive and equitable ways to seek input from underrepresented groups, and co-producing the space with Indigenous peoples, as well as meaningfully communicating the alternative re-activation strategies to animate the Scarth Street Mall.

Appendix



Figure 1 Trainor-Matties (2022)



Figure 2 Walker, V. (2019)

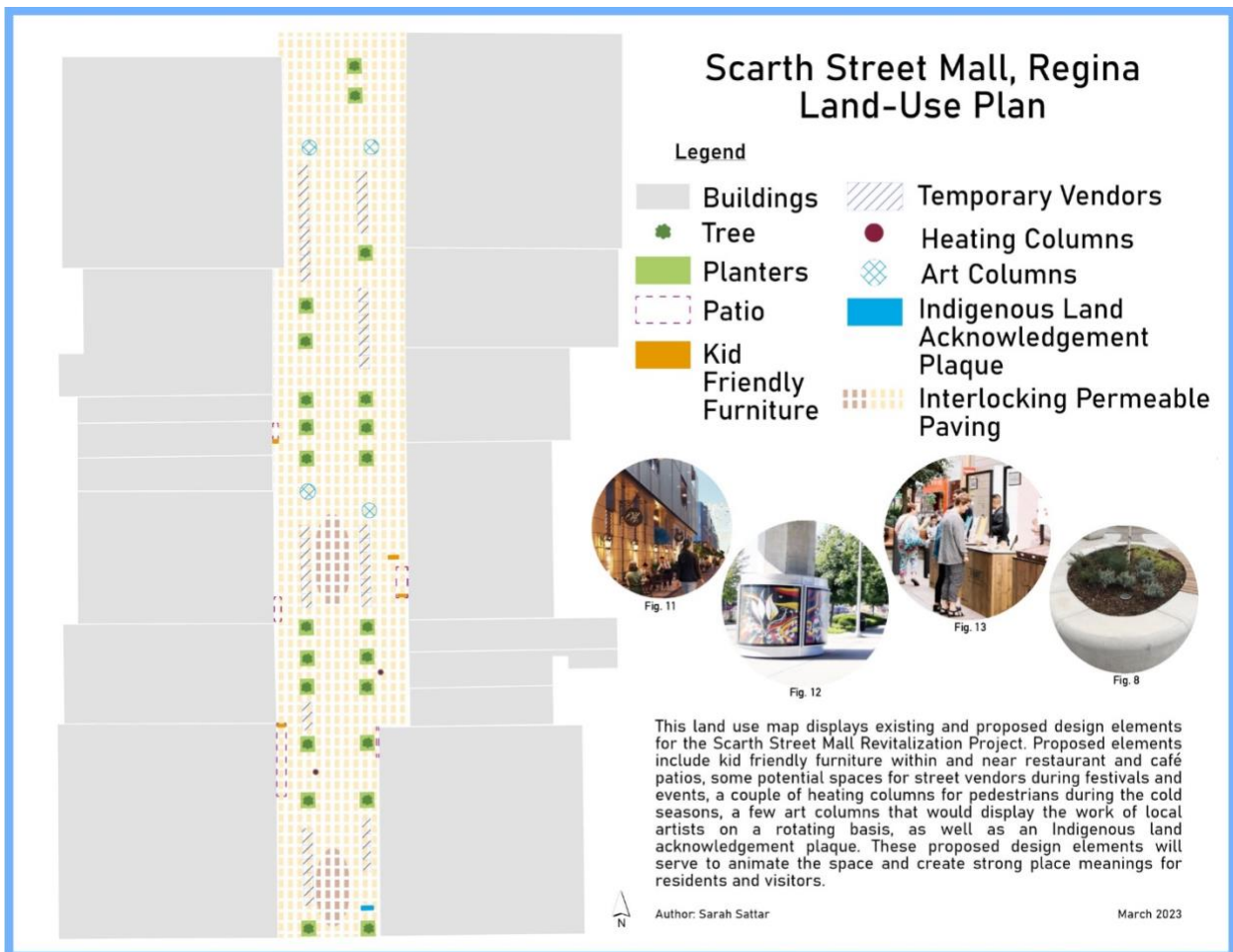


Figure 3



Figure 4

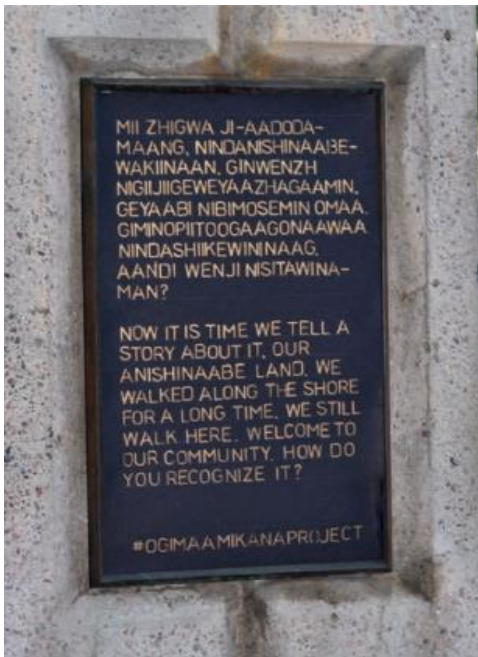


Figure 5 Blight (2015)



Figure 6 America Cement
Manufacturer (n.d.)



Figure 7 National Association of City Transportation Officials (n.d.)



Figure 8 Bailey Streetscene (n.d.)



Figure 9 Tupelo Honey (n.d.)



Figure 10 City of Calgary (2020)



Figure 11 Fahmi, A. (2022)



Figure 12 Chen, J., & Yung, M. (2019)



Figure 13 City of Calgary (2020)

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Scarth Street Revitalization Planning Paper

Jessica Smith & Sydney Smith

Introduction

Pedestrian streets are becoming more and more common as the world shifts to more people-centered cities, rather than prioritizing automobile-centered designs. In Regina, the Scarth Street Mall is the only section of a street that has this pedestrian-focused design. Presently, the City of Regina is in the process of creating a revitalization plan for this pedestrian mall and are considering a few different options—the main one being whether the mall should be opened up to vehicular traffic. There are other additional components that will be subject to updates. As students of the GES 346: Urban Planning course, we were tasked with creating our own redesign of the Scarth Street Mall with no budget limitations. Our proposed revitalization plan is inspired by five main themes—accessibility, biophilia, creativity, connection, and fluidity—and is designed in a way to keep a pedestrian-focused design, while bringing more life and vibrancy to the space.

Context

The Scarth Street Mall, also known as the Frederick W. Hill Mall, is located in Regina's downtown. It runs north and south perpendicular to 11th and 12th Avenues, and between Cornwall Street to the west and Hamilton Street to the east (**Figure 1**). The pedestrian streetscape was established in 1975 (City of Regina, n.d., p. 85). Its last revitalization project was completed in 1994, which included a reconstruction of the mall floor and an additional “interior pedestrian corridor” on the east side of the mall (City of Regina, n.d., p. 85). Currently, there are various types of businesses in the mall. There are multiple eateries, such as The Chopped Leaf, Press'd, Pita Queen, Shree Akshar, The Bone & Broth Kitchen, and Jugo Juice, as well as two pubs (The Fat Badger and Beer Bros Gastropub). The Fat Badger is the only business with a

small patio space. A few clothing stores, an optical store, hair and nail salons, a Wiid store, the Bank of Montreal (BMO), and the Northern Bank occupy the space as well. The two Hill Centre towers take up the south end of the building infrastructure. For entertainment, there is the Mystery Mansion Escape Rooms, Evolution gym, The Neutral Ground Artist Run art gallery, and the Globe Theatre. In terms of the streetscape, there are currently large tree planters that line the sides of the mall a few meters away from the building front as well as dim street lamps.

Multiple reasons have been brought forward recently to warrant a revitalization of the street. The City has identified factors such as “current public and private investment and projects” as well as this project being part of the Downtown Revitalization Plan (City of Regina, 2023). It has also mentioned that the space is only busy at certain times of the day during specific seasons. It is busy in the summer months at lunch time and just after work, but remains slow at all other times. Moreover, the brick and pavers that currently make up the groundwork pose accessibility concerns and are in need of maintenance. Lastly, there has been mention of safety concerns which have deterred people from using the space, especially in the evenings (Fikowski, 2018). The above concerns have been taken into consideration in our redesign of the Scarth Street Mall.

Proposed Redesign

The proposed plan will have a pedestrian-focused design, but it will also be accessible to other forms of active transport as there will be bike racks and a bike-share system (see **Figures 2 and 3**). In this way, it will comply with action 6.2 of the Energy and Sustainability Framework regarding transportation demand and management to “employ car-free zones,” and “bike-share programs” (City of Regina, 2022, p.XV). The pedestrian-focused design will also be in line with

two out of four major targets of the Transit Master Plan, those being “limited increase in vehicle kilometers traveled” and “safer cycling and pedestrian environments” (City of Regina, 2022, p.66). As many cities across the world are moving towards more pedestrian and people-centered city designs, maintaining this pedestrian streetscape is an important step towards sustainability, livability, and equitability (Forsyth & Southworth, 2008; Loo & Du Verte, 2017). We do not believe that opening up the area to vehicles will offer vibrancy or accessibility to the space, as the Regina Downtown Plan has articulated. People should be the focal point when considering changes to the downtown. Adding vehicular traffic through this mall will only increase accessibility for the automobile, which has continuously been given priority in this vehicle-oriented city.

Accessibility

Accessibility is one of the principle themes and values of our Scarth Street Redesign project. The current brickwork along the street is worn and breaking which poses issues for maintenance as well as accessibility (City of Regina, 2023). Therefore, we will be removing the brick, and replacing it with stamped concrete to avoid future maintenance and accessibility issues (see example in **Figure 4**). However, there will be a path that will remain non-stamped to encourage a different way of moving through the space that will be elaborated on in the ‘Fluidity’ section (**Figure 5**). An additional accessibility component of the redesign is to remove all of the planters and trees that currently occupy the space. These create linearity and a division between the trees as natural elements and the surrounding space. Their removal will allow for a more integrated and fluid design which is intended to foster connection among users of the space. Existing lamp posts will remain on Scarth Street; however, we will be updating the metal

halide light bulbs within them so that they give off more light (City of Regina, 2023). Additional lamp posts will be added in line with current lamp posts. Moreover, string lights hanging from east to west will be added, and will begin after the overhead walkway and end at the BMO (**Figures 1 and 6**). Throughout the literature, some scholars have demonstrated that improving street lighting leads to significant crime reduction; however, the research is inconclusive as others have found this to be untrue (Marchant, 2004; Pease, 1999; Welsh & Farrington, 2008). Nevertheless, public lighting does make people feel safer and more comfortable (Peña-García et al., 2015). This design choice is intended to increase the perception of safety of users, which will address the safety concerns around this area. The general vibrancy of the street design along with increased lighting will draw more users to the street, leading to more “eyes on the street,” further contributing to the sense of safety of users (Jacobs, 1964; Wekerly, 2000). Lastly, we would encourage private businesses to install signage that projects outward off the buildings so that users are better able to identify shops from various points along the street. Scarth Street will be redesigned as an inclusive space for everyone to enjoy (i.e. residents of downtown and the greater city population, vulnerable populations, newcomers, visitors to the city, children and families). Design elements such as new groundwork, removal of old planters, additional lighting and signage will increase accessibility to ensure this street is inclusive to all.

Biophilia

The term biophilia means “love of life” (Sturgeon, 2020, p. 167) and it stands as one of the core themes of this redesign since it focuses on bridging the gap between humans and the natural environment. We want to create a space that intertwines the natural and built environments by having lots of plants and greenery, as well as fluidity as users move through the

space. Moreover, natural environments have been shown to reduce stress levels and increase people's mood (Stigsdotter, 2010; Ulrich, 1979; Ulrich, 1991). Therefore, this will have benefits to human health as well, and make people want to stay in the space for longer. Some of the natural elements included in this design are vines going up The Northern Bank, such as the courthouse building in Nelson, B.C. (see **Figure 7**). There will also be a few rectangular planter boxes placed throughout the space, as well as a curving seating component built into another planter (see **Figures 2 and 8**). All planters will grow native grasses and other native species to create small pollinator gardens. Many trees will populate the space and can serve to block wind since the street can get exceptionally windy between the tall downtown buildings. They will be directly in the ground with metal grates surrounding them to address any accessibility concerns while allowing water and sun to reach the soil below.

The last main natural element involves the buffalo sculpture by Joe Fafard (**Figure 9**). We plan to keep the buffalo on the south side of the street, but we will dismount it from the structure it currently sits on and place it on the ground in an area of grass, like Joe Fafard had originally envisioned. Therefore, this area will act similar to a pocket park. We see this sculpture as an important element to keep in this space since it is a culturally and historically significant piece of art that reminds and educates visitors to the space about the history of this land and the relationship the buffalo has with it (Ogg, 2021). Buffalo are not only a keystone species to this area, but also a cultural keystone species to the Indigenous peoples and nations of the plains (Morgan, 2020). This art installation therefore represents an important and well-known landmark on this street.

Creativity

The theme of creativity is shown in the many elements of public art as well as the general fluidity of our redesign. Adding public art supports goal six of the Land Use and Built Environment section in Regina’s Official Community Plan and is therefore in line with the City’s plans (City of Regina, 2013, p. 44). One to two sculptures, which will cast interesting shadows as the sun moves throughout the day, will be added. These will be similar to the sculptures on 13th Avenue, as shown in **Figure 10**. Alex Janvier, a pioneer for Indigenous art in Canada and world-renowned artist, will be contracted to paint a mural beneath the overhead walkway for users to look up when under the walkway (**Figure 11**). Additionally, local art, with a particular focus on Indigenous art similar to what is pictured in **Figure 12**, will be featured on the street in various locations, such as on benches and garbage cans. A creative expression component will be added to the street on the north end near the Globe Theatre (**Figure 2**). This will be a section of non-stamped concrete and will provide a blank canvas for the public to draw with chalk on the street. The chalk area will be a crucial “sticky” element of the street, drawing in families and children, which will add energy and vibrancy to the space. Furthermore, the additional lights will allow this space to be used both during the day and in the evening. Creativity components such as local and Indigenous art as well as the chalk area will create more vibrancy along Scarth Street, drawing people in to experience the art and move through the space more slowly.

Connection

The intention behind our theme of connection is to foster human relations as well as connecting humans with elements of the natural environment. The proposed design encourages sociability among people by adding tables and chairs outside of the restaurants, swinging benches on the south end of the street (**Figure 13**), as well as the curving seating component that

will face the creative expression chalk area discussed above (**Figure 8**). Furthermore, we suggest that The Fat Badger update their patio space to be more inviting and include additional seating. In the summer, the businesses on the east side of the mall will be encouraged to keep their exterior doors open to create an inviting and integrated atmosphere. Connection between people will also be fostered through other “sticky” features that will encourage people to spend time in the space. These features include a mandala located on the ground in the center of the street that will provide a space for performances and buskers, while being an attractive art piece on its own (see **Figure 14**). Additional features include the general updated aesthetics of the street through local art and the natural design that will attract users and spark conversation. Moreover, the pedestrian design in itself will contribute to connection by increasing the likelihood of encounters between users of the space.

Fluidity

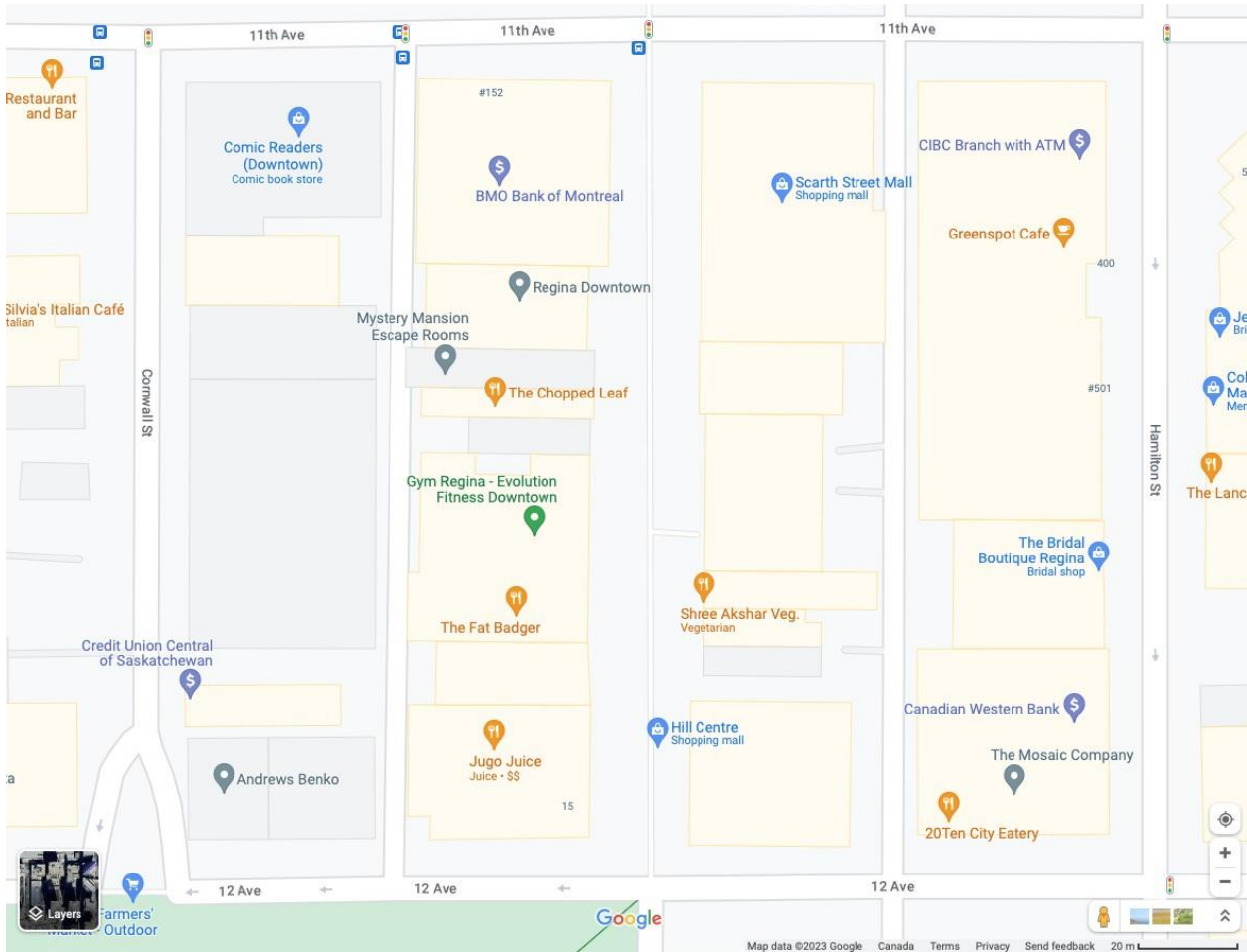
The last core theme is that of fluidity because we want to emulate nature’s flow and move away from the linearity that often characterizes urban form. The goal of this street is not to get from one side to the other, but rather to create a space in which to linger. Therefore, our proposed design will have a path that will stand-out from the rest of the concrete and that will flow through the street in a river-like pattern (see **Figures 2 and 5**). This will help promote a different and slower way of moving through the street. The theme of fluidity will also be expressed through the incorporation of many circular and curving components such as the street mandala, the circular pocket park, the curving seating component, as well as through other various art elements.

Conclusion

Our proposed plan to revitalize Scarth Street focuses on a pedestrian and people-centered design that integrates the themes of accessibility, biophilia, creativity, connection, and fluidity. We believe that pedestrian streets should become a common characteristic of Regina's downtown area—expanding beyond this block of Scarth Street. Opening up the area to vehicular traffic is a step in the wrong direction as cities' must increasingly be designed to be more walkable and transit-oriented. The theme of accessibility will encourage users of all kinds to the space. The theme of biophilia will support bridging the gap between humans and nature, while bringing human health benefits and livening the space. The theme of creativity will be expressed by increasing the amount of art in the space and providing a creative expression component for users, thereby adding energy, colour, and vibrancy to the street. Connection will be forged through increased seating, providing areas for entertainment and creative expression, and attracting users through the increased visuals in the space. While considering this redesign, it is important to indicate certain limitations. A lot of our redesign elements are not conducive to Saskatchewan winters as many of the plants will not survive and the street would regularly have to be cleared in order to see the on-street design elements (i.e. the chalk pad and the street mandala). However, one idea could be to add a dome over the street mandala to serve as a space to warm up. Additionally, this project did not include a cost analysis; however, it will likely be much cheaper than the current estimated value of the City's revitalization plan. Lastly, it must be understood that revitalizing one section of Scarth Street is only one step of the process, and that it remains crucial to continue on this path for real change to occur and for real progress to be made in the City of Regina as a whole.

Appendix

Figure 1



Note. Bird's eye view of the Scarth Street block between 11th and 12th avenues and the surrounding area. Copyright 2023 by GoogleMaps.

Figure 2



Note. Proposed Scarth St. Redesign and land use plan. Adapted from GoogleMaps. Copyright 2023 GoogleMaps.

Figure 3



Note. Example of bike share system to be deployed in Regina’s Downtown on Scarth Street.

(Source: Bush, 2016).

Figure 4



Note. Example of stamped concrete to replace brick and pavers currently making up the groundwork of the Scarth St. Mall.

Figure 5



Note. Example of the flowing path on the street. Source: (NYU Wasserman Center for Career Development, n.d. [Pinterest post]).

Figure 6



Note. Example of string lights hanging over the street. Copyright Northern Outdoor Lighting (n.d).

Figure 7



Note. Example of vines on a building from Nelson, B.C.'s courthouse. Source: Alyssa, 2022, May 16.

Figure 8



Note. Example of curving seating component with planter space attached behind. (Source: Wattpad, n.d. [Pinterest post]).

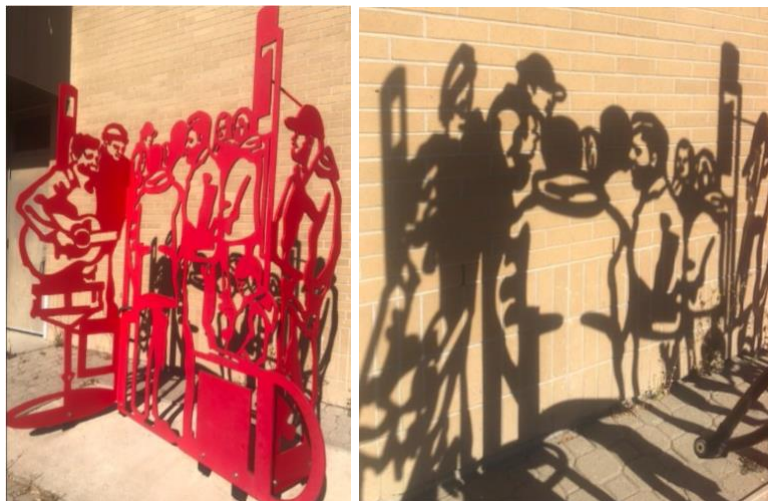
Figure 9



Note. Oskana Kâ-Asastêki by Joe Fafard to be removed from sculpture and placed on grass.

(Source: own photo).

Figure 10



Note. Art installation on 13th avenue, Regina, SK. (Source: own photo).

Figure 11



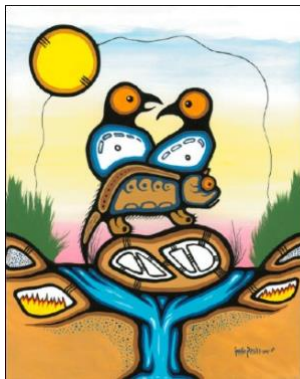
GOLD EXCITEMENT



REZ SCHOOL II

Note. Alex Janvier art pieces. Copyright 2023 by Alex Janvier.

Figure 12



Note. Mario Peters art pieces. (Source: Miller, 2010).

Figure 13



Note. Example of swinging benches that will face the buffalo art installation. Copyright Mohammed Khorrami (n.d.).

Figure 14



Note. Example of a mandala that could be on the street as a piece of art as well as an area for performances and buskers. Copyright Kameliya Angelkova (n.d.).

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