

- *Develop strong link to Singapore River from MRT interchange at Outram Road across Pearl's Hill and York Hill*
- *Facilitate private development through the parcelization plan*
- *Retain existing overall park area*
- *Relate design to site conditions and surrounding context*

Introduction to Proposal

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At first, a proposal to develop private housing units within a public park seems unreasonable, but given the context of Singapore it is a quite viable proposition. Because the population of Singapore is growing and the island of Singapore has a limited amount of developable land, it is critical to the Urban Redevelopment Authority (URA) that Pearl's Hill and York Hill become more than underutilized public park. This project is an opportunity to create new

Team B

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

housing for Singapore's dense population that is integrated with a public park and semi-public open space. The new design for the park has points of destination that anchor the park within the pedestrian pathway system of the city.

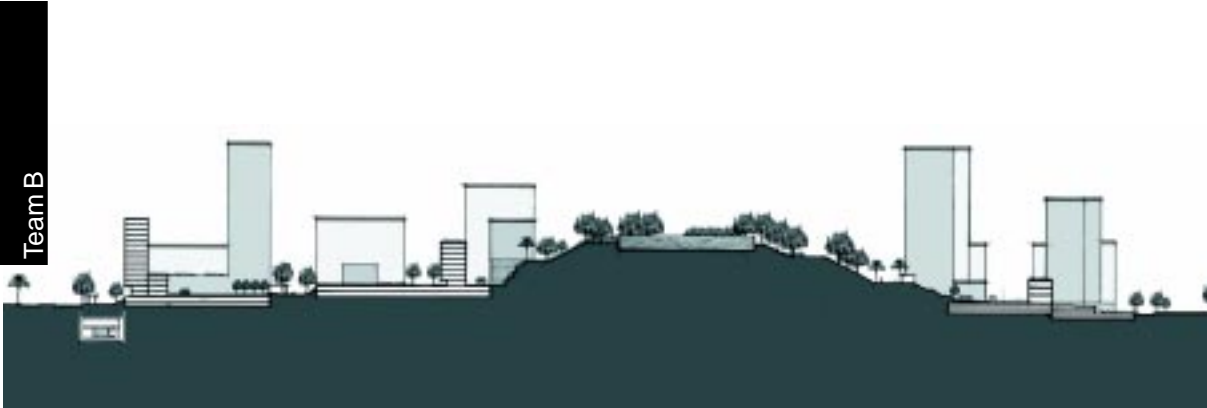
Furthermore, this project's unique opportunity gives way to a process of de-

velopment that can generate financial subsidies from adjacent private developments. By merging public and private investment and providing new development opportunities, financing for this urban design scheme is attainable.

Team Proposal

The primary intent of Team B's urban design scheme for this project site was to develop a strong link to the Singapore River by creating a linear park that runs from the Outram MRT interchange across Pearl's Hill and York Hill to the Singapore River. This scheme creates a new typology of public riverfront space for Singapore that differs from the highly commercialized riverfront quays that have recently been renovated along the Singapore River. The scheme also increases the overall park area from 8.2 hectares to nearly 10 hectares of combined semi-public and public space. While increasing the park area, the scheme capitalizes on strategic commercial/ institutional development at the Outram MRT interchange, the CID site and along the Singapore riverfront.

The proposed plan adopts the adjacent Chinatown grid to the edge of the Pearl's Hill site. The building design relates to site conditions by orienting



Section through Pearl's Hill

Transportation Network





Site plan



Model view from south

*Adapted Grid System**Axes, Green Corridor and In Between Spaces**Composite Site Structures*

Conceptual Design Process

the interior shell of the site's built form towards the hill while still maintaining a basic grid structure. This proposal facilitates the internal vehicular circulation of the project site through development-specific looped roads that connect to the surrounding network of roads.

This plan achieves a site FAR of 7.4 on Pearl's Hill, a FAR of 3.5 on York Hill and nearly doubles the housing units per hectare from an existing site average of 524 units per hectare to 997 units per hectare. In order to facilitate new development by private investors, the entire site is divided into parcels with a maximum size of 1.5 hectares.

Implementation-Public Actions

This proposal reconfigures the CID site into two private development parcels that are bisected by a publicly owned parcel that provides public access from Chinatown to Pearl's Hill Park. The plan replaces the CID building with two structures that contain institutional/civic space on the lower levels in conjunction with mixed commercial and retail uses. The institutional/civic spaces serve to substitute for the obsolete CID building while the commercial and retail uses on the privately owned parcels ensure continuity along the New Bridge Road commercial corridor. Though the CID site is surrounded by private development, the central parcel remains public thus ensuring a powerful view corridor and gateway to Pearl's Hill. Due to its status as the gateway to Pearl's Hill Park linking through to the Singapore River, these publicly owned parcels should be developed by the URA and should be the first step in the new linear design of Pearl's Hill Park.

Currently, the steep topography of Pearl's Hill renders the site's park nearly unusable in Singapore's hot and humid climate. In order to facilitate the public's use of Pearl's Hill, Team B proposes creating a formal landscaped park along the hill's east side, which is flatter than the rest of the hill, to minimize climbing up the steep slope and to maximize access to a shady, cool place to walk. The new linear Pearl's Hill Park is anchored at the new Outram MRT interchange, the reconfigured CID site, and the Riverside Park. The gap between Pearl's Hill and York Hill is bridged by a modest commercial development over the CTE. Immediately behind the CID commercial/institutional development, on Pearl's Hill, is a landscaped platform area that provides a place for public activities, fairs and festivals. All of this landscaped land is public and

should be developed as public open space by the URA. The west side of the existing park should be returned to native tropical vegetation that will provide an organic landscape for surrounding private housing developments.

For the connection between Pearl's Hill, York Hill and Singapore River to succeed, it is necessary to establish a physical link between the two hills that will ease movement back and forth between the Outram MRT area and the Riverside Park development, and thus connect the site's residential neighborhoods. The CTE

Model view from Chinatown District





Existing Ownership



Proposed Ownership



Proposed Phasing



Proposed Land Use



1.



2.



3.



4.



5.



6.



7.

1. Pattern of green spaces
2. Existing and proposed landscape
3. Location of tower blocks
4. Proposed building footprint
5. Street network
6. Edges
7. Nodes



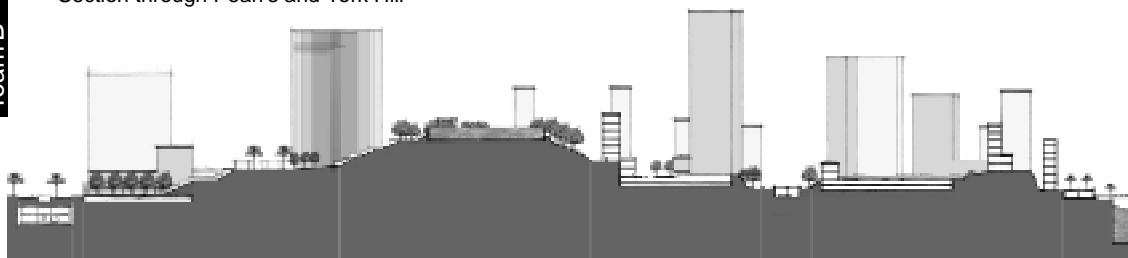
Model view from north

presently acts as a physical barrier between Pearl's Hill and York Hill and the proposal to link the hills will require the development of the air rights over the CTE. Considering the high cost and difficulty of air rights development, Team B proposes a small commercial building (such as a market) to be developed by the public sector, which could initially begin as a simple bridge across the two hills. The public sector could lease the commercial space (i.e. market stalls) for a period of time and once the investment solidifies financially, the government could sell the development to a private developer. A private investor may find it profitable to expand the development of the air rights over a larger portion of the CTE.

Facilitating access to and through Pearl's Hill and York Hill, and linking these to the Singapore River activity corridor and the rest of the city, presents an incomparable opportunity for providing riverfront public open space and creating a mixed-use development (commercial/hotel/residential) along the river's edge. Creating a strong pedestrian link to the edge of Singapore River requires either decking over Havelock Road or rerouting traffic across to Mohamad Sultan Road or Clemenceau Avenue. Though surrounded by private development, the proposed Riverside Park may have to be developed publicly due to the high cost incurred by constructing a park spanning a roadway. Relegating

development of the Riverside Park to the public sector ensures public access to the open space and would result in a publicly accessible park that would benefit all citizens of Singapore.

Section through Pearl's and York Hill



Detail plan of urban park



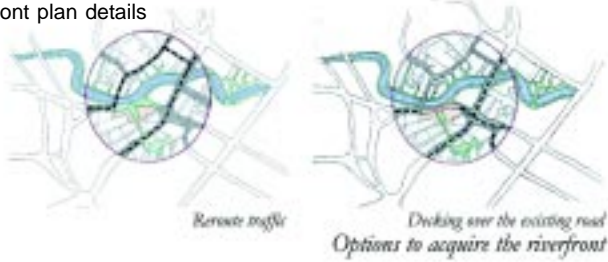
Proposal Implementation-Private Actions

Team B felt that it was imperative to intensify commercial activity at the junction of Outram Road and New Bridge Road. This is the location of the newly developed Outram MRT interchange and it is also the terminus of the linear commercial corridor along New Bridge Road. Given the site's important location within the city, the MRT parcel should be developed for combined commercial/ retail/ residential use by the private sector. Due to this parcel's incomparable accessibility to two MRT lines, the mixed-use development on this site will act as one of the two principal portals to activities in the project area.

As the second portal to activities on Pearl's Hill and York Hill, the Riverside mixed-use development should be privately developed, owned and operated. A hotel (to continue the cluster of hotels presently existing along Havelock Road), office space, housing and a public park are proposed on the site to create an activity node along the edge of the Singapore River. As a public good, the park should be managed and maintained by the public sector and remain accessible to the public. But as an open space development along a valuable riverfront property, the private sector has an incentive to develop the park on its own and even incur the cost of the public park development over Havelock Road.

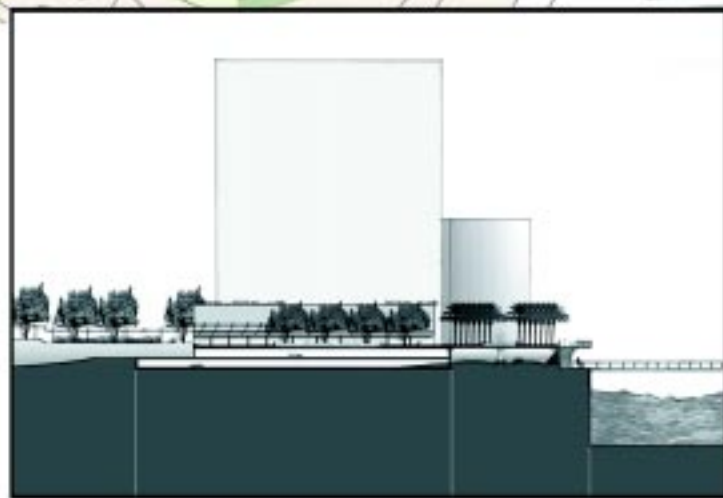
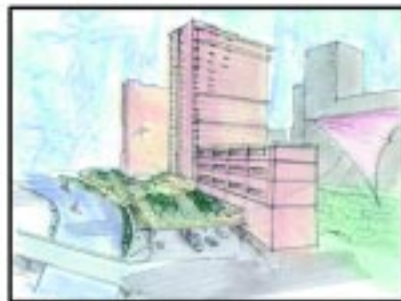


Riverfront plan details



Reroute traffic

Options to acquire the riverfront



Cross Section through Riverfront



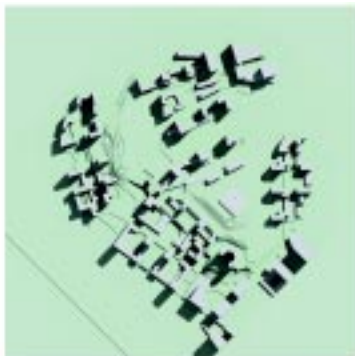
Model view from east

As previously mentioned, this plan proposes the removal of the CID building and the division of the CID site into three parcels. The central publicly owned parcel will act as a gateway to Chinatown and will open a view corridor to Pearl's Hill, while the other two privately owned parcels will be developed with a mix of commercial, retail and institutional uses. Ideally, the two privately owned parcels would be owned and developed by the same party so as to create a unified and coherent space around the public park parcel. However, design guidelines could be crafted for both sites thus establishing similar building requirements for each site.

The housing proposed for the rest of the project site would be privately developed as parcels of land become available for redevelopment. The main concern with the implementation of the private housing on Pearl's Hill and York Hill is ensuring the creation of the semi-public open space that is interwoven with the housing and feeds into the larger, site-wide network of public open space. As in the case of the proposed Riverside Park, the URA could sell the parcels and require the provision of semi-public open space on each site. If the real estate market is strong, this maybe seen by the developers as a liability thus lowering the market price of the parcel. If the real estate market is weak at the desired time of parcel development, the URA could introduce development incentives for the provision of semi-public open space.



June 21, 10:00 AM
Shadow Study



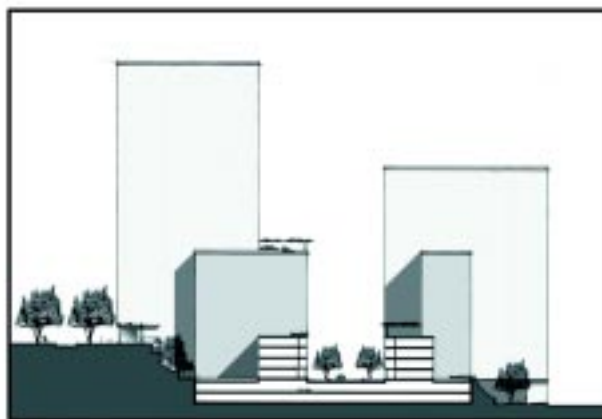
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Residential block plan details



Cross Section from Linear Park to Cross Street



View from beginning of the A Street