

A Design for 4 Million Burnaby Tri-Cities: NEW BUILDINGS

Baseline strategies for siting new developments:

Keep off the grass: Preservation and enhancement of nature.
(Additional information in Green Infrastructure section to follow)

Go with the flow: Maintain and enhance circulation *(Additional information in Transportation section to follow)*

Summary

densified existing single family:
+28248 du (70620 hab)
proposed single-family: +9790 du
(24475 hab)
proposed single-family compact:
+22671 du (56678 hab)
proposed medium density: +68598 du
(171495 hab)
proposed high density/mixed: +51940
du (129850 hab)

Total # of new housing units:
+181247 du (453118 hab)



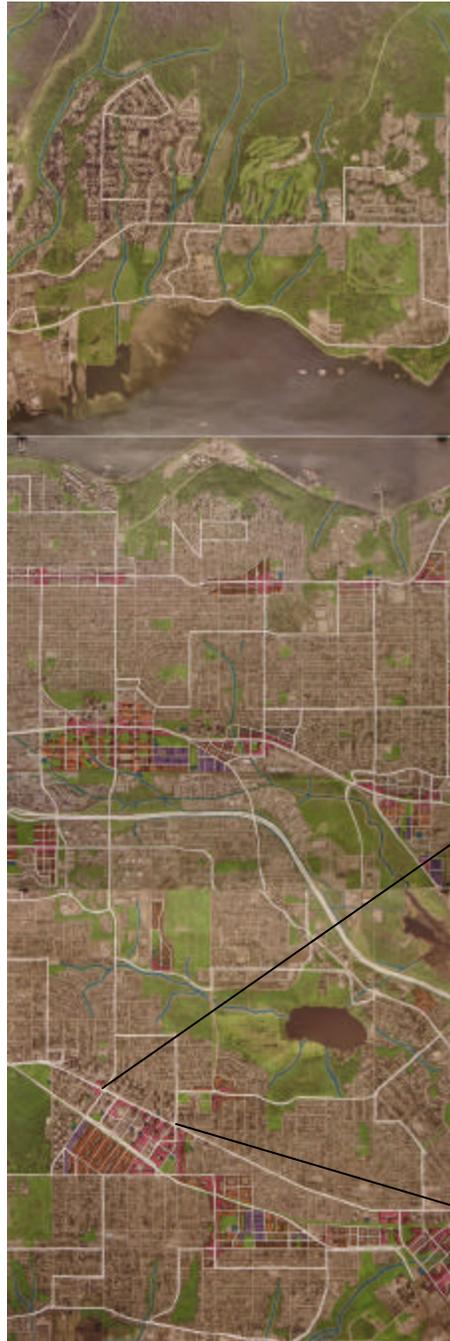
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District:

Northern and Southern Burnaby contain two town centres: Brentwood and Metrotown

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Burnaby Tri-Cities:
NEW BUILDINGS



Distict:

Simon Fraser University resides within Eastern Burnaby

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District:

Port moody, with it's historical town centre and the more recently developed Inlet centre, and Western Coquitlam's town centre

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District:

The proposed design for Northeast Coquiltam provides a new town centre, bus access and a highly inter-connected street system

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Burnaby Tri-Cities: NEW BUILDINGS

Neighbourhood scale solutions

Do it with density: Zones of densities, not building typologies, that compose a variety of land use types in close proximity.

Clustering without crowding:
Offsetting towers

Baby steps: Gradual transitions between low and high density development

Straight and narrow: Ensure buildings provide an engaging relationship to the street

Do it with density:

In the metrotown area we propose high densities (40-60 d.u./acre) in both mid-rise and high-rise form.



Clustering without crowding:

This shows that if the Brentwood commercial area establishes a higher density of residents, towers need not be immediately adjacent to one-another



Baby steps:

Towers step down to medium density apartments, to townhouses, to parks and detached housing



Straight and narrow:

Human-scale streets with a relationship to building activities

Burnaby and Tri-Cities: GREEN INFRASTRUCTURE

District scale overview

Heal and Restore Watersheds:

Let the restoration of previously compromised and destroyed riparian zones and waterways reestablish the gradual filtering, cleaning and recharging of our hydrological system and the health of our watersheds.

Preserve Our Natural Areas:

Create an ecological network with a web of green fingers connecting private yards, gardens, parks, riparian zones and open spaces.

Connect the Ribbons of Green:

Let ribbons of green infrastructure bound, reinforce, and flow between neighborhoods to improve the quality of life.



Connect the Flows

A district-wide green network serves both ecological and social purposes by supporting the surface drainage system, contributing to the urban forest, providing sufficient bird and fish habitat, maintaining base flows in streams, and providing areas for recreation.

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Burnaby and Tri-Cities: GREEN INFRASTRUCTURE

Greening the Neighborhood

Layer the system: Layer green space throughout private and public open spaces. Transparency allows people to better enjoy, understand, appreciate and respect their natural green environment.

Capitalize on the site: Design streets to enhance natural features. Streams, riparian areas and small bridges contribute to the identity, overall function and experience of a community.

Absorb and clean storm water runoff: Retaining and restoring the connected green infrastructure network of streams and riparian zones restores watershed and riparian health

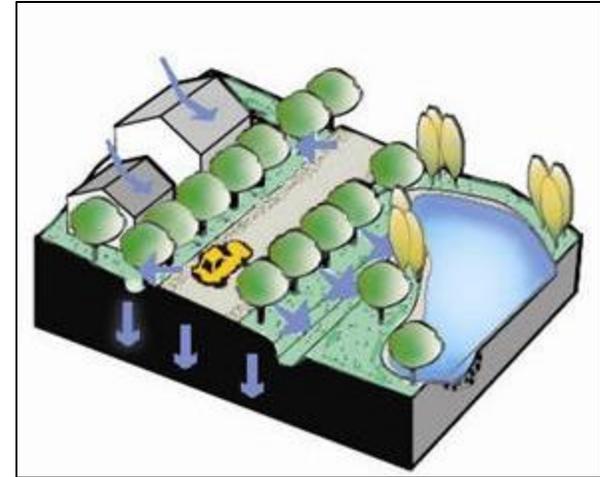
Layer the systems:

Even high-density developments like Coquitlam Town Centre can be enhanced with parks and green roofs.



Absorb and clean storm water runoff:

'Green' infiltration-based storm water management systems, streams and riparian zones absorb storm water runoff.



Capitalize on the site:

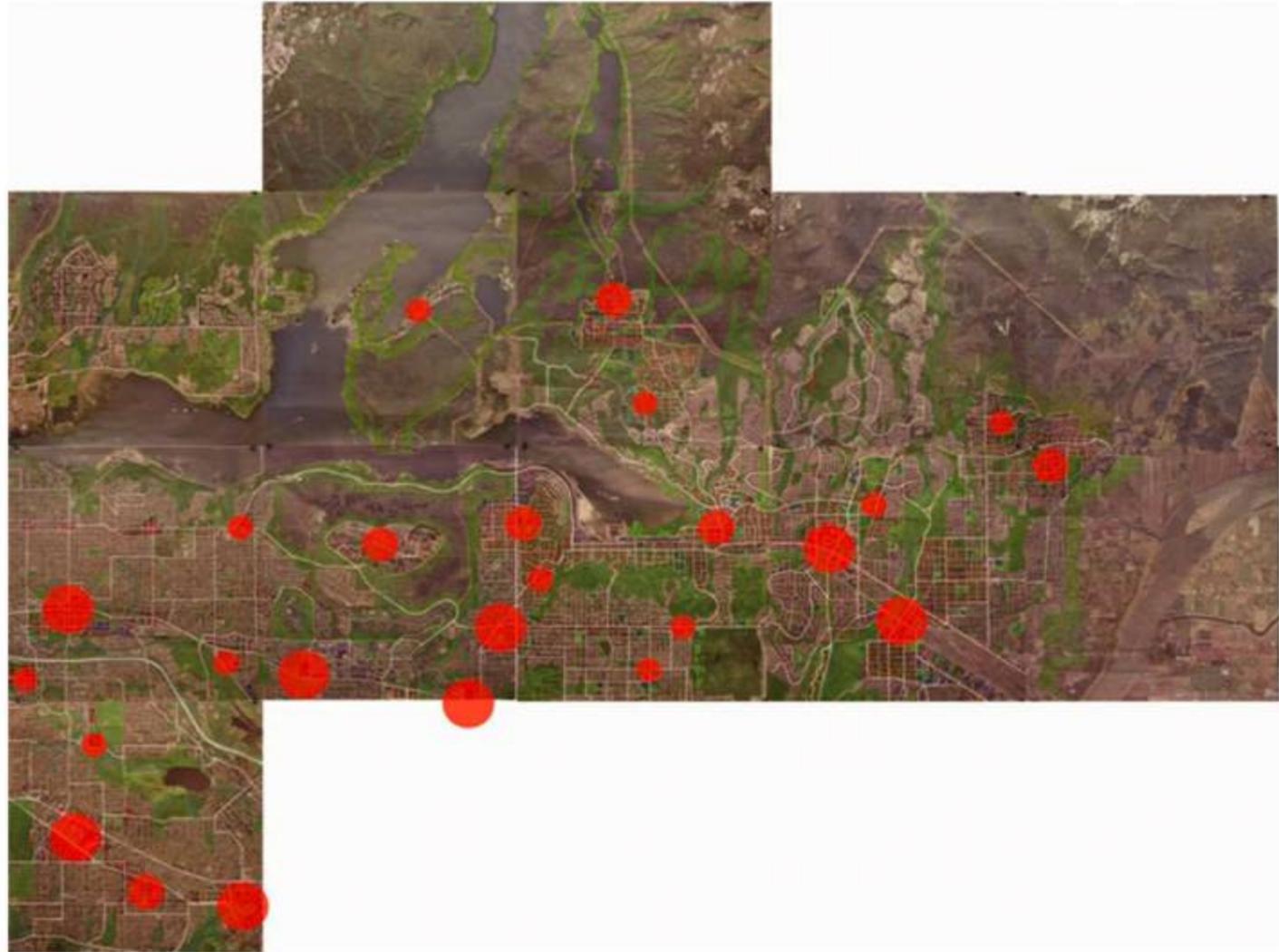
Move storm water along the street by allowing it to drain into restored streams and under bridges not through pipes.

A Design for 4 Million Burnaby Tri-Cities: JOBS CLOSE TO HOME

Jobs, Jobs Everywhere

The Livable Region Strategic Plan specifically states that, "focused on regional and municipal town centres, more complete communities would result in more jobs closer to where people live and accessible by transit, shops and services near home."

By providing incentives for a broad range of strategies - flexible zoning at the parcel scale to regional policies to balance residential development and job opportunities - the Burnaby and Tri-Cities area can take significant steps toward building more sustainable communities.



Caption heading:

At the regional scale, jobs centers are identifiable by the clusters of higher-density residential and commercial land uses and a greater frequency of transit service.

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Burnaby Tri-Cities:

Job Sites

With the goal of establishing one job per household for the region, we were able to design compact centers of higher-density mixed-use residential and commercial space.

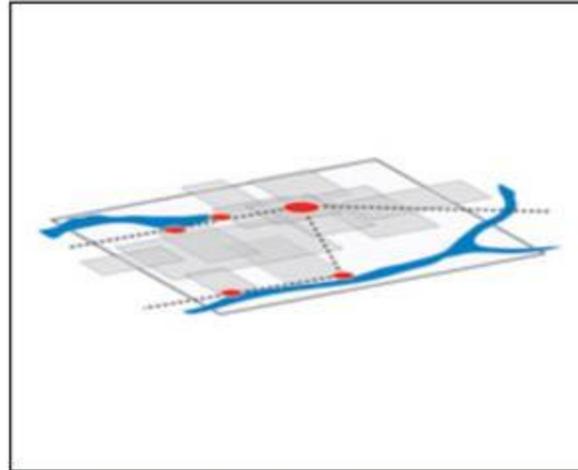
For the Burnaby Tri-Cities region, the addition of almost 185,000 dwelling units corresponds to approximately the same number of jobs, located throughout the proposed city centers.

From concentrated job centres in higher-density, mixed-use development to live-work arrangements within existing residential neighborhoods, a total of almost 20 million square feet of commercial space has been accounted for at varying scales and densities.

JOBS CLOSE TO HOME

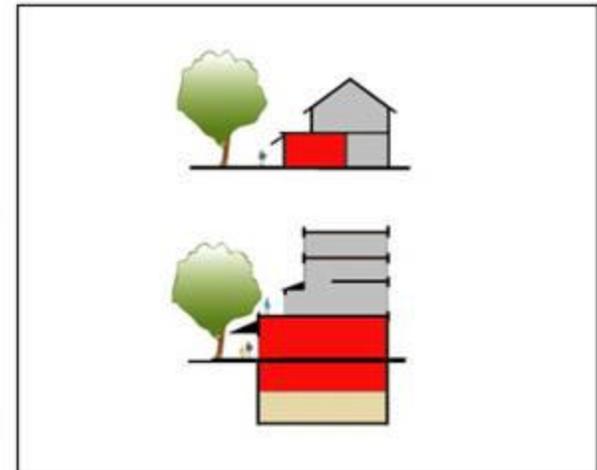
Regional Scale:

Job centers correspond to the existing and proposed population centers and transit services.



Neighborhood Scale:

Jobs are integrated into predominantly residential districts where they serve the needs of the people who live there



Multi-block Scale:

Block configuration is modified to allow larger square-footage, required of certain commercial and industrial uses.

Parcel Scale:

Live-work is incorporated into residential development.

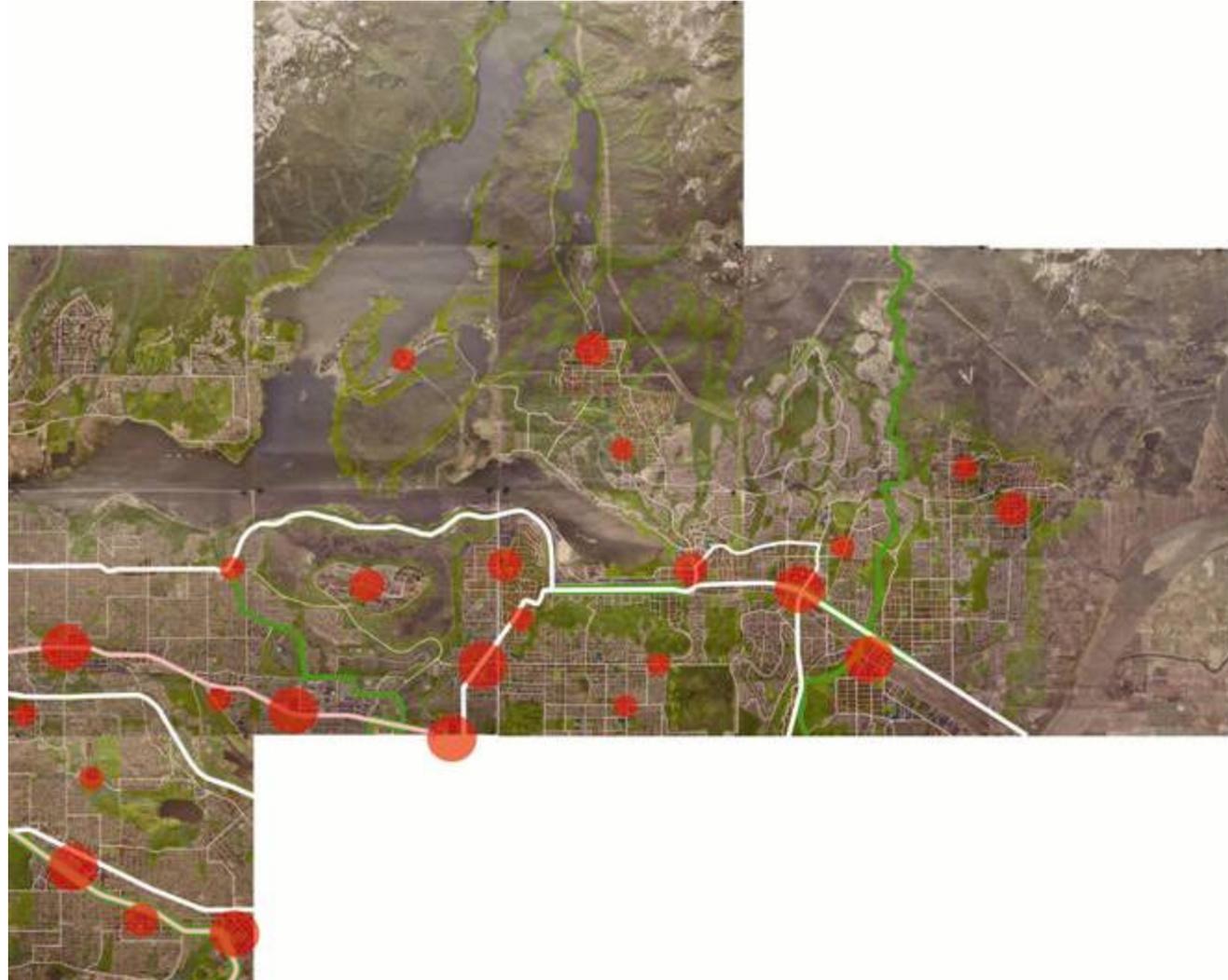
Burnaby Tri-Cities: TRANSPORTATION

Moving around the district

Streets are the veins of a community. Let small-scale streets define the community and activate internal movement.

Let the natural features define the street network to provide people not only with neighbourhood identity, but also with practical movement.

Convenient, reliable service will encourage people to switch from automobiles to public transit. Utilize the existing street system to enhance the network.



Hierarchy of the Network:

The robust framework of major transportation system (white thick lines) and the major centres (red bigger dots) has been broken down to intricate, neighbourhood-scale communities, supported by well-woven transit/street system (white lines) and smaller centres (red smaller dots).

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Burnaby Tri-Cities: TRANSPORTATION

Moving around the neighbourhoods

Establish the flow: not only internal connections, but also external flow has been enhanced by new infrastructures.

Infiltrate into neighbourhood: new bus routes has brought a well-woven transit system to the neighbourhood, encouraging the flow of people with 5-minute walk from bus routes.

Utilize the existing asset: minimum amount of pavement has retrofitted the existing street system from the 'disconnected' to the 'connected.'

Go with the flow: careful consideration has been given in laying out new roads so that they would fit the contours, typically in the new development on Northeast Coquitlam. They would bring/upgrade the flow in the community without degrading the landform.

Establish the flow:

New bridge over Coquitlam River has connected the new development in Northeast Coquitlam to existing town centres.



Infiltrate into neighbourhood:

The new bus route has enhanced the transit use and movement in the old neighbourhood in Burnaby.



Utilize the existing asset:

The existing streets have improved by adding connector streets, as this example in Belcarra shows.



Go with the flow:

The new road system in Northeast Coquitlam has been laid out in harmony with the natural landscape.