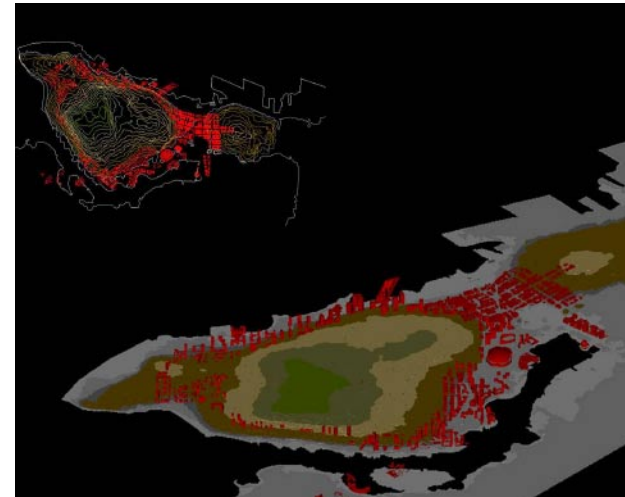
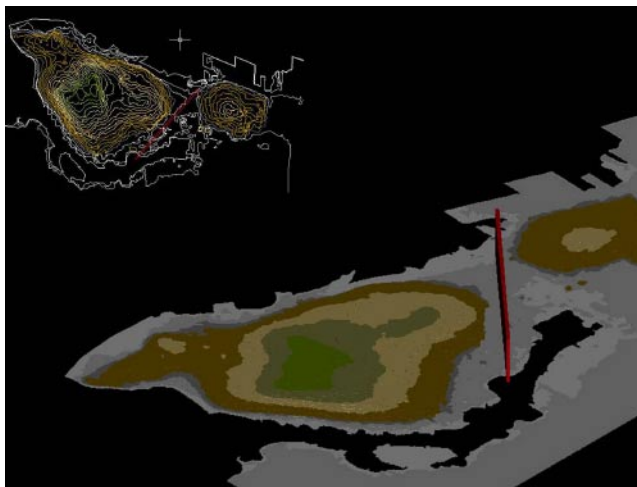


Site - Initial Conception of Right-of-Way as an Armature for Redevelopment.



Site - Final Concept of Right-of-Way as an Armature for Redevelopment.

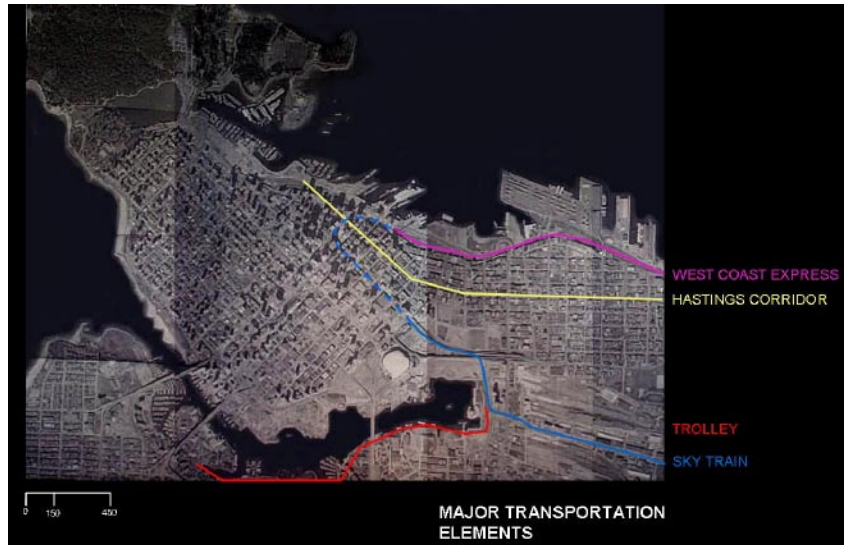


Site - Linkage between Burrard inlet and False Creek.

SITE AS LINKAGE

Our initial conception of the BC rail Right-of-Way as our site of intervention was based on its physical presence within the landscape. It exists as a void within the existing urban fabric. This void, however, is not continuous, but instead fragmented - the result of infill projects that have occurred over the last several years. Our idea is, what would happen if this void was made continuous? In other words how would such a form within the existing urban fabric inform us in how we might conceive possible redevelopment strategies along this cross section? As we continued to study the site we realized that the immediate buildings along this void were not truly defining our site of intervention, but instead it was the buildings surrounding the void that were related by their topographic location that would indeed form our true site. Thus the void became an armature for which we can operate on with interventions spilling off its sides, leading to many possibilities.

Final Proposals: Vince Barter, Carl Johansen and Erick Vilagomez



TRANSIT - CONTEXT AND PROJECT LINKAGES

Wide ranges of transportation methods exist within the boundaries of our site. In terms of vehicular traffic, Hastings Street is the major east-west regional transportation corridor, carrying over 60,000 cars a day and high volume transit routes. Alternatively, Stadium SkyTrain Station is located near the south-western edge of the site, and the West Coast Express commuter rail route runs along the northern perimeter - connecting downtown to several satellite cities such as Maple Ridge and Mission. These different forms of transportation serve to connect the site to the greater region at large.

The proposed intervention responds to transit servicing the site. Upgraded bus-based transit service on Hastings Street is an option, with a major transit stop located at the proposed Hastings/Carrall Plaza. Also, a small, tourist-based tram line running from Granville Island to Canada Place is also proposed. The tram alignment would run along False Creek and turn north on Quebec and Carrall Streets, and then turn west of Water Street. The tram would stop at Tinseltown and then run right through the proposed Hastings/Carrall plaza, 'kissing' the pedestrian right-of-way at the half-way point between major tourist attractions and a major regional transit connection.

Final Proposals: Vince Barter, Carl Johannsen and Erick Villagomez



- Industrial
- Green Space
- Mixed Use
- Infill Housing
- Civic Buildings
- Educational
- Civic Squares
- Street Interventions
- Eco-infrastructure

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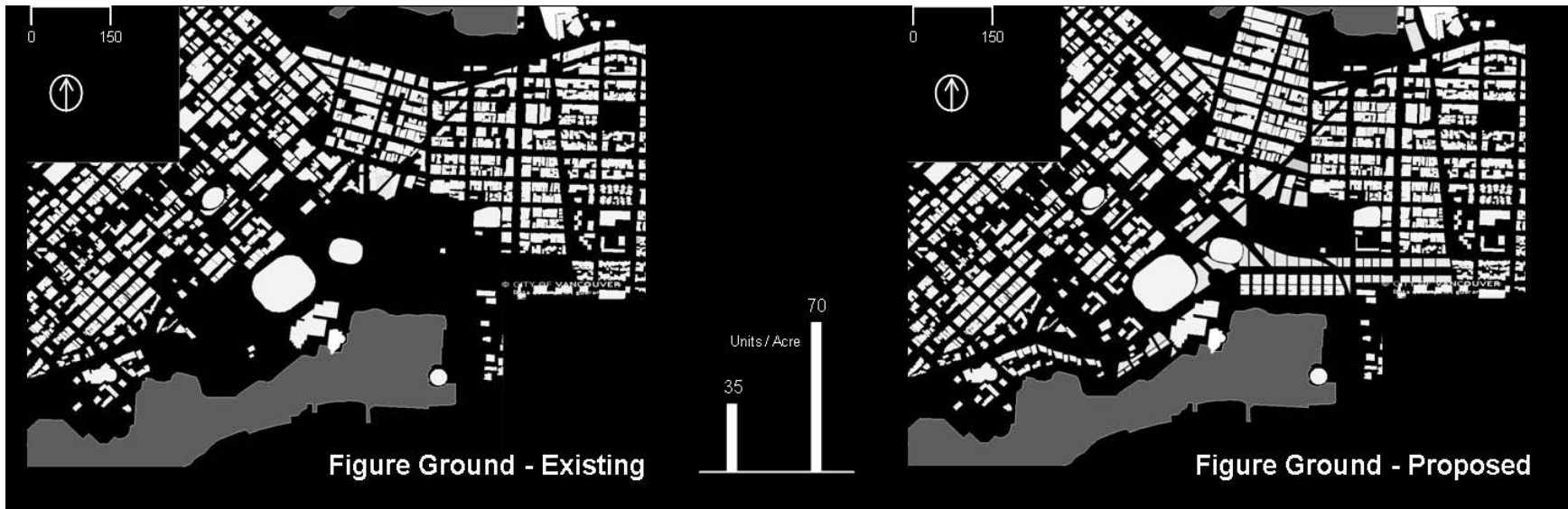


THE INTERVENTIONS - OVERVIEW

The primary intervention proposed for this site involves opening up the CPR right-of-way into a pedestrian-oriented through way and placing new housing, commercial, and employment uses along its length and within the surrounding context. This could be achieved by the City purchasing right-of-way properties and deeding the purchase (as a statutory right-of-way) over to the City Engineering Department. In theory this strategy would create a vibrant pedestrian connection between the different districts and areas within the site, and act as a catalyst for the revitalization of the site.

More specifically, the CPR right-of-way is to be consolidated and opened up as a pedestrian 'green street' corridor, under the jurisdiction of City Engineering. The right of way will run from BC Place to a plaza south of CRAB Park. Varying residential, commercial and employment uses will be situated along the corridor, ensuring that in every section of the corridor uses front onto the corridor itself, and that these section have distinct characters. However, a datum, most likely a paving treatment and emplacement of rails, will be employed to create a cohesive theme. Capitalizing on the corridor's location at the bottom of a small valley, it could also be utilized to collect stormwater. The pavement could be porous and an infiltration bed and collector pipes will be laid underneath. These pipes could funnel excess stormwater to ponds located at either end of the corridor. A heritage building will be eliminated at the northern end of the corridor, yet the housing units within this building will be replaced at the Burrard waterfront development.

Another major element of this intervention, involves densifying the existing urban fabric along and around the corridor, and also developing major mixed use centres at the north and south ends (the Burrard Inlet Port Lands and former Expo lands at False Creek). These centres will act as 'anchor' activity generators at opposite ends of the right-of-way (akin to generic shopping mall design), which will 'pull' pedestrians through from one end to the other, or to points along or outside the right-of-way. Existing transit stops at the ends and at the proposed Hastings/Carrall Plaza will also act as major activity generators.

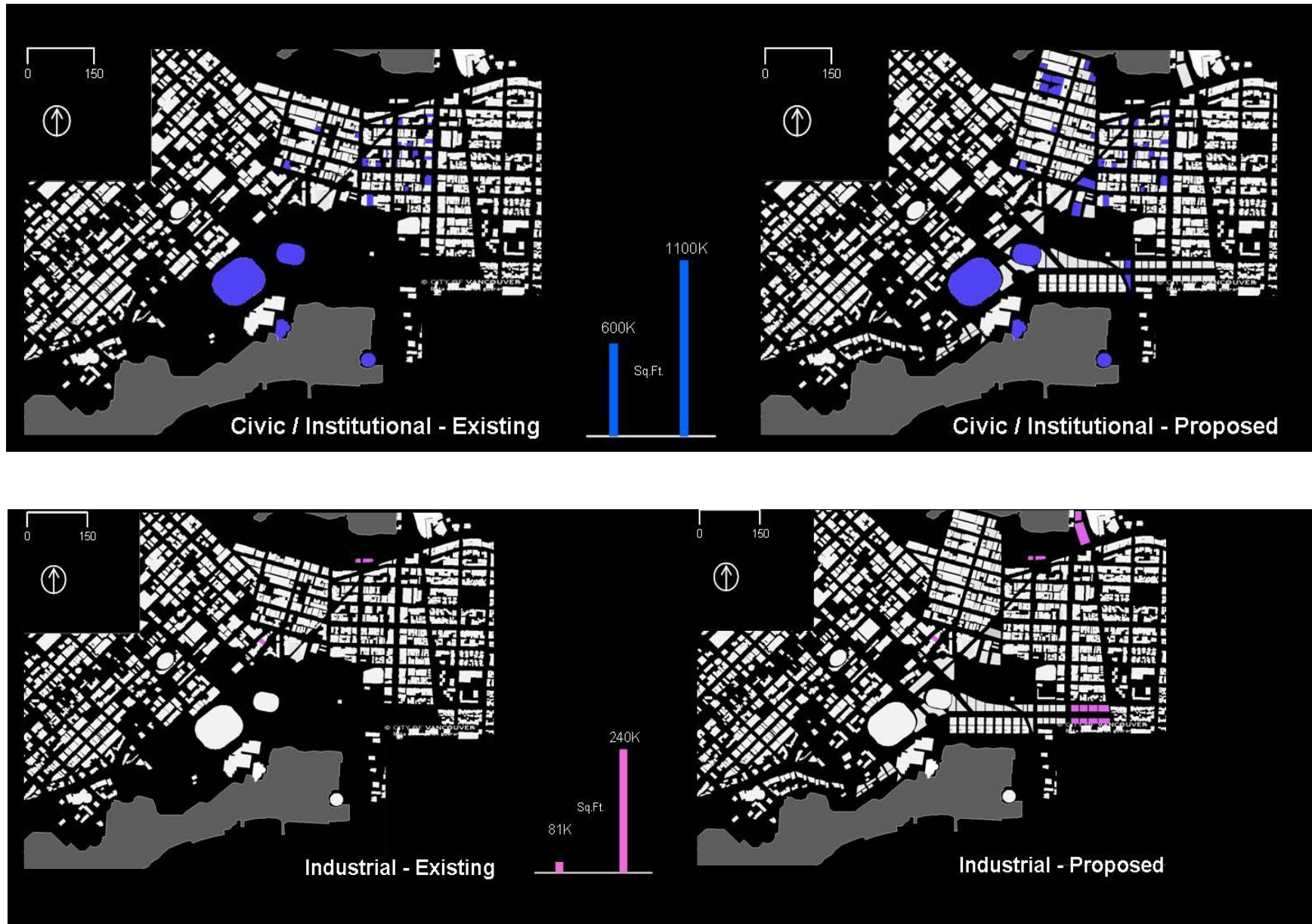


SITE ANALYSIS - DENSIFICATION SCHEME

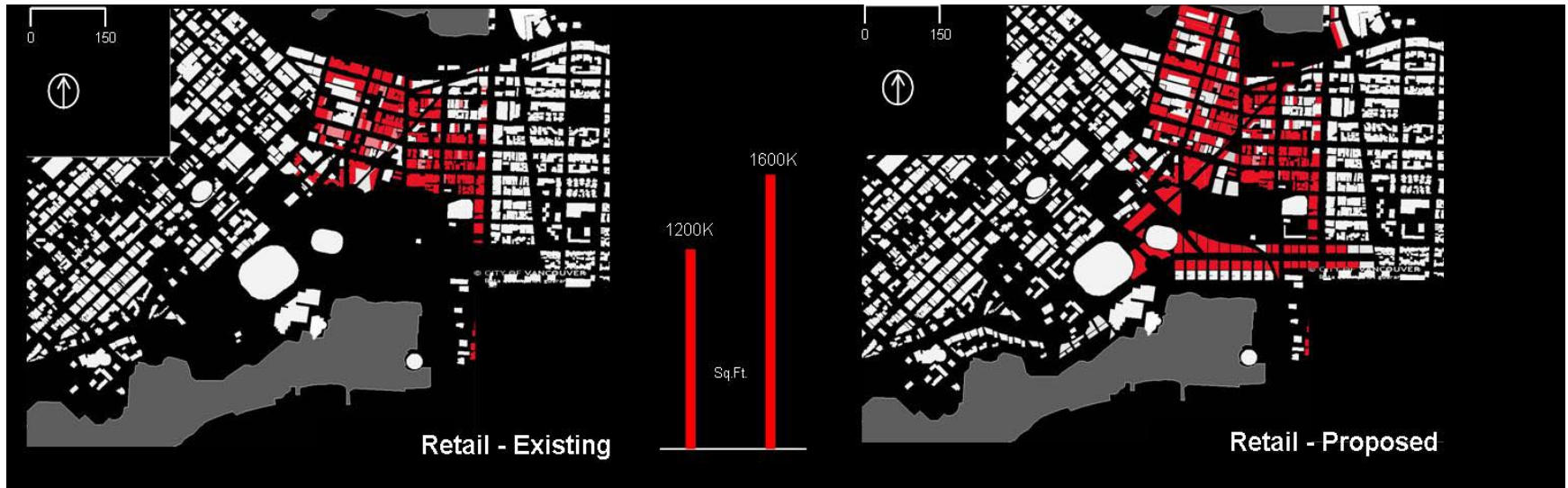
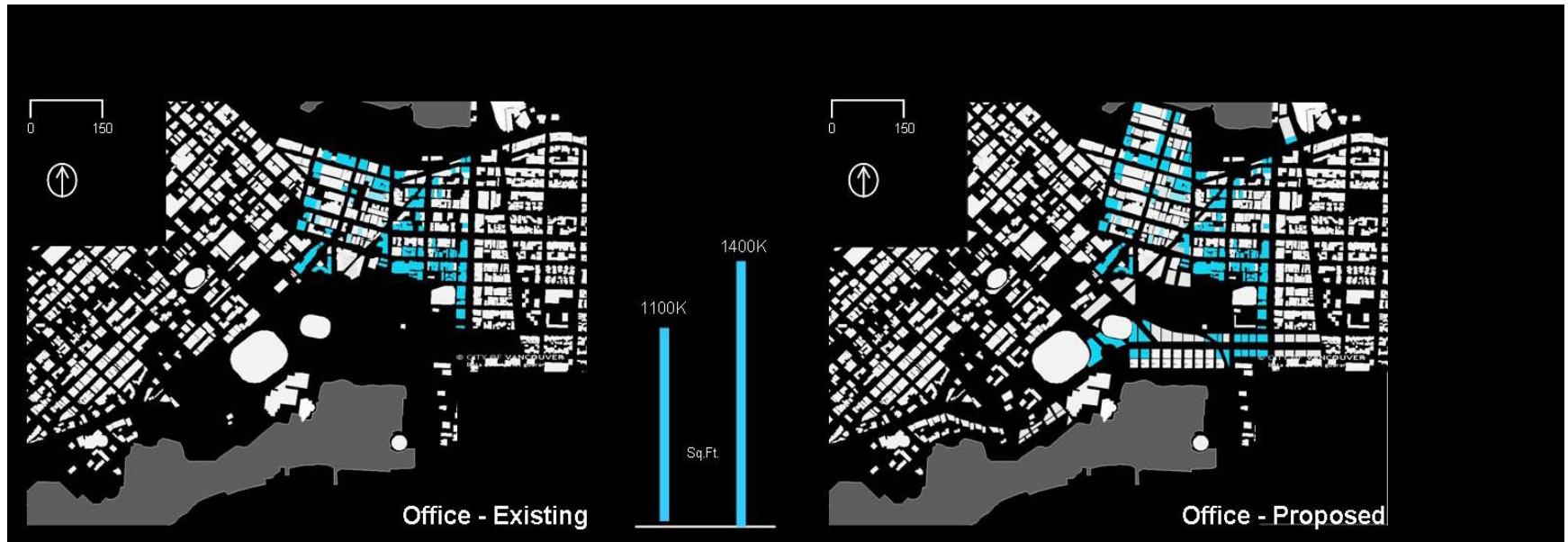
The densification scheme calls for a doubling of the site's density from 35 to 70 units per acre, or the addition of 7,000 more housing units (9,800 residents, assuming 1.5 persons per unit at 650 sq.ft per unit). The existing low-income housing stock is to be maintained (a no-net-loss policy), and approximately 150 new units will need to be added yearly to replace units lost to SRO conversion and to accommodate new residents. The provision of adequate housing for low-income residents is crucial to addressing a deteriorating affordable housing stock and homelessness. Furthermore, it is imperative to provide more job opportunities through increasing community services (i.e. social and commercial services catering to those in need) and employment-generating uses within the site.



Typical infill opportunity - Hastings Street



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