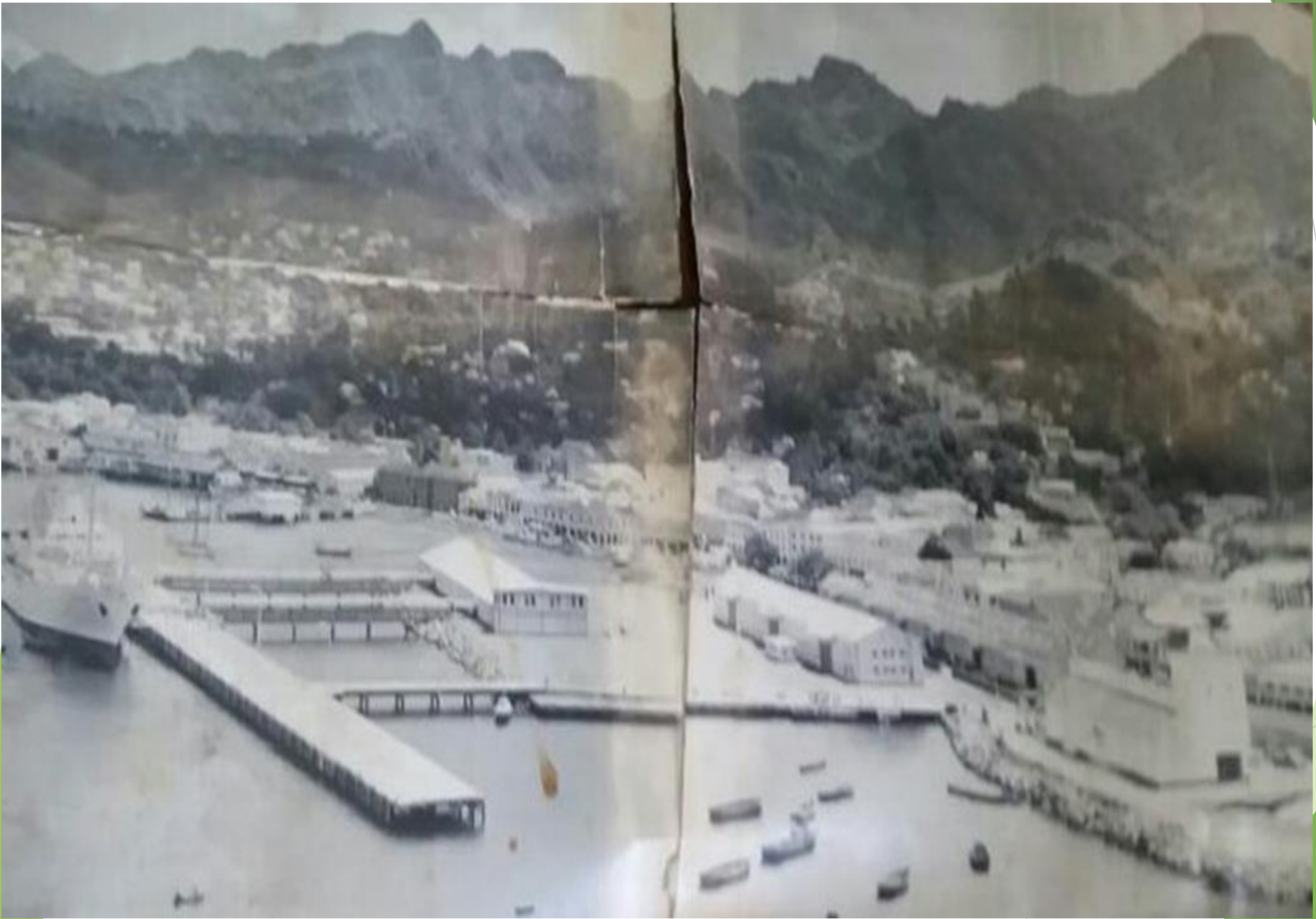


# KINGSTOWN URBAN REGENERATION

Resilient Urban Development of Kingstown Workshop

March 2019



# AVAILABLE DATA

- ▶ **HYDROLOGICAL / HYDRAULIC AND MARINE CONDITIONS**
- ▶ **TRAFFIC STUDIES**
- ▶ **CONCEPT DESIGNS FOR SPECIFIC LOTS**
- ▶ **OBSERVATIONS AND METHODOLOGIES**

# HYDROLOGICAL / HYDRAULIC AND MARINE CONDITIONS

The background features abstract, overlapping geometric shapes in various shades of green, ranging from light lime to dark forest green. These shapes are primarily located on the right side of the frame, creating a modern, layered effect. The text is positioned on the left side of the white background.

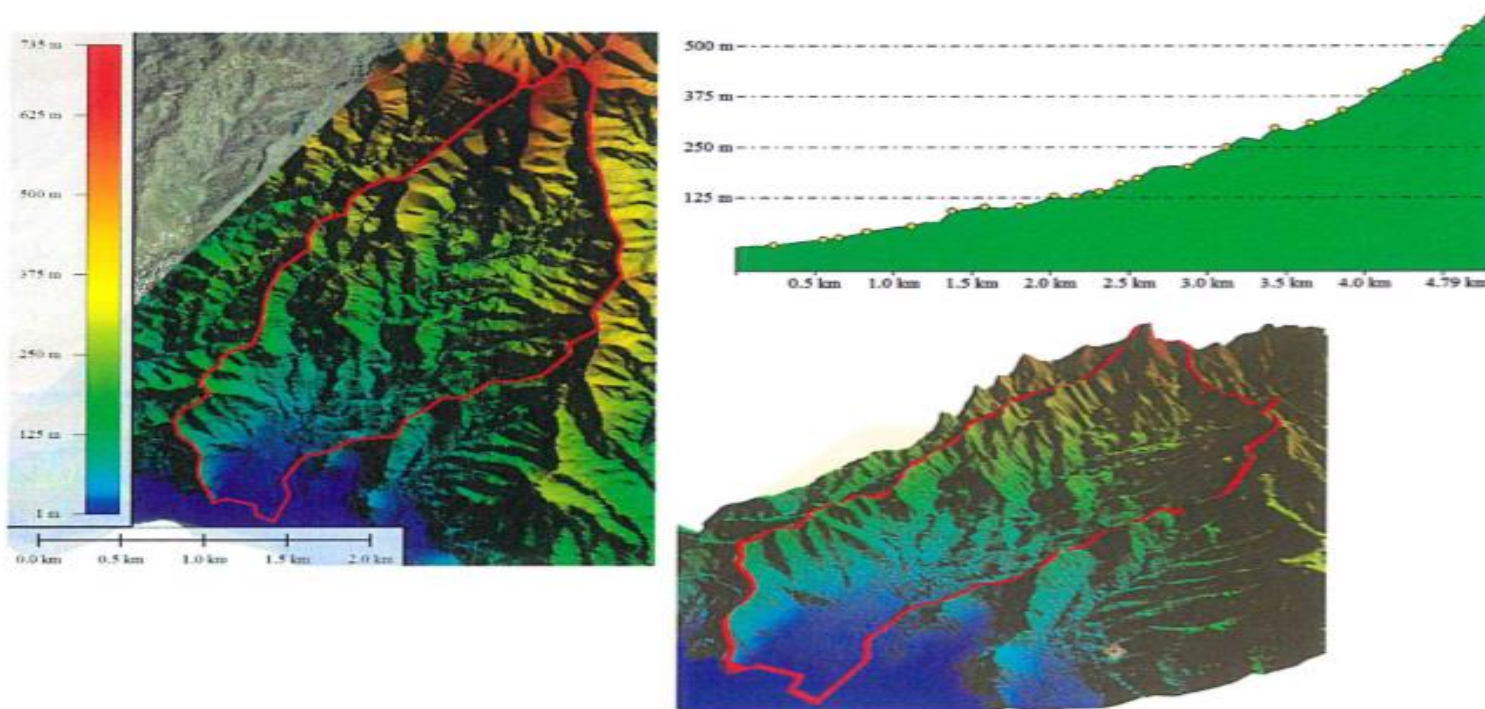


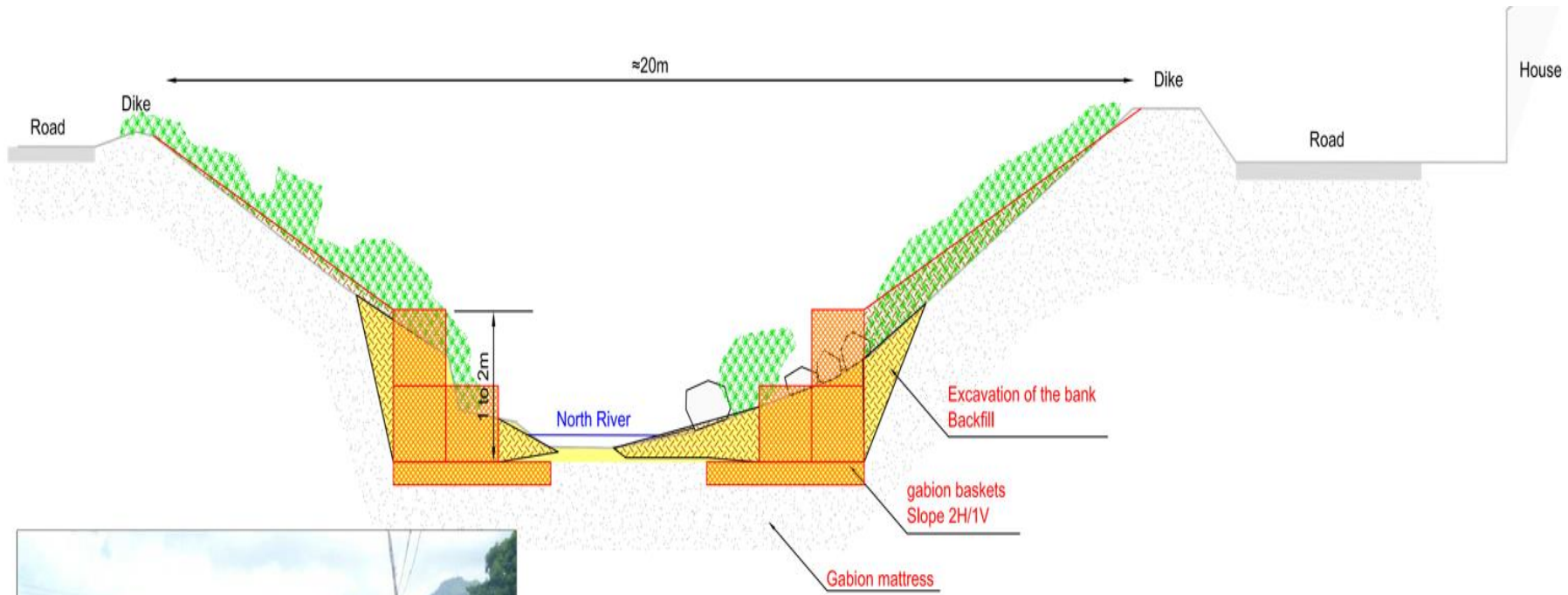
Figure 5: North River profile & watershed 3D view based on GIS contours data

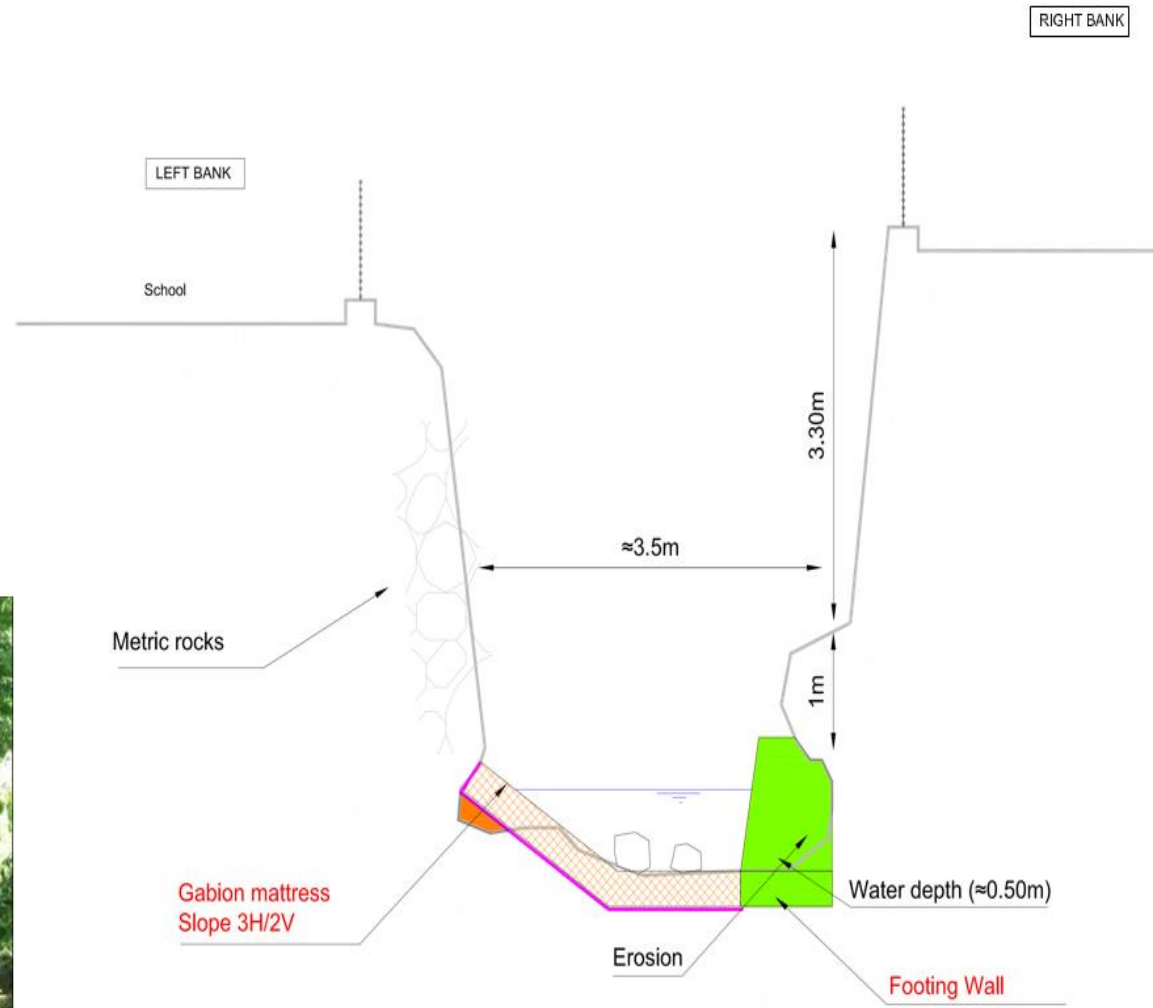
In comparison the hydrological DLN study (2006) presents the further characteristics:

- |                     |                            |
|---------------------|----------------------------|
| ■ Catchment 7:      | North River (see Figure 6) |
| ■ Total area:       | 4.69km <sup>2</sup>        |
| ■ Maximum altitude: | 735m (~ 2411 ft)           |
| ■ Slope interval:   | 7 to 45%                   |

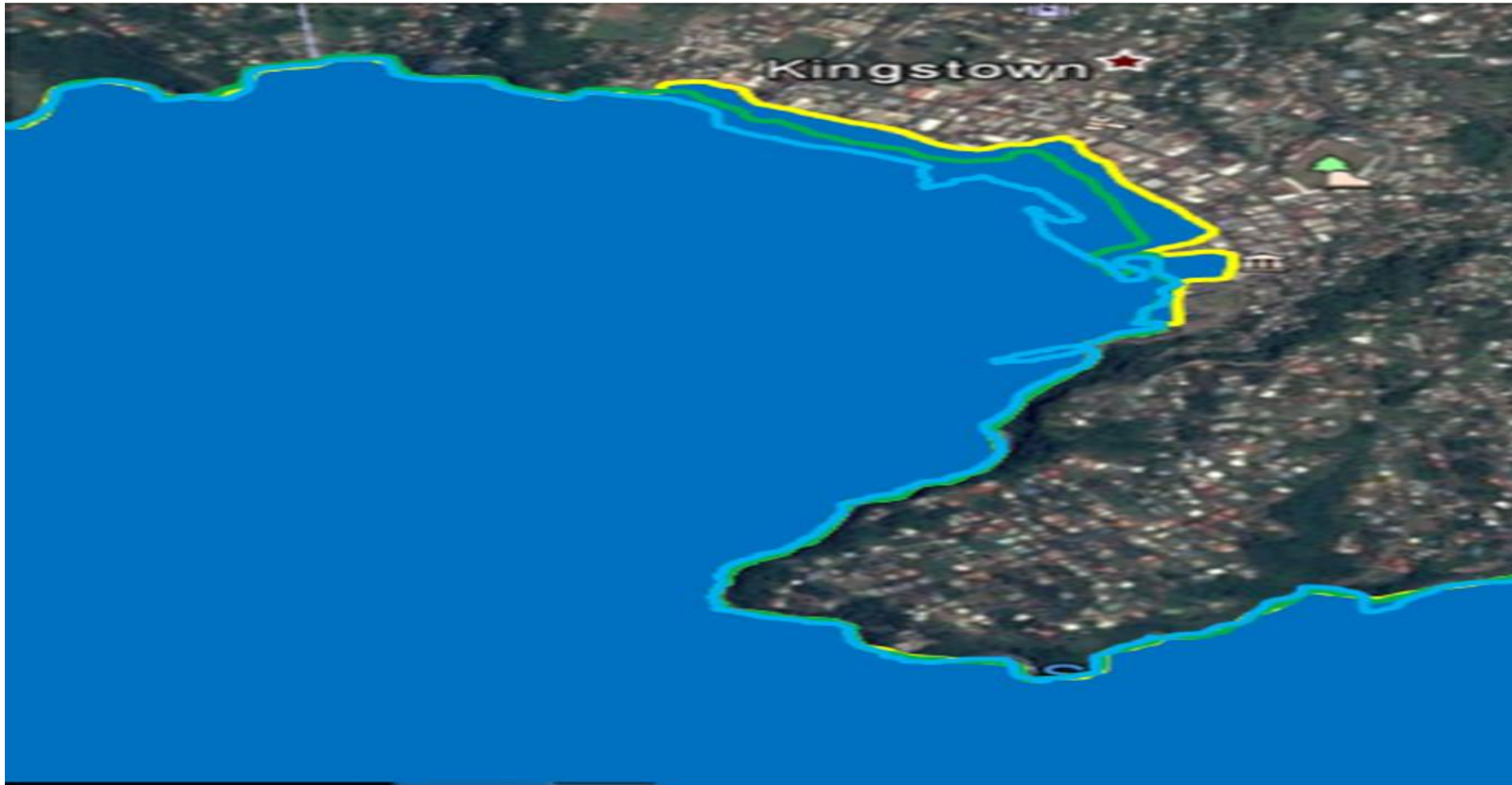
25yr Peak Flow =  
79.5m<sup>3</sup>/sec



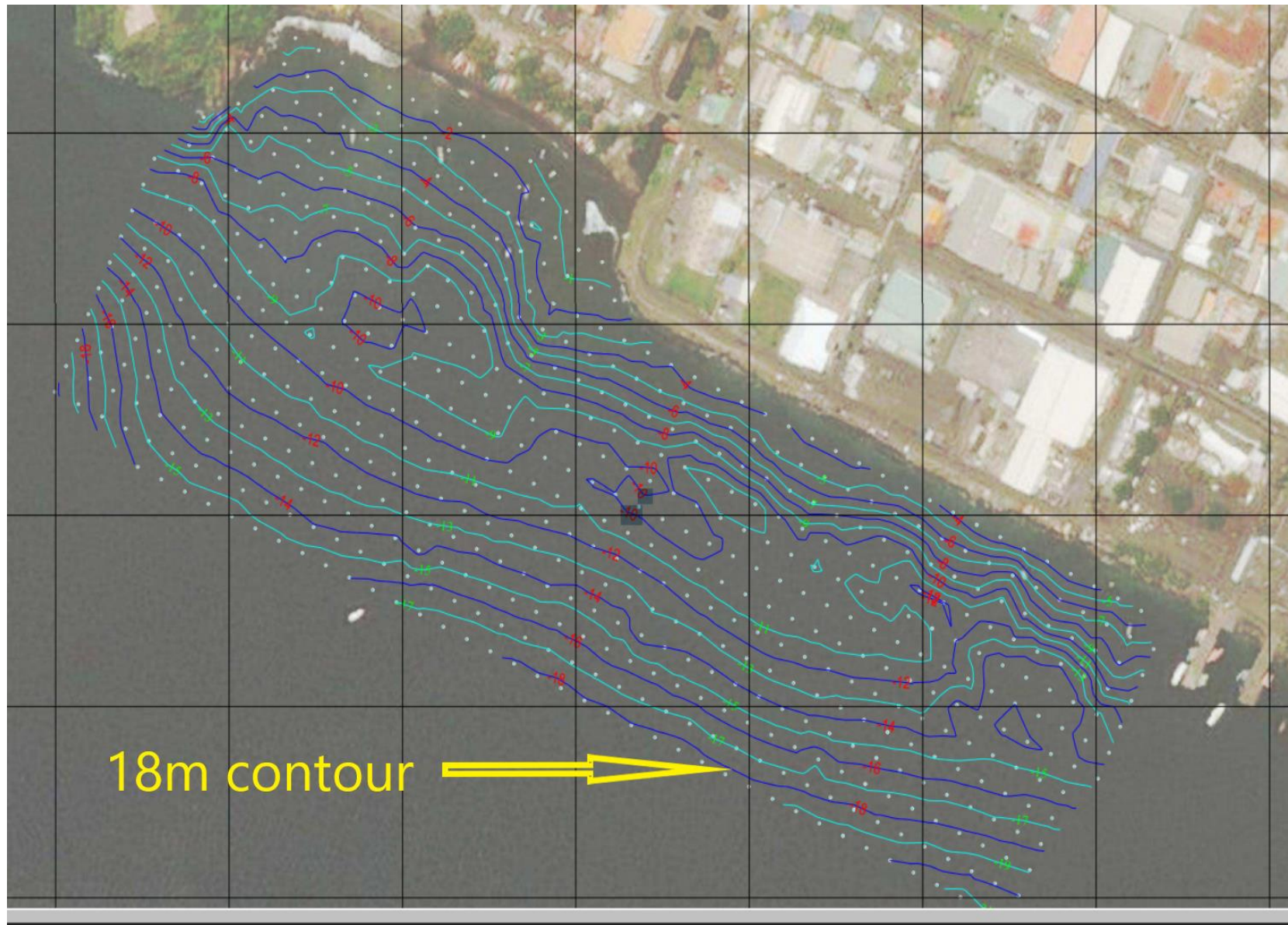




# Sea Level Rise





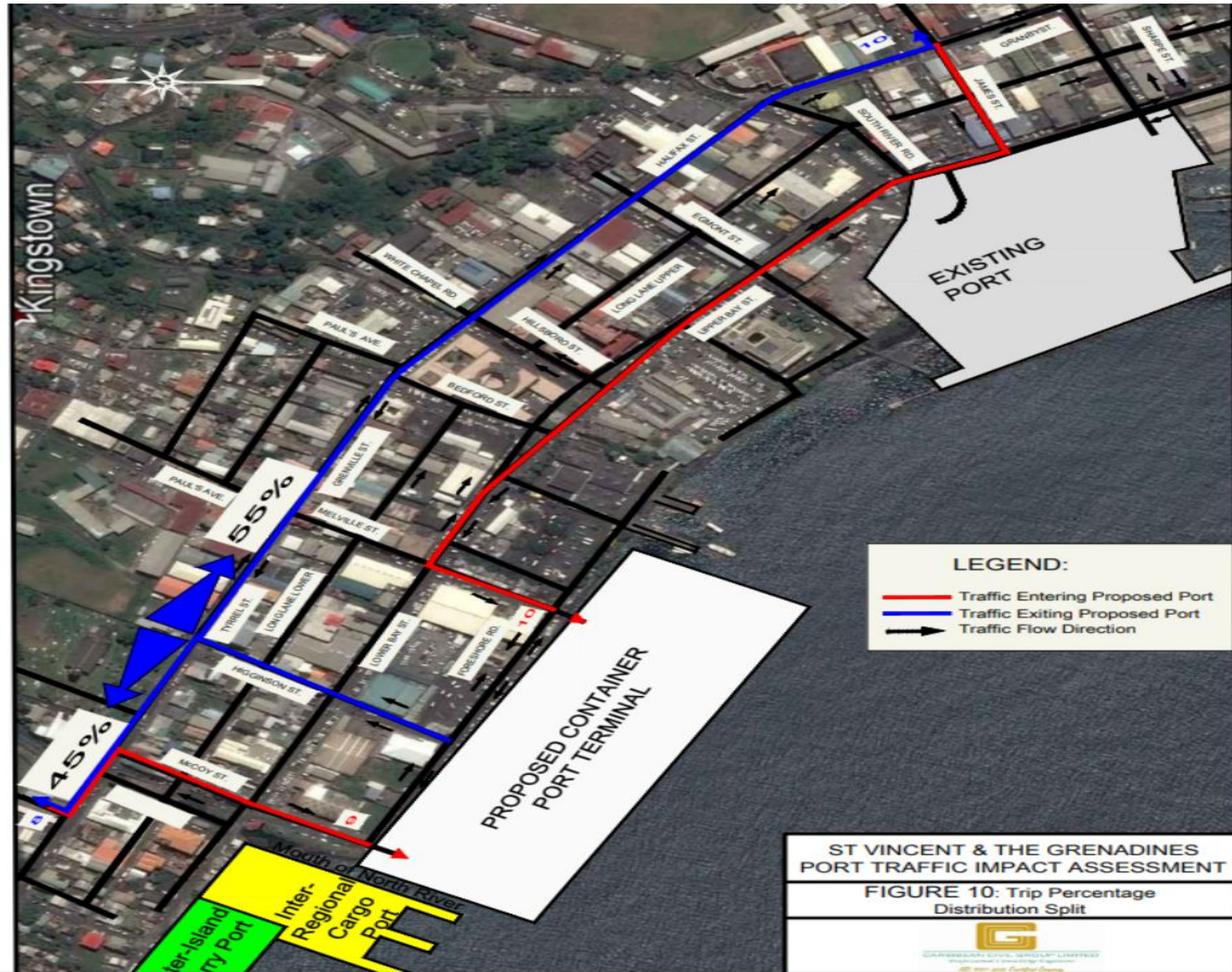


18m contour

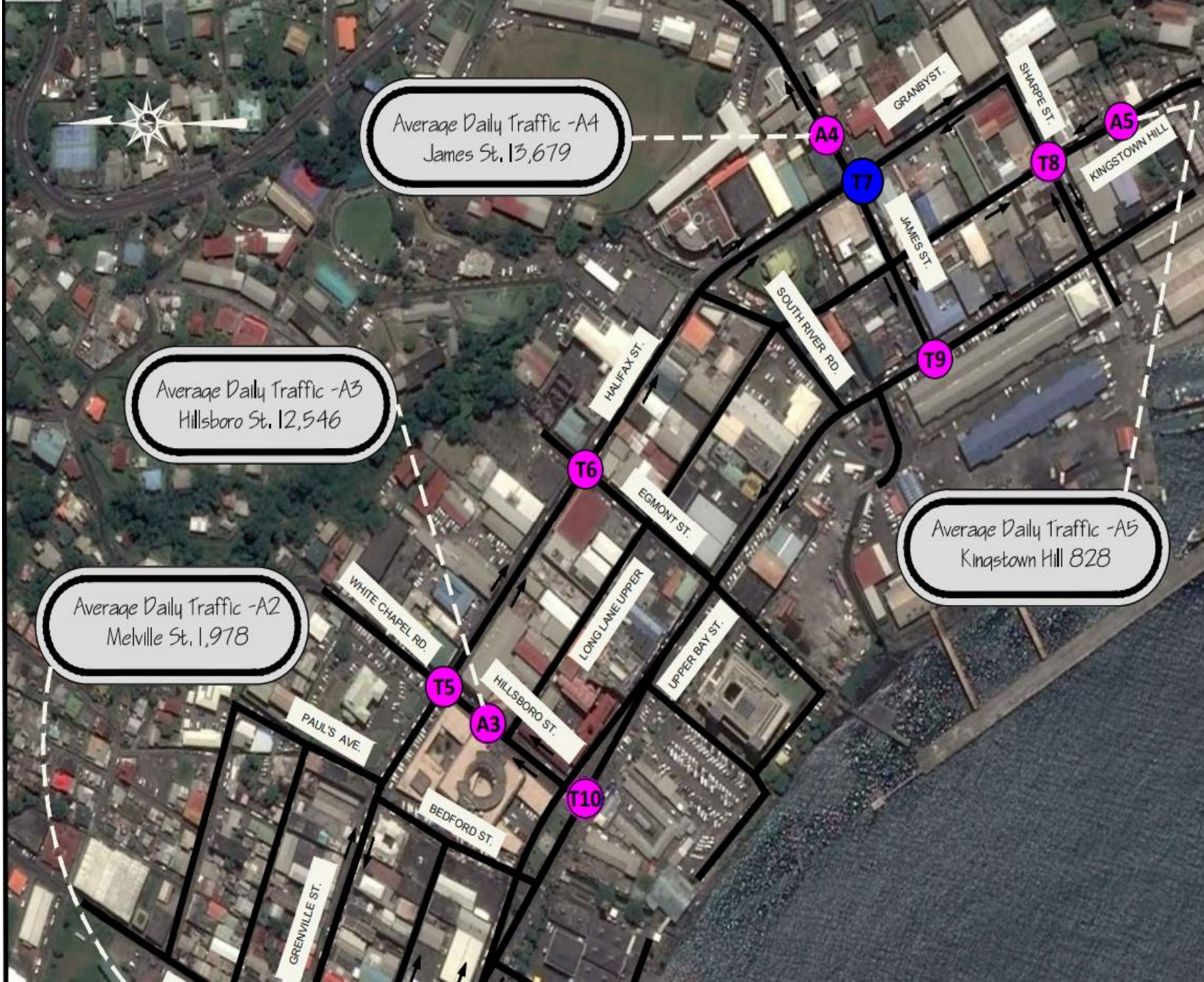


# TRAFFIC STUDIES













**LEGEND:**

- T Turning Movement Count Locations
- A Average Daily Traffic Count Locations
- Vehicle Classification Locations
- ➔ Traffic Flow Direction

**ST VINCENT & THE GRENADINES  
PORT TRAFFIC IMPACT ASSESSMENT**

**FIGURE 5: Existing Study Area ADT**

Average Daily Traffic -A1  
Leeward Hwy, 8,381

Average Daily Traffic -A6  
Foreshore Rd, 511



# CONCEPT DESIGNS FOR SPECIFIC LOTS

The background features a series of overlapping, semi-transparent green triangles and polygons of various shades, ranging from light lime green to dark forest green. These shapes are primarily located on the right side of the page, creating a dynamic, layered effect. The rest of the page is a plain white background.





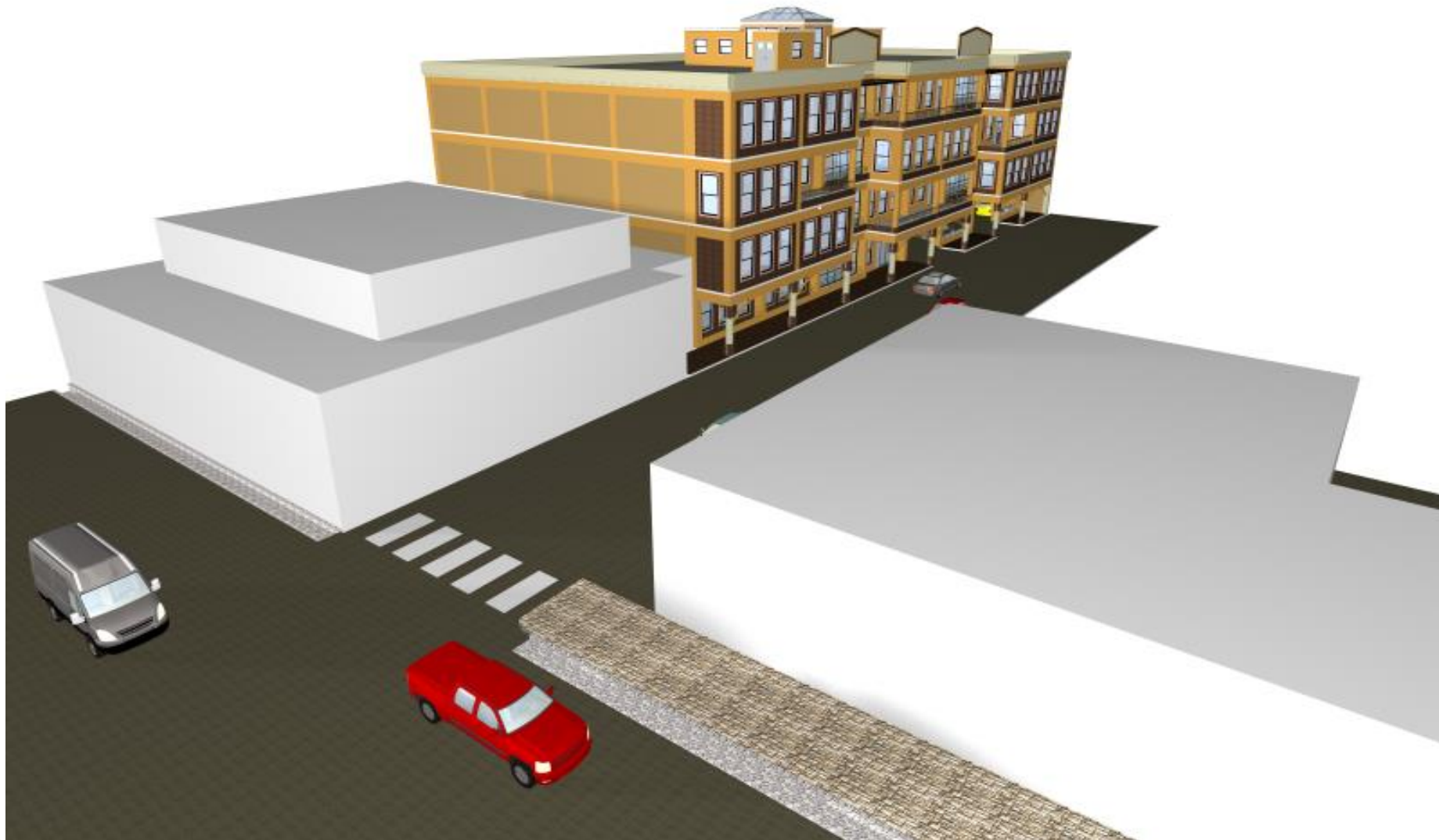
**MULTISTORY CAR PARK AND  
MINISTERIAL BUILDING**

**BUS TERMINAL**













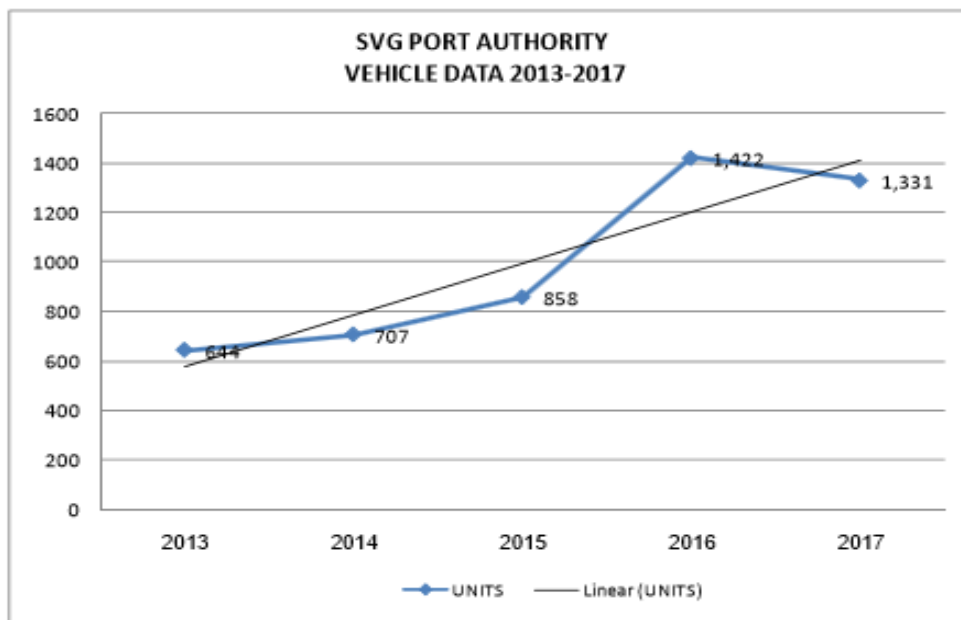






**ST. VINCENT AND THE GRENADINES PORT AUTHORITY  
VEHICLE STATISTICS 2013-2017**

Month	YEARS				
	2013	2014	2015	2016	2017
January	62	47	46	106	92
February	63	63	81	90	94
March	60	66	68	156	100
April	79	67	56	140	108
May	76	65	118	146	160
June	37	91	102	134	124
July	45	83	82	153	132
August	58	65	82	107	86
September	60	56	56	102	94
October	44	50	99	92	122
November	60	54	68	93	110
December	67	81	100	103	109
<b>TOTAL</b>	<b>644</b>	<b>707</b>	<b>858</b>	<b>1,422</b>	<b>1,331</b>

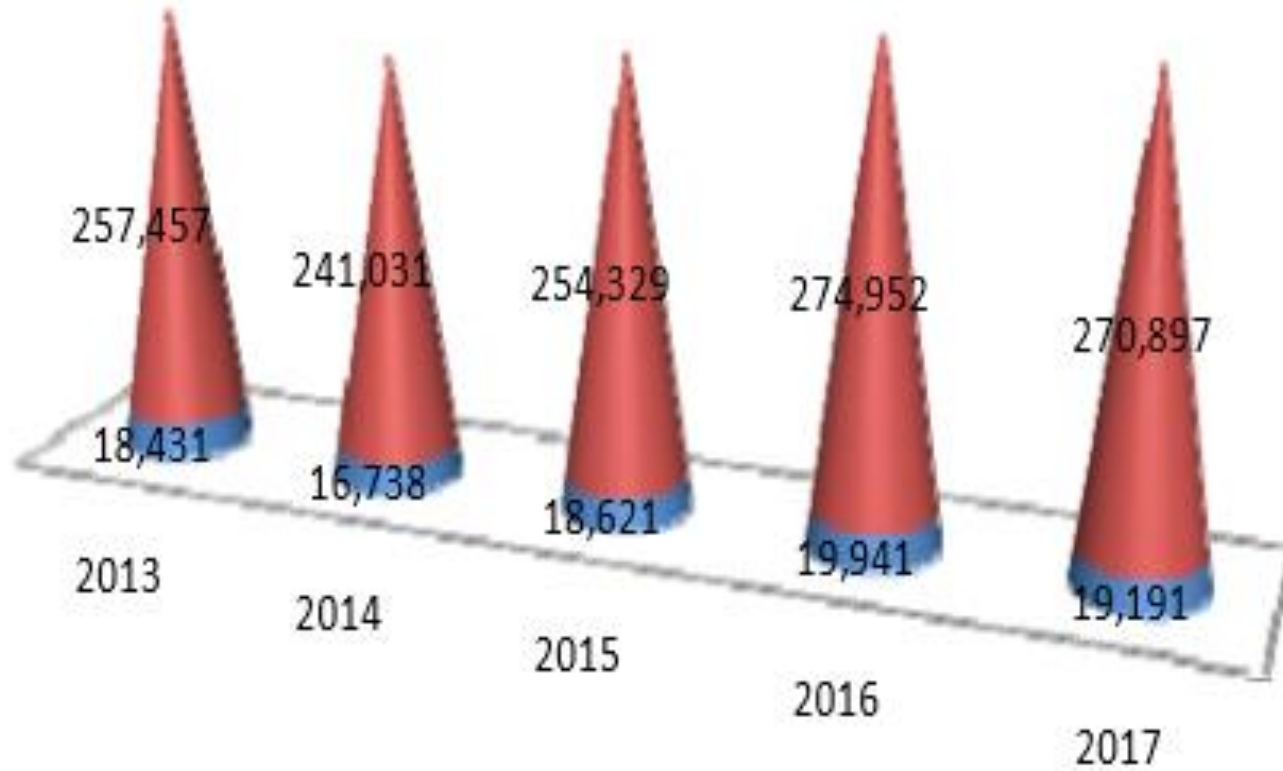


**ST. VINCENT AND THE GRENADINES PORT AUTHORITY  
VEHICLE DATA 2017**

MAKE	NEW	USED	TOTAL
NISSAN	16	292	308
TOYOTA	14	447	461
SUZUKI	7	240	247
MAZDA	0	24	24
BMW	0	20	20
MITSUBISHI	0	19	19
HONDA	0	44	44
DAIHATSU	0	8	8
KIA	0	2	2
SUBARU	0	13	13
ISUZU	0	5	5
HINO	2	17	19
LAND ROVER	0	2	2
FORD	0	4	4
CHEROKEE	0	2	2
VOLKSWAGEN	0	1	1
HYUNDAI	1	5	6
MERCEDES BENZ	0	1	1
AUDI	1	6	7
CHEVROLET	0	0	0
JAGUAR	0	0	0
DODGE	0	0	0
VOLVO	0	1	1
LEXUS	0	3	3
HIACE	0	1	1
NUMMI	0	1	1
OTHER	0	132	132
<b>TOTAL</b>	<b>41</b>	<b>1,290</b>	<b>1,331</b>

# ST. VINCENT AND THE GRENADINES PORT AUTHORITY TOTAL TEUS AND CONTAINER TONNAGE 2012-2016

■ TEUS ■ TONS"







# SOUTH LEEWARD HIGHWAY REHABILITATION AND UPGRADE: KINGSTOWN TO LAYOU BUS STOP DESIGN



MINISTRY OF TRANSPORT, WORKS, URBAN DEVELOPMENT AND LOCAL GOVERNMENT

PROJECT MANAGEMENT UNIT, HALIFAX STREET, KINGSTOWN ST. VINCENT and the GRENADINES. TEL: (784) 456-1111 ext. 531



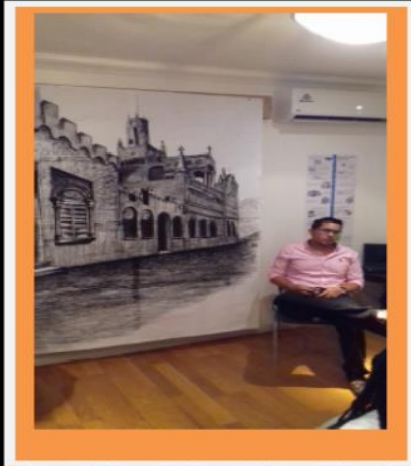
# OBSERVATIONS AND METHODOLOGIES

The background features abstract, overlapping geometric shapes in various shades of green, ranging from light lime to dark forest green. These shapes are primarily located on the right side of the frame, creating a modern, layered effect. The rest of the background is plain white.

### Introduction

Last evening I had the pleasure to witness a presentation titled an Urban Study of Kingstown by the AS3 students from the Caribbean School of Architecture Jamaica. The event was well attended. The presentation of sketches designs and expressions on abstracts was both interesting and informative. The sketches provide an up-close view of the city. Sometimes you do have to pause to see the beauty.

### The Search for Culture



Coming from another Caribbean country (most students came from Jamaica) there was a search for a unique Vincentian culture. It was not something that was sensed immediately but took some time to be realized. The city architecture, design and layout perhaps do no showcase a sufficiency of what is unique to Vincentians.

### A Place to Pause

There was not much area set aside in the city for a pause. A green space perhaps where the travelling public can sit in the shade in the open and pause to either “take in the town” or perhaps enjoy an ice cream. This facilitation of a pause the students believe brings life to the city. The city of Kingstown is only

alive during work day.

### Connection to the sea

Vincentians have always had a connection to the sea. There is a beautiful waterfront. The students believe that the architecture should provide for this connection with the sea. Neither closes access nor prevents its viewing from as many structures and places in the city, especially Places for pause.

### The City of Arches

Kingstown has been called the city of arches. This the students found to be a unique beauty in our architecture. They encouraged a marriage of the old and the new. The city has a rustic beauty that could be lost if there is an uncontrolled quest for so called modern glass structures.



CARIBBEAN DEVELOPMENT BANK

**URBAN  
SECTOR  
ASSESSMENT  
AND PREPARATION OF AN  
URBAN  
SECTOR  
POLICY  
STRATEGY AND  
OPERATIONAL  
GUIDELINES**

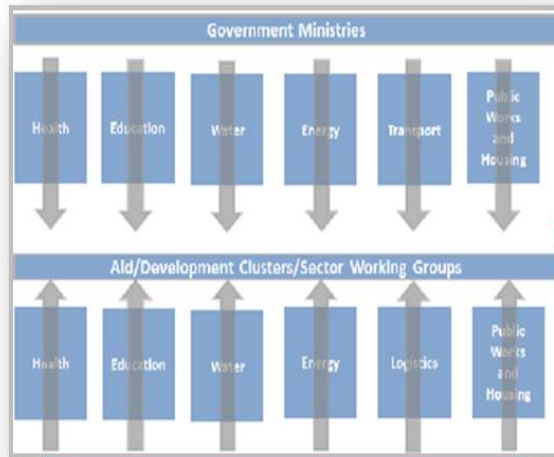
Final Phase II Report  
Part 1 - Country Profiles  
September 2017



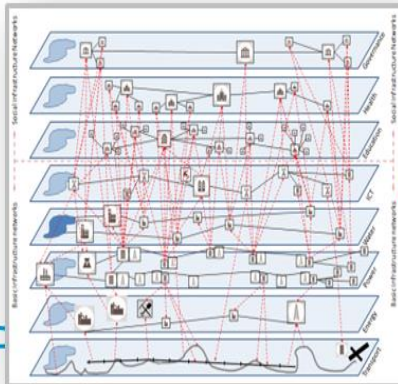


## EBI - What is it?

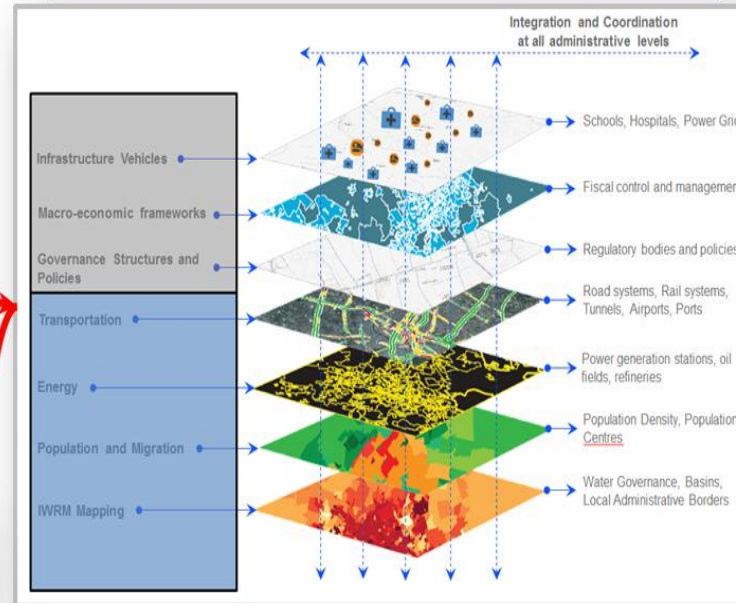
- A means to deliver infrastructure that is effective in responding to demands over the long term, despite all of the demands it will face and challenges it will need to respond to;



Silo/sector based planning



## Systems and interdependent planning





# **HABITAT III**

## **NEW URBAN AGENDA**

Draft outcome document  
for adoption in Quito, October 2016

10 September 2016

**END**