

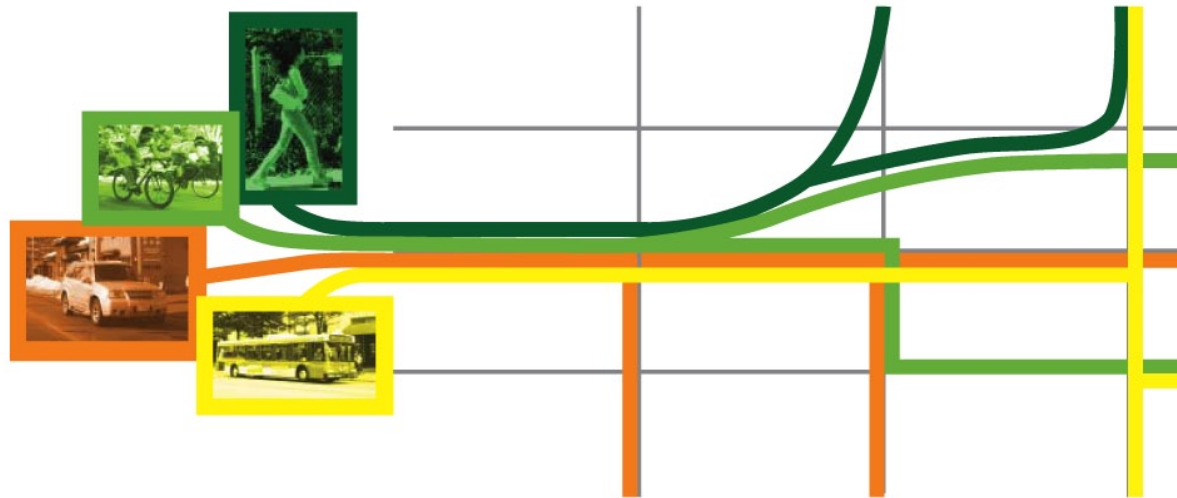
the hastings experience
hastings corridor synthesis

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sustainable urbanism : the hastings corridor

ubc urban studio : fall 2008

principle: intentional redistribution of modes of movement



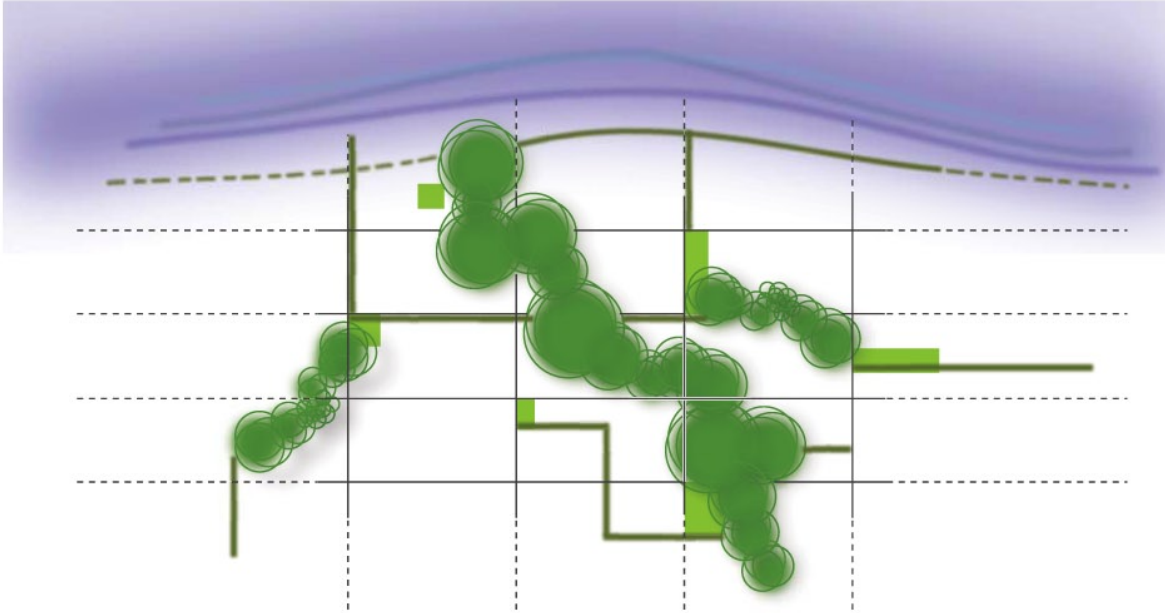
strategies to incorporate

- redistribute movement types to include new combinations of street use and the potential for pedestrians and cyclists to break through the restrictive monotony of the grid
- make the scale of experience more appropriate for walkers in order to make their urban interactions more engaging and thus more likely, without eliminating the transit/car scale.
- integrate cyclists into the shopping district, make transit the preferable option and de-emphasizing car use.

current problems

- current routes are inappropriate for pedestrians
- limited cycling route availability
- intense noise
- pedestrian's scale is overwhelmed by that of the car
- auto-domination

principle: infiltration of ecological systems into the built environment



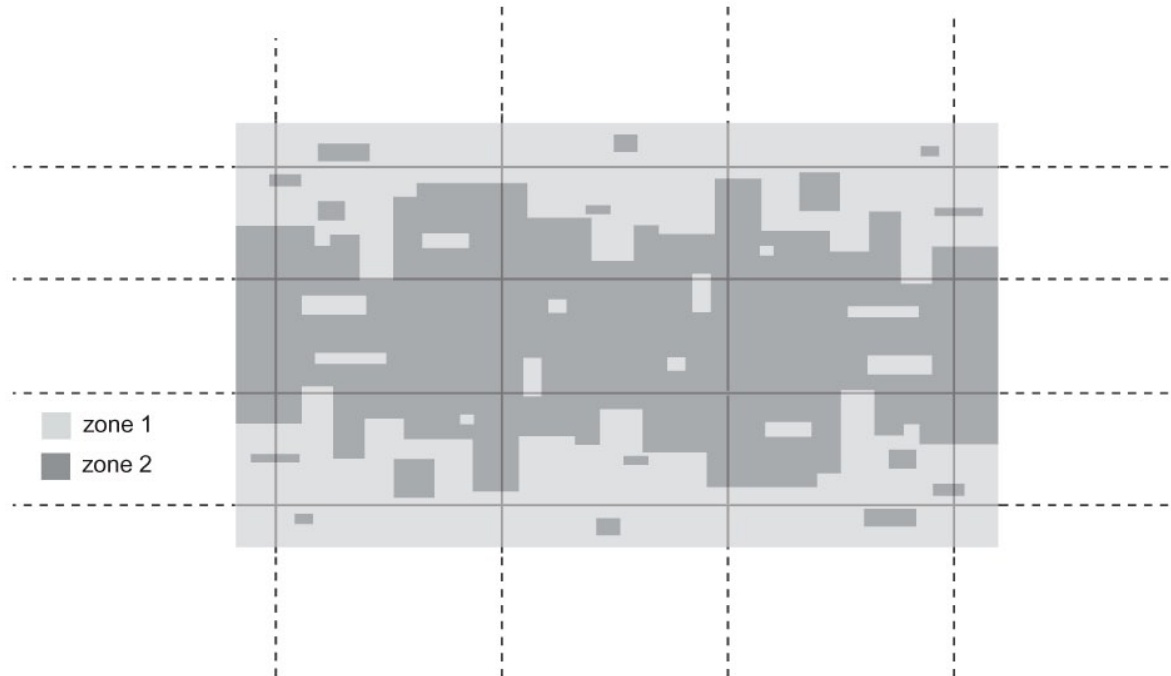
strategies to incorporate

- restore and enhance ecological systems – vegetation, water filtration, and habitat movement
- infiltrate ecology with the built fabric, explore opportunities for the integration of live, work and play functions
- recreate a morphological and/or physical connectivity between the water and Hastings Street
- explore points where the integration of ecology and built form is most evident as a place for greater social significance

current problems

- a disconnected system of parks scattered throughout the Burnaby landscape
- visual and physical disengagement of the water edge
- a rigid system of roads cutting through distorting the topographic context of the site
- distrust hydrological system – a hardscaped 'jungle'

principle: 3-dimensional gradation of land use



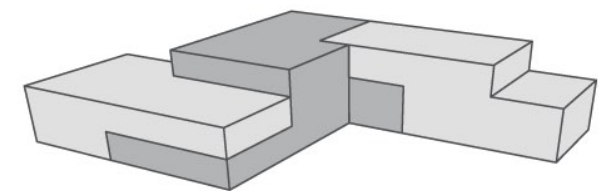
strategies to incorporate

- integrate zoning typologies throughout Hastings street according to performance-based metrics
- blend zoning typologies in North-South direction in order to reconnect outlying streets to the Hastings corridor
- evaluate zoning as a 3-dimensional construct in order to allow for a diversity of experiences and design opportunities

current problems

- strict zoning bylaws create an unequal distribution of land usages across the Hastings corridor
- a disconnect between Hastings street and outlying streets results and a homogeneous experience is created
- current zoning system largely neglects the vertical possibility for mixed-use building typologies

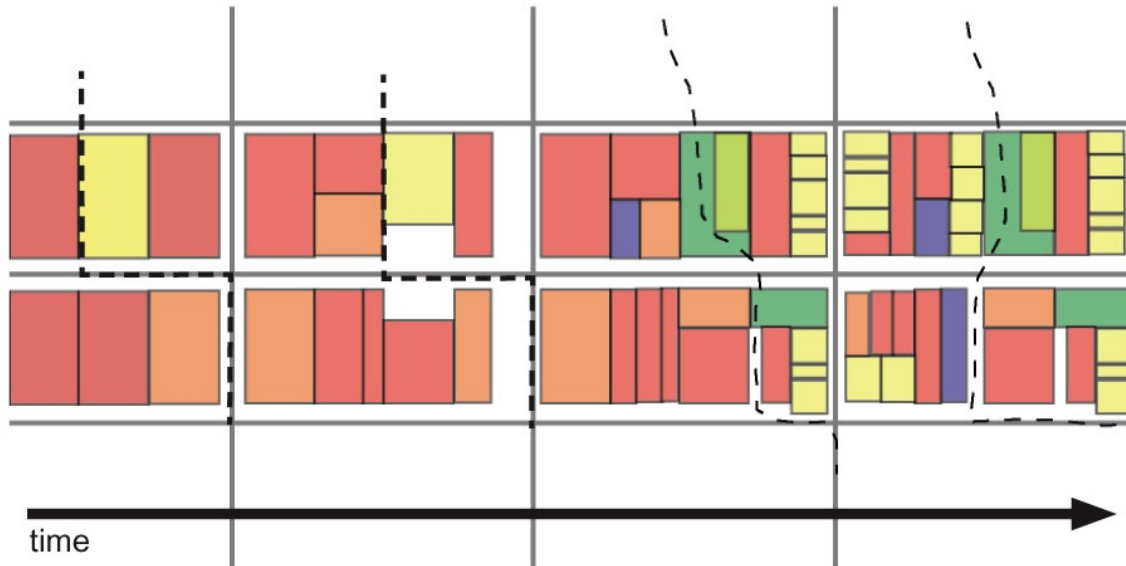
zoning into the z-axis



synthesis principles

group 3 : the hastings experience

principle: flexibility for the unexpected



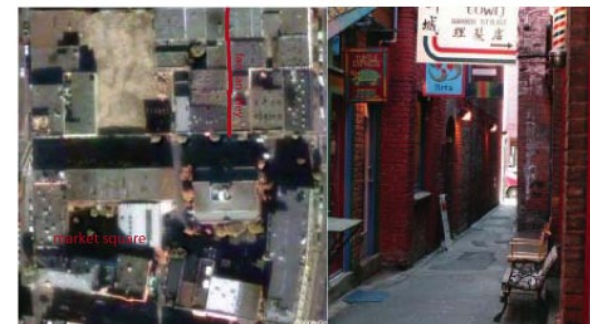
strategies to incorporate

- address the need to incorporate a growing population
- allow for future adaptation to changing conditions
- allow for the layering of experience and life
- allow for spontaneity and improvisation

current problems

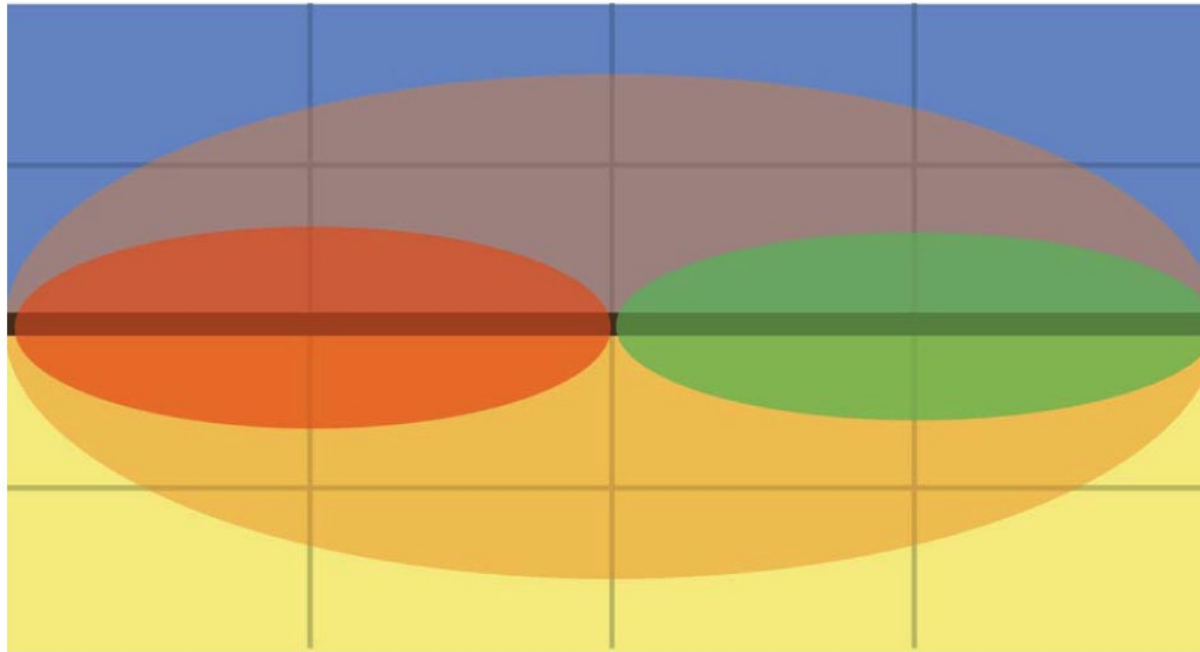
- lack of flexibility in zoning, especially over time
- little room for individual influence in the aesthetic of the neighbourhood
- little room to increase density

example: alternative parcel sizes/use in urban grid.
Victoria, B.C.



synthesis principles

principle: definition of Hastings as distinct place



strategies to incorporate

- help give Hastings a greater sense of place, recognizing and enhancing the character of the individual areas of Hastings:
- towards the West, the emphasis on commercial activity; towards the East, lack of commercial density, and the relative emphasis on green space
- to the North, variable and dramatic topography; to the south, relatively flat



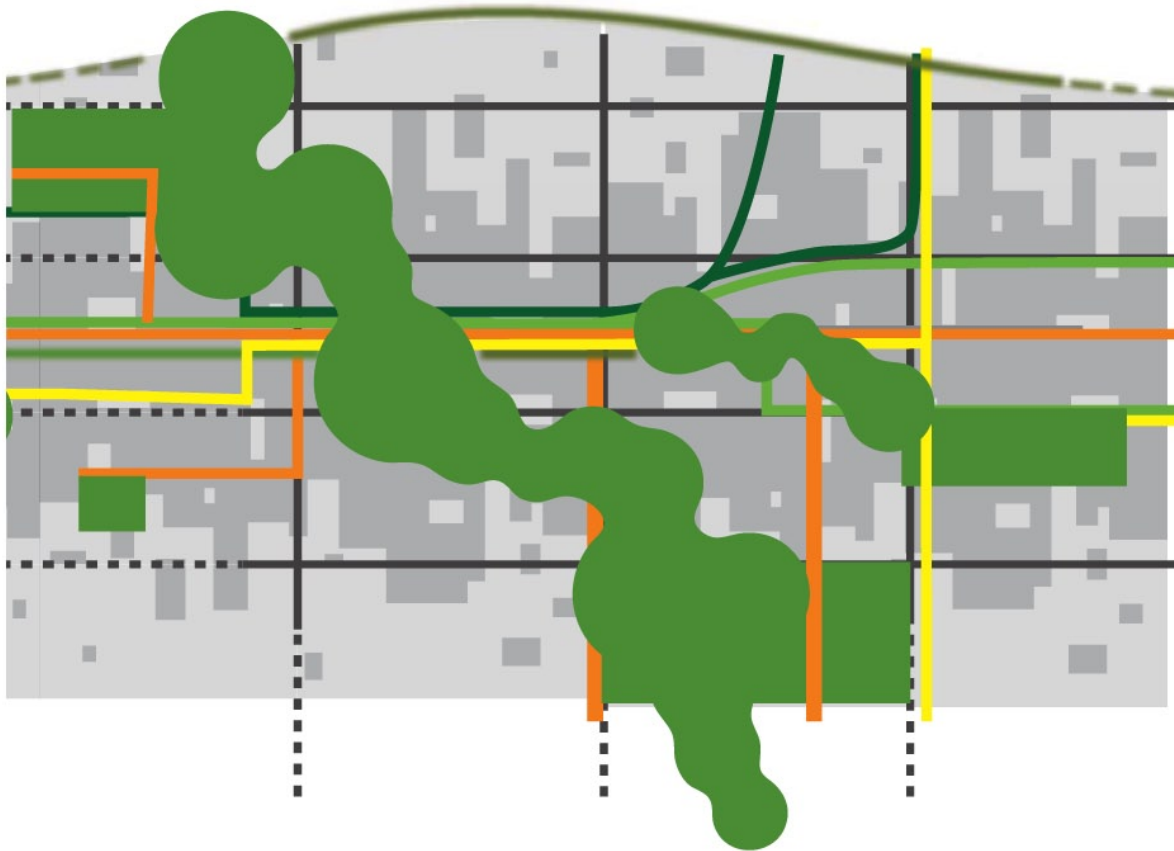
current problems

- Hasting St. is occupied as a thoroughfare, not as a destination
- there is a lack of clarity as to who the primary users of the area are
- there is a lack of any defining or unique sense of it as a place.

example: discernable sense of place.
Davie St., Vancouver



synthesis/summary



summary of principles

The five principles that we have developed address issues within the Hastings corridor, and at the broader scale of Burnaby, that we saw as inhibiting the community from becoming a community where people want to, and are able to, build strong social relationships, walk to work, do their shopping and live in a healthy environment.

A large part of our discussion focused upon issues of experience within an auto and grid dominated environment. If we wanted to create a community as described above, we would have to address the physical conditions of a community consumed by the scale of a car. For instance, in addition to the provision of services, employment and transit within a five minute walking radius, we thought that the walk, and its associated modes of inhabitation, must also be interesting. The landscape must start to incorporate existing and potential human patterns. This would require that the scale of the surrounding environment be accessible from a human perspective.

synthesis/summary

Creating a more human scale could begin to take form in the diversification of building typology and parcel size, which would also start to address issues of housing affordability, densification, expanded employment opportunities and the integration of land uses.

Further, the walk would have to be enjoyable. Issues of air pollution, noise and safety could be addressed by redistributing modes of movement. In some places, it might be appropriate for bus and pedestrians to occupy the same space, in others the bike and car, and in others perhaps it would be appropriate for all modes to be separated. Ideally, one of our ultimate goals would be to reduce the convenience of driving, while increasing the convenience, enjoyability and safety of taking public transit, walking and cycling.

Infiltrating ecological systems into the built environment would also enhance the enjoyability of the walk and environments for inhabitation. Moreover, fostering ecologically functional green space provides viable wildlife

habitat; will ultimately reduce infrastructural costs for stormwater management and flood mitigation; and will create a much needed connection to Burrard Inlet. As well, in making supporting life systems more visible, residents start to develop a sense of understanding and stewardship for their place.

Finally, we seek to make provisions for future change. Facing unprecedented population growth and climate change, our current designs must be flexible to not only adapt to changing conditions, but to allow for individuals to make their community theirs. An allowance for the layering of experience manifested in the built environment, the local economy and the natural environment would help to create a more vibrant community with a strong connection to its history, while also being resilient to unforeseen circumstances.

We see our principles as being inherently interconnected: each principle addresses the issues we initially identified and works to promote the same grand notions of a sustainable community.

As such, the coalescence of the first four principles form the fifth principle of defining the Hastings corridor, and Burnaby, as a distinct and dynamic community, firmly placed at the base of Burnaby Mountain and along the Burrard Inlet.

