

SECTION D – PEDESTRIAN ORIENTED SOCIAL/ECONOMIC

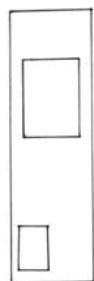
A sustainable social and economic realm exists where the physical structure encourages and elaborates on the formation of social and economic interactions. Several factors, including mixed-use development, density, connectivity, human-scaled architecture and an avenue for personal expression, combine to create sustainable and interactive communities.

The site explored, Kitsilano, has a fairly successful social and economic framework, exhibiting a physical structure which encourages human interaction. However, to further the success and sustainability of this framework, targets for increased variety, density and connectivity of the physical environment were explored.



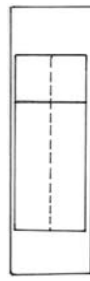
D.1 RESIDENTIAL NEIGHBOURHOODS

D.1.1 Current Parcel Development – Pattern / Density / Architecture



Existing residential units are occurring at fairly low density. Land unit costs are prohibitive and dwelling options are limited.

1 - 1500 sq.ft. Dwelling Units
\$240,000 Lot
\$160sa.ft.



Infill has not always maintained the "Friendly Face" image to the street. While this infill has increased the density, the variety of dwelling units has not been altered greatly.

2 – 1300sq. ft. Dwelling Units
\$120,000 Lot – Each Unit
\$92sa.ft.



Current infill has improved on "Friendly Face" image as well as increasing dwelling options, density and affordability. However, each of these components could be improved upon with slight alterations.

2- 1500sq. ft. Dwelling Units
120,000 Lot – Each Unit
\$80sq.ft.

Targets considered in effort to increase the success and sustainability of the social and economic realm:

Increase Mixed-use and Density:

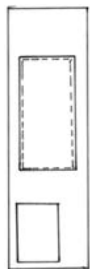
- Allows for increased dwelling options to reflect changing demographic patterns, allowing for a more diverse community. Also creates greater spectrum of affordability.
- Allows for increased opportunities for work and amenities to be within walking distance. Greater population will be able to support such development.
- Allows for increased cost-sharing for infrastructure, transportation and amenities, all of which will be reflected in the affordability of housing.

Increase Connectivity:

- Allows for ease of movement between parcel/ block/ corridor/ district, providing opportunities for human interaction.
- Allows for greater awareness and understanding of the district, which in turn, fosters a sense of place and ownership.

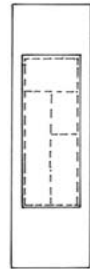
All of these culminate to create a framework, one where a sense of ownership, belonging, safety and place are evident.

D.1.2 Parcel Prototype Development – Pattern / Density / Architecture



Character style home created as up/ down duplex. Allows for two dwelling units, plus an option for a third dwelling in the garage zone.

2 – 1000sq. ft. Dwelling Units
\$120,000 Lot – Each Unit
\$120sq.ft.



Old family home subdivided - allowing for diverse dwelling options, while maintaining character.

2- 600sq.ft. / 4- 500sq. ft
Dwelling Units
\$50, 000 Lot – Each Unit
\$83 - \$100 sa. ft.



Character style home created as side split and front/back split units. Zoning allows for additional home to be built in “garage” zone, with option for division as well.

2- 800sq.ft. / 3- 1500sq.ft.
Dwelling Units
\$45,000/ \$70,000 Lot
\$46 - \$56 sa. ft.



Infill parcel allows for unique, independent home on narrow lot – decreases land unit cost.

1- 1300sq.ft. Dwelling Unit
\$120,000 – Sub-divided Lot
\$92sq.ft.

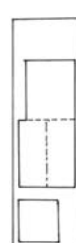


Garages or Carriage Houses provide opportunities for additional subdivision of parcel or rental income.



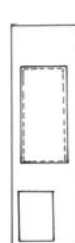
Location of office space within residential zone extends the time when people are present in the community, as well as allowing for an easy commute.

1- 2500sq.ft. Office Space
(approx. 20 people employed)
\$240,000 Lot
\$96sa.ft.



Mixed-use zoning, permitting home-based offices.

4- 1200sq.ft. Dwelling/Office
\$60,000 Lot – Each Unit
\$25sq.ft. Home
\$25sq.ft. Office



Mixed-use zoning, permitting businesses with residential above.

2- 800sq.ft Dwelling Units
1-1600sq.ft. Office Space
\$75sq.ft. Home
\$75sa.ft. Office

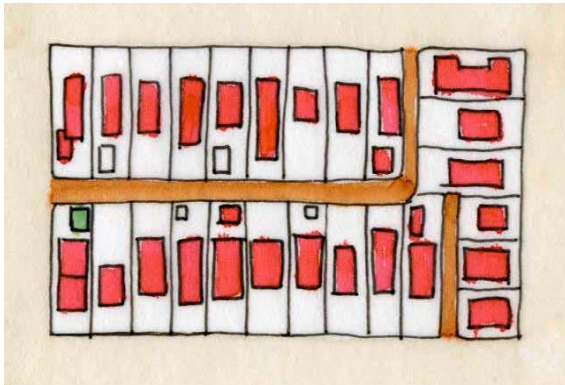
Current parcel development is occurring at relatively low density. Opportunities to improve the social interaction potential of the community, as well as economic activity and affordability, exist through re-thinking parcel development.

Goals for Parcel Prototype Re-Development:

- Increase dwelling options / housing mix.
- Increase affordability.
- Increase density.
- Maintain human scale.
- Maintain/ enhance ‘friendly’ architecture.
- Maintain/ enhance the ability for personal expression.
- Increase the flexibility of living/ working arrangements.
- Encourage office and commercial development within, or proximal to, residences.
- Allow for alternate solutions to affordable housing –lot subdivision, granny-suites or work/live.

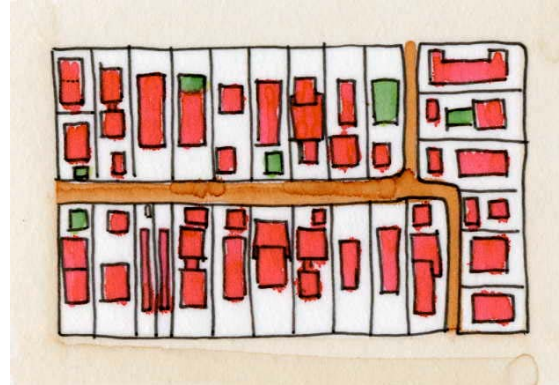
(Comparison of cost per square footage is given for each dwelling unit type, demonstrating the range of options available through parcel reconfiguration.)

D.1.3 Parcel/ Block Density & Connectivity



Block configuration as it now exists:

- Approximately 43 Dwelling Units
- Approximately 3 Office/ Work Units
- Laneway connectivity incomplete



Proposed block configuration:

- 67 Dwelling Units with greater variance
- 6 Office/ Work Units
- Laneway connectivity established, creating interconnected network of corridors throughout district



Connectivity

Block connectivity serves to unite the parcel with the larger district, offering alternate, interconnected routes to increase the potential of social and economic relations within a community.

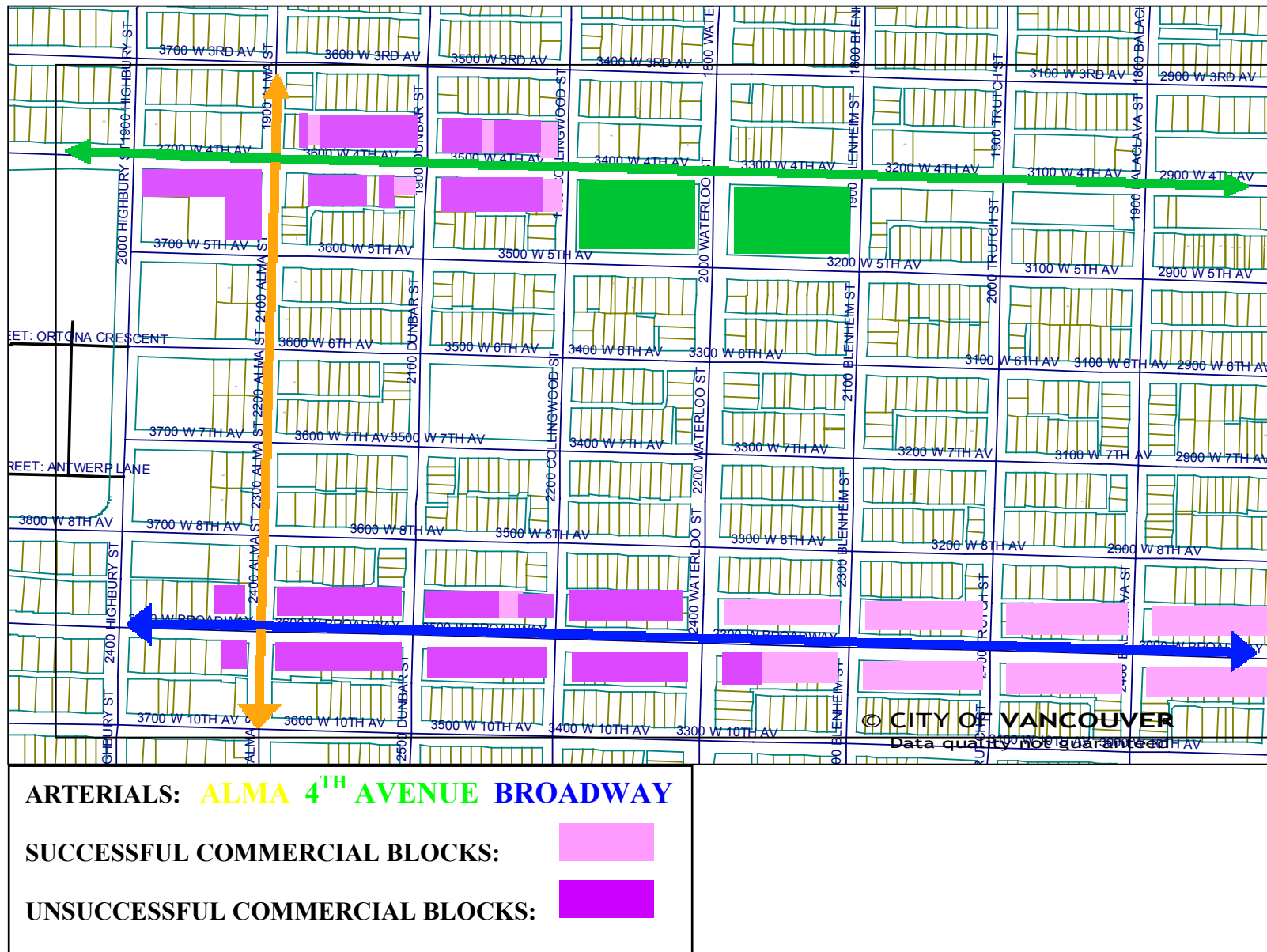
Social relations, as simple as the “nodding acquaintance”, help to create community. Daily meetings between neighbours encourage a sense of belonging and a sense of safety.

Human scaled, friendly-face architecture plays an important role in human interaction and safety. With parcel re-development, laneways will become a front of sorts, increasing their use as corridors and a place for social interaction.

The location of office/ work units within, or proximal to, residences increases the time range of people within the community, creating more diverse and lively daytime activity. As well, affordability is increased through decreased costs associated with close commute distances.

Lastly, through laneway and parcel re-development, effective use of building footprints and permeable surfaces can be utilized. This in turn allows for a decrease in infrastructure costs and thus an increased range of affordability.

D.2 A SOCIALLY ORIENTED COMMERCIAL STREET CREATES A SUCCESSFUL SUSTAINABLE DESIGN



D.2.1 Vancouver Pedestrian: Kitsilano Commercial

Successful local economic growth results from many socially amenable characteristics such as:

- 5 minute walking distance from residential developments
- Incremental growth pattern
- Overhangs shelter pedestrians from sun and rain and the linearity it can create between buildings encourages walking further along the street
 - Combined commercial with residential support work opportunities, choice, affordability and a diverse community.

Mixed commercial types:

- Grocery Stores
 - Services (dentist, autoplan...)
 - Theatre
 - Restaurants
 - Café's with outdoor seating
- Encourage night life

Small Scale

- Small commercial lots, many with residential units above
- Street trees
- Commercial signage is modestly sized and lighted
- Shallow setbacks
- Goods "spill out" onto sidewalk (fruit, flowers, clothes...)
- Sidewalk: different paving creates character and a more pleasant walking experience
- Character street lamps and planters cultivate a pedestrian scale and create a warm atmosphere

Mixed commercial types, varied paving, and goods "spilling into" the sidewalk is vibrant, small scale and fosters a sense of community and belonging.



Outdoor seats provide opportunities for passive and active socializing, and presents positive advertisement for the business.



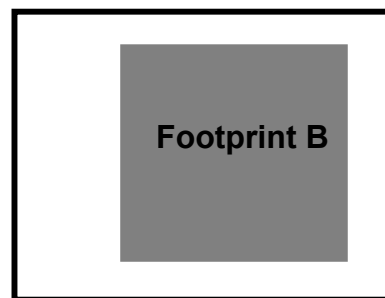
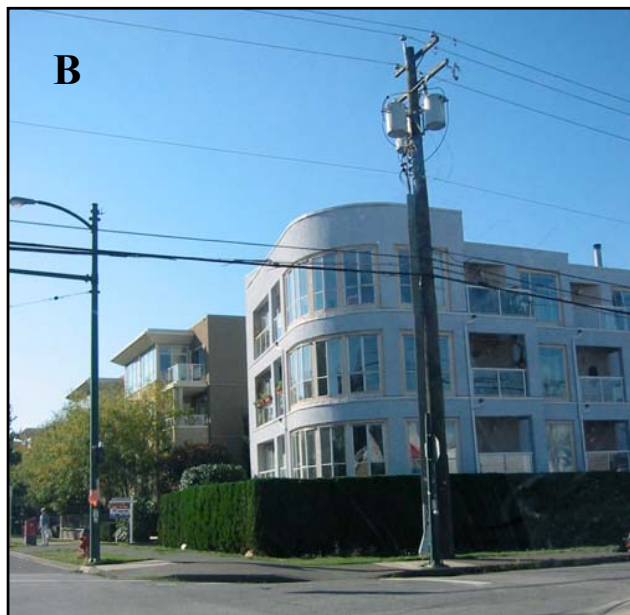
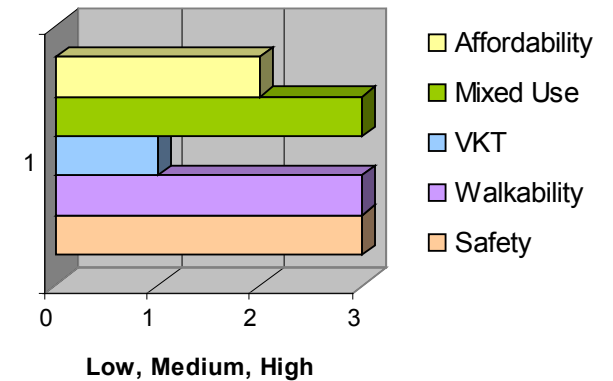
Street trees, overhangs and on-street parking create a small scale, linear dimension that encourages walking...and shopping.



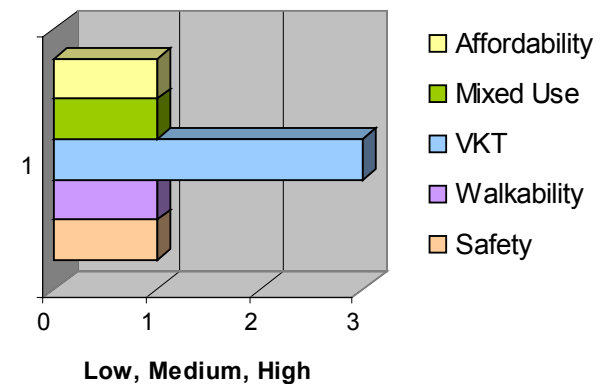
D.2.2 Commercial Building Types: Parcel



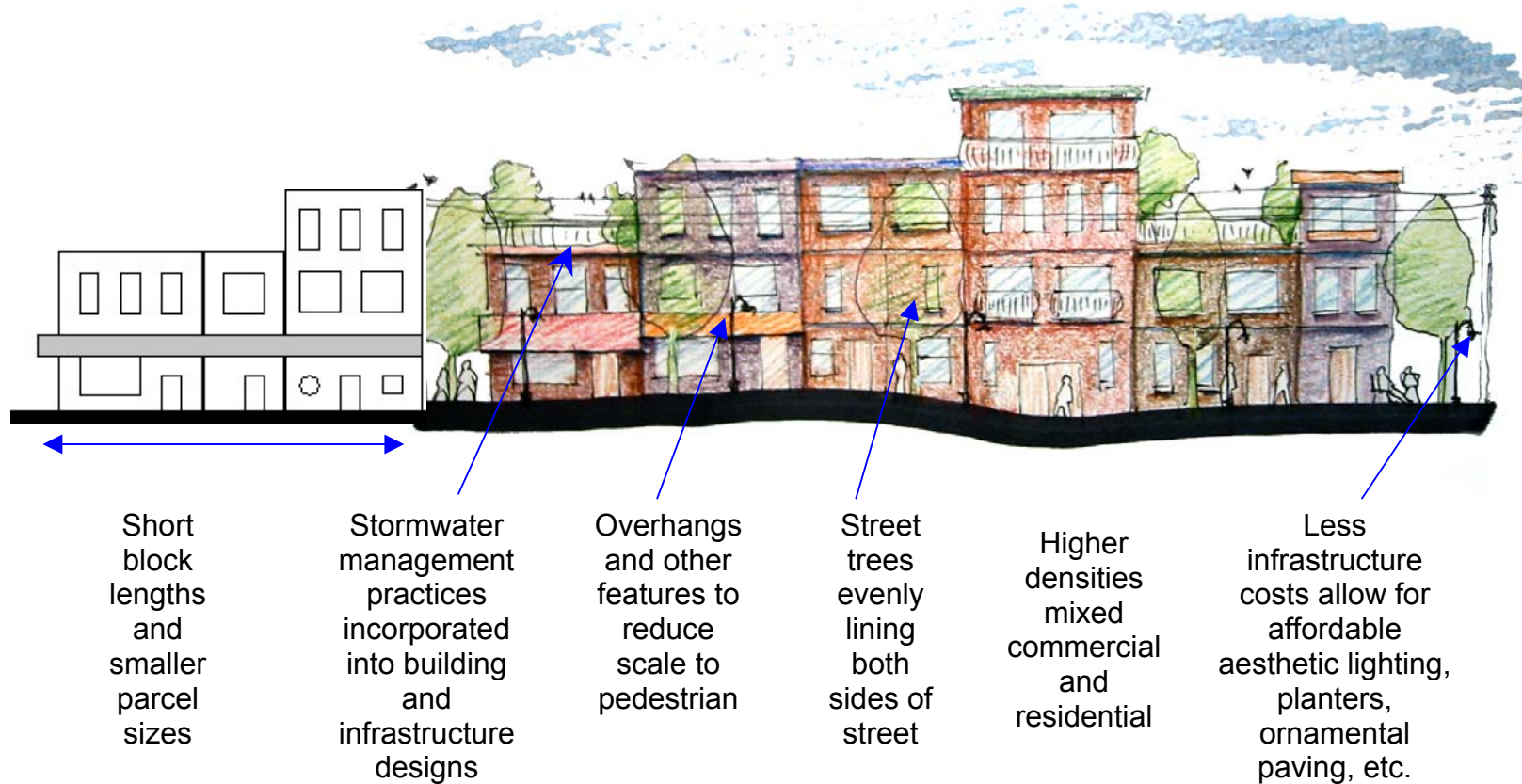
Target Values: Parcel A



Target Values: Parcel B



D.2.3 A Future Vision



D.3 CORRIDORS

D.3.1 What We See



Present Streetscape in Broadway (between Alma and Blenheim).



Broadway x Dunbar.



Alma streetscape.



Alma streetscape.



Alma x 6th Ave.

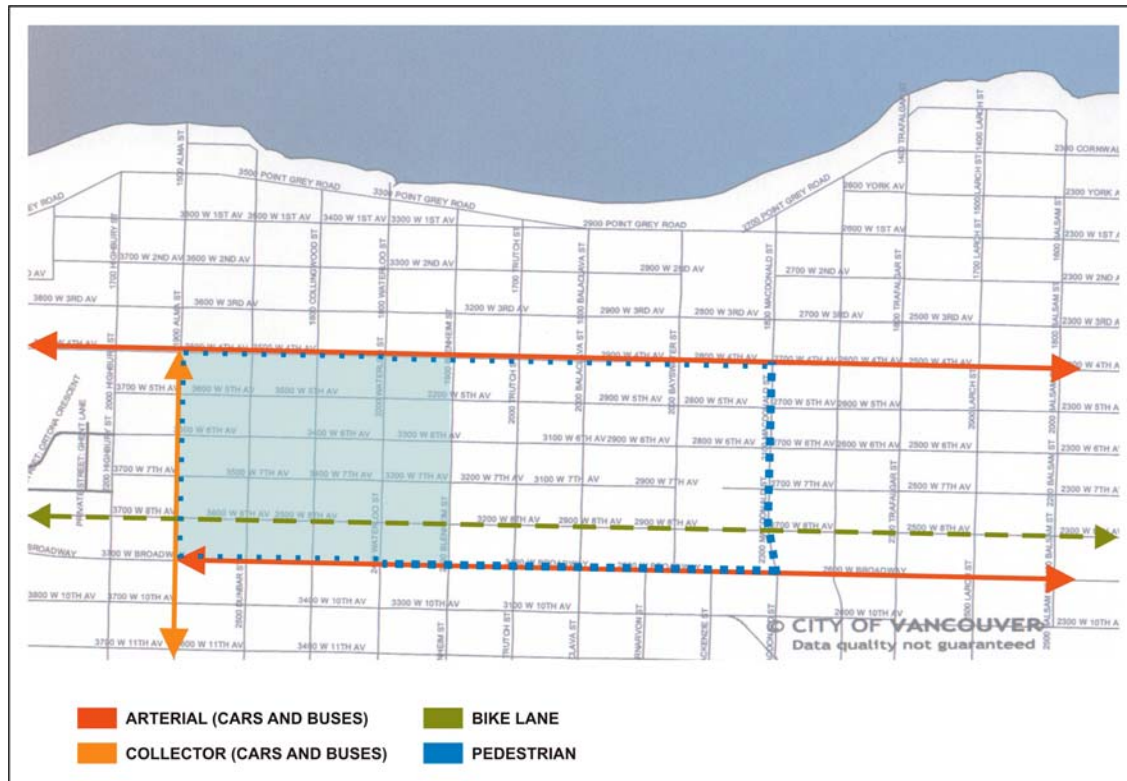


Sidewalk at Alma.

The corridors analysed were Broadway, 4th and Alma. Broadway and 4th are arterial streets, meeting the targets for connection; there is a great public transportation system, connecting this area to virtually any place in the Greater Vancouver. On the other hand, this area between Blenheim St. and Alma does not meet the ideal targets for a pedestrian friendly neighbourhood as we see further on Broadway and Mac Donald for example.

Alma shows the same type of problems seen on the first image of Broadway, the sense of wider streets without a pedestrian friendly environment, as well as more commercial activity, especially coffee shops and neighbourhood convenience stores. Comparing both sections of Broadway is possible to notice that the main issue lies on the setbacks and the connection between the buildings and the pedestrians, for the streets the issues are possibly the size of the trees and the intense traffic.

Another potential problem is that there is not enough diversity in dwelling units, not allowing a bigger range of neighbours with different income ranges as well as multiculturalism. The density needs to be increased in order to allow more community interaction and use of the infrastructure.



Van Map, 2002



Pedestrian and Bike Crossing at Alma.



Signage for Flight Light System, at the same crossing.

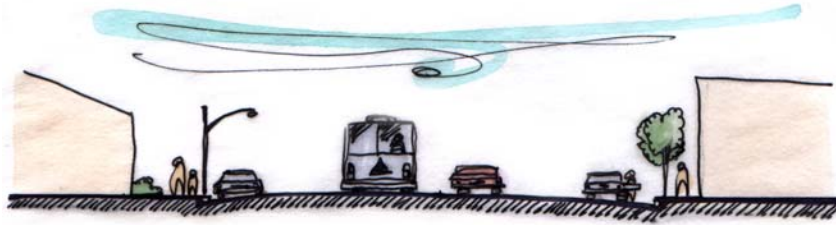
The connectors serving the site, Broadway and 4th Ave play an important role in connecting the neighborhood and the city, with an efficient public transportation system, allowing residents to choose alternative transportation ways, other than cars.

Although the system seems to be working, there are some improvements that could be done in order to create a more pedestrian friendly environment, increasing the walkability.

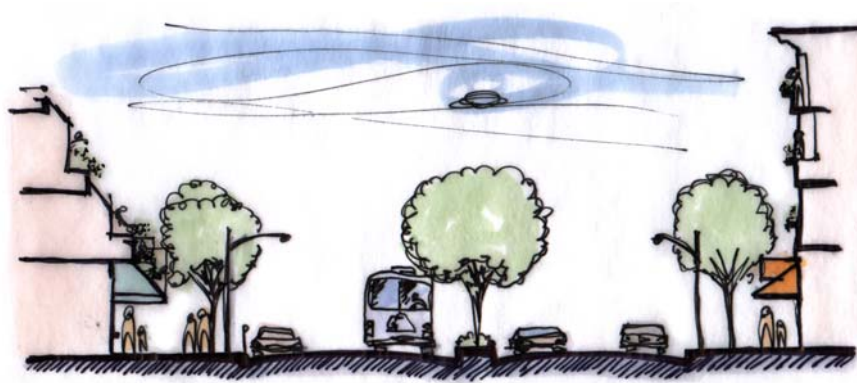
Measures as locating parking underground or behind buildings (reducing the visual impact of cars); creating boulevard and traffic islands with trees (increasing the visual quality of wider streets and also creating habitat for birds and others), can make a huge difference in the way the main streets are perceived.

This Proposal will focus on Alma, since the situation founded there is common along the region. For a better environment and sustainability is proposed that Alma should increase density, focusing on offices specially, but proving more residential spaces as well as small retails and grocery stores.

D.3.2 What We Want to See



Alma – present cross section



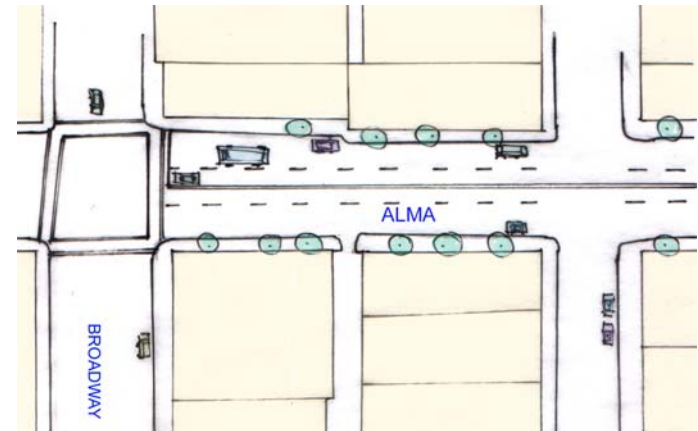
Alma – 20 years projection



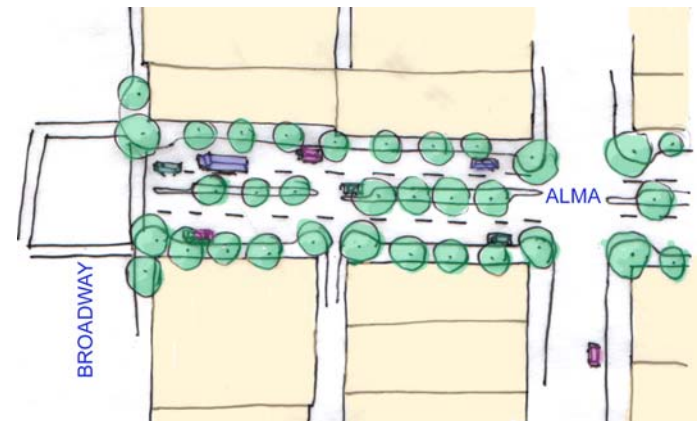
Pedestrian friendly environment.



Further on Broadway, a more desirable streetscape.



Alma - Present plan view



Alma - Plan view 20 years projection

Create a friendlier environment for both cars, buses, bikes and pedestrians make more efficient and sustainable arterials, increasing walkability, creating a more pleasant place to live, work and walk. The social interaction become easier, 'eyes on the street' increase the safety and alternative transportation connecting the neighbourhood to the region can decrease the use of cars.

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