

# ROUTES AND BOUNDARIES – VANCOUVER

An Examination of the Phenomenology of Routes and Boundaries on Hastings Street - Vancouver.

## Routes and Boundaries

Roads leading nowhere waiting's measure, between two meadows, as if detoured from their out and grows end by design,

roads that often have attracts, nothing ahead to face but the season reflecting our face and pure space see in back;

compromised

risk;

in us

outside.

The Valaïan Quatrains, No. 31  
Rainer Maria Rilke

You, window, O

refilled so often when one life spills

impatient for another.

You who divides and

as fickle as the sea-sudden mirror

mingled with what we

fraction of a freedom

by the presence of

trapped by whatever's

that neutralizes

The Windows, IV  
Rainer Maria Rilke

## Routes

A route is a 'way of going' that is taken more than once: a habitual, historical, routine way of going. A route evolves in response to the need for spirituality, sustenance, emotional well-being, safety and efficiency, and it provides structure and meaning to individual lives; structure through rhythms and patterns of repetition, and meaning by contributing to identity and function. A route is a map of daily ways of going, weekly ways of going, monthly ways of going and yearly ways of going. When more than one individual takes the same route, it becomes a community way of going, defining common concerns and interests. Routes are often complex and seemingly inexplicable; seeking beauty or meaning, they may go 'out of their way' to do so. It is meaningless to separate a route from the 'things along it'. The things along the route are part of it, define it, and create it (cause it).

One type of community route is a dedicated travelway designed for user groups: roads (cars), sidewalks (pedestrians), and malls (shoppers). When routes are designed (as opposed to evolving from within the lives of individuals and the community), efficiency and control define the reason



Site Analysis: Routes and Boundaries – Vancouver



to what extent are they 'routes' due to evolving habitual use, their *designation* as a 'route' creates habitual use.

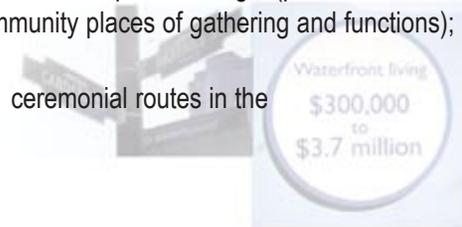
### Boundaries

A boundary is a distinction that evolves between one condition and another; it can be abrupt or gradual, distinct or subtle, rigid or flexible. Boundaries can help define parameters of identity and function. They can also create ghettos and stereotypes. The concept of 'boundary' is vast almost beyond definition. Some obvious ones are the concept of a physical boundary (where forest meets field, or land meets sea) an economic boundary (property values that are exclusive) a 'social' boundary (a district that harbors only a certain 'kind' of person, and where others do not go) or an ethnic boundary ('China Town'). Like routes, boundaries can be designated from without instead of evolving from within; again, the 'chicken and egg' conundrum.

One consideration for determining a healthy-functioning community is to examine its conduciveness for rich and diverse, meaningful and sustaining route-making, and the existence of supportive and meaningful, yet permeable boundaries.

The existence of evolved/evolving routes is measured by

- permeability; are there varied and many ways of 'getting through' the physical community;
- a web of interconnected travelways, with many opportunities for chance encounters along the way;
- a hierarchy of travelways: streets, lanes, sidewalks, unofficial shortcuts and paths, and trails;
- intersections, varied in nature (size, 'formality', elaboration), and many;
- widenings in routes (such as commons, parks, or places for specific functions), varied in nature and function;
- many 'things' of importance and meaning to the individual and community, that constitute the reasons for the route (destinations along the route), everyday things (markets, cafes, services) as well as 'special' things (places of worship, community places of gathering and functions);
- ceremonial routes in the



## scenes on hastings

community: parades, 'state' (community government) functions, religious or public festivals, and community events.

The existence of evolved/evolving boundaries is measured by:

- a sense of 'centre' in a fabric of streets, widenings and buildings, with a specific, weighted focus;
- a sense of place, so that in that 'place' can be clearly seen the local environment, traditions and culture, a sense of 'territory' about a place;
- a sense of distinct qualities that have gathered together, or evolved from within, that gives a sense of 'like-mindedness' or 'different from elsewhere'.

The examination of Hastings Street in Vancouver for evidence of the phenomenology of routes and boundaries revealed the following <sup>2</sup>:

### Cardero to Bute

This is an area of controlled, programmed, exclusive routes, clearly designed for people of wealth. The apartments are expensive, and the cars parked along the streets are new, expensive and in good condition. All accesses to buildings and property are 'gated'. There are no markets, shops or amenities; there is only housing, in beautiful condition, of expensive design and materials.

The sidewalks are shaded, tiled floors with rich and varied textures and shapes, and they are bordered with lush grass and beautiful plantings. They are wide, clean and well-maintained. There are many signs asking dog-owners to pick up droppings. These are ordered, safe, controlled and exclusive routes. It is uncomfortable to 'loiter' here; there's no where 'designated' for

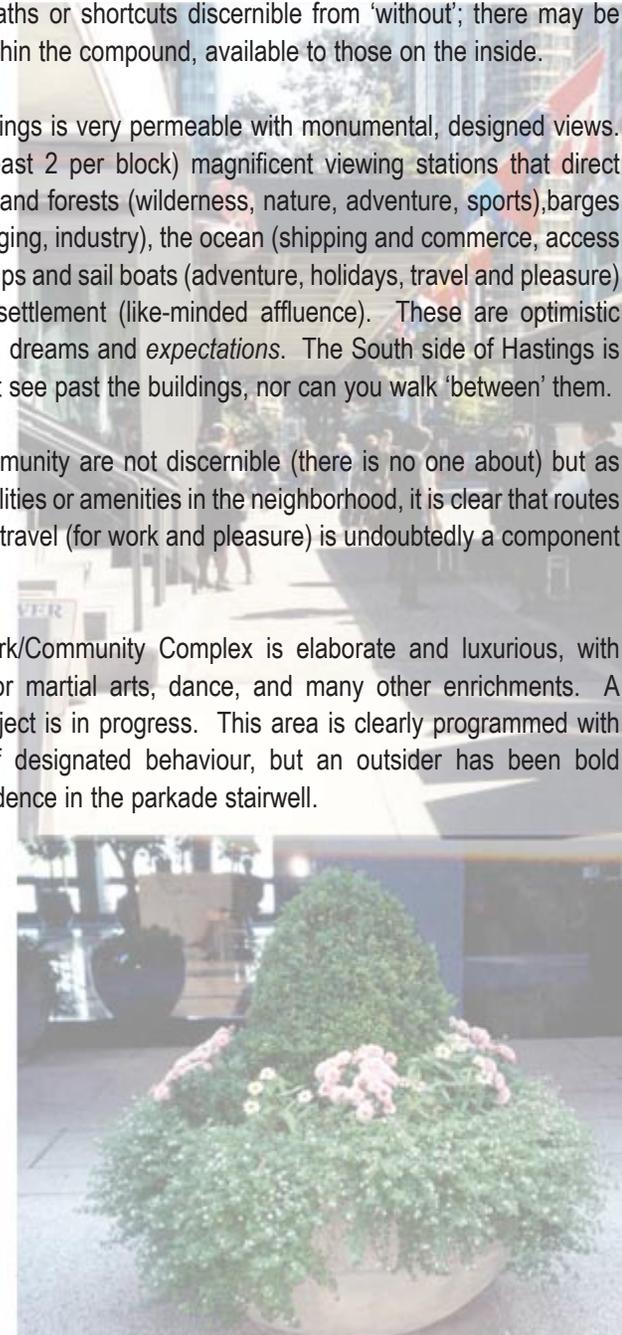
It smells good here, clean, fresh, and fragrant, and there is a pleasant breeze off the ocean. There are few sounds; no talking, shouting, laughing or traffic. There is no one on the street or sidewalk, it is absolutely deserted, with only an occasional cyclist or skater using the travelways. The boundaries of wealth, safety, cleanliness, and order are everywhere in evidence.

There are no lanes, paths or shortcuts discernible from 'without'; there may be some internal ones, within the compound, available to those on the inside.

The North side of Hastings is very permeable with monumental, designed views. There are many (at least 2 per block) magnificent viewing stations that direct sight to the mountains and forests (wilderness, nature, adventure, sports), barges heaped with chips, (logging, industry), the ocean (shipping and commerce, access to elsewhere) cruise ships and sail boats (adventure, holidays, travel and pleasure) and the North Shore settlement (like-minded affluence). These are optimistic views, routes of hopes, dreams and *expectations*. The South side of Hastings is impermeable; you can't see past the buildings, nor can you walk 'between' them.

The routes in this community are not discernible (there is no one about) but as there are no shops, facilities or amenities in the neighborhood, it is clear that routes are to the outside, and travel (for work and pleasure) is undoubtedly a component of this community.

The Coal Harbour Park/Community Complex is elaborate and luxurious, with gymnasiums, rooms for martial arts, dance, and many other enrichments. A community carving project is in progress. This area is clearly programmed with obvious boundaries of designated behaviour, but an outsider has been bold enough to take up residence in the parkade stairwell.



**Bute to Granville**

This is an area of finance, expensive shops, expensive hotels and restaurants, and expensive tourism. Magnificent views to the north continue to be framed and celebrated here, and ocean liners can be seen in the Inlet; there is a celebrated, major route leading down to them between Thurlow and Burrard, complete with international flags flying. The views here announce that there are mountains to climb (and sell), oceans to sail (and sell), and money to be made (the mills of commerce on the far shore; the barges and ships of commerce in the inlet). There is a sense of pressure from the south that is being resisted, repulsed by the opulence of this part of Hastings and it's allies to the north.

The sidewalks have intricate patterns of expensive material, are well-maintained, and decorated with trees and plantings. Even the 'public works' are adorned with flowers. These are controlled and programmed routes that stay well within the boundaries of affluence and comfort. At a hotel between Bute and Thurlow, a group of Asian airline stewardesses gather on the sidewalk, awaiting a taxi. Routes within this area are limited to pleasure and work; routes to amenities and services are to the outside. There are no lanes, paths, and certainly no short-cuts. People on the streets here are well-dressed, well-behaved, and 'successful'. Many nationalities are evident; but boundaries of wealth, education, and status are indisputable.

**Granville to Carrall**

The pavement changes dramatically here, it is just concrete and is not in pristine condition. It is not a shaded, perfumed route bordered by verdure and kept clean, well-maintained, and controlled. There are no lanes or other ways of going besides streets and sidewalks.

Views to the north are no longer celebrated and 'constructed' with magnificent frames of massive marble and metal, rather the tourist area of Gastown is to the North. There is a sense of on-site commerce and working, with routes to a closer 'outside' than those to the west (Granville to Cardero). People are dressed more informally, and there are many more of them coming and going. There is some interaction between people, but most people are travelling singly and not with companions or colleagues.

**Carrall to Dunley**

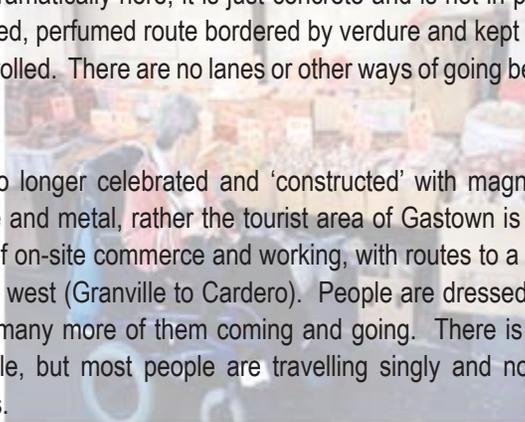
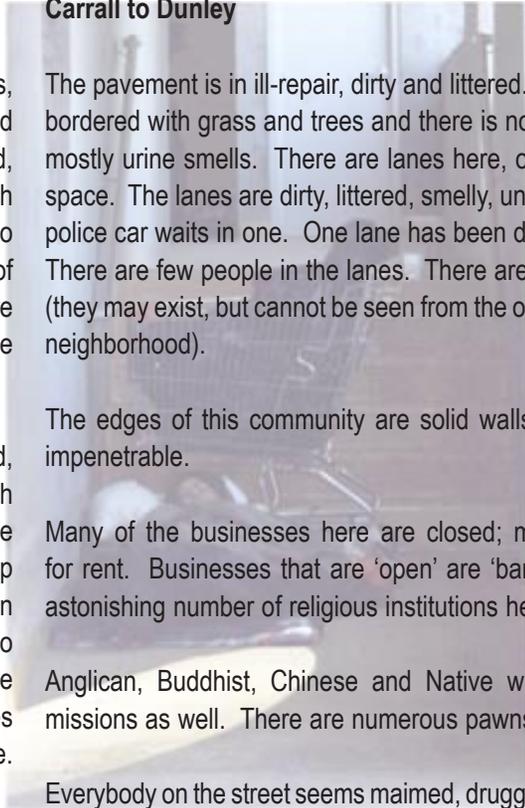
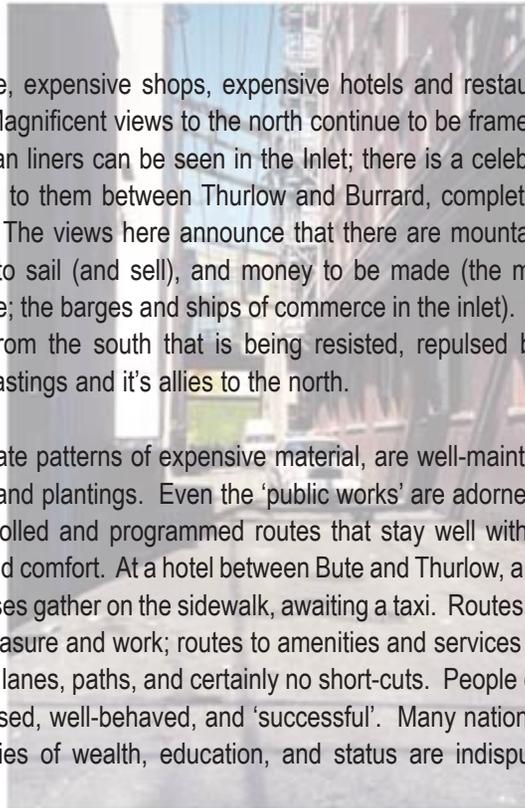
The pavement is in ill-repair, dirty and littered. It is hot here; the sidewalks are not bordered with grass and trees and there is no breeze. It is also very smelly here, mostly urine smells. There are lanes here, offering more diverse and permeable space. The lanes are dirty, littered, smelly, unadorned and probably dangerous. A police car waits in one. One lane has been decorated with a mural of sunflowers. There are few people in the lanes. There are no other unofficial paths to be seen (they may exist, but cannot be seen from the outside, not unlike in the Coal Harbour neighborhood).

The edges of this community are solid walls of buildings; it feels impermeable, impenetrable.

Many of the businesses here are closed; many buildings are boarded up and for rent. Businesses that are 'open' are 'barred' against robbery. There are an astonishing number of religious institutions here:

Anglican, Buddhist, Chinese and Native within 2 blocks. There are several missions as well. There are numerous pawnshops.

Everybody on the street seems maimed, drugged or drunk, homeless, dysfunctional, mentally-challenged, poor, needy and sick; it is astonishing, but there are very few 'normal' people on



## scenes on hastings

the street here. There are prostitutes starting at Carrall Street and ending at Dunley. It seems they are mostly on the south side of the street. There are many people on the street, and they seem to stay there throughout the day (and probably the night as well). They interact constantly with each other; everyone seems to know each other and there seems to be a supportive and community spirit here. A man pushes another man in a wheelchair to the middle of the next block, where he leaves him to panhandle. A woman greets a man, they embrace and share a cigarette; everyone seems to know each other. It's noisy here; lots of shouting and cursing. People wander into the street, defying traffic. There are many people pushing shopping carts, many people sleeping in doorways, and many people on crutches or in wheelchairs. Panhandling is minimal, as not many 'outsiders' linger here.

Prostitution and drug selling are routes to outside the community. Between Carrall and Columbia there is a bottle recycling depot that is very busy; there is much activity here and it seems a social hub as well as an important source of income; what collection routes do the collectors have; are they exclusive and defended?

It is absolutely astonishing how this starts at Abbott to Carrall and ends abruptly at Dunley; just like opening a door and walking into another world; the boundaries here are palpable. This area is sandwiched between the east tip of Gastown on the north, and Chinatown on the south. The people on Hastings, between Carrall and Dunley, are utterly different from the people one block away (on Powell); actually, just rounding the corner on Dunley or Main puts you in another world, the world of Chinatown. The social contrast is staggering. Chinatown is vibrant, healthy, and functional; the community is coherent and strong. Where is all this exotic produce grown? Where do these seaweeds and fungi come from? And so many other exotic things I don't recognize. These are rich and far-reaching routes that extend well beyond Chinatown, but the life of the place (the everyday business of life) is 'rooted' in it.

In terms of boundaries, the people on Hastings between Carrall and Dunley seem utterly bound to those four blocks. It is hard to know what other routes they take.

In a small grocery store at Dunley, a the newly arrived proprietor from Pakistan tells me is appalled by the people on the street for the four blocks west of him, and that

he had no idea what he was coming to when he purchased his store. But he is kind in his assessment of them. He gives me recommendations for how they could be helped.

### Dunley to Hawks

There are many prostitutes here. The sense of boundary is perhaps reduced because the buildings are only two stories high here, and there are views to the mountains in the distance (but these are not celebrated, framed views, instructing one's gaze beyond). An exception to this is the tall, old apartment buildings near Jackson Street, and the Astoria Hotel. The 'fabric' of the street is still impermeable; a solid wall of buildings with few lanes. The First Nations Bible Mission is here, and many oriental people, giving the area a sense of ethnic boundary.

### Hawks to Glen

This area has many 'drive-ins' (Macdonald's, Kentucky Fried Chicken, Dairy Queen, Burger King), mini-malls, service business (Speedy Auto) and large chain stores (A&B Sound, London Drugs); people drive to these amenities and business instead of walking, and these are not the businesses of 'everyday life' (grocery markets, cafés, pharmacy).

**Glen to Commercial**

This is an industrial area; no residential, no markets, few people on the streets. Routes are vehicular, and probably both within and without the community, but they are not discernible because there is so little ‘fabric’ here. Likewise with boundaries, there is not enough substance to the area to determine routes and boundaries.

**Commercial to Templeton**

This is a high-speed throughfare; it is not a pedestrian area, and the sense of route is ‘through’ and ‘fast’; it is clearly a corridor elsewhere at this point.

**Templeton to Nanaimo**

There is starting to be small shops and services, and more pedestrians. There is a large grocery store (but not ‘supermarket’ size), and a large ‘Home Mart’ store, and a sense of neighborhood is beginning. Routes to the shops and services are most likely by car.

**Nanaimo to Slocan**

This is an area of small shops, stores and services, and it has a ‘neighborhood’ feel to it, albeit, one accessed much by car instead of as pedestrian. People are interacting with the street, giving it a sense of ‘routes’, that is, it seems they are carrying out routines that support their everyday life in their community. The street is very wide here, and the buildings are mostly low; the sense of physical boundary is faint. This is primarily an Italian/Oriental neighborhood: Ugo Jo’s Italian Super Market; Pasquale Market Ching Lee’s Market, Spring Roll Specialty House. A major ravine crosses Hastings (that is, the street goes down into a big dip, and back up the other side) perpendicular to it; a former water course (route) to the sea.

**Slocan to Renfrew**

This area is much like the previous three blocks, only even denser in stores, services and pedestrians. Another major ravine causes the road to dip down and back up again, another former water route to the sea.

**Renfrew to Highway One**

The area is essentially the PNE (its boundaries are well-defined and form a definite entity in the area). There is another major ravine causes another big dip and a reminder of a previous water route to the sea. Highway One is obviously a major route to elsewhere, and does not speak of routes within the community.

**Highway One to Boundary**

Tony’s Grocery, Capota’s Pizza, and many oriental signs give the area a sense of ‘ethnicity’ which creates a sense of ‘community’, and so a sense of boundary. There is much pedestrian activity and many shops and services. There is a sense of routes (routines) in the community, as people are interacting and have obvious connections to vendors, cafes, and fellow pedestrians.

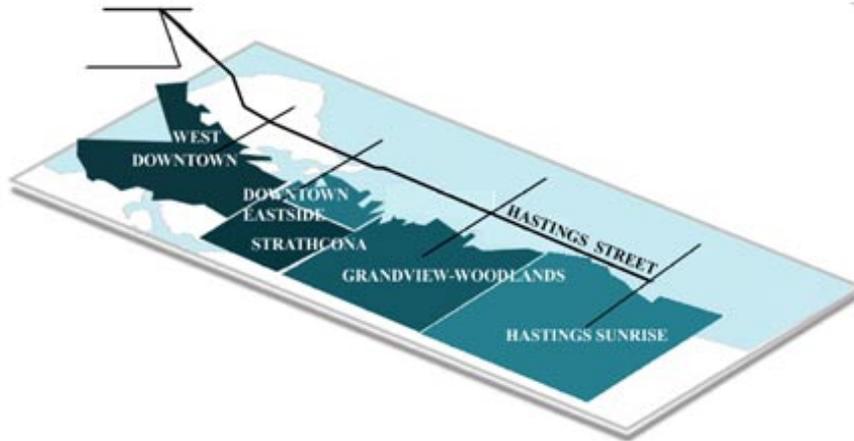
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1. If a ‘route’ is taken only once, it is more an adventure, or a journey: repetition is key to the concept of route.

2. Observation Conditions: Day/Time: Saturday, September 15, 10:00 am to 4:00 pm; Weather: clear, calm, warm, sunny; Method: survey on foot with notebook, camera and tape

scenes on hastings

The influence of major transport infrastructure on Hastings Street



The Vancouver portion of Hastings Street

Hastings could be considered the straight version of the east-west corridor that connects central Vancouver to the outside world; the Canadian Pacific Railway and the first harbourside roads being the original curvy version. Hastings was the first paved road in Vancouver, and grew in three main phases. The first was solely in what is now Downtown and Strathcona, completed by the 1880s. The second was an east-west portion of a tram link to New Westminster, which extended about as far as today's Clark Drive. The final extension, in the 1910s, took Hastings to Burnaby.

Officially, five Vancouver neighbourhoods are bisected by Hastings Street. Although our research didn't always agree with the official definitions, we tend to rely on it for simplicity. From West to East, they are the West End, Downtown, the Downtown Eastside, Strathcona, Grandview-Woodland, and Hastings-Sunrise. Hastings is unified, despite great diversity along its length, by its status as a main bus corridor (served in various lengths by about a dozen separate routes) and a highway. It

is always a busy corridor, and almost always congested. As most of its length is commercial, regional traffic must compete with local traffic, frequently creating a sclerotic mess. This busy-ness, however, provides some income to the poorer neighbourhoods, and forces passers-through to see the poorer realities, and confront it.

The West End

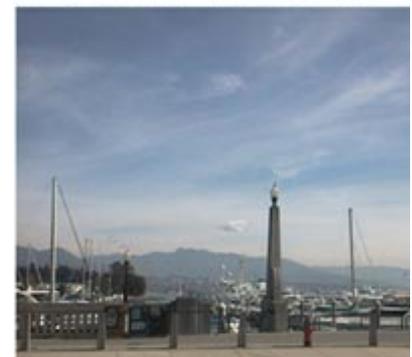
The West End is primarily a residential neighbourhood whose commercial activities occur either along Denman Street or in Downtown. Formerly a

port and industrial area, Coal Harbour, which completely surrounds the West End portion of Hastings Street, is now an area of high density, very expensive residential development. A major factor in determining the eastern bound of the West End in this area was the construction of the Marine Building at Burrard Street in the 1920s and 30s, which for a long time was the tallest building in the British Empire, and became a financial hub. The Marine Building anchored the financial area of Vancouver, and served the nearby port facilities. It also encouraged wealthy businessmen to settle in the West End. It is from an era when Hastings was much more than a major transport corridor, when it was as much the heart and pulse of Vancouver as Georgia or Robson is today. Today, this area remains a residential nucleus.



The heart of Coal Harbour: a core of high end residential towers

The view outwards from Coal Harbour





The Downtown at Hastings St. and Howe St. The high rises are visible in the background.

The poorer realities of the Downtown Eastside.



### Downtown

The Downtown portion of Hastings Street tends towards the financial in the west and the institutional and tourist-oriented in the east. It is expensive high-rises throughout. Granville is the most notable cross street, and is the most important north-south route in the western half of Vancouver. The eastern boundary of the neighbourhood is extremely sharp, and our group decided this was one store depth, or 25 metres east, from Homer St. We decided this based on the boundary between expensive shops catering to businessmen and tourists, and the cheaper, run-down shops catering more to Downtown Eastside residents. The formal boundary of this neighbourhood is further to the east.

The Downtown Eastside is the realm of addicts, prostitutes, cheap shops, religious ministries, and social services. Very small in size, its negative imprint on the city's self-esteem is, however, powerful. The community is centred on Main and Hastings, where elaborate and ornate, albeit delapidated buildings contrast with the near-hopeless mass of humanity surrounding them. While the western boundary of this neighbourhood is extremely sharp (at least in our opinion), and in some locations fortress-like, the eastern boundary flows into Strathcona without any clear transition.

### Strathcona

Strathcona is a traditional immigrant and working-class neighbourhood of Vancouver. Like Grandview-Woodland, it is ethnically diverse, although Strathcona is poorer than Grandview. It includes Chinatown, and is generally regarded to be a community that works. It was Strathcona's citizens who led the revolt against the planned east-west Vancouver freeway in the 1960s, a revolt that was successful. Strathcona is today struggling with existing and proposed office and apartment towers in the Science World area, which could damage the social contract that has built up in this area despite relative poverty.



The buildings of Strathcona.

Religious structures in Chinatown.



The low-rise architecture and views outwards in the community of Grandview-Woodlands.





The intersection of Hastings St. and Lakewood Dr.



Hastings between Commercial & Nanaimo

The corner of Hastings & Penticton



**Grandview-Woodland**

Grandview-Woodland is centred very much on Commercial Drive and 1<sup>st</sup> Ave. At Hastings are mainly cheap commercial and retail facilities that are peripherals of the Grandview, Strathcona, and Hastings-Sunrise cores. A major bisector in this area is Clark Drive, which is the northern part of the north-south trucking route through Vancouver, and services the port facilities. Warehousing dominates the landscape near Hastings far more than commercial. One exception, near Commercial and Hastings, is an expensive hotel, and other seemingly out-of-place entities. Seemingly out of place, these businesses likely service primarily captains, truckers, and other staff from the nearby port. Coincidentally or not, there is a concentration of prostitutes in the area north and east of this small area of relative wealth.

**Hastings-Sunrise**

Hastings-Sunrise is really two neighbourhoods. The western

neighbourhood relies on traffic from Hastings and major cross-streets (Nanaimo and Renfrew), as well as a significant local population, to support middle-class businesses. In this area, Hastings is really a strip mall with middle-class, low and mid-density residential areas behind. Hastings Park, currently the site of Pacific National Exhibition's eviction, and the TransCanada, separate this neighbourhood from a more upscale commercial area, which is an extension of the well-off Burnaby Hill neighbourhood to the east. Boundary Road is more of a bisector of this neighbourhood than a boundary to it.



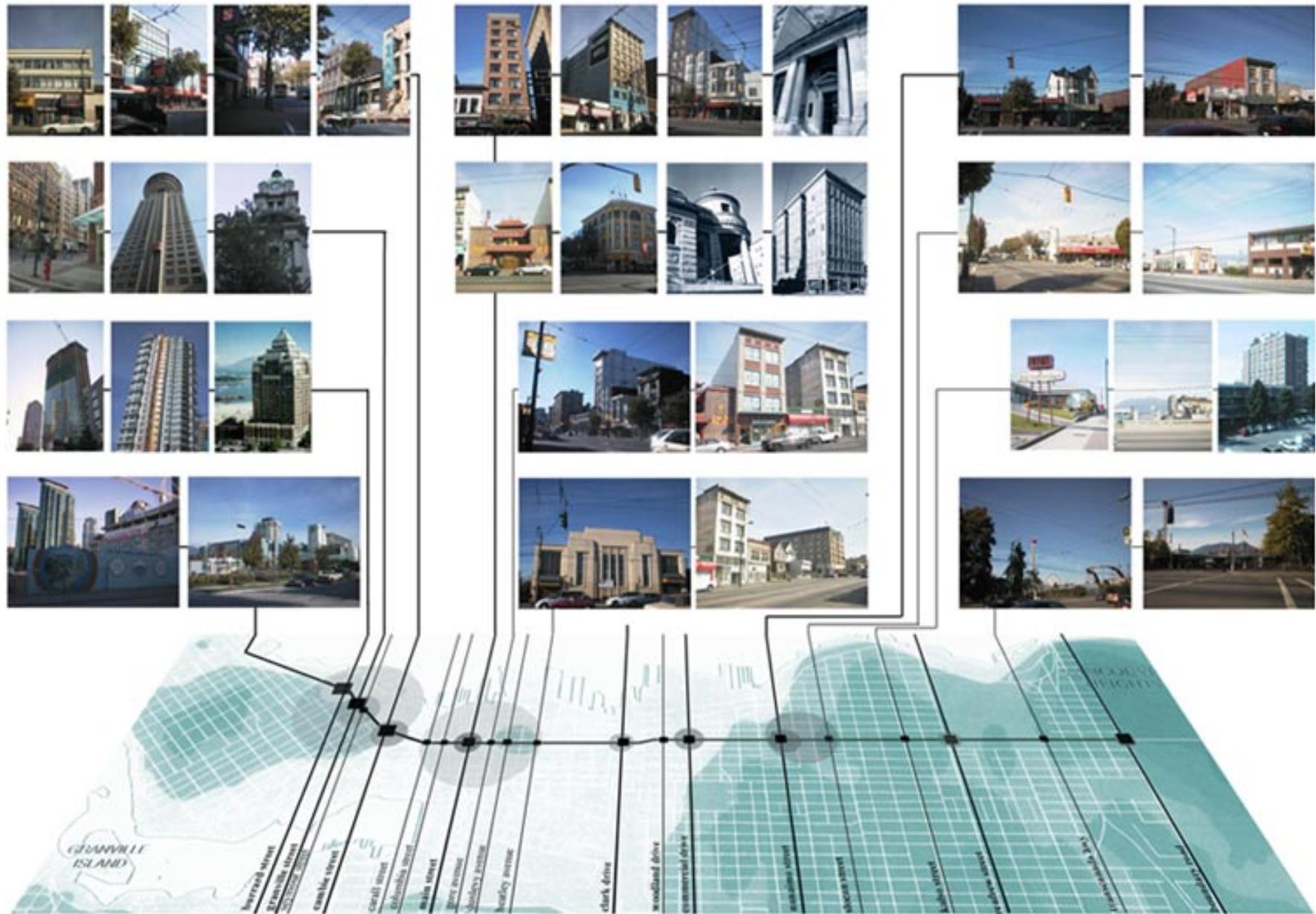
The greenery of Hastings Community Centre



The Pacific National Exhibition Grounds Hastings Park.

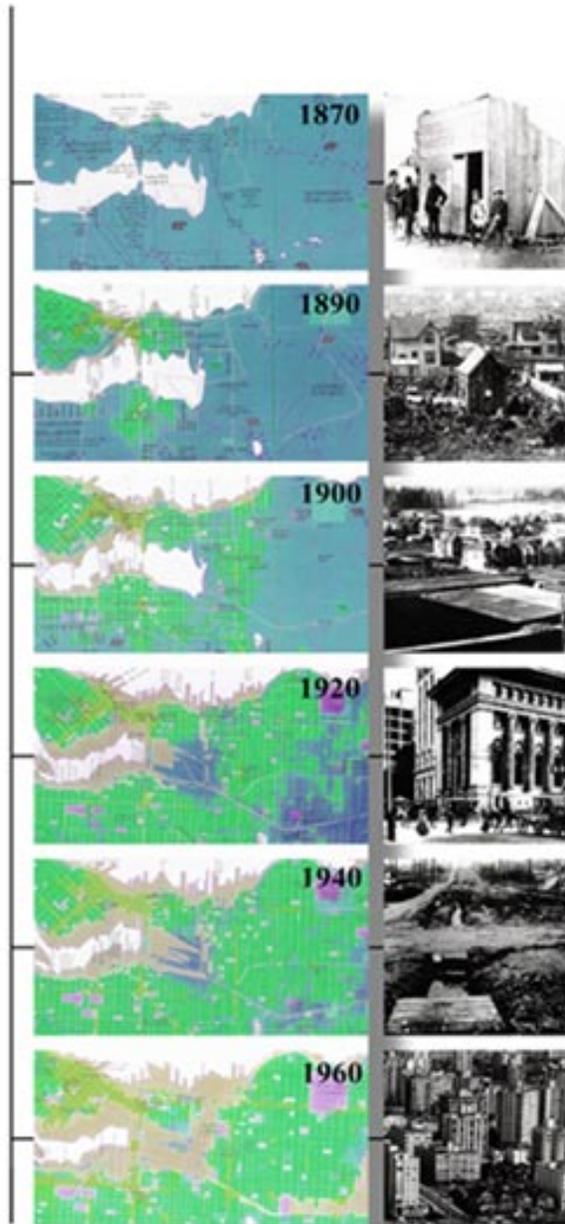


scenes on hastings  
 Architectural Points of Crossing



The found architecture at various crossing - points along Hastings Street.

Site Analysis: Routes and Boundaries – Vancouver



Expansion of Vancouver throughout time indicating areas of the western part of the city to each decade.

While on Hastings Street, it is extremely important for an individual to identify their precise location. The street varies so much from neighbourhood to neighbourhood that without placing oneself in the context of each crossing street, one runs the risk of making sweeping generalizations. Perhaps, the most obvious yet subtle way of identifying crossing points is to identify the types of architectural styles, or the clusters/nuclei thereof. Along the Vancouver stretch of Hastings are several clusters, already described, that generally fall within the bounds of the official neighbourhoods. The differentiation between the different building style (using height, materiality, size, style, street front) is easier and much more obvious in

street than it is in the east. As one moves east, the differentiation becomes more subtle; it is difficult to distinguish between not only building cluster but also neighbourhoods. Instead, the boundaries run along occupation purposes such as highly industrial vs. lightly commercial vs. primarily residential. In the west it is common to find businesses and habitants occupying very unlikely building structures, structures that perhaps were a part of the 'found cityscape', not designed and built specifically for the particular occupants. On the other hand, in the east, building structures that were constructed with a specific purpose and occupant are more prevalent. Canadian Tire, Safeway, and fast food restaurants are examples of such. These structures are dependent on the type of business they house, and eventually the area will resemble the dominant business activity. In the west, overtime, the building fabric remains fairly constant, only the interiors are refurbished.

In terms of size/height, style, and materiality there also exists a fairly constant trend. Big and tall buildings dominate the west, their function only recognizable from the street sign, not from their appearance. Low-rise and smaller buildings fill the rest of the street, with a few exceptions at Gore Ave., Renfrew Rd., and Boundary. The pattern in the architectural style of various building clusters follows the pattern of development of the area throughout time. As the city expanded eastwards, newer and more modern buildings can be found in these areas. There are exceptions. Downtown and the West End were originally filled with grand residential palaces suitable for the city's early elite. During the 1960s and 1970s, with the implementation of the Urban Redevelopment Plan, the primarily heritage structures were replaced with the more functional office towers. Similarly, due to the financial prosperity of downtown, many of the heritage buildings have undergone extensive renovations, which at times completely changed their original appearance. On the other hand,

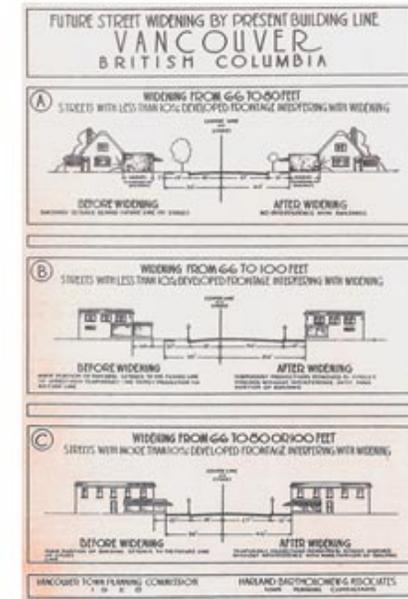
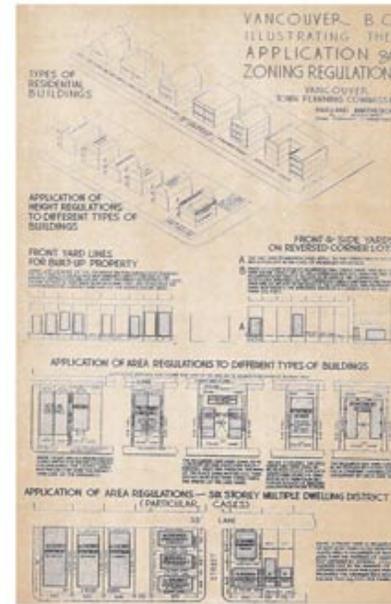
## scenes on hastings

the dilapidated and run-down, yet highly elegant and ornamental buildings of the Downtown Eastside have retained much of this original style, due to lack of any significant reconstruction or refurbishment activities.

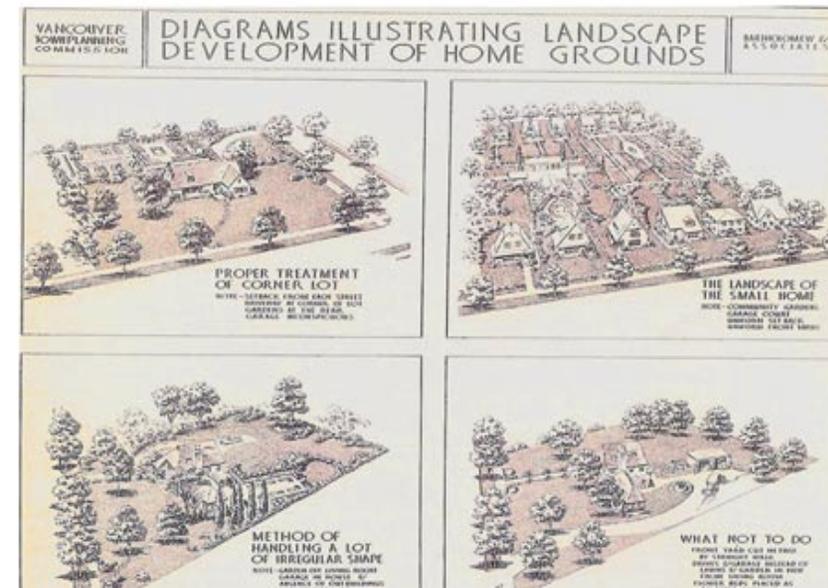
Similar trends are visible for the materiality, or the use of materials, in various building structures. Here, once again, the changes in materiality are consistent with the movement from west to east. Whereas height and size remain important factors, age and style are less so. Glass and steel are the all-important building materials in the West. Reflection, and perhaps the desire to widen and illuminate the enclosed streetscape, seems to be at the top of the design objectives. The Downtown Eastside and Strathcona, with their largely heritage buildings, are principally of timber construction with stuccoed or bricked exteriors. The amount of glass is limited; however, there seems to be an interest in detail and ornament.

Same conclusions can be made for the Chinatown part of Strathcona, where in addition there is a heavy emphasis on highly ornamented religious architecture and structures. In addition, first encountered in the Eastside, but also prevalent in Chinatown and later in Grandview-Woodlands, is the phenomenon of the spillover effect, whereby the interiors of the various businesses are carried to the street front. In Grandview-Woodlands and Hastings-Sunrise the spillover effect takes a hold of the street, relegating the building structures to a mere background.

## PART 1



The proposed changes and re-development of zoning regulations, building line, and home grounds. *Vancouver, Town Planning Commission by H. Bartholomew, 1929.*



## Geology and Hydrology

The Burrard Peninsula consists of tertiary bedrock, including sandstone, siltstone, shale, conglomerate and volcanic rocks. This, together with the facts that there are no significant differences in elevation, made it relatively easy to exploit. There are areas where the bedrock is covered by sediments, or in the newer areas by landfill (see Figure A, cross-hatched areas).

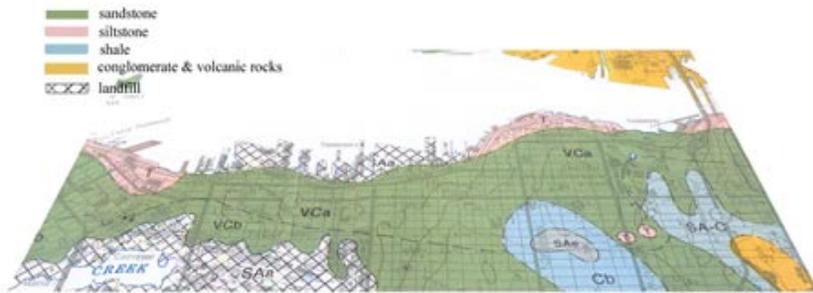
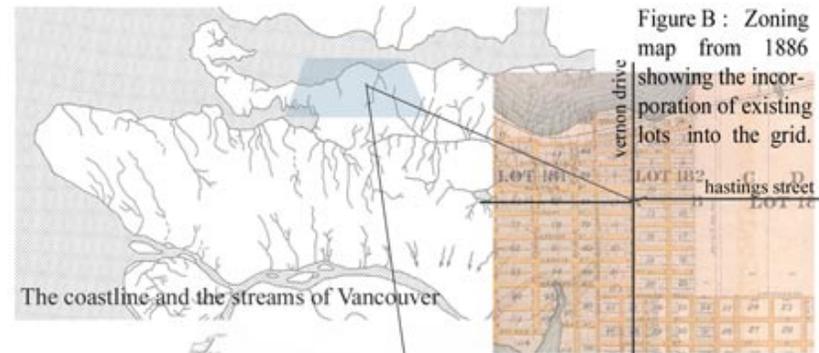


Figure A: The surficial geology of the city



The coastline and the streams of Vancouver



Natural drainage pattern of Vancouver in the nineteenth century is shown in blue

## scenes on hastings

poverty there: 12% drive, 8% are passengers, 32% use public transit, and 6% bike. Average household income is \$45,000 in Hastings-Sunrise and \$12,500 in the Downtown Eastside.

This has an impact on the way the streets are experienced while in-transit. It is extremely significant how Hastings changes from being a busy street with all kinds of means of transport in the west to a car-oriented route in the east. Moving east, there are fewer buses, more drive-thru restaurants, more parking lots, and more corporate plazas. Nevertheless, the number of people in communities along Hastings Street never goes below 18%.

### Bus Service

As mentioned above, at least a fifth of the commuters in this area use the bus. Hastings is a major bus route, contributing to this fact: 11 separate routes service the full Vancouver portion of Hastings, and many more service portions of it. The location of Kootenay Loop near Boundary Road gives access to more bus routes. Service is provided from 5 am until 3 am at 10-20 minute intervals.

### Bike Routes

No bike route is directly on Hastings due to space constraints, but Adanac, three blocks to the south, is a bikeway. There will likely be more bike routes in the area in the future, since the City is planning to connect the Stanley Park Seawall with a harbourside waterfront walway and bicycle route along Coal Harbour. This bike route will probably constitute the main outdoor recreation path within the city and is likely to have spin-off effects on the area.

In conclusion, potential bicycle commuters claimed in Translink's Regional 1999 Survey that the idea of having a dedicated bicycle lanes on major roads and bridges would induce people to commute in this fashion. Therefore, if a change in people's transportation habits is what the area needs and wants, an expansion

of the bikeway network is necessary. Furthermore, two of the bus lines serving Hastings Street are equipped with bike racks and Translink is moving forward with its plans to expand this service. This makes it possible for commuters to combine biking with bussing, making it more attractive.

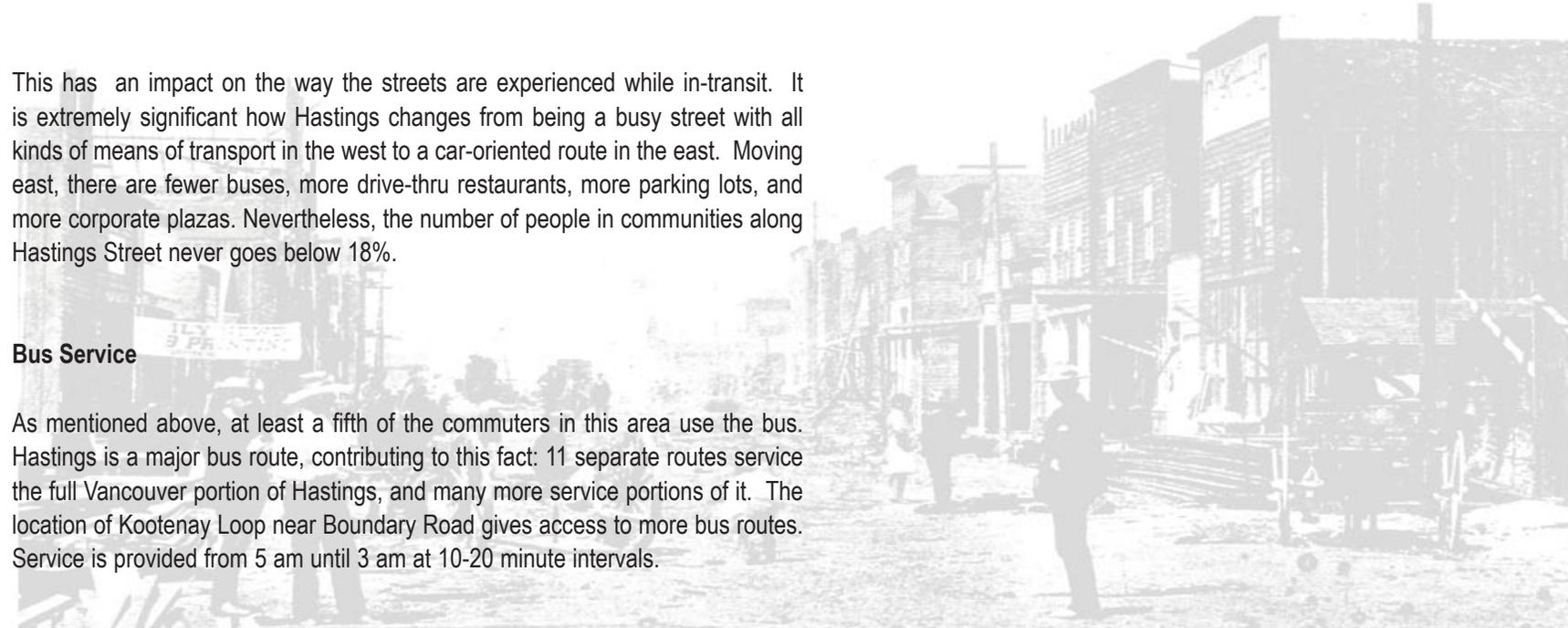


Figure C  
Transportation  
map showing  
the various  
transit modes.



## ROUTES AND BOUNDARIES – BURNABY

### Lines on the Land

“The typical town is not a pattern of streets but a sequence of spaces created by buildings” - Gordon Cullen 1961

At first glance the Burnaby Hastings corridor is a throughway connecting Simon Fraser University and eastern satellite communities to Vancouver. It is an area most obviously bound by Burrard Inlet to the north and Highway 1 to the west, the southern and eastern boundaries are less distinct as the impact of the corridor gives way to residential dominance and north/south running corridors such as Sperling Avenue and Willingdon Avenue.

The routes and boundaries of Hastings Street, Burnaby, are more than physical ‘lines in the land’. It is human perception of the more ephemeral qualities of landscape - visual, experiential, historical - that impacts the life and form of the city.

### Local - Regional Interface

#### The Collision of Routes and the Evolution of Boundaries

Hastings Street functions as a main arterial route at the regional scale, and simultaneously serves as a conduit for local points of community interaction. As a result, Hastings is influenced by a number of opposing and diverse forces.

As Figure 1 shows, Hastings serves as a main east-west arterial route, moving commuters regionally between Vancouver and areas east and north of Burnaby such as North Vancouver, Port Moody, Coquitlam, Pitt Meadows, and Maple Ridge. Specifically, Hastings Street is a major throughway facilitated by 6 lanes, including a High Occupancy Vehicle (HOV) lane, that now exists along the entire Burnaby route. The high traffic volumes of 34 000 to 40 000 vehicles per day, put pressure on the curb side parking in the commercial areas as congestion

increases during the rush hours.

Transit along the Hastings Street corridor has 13 routes at the west end and tapers out to 3 routes at the east end. The major 3 routes include a regional express bus to and from Simon Fraser University and Stanley Park. This indicates a strong demand for centre-to-centre travel which bypasses much of the local Burnaby-Hastings area.

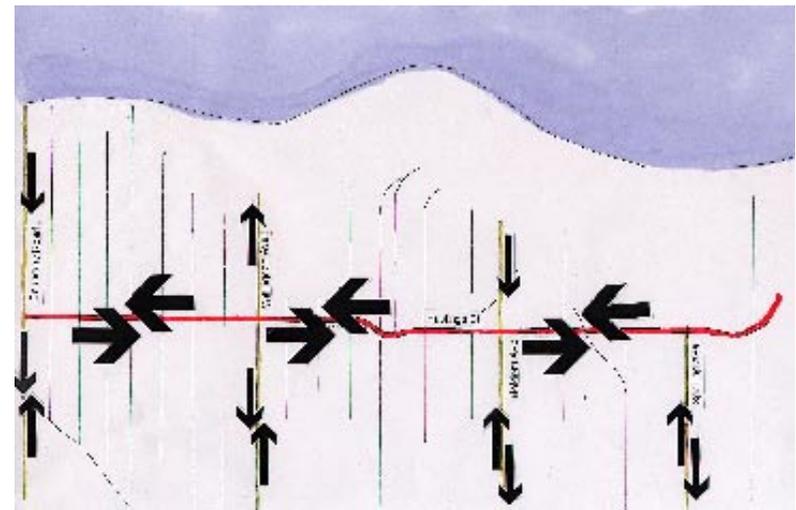


Figure 1 Regional Movement Patterns

Cycling occurs at a lesser level along Hastings Street, this is likely due to the alternate routes, heavy traffic, and lack of designated lanes along the main street. Increased local cycle routes, proposed to run parallel to Hastings on Frances Street, aim to elicit more alternate forms of transportation within and through the area.

## scenes on hastings

Concurrent to the arterial commuter flow, Hastings is interjected by a series of complex local influences. Local community shops and services form three nodal points along the corridor. Figure Two shows the areas along Hastings where the local movement intersects the east-west flow.

activity. In addition the pedestrian overpass where Hastings merges into Barnet Hwy further fosters the movement of vehicular traffic.

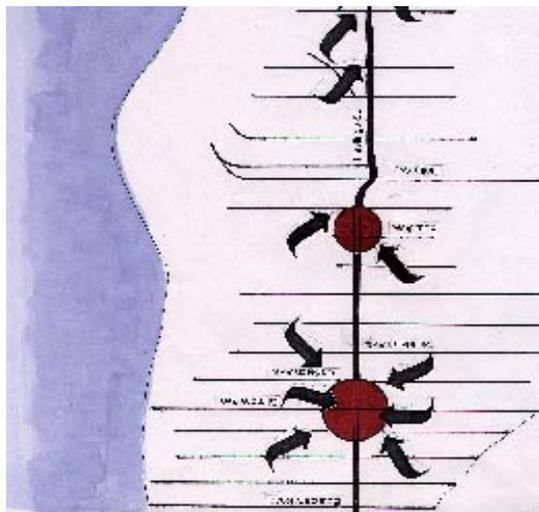
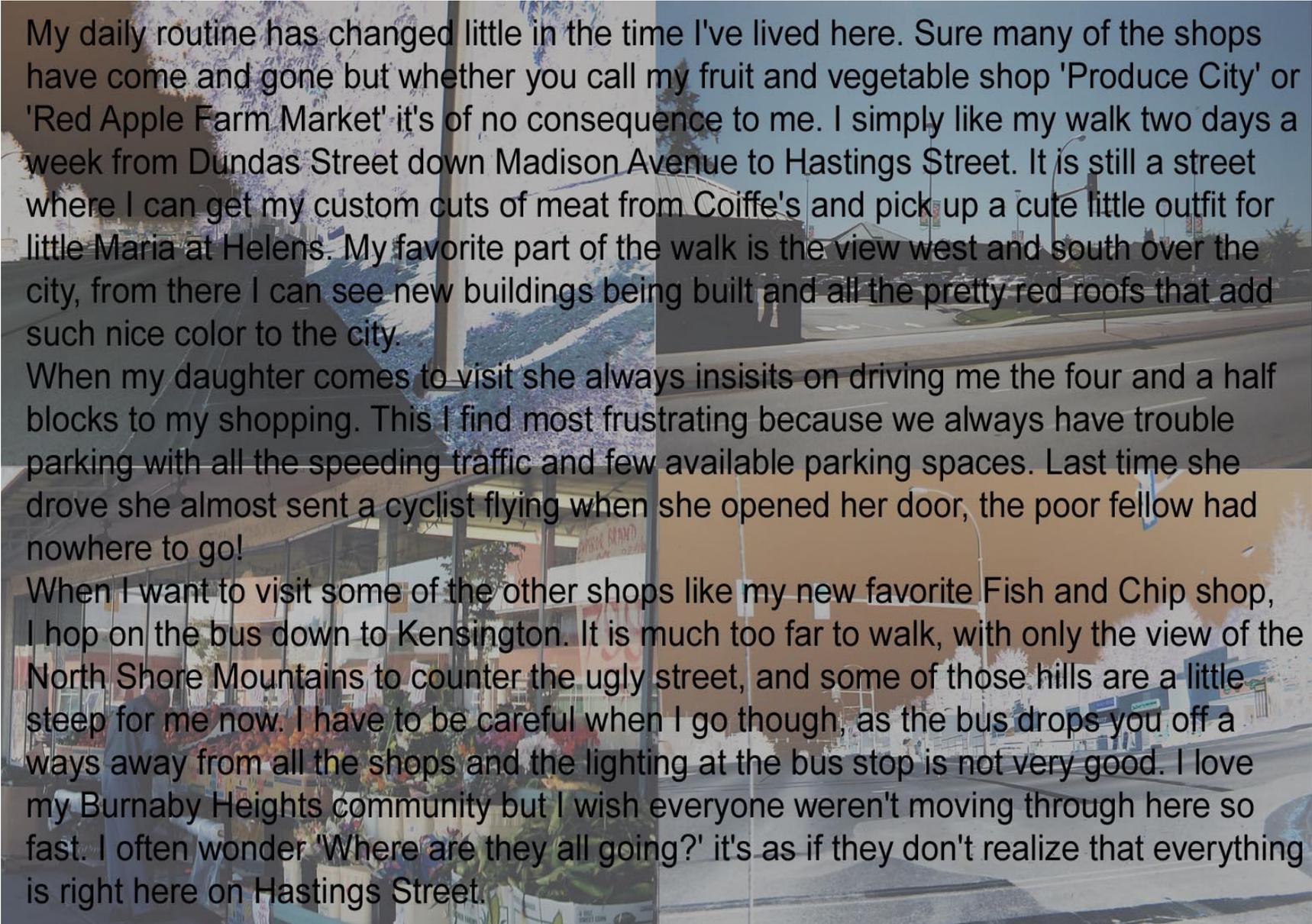


Figure 2 Local Community Nodes

The most visually distinct node is known today as the Heights. This area lies between Boundary Road on the west through to Gamma Ave. on the east. At an early stage of Hastings Street development, this area evolved as a shopping focus for the residents of the surrounding neighborhood. Ten years ago, it was formally named the Heights, through the formation of a business improvement association. Due to the nature of its specialty shops, smaller set backs and human scale development, this area offers the most pedestrian friendly environment along the Burnaby side of Hastings.

Moving east along Hastings the pedestrian flows dwindle, as the setbacks of the shops increase and reduce the level of human activity near the street. For example, Kennsington Shopping Plaza at the east end of Hastings is reminiscent of a typical sub-urban mall, with a large set-back to accommodate a parking lot contributes to the prominence of the automobile and reduction of pedestrian



My daily routine has changed little in the time I've lived here. Sure many of the shops have come and gone but whether you call my fruit and vegetable shop 'Produce City' or 'Red Apple Farm Market' it's of no consequence to me. I simply like my walk two days a week from Dundas Street down Madison Avenue to Hastings Street. It is still a street where I can get my custom cuts of meat from Coiffe's and pick up a cute little outfit for little Maria at Helens. My favorite part of the walk is the view west and south over the city, from there I can see new buildings being built and all the pretty red roofs that add such nice color to the city.

When my daughter comes to visit she always insists on driving me the four and a half blocks to my shopping. This I find most frustrating because we always have trouble parking with all the speeding traffic and few available parking spaces. Last time she drove she almost sent a cyclist flying when she opened her door, the poor fellow had nowhere to go!

When I want to visit some of the other shops like my new favorite Fish and Chip shop, I hop on the bus down to Kensington. It is much too far to walk, with only the view of the North Shore Mountains to counter the ugly street, and some of those hills are a little steep for me now. I have to be careful when I go though, as the bus drops you off a ways away from all the shops and the lighting at the bus stop is not very good. I love my Burnaby Heights community but I wish everyone weren't moving through here so fast. I often wonder 'Where are they all going?' it's as if they don't realize that everything is right here on Hastings Street.