

rather than superimposing a continuous grid over the entire site, we broke it at the stream corridors, wetlands, meadows, and woods. Breaking the grid in this way produced a community pattern of smaller neighbourhoods gathered around the large central green space. In certain locations, where the neighbourhood grid is broken, the street crosses the green space in the form of bicycle and pedestrian pathways. These "green streets" link the neighbourhoods with the community centre.

The neighbourhood grid provides a secondary system of surface waterways that directs, retains, and infiltrates storm-water on the site, thus enhancing the water quality of the stream system. Roofs, yards, streets, lanes, and roadside swales were modified to create this drainage system. A gravity-fed biotechnical sewage treatment system is located at a lower elevation of the site to clean grey water before discharging it into the stream.

The broken grid results in some interesting and unconventional parcel configurations where natural areas pre-empt streets, homes, and yards. Although not the stuff of a surveyor's or developer's dreams, these oddly shaped parcels provide such essential services to the community as (1) shallow retention basins to slow runoff into streams, (2) community garden areas, (3) woodlots and berry fields, and (4) neighbourhood parks - all of which greatly enhance the ecological function of the district and enrich the neighbourhood atmosphere.

One Day in the Life

To give you a sense of how it all fits together, we would like to take you on a "day in the life" of a member of this new community. And, since every community needs a name, ours is called Maybeline. We had a lot of trouble coming up with a name for our community, first considering, then discarding, names like Hyland Centre, King's Market, Surrey Market, Frog Hollow, Slurry Hollow (because we talked a lot about sanitation and sewage), Sludge Hollow, Green Grid, and True Grid. Ultimately, we chose Maybeline because, although it referred to absolutely nothing, it is memorable.

If you are lucky enough to live in Maybeline, you would have a much wider choice of housing stock than is presently available in suburbia. Let's say you are the breadwinner and you live in a single-family home down by the creek. You have a quick breakfast in the kitchen while looking out the back window, through which you see a two-car garage with an apartment above it. It could be a "granny flat" (a small secondary suite); it could also be a home office, a

teenager's lair - you name it. As you look at it, you remember that your oldest has recently gone off to college. He was living in it and it's now time to think about getting a tenant. So you remind yourself to stop at the municipal hall later in the day to pick up a rental application.

You leave through the front porch. It's just a few steps down to the path, and about ten feet to the sidewalk. There are front porches on all the houses, and all the front yards are small. There is a sidewalk, which is not often the case in suburbia. As you walk to town, you pass a neighbourhood park. This neighbourhood park includes a small daycare centre along with the usual paved courts and turf playing fields. You turn along tree lined streets that lead to the centre; it's a very green and shady neighbourhood. Let's say you're walking to the centre to pick up your transit connection to work. As you go through this network of streets you can always get where you want to go by the shortest route possible, almost "as the crow flies." After about a five-minute walk you arrive at the town square, which has a hotel and a major municipal building. There is a music tent, and you remember that there is going to be a concert that weekend.

On up through the centre of town you go, past a large market that serves not just Maybeline but lots of folks who hop off, and back on, the trolley. As you pass by the office buildings, you wonder what on earth the architects were thinking when they put these steel and glass towers right next to a traditional-style farmer's market! You cross a bridge and go down onto the platform to wait for your train. While you're doing that, you can have a cup of coffee, buy a paper, and talk on your cellular phone. You notice, though, as you look out, that there's this channel, this corridor, where King George Highway has been narrowed down. Although this is an extremely pedestrian-oriented community, the joys of driving have not been forgotten. The automobile driver speeds along a roadway, which is lined, on both sides with flashy electronic signs and mirrored glass buildings. Your tram arrives and you jump on. Your commute takes about twenty to thirty minutes.

After work you come back; but before going home, you cross the bridge to the high-rise neighbourhood, where it seems that mostly seniors have chosen to live. One of your former neighbours sold her house and moved up to the "loft," as they call it. You go and see your mother-in-law because you need to pay a bill for her. As you go up to the fifteenth floor and out

onto her balcony, you realize that this is one of the best views in Surrey. You can see southeast to Mount Baker and south and west to the Georgia Strait. You are on some of the higher land and these are the highest buildings in this part of the region. This and other buildings built recently along the spine of Panorama Ridge form an impressive sight. Sometimes, when the sun hits them just right, like last month when you were coming back home after doing business down in the States, it takes your breath away.

Back across the bridge you go. You walk down the main street in the shadow of the towers, stopping at the market to pick up fresh fruit, flowers, bread, and the odd sundry item that you might need. The market is big enough to house a movie theatre; however, it's not a mall, it's a public market, which is an important distinction. It has all the life and vitality typical of public markets, particularly in this region, which is so famous for them. You stop at the municipal building, where there's an auditorium; but you're just paying a bill this time. You quickly scoot out and, as you go by the King George Inn, you stop and make a reservation at the fancy restaurant that overlooks the park. Then back to your house, using the lane this time so that you can check on your car and get a map. Motoring is now a lot more pleasant than it used to be. There aren't as many cars on the road these days, so you are planning an auto-mobile trip for the weekend. You might stop, though, and have a convivial chat with a neighbour (who is sitting on her front porch) before you go into the alley.

The Standard of Living and our Quality of Life

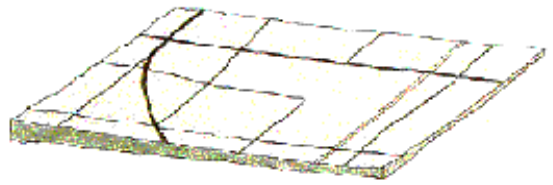
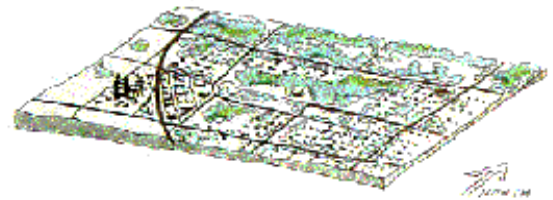
It's a very walkable, pedestrian-friendly, slow-paced district. But none of these pleasant green neighbourhoods can be sustained without having the mixed-use, transit-friendly compact centre nearby. In our plan, we have about 4,000 people living within 2,000 feet of the transit stop. Those high densities are what makes the lower densities on the rest of the site possible and, indeed, keeps other parcels of land throughout Surrey and the region undeveloped. These tight nodes served by transit are the essential element of a more sustainable landscape. Driving uses far more energy than does heating, cooling, and lighting buildings. So, although many of the buildings in our plan are energy efficient because they have party walls, solar greenhouses, and party floors, the amount of energy used in the ten automobile trips the typical family takes per day is far great

er than what it could possibly use to heat or cool its home. When your goal is cutting energy consumption and air pollution, you have to cut automobile trips. We calculate that this urban pattern can cut the number of trips per day by more than half, and it can cut the miles driven per person per day by even more than that.

Finally, we spent a lot of time looking at the existing landscape. It is, in fact, a very beautiful landscape, but it is a wolf in sheep's clothing. Lurking under that green carpet are lots of hidden costs and lots of problems. It's not a sustainable landscape environmentally, socially, or economically. If we were to pay the true cost of gasoline and land, few people could afford it. It's also heavily subsidized and is bankrupting the local and provincial governments. If we insert a much denser node into the picture, then we can allow much of the green to stay green. Getting 10,000 people on 400 acres is four or five times the norm. That means that for every square mile developed along the lines of Maybeline, you can save four or five square miles of green.

A final important point: It is probably true that our *standard of living*, as measured purely in terms of consumption, will decline during our children's and our grandchildren's lifetimes, as the Third World takes its fair share of the world's resources. But we also think that their *quality of life*, as measured in terms of health, social stability, access to decent housing, and leisure can actually improve. If this happens, we think it will result in communities that look a lot like Maybeline.

Below:
The design for Maybeline evolves from integrating the layers of the site in a way that expresses and enhances the function of each layer. Layers are either ecological or cultural: land, water, vegetative pattern, or public infrastructure.



STREET GRID



VEGETATION



WATER



LAND