

# A Great Public Realm

## Better Streets for Burnaby's Town Centres

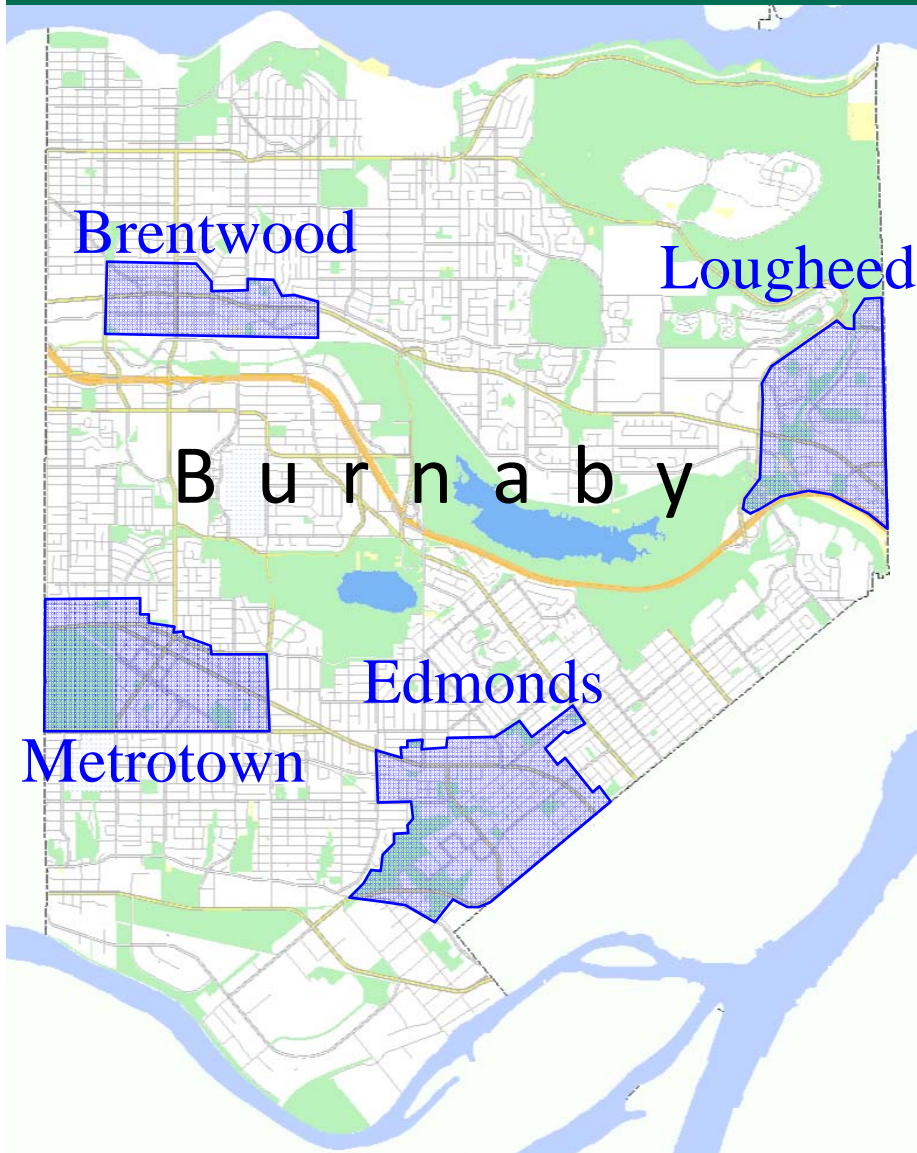
Hi, I'm Harry. Thank you for joining us for an overview of the *Town Centre Standards*, their origin, layout, components and where they will be applied.



# The starting point

- Direction from Council's 2010 *Supplementary Community Benefit Bonus Density Policy*:
  - Provide additional community amenities to support and serve residents and businesses in Town Centres
  - Enhance livability
- Opportunity to advance multiple goals:
  - Economic
  - Social
  - Environmental

# Four Town Centres



- 13% of Burnaby's area
- Over 1/3<sup>rd</sup> (and rising) of population and employment
- Ideal for walking, cycling & transit

# Developed via the rezoning process



Ideas from  
around  
the world

# Policy context

**OCP OFFICIAL COMMUNITY PLAN**  
BURNABY BRITISH COLUMBIA

City of Burnaby  
Planning & Building  
Development

**SIMON FRASER  
UNIVERSITY  
OFFICIAL COMMUNITY  
PLAN**

Burnaby  
Economic Development  
Strategy (EDS)  
2020

In progress



Burnaby  
Environmental  
Sustainability  
Strategy

**Burnaby Social Sustainability Strategy**  
June 2011



COMMUNICATIONS  
DATE: 2010 Oct  
TO: CHAIR AND MEMBERS  
COMMUNITY DEVELOPMENT COMMITTEE  
FROM: DIRECTOR PLANNING AND BUILDING  
SUBJECT: BURNABY ZONING BYLAW TEXT AMENDMENT  
Supplementary Community Benefit Bonus Density Policy  
PURPOSE: To request Council approval of a proposed approach for a Supplementary Community Benefit Bonus Policy and related amendments to the Burnaby Zoning Bylaw.  
COMMUNICATIONS  
1. THAT Council adopt the provisions for a Supplementary Community Benefit Bonus Policy, as outlined in Section 3.6 of this report.  
2. THAT Council authorize the introduction of bylaw amendments to a future Hearing for the Burnaby Zoning Bylaw to allow for implementation of the Supplementary Community Benefit Bonus Policy.  
INTRODUCTION  
Since its adoption in 2008, the Burnaby Zoning Bylaw has provided a framework for the City's land use and development. The City's goal is to create a high-quality, visually pleasing environment for its residents and visitors. The City's goal is to create a high-quality, visually pleasing environment for its residents and visitors. The City's goal is to create a high-quality, visually pleasing environment for its residents and visitors.

**EDMONDS TOWN CENTRE**

Adopted by  
Burnaby City  
1994 Septem  
Based on  
Recommendations  
from the

**Brentwood Town Centre  
Development Plan**

Phase III of the Development Plan Review Process  
Adopted by Council 1996 June 10.  
Selected sketches updated to 2003 November.  
Reprinted 2003 December.

**Lougheed  
Town Centre plan**

City of Burnaby

TO: CHAIR AND MEMBERS  
FINANCE AND CIVIC DEVELOPMENT  
COMMITTEE  
DATE: 2008 Nov 24  
FROM: DIRECTOR PLANNING & BUILDING  
DIRECTOR ENGINEERING  
DIRECTOR PARKS, RECREATION &  
CULTURAL SERVICES  
FILE: 900  
Reference: 2008-07-21

**SUBJECT: BEAUTIFICATION STRATEGY AND IMPLEMENTATION**

**PURPOSE:** To obtain Committee approval of a streetscape beautification strategy and construction of five initial streetscape beautification projects in 2008.

**RECOMMENDATIONS:**

1. THAT the Committee request that Council endorse the five streetscape beautification projects for the Lougheed Town Centre, Brentwood Town Centre, Edmonds Town Centre and The Heights for advancement, as outlined in this report.
2. THAT the Committee request that Council authorize an allocation of \$1.7 million (upcoming 2008 - 2012 Provisional Capital Program) for design and construction of the five streetscape beautification projects, as outlined in this report.
3. THAT the Committee request that Council authorize the inclusion of \$170,000 within the 2010 Provisional Operating Budget under the Public Works component, to provide for additional boulevard seeding, irrigation and maintenance associated with the projects as outlined in this report.

**REPORT**

**1.0 INTRODUCTION**

On 2005 November 28<sup>th</sup>, Council identified the need for an overall beautification strategy for Burnaby's streets in the town centres, urban villages, and on the major corridors. These steps include identifying the streetscape beautification goal, determining the improved streetscapes, outlining low streetscapes improvements will be funded, maintained, and determining when these projects will be completed.

**THE BURNABY  
TRANSPORTATION  
PLAN**

Adopted by Burnaby Council 1995 March

City of Burnaby

**Burnaby  
Metrotown**



**Mobility Access Plan**

# Role of the public realm

- To foster a sense of pride in the community and strengthen sense of place
- Vision:
  - Improve safety, access, environment, aesthetics for all
  - Environmentally, socially and economically sustainable
  - Establish priorities and use design standards
  - Enjoyable and safe for key users and others
  - All ages and abilities

# Principles

- Re-create the “living room”
- Attractive and interesting
- “Complete Streets”: safe and comfortable regardless of mode, age, ability, gender
- Emphasize local community: create neighbourhood focus
- Enhance the environment
- Efficient use of space

# Staying on track

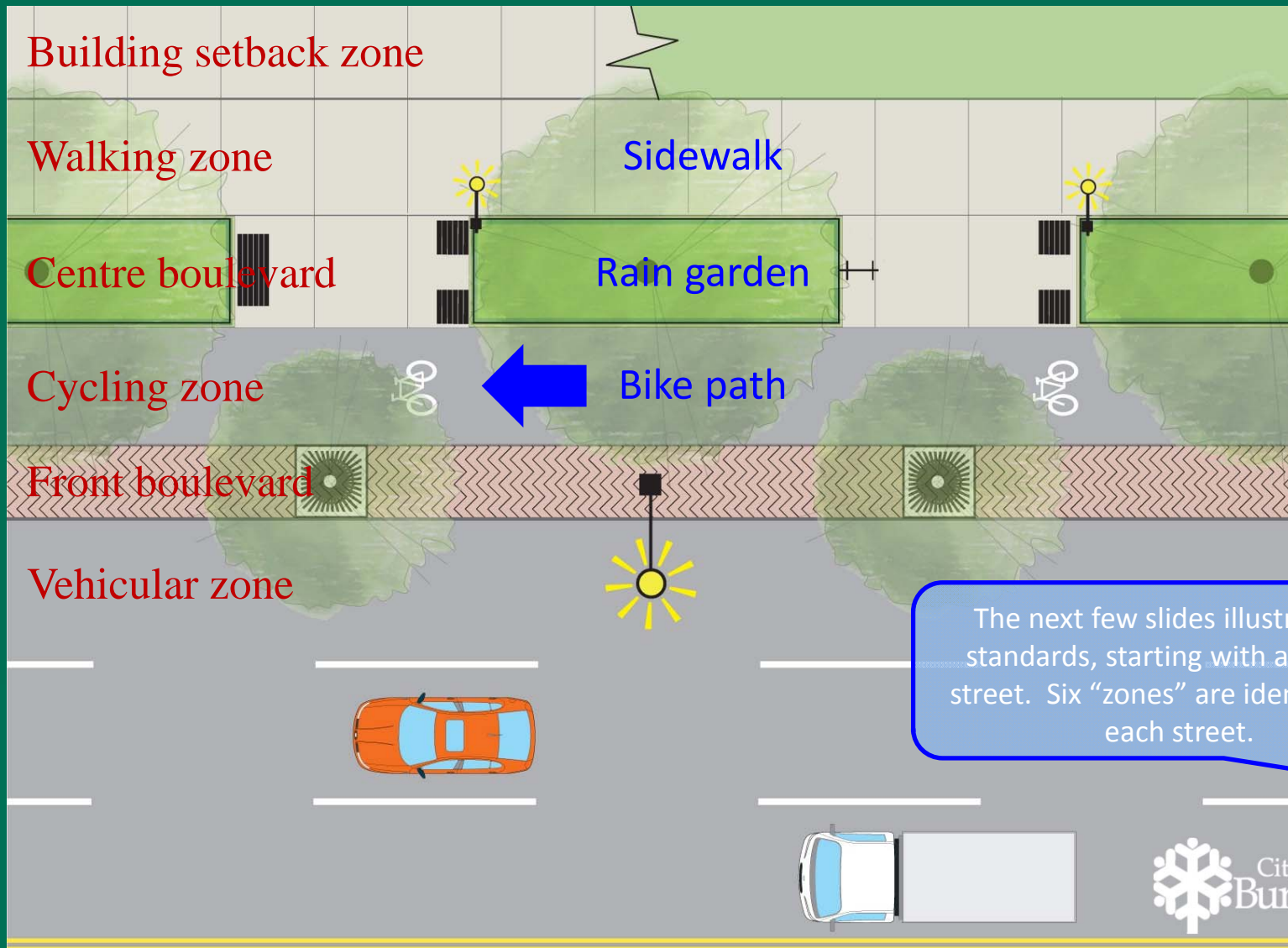


“If you create a city that’s good for an 8 year old and good for an 80 year old, you will create a successful city for **everyone.**”



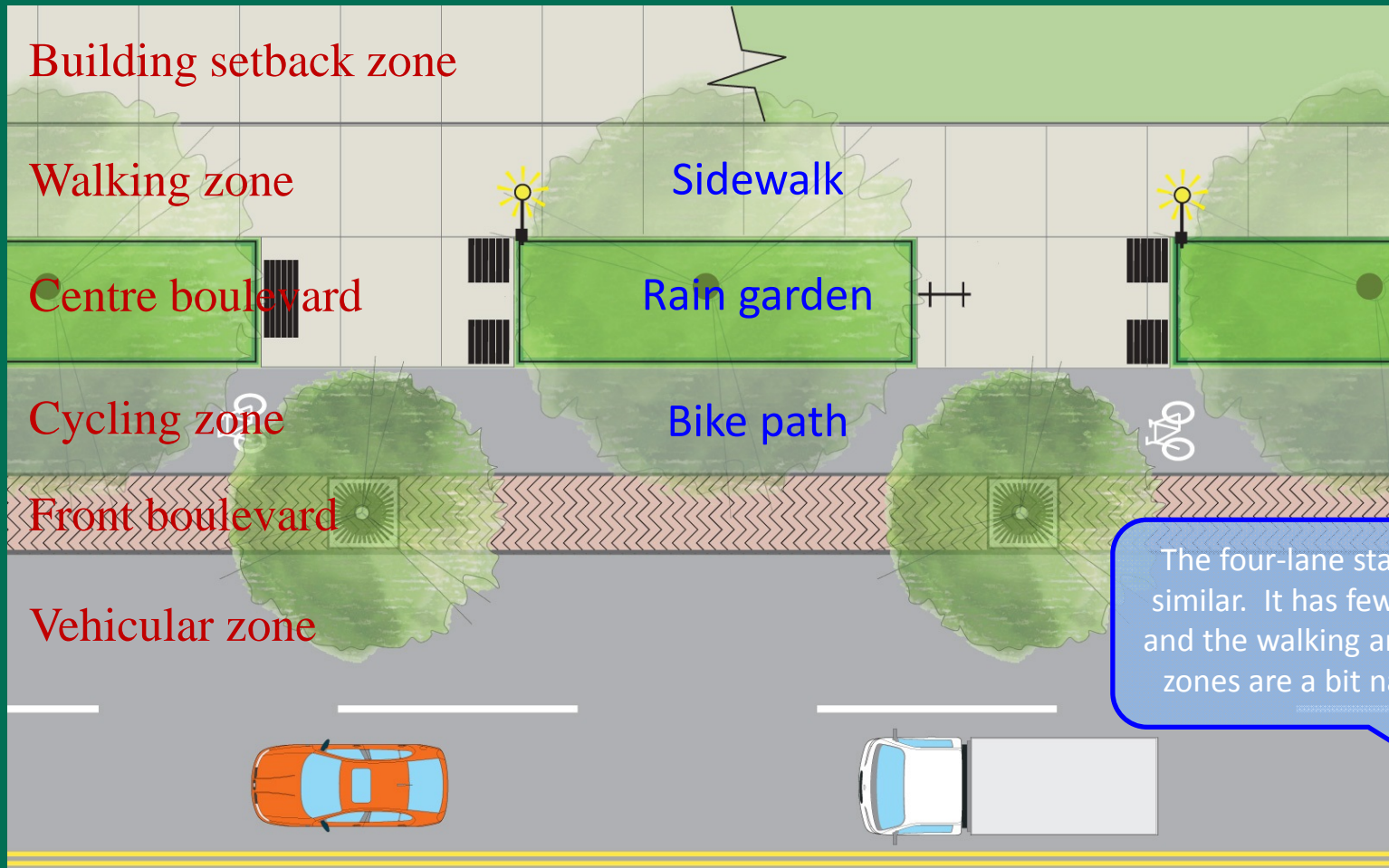


# The standards: six-lane



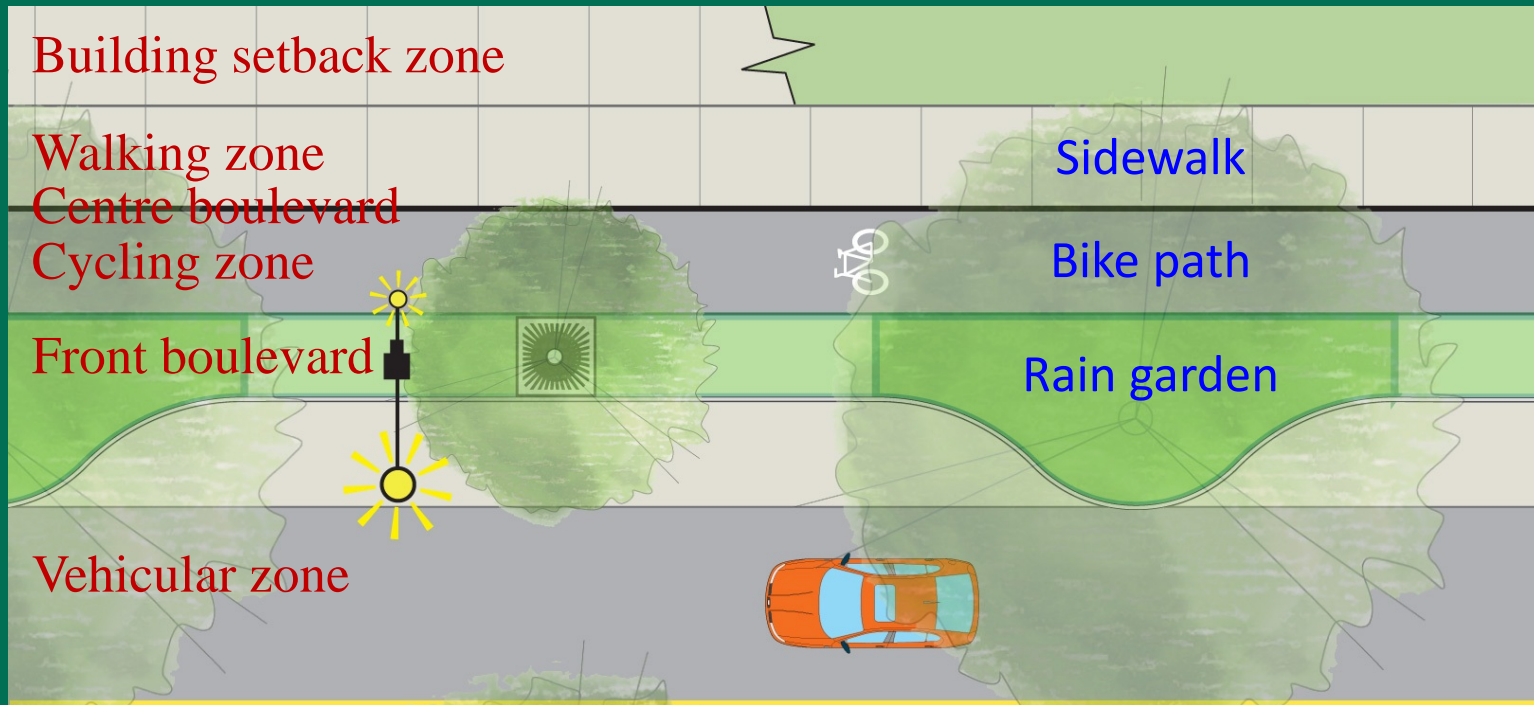
The next few slides illustrate the standards, starting with a six-lane street. Six "zones" are identified for each street.

# The standards: four-lane



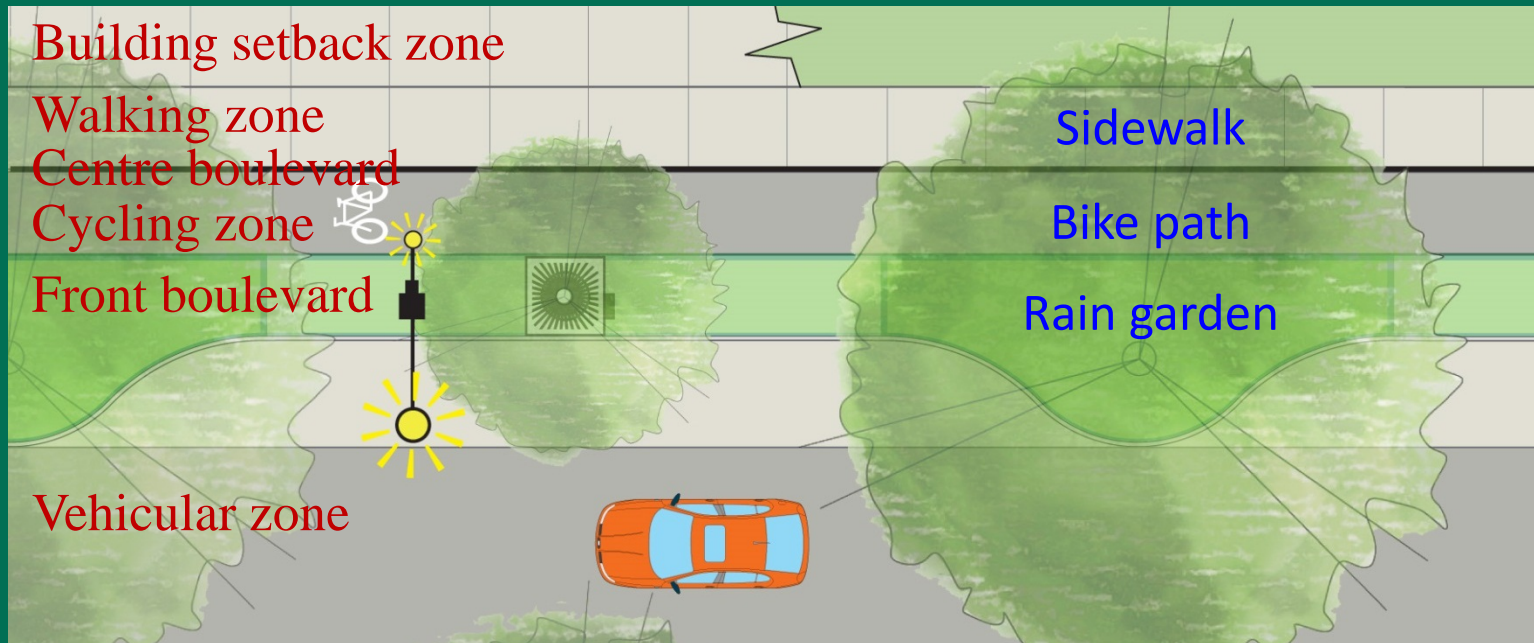
The four-lane standard is similar. It has fewer lanes, and the walking and cycling zones are a bit narrower.

# The standards: two-lane collector



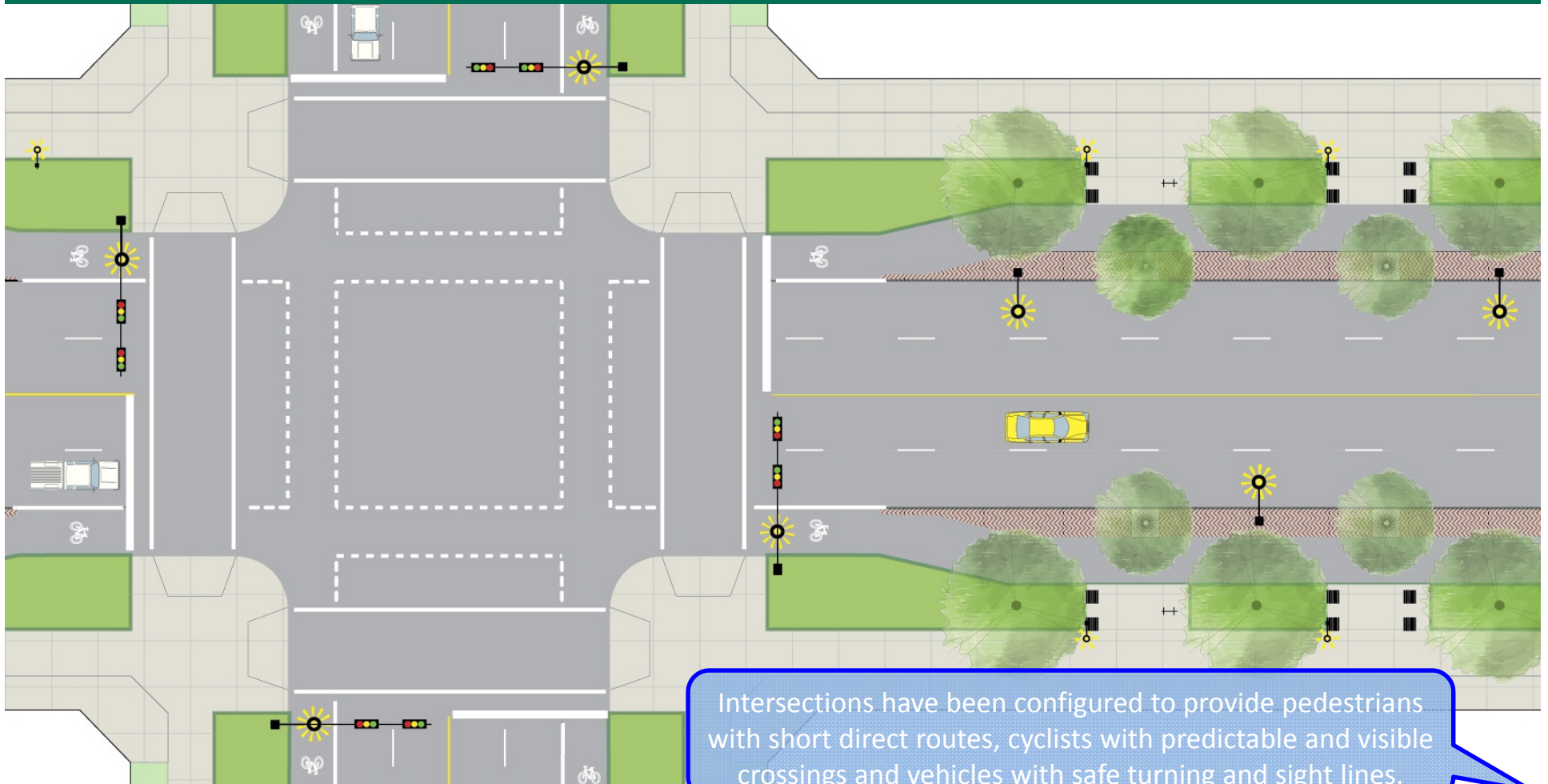
For two-lane collector streets, the rain garden has been shifted to the front boulevard and extends into the parking lane.

# The standards: two-lane local

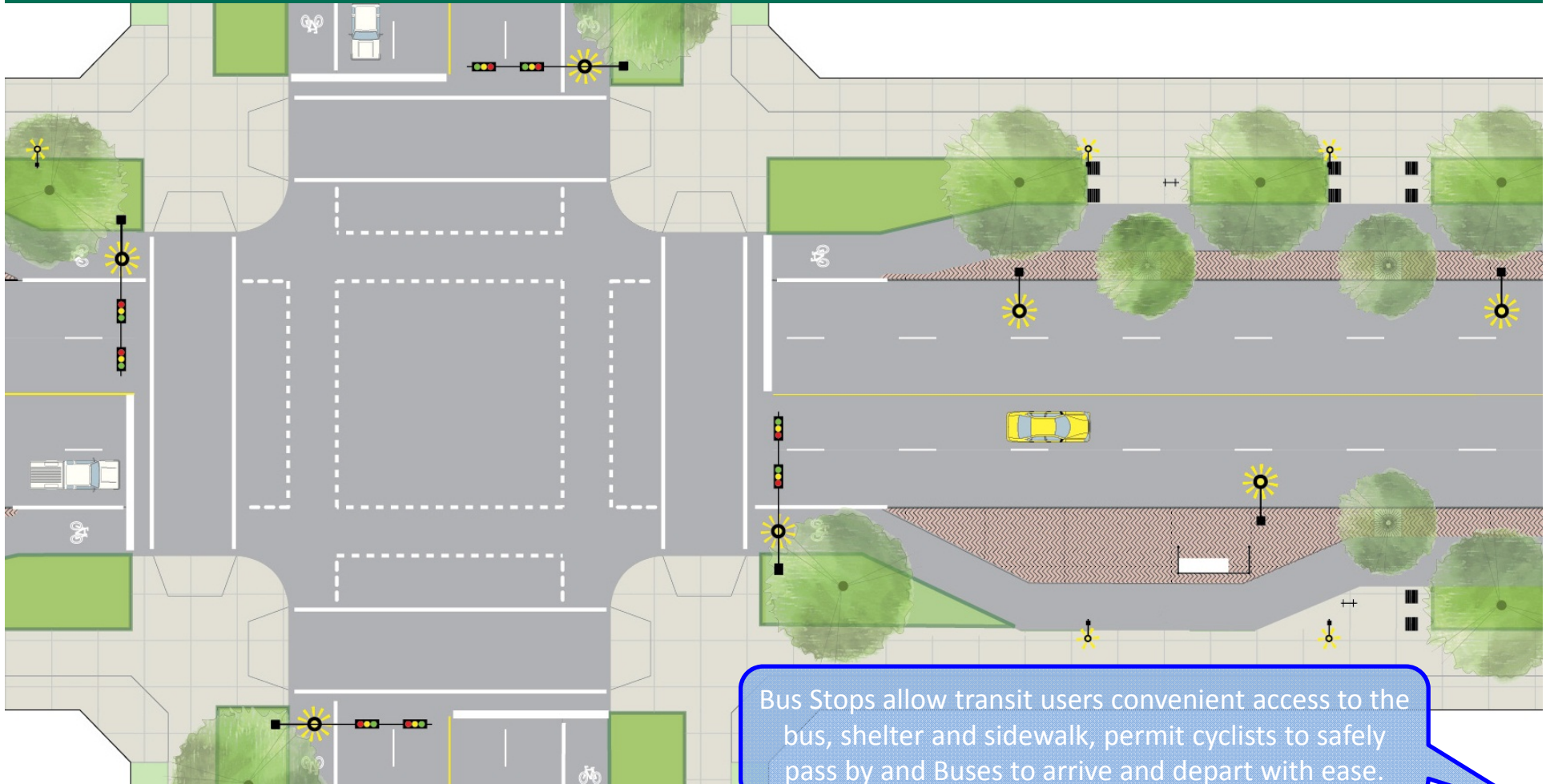


The two-lane local standard is similar. The walking and cycling zones are a bit narrower.

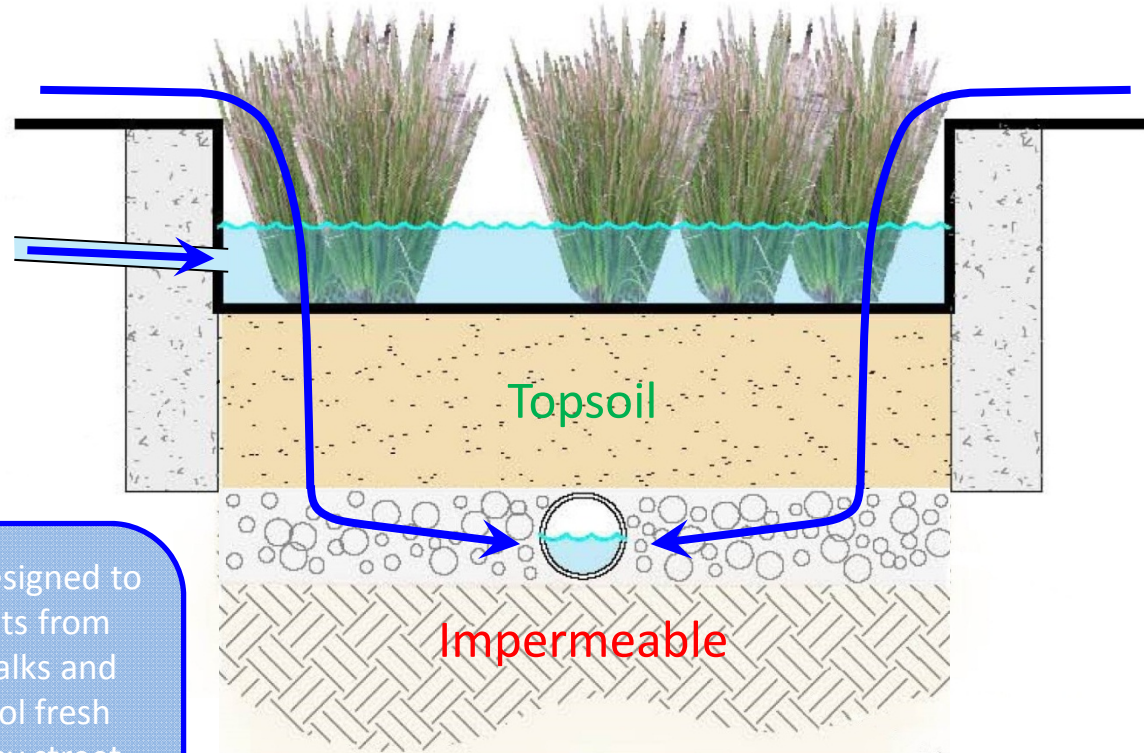
# The standards: intersections



# The standards: bus stops



# What is a rain garden?



Rain gardens are designed to filter out pollutants from streets and sidewalks and then allow the cool fresh water to be used by street trees or drain toward salmon streams - either in the ground or via a storm pipe if the soil is impermeable

Image adapted from San Mateo County; "Sustainable Green Streets and Parking Lots Design Guidebook"; 2009 January

# Where the standards apply

- In Town Centres
  - Plus two other key streets (see maps)
- Existing and new streets
- Custom designs on two streets (see maps)
- Generally not single-family residential areas



# Where they apply: Metrotown

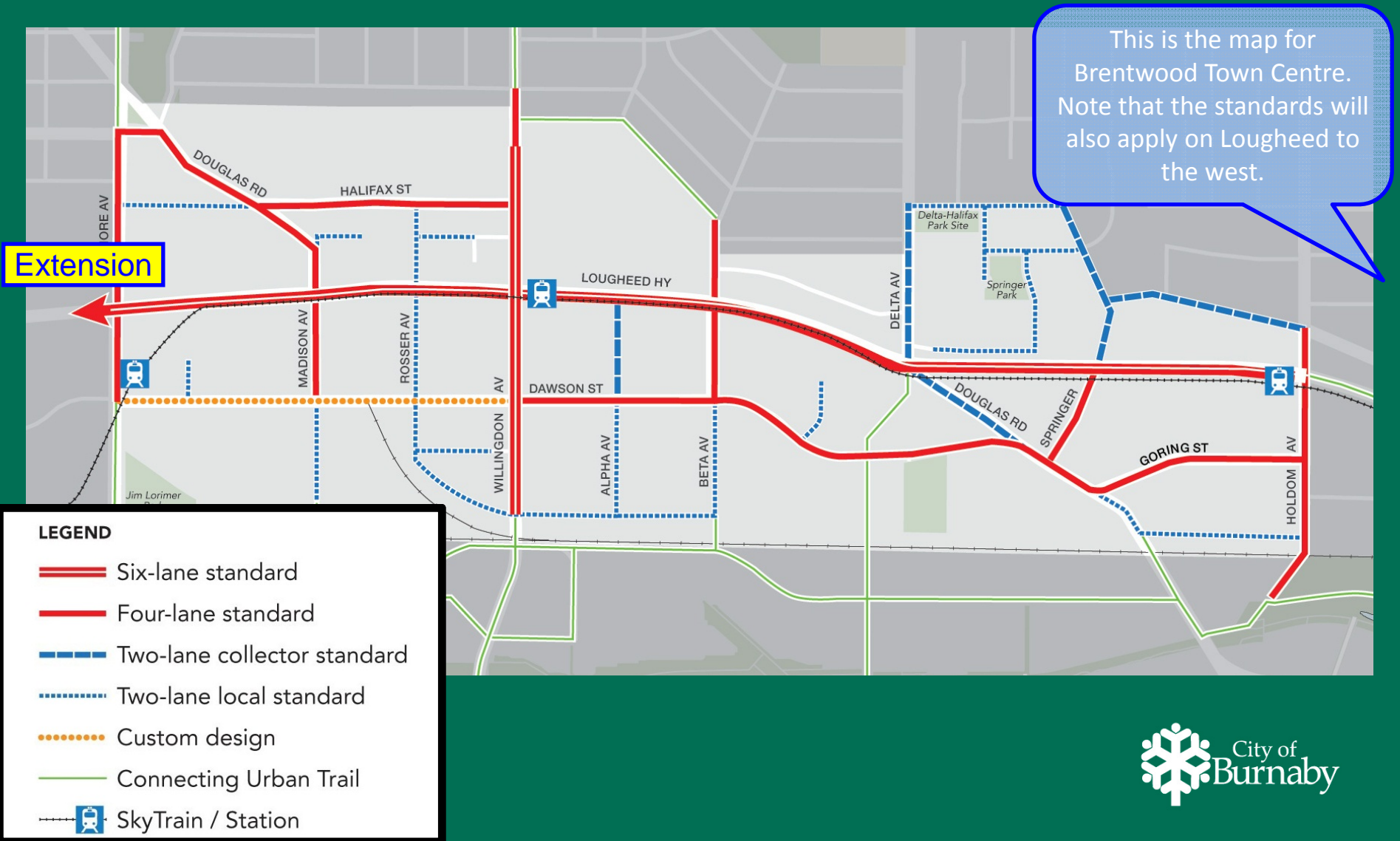
This is the map for Metrotown Town Centre. Note that the standards will also apply on Kingsway to the east.



**LEGEND**

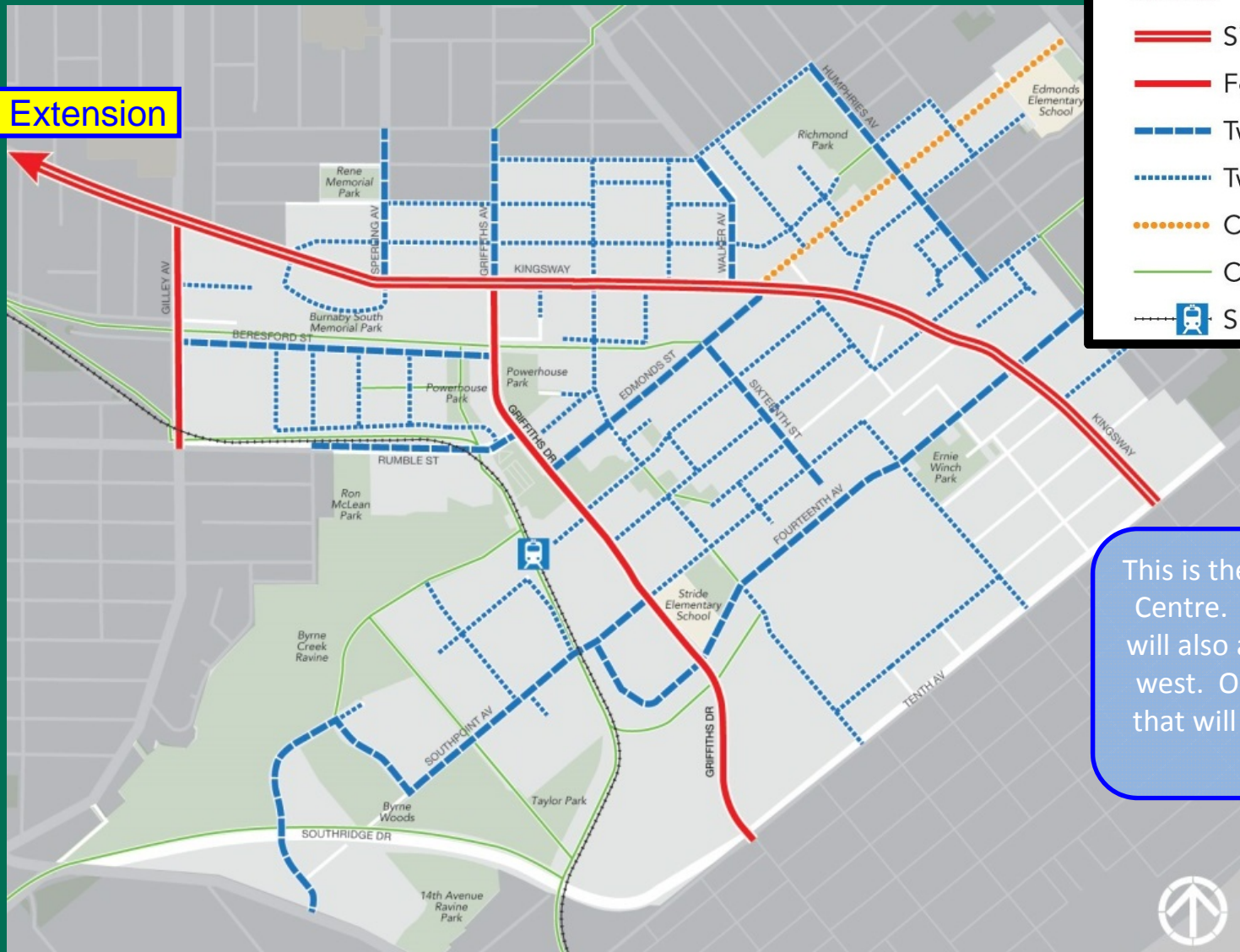
- Six-lane standard
- Four-lane standard
- Two-lane collector standard
- Two-lane local standard
- Custom design
- Connecting Urban Trail
- SkyTrain / Station

# Where they apply: Brentwood



# Where they apply: Edmonds

Extension



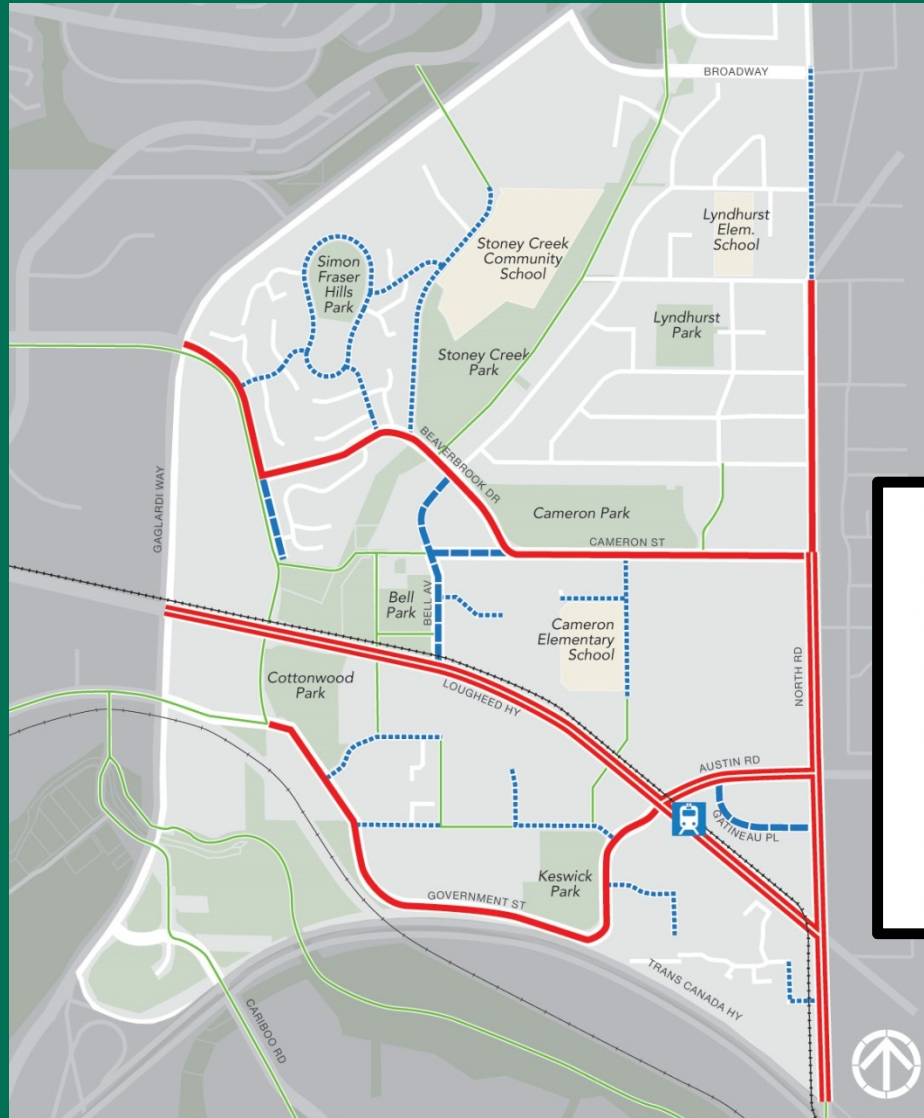
## LEGEND

- Six-lane standard
- Four-lane standard
- - - Two-lane collector standard
- · · Two-lane local standard
- · · Custom design
- Connecting Urban Trail
- 🚊 SkyTrain / Station

This is the map for Edmonds Town Centre. Note that the standards will also apply on Kingsway to the west. Omitted streets are those that will continue to have single-family homes.



# Where they apply: Lougheed



This is the map for Lougheed Town Centre. Omitted streets are those that will continue to have single-family homes.

## LEGEND

- Six-lane standard
- Four-lane standard
- - - Two-lane collector standard
- · · Two-lane local standard
- · · Custom design
- Connecting Urban Trail
- 🚊 SkyTrain / Station

# Examples

- Built early in the process
- Differ from the current standard in some ways
- Illustrative

The Town Centre Standards continue to evolve as we learn more about how to make the most of the public realm. The following examples were built early in the process and differ in some ways from the current standards, but they're helpful in explaining the different aspects.



# Walking & setback zones

Some of this space is sidewalk, and some is for businesses (retail displays or seating). The sidewalk joints are smoother than a traditional design, making them better for wheelchairs and strollers.

# Sidewalk

The sidewalk is wider than usual, and benefits from pedestrian-oriented lighting.

# Mini-plaza at intersection



Intersection corners provide more space for pedestrians. Custom colours or patterns are possible, integrating with the adjoining development.



# Custom designs possible

This is another example of custom colours and patterns that reflect the neighbouring development.

# Rain garden with railing

Rain gardens contain trees and other landscaping. Those located between the sidewalk and cycle track have decorative metal railings.

# Rain garden showing drain

As the rain garden fills with water, excess water flows into this drain which is linked to the storm system (pipes).

# Rain garden crossings

Regular crossings allow pedestrians to access cars parked at the curb.

# Bike path

A cycle path is typically provided on both sides of the street, for one-way movement in the same direction as traffic. The front boulevard provides separation from car doors.

# Bike path at intersection



Cyclists return to street level at intersections.

# Front boulevard

The front boulevard is attractive and provides space for lamp posts, parking meters, and more trees.

# Rain garden in curb bulge

On two-lane streets, the rain garden is located in the front boulevard, with extra space provided by curb bulges. These help to visually narrow the street.



# Vehicular zone

The vehicular zone has the same lane widths and number of lanes as it would have before.

# Decorative pavers

Pavers add to the attractiveness of the street. They are placed around rain gardens on wider streets, and between the sidewalk and cycle track on narrower streets.

# Attractive lighting

Street lights are not only functional but also add to the attractiveness of the street.

# Street furniture



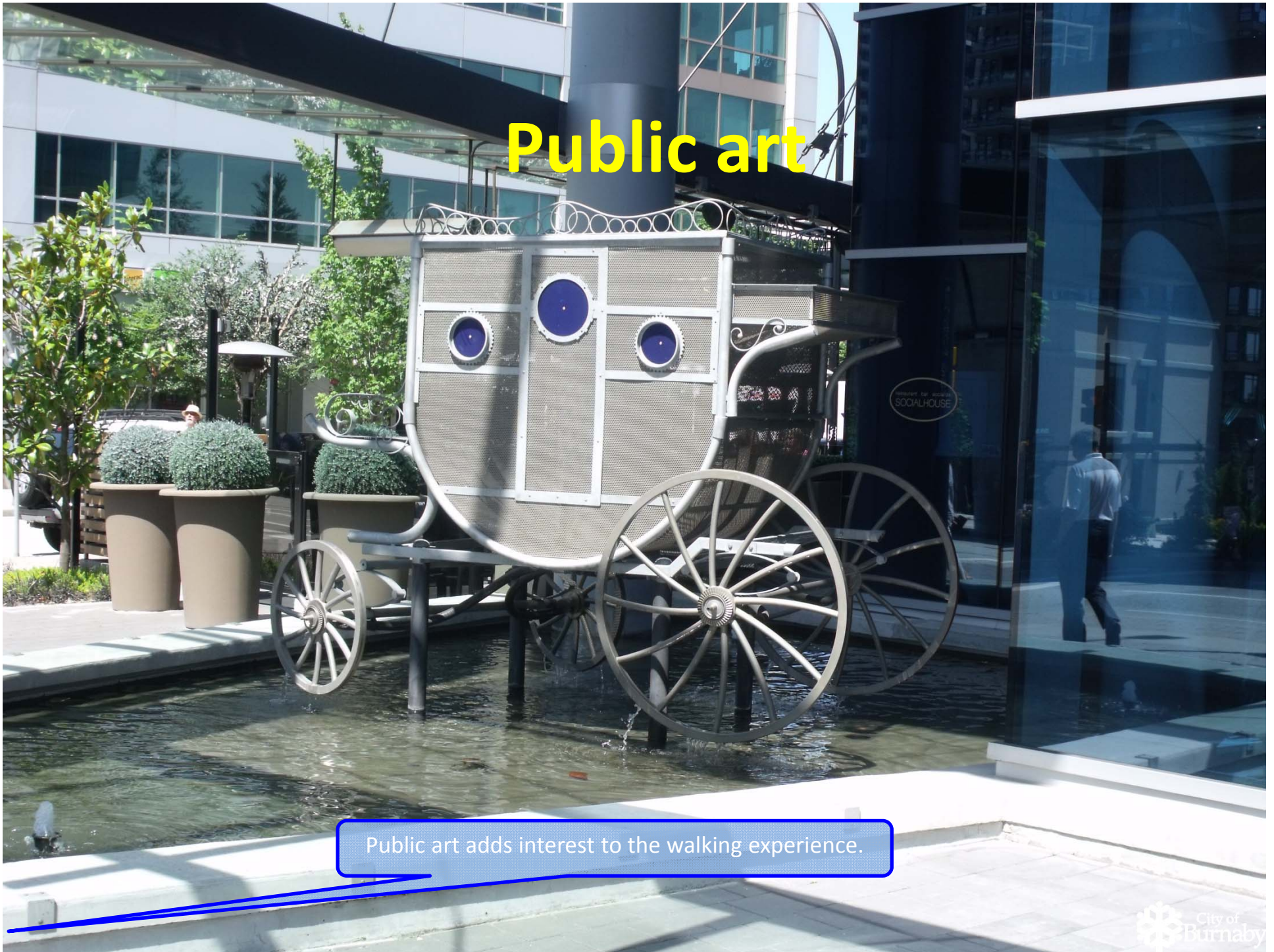
Street furniture is provided at regular intervals. It provides opportunities for socializing, people-watching, or to rest while taking a longer walk.

# Functional and artistic



Aside from being functional, street furniture can also add to the visual appeal of the street.

# Public art



Public art adds interest to the walking experience.

# Public art

It enlivens the street and gives it a unique character.

# Implementation

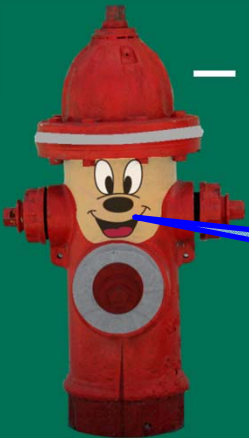
- Capital and operating funding mostly from land development
- City and community benefits:
  - Less stream erosion
  - Less up-sizing of storm sewers
  - Reduced health care costs
  - Improved comfort and protection for pedestrians
  - Increased travel by sustainable modes
  - Better for community and social interactions

Capital and operating costs are mostly provided through development. Implementation is expected to generate a broad range of benefits.



# Summary

- Design standards have been developed to enhance the quality of the public realm on streets in Burnaby's four Town Centres
- In support of:
  - Vibrant community
  - Thriving economy
  - Healthy environment



If you have any further questions or comments, please contact us at [planning@burnaby.ca](mailto:planning@burnaby.ca) or the addresses provided at the bottom of this web page. Thanks!