



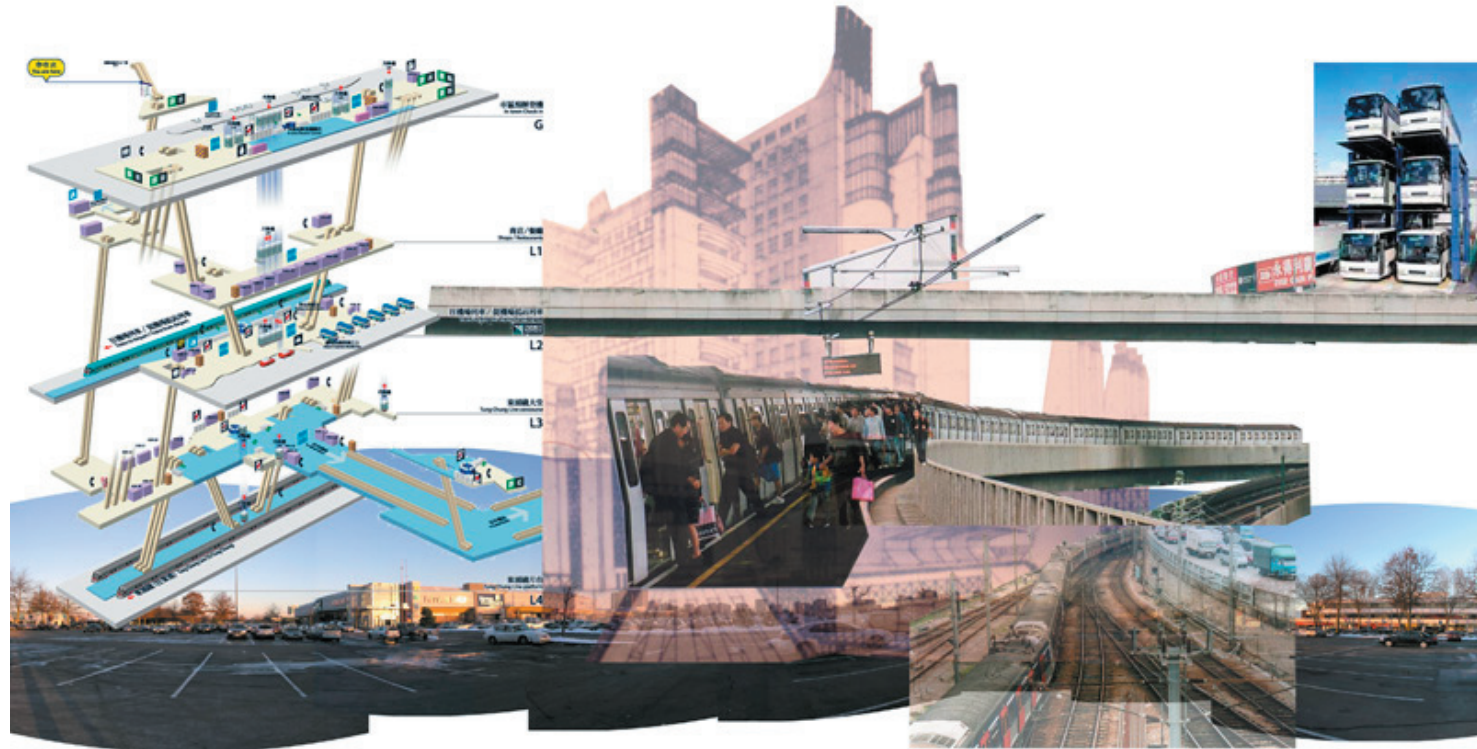
Recipitate

Following a rigorous, quantitative analysis of the Lansdowne Mall site in Richmond, BC, we begin to understand the rich layers of complexity inherent in not only this specific site, but also in almost any architectural endeavour.

The current reality of 'downtown' Richmond is eerily inconsistent with its goals for meaningful community development. For a supposed urban centre, Richmond is awesome in its empty vastness, to the point of absurdity. No. 3 Road – the main north-south arterial street – remains a vehicle-dominated thoroughfare, and the accommodations made for traffic seemingly indicate not just an allowance but a promotion of car-based activities. The Lansdowne Mall parking lot is arguably the largest contiguous expanse of paved surface in all of Vancouver.

Richmond hopes to transform No. 3 Road and Lansdowne Road into vibrant city streetscapes, capitalizing on major developments such as the south RAV Line (Richmond-Airport-Vancouver) connection and the 2010 Olympics speedskating oval/multi-use complex. The current investigations and speculations hope to introduce, in the most general terms, diversity to a rather mundane landscape.

This diversity is not limited to simply topography or an expanse of multi-use megastructure. Richmond's cultural diversity provides a conceptual framework for an architecture unique to Richmond, one that reflects the hopes and desires of its residents, from Europeans to Asians, from new Canadians to old Canadians, from young to old.



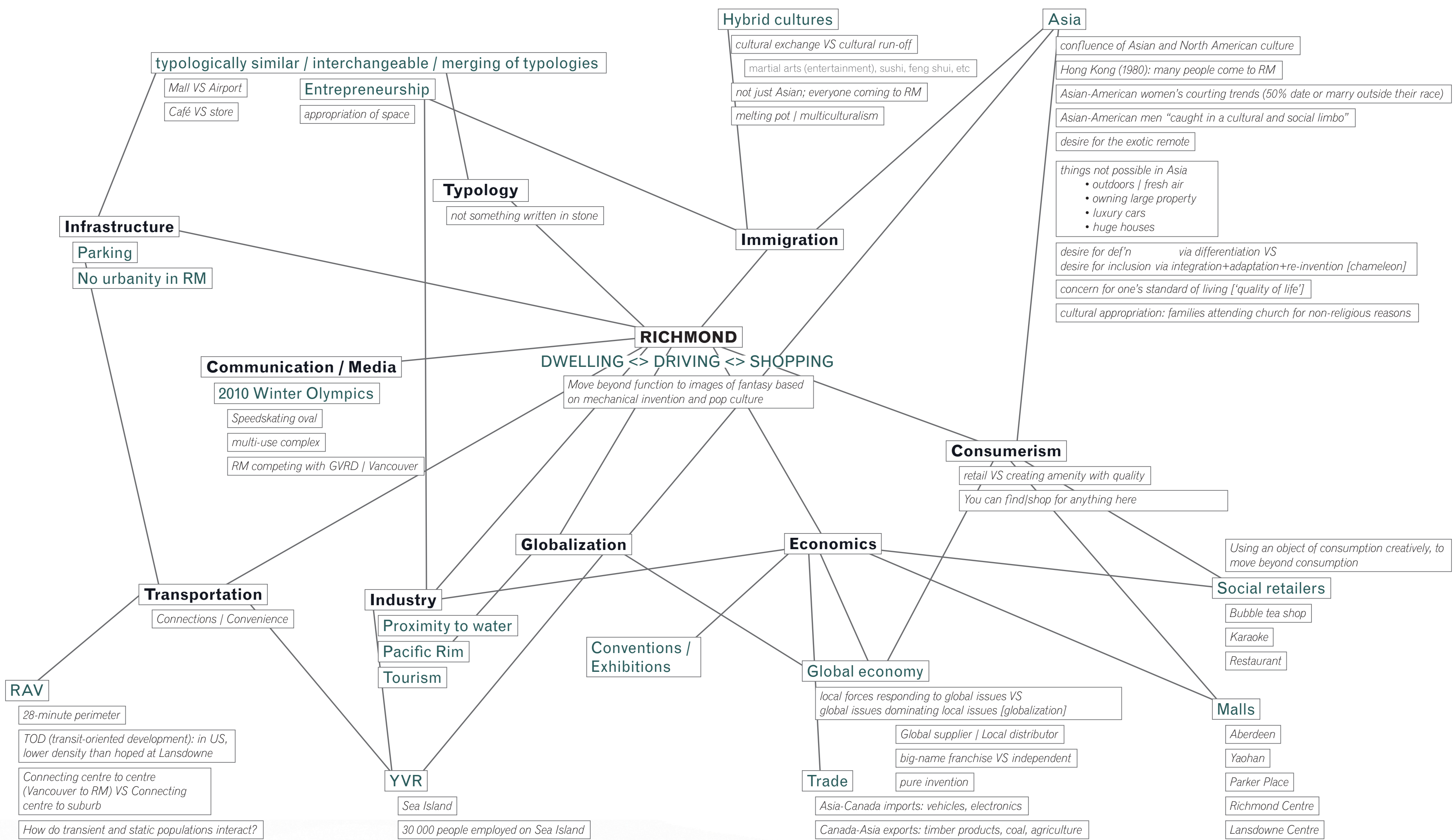
Transportation and infrastructure are major organizing principles of the large-scale site, and determine the project's physical relationship with its context. The RAV line, Vancouver International Airport (YVR), the Olympic Oval, Minoru Park, Lansdowne Road, No. 3 Road, Alderbridge Way, greenways and pedestrian paths, streetscapes, street-level commercial activity, vehicle parking/accommodation: the site must respond to the practical requirements of Richmond City Centre – the urban landscape. The overall organization should allow free and easy movement, flexible transportation modes (from vehicle to transit to bicycle to pedestrian, etc), and protection from, and yet simultaneous integration with, the urban mess/fabric.

Globalization broadly encompasses ideas of industry, economics, and culture. The reality of Richmond's geographic location demands an appreciation of issues related to the Pacific Rim, the global economy (freer movement of goods, knowledge, and people) and trade relationships, and culture as commodity (cultural exchange). The intervention must acknowledge the fact that a vibrant urban centre requires not only places to live, but also places to work that may span across secondary and tertiary industries. The integration of small- to medium-scale manufacturing/industry/commerce can offer unique opportunities for entrepreneurship that might result in a self-organizing cultural landscape. The landscape of 'culture work' can mingle directly with 'culture life'.

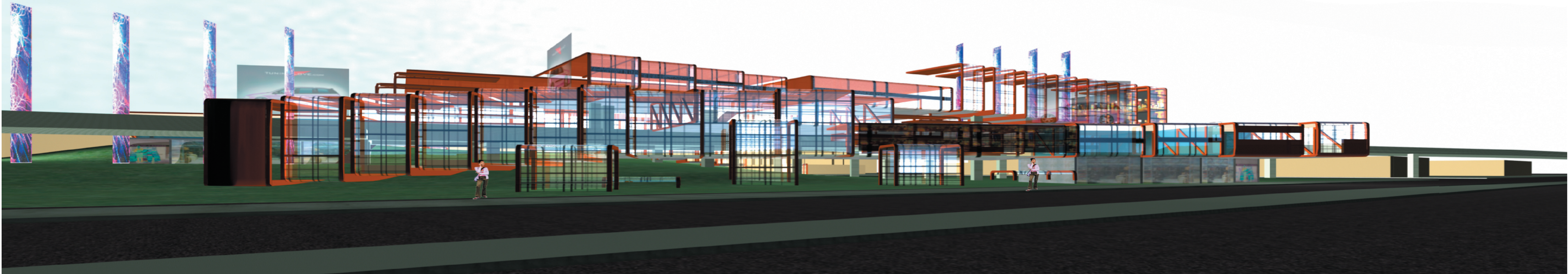
Related to the above, **hybrid culture** is a result of Canada's history, immigration policies, and general multicultural make-up. Richmond boasts a large Asian population (as do many parts of the Lower Mainland) but to focus only on Asian culture in a North American context neglects the contribution of numerous other cultures to Canadian society. As Richmond becomes more and more 'international', the movement of both resident and transient populations in to and through the city hints at massive potential for immense cultural exchange. Richmond's City Centre should demonstrate this diversity through interventions and spaces that support ample 'cushion zones' for the mixing of personal interactions and mutual voyeurism. Entertainment, recreation, social retail, and leisure space should be open and accessible, in conversation with other activities and general people traffic. Here, the city becomes spectacle. The opportunity for impromptu temporary habitation should be obvious and easily accomplishable.



View looking north from No. 3 Road

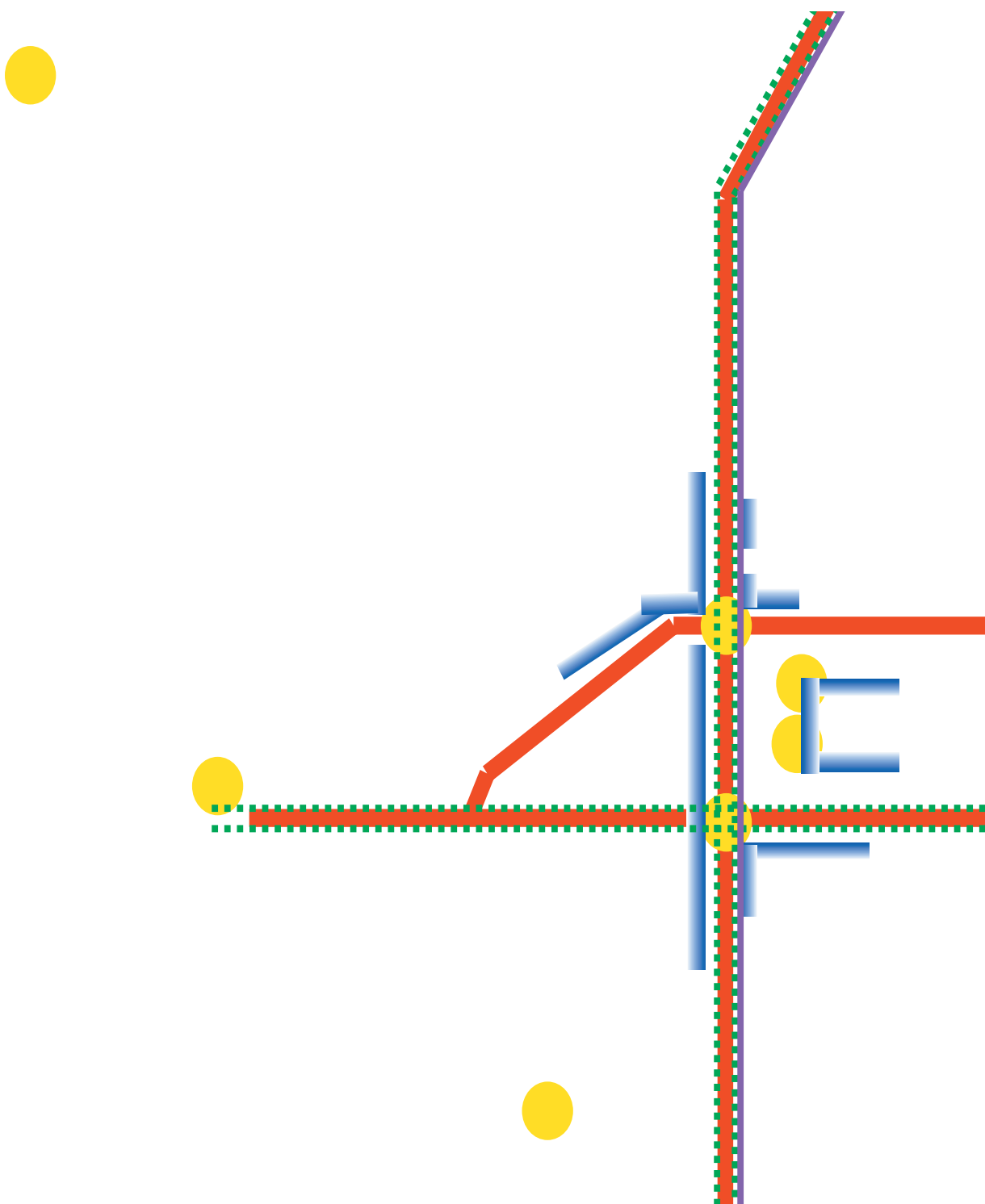


The Issues

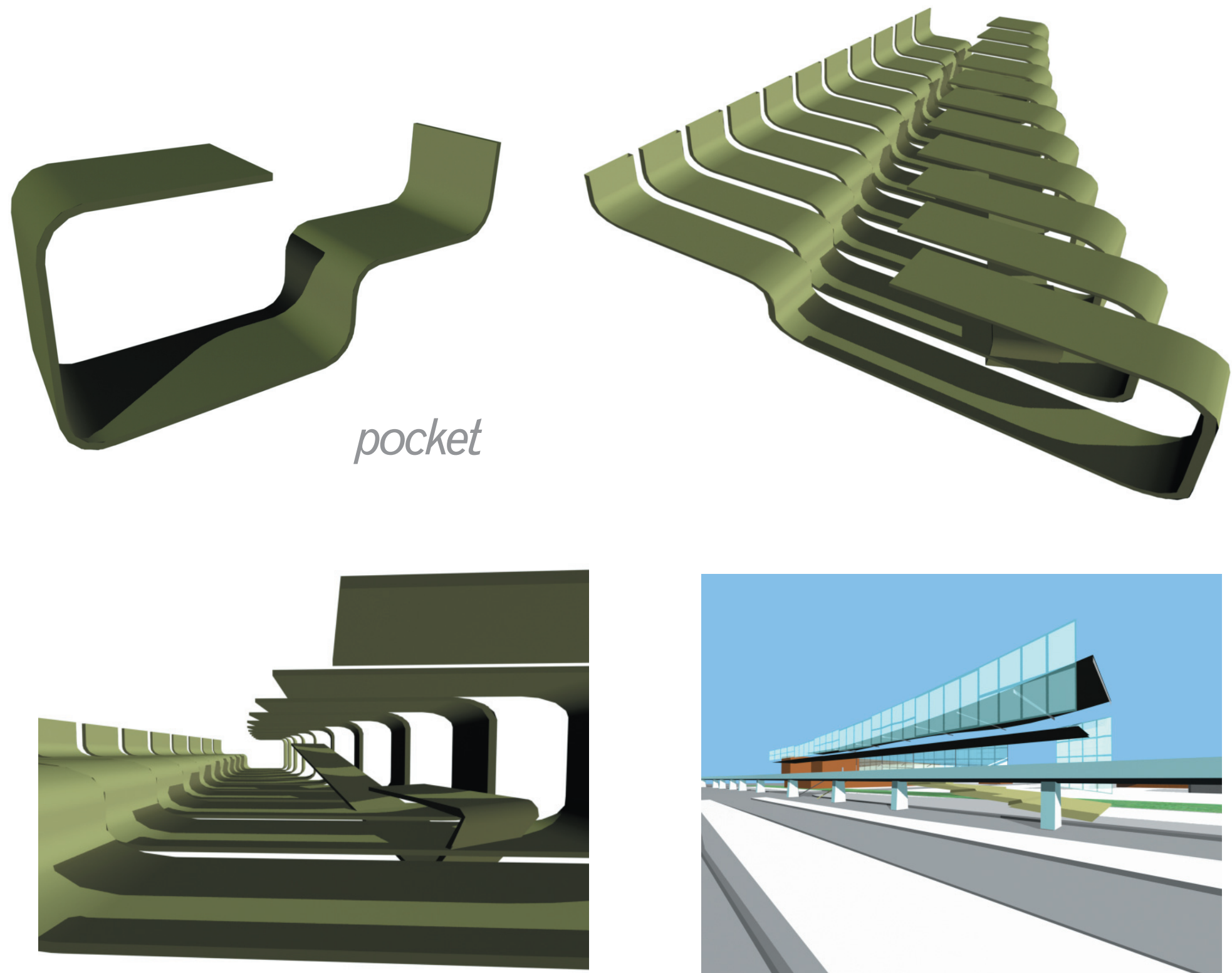




Recipitate schema



The Lansdowne site, demonstrated as a nodal patch between commercial developments and major infrastructural elements

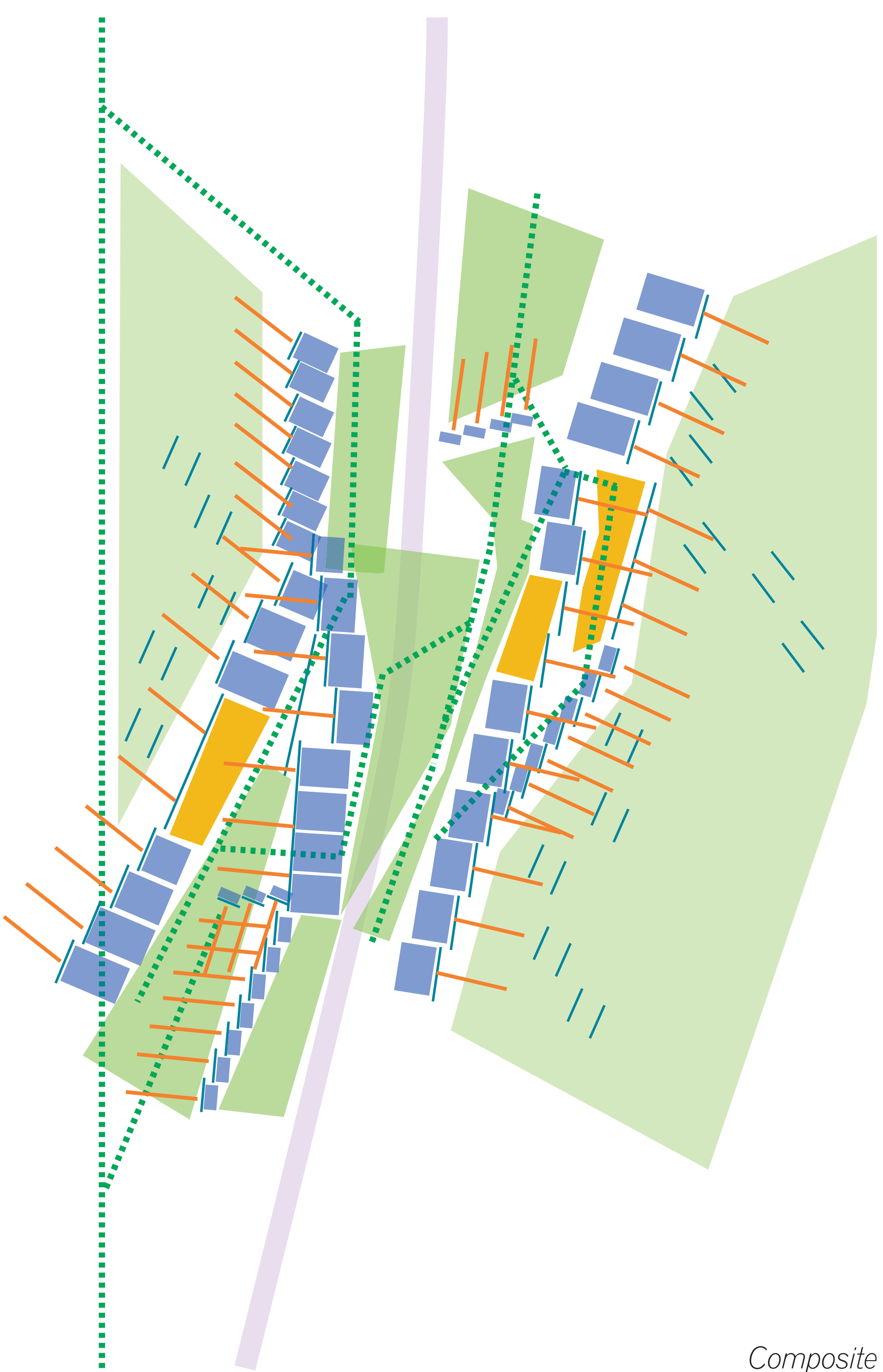


pocket

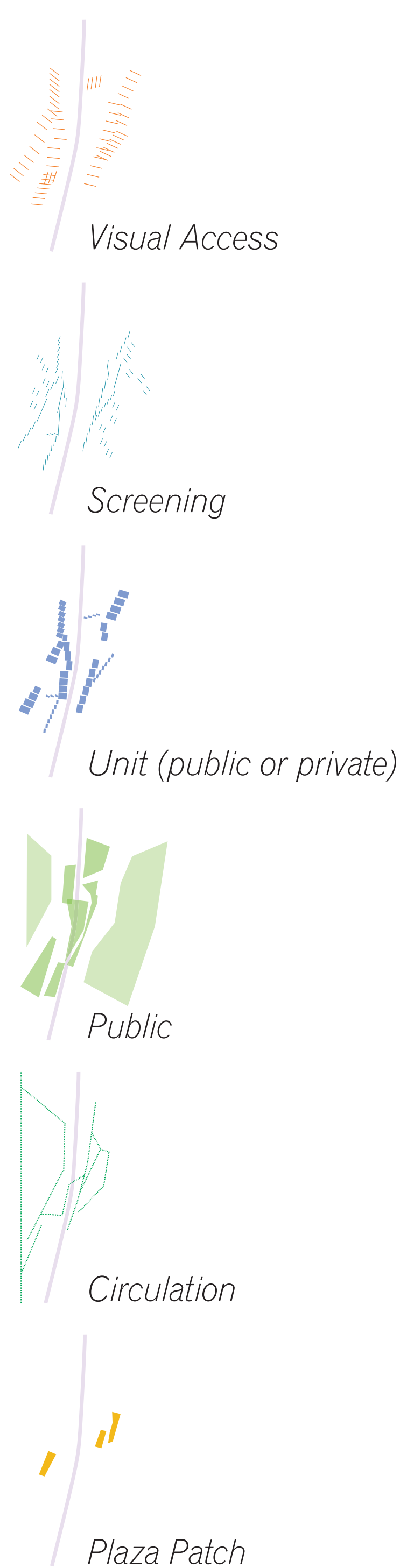
The 'pocket' presents opportunities in a number of directions, both longitudinally and in the transvers direction; changes in height can lead to distinctions between public and private space



Screening, media, repetitive structure, perforations, pockets of spatial opportunity: the structure relies on dual-purpose elements that serve to reveal and obscure



Composite



Visual Access

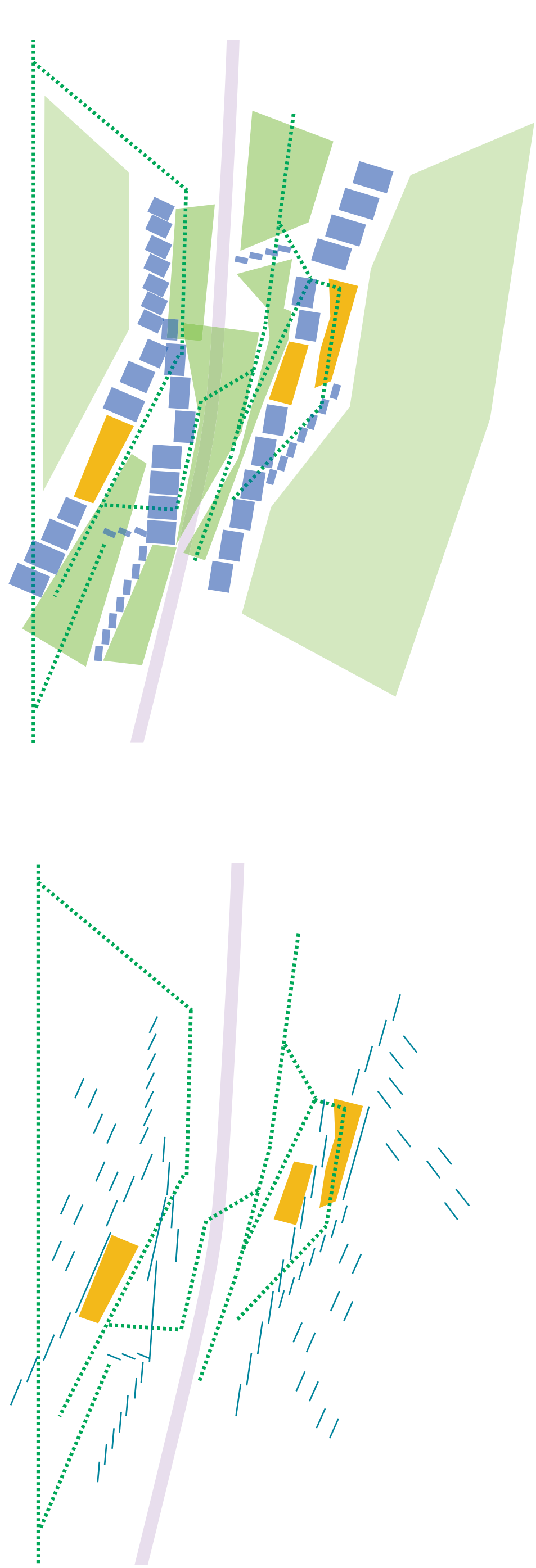
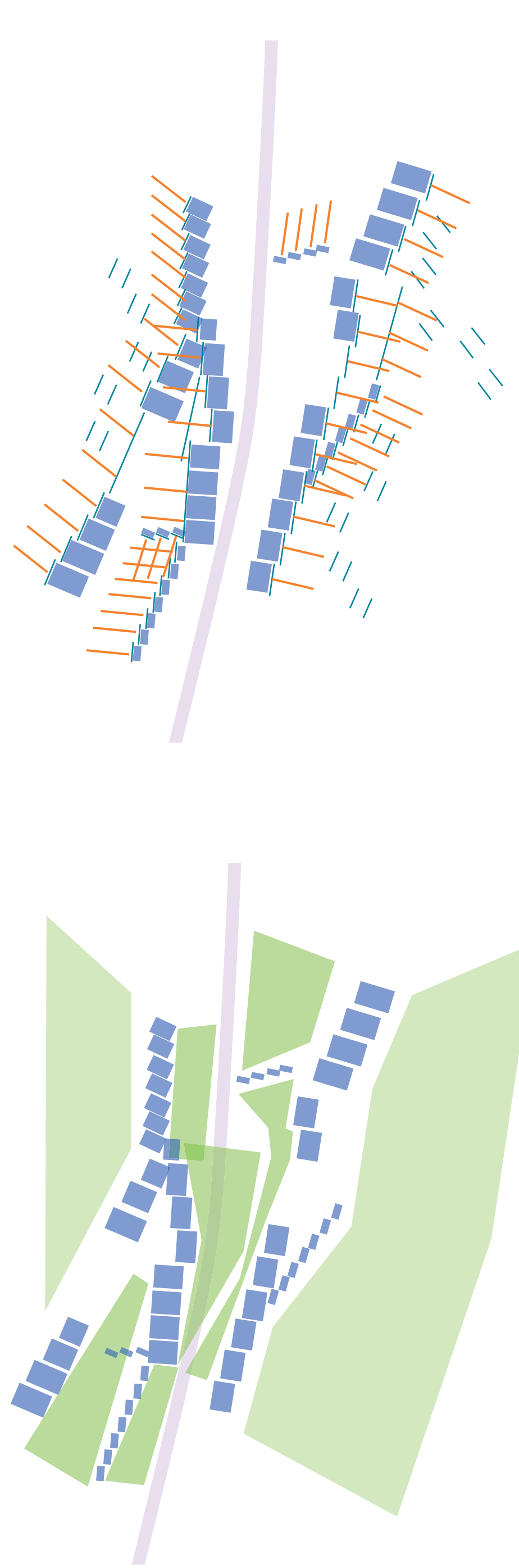
Screening

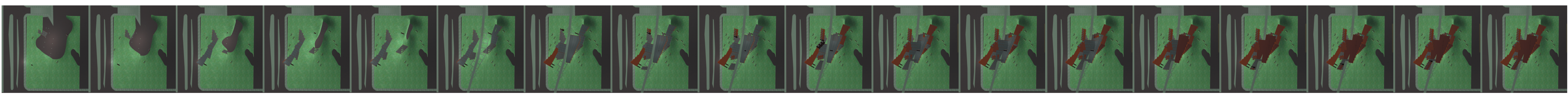
Unit (public or private)

Public

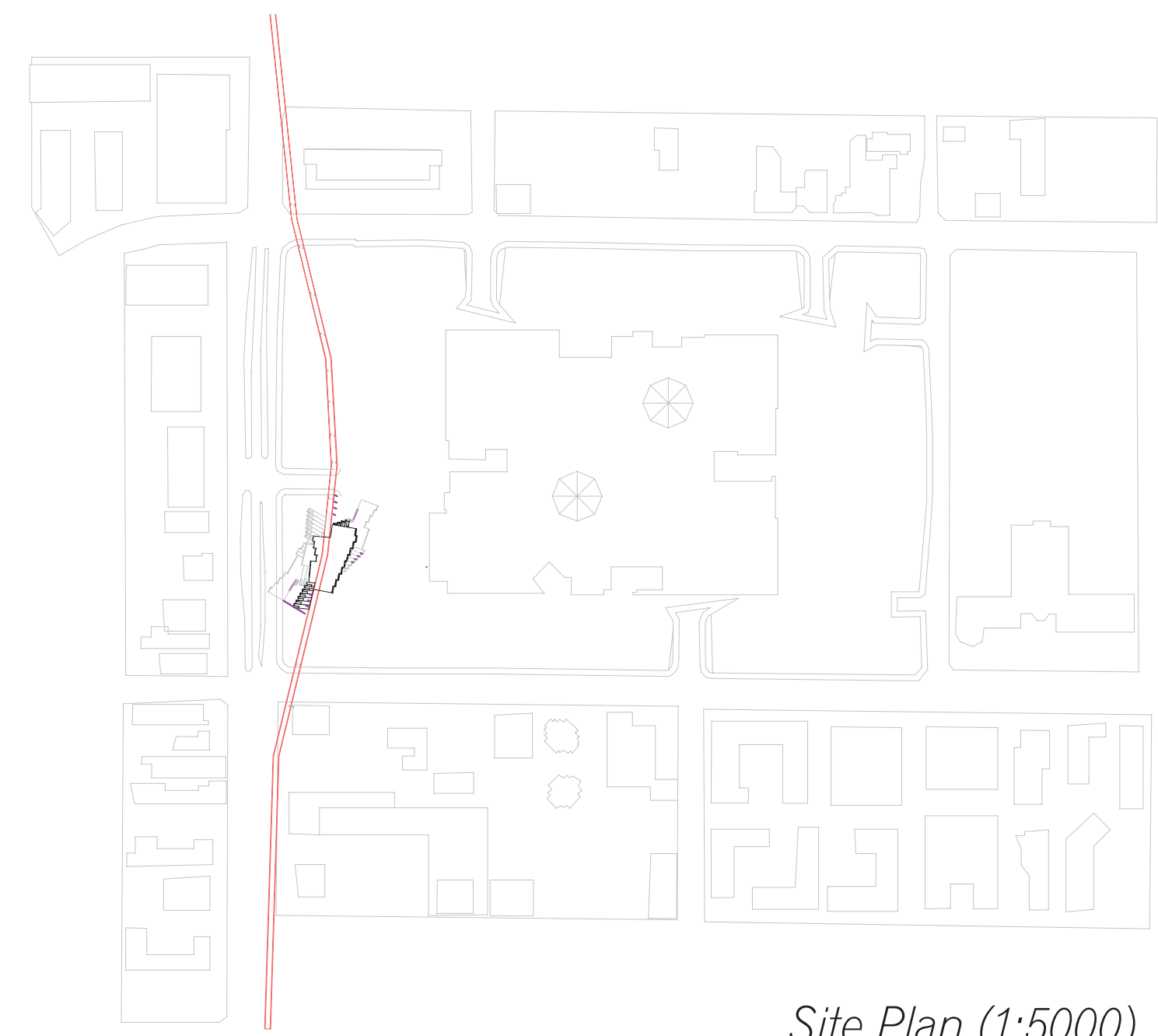
Circulation

Plaza Patch

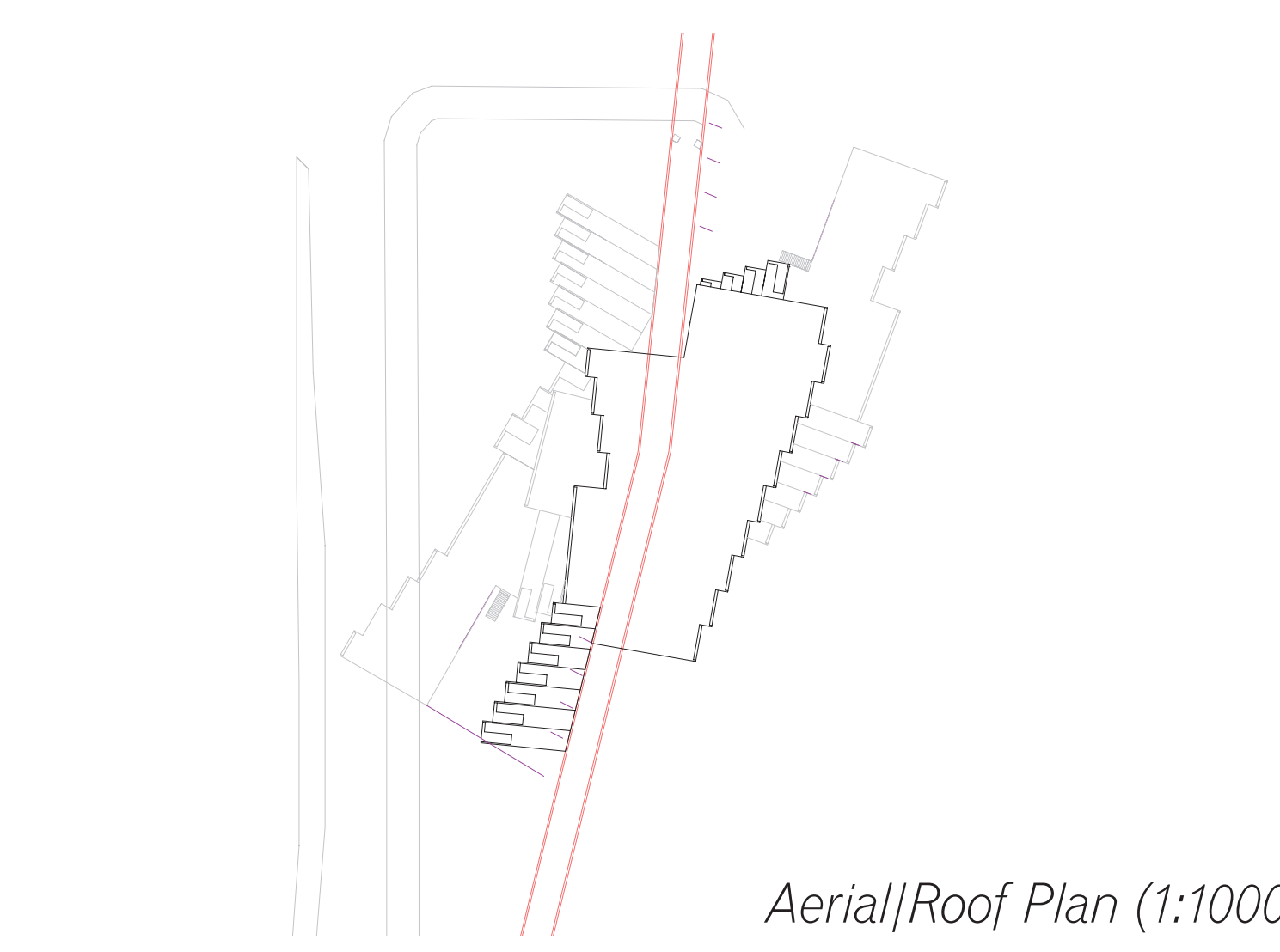




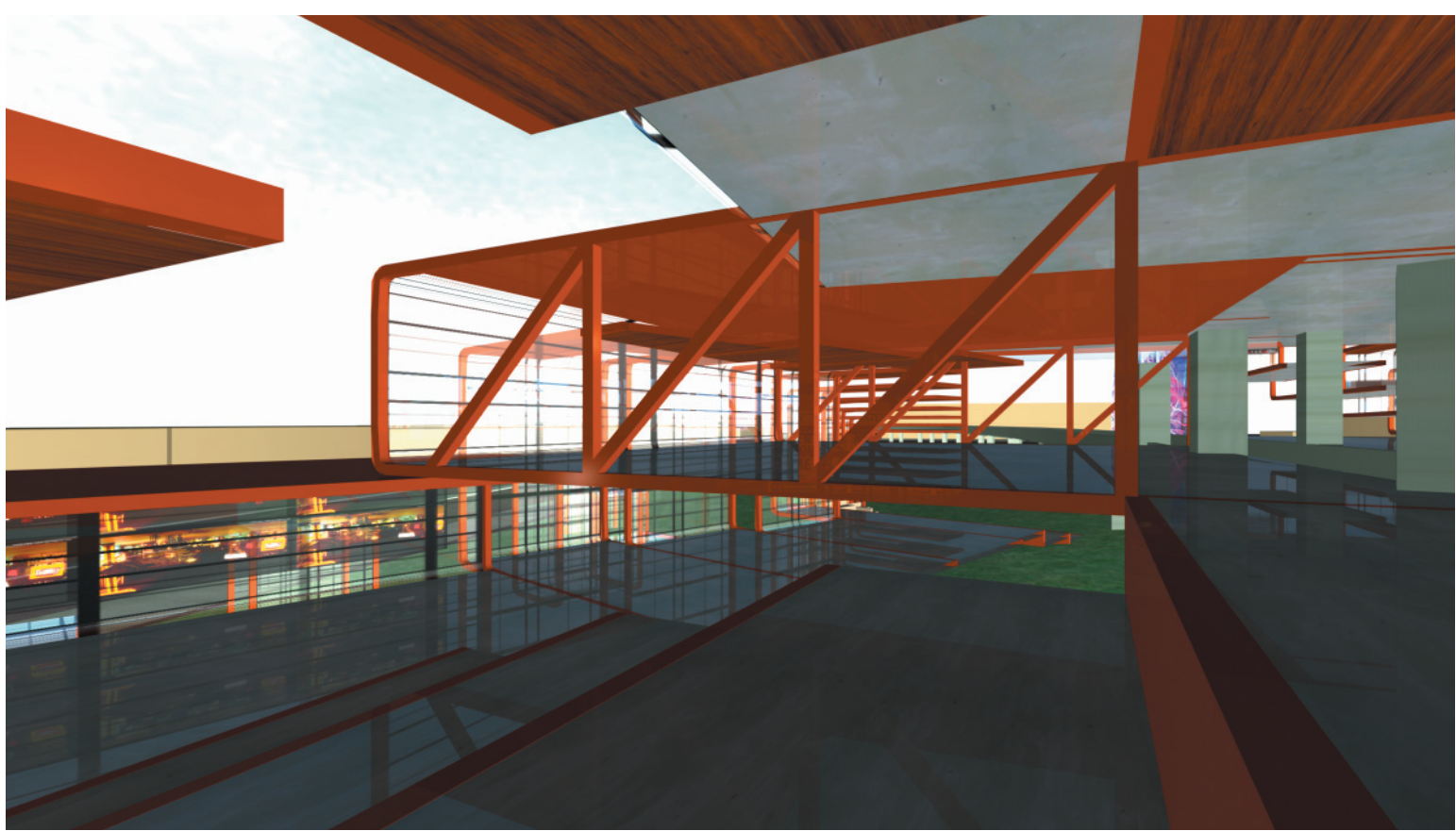
Recipitate plans



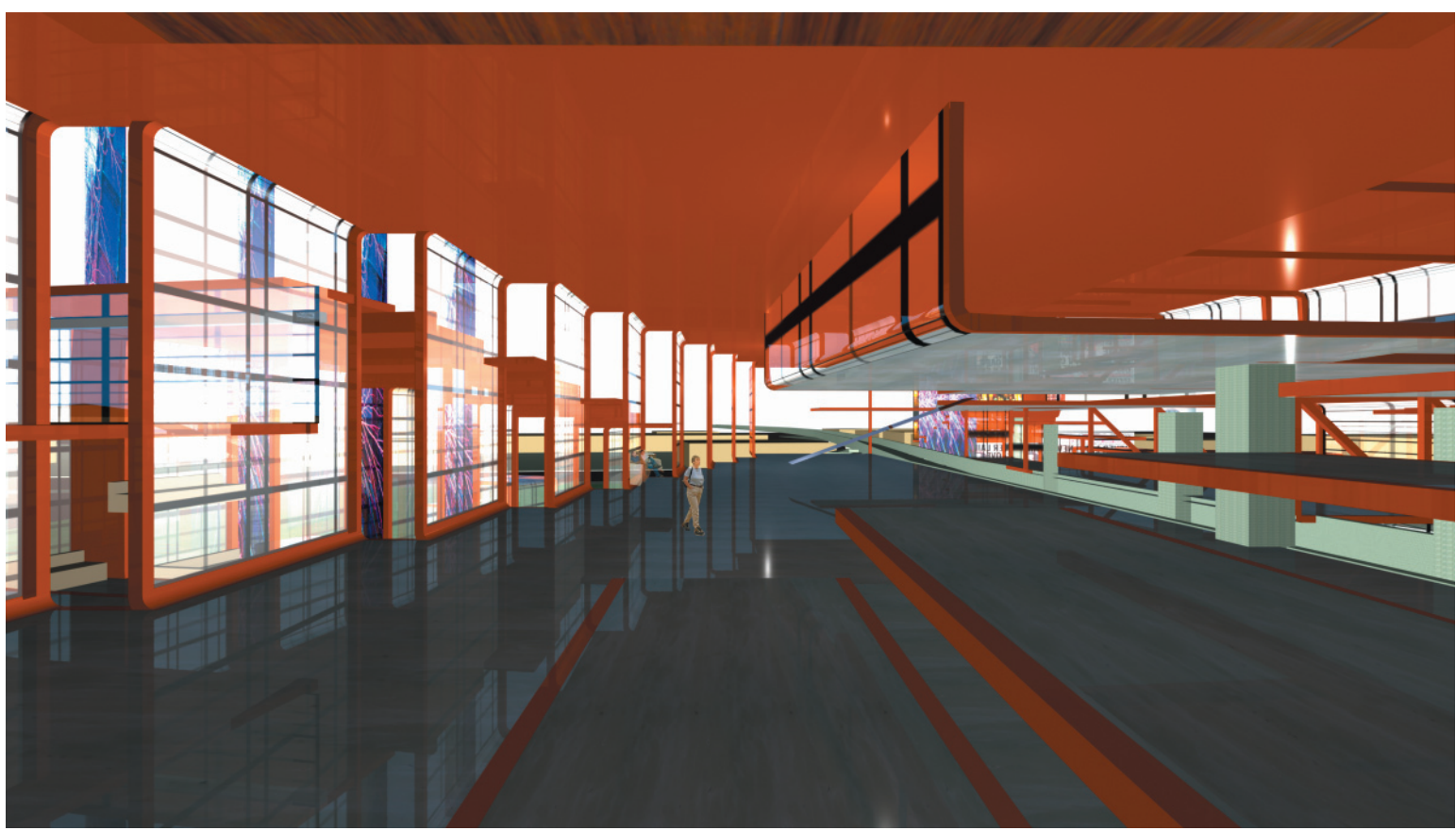
Site Plan (1:5000)



Aerial/Roof Plan (1:1000)



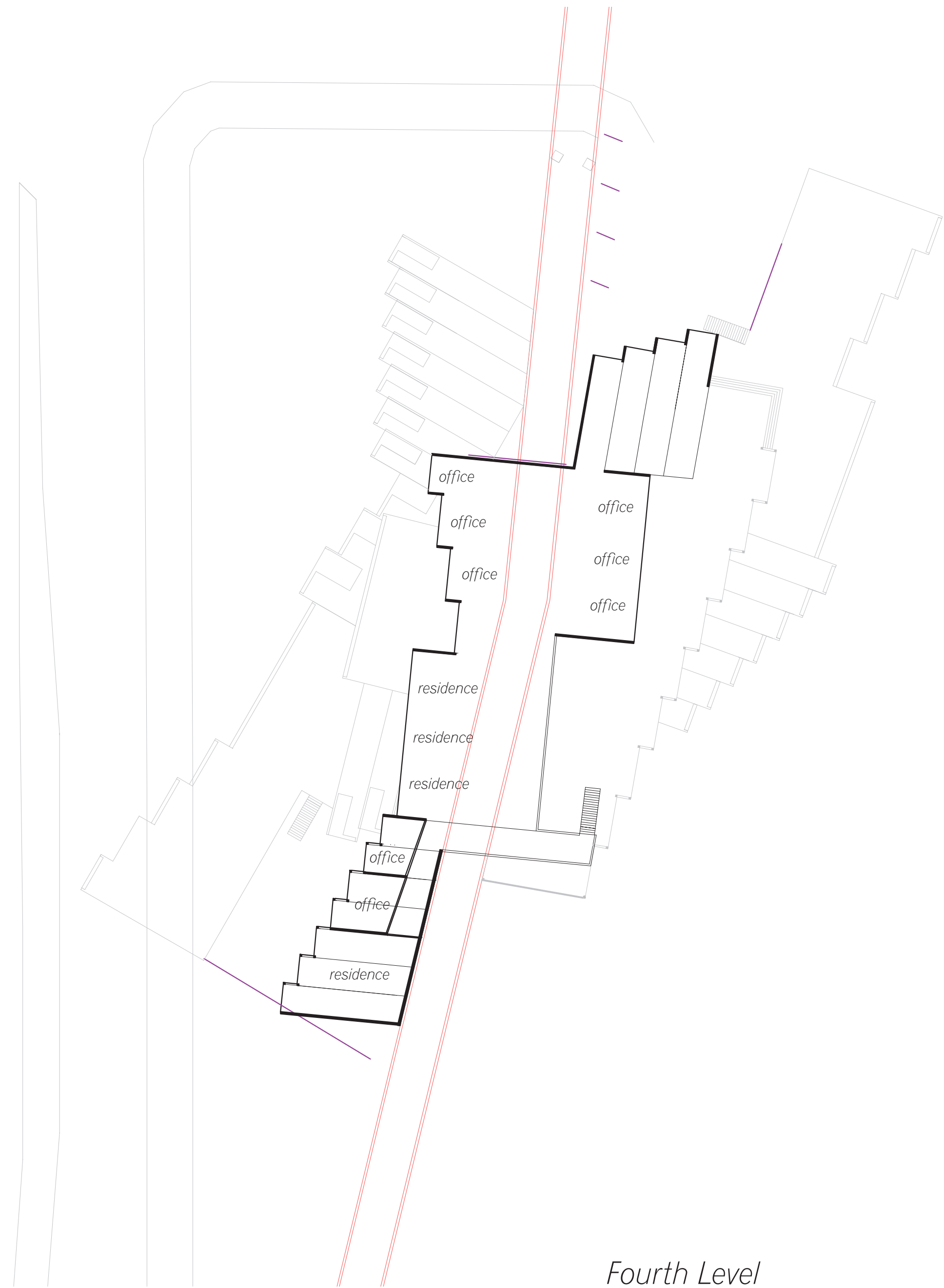
West RAV station platform



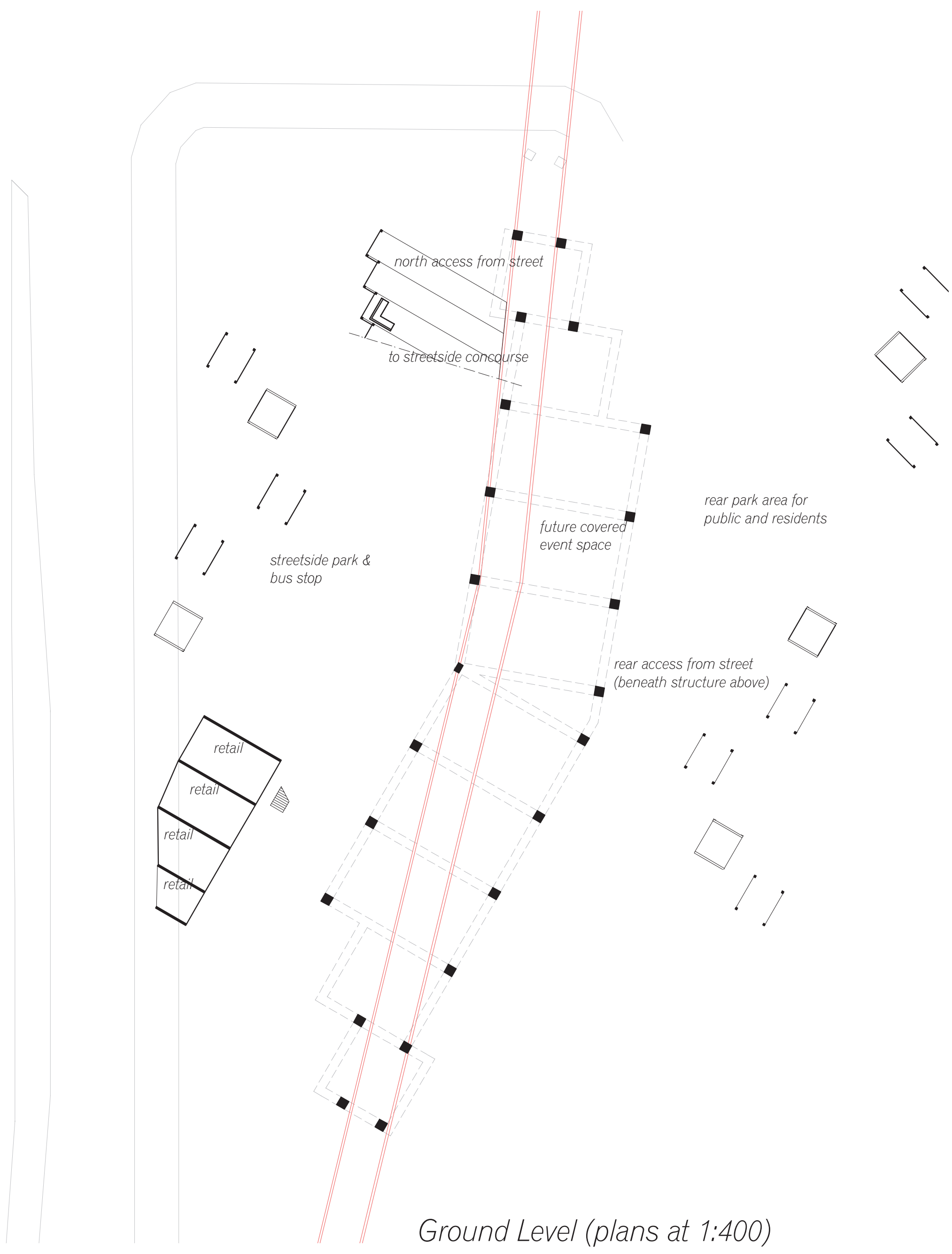
East RAV station platform



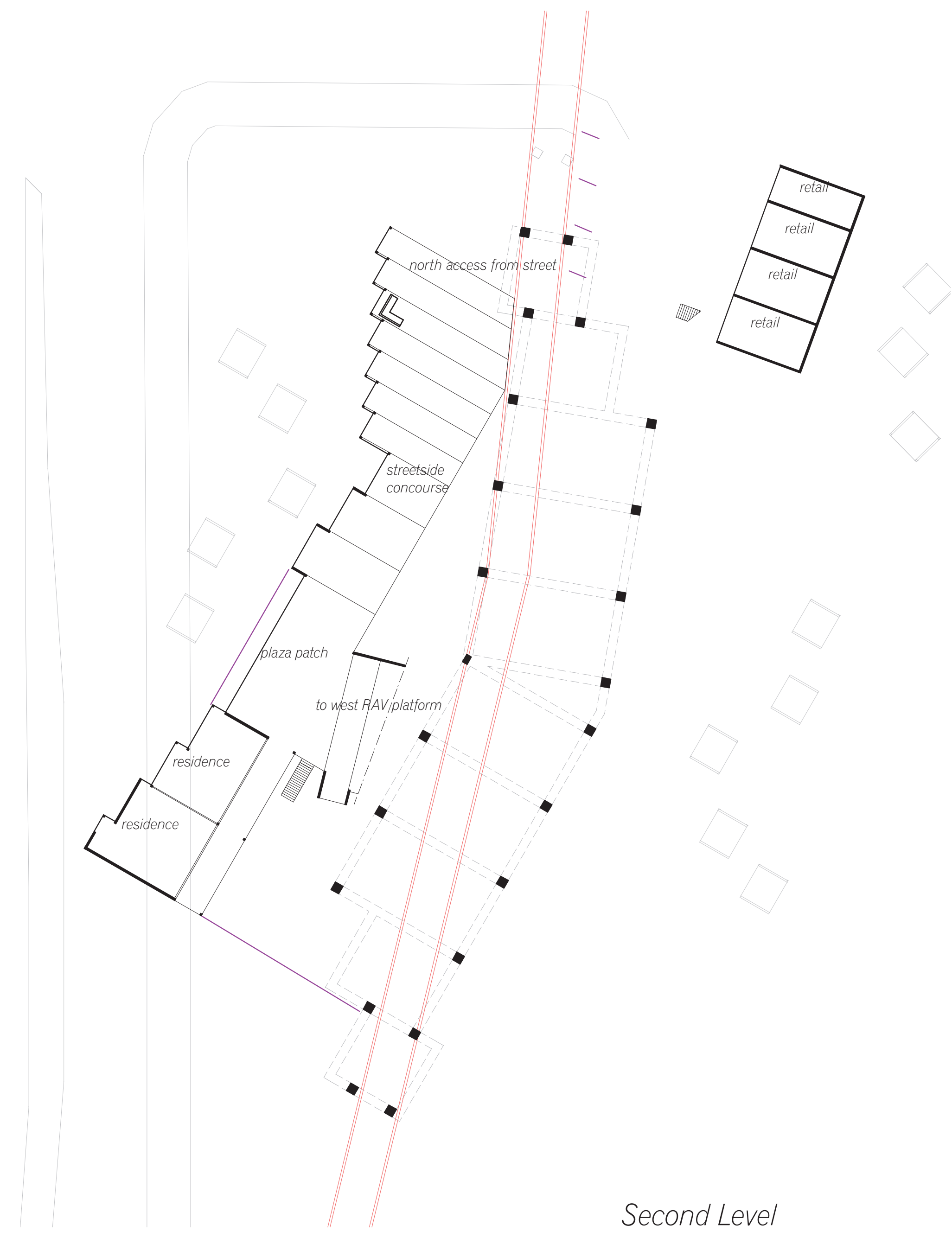
Third Level



Fourth Level

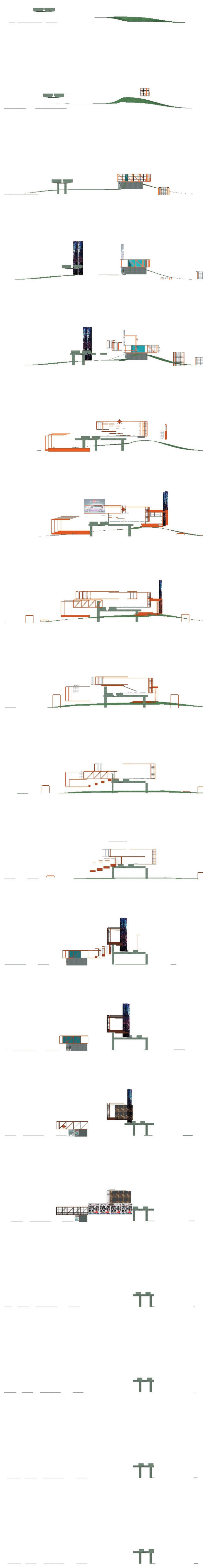


Ground Level (plans at 1:400)

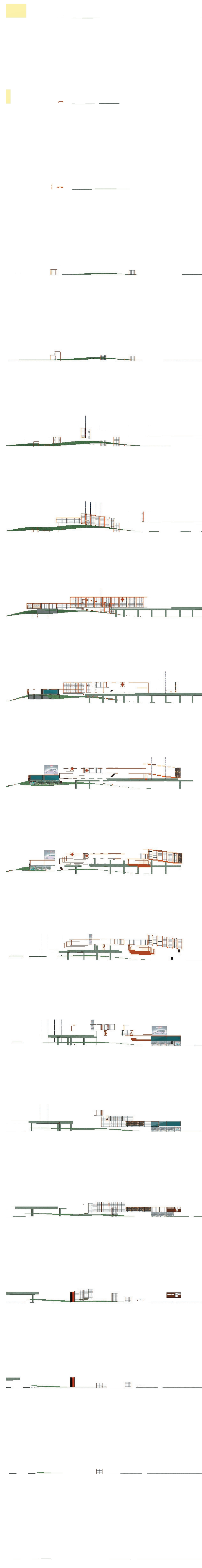


Second Level

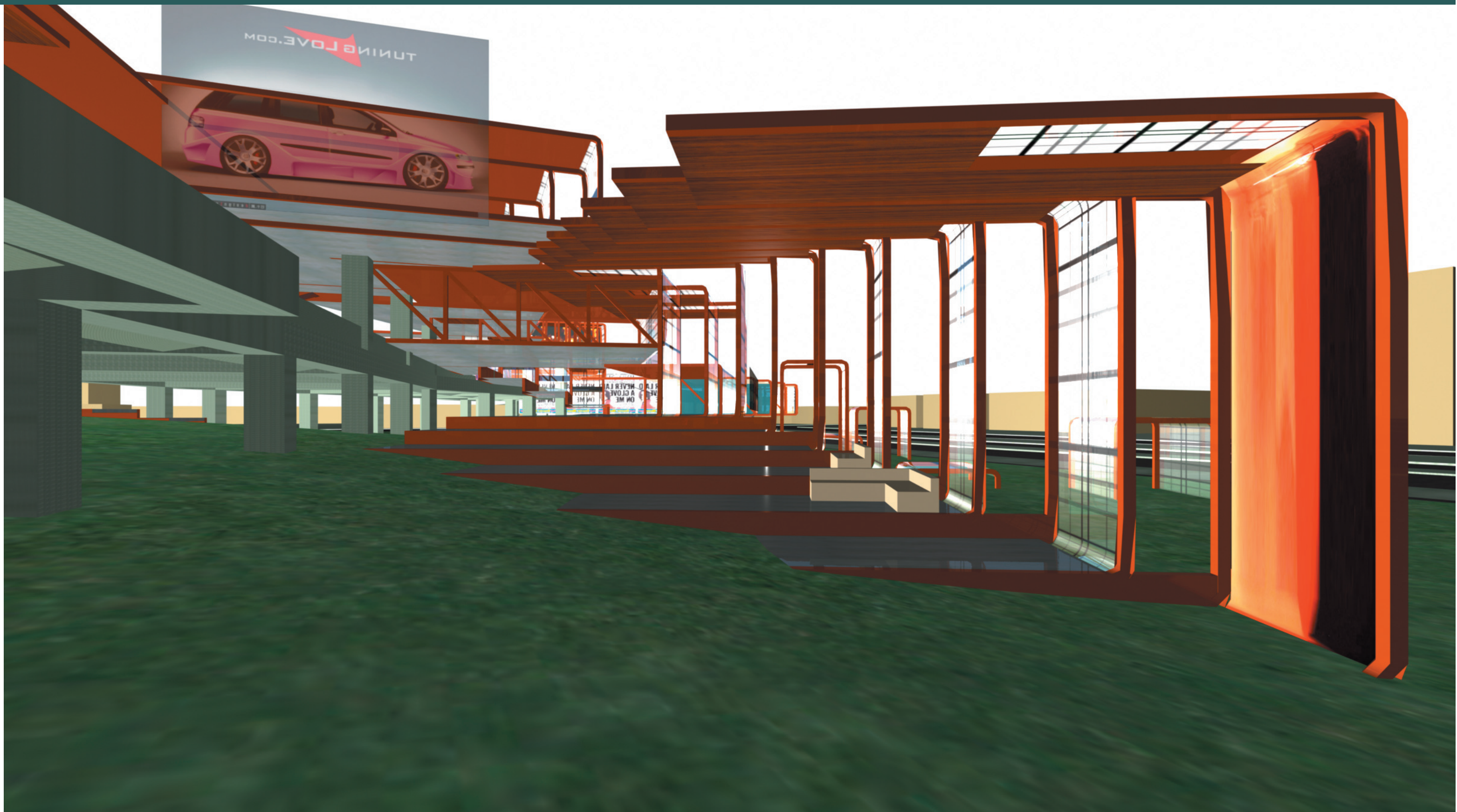
Recipitate sections



Cross Section



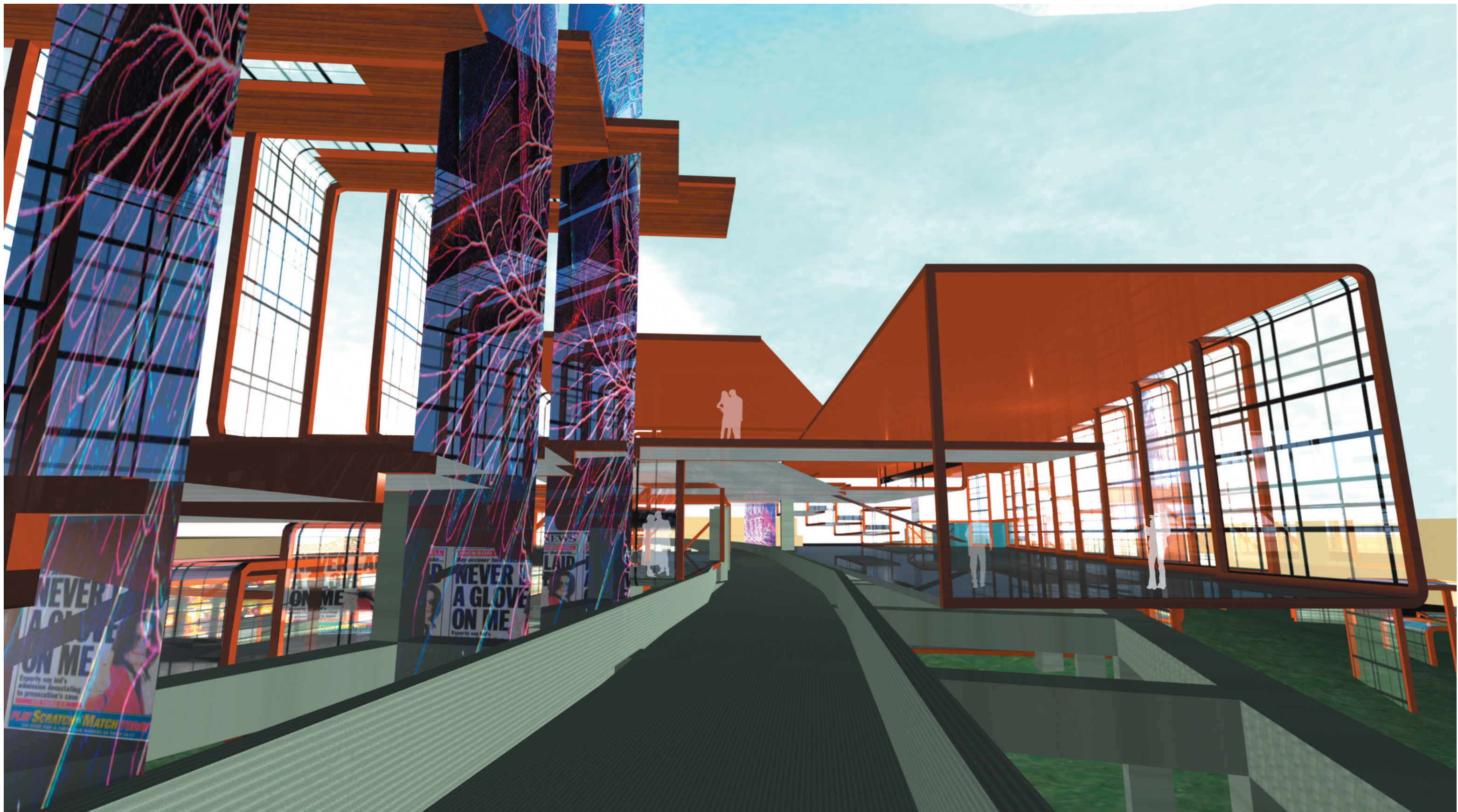
Long Section



Northwest entrance



Northeast entrance



Arriving northbound on the RAV line