

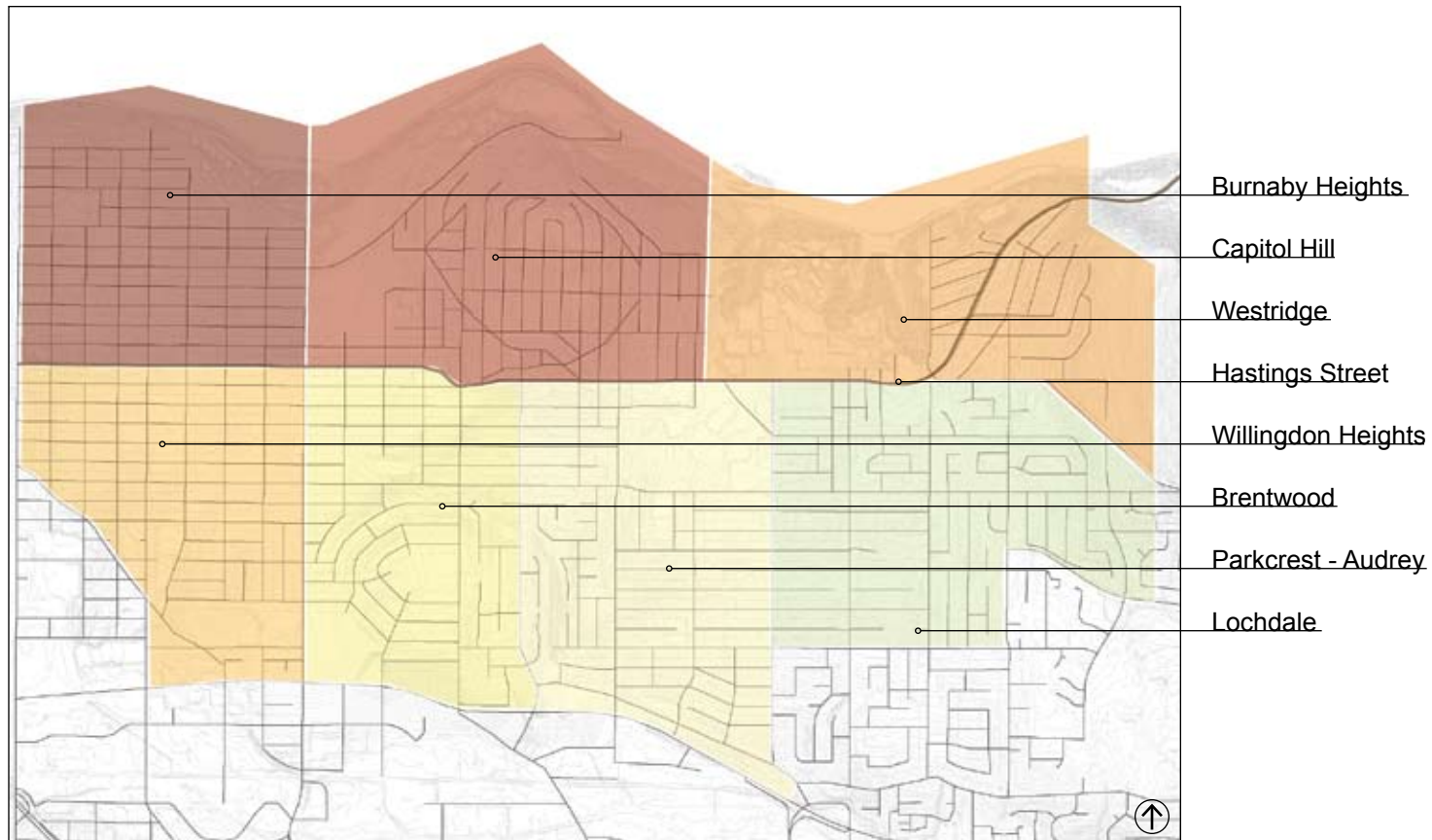
# buildings hastings corridor analysis

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# Neighbourhoods: Dividing Elements

section 5 : buildings

topography, street network & neighbourhoods



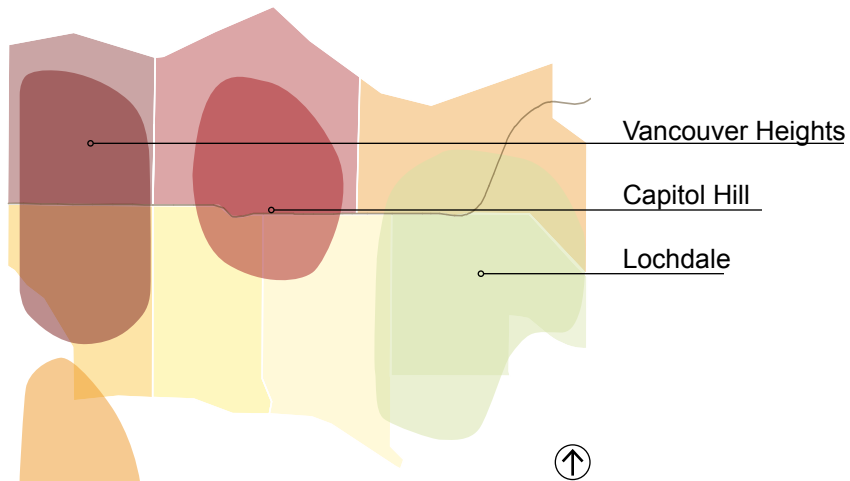
The street network in this region of Burnaby is organized into a grid structure with some deviations for topography.

The resultant neighborhoods consist of basic geographic areas bounded by the street grid.

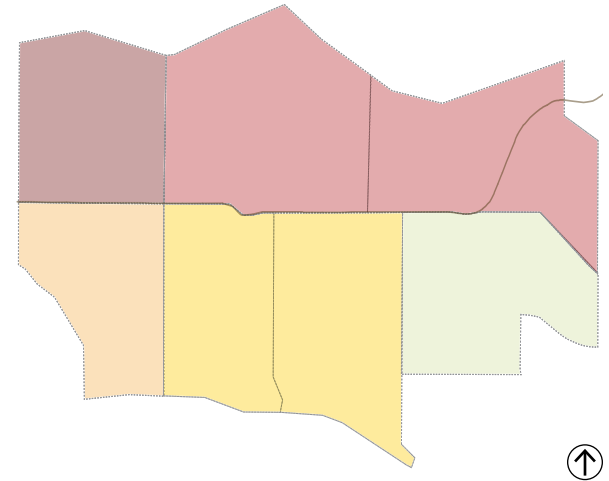
Hastings Street bisects the neighbourhoods until it reaches Burnaby Mountain.

# Neighbourhoods: Uniting Elements

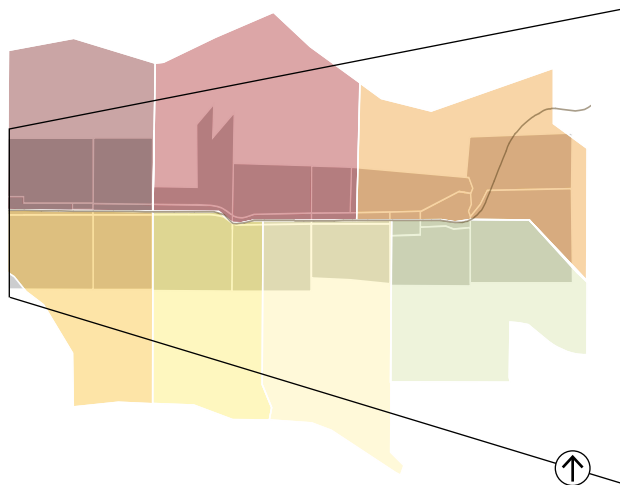
section 5 : buildings



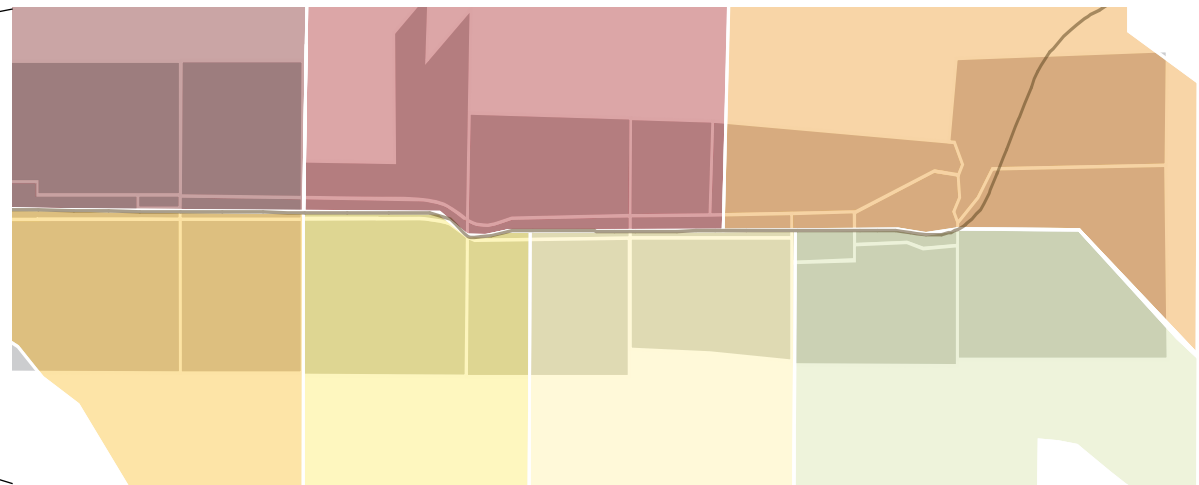
**historic neighbourhoods** were not divided by Hastings.



**perceived neighbourhoods** extend beyond physical and political boundaries.



**blockwatch** creates neighbourhoods within neighbourhoods.



**neighbourhood corridor** Density and retail is concentrated around Hastings Street. These smaller neighbourhood units are united across the main street.

# Neighbourhoods: My Neighbourhood

## section 5 : buildings

### cognitive mapping












This process uncovers the mental maps that people carry. Each person's individual neighbourhood experience is different based on what is in walking distance of their residence, the extent of services, amenities and landmarks. Boundaries are often transit stops or large shopping centers.

### cognitive mapping questions

- Where is the center of your neighborhood?
- Is there a street, shopping place, park or school that is at the center of your neighborhood?

- What landmarks are in your neighborhood?
- Is there a church, school, government building, or fire station?
- Where is your favorite place to go in the neighborhood?
- Where is your least favorite place?
- How do you get from your house to work? To shop? To eat?
- Where does your neighborhood stop and another neighborhood begin?
- Who do you know in your neighbourhood?

**Legend**

	Commercial
	Restaurant, Pub, Theatre
	Church, Religious Building
	Civic, Commercial, Government
	Automobile-related Commercial
	Parking, Vacant Lots and Residential Trail
	Park
	Parks and Recreation Facilities
	School
	Library
	Mall

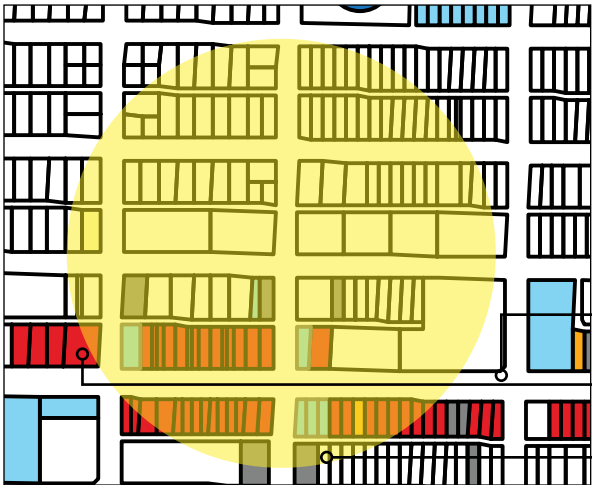
### hastings corridor amenities





Neighbourhood Experiences: Example cognitive maps

walkable neighbourhood



resident profile and neighbourhood extent

*Student lives in Burnaby Heights, commutes to SFU by express bus. Shops on Hastings on weekdays and at Metrotown on weekends. Likes the variety of restaurants in the neighbourhood.*

neighbourhood boundaries



400m = Average walking distance

neighbourhood character



*Adult, lives in Westridge, works in Surrey. Walks to park and sometimes grocery store. Most trips are made by car, frequents Metrotown for shopping and entertainment because parking is convenient.*

neighbourhood boundaries

shopping centre

park



# Neighbourhoods: Conclusions

## section 5 : buildings

### connections

How can the north and south sides of Hastings be connected?

Historical neighbourhoods were not divided by Hastings. Currently, the commercial strip is the only relationship across the street. How can the two sides of the streets be psychologically united? Physically bridged? What interventions can help people cross to the other side?

### destinations

How can landmarks or destinations be used created to encourage neighbourhood use?

Amenities and services are clustered in different segments of the Hastings corridor. What can be added or taken away to add value to the less desirable parts of the street?

### pedestrians

How can the infrastructure for non-motorists be improved?

Some sections of the Hastings corridor are very auto-centric and unfriendly to pedestrians and cyclists. Should different modes of transportation be separated physically to improve the quality of the street environment? Should additional measures be taken to slow traffic and reduce volume?



sustainable urbanism : the hastings corridor



5 : 5



ubc urban studio : fall 2008

## parcel study - development increments

## section 5 : buildings



Traditional 132' deep x 33' wide parcel



The 'modern' parcel, 132' deep x up to 99' wide



The 'mega' parcel - up to a single block size



### the parcel

The parcel is the smallest increment of development. The traditional, pre-1950s parcel was 132' deep by 33' wide, based on a subdivision methodology that required a streetcar supportive density and an equal distribution of land. Parcel size has social, economic and environmental implications. This is especially evident with the modern, post-1950s, parcel. The modern parcels doubled and/or tripled in width to 132' deep

by 66' - 99' wide. The new parcel size resulted in larger single family homes, greater front yard setbacks and lower densities. Larger parcels equate to larger blocks, essentially requiring greater infrastructure expenditure, unwalkable distances and, most importantly, a car dominated landscape

### Legend

- RES - Single Family Dwelling
- RES - SFD with Basement Suite
- RES - Duplex/ Triplex
- RES - Multi-Family
- COM - Mixed Use
- COM - Retail
- COM - Office
- COM - Service- Automotive
- INS - Recreational
- OTH - Parking/vacant
- OTH - Lamber Yard
- OTH - Golf (public and private)

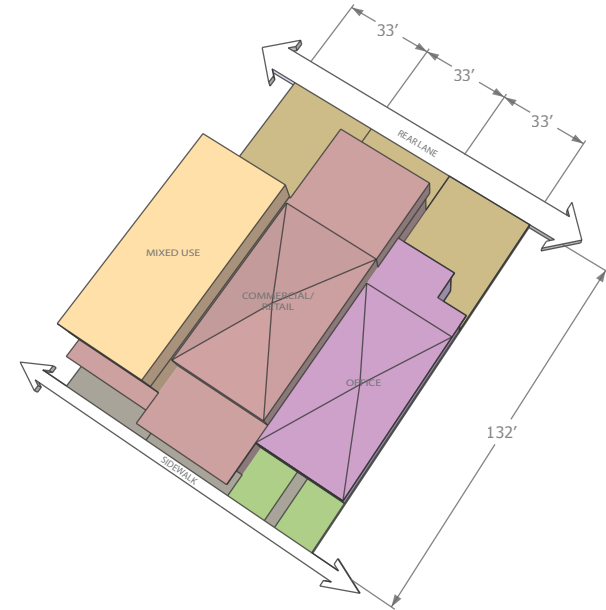
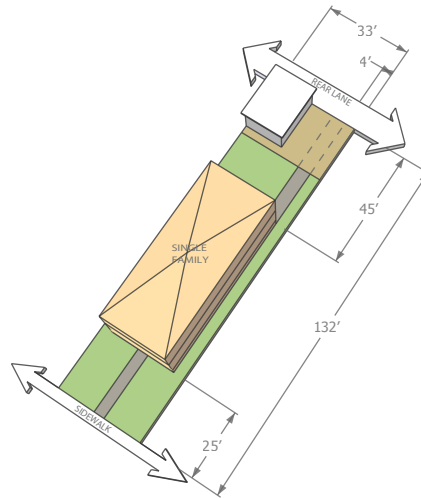


## parcel study - distribution

### traditional 132' x 33' parcel

- Human scaled parcel size, good relationship between the pedestrian and the built form
- Contributes to compact development - transit supportive
- Width relationship to the street maintains a continuous street facade
- Parking available on the street or in designated parking lots
- Parcel size supports single family homes, basement suites, mixed use, commercial, and institutional uses
- Historically homes single family home would be converted to stores with additions at the back and front

Strong sense of ownership and responsibility



**Photo:** 132' deep residential parcel



**Photo:** Continuous street facade, to support 33' wide parcels



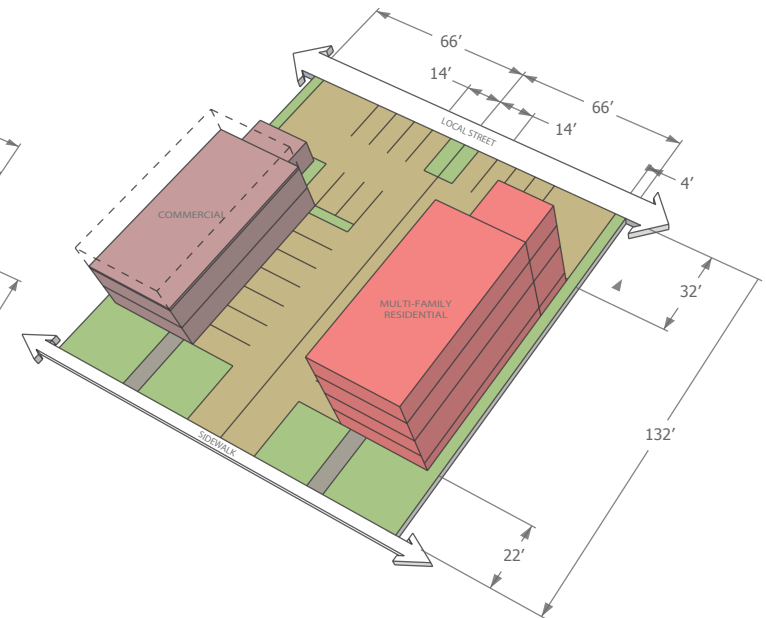
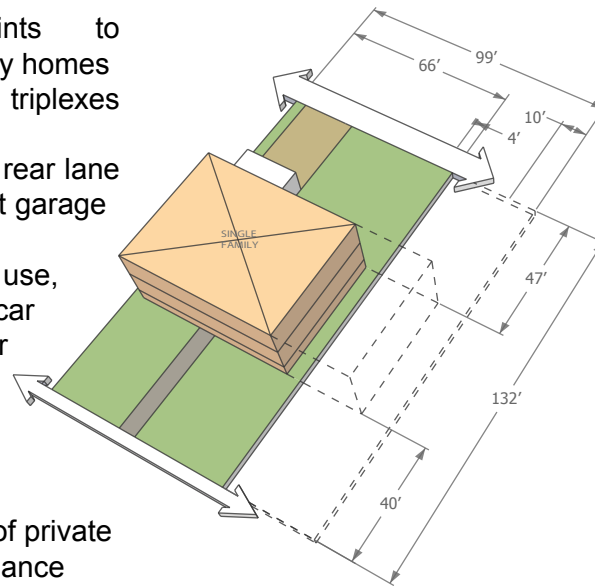
**Photo:** On street parking adjacent to commercial strip

## parcel study - distribution

### 'modern' parcel development

- Increased building footprints to accommodate large single family homes
- Some examples of duplexes, triplexes and semi detached homes
- Although majority of homes are rear lane parking, great portion have front garage access
- Multi-family, commercial, mixed, use, and institutional facilities are car oriented, with multiple vehicular access points from the street - mainly surface parking, some underground parking

Lack of ownership, poor definition of private and public space, poor maintenance



## section 5 : buildings



**Photo:** Commercial development, car oriented, surface parking

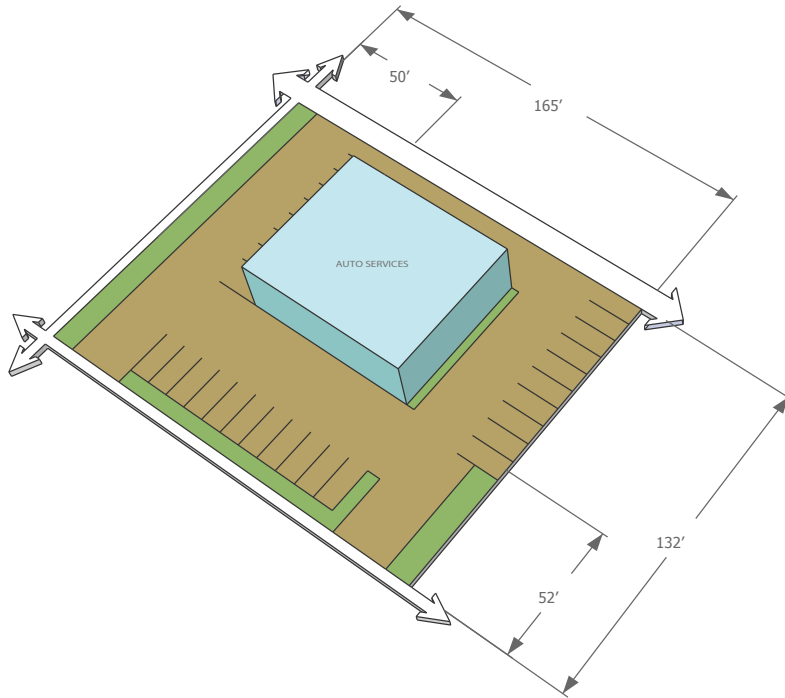


**Photo:** Residential development, single family homes of over (estimated) 3,500sqft

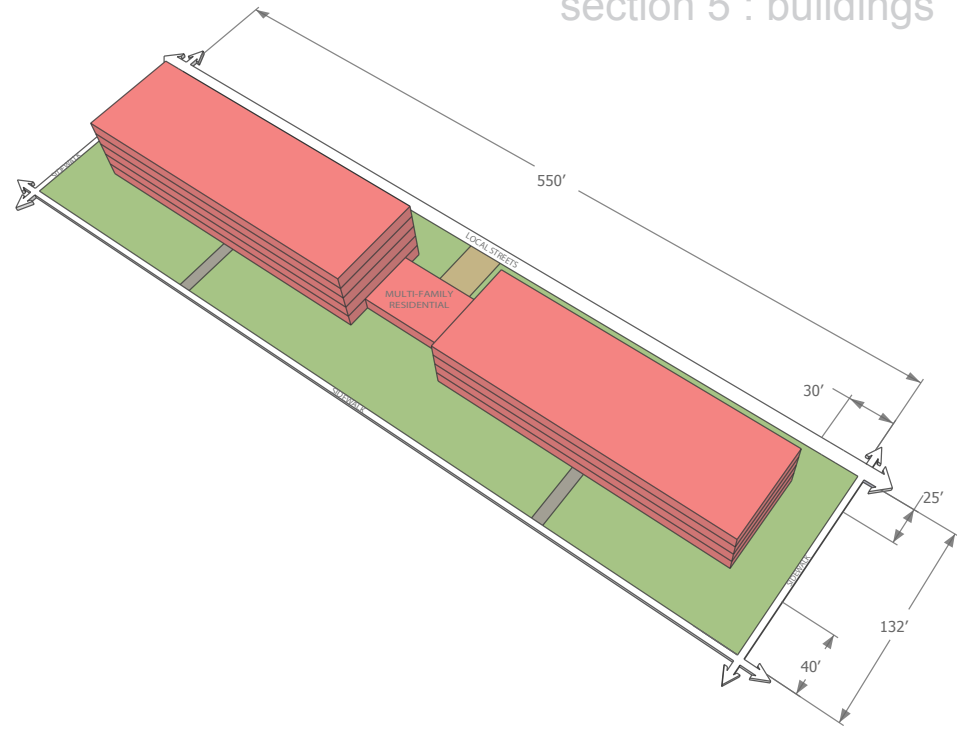


**Photo:** Multi-family residential development, surface parking, poor street relationship

## parcel study - distribution



## section 5 : buildings



### the 'mega' parcel

- 'Mega' parcels are parcels that stretch half to an entire block, up to 264' deep and 550' wide
- 'Mega' building footprints, inhuman massing and great stretches of surface parking occupy these lots
- Large parcels are auto industry supportive - gas stations, sales centres etc.
- Multi-family residential buildings have underground parking with visitor parking at surface

Loss of individual ownership,  
institutionalization of responsibility, and  
corporate management



**Photo:** Auto oriented services, majority surface parking with small building footprints



**Photo:** Multi-family residential with underground parking, large building footprint



## parcel study - distribution

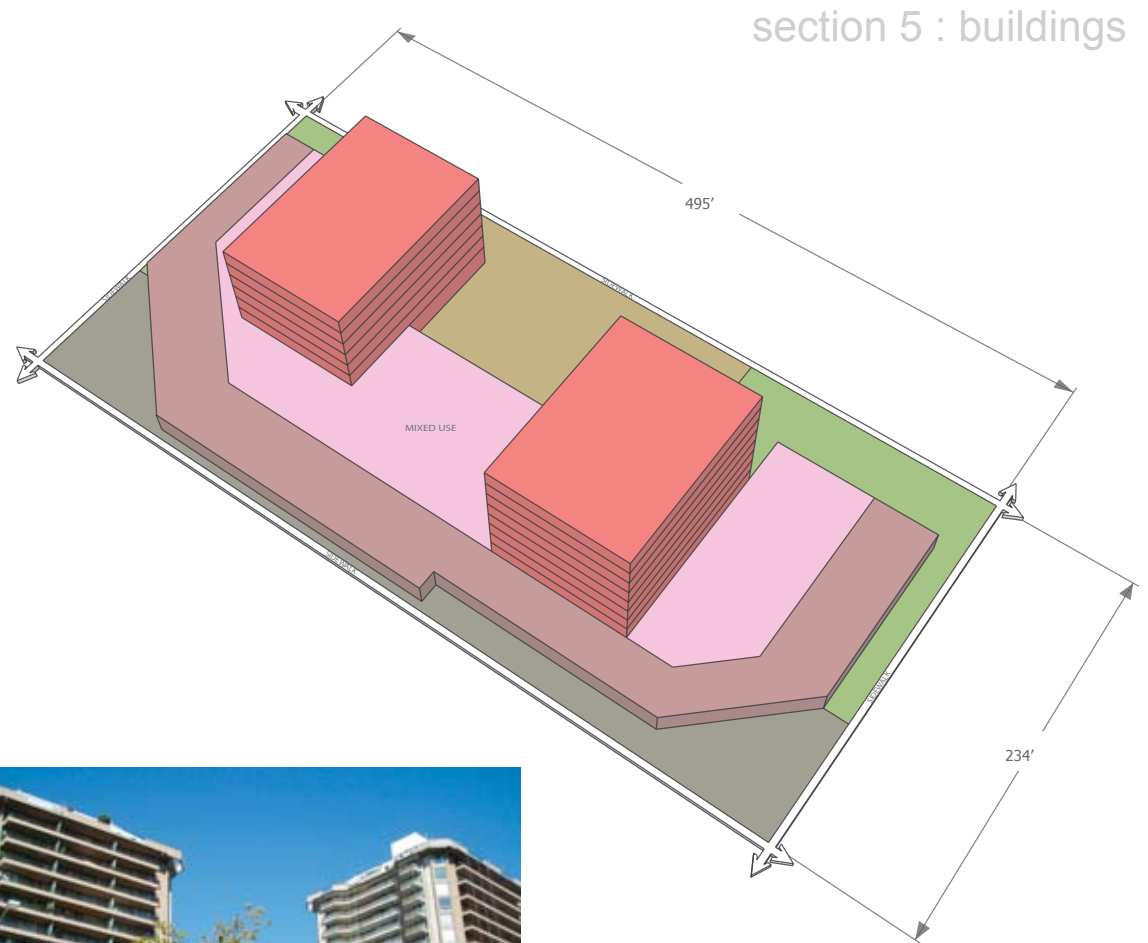
### the 'mega' parcel



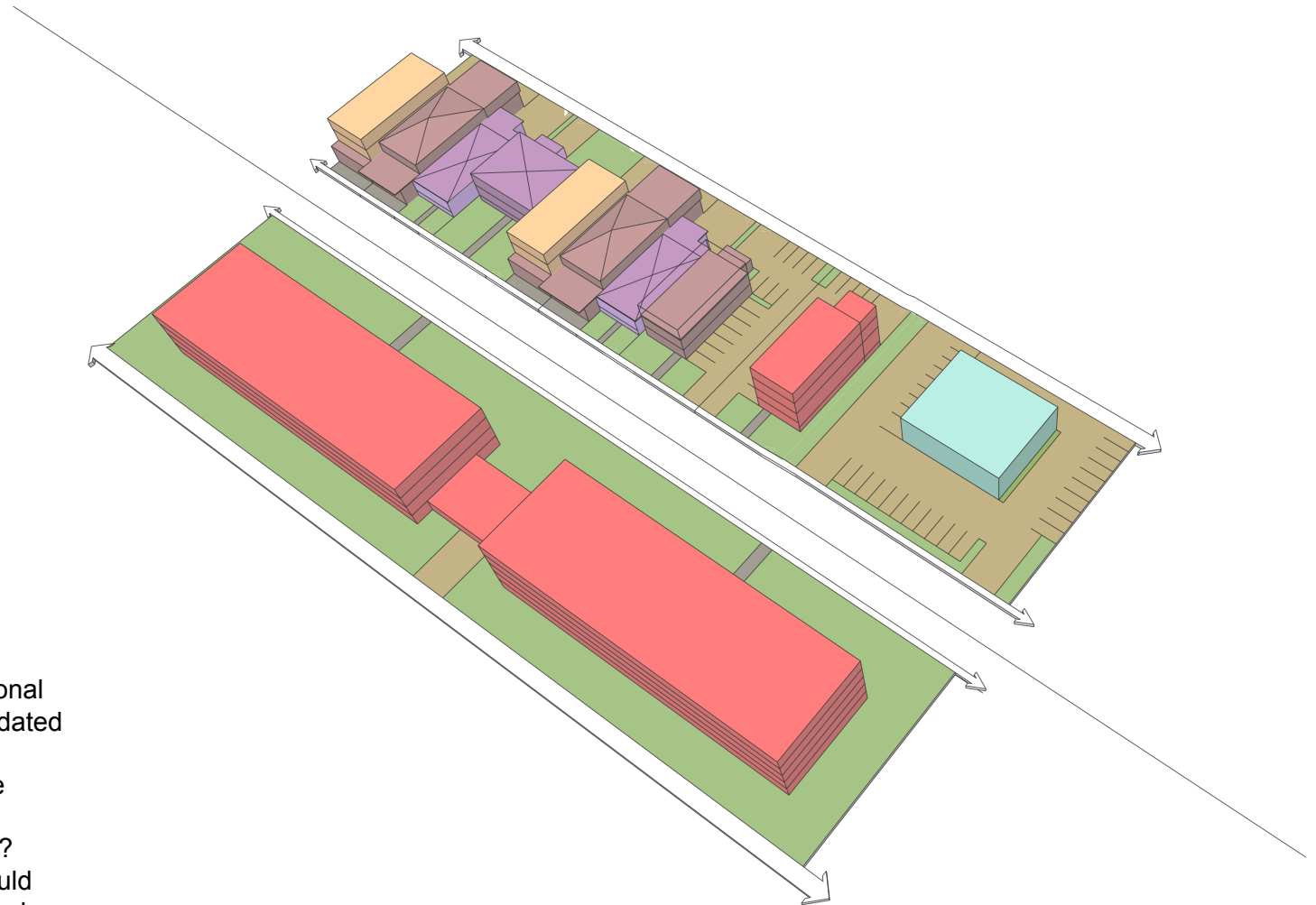
**Photo:** Strip mall development, spread out over a block with surface parking



**Photo:** Tower on a podium development with underground parking



## parcel study



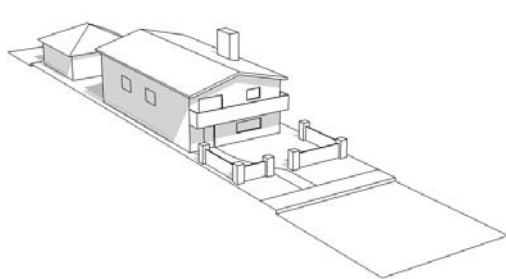
Parcel size has economic, social and environmental implications. The traditional parcel size of 132' x 33' has accommodated a range of uses, while being transit supportive and pedestrian friendly. The modern parcel is 'out of control' – how should we redesign the modern parcel? Further, what typology of built form would accommodate a range of uses on a single parcel size of 132' x 33' or its equivalent?



### narrow lot house

Single family residential units of a variety of styles and ages, both single and double-storied, are relatively constrained by original 33' wide lots.

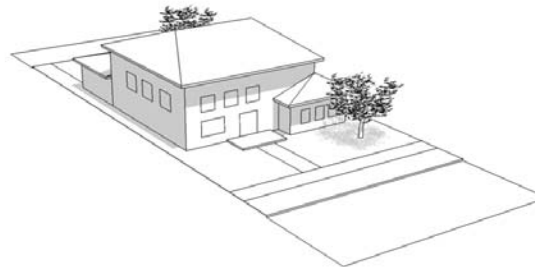
Front yards are often fenced-in, inhibiting visual and social connection between residences and the street. Many have coachhouses in the rear, accessed by service lanes, potentially containing secondary dwellings. The front is accessed by a sidewalk, where typically onstreet parking also exists.



### larger lot house

These vary in both size and style, but are typically larger than the houses located on the 33' lots. They are generally newer than the narrow-lot houses.

Both single and double-storied, some of these have garages at the front, cutting off contact between the residence and the street. Others have garages in rear, on service lanes. Some of these buildings are designed for their site: houses on Capitol Hill are often 3 stories, and have decks/balconies oriented towards the view.



### semi-detached housing

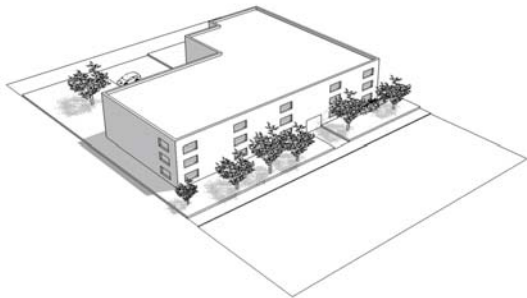
3 and 4 story semi-detached units. These occupying large parcels, sometimes entire blocks, and contain anywhere from 4 to 40 units.

Units are sometimes oriented outwards to a common streetscape; sometimes they are oriented inward, sharing semi-private courtyard space. Privacy and individuality of units are articulated by differential setbacks between units. Some units have driveways/garages. Others share below-grade parking.



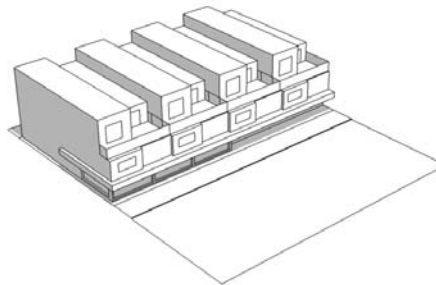
### 3-4 story multi-family residence

3 and 4 story “walk-up” buildings of either rented or owned residences. These are occasionally stylistically ornamented: with gables and exterior trim. More often than not, they are perfunctory boxes, with or without balconies. These buildings dominate the area of Hastings immediately East of Hythe Ave., where they are isolated from any commercial developments. Most of these have rear parking lots: differences in grade, fences and forbidding plantings otherwise cut off connection with the Hastings.



### 2-3 story mixed use building

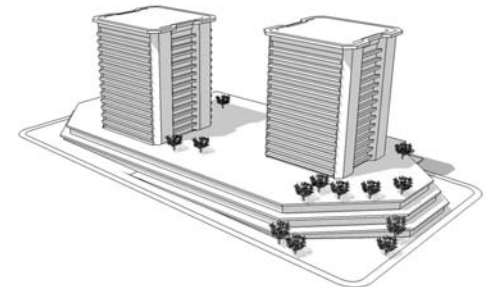
These relatively new buildings (10 years old or less) consist of 2-4 residential floors above street-oriented commercial units. The units are visually oriented to the street, though, upper stories often have increased set backs, allowing for light penetration to the street as well as providing balcony or green space on residential floors. The buildings vary in style: some evoking traditional domestic typology, others “modern”. Parking is in the rear, or below grade, though building access is on Hastings.



### podium tower

These mixed-use developments consist of residential towers placed on top of 3 or 4 stories of commercial/office and park space and typically occupy entire blocks.

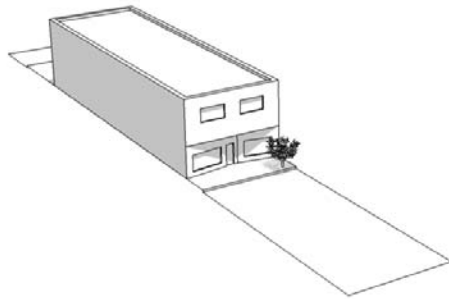
The lower floors and development are intended to interface with the pedestrian scale of the street. Parking is at or below grade.



### narrow commercial/residential building

These mixed-use buildings maximize the 33' wide parcel, some of them dating from the original streetcar development along Hastings.

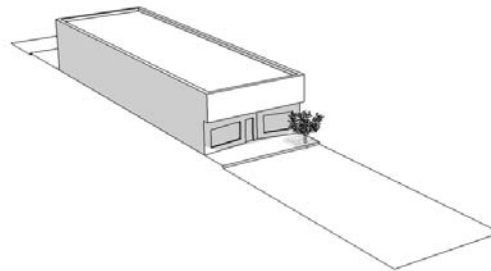
Commercial use occurs on the first floor; apartments are on second and third floors, accessible via the doors in the front. The apartments generally have front windows, but these are minimal and offer the apartments no formal interaction with the street.



### narrow commercial building

These are the oldest building typology directly on Hastings St.,; along the length of the old streetcar line, West of Beta Ave, the 33' wide commercial and commercial/residential are still the dominant building typologies.

Commercial fronts are aimed at pedestrian street life and streetside parking: they have large windows and, sometimes, recessed doorways and awnings to draw in pedestrians. Services and, occasionally, parking lots are on rear laneways.

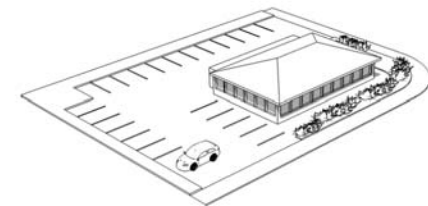


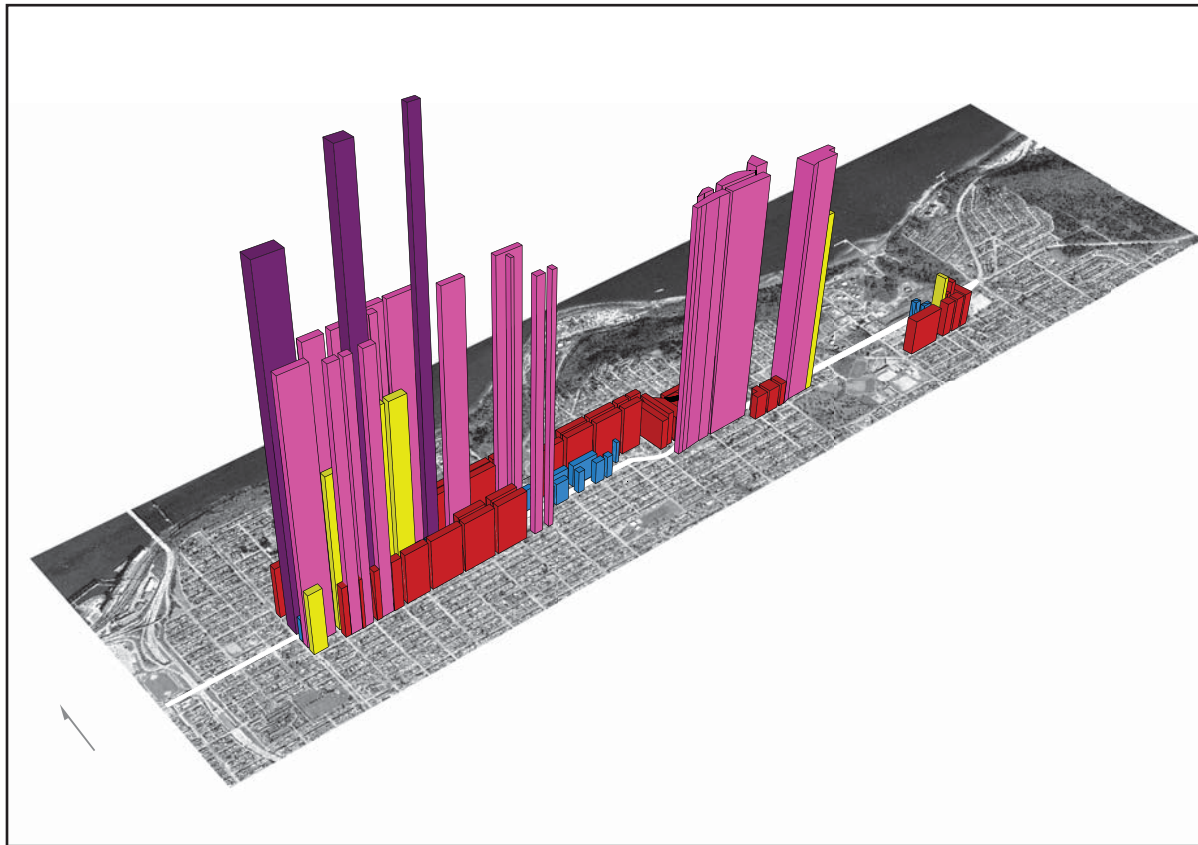
### parking lot building

These commercial and service buildings--strip malls, shopping plazas, fast-food restaurants, as well as a box-store--are all formally oriented around vehicular accommodation.

Typically single story, they often possess distinctive roof profiles, likely to make themselves visible to moving vehicles.

The vast and exposed parking lots are entirely unaccommodated to pedestrian street life.vv





60-80 du/acre



50 du/acre



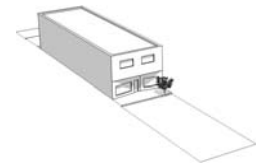
12-40 du/acre



5-10 du/acre



1-5 du/acre



distribution and differential density of residential building typologies, in average dwelling units per acre (du/acre), along Hastings St. corridor. Density is concentrated towards the West of the corridor, between Boundary and Willingdon Roads, where the greatest number of podium tower and 4 story multi-family residences are located. Nevertheless, these do not constitute particularly high levels of density.



### Heritage Conservation Act

The City of Burnaby employs the guidelines set out in the *BC Heritage Conservation Act* in order to determine what resources are eligible for consideration as municipal historic sites.

The Act establishes a Provincial heritage register to record sites that have particular “Heritage Value”.

Heritage value” refers to “the historical, cultural, aesthetic, scientific or educational worth or usefulness of a site or object” and can apply to any site or object.

### Designation of a Historical Resource

The *Burnaby Criteria for the Designation of a Historical Resource* was developed in 2004 following a study by a heritage consulting agency.

Potential heritage sites are required to be evaluated in relation to their “significance” and “integrity”.

Significance is measured by comparison with the historical, architectural, archaeological, paleontological, natural historical and engineering importance of other similarly relevant sites.

Integrity is measured by the resource’s ability to convey its significance via its historically relevant physical features. The process involves defining these features and determining their significance.

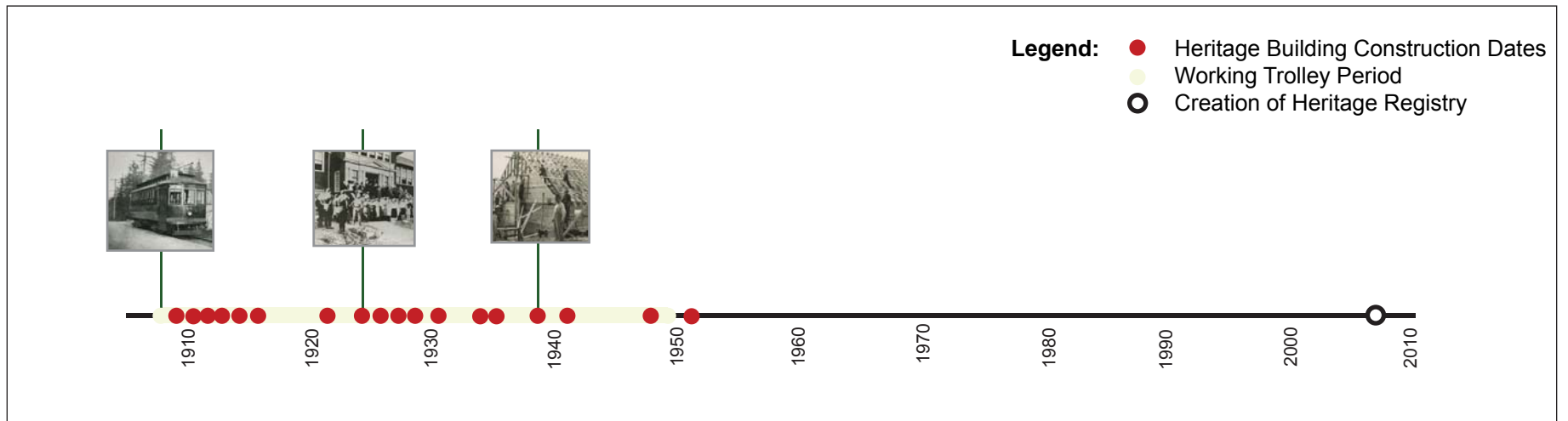
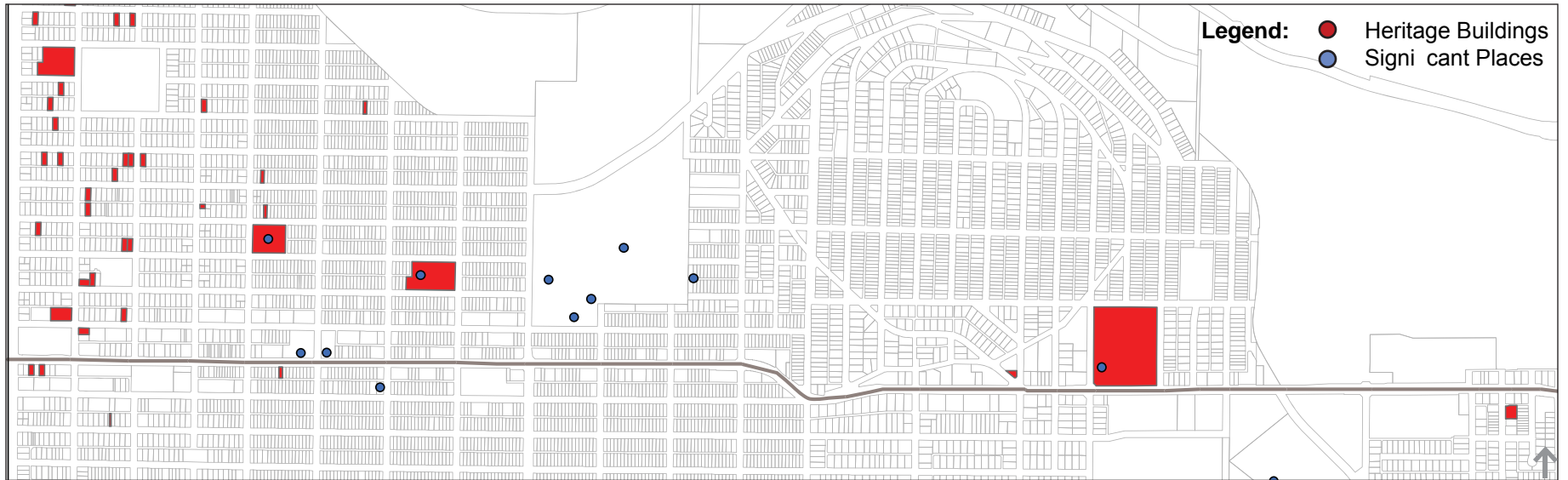
In order to ensure accurate historic perspective, a resource must have achieved its historic significance at least 50 years ago, however for younger buildings in special circumstances exceptions may be made.

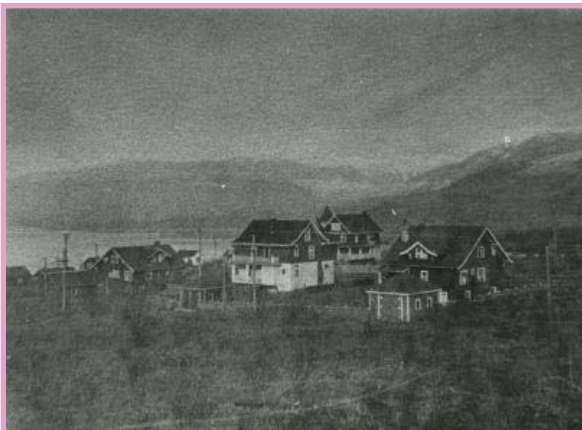
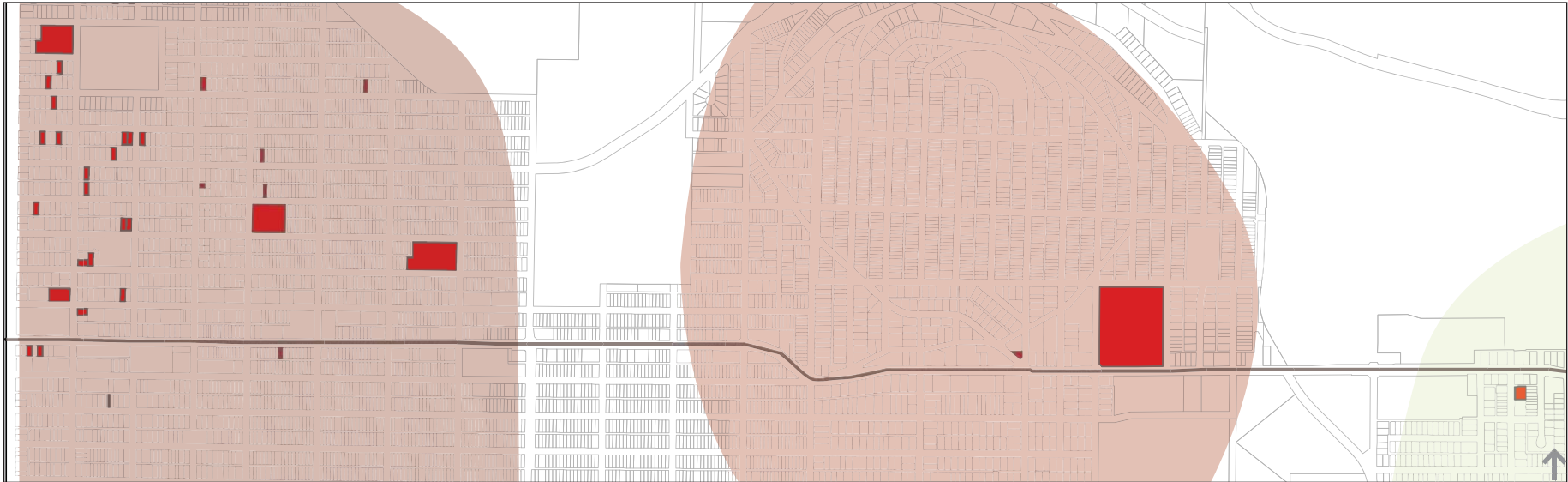
Buildings/structures moved from other sites, archaeological sites, moveable objects and living things are ineligible for consideration.



## Heritage Building Relationships: places and events

## section 5 : buildings





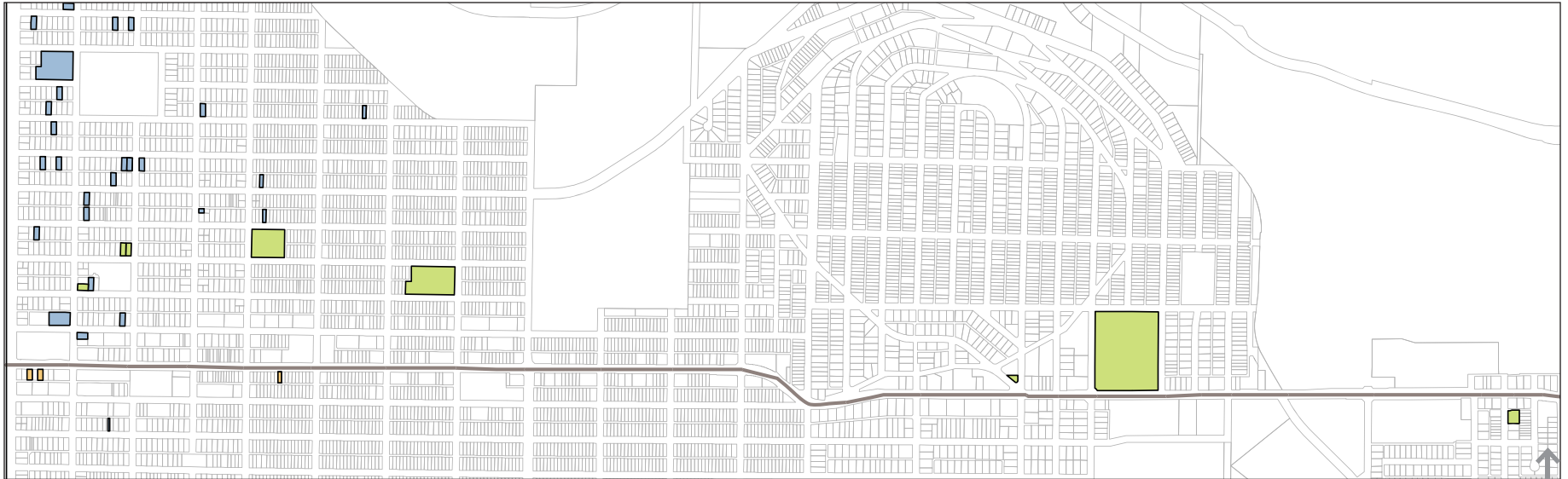
**VANCOUVER HEIGHTS:** 1918. Triumph and Esmond looking west.



**CAPITOL HILL:** 1919. Capitol Hill School. Howard Avenue.



**LOCHDALE:** 1930. Hastings and Sperling



### RESIDENTIAL

Percent of Listings: 73%  
Average Build Date: 1920



### COMMERCIAL

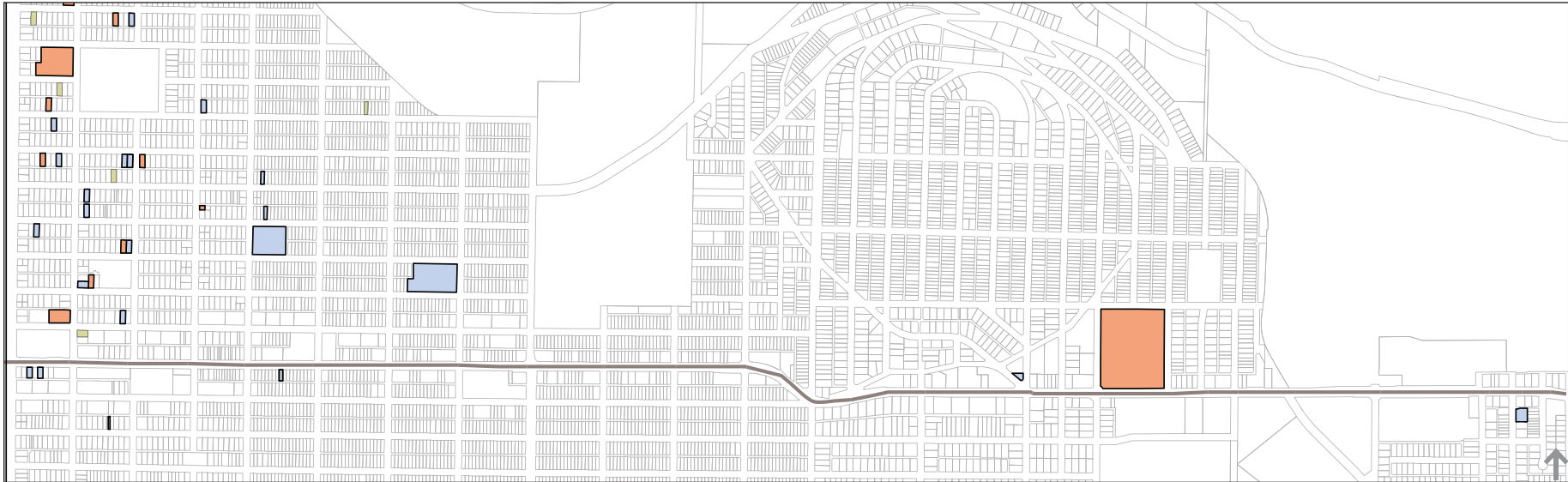
Percent of Listings: 3%  
Average Build Date: 1934



### INSTITUTIONAL

Percent of Listings: 24%  
Average Build Date: 1931

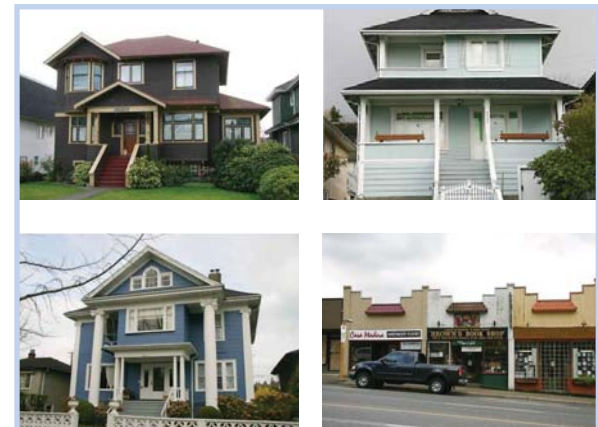




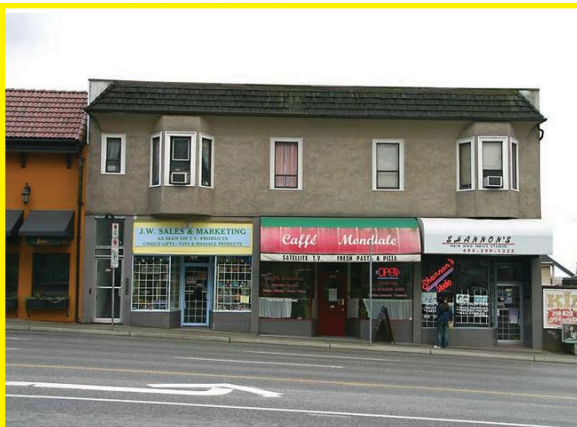
**CRAFTSMAN:** 1 to 2 Stories, pitched roof, porch, thick square columns, overhanging eaves, simple doors and small windows.



**ARTS AND CRAFTS:** Frequently bungalow but sometimes 2 storey, pitched roof, eave brackets, front verandah, simple form.



**OTHER:** (clockwise from top left) Edwardian, Foursquare, Spanish Colonial Revival, Classical Revival.



**3722 Hastings:** "Wall Block." Traditional 2 story mixed use building. No original exterior decorative elements.



**4142 Hastings:** “Helens” Traditional single storey commercial. Sign has now been removed and is undergoing a renovation.



**350 Holdom:** “Capitol Hill School.” Originally built in the arts and crafts style. Form remains, but stylistic elements altered.





### Summary of findings

Although the “designation of a historical resource” may be sufficiently broad to be applicable to a range of building styles/forms/uses, early 20th century residential and institutional buildings with significant ornamentation predominate in heritage listings. The majority of these buildings were constructed during the period in which the Toonerville Trolley served the neighborhood and are concentrated within known historic neighborhoods. Few have relationships with contemporary places of significance. Where buildings with heritage value have been recognized along Hastings street, they are in general stylistically less intact than elsewhere in the study area.

### Considerations for future development

Is the city of Burnaby criteria or “designation of a historical resource” a sufficient resource for determining historical value?  
Does the lack of historical elements and/or recognizable heritage buildings along Hastings street contribute to its disconnection from the surrounding neighborhood?  
Do formal and stylistic historic elements have a place within new development in the study area? Could the integration of historic elements contribute to the unification/delineation of the characters of the neighborhoods to be developed?

\*\*historic images from heritage burnaby [www.heritageburnaby.ca](http://www.heritageburnaby.ca)

