

URBAN DESIGN PROPOSALS

A Billion Dollar Assumption

This project began with the assumption that teams could expect a billion dollars of new investment in the corridor over the next twenty years. This is not an unreasonable assumption to make. This amounts to 10 million square feet of new or rehabilitated construction. This would probably amount to between 50,000 and 150,000 square feet of new or rehabbed construction per block. 50,000 sq feet is the size of a medium sized multi family residential project. This investment may all be applied to existing building and/or existing parcels. It may also be applied to new buildings and assembled (or even subdivided) parcels. The choice was left to the four individual teams.

Goal and objectives statement

The goal is the overarching intention for the corridor. Usually there is only one goal. It is typically a single sentence with very sparing use of subordinate clauses. One must approach the generation of the goal as if you had the benefit of years of discussion with the various stakeholders who affect the question of the corridor (i.e. transit authorities, development interests, municipal engineers and planners, citizen groups, law enforcement, housing advocates etc.). In addition to this assumption, also assume that you want to take advantage of this unique opportunity to “make the world a better place” and that the design ideologies you have explored provide the “first principles” for such a better world. As such, these driving principles should find a way to influence your goal and thus your project. A simple and somewhat prosaic example of a goal statement used for the Sustainable Urban Landscapes design charrettes is provided to give you the idea:

To provide a picture of what it would be like if we built our cities in conformance with emerging national, provincial, and regional policies promoting sustainable urban development.

Establishing the right goal for each team is perhaps the most crucial step teams took. It provided teams with the opportunity to elevate certain issues while

suppressing others. It also provided teams with an opportunity to employ one or more of the design paradigms teams had been exposed to in the previous project.

Objectives, on the other hand, would be a list of the subordinate elements (often but not always measurable) or tasks necessary to reach the goal. An example of a subordinate element that contributes to the above stated goal, also taken from Condon’s charrettes, is provided below:

To provide a setting where designers from throughout the world who have special expertise in sustainable urban design can interact with local designers who have similar expertise.

Usually there are at least three and fewer than ten objectives. Objectives generally cover different areas of interest like social, ecological, or technical issues, but do so with a coherence between them provided by the goal.

Expectations for Urban Design Exploration

Each of the four design teams were to address the following in their proposals.

1. Provide a design for the entire length of the corridor.
2. Demonstrate design intentions through selecting at least four but no more than seven separate areas along the corridor for intervention.
3. Each area must be a circle with the center point on Hastings Street.
4. The circles delineate a five minute walk (400 meters) or a ten minute walk (800 meters) radius.
5. Areas for detailed explorations are to be chosen for their capacity to demonstrate strategies applicable to key areas (commercial areas, transportation corridors, transition areas, etc.).
6. Areas inside the circles should be fully rendered as shown in the example or acceptable alternative.
7. Areas between the circles may be left blank or rendered to illustrate a general urban design motif (or different motifs) that you propose for other parts of the corridor. An example of this might be a massive urban forestry/street tree planting scheme.

TEAM ONE - Urban Movements



Urban Design Proposals: Team 1

Introduction: Hastings Street was once Vancouver's grand main street. Steeped in an urbanity that was truly Vancouveresque, the street combined tremendous amounts of traffic, public transit, shopping, and pedestrian traffic. Historically the citizenry paraded throughout the street celebrating the diversity and vitality that is Vancouver. Today, the communities along Hastings still exude a very vibrant, rich and diverse character that has continually developed and changed over time. Along with local diversity, however, increased regional traffic flows have placed pressure on local community patterns thereby creating a tension between local and regional movement. Our proposal aims to create a framework that addresses the experiences of movement at both the local and regional scales through which the dialectic between the local and long can operate. **Goal:** To construct a framework and hierarchy of interconnected circulation patterns that enriches the experience of movement within both regional patterns and individual nodes. **Objectives:** 1) Develop a road system that allows both the efficient flow of regional traffic and enriches local movement within individual nodes. 2) Promote a pedestrian-oriented environment within individual community nodes that can coexist with heavy regional traffic flows. 3) Create a multi-level transit system that incorporates both regional movement and enhances community activity and connectivity. 4) Link local community movement with larger green areas. 5) Connect the visual experience of regional movement with a continuous flow of green interjected with a series of memorable community nodes. 6) Foster a mixture of land-uses that enhances an economically sustainable flow of capital and people.

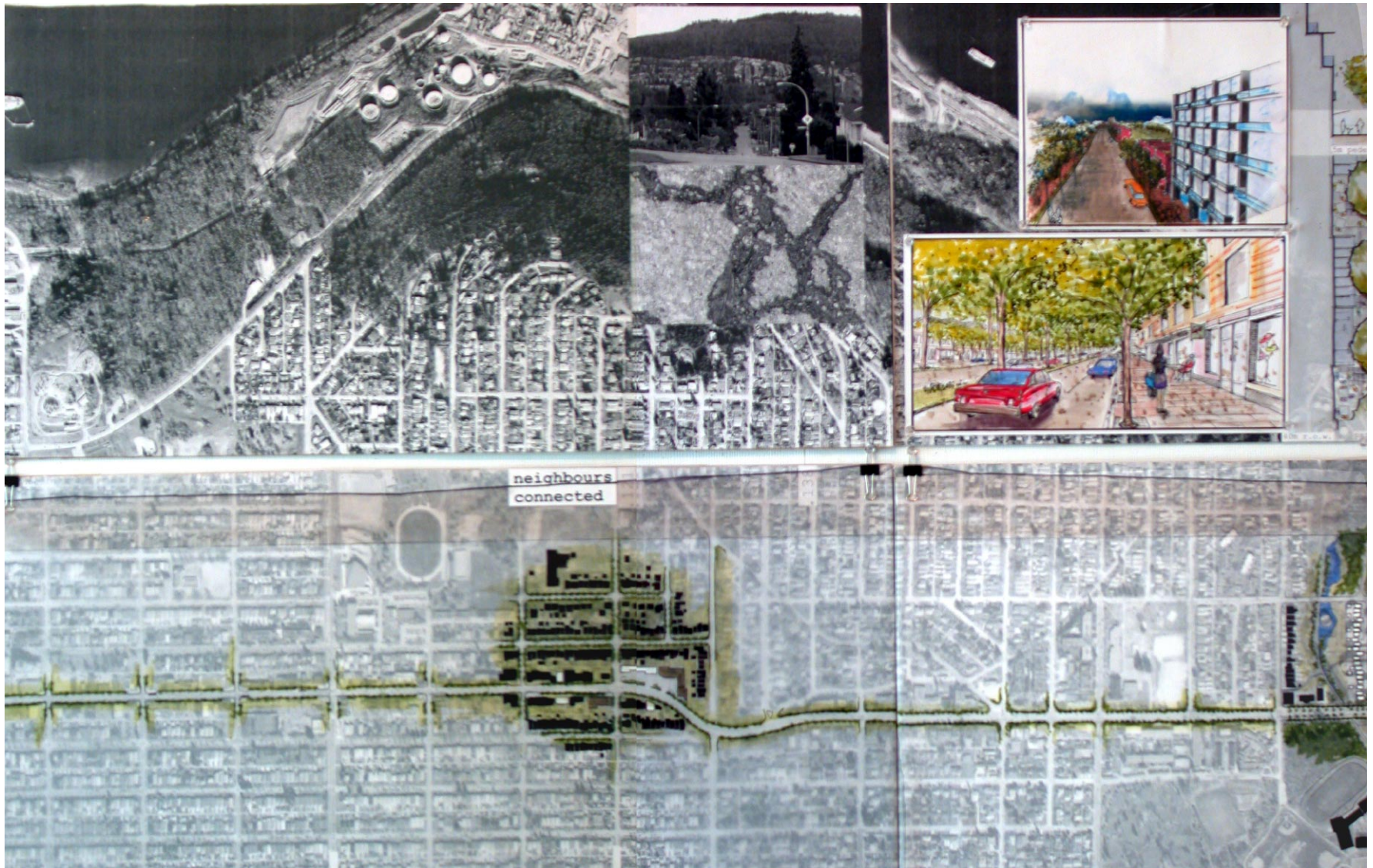


Urban Design Proposals: Team 1

Nodes: The design proposal focuses on three main community concepts: Urban Village, Live-Work and the Boulevard. These will be constructed in a series of phases that span over a period of 20 years. The first phase, the Urban Village Concept, will begin with the enhancement of existing neighbourhoods through the introduction of a streetcar system and new sidewalk scheme. Live-work will be part of our second phase. Here, we will mix commercial and residential use with the existing light industrial through densification and infill. Finally, the third phase will involve the development of a community on the existing Shell Refinery site. This will be coupled with the development of a multi-way boulevard, designed to enhance community and human interaction at the local scale, while efficiently accommodating the flow of fast moving traffic. **Live-Work:** This area along Clark Drive and Hastings Street currently accommodates much of Vancouver's light manufacturing industry. We propose that the mixture, rather than segregated use, of this industrial land with residential and commercial activity will provide opportunity for creating a new economically vibrant and viable community. Through infill and densification we will create a live work environment that will introduce mixed use residential and commercial space in the form of showrooms, studio space, shops and high density residential to the existing light industrial. To make a visible water connection with the community, we propose to redirect the stormwater into a bed along the existing railway tracks. Sidewalk treatment will create a flex-zone designed to extend the pedestrian realm.



Specifically, the current parking lanes will be elevated to the pedestrian level, given a similar aesthetic treatment and trimmed with a smooth curb for easy transition. At the corners, the sidewalk extensions will create areas for streetcar stops. Further along the block, these so called parking lanes at specific times can be used for pedestrian activity, as well as parking purposes. Streetcar will consist of separate lines of service to nodal communities. On the Vancouver side, the streetcar will run between Nanaimo and Hastings Park. In Burnaby the line will run along Hastings between Boundary Road and Willingdon Street. This form of local transit will improve the fragmentation along the commercial strip, as well as link the commercial and residential with Hastings Park. To interface local and regional transportation, streetcar termination points will connect with regional express bus service. **Urban Village:** We have identified two areas along Hastings that are currently local nodes: the commercial area between Nanaimo and Renfrew Street, The Burnaby Heights between Boundary Road and Gamma Avenue. However, both of these areas also suffer fragmentation and disconnection. We have proposed the introduction of a streetcar system as well as an enhancement of existing sidewalk systems to improve interaction and connectivity within these nodes.





The Boulevard: This community will feature a “main street” function along Hastings with commercial at the ground level with residential above. This strip will back onto more mixed residential linked to pedestrian trails and waterfront access. The residential mix will consist of multiple family as well as single family units. In order to promote the development of affordable housing we proposed the zoning for rental suites as well as density bonusing for higher density residential. On the street, we propose a multiple roadway boulevard system that is designed to accommodate and enhance the pedestrian activity and also allows for fast moving through traffic. Specifically, four central lanes will accommodate fast moving traffic, while side access lanes will move local traffic and create a strong pedestrian realm. **Summary:** Through the use of multiple roadway systems, introduction of street cars, development of new community nodes and connection with green spaces and views we will foster cohesive relationships between the regional and local patterns of movement along Hastings Street. This development will take place over a series of three phases: 1)The Urban Village, 2)Live-Work, 3)The Boulevard. These phases will incorporate our objectives to create a system of local nodes that successfully interface with the regional movements.