

Renewal and Revival

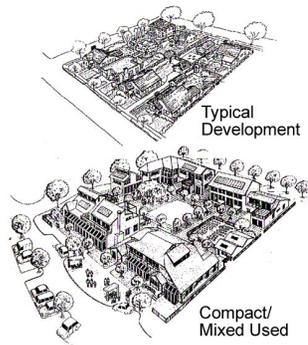
Jacqueline Chan

The proposal initiated by criticizing the one-directional trend - sprawl - from financial, environmental, and social viewpoints. The investigation is followed by rethinking and questioning what the city would be like without sprawl while keeping in mind with the contemporary issues, such as automobiles, density, life style, demographics, family composition, economical development, etc - all of which constitute a different society as compared to the past. Therefore, the challenge in this proposal is to revitalize the community within the context of a modern contemporary society.

Why Compact Development?

The problem with suburbia is not that it is ugly. The problem with suburbia is that it is not functional. A number of organizations, researchers, and journalists have studied sprawl, and conclude that there are serious financial, environmental, and social implications to the current pattern of development. In regard to financial implication, there is an inverse correlation between density and municipal capital cost. The costs of providing infrastructure and services

for non-contiguous dwelling is twice as compared to that for contiguous compact development because of highly reliance on the automobiles and its associated infrastructure in non-contiguous development. The environmental costs for suburbia and the energy cost for transportation have been considerable and irreversible. The increase air pollution results from automobiles emanating toxic



From Sprawl to more Compact

elements, such as carbon monoxide, benzene, etc. which is hazardous to health.

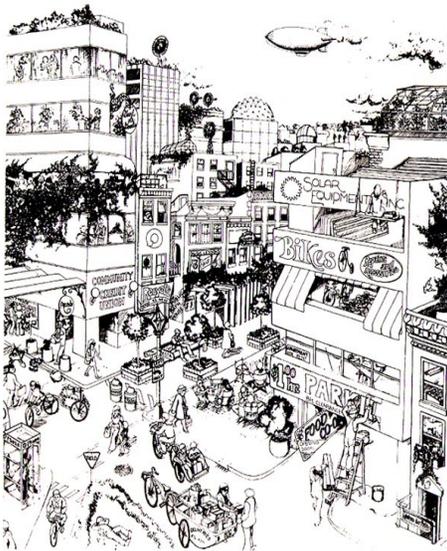


The runoff pollution is now the nation's leading threat to water quality, affecting about 40% of our nation's surveyed rivers and lakes. The disconnect patterns also intensify segregation by race, class and restrict complexity and diversity.

Thesis Statement

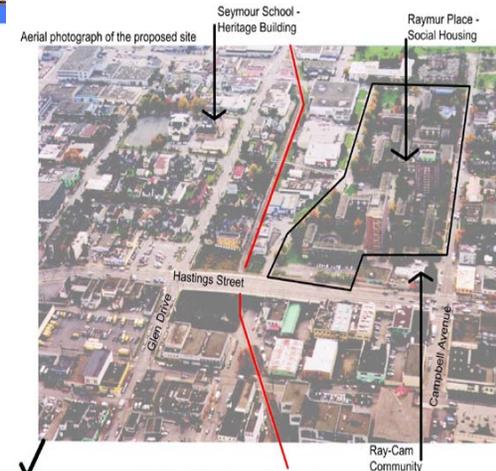
The aim is to propose a renewal scheme for the area bound by Hawks Avenue to the west, Clark Drive to the east, Hastings Street to the north, and Venables Street to the south towards sustainability with the methodology of both adopting new technique of sustainability and yet rethinking the possibility of revival in terms of the potential design principles that were functioning in the past.

General Objectives



provides built-in proximity between homes, schools, shops, work and communal places and yet without disconnecting with the infrastructure of the city as a whole.

1. To create a basic model of sustainable development for the City of Vancouver to educate the residents (even the world) the necessity of concerning sustainability as a way of preserving the world resources.
2. To set more specific rules and guidelines of sustainable design for the vision of Hastings corridor in order to guide the planning and design of the proposed site.
3. To restructure this urban fabric as a piece of self-sustained community which



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Site Analysis

Problem 1:

Raymur Place functions unsuccessfully. There are evidences that the place attempts to create communal spaces. The existence of Raymur Place also destroys the intimacy of urban



Objective 1:

To reestablish the east-west connection and rebuild the urban fabric that was lost by the disruption of Raymur Place



Problem 3:

Different architecture constructed in different periods have constituted this area. The existing architecture does not provide communal spaces and is not supporting the diversity of needs, age groups and racial groups.



Objective 3:

To revitalize this area once again to a center of livable and vibrant community.



Problem 2:

Railway has been treated as "left over" piece and significantly disconnects the linkage between the east and the west. Raymur Avenue and industrial buildings break the intimate scale of the community.



Objective 2:

By utilizing the railway as one of the design elements, alter it from a separator between east-west to a connector between north-south.

Since the proposed site is having difficulty absorbing changing retail and residential patterns of development - often the "sprawl" development that New Urbanists criticize - and the practice of urban planning at this particular site is working away from sustainability, it is important to realize the urgency of changing our current way of practice and guide our practice towards sustainability. The revitalization plan does not attempt to stop development, but to channel it into tighter forms and approximate locations.



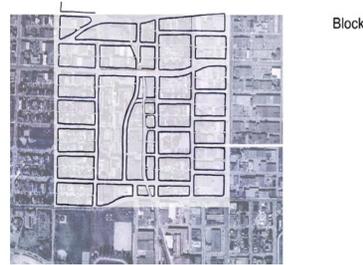
The proposed site has been analyzed through seven different layers, street hierarchy, block, zoning, circulation, solid/void, topography, and green space.

Proposal

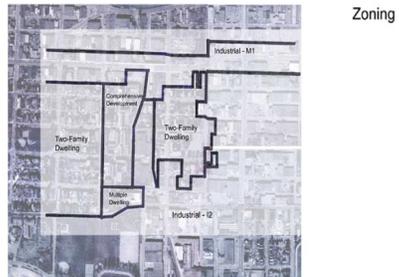
Illustrative Site Plan (ref. to the following page)



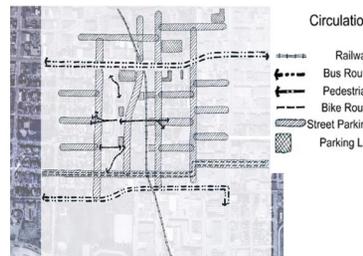
Street Hierarchy



Block



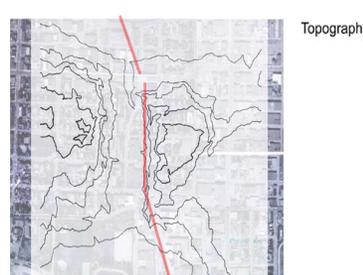
Zoning



Circulation



Solid/ Void



Topography



Green Space

The proposed scheme is highlighted by two communal stripes, concentrated mixed-use development along Venables Street (1) and pedestrian-friendly communal amenities (2) and large-scale commercial/retails (3) altered from large-scale industrial buildings between the railway and previous Raymur Avenue. Automobiles are restricted at the zone bound by Campbell Avenue to the west, Glen Drive on the east, Hastings Street on the north and Venables Street on the south with the idea of urban fabric revival. Previous Raymur Place (Social Housing built in the 1970s) has been replaced by the densification of row houses (4) and duplexes (5). The aim of this proposal is not only to densify the area, but also to improve the unused green space of the Raymur Place. The railway is to be revitalized with bike lane (6) on the east side and pedestrian trail (7) on the west side with dense tree plantings. At the intersection of the railway and Keefer St. (8) is a potential site for a “trolley-scaled” light rail station. Two basketball courts and two tennis courts (9) are proposed at the southeast corner of that intersection to provide an open view between Seymour School and the communal space (2). The sloped topography and surficial geology of the site are characteristics favourable to infiltration device, swale (10) in this proposal along the railway. Treated first-flush runoff has further been directed to the artificial wetland (11) which is based on the flood control and water quality improvement functions of natural wetlands. To echo with the sense of public along the pedestrian-oriented communal zone stretching north-south, Venables Street (1) is characterized by small-scale retails or existing wholesale/warehouses mixed with high-rise residential on top. High-densified zone along Venables Street is supported by existing public transit which is flexible to different frequency depending on the needs. The rest of the proposed site (12) maintains its sense of residential character (two-family dwelling) with infiltration for the reason of densification.

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