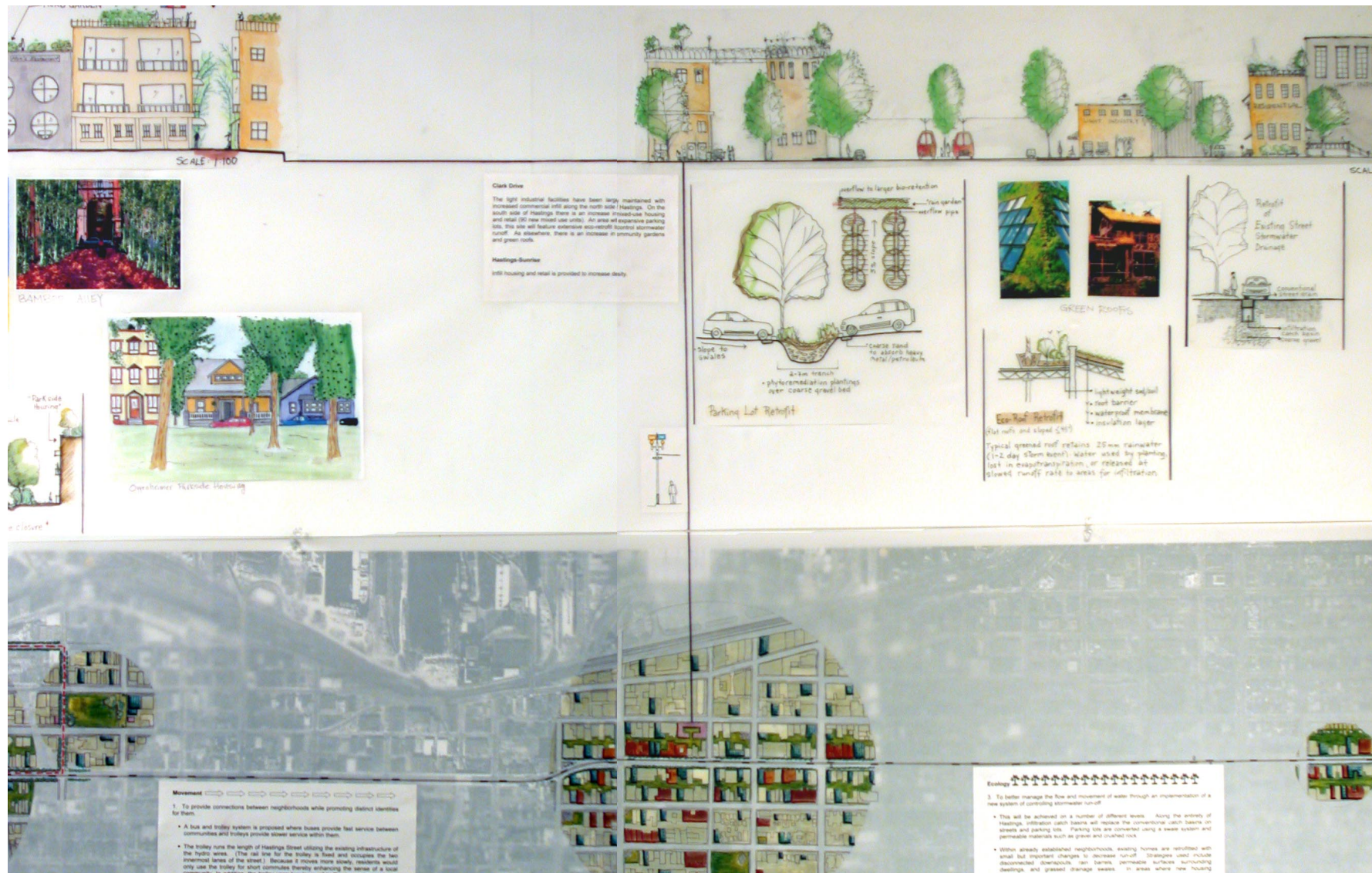


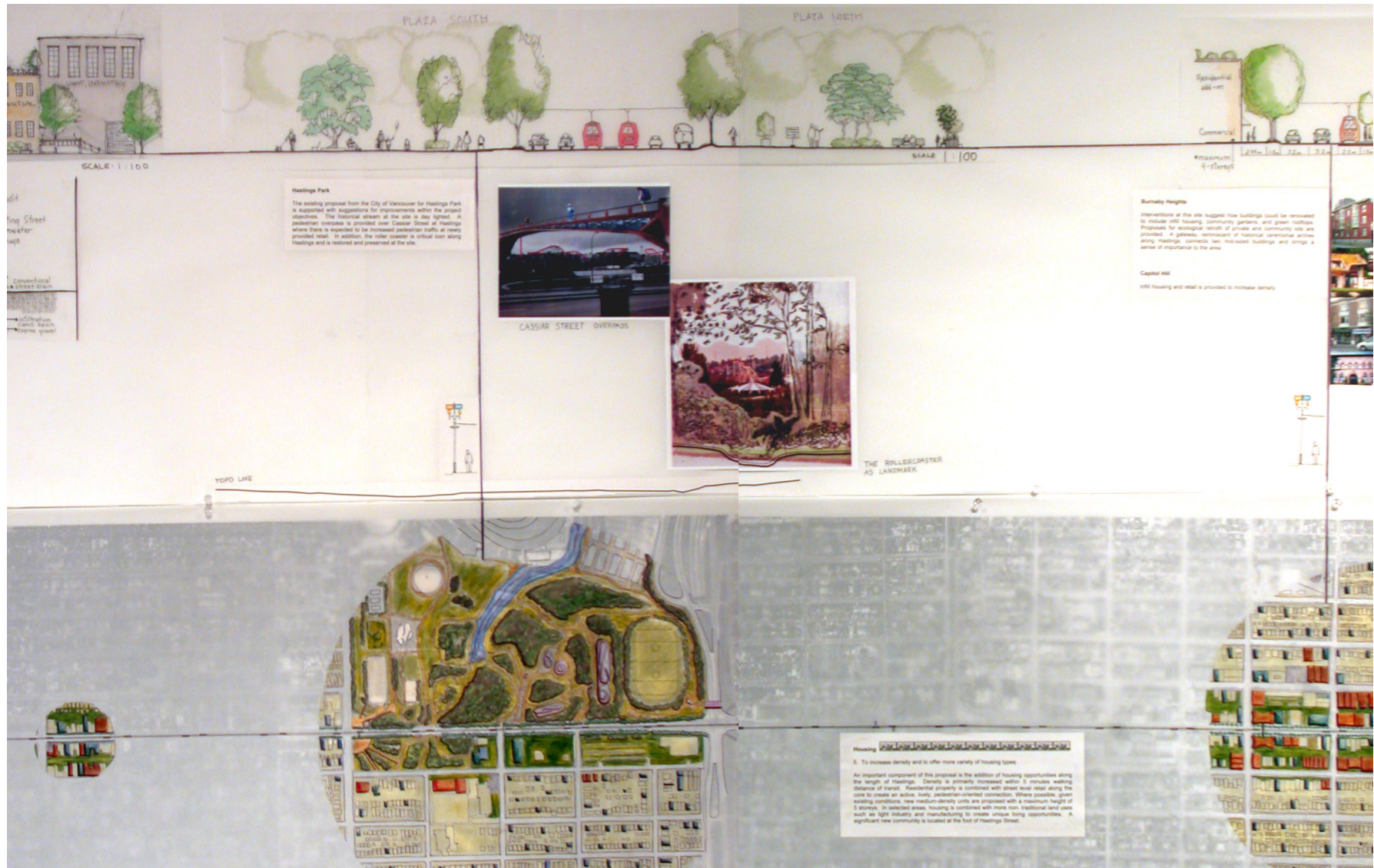
TEAM 3



Coal Harbour: As this is a relatively new neighbourhood of medium density housing is to be included. The intention is to diversify through style and social make up. The addition of a landmark interfaith centre and community gardens provide an opportunity for the residents to make their mark on their neighbourhood as much as possible. This can also be seen as an effective means of community building. Approximately twenty new medium density housing varieties are planned. These units include a mix of affordable housing. Coal Harbour is the terminus for the west end of the trolley. The trolley comes to a quiet end and allows for easy access to the seawall and Stanley Park. **Main and Hastings:** One of the oldest areas of Hastings Street, there is a need to both preserve the past and establish as new hope for the future. A CPTED restoration of the Trolley terminal at Carrall Street begins the wellness route walk that connects Oppenheimer Park, with Gastown and China Town. The wellness route to Oppenheimer overlaps with a connecting pedestrian way between the False Creek Seawall and Gastown, thereby drawing together routes of diverse peoples. A Bamboo Park is proposed within the alleys of China Town to support retail as well as ecological rehabilitation. Pigeon Park is expanded to become a larger urban square. Programming about this square is adjusted to support the community.



New programs include renovation of existing SRO housing, new medium housing located on top of existing buildings, counselling, community art projects, community policing and educational services. **Clark Drive:** The light industrial facilities have been largely maintained with increased commercial infill along the north side of Hastings. On the south side of Hastings there is an increase in mixed-used housing and retail (90 new mixed use units). An area with expansive parking lots, this site will feature extensive eco-retrofit to control stormwater runoff. As elsewhere there is an increase in community gardens and green roofs. **Movement:** movement is planned to provide connections between neighbourhoods while promoting distinct identities for them. A bus and trolley system is proposed where buses provide fast service between communities and trolleys provide slower service within them. The trolley runs the length of Hastings Street utilizing the existing infrastructure of the hydro wires. (The rail line for the trolley is fixed and occupies the two innermost lanes of the street). Because it moves more slowly, residents would only use the trolley for short commutes thereby enhancing the sense of local community. In addition, the trolley uses two lanes of traffic, increasing vehicular friction. This would lead to a decrease in automobile use and more sustainable use of public transit. To encourage pedestrian movement and mixing between diverse groups of people, pedestrian movement is encouraged through the enhancement and connection of pedestrian paths, enhanced sidewalks and more park and recreational options.



Ecology: The goal is to better manage the flow and movement of water through an implementation of a new system of connecting stormwater run-off. This will be achieved on a number of different levels. Along the entirety of Hastings, infiltration catch basins will replace the conventional catch basins on streets and parking lots. Parking lots are connected using a swale system and permeable materials such as gravel and crushed rock. Within already established neighbourhoods, existing homes are retrofitted with small but important changes to decrease run-off. Strategies used include disconnected downspouts, rain barrels, permeable surfaces surrounding dwellings, and grassed drainage swales. In areas where new housing development is proposed, green roofs are included in the building design as much as possible. The goal is also to ameliorate the environmental effects of the built environment. In areas where housing is quite diverse, roof gardens are included in the programming of buildings as a means of decreasing urban imperviousness and subsequent eco-impairment. The therapeutic and psychological benefits derived from tending a garden also build a sense of community ownership and identity.



Hastings Park: The existing proposal from the City of Vancouver for Hastings Park is supported with suggestions for improvements within the project objectives. This historical stream at the site is day lighted. A pedestrian overpass is provided over Cassiar Street at Hastings where there is expected to be increased pedestrian traffic at newly provided retail. In addition, the roller coaster is a critical icon along Hastings and is restored and preserved at the site. **Housing:** The goal is to increase density and to offer more varieties of housing types. An important component of this proposal is the addition of housing opportunities along the length of Hastings. Density is primarily increased within 5 minutes walking distance of transit. Residential property is combined with street level retail along the core to create an active, lively, pedestrian oriented connection. Where possible, given existing conditions, new medium-density units are proposed with a maximum height of 5 storeys. In selected areas, housing is combined with more non-traditional land uses such as light industry and manufacturing to create unique living opportunities. A significant new community is located at the foot of Hastings Street. **Burnaby Heights:** Interventions at this site suggest how buildings could be renovated to include infill housing, community gardens and green rooftops. Proposals for ecological retrofit of private and community lots are provided. A gateway reminiscent of historical ceremonial arches along Hastings connects two mid-sized buildings and brings a sense of importance to the area.