

Chapter 4: Team Proposals

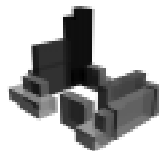
Team A - The team that created a lower level park



Team B - The team that connected the site to the Singapore River with a new park



Team C - The team that developed a shape grammar to inform future development



Team D - The team that preserved the hill and redesigned Pearl's Hill Park



Team E - An exploration of high density residential development



- Creates links to the existing parks and open spaces in the Central City region
- Creates a new lower level park that links Chinatown and the Singapore River and develops air rights over the Central Expressway
- Maximizes the development potential provided by the new Outram MRT interchange
- Creates housing typologies that respond to the topography of the site

Introduction to Proposal

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Team A has created a new linear park at a lower elevation on the site that becomes the green space connection between the Central Business District, New Bridge Road, the Singapore River, Fort Canning Park, and Orchard Road. The linear park provides attractive open space as well as extensive pedestrian pathways through the Pearl's Hill and York Hill precincts. The new park is both

Team A *The team that created a lower level park*

a greenway system and an urban oasis that complements the high density and urban energy of the Pearl's Hill neighborhood. New active and passive recreational opportunities for the district and the broader city are possible through the redistribution of the existing park space.



Section through Pearl's Hill

The Pearl's Hill and York Hill precincts are an important part of the urban structure of Singapore due to their central location within the city. Team A's design for new residential and commercial development takes advantage of the site's proximity to the new downtown and Orchard Road by doubling residential density in this prime urban location. The design aims to strengthen the commercial corridor of New Bridge Road and create a major commercial node at the Outram Road MRT Interchange through intensifying commercial development along New Bridge Road.

Lower level park plan



Design Intent

The main structuring element of this scheme is the seven hectare linear park that is created on the lower levels of Pearl's Hill making access to the park more manageable for the average pedestrian. The steep slope of the existing Pearl's Hill Park is developed for housing and the park area is reallocated in a new configuration that allows for maximum accessibility by area residents. Because the park is flat rather than steeply sloping, there are opportunities for sports and games within the neighborhoods. Vegetation and open space would be structured to sustain natural systems through a combination of green patches and corridors that would enhance the ability of native fauna to move through the region despite the increased density of development around the park.



Site plan

Landscape intent



Model view from south



The linear park increases the livability and attractiveness of this precinct of the city by balancing the high residential densities proposed by the URA with the provision of high quality public open spaces adjacent to the new housing. A new community identity will be created by the unique integration of open space with high-density housing.

The linear park gives organization to the built environment through the creation of a hierarchy of public and private space. A more private, secluded place is created along the edge of the park so that it remains an urban oasis while becoming more attractive for living and working. The residential buildings on the upper level are raised one level off the ground thus allowing views from the upper park to the lower park and out to the city beyond. The two parks are connected physically through stairs that act as “fingers” linking the upper level and the lower level. The link from the upper park to the linear park directly ties into the Garden Bridge which spans New Bridge Road and links People’s Park to the Pagoda Mall in Chinatown.

The development of the air rights over the CTE creates a green linkage between York Hill and Pearl’s Hill and also enhances the value of the buildings that face the CTE. By shortening the travel time between one side of York Hill and the other side of Pearl’s Hill, there is better access from York Hill to New Bridge Road and the MRT interchange.

By constructing a new building in front of the historic CID building, the street edge along New Bridge Road becomes a continuous band of commercial development. The new building would have a commercial podium at street level fronting New Bridge Road that would allow pedestrian access to the CID building and the linear park beyond. Residential towers are proposed above the commercial podium to achieve the housing density required by the URA.

A major asset of Team A’s scheme is the creation of an architecturally distinct precinct determined by the variety of housing typologies offered on the site. In the park-side housing typology, the buildings serve as a buffer between the traffic of Outram Road and the recreational space created by the linear park. These buildings are constructed on relatively flat parcels of land, which allows for two-story commercial podiums along the ground level with housing above.

The park-side housing focuses on views into the park, and, hence, along the Outram Road facade, the housing blocks have a vertical profile, while on the side that faces the park they have a stepped profile. The park-side buildings reach a total height of 60m, and have a residential floor area ratio of 4.5 to 6.0.

In the hillside typology, the buildings are partially built into the side of the hill. The stepped building massing is responsive to their location on the steep hillside. The residential buildings of the tower typology are located at pivotal points in each bend of the linear park. The tower buildings provide the most intensive floor area ratios on the site.

In contrast to the active linear park, the upper park has a contained and reflective character. The upper park is a private space designed around the existing nineteenth century reservoir at the center. In response, the landscaping of

Commercial and residential development on Outram Road





Green Pedestrian Network



Relation to Orchard and New Bridge Roads



Proximity of site to the Singapore River and Fort Canning Park



Relation to Little India and Kampong Glam Historic Districts



Pedestrian Networks Along Riverside



Axial Link to Marina Bay and the new Downtown



View to York Hill from Singapore River

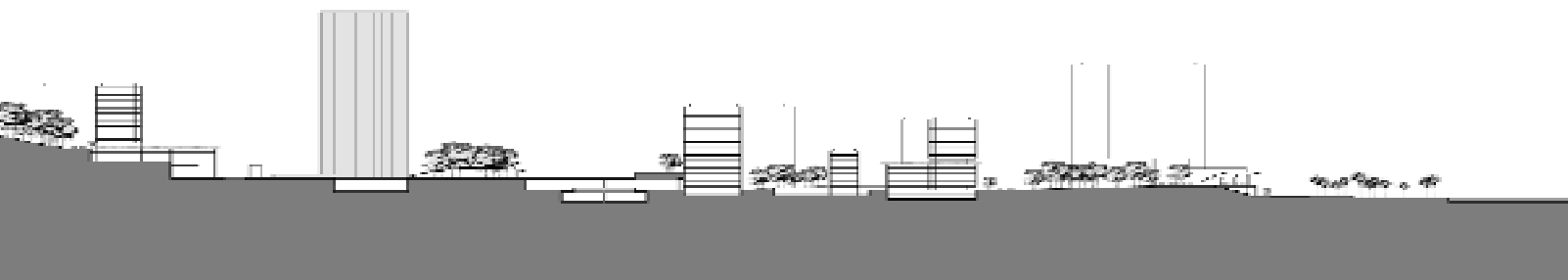


View of Hillside Typology

the upper park is more formal than that of the lower park: trees are planted in a grid and the park contains water features made of short channels leading to and around the water tank.

Transparent building elements such as atriums would help to create transitional zones between the built environment and open spaces. Buildings fronting major roads should have arcades of at least one story high along the street level to provide protection from the sun and tropical storms. Buildings should have a minimal lot line setback in order to engage the street and the edge of the park. Team A envisions using a similar palette of materials and architectural details throughout the site to reinforce a sense of unity within the district.

The block pattern within the new precincts has been established to allow for a greater variety of ways to circulate through the site. Pedestrians will have access to the public park and streets at all times. In inclement weather, passages through the ground level of the commercial podiums will provide alternate circulation routes for pedestrians. These circulation routes combined with the proximity of the site to both the Outram Road MRT interchange and the bus stops along New Bridge Road will facilitate transit-related travel.

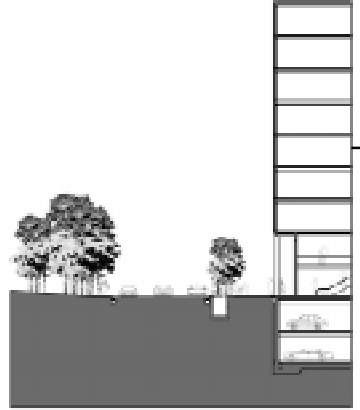
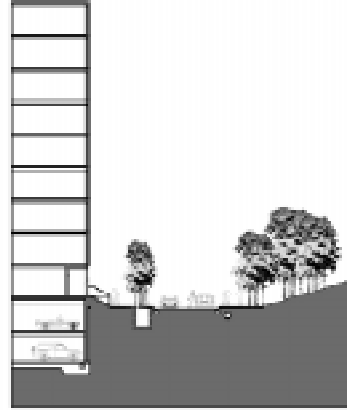
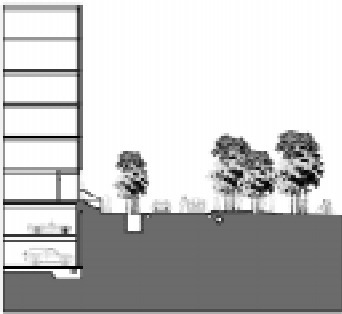
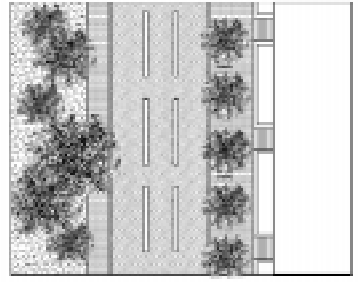
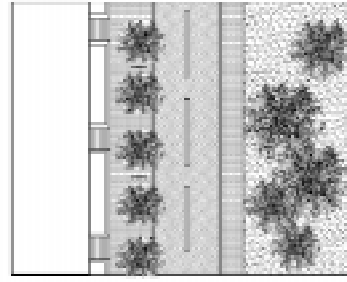
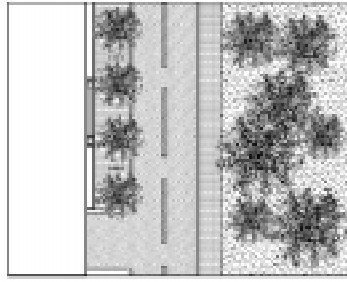
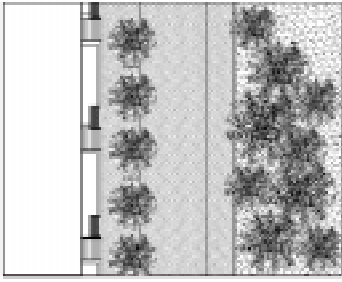


Section through Pearl's Hill

Implementation

The development parcels are subdivided by Team A in a manner that insures that the urban design scheme remains intact regardless of the development schedule set out by the URA. The Pearl's Hill precinct should be in very high demand over the next ten to twenty years due to the new Outram MRT interchange and the precinct's proximity to the Central Business District, the new Downtown, China Town, and the Singapore River. The URA should release the land to private developers based on the time in the real estate market when they can capitalize on the development potential of the land.

The corner of New Bridge Road and Outram Road, above the Outram MRT Station, should be developed to serve as a catalyst for new construction in the Pearl's Hill precinct. Simultaneously, the parcels closest to the Singapore River should be opened for private development as well. Developing these parcels first will create the type of density needed to support the development of the housing on the top of Pearl's Hill and possibly help to finance new housing on York's Hill.



Residential park street details

Alternative residential park street details

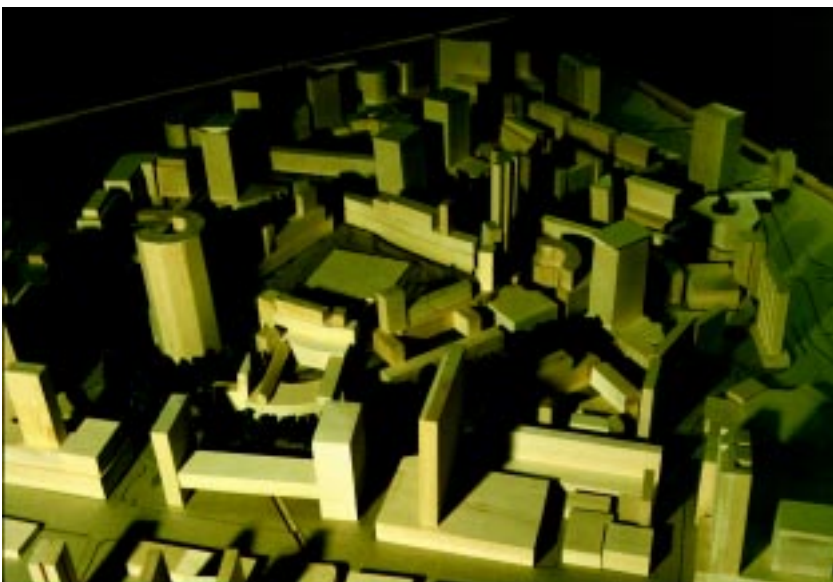
Residential hill street details

Internal commercial street details

View of CID development



Model view from south-east



View of linear park



The next area to be developed would be the air rights over the CTE. Partial decking over the CTE is necessary in order to make a strong connection between Pearl's Hill and York Hill. Decking over the CTE could be costly depending on the structural requirements of spanning the CTE and supporting a park on the newly created deck. This scheme calls for the development of approximately 13,000 square meters of air rights above the CTE. The cost for air rights construction and the specialized landscaping is approximately \$128 (US) per square meter. Recovery for the costs of the air rights development could come from the sale of the parcels for two proposed buildings that abut the new air-rights development.

Transfer of property ownership from the public sector to the private sector is a major step in the implementation of the plan. In order for this design to be effective, the responsibility for developing the site must be divided between the public sector and the private sector. The public sector would be

Team A



Section through People's Park MRT station

responsible for the maintenance of the lower linear park on Pearl's Hill and over the CTE. Although the upper park is intended for use mostly by the residents of the top of Pearl's Hill, it is a public space and should be maintained by the public sector.

The private developer's main responsibility would be to maintain the landscaping immediately surrounding their development. It is extremely important that the areas surrounding the private development sites are heavily landscaped in order to provide continuity between the public and private realms. Enforcing landscape requirements will keep the site attractive and therefore the overall land value of the site will remain high.

View of residential interface with linear park





View of development on top of Pearl's Hill

Block Diagram



Buildings



Private Spaces
Institutional Spaces
Public Spaces
Open Space

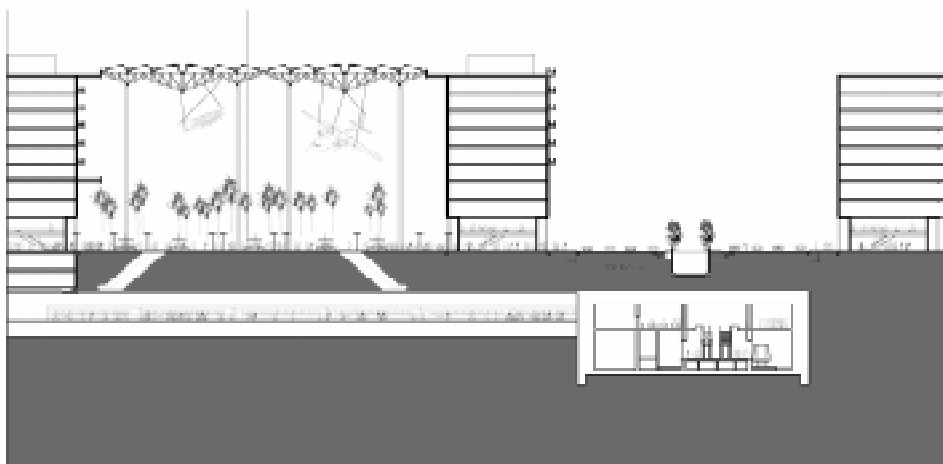


HCB
Private Ownership
Institutional Ownership
Public Ownership
Ownership



The Master Plan

- Creates link between Chinatown and the Singapore River
- Maximizes residential and commercial development potential provided by the new Outram MRT Interchange
- Housing typologies respond to the topography of the site and the desire to increase residential densities
- Air rights development over CTE completes a pedestrian accessible link between Pearl's Hill and York Hill



Section through Outram MRT interchange