

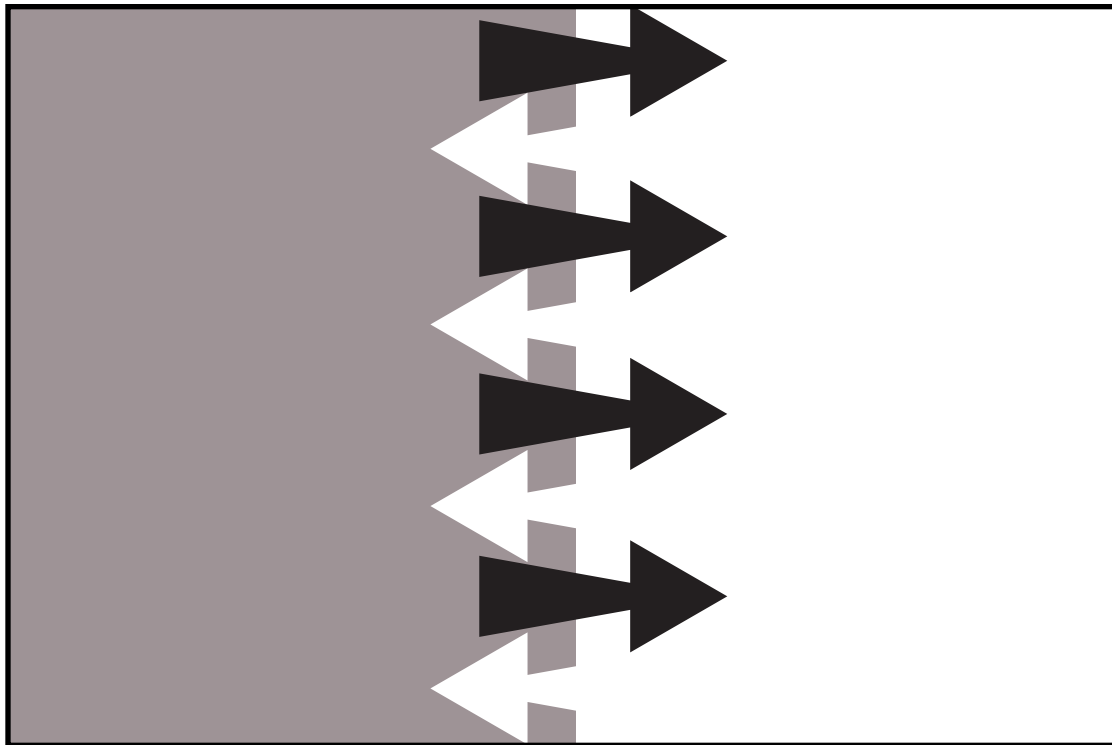
symbiotic urbanism  
hastings corridor synthesis

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sustainable urbanism : the hastings corridor

ubc urban studio : fall 2008

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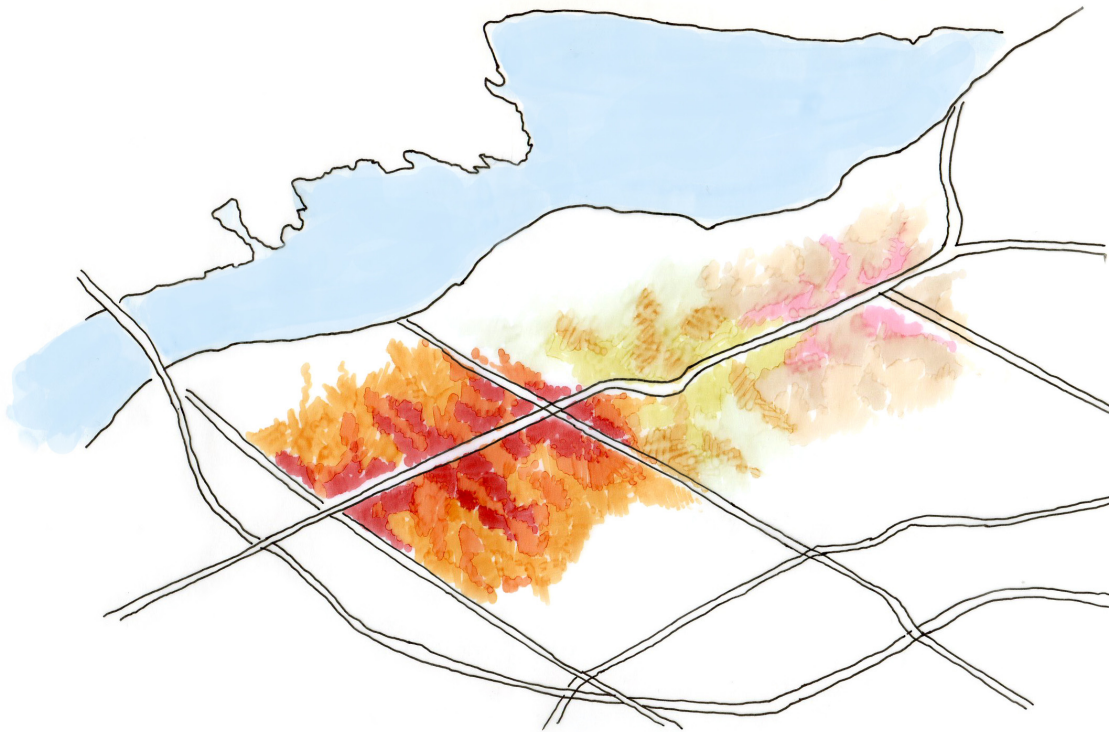


## sym·bi·o·sis

[n. pl. sym·bi·o·ses]

- [1] The close association of two different kinds of living organisms where there is a benefit to both or where both receive an advantage from the association;
- [2] The living together of unlike organisms in a close, long-lasting association.

***Symbiotic urbanism*** creates a mutually-enhancing relationship between the corridor and the neighbourhood. The Principles that follow build a palette of solutions, recombined + reconfigured as needed to identify and enhance opportunities for symbiotic intersections of form. The solutions to Hastings Street lie not only within the corridor, but within its associated neighbourhoods.



## Defining Districts through Scale, Variety + Character

- Recognize and enhance individual districts and neighbourhoods to create the corridor as a destination
- Within neighbourhoods, provide a highly varied mix of buildings types at the block level to maximize street-building-pedestrian interaction.



### **Amplify the Inherent Intensity of Intersections**

- Use intersections as agents to delineate transitions in the urban fabric
- Express difference in East-West and North-South character
- Recognize opportunities to define locale and contribute to sense of place
- Exploit language of nodes as focused points of intense activity





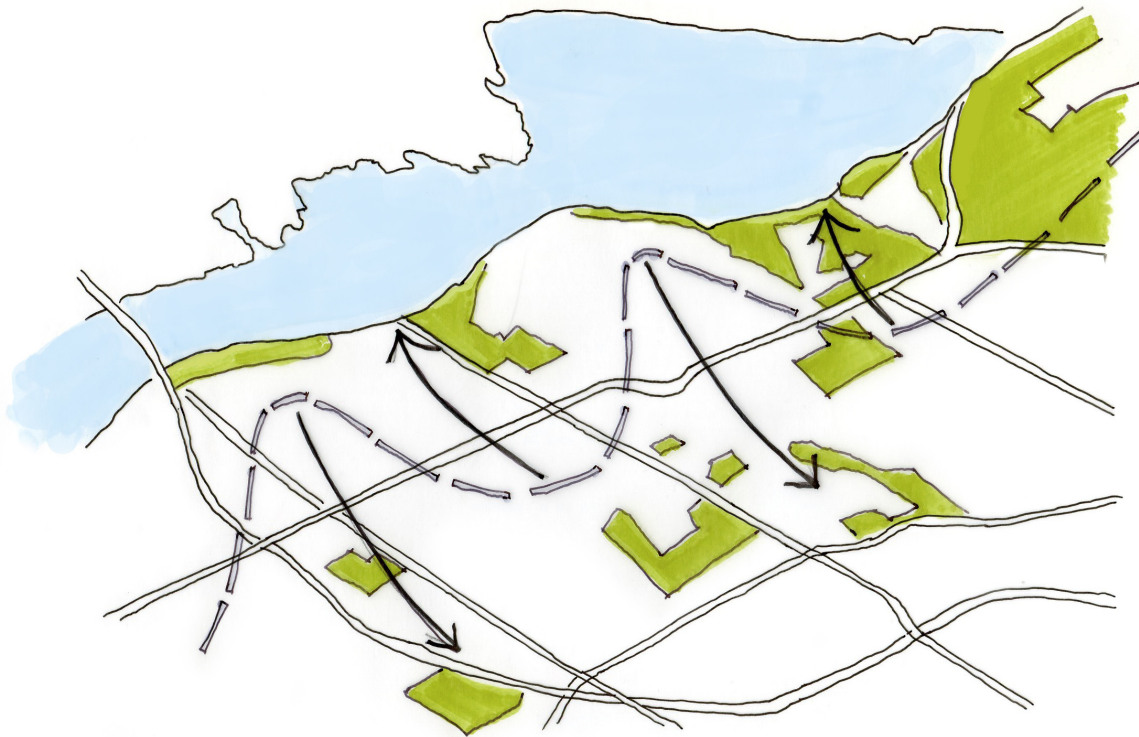
### Challenge the Stigma of Single-Use & Single-Family

- Encourage multi-use, multi-family typologies
- Discourage monopolies that only serve one segment
- Provide options that cater to Burnaby's own varied demographics
- Specify forms that can react and adapt to various and changing programs
- Increase density to fuel stronger commercial districts
- Develop neighbourhoods democratically but allow for capitalistic approaches



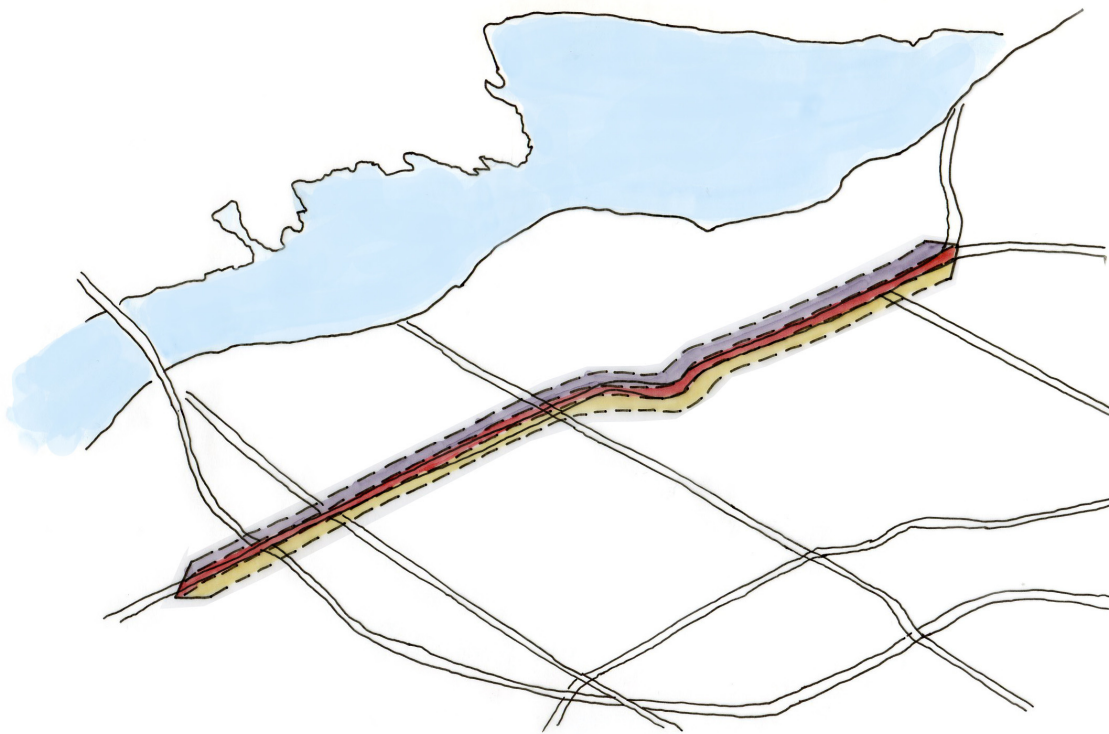
### Context-Informed Corridors

- Intensify district-defining elements along high traffic/high visibility corridors
- Create opportunities for wayfinding and orientation through and between districts



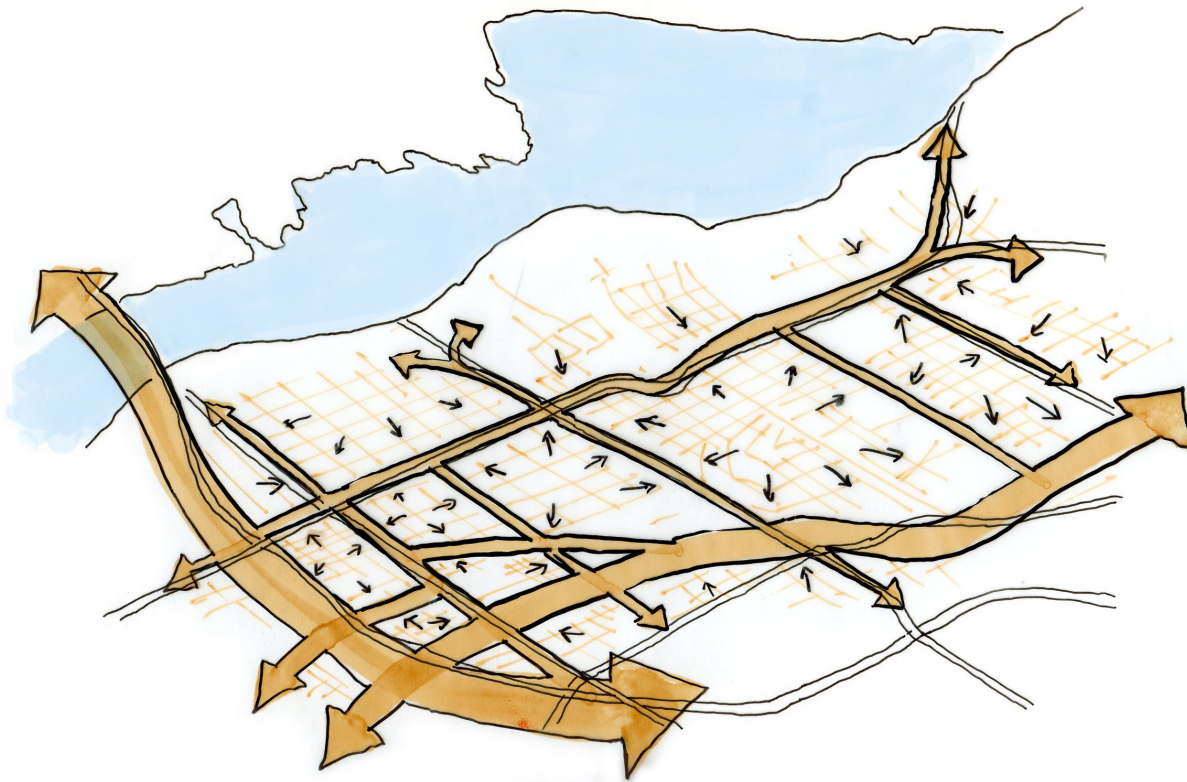
### Look to the Land

- Use topography and local site systems
- Follow the watershed hierarchy and deal with infiltration at the site level
- Create connections within the regional system



### Equitable Use of the Street

- Allow for multiple modes of transportation and speeds of movement down the corridor
- Streets are the city's largest public spaces; as such, sustainable streets should provide equitable opportunity for all types of movement through the community



## Recognize the Regional Role of Arterials

- Arterial streets perform an essential service of connectivity throughout the Region
- Recognize the functional role of Hastings Street within the regional street hierarchy
- Maintain Hastings Street as an efficient and effective movement corridor





### Recognize the Importance of the Journey

- Pedestrian friendly neighbourhoods recognize the journey as equally important to the destination
- Provide a stimulating pedestrian experience across the hierarchy to link people with services, transit and recreation



### Maximize Interaction with the Street

- Break the relentless linearity of the corridor
- Carve out places for collective gathering and happenstance
- Create visual interest and pedestrian-scale in building frontages (maximize doors on the street)



### **Design Participatory + Didactic Green Infrastructure**

- Increase porosity and interception with paving and vegetative surfaces (infiltrate 1" per day)
- Design an interconnected system of green streets linked within an urban green network
- Capitalize on under-utilized spaces
- Make natural processes more visible by allowing them to be seen and interacted with by the community





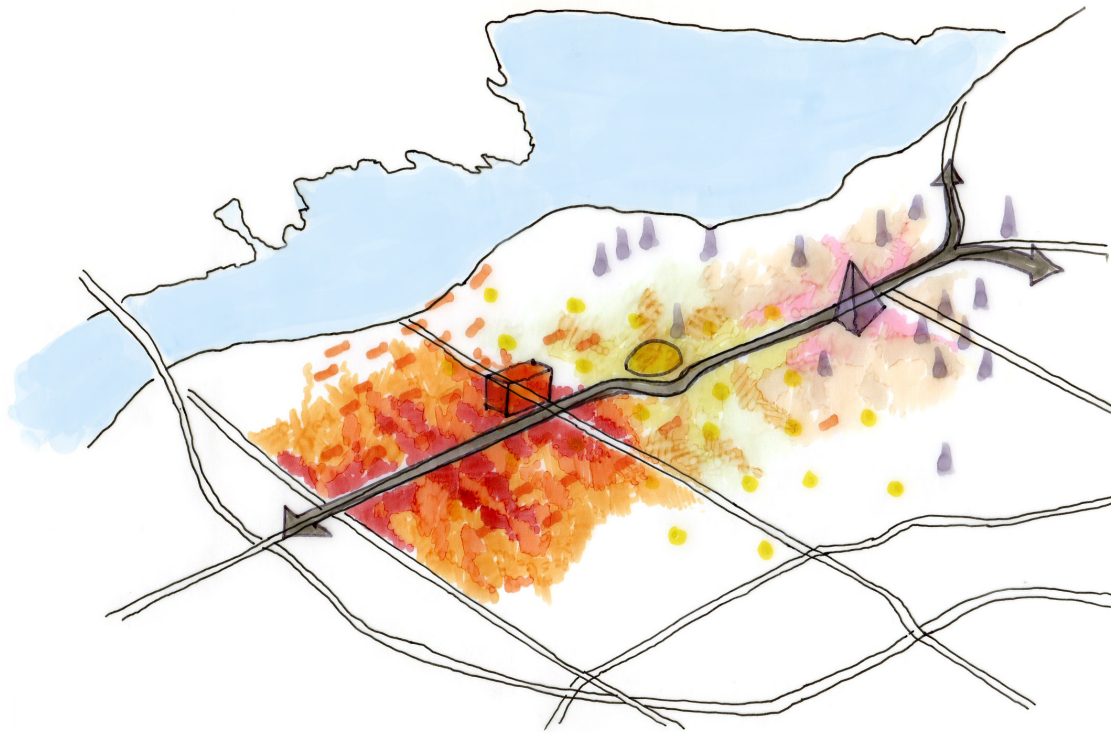
## Intersections + Watersheds

The city grid, by its very nature, results in an unbiased, homogeneous attitude towards the land and its topography. This system is overlaid on top of the unbridled forms of topography and its system of watersheds. However, within each of these seemingly non-hierarchical systems, there are natural points where they come to a nexus. The intersections of major roads are the launching points for discussions about movement, social space and density. The culminating points of watersheds, previously ignored in planning, create opportunities for reactive green infrastructure. When these two systems interact, unprecedented forms could result. How do we build to protect both the interests of the flow of traffic and the flow of water? How could green infrastructure strengthen the form of the built environment? How could the built environment relate the intensity of this interaction? The intersection of these two systems would invariable change how and where we inhabit the city.



## Importance of the Journey + Multi-Use/Multi-Family

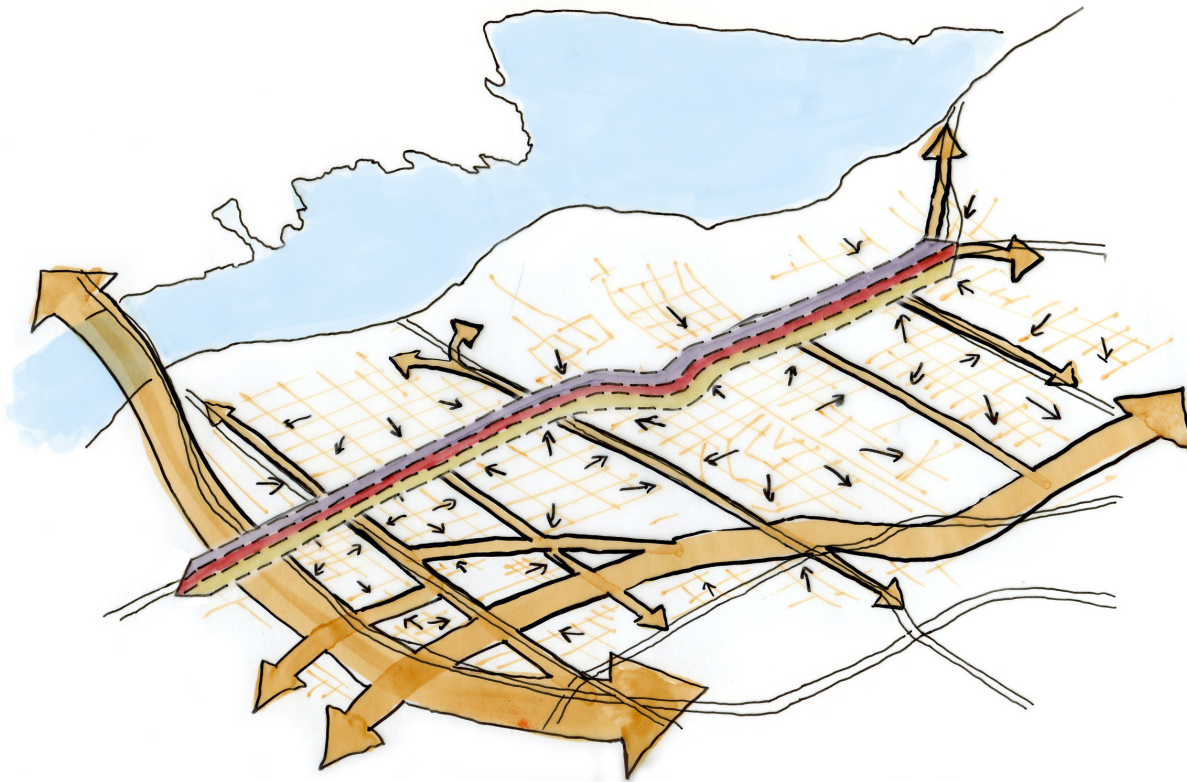
Every time we leave the house our experiences are shaped by the form this journey takes and the environment through which we travel. Recognizing the importance of the journey means looking beyond the destinations of our daily lives to explore the means, experience and quality of our passage through the built and natural landscape. How does the experiential quality of the journey inform our conceptual understanding of place or influence the way in which we choose to navigate our world? Has the monotony and proliferation of vast, undifferentiated space in landscapes dominated by single-family housing discouraged the walk trip and if so how can this be rectified? Bringing people and their destinations closer together is only one component of the potential solution. We need to intensify land use in an interesting way that enhances the pedestrian realm and enriches the experience of the journey.



### Districts + Context

When ambitions for creating a sense of place are overlaid with those of representing neighborhood character along the corridor, one begins to see how landmarks can be put to the service of district definition. By their nature, landmarks present themselves as figures on the ground of their surroundings; they are often conceived of as expressive objects that facilitate way-finding and preserve memory through their distinctiveness from contextual building fabric. Districts, on the other hand, are defined by their internal cohesion: they emerge out of repetitive elements that express something of what it means to be in a particular place. Bearing these two urban elements in mind, our efforts to create a symbiotic relationship between corridor and neighborhood will investigate ways of deploying landmarks along Hastings Street that are both descriptive of definitive urban fabric that lies beyond it, and prescriptive of how it could define itself in the future.





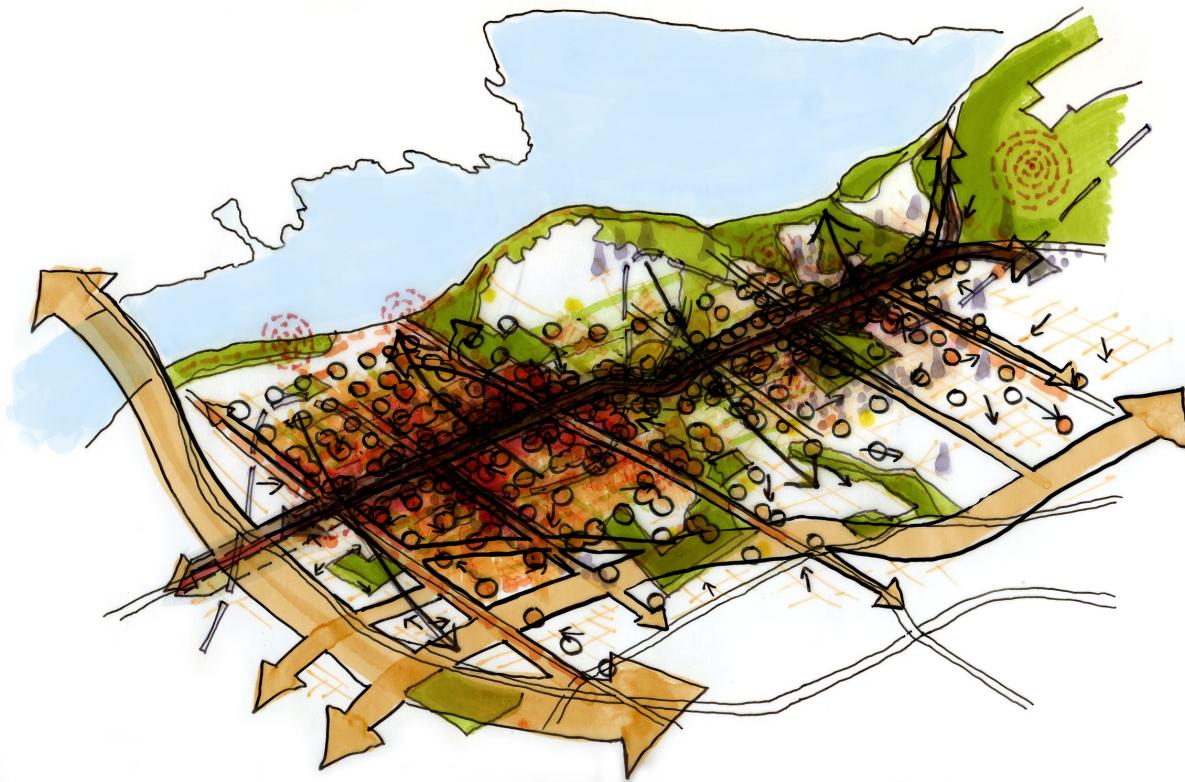
### Arterials + Equilibrium

Hastings Street connects both people and goods throughout the Region. These people and goods travel in a number of different forms. To allow for equitable arterials, all modalities must be equally recognized and given the opportunity to move efficiently, safely and enjoyably. Equitable arterials observe walking, biking, transit, driving, and goods transport as equal partners within the street right-of-way.



## Green Infrastructure + Maximized Interaction

Designing didactic and participatory green infrastructure is about increasing porosity and interception with paving and vegetative surfaces, and maximizing interaction of the street is about breaking linearity, and allowing for infiltration of the neighbourhood and the corridor. These elements combine to enhance opportunities for creating visual connections with the corridor and the neighbourhood, and to create natural and urban flows through the neighbourhood.



## Symbiotic Urbanism along Hastings Corridor

Symbiotic urbanism implies that the urban fabric of the Hastings Corridor benefits from the interaction of these aforementioned principles, no matter how disparate those principles may initially seem. Each principle informs each other resulting in style of development that does not prioritize individualistic concerns but rather fosters cooperative approaches. The merging of these principles creates new opportunities and scenarios that will give the Hastings Corridor the capability to address its current problems and future concerns.