

TEAM 4

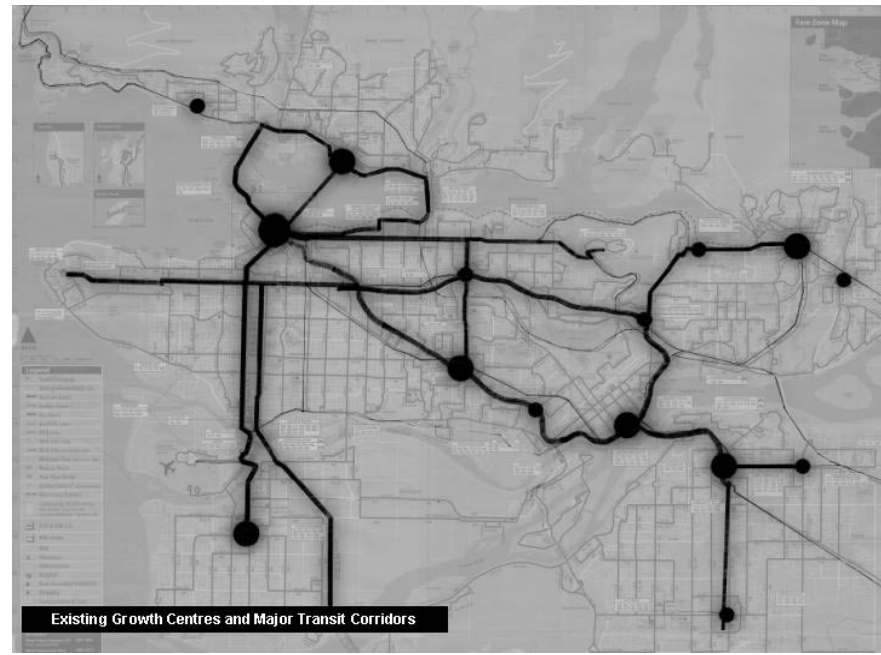
Introduction: The costs of sprawl are significant. Every year in the GVRD, air pollution costs the BC health care system \$1.5 billion. Our response is to develop contextually appropriate interventions which conserve and enhance the systems of the Hastings Street corridor, through the examination of varying physical and ephemeral scales. This can be achieved by: a) promoting transit supportive communities based on higher densities and a rich mix of uses; b) providing housing choices which accommodate the spectrum of housing needs along this corridor; c) reducing ecological impact of growth through more compact system-responsive urban forms; d) providing and increasing opportunities for diverse levels of social interactions; e) providing urban environments which enhance place and meaning.

Four primary elements are needed to design complete regions, cities and neighbourhoods: 1) Centres: the local and regional destinations of varying urban scales; 2) Districts: areas dominated by a single primary activity; 3) Preserves: open space elements which frame the region, protect farmlands and preserve habitat; 4) Corridors: the regional superstructure; connectors of the centres and districts. An existing regional approach considers these elements to promote compact regional growth and reduce automobile dependence and the negative effects of urban sprawl.

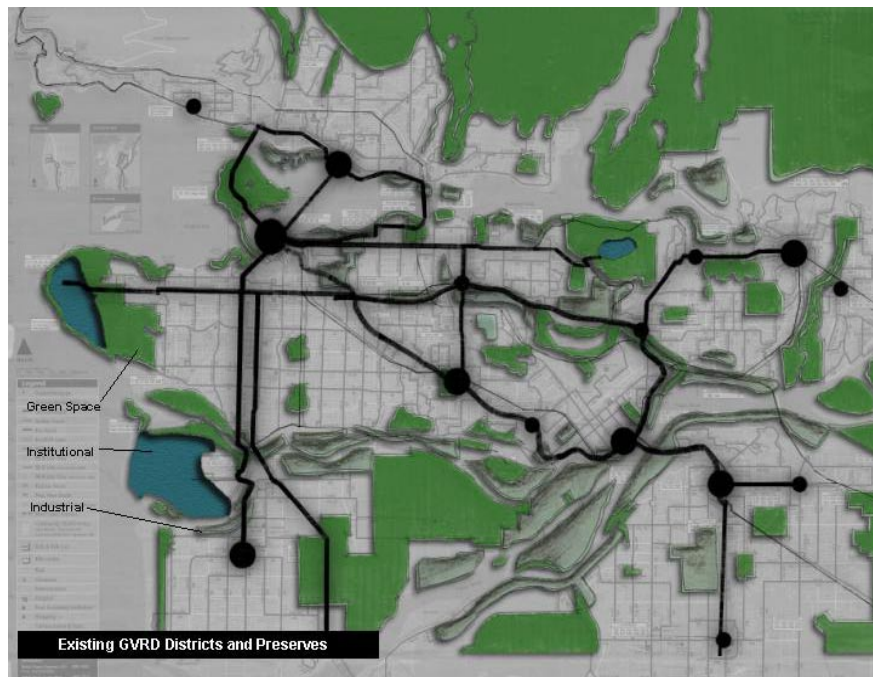




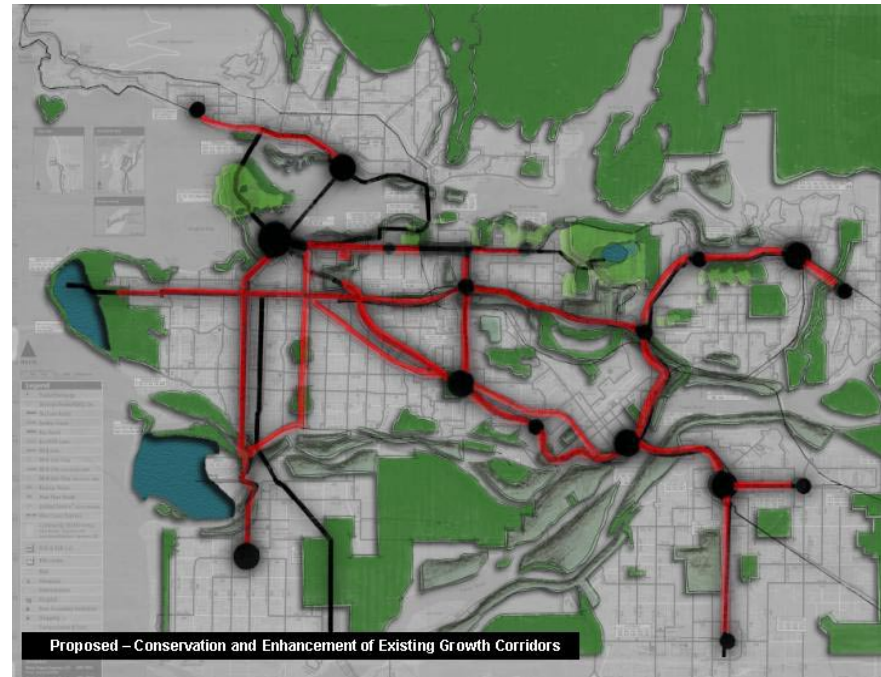
GVRD Transit Routes



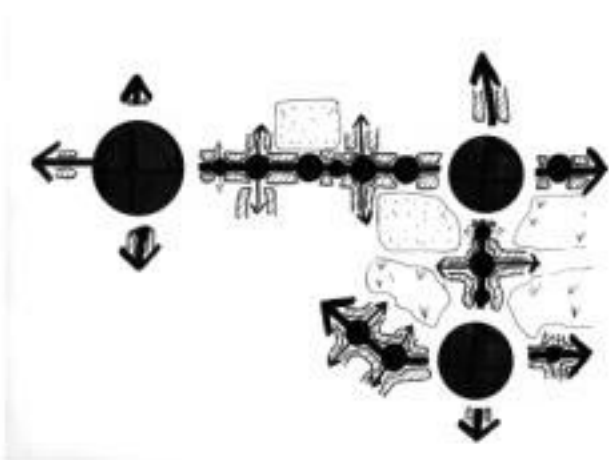
Existing Growth Centres and Major Transit Corridors



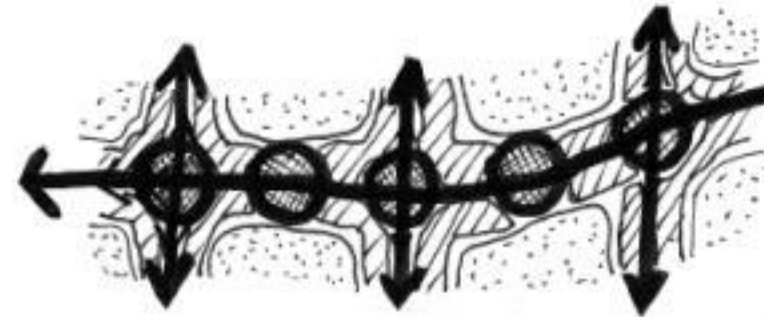
Existing GVRD Districts and Preserves



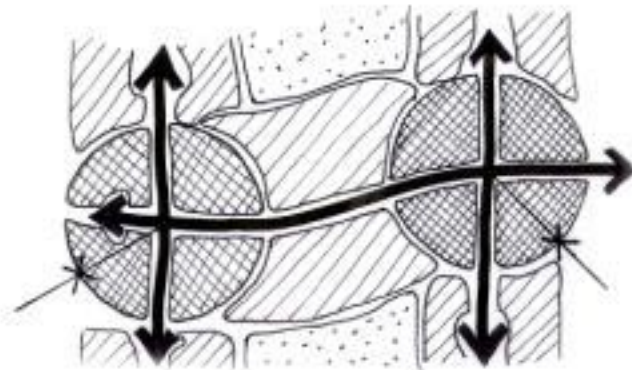
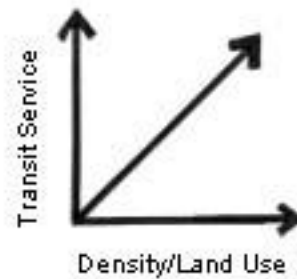
Proposed - Conservation and Enhancement of Existing Growth Corridors



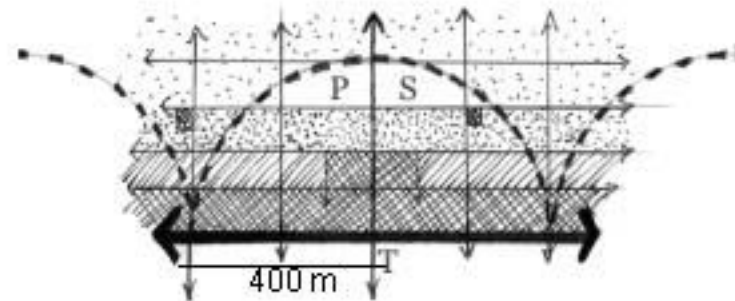
Compact, transit supportive regional growth.



Concentrate growth along high capacity transit corridors.



High density (35 units/ha), mixed use centres at transit corridor intersections.



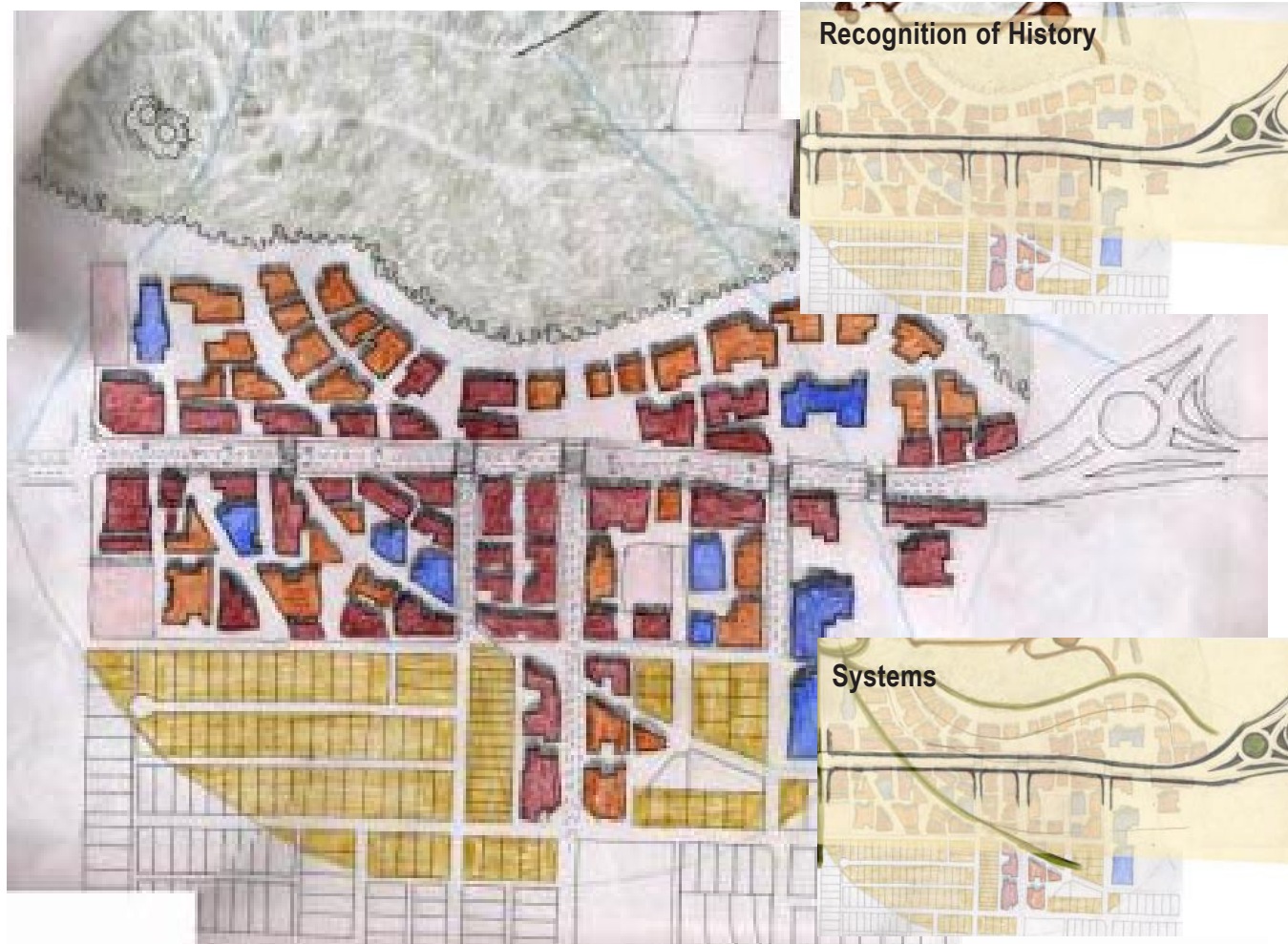
Gradient distribution of density and use along corridor.



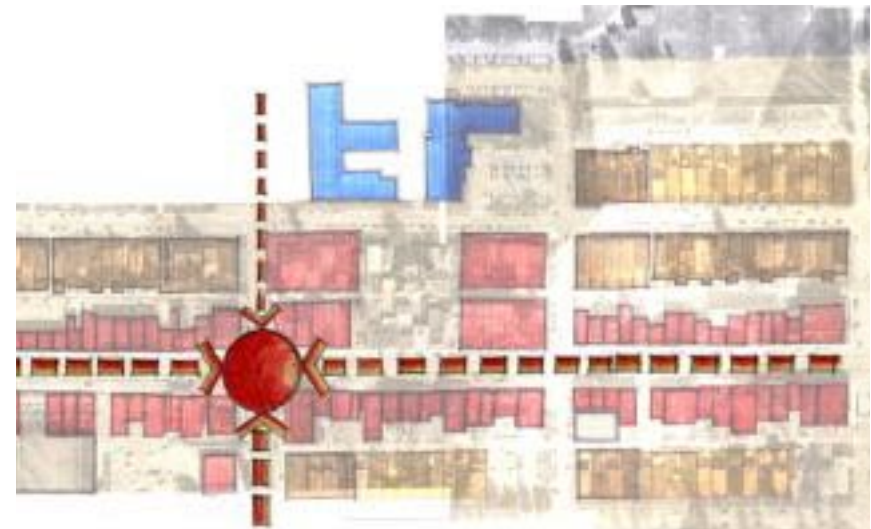
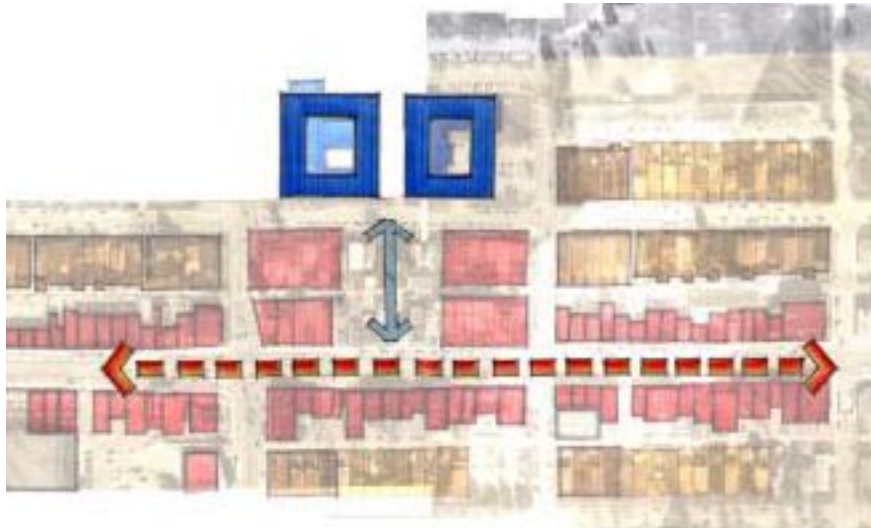
The Hastings Street corridor provides the opportunity to concentrate regional growth and revitalized neighbourhoods by developing a flexible transitway. There is a need to reconnect ourselves back to the landscape. Hastings Street and our movement through it can re-establish this relationship in the form of a connective datum.



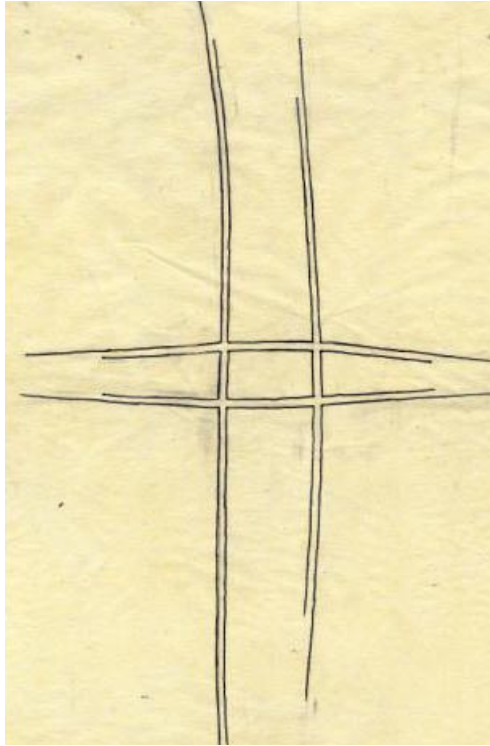
The Datum: At each 00:10:00 intervals, a measure of the landscape is reunited with the user, this intervention is determined by both physical and cultural realities.



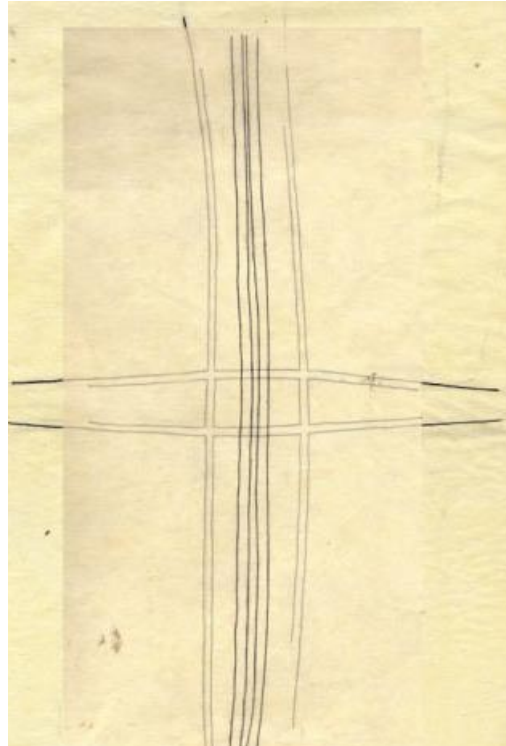
Intervention 1 Burnaby Mountain Gate: Land reclamation and forest restoration; Increased density and land use through creation of a student village; Development that respects and reflects the biogeoclimatic morphology; Exchange through creation of public spaces, squares, work spaces and galleries.



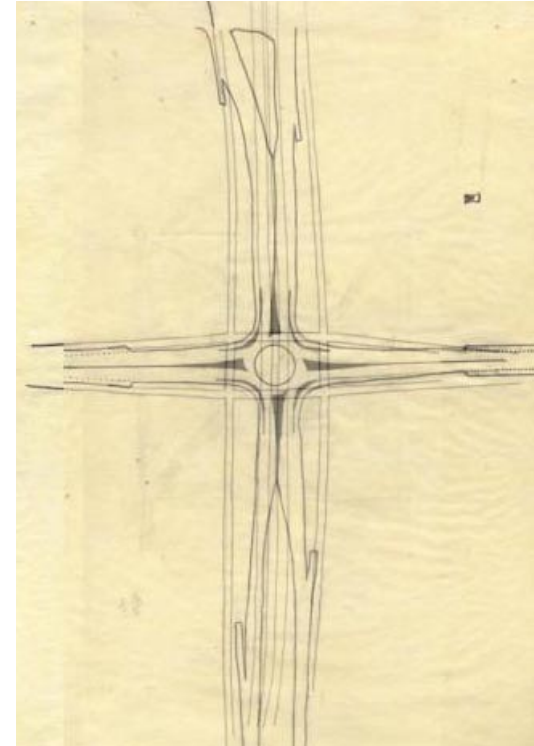
Intervention 2 The Heights at Willingdon: Increase density and land use mix through the addition of stories on existing commercial buildings; Creation of a new plaza that exposes existing civic buildings, creating a meaningful dialogue with Hastings street and the community.



1. Bottom level, transit tunnels

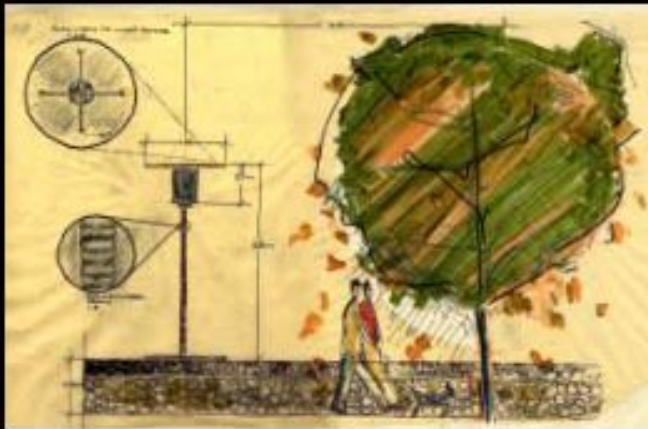


2. Mid-level, existing freeway

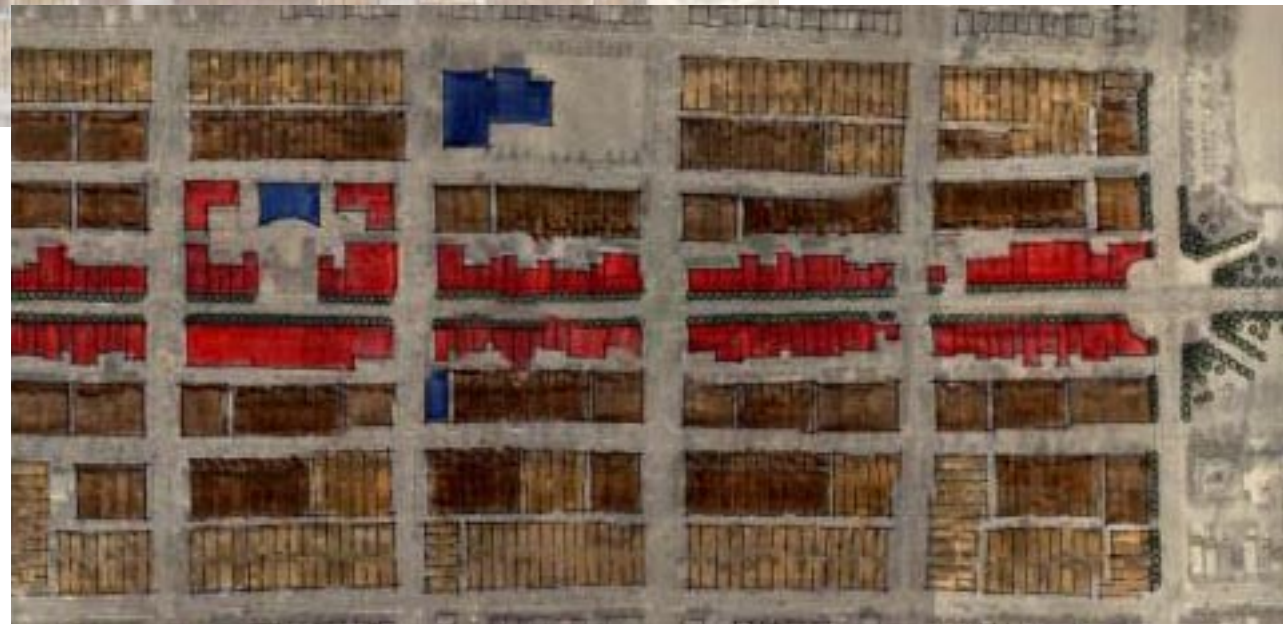


3. Surface level, roundabout

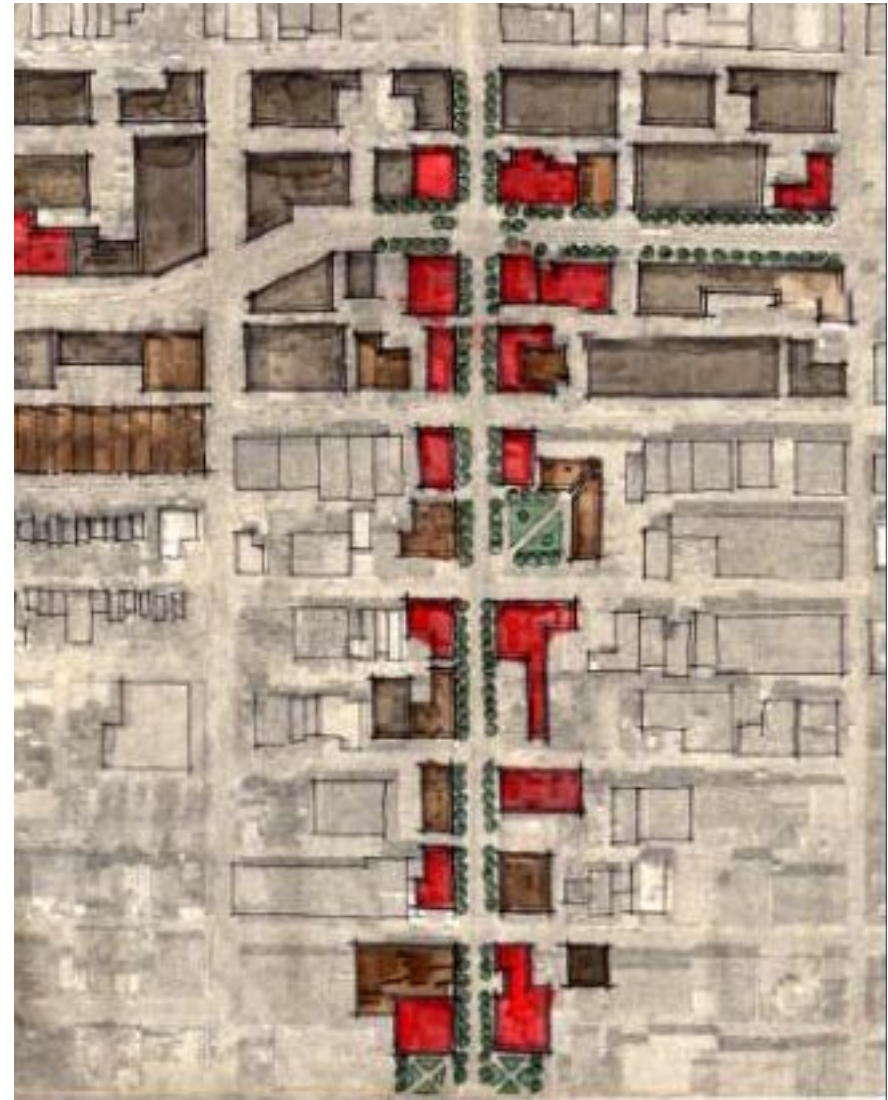
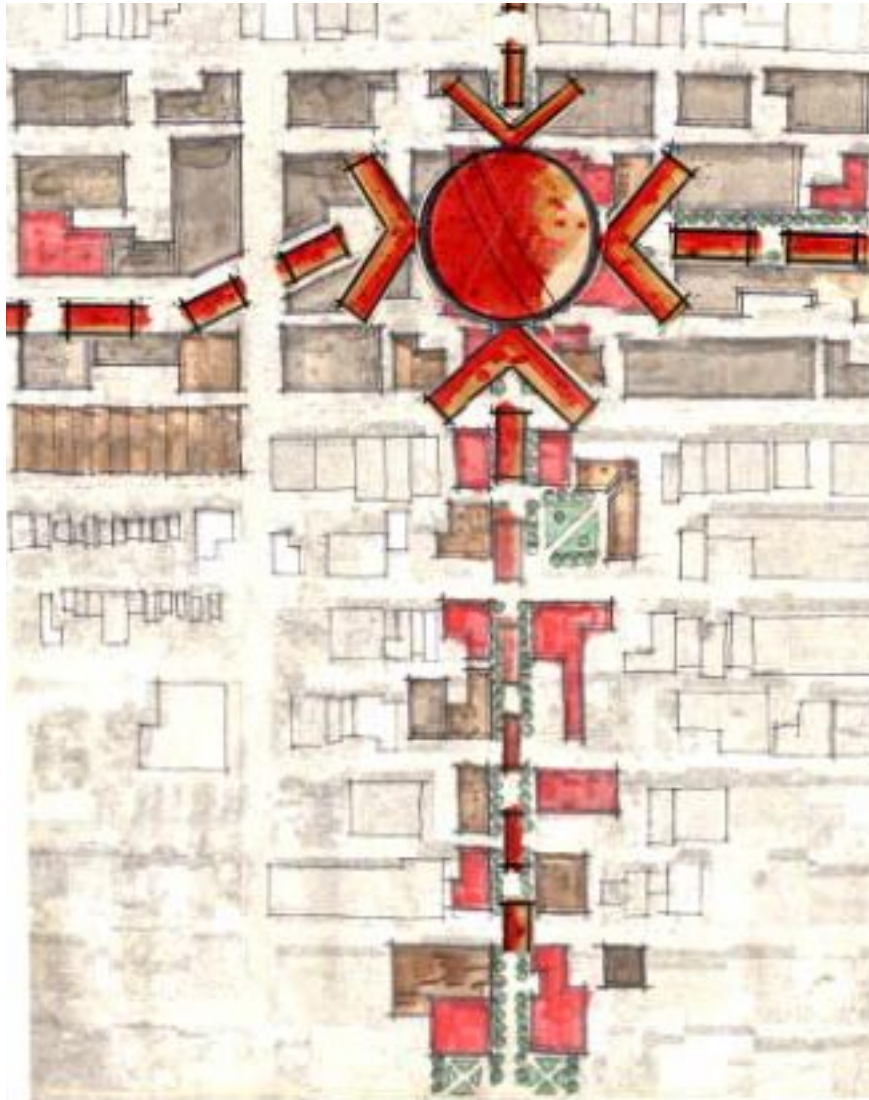
Intervention 3 Hastings and Highway No.1: Provision of transit 'queue jumper' tunnels to increase service speeds; Provision of roundabout to increase the efficiency of traffic flow.



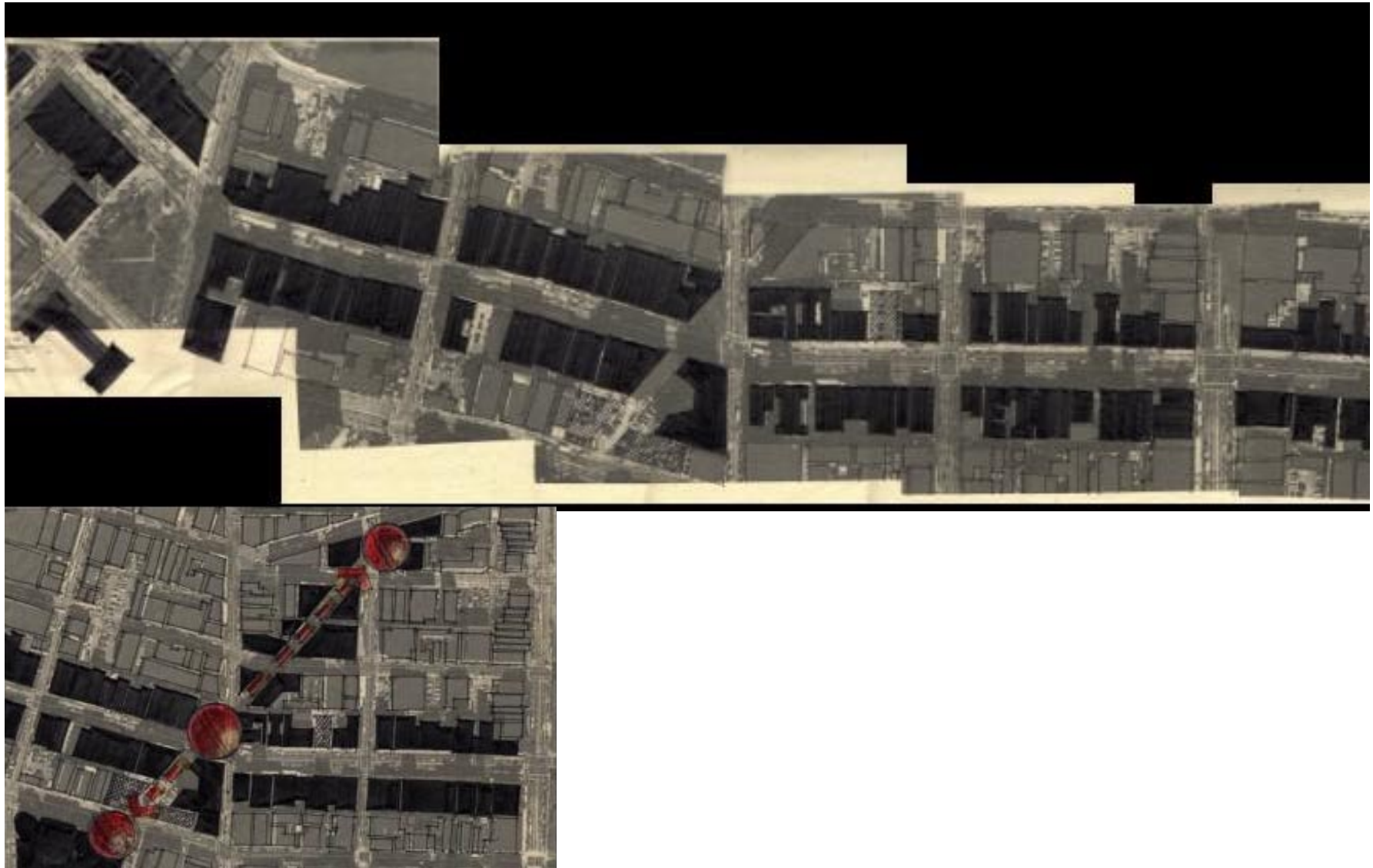
Intervention 4 PNE: Provision of passageways to establish new relationships between the pedestrian, the street and surrounding green spaces.



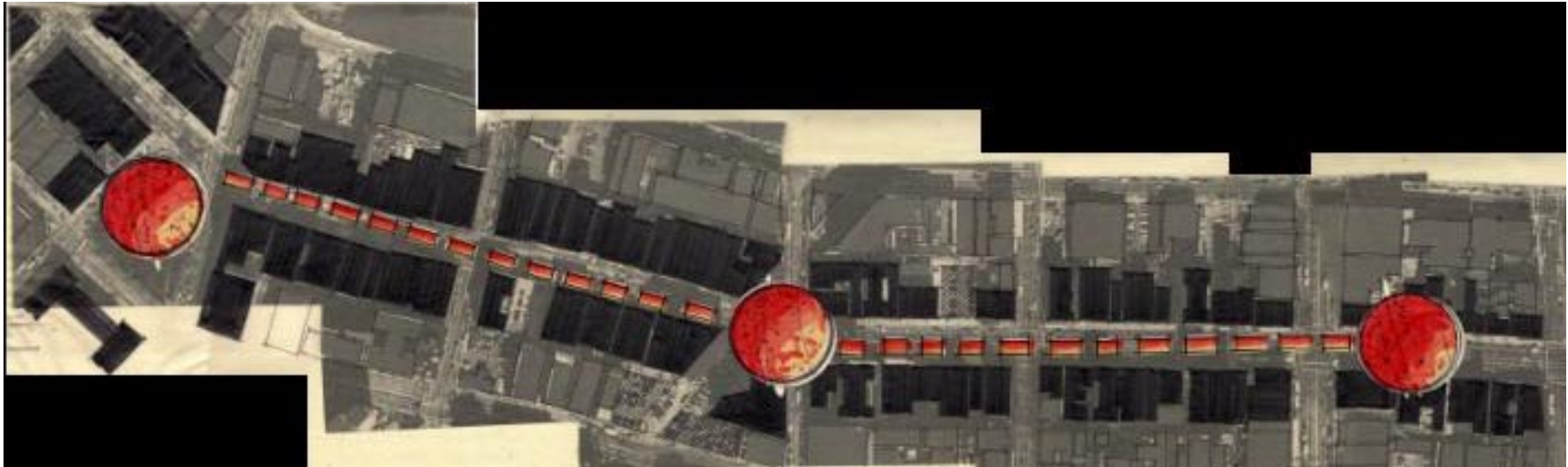
Intervention 5 Hastings Sunrise: Increase density/land use mix through the provision of additional stories on existing retail, new apartments, row houses and civic buildings; New plaza for informal interactions; Creation of neighbourhood gateway at Renfrew.



Intervention 6 Clark Drive: Densification of existing industry; Creation of a mixed use corridor along Clark Drive, including live/work spaces; Colour coding of industrial buildings according to their activities.



Intervention 7 Downtown Eastside: Recognition and enhancement of the Mew connecting Tinsel Town, Pigeon Park and Water Street.



Use of lighting to highlight places and paths important to the community.