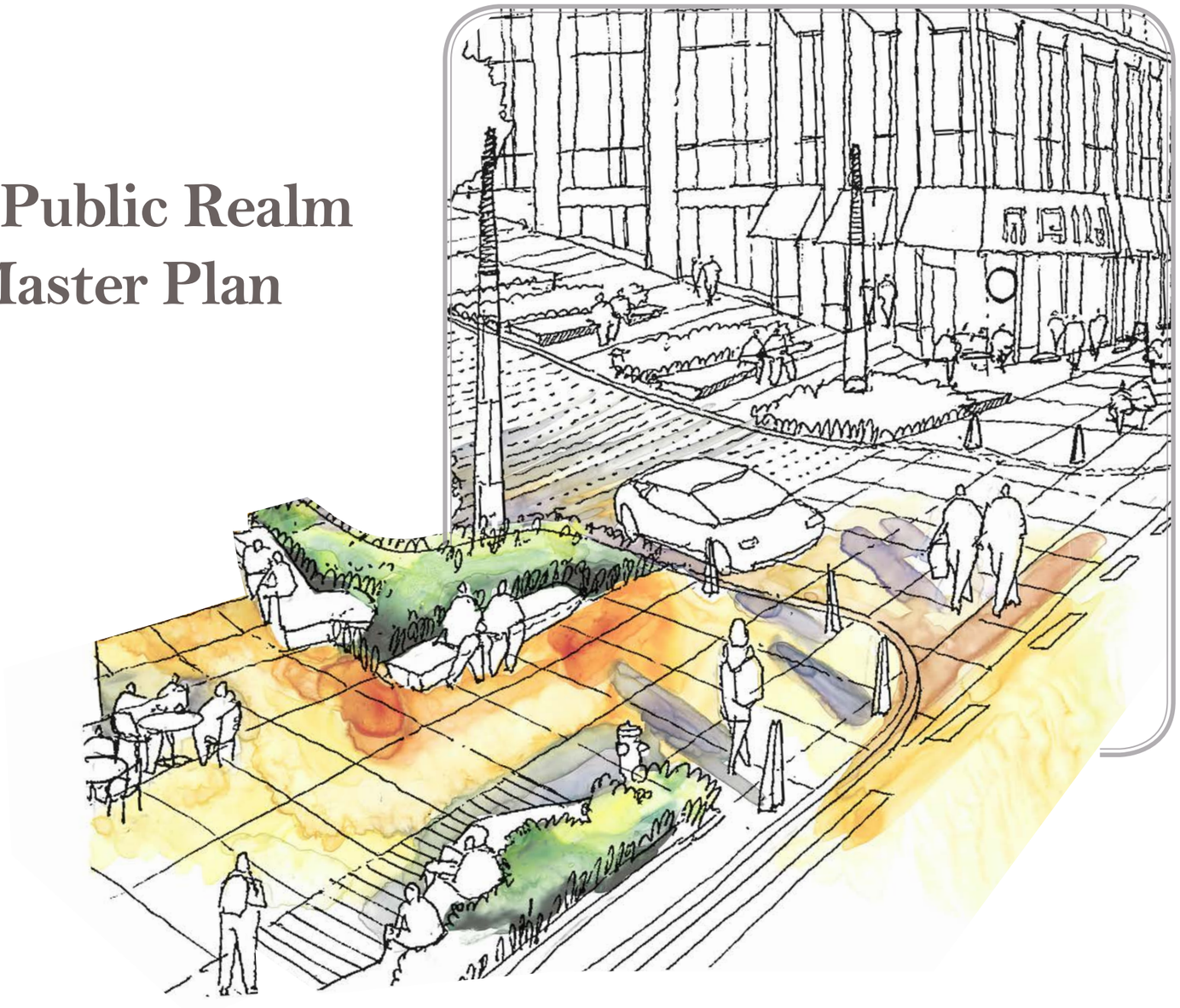
New Westminster

Downtown Building and Public Realm Design Guidelines and Master Plan

July 2016



Acknowledgments

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IN ASSOCIATION WITH

Pwl Partnership - Landscape Architecture

Dialog Design - Architecture

Consultant Contact:

Derek Lee, Principal

PWL Partnership Landscape Architects Inc.

500-1201 West Pender St, Vancouver BC V6E 2V2

Tel: 604-688-6111

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POLICY CONTEXT

Several plans, strategies and policies form the groundwork for this document.

DOWNTOWN COMMUNITY PLAN (2011)

- Strengthen connection to the natural environment.
- Maintain a strong retail and commercial base.
- Celebrate New Westminster's rich history.
- Integrate transportation facilities into the community.
- Make sustainable transportation choices.
- Develop New West as a vibrant arts and cultural hub.
- Create a walkable, well-connected neighbourhood.

ENVISION 2032 (2011)

- Make New Westminster an architectural gem in the Lower Mainland.
- Achieve an attractive environment for pedestrians, cyclists and transit users.
- Include a wide range of residential and commercial building types.
- Sustain attractive, usable open spaces.
- Maintain easy access to natural areas.
- Develop a comprehensive network of green spaces.
- Reduce stormwater impacts.
- Envision a fully accessible community with excellent network of routes.

TRAIL AND GREENWAY MASTER PLAN (2000)

- Connect important destinations.
- Connect to waterfront.
- Share the Greenways with all New West citizens.
- Establish an urban centre with small town charm.

PARKS AND RECREATION COMPREHENSIVE PLAN (2008)

- Increase access to leisure services and opportunities.
- Renew focus on the family.
- Develop trails as a high priority.
- Develop trails for active transportation.
- Maintain and upgrade parks infrastructure.
- Increase park programming opportunities.
- Enhance park safety and security.

URBAN FOREST MANAGEMENT PLAN (2016)

- Protect New Westminster's urban forest and its benefits to our community by increasing canopy cover to 27% city-wide.
- Introduce a tree bylaw to protect existing canopy cover.
- Adapt the urban forest population, and the City, to a changing climate.

LIVABLE CITY STRATEGY (2008)

- Maintain a high quality of urban development and community life
- Make New Westminster a welcoming, safe, inclusive community.
- Continue to create high density urban centres.
- Improve access to river.
- Incentivize heritage preservation.
- Make New Westminster one of the most sustainable communities.

PUBLIC ART POLICY (2012)

- Encourage cultural growth and foster civic pride while stimulating economic development.
- Install both permanent and temporary public art.
- Integrate public art into the planning, design and execution of applicable civic development via 1% for public art.

MASTER TRANSPORTATION PLAN (2014)

- Create a community where residents find it convenient and comfortable to walk, cycle, or take transit.
- Reduce the need to travel by automobile and the negative impacts of vehicle travel through neighbourhoods.
- Manage local and regional travel through the city, including regional goods movement.
- Create a network of great streets that are vibrant destinations in and of themselves.

DOWNTOWN NEIGHBOURHOOD

PUBLIC REALM GUIDELINES

ARCHITECTURAL GUIDELINES

MASTERPLAN

Fig. 1 Policy Context

1.1 BACKGROUND

In 2011, the City of New Westminster adopted the **Downtown Community Plan** as a response to the significant shift in the social, economic, and environmental landscape of Downtown New Westminster that resulted from recent land use changes. That document defines and celebrates the uniqueness of Downtown: its role as the economic, cultural, historical and residential hub of New Westminster; its natural riverfront amenities and historic streetscapes enhancing its tourism, entertainment and retail appeal; and its high-density residential and commercial buildings in close proximity to transit, providing a showcase for sustainable and responsible growth within Metro Vancouver.

This document, the **Downtown Building and Public Realm Design Guidelines and Master Plan**, is intended to set forth a vision, lay out a masterplan, and provide a toolkit with which to build upon the Downtown Community Plan. These descriptive and illustrative guidelines are for design professionals, developers, City staff, Council, and the community to utilize when development occurs. They will inform a wide range of development projects within the Downtown Core.

These guidelines and master plan build upon the established City policies including the City's Official Community Plan (OCP) adopted in January 2012, which focuses on policy objectives for areas such as parks and open space, heritage and neighborhood character, housing, environment and the riverfront, as well as community and social issues. In addition to the OCP, this doument builds upon a range of other documents including the Downtown Community Plan (2011), Envison 2032 (2011), Trail and Greenway Master Plan (2000), Parks and Recreation Comprehensive Plan (2008), Urban Forest Management Plan (2016), Liveable City Strategy (2008), Master Transportation Plan (2014), and the Public Art Policy (2012). The relationship between these policy documents and plans is illustrated on the facing page.



PROCESS

How this document (and other policies and processes) will shape Downtown New Westminster.

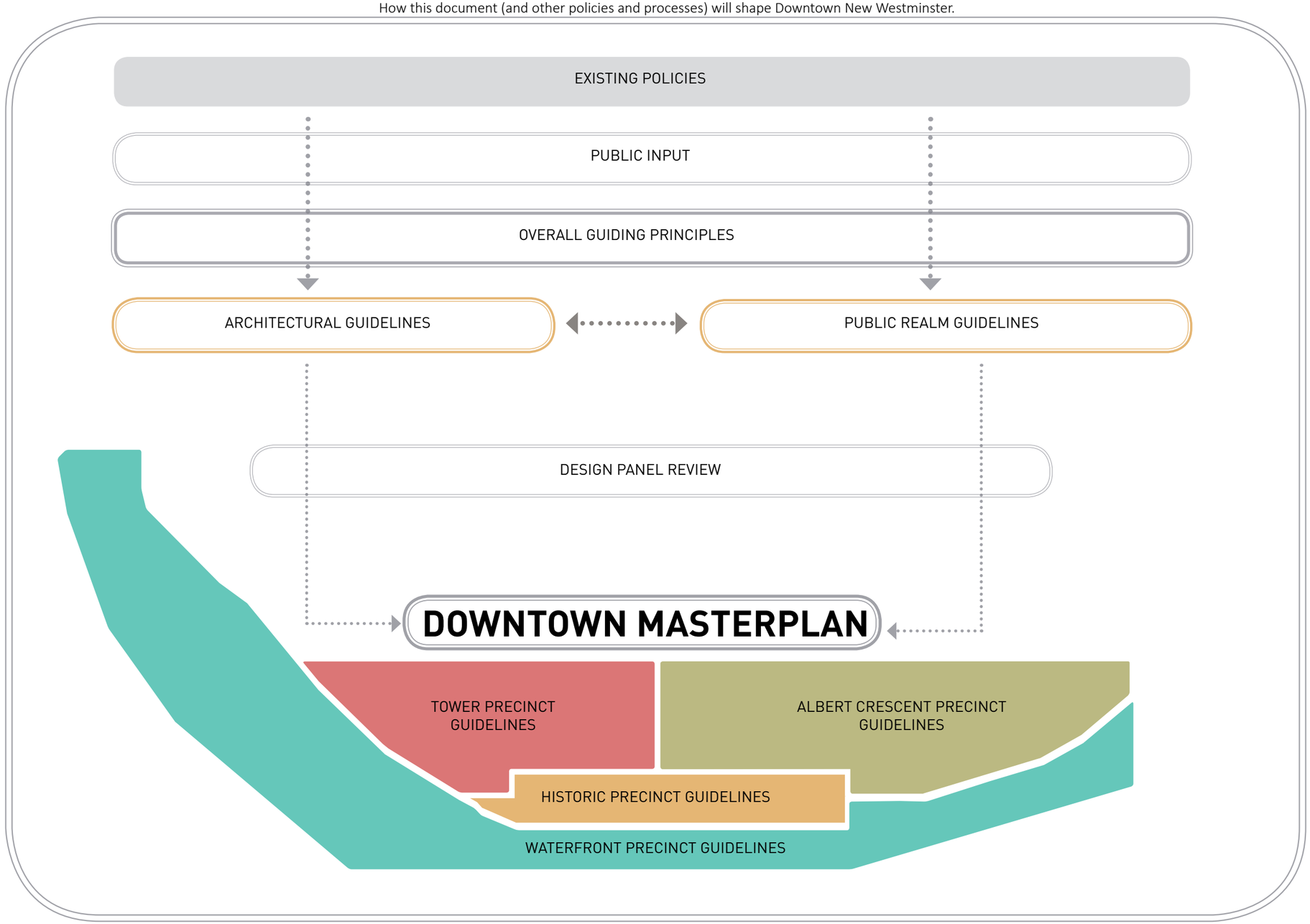


Fig. 2 Process

1.2 SCOPE

The **New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan** is a description of certain design interventions appropriate for Downtown New Westminster. These interventions are further illustrated in a complementary "toolkit," as well as laid out on a masterplan that highlights potential locations for such interventions.

The guidelines are divided into two components: 1) architectural and 2) public realm.

1.3 PROCESS

The Guidelines and accompanying Masterplan were developed through charrette-style workshops with City staff and Stakeholders, employing professional graphic and written facilitation that allows participants' ideas to come to life within the duration of each session. A series of public open houses were utilized to communicate ideas and elicit feedback from the general public which, in turn, informed the next stages of the planning process.

1.4 PURPOSE

This document will ultimately serve as a toolkit for the City as well as developers to inform development activities and amenity contributions within the Downtown area on a site-specific basis. The focus will be on sites of various scales which can incorporate public realm improvements either on or off-site, and which can reinforce the City's desire to facilitate opportunities to live, work and play. In addition, the Guidelines pertain to streets, plazas and other public spaces which have the potential to become important connectors and destinations within Downtown.

The intent of this document is to:

- Provide guidance for design professionals, City Staff, developers, Council and the community in achieving a high quality, cohesive downtown that honours the historical and cultural context of New Westminster.
- Provide a strategic companion document to other City Policy Documents (refer to Background section for more details).
- Provide Public Realm Design Guidelines that will serve as a toolkit for the development of public realm components, including both future public space (such as parks, boulevards and plazas) and future Privately Owned Public Space (POPS such as courtyards, mid-block connections, forecourts, plazas, gardens, landscaped setbacks, etc).
- Provide Architectural Guidelines for future buildings and how they relate to the public realm (street and ground plane), as well as the relationship of buildings to one another.
- Provide clarity to developers, designers and government regarding long-term strategies, principles and guidelines for the design and programming of the public realm and architecture including streets, open space, and building interface.
- Outline the value of the public realm and architecture.
- Demonstrate how proposed typologies may be applied to streets and spaces.
- Provide a framework for a collaborative review process.
- Integrate public art as per the Public Art Policy wherever applicable.

WAYFINDING : HOW TO USE THIS DOCUMENT

1. VISION + PRINCIPLES

VISION + PRINCIPLES
PAGE 10-15

ARCHITECTURAL GUIDELINES
PAGE 18-21

PUBLIC REALM GUIDELINES
PAGE 22-27

Great Streets, Parks, Bikeways and Greenways

2. TOOLKIT

PUBLIC REALM TYPOLOGIES
PAGE 28-56

Several types of public space are numbered and described as part of a toolkit, with recommendations, diagrams and precedent photos.

3. COMPONENTS

STREETSCAPE COMPONENTS
PAGE 108-117

Street furniture elements are described as components that enhance the public realm.
Different components work well with different public realm typologies.

4. PRECINCTS: MASTERPLAN+VISION

PRECINCT SPECIFIC ARCHITECTURAL GUIDELINES
PAGE 58-106

Architectural guidelines are provided for each precinct.

MASTERPLAN
PAGES 61, 79, 90, 100

A map shows locations of Great Streets, Parks, and Greenways, as well as recommended locations for public space typologies.

PRECINCT VISION AND CHARACTER

PRECINCT VISION AND CHARACTER
PAGE 58-106

TOWER PRECINCT CHARACTER

ALBERT CRESCENT PRECINCT CHARACTER

HISTORIC PRECINCT CHARACTER

WATERFRONT PRECINCT CHARACTER

Fig. 3 Wayfinding - How to Use This Document

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2. Vision



2.1 VISION STATEMENT

As stated in the Downtown Community Plan, the Downtown is a unique neighbourhood within the City. It functions as the economic, cultural, historic and residential hub of New Westminster. Its natural amenities along the riverfront and historic streetscapes enhance its tourism, entertainment and retail appeal. Its high density residential and commercial buildings in close proximity to transit provide a showcase for the attributes of sustainable and responsible growth in the Metro Vancouver region.

2.2 OVERALL GUIDING PRINCIPLES

The development of the Design Guidelines for the four Precincts of Downtown New Westminster has been guided by a clear set of Guiding Principles that have been established to help achieve the Vision Statement for the area. These Guiding Principles will continue to provide a framework for the public realm over the years ahead.

The basic Principles below are elaborated upon in the following pages.

1. IDENTITY OF PLACE: Create public spaces with authentic character and identity.
2. DIVERSITY OF USE: Provide a mix of varied public spaces to support the diversity and uniqueness of the four precincts and to meet the needs of current and future populations.
3. COMMUNITY: Ensure public spaces engage the local community and contribute to community health and wellbeing.
4. SUSTAINABILITY: Consider Best Management Practices in all development. Design a public realm that increases environmental, material, financial and social sustainability.
5. INTERFACES: Provide a mix of buildings that accommodate diverse uses, and whose form relates to surrounding streets, waterfronts and public space, attracting residents and visitors to the downtown core.
6. ACCESSIBILITY: Incorporate universal accessibility design into public realm to allow barrier-free access.
7. CONNECTIVITY: Ensure permeability and provide safe links within downtown and to surrounding areas by all means of transport: foot, bike, transit and car.





2.2.1 IDENTITY OF PLACE

Create public spaces with authentic character and identity.

Create a system of public spaces that are well-defined and designed with purpose.

Ensure all public spaces are designed with intent to be usable, not just as space 'left over' from development.

Promote well-integrated and place-responsive public art.

Support public art in a range of forms and locations, including temporary and permanent, day and night, static and dynamic; located at gateways and nodes, and to support wayfinding and create placemaking.



Promote temporary activation of public spaces.

Use temporary events, projects and installations to:

- embrace the incomplete and changing nature of Downtown as a waterfront community, activating 'empty' space and testing potential uses along the Waterfront, and helping to seed the character of evolving areas;
- explain future projects and initiatives in the public domain by presenting information clearly and creatively, thus involving the community in the urban renewal process while managing public expectations;
- take advantage of vacant sites as opportunities for creative spaces, installations, pop-up tenancies and events; and
- activate public spaces via busking, pop-ups, vendors, flower stalls and more.



2.2.2 DIVERSITY OF USE

Provide a mix of varied public spaces to support the diversity and uniqueness of the four precincts and to meet the needs of current and future populations.

2.2.3 COMMUNITY

Ensure land-based and waterfront public spaces engage the local community and contribute to community health and wellbeing.

Engage with local communities in public space planning and design.

The emerging residential, student and worker populations are key users of public space in Downtown. Genuine community needs are paramount in defining design briefs for public spaces.



Co-locate community buildings with public space.

There are often benefits to locating community facilities such as libraries, schools, community meeting rooms, child and maternal health services adjacent to public spaces to inspire mutual use.

Encourage community cohesion through iterative design of existing public space.

The design of public space can help unite communities by:

- facilitating casual interaction between neighbours who meet while walking dogs, using the playground or tending a community garden;
- providing amenities such as barbecues and picnic tables to cater to social gatherings;
- offering a versatile venue for outdoor events, community events, festivals and markets where communities can gather; and
- facilitating organized or informal sport/recreational opportunities.



Design public space to contribute to community health and wellbeing.

The design of the space should provide opportunities to:

- connect people with nature;
- reduce sun exposure and heat-related illness through provision of shade;
- improve mental wellbeing;
- play formal and informal sports; and
- improve physical fitness.

2.2.4 SUSTAINABILITY

The public realm of New Westminster Downtown will foster environmental, social and economic sustainability. Public spaces provide significant opportunity to contribute to sustainable outcomes. Their design should minimize pressure on nonrenewable resources and enhance the natural environment.

Use Sustainable Materials

All of the following should be considered in materials selection, with a view towards Life Cycle Analysis:

- robustness;
- life span;
- embodied energy;
- level of ongoing maintenance, and
- minimal use of non-renewable materials.

Minimize energy consumption in the design and operation of public space.

- Choose energy efficient lighting such as LEDs.
- Design low-maintenance landscapes - i.e. consider energy use of lanwnmowers and other machinery.
- Monitor energy use where possible.

Reduce potable water consumption and encourage on-site water catchment and treatment.

- Increase the area of permeable surfaces in open spaces.
- Encourage stormwater harvesting, storage and re-use.
- Promote Water Sensitive Urban Design in public spaces to improve the quality of stormwater running into the waterways.



Increase greening.

- Increase tree canopy cover to:
  - reduce the heat island effect;
  - provide comfortable shaded environments;
  - manage stormwater;
  - improve air quality; and
  - increase the overall beauty of our city.
- Choose vegetation that responds to local conditions and encourages bio-diversity, including bird and insect habitats. Conserve existing habitats.
- Use planting or permeable materials rather than paved and synthetic surfaces, where practical.
- Provide vegetation to maximize environmental benefits and develop resilience to climate change.
- Link open spaces with biodiversity through the provision of wildlife corridors.

Increase social sustainability.

- Provide inclusive and universally accessible spaces.
- Create spaces that encourage healthy lifestyles.
- Foster community through social spaces.
- Design for passive surveillance.
- Encourage educational opportunities in public space.
- Make places that adapt to meet the needs of future generations.
- Provide access to nature.

Increase financial sustainability.

- Select cost-effective materials and processes.
- Invest in durable and timeless components.
- Develop partnerships with local community groups (i.e. community gardens, adopting roundabout and boulevard gardens).





2.2.5 INTERFACES

Provide a mix of buildings that accommodate diverse uses, and whose form relates to surrounding streets, waterfronts and public space, attracting residents and visitors to the downtown core.

Ensure building interfaces contribute to the use of public space.

Create high quality surroundings for public spaces.

Areas that interface with public spaces, including buildings and the activities they accommodate, affect the quality and character of the space.

- Provide uses around public space edges that spill out into or enhance activity in the space, particularly at ground level.
- Use built form definition to provide enclosure and shelter to the space.

Encourage passive surveillance opportunities and adjacent active uses to increase the safety of public spaces.

The types of uses and facade treatments in the lower levels of buildings can have a significant impact on the safety of the public space.

- Provide windows and balconies to allow passive surveillance.
- Encourage a diverse range of uses in adjacent buildings to encourage use and passive surveillance at different times of day.
- Sleeve car parks, service areas and other non-active uses adjoining public spaces with active uses to support safety and activation.

2.2.6 ACCESSIBILITY

Incorporate universal design into public realm to allow barrier-free access. “Access for All” should be the approach to public space design. Given the challenging topography of New Westminster, there should be design interventions that enable those of all ages and capabilities - including, but not limited to, strollers and wheelchairs - to comfortably navigate steep slopes.

Use visible and textured markings to clearly define paths of travel

- Tactile warning strips/features should be incorporated to separate pedestrians from vehicles in curb-less environments, and to separate pedestrians from cyclists near bike lanes.
- Tactile warning features should be utilized where appropriate as way-finding measures.

Provide comfortable slopes and ramps:

- Ramps should be to current B.C. Building code standard and incorporated into stair conditions when achievable..

Provide diversity of materials to improve path of travel visibility

- Various paving textures should be utilized that do not cause tripping hazards or difficulty in navigating.

Apply wayfinding to enhance cultural accessibility.

- Consider language diversity and other cultural differentiators in pointing the way to spaces that are comfortably accessed by all.

2.2.7 CONNECTIVITY

Ensure permeability and safe links within Downtown and to surrounding areas in all means of transport: by foot, by bike, transit and car. Provide safe, high quality links within Downtown public spaces and to the broader public space network within the city.

Improve walking and cycling connections through and between public spaces.

Convenient and well-designed walking and cycling links between public spaces will ensure accessibility throughout the precincts. These links can be an integral part of the overall recreational and leisure experience, as well as providing safe routes across downtown.

- Continue walking and cycling connections along the waterfront.
- Continue to pursue pedestrian/cyclist connections from Downtown to Queensborough such as the Q2Q.
- Increase infrastructure that supports cycling, such as bike parking, maintenance stations and signage/wayfinding.
- Ensure links are designed with high amenity and recreational opportunities that encourage walking, running and cycling.

Improve existing connections to the broader public space network.

- Connections between Downtown and the broader public space network will complete and define the green network, enabling residents, workers and visitors to access the full extent of New Westminster’s recreational activities.
- Improve connections to significant existing public spaces.
- Explore secondary pedestrian routes along lanes, corridors and breezeways by making them more publicly accessible and safe.



3. Opportunities & Challenges



New Westminster's central geographic location offers a competitive advantage in terms of trade, transportation and proximity to the region's metropolitan core. The built form of the city has responded to these influences, which are dynamic and changing. As a result, the Downtown poses a number of urban design challenges and opportunities. In particular, the side effects of several major infrastructure investments pose the greatest challenges for Downtown's public realm.

3.1 CHALLENGES

- Pattullo Bridge – these bridge connections interrupt pedestrian access, and the uncertainty surrounding the potential relocation of the bridgehead presents other challenges.
- North Fraser Perimeter Road (NFPR) – this goods movement corridor, which is part of the region's Major Road Network system, bisects the Downtown, cutting off the waterfront from the rest of the City.
- Rail lines – the three rail lines accessed by Canadian Pacific Railway, Canadian National Railway and Southern Railway run parallel to the NFPR through the Downtown.

The combined result of the NFPR and the rail lines is a severing of the Downtown, interrupting at-grade pedestrian connections and access to the waterfront.

Another challenge is the steep topography of New Westminster. Many north-south streets in Downtown have challenging grades that discourage walkers and cyclists from experiencing the public realm. But sloped sites also provide the opportunity for innovative design solutions. Steep slopes are taken into consideration throughout these guidelines - look for the triangular icon within the Recommendations for each public realm typology.

Other challenges are:

- gradual closure of streets, eroding the original fine-grained grid system;
- insufficient or inadequate pedestrian pathways;
- lack of street trees and plants;
- lack of park and open space for informal and formal gatherings;
- safety concerns, particularly along Columbia Street and the SkyTrain stations;
- inadequate street lighting; and
- Front Street Parkade east of Sixth Street acting as a visual barrier to the waterfront.

3.2 OPPORTUNITIES

Downtown has unique, special places unmatched in character and prestige elsewhere in the City:

- Columbia Street with its rich history and heritage character
- Views to the Fraser River
- Riverfront Esplanade
- The River Market at the Quay
- Westminster Pier Park
- Q2Q connection from Quayside to Queensborough
- Steep North-South topography inviting unique public realm solutions

Through the use of design guidelines that promote human-scale developments, the City can ensure newer buildings are well-integrated and enhance the public realm through thoughtful consideration of safety, comfort, views, light and air penetration - resulting in good quality, timeless urban design.





TRAPP BLOCK

TRAPP BLOCK

4.1 DOWNTOWN PUBLIC REALM GUIDELINES - ARCHITECTURAL

The public realm is influenced heavily by the buildings that frame public spaces. In a owntown environment with four distinct precincts, the building will vary widely in terms of appearance, land-use, and density. The role of the architectural guidelines in this document is to provide design direction on those aspects of the building that interface most closely with the public realm. An emphasis, therefore, has been placed on guidelines related to lower levels of buildings, street interface specifically, and general massing parameters for upper levels of taller buildings.

Specific guidelines for each precinct are outlined in subsequent sections. While some overlap and consistency exists across precinct guidelines, key differences are articulated through precinct specific guidelines that are intended to manage unique conditions related to land-use, existing built-form, or neighbourhood context and capitalize on special opportunities.

Foundational Guidelines:

The following seven foundational guidelines provide general direction and intended outcomes for all projects in the downtown. Users of the guidelines are required to clearly address all of these seven foundational guidelines.

The specific precinct-by-precinct guidelines articulate greater detail and clarity on guidelines or modifications to address unique contextual conditions. The precinct-by-precinct guidelines should be carefully reviewed. Successful applications for new development will thoughtfully and creatively address the precinct guidelines without compromising the intent outlined in the foundational guidelines.

4.2 LIVABLE DENSITY

Intent: Increased density is a fundamental driver in creating a downtown that is vibrant, appealing, and prosperous. Though desired outcomes require new density, the management of new density in terms of form and massing will make a substantial positive contribution to the wellbeing of residents, workers, and visitors to the Downtown public realm. Separation space between tall buildings improves privacy and increases light for tenants of the building. Importantly, the combination of separation space and limited building massing at upper levels

Guideline: Manage building height, separation space, and massing to achieve maximum amount of direct natural daylight on the public realm.

Note: All new buildings will cast shadow on the public realm. The guideline should be utilized within reasonable limits of expectation noting that priority is placed on minimizing impact on significant public open space such as parks, plazas, and pocket parks at times of anticipated maximum public use such as mid-morning, mid-afternoon, and summer evenings. Winter shadow studies should be considered lightly given that the sheer length of all shadows at this time of year make management of shadow impacts particularly challenging.

4.3 STREET RELATIONSHIP

Intent: Buildings that frame public spaces and create “outdoor rooms” where public life occurs. A well defined, carefully considered edge to these spaces is a primary and fundamental aspect of a comfortable public realm. The physical placing of the building relative to the property line closest to the street influences this relationship as does the specific treatment of the building facade.

Guideline: Create a strong street relationship between ground level uses and the street by:

- placing buildings in close proximity to or along the property line addressing the street; and by
- maximizing building transparency, maximizing the amount of entrances and access points, and avoiding blank walls at the lowest two levels of all buildings;
- avoiding uses or minimizing the length of frontages that tend to result in low levels of visual interest from the street. This includes banks, medical offices, and fitness centres.

Note: Buildings with high-levels of transparency and close proximity to the street are sometimes discussed through the perspective of occupant privacy. This guideline, however, places primary importance on the public realm. Privacy management may occur through grade differentials (residential) or tenant location (commercial) but solutions should not compromise the intent of this guideline.

4.4 COMFORTABLE AND ANIMATED PUBLIC REALM

Intent: The specific treatment of the building interface with the public realm is a key contributor to street-level comfort and animation. These guidelines support diversity along street fronts to maintain interest and variety for pedestrians as well as specific measures to enhance pedestrian comfort.

Guideline: Create a comfortable and animated public realm by:

- incorporating continuous weather protection along all commercial streets;
- Incorporating building setbacks where necessary to allow for display of commercial goods or café / restaurant seating;
- encouraging a range of storefront design, signage, and street-level residential formats, and
- supporting continuity of the public realm design within limited building setbacks and by including softscape or hardscape.

4.5 MANAGE PARKING, LOADING AND BLANK SIDEWALLS

Intent: Parking access, 'back of house' areas such as commercial loading, garbage, and recycling, and blank walls are necessary building components in spite of their negative impact on the public realm. The thoughtful management of these building elements can reduce the overall negative impact of these functional elements.

Guideline: Parking should be underground with access points from rear lanes or secondary streets well integrated into the building design to minimize visual impact. Garbage and loading areas shall be well-screened.

4.6 CHARACTER

Intent: The character of neighbourhoods and precincts is strongly influenced by building design. The overall intent is to continue to emphasize and develop unique attributes of New Westminster's four downtown precincts. This is informed by elements such as material selection, colour, and architectural expression.

Guideline: Utilize building materials and architectural elements that reinforce or celebrate the overall character of the precinct in which the building is located.

Note: Notwithstanding the above stated comments on reinforcing a particular precinct character, the emphasis should be placed on design quality over design style. This means that new buildings are not required to mimic a particular style but are expected to carefully consider and contribute to characterful elements.

4.7 CONTEXTUAL RESPONSE

Intent: Decisions on individual building design include considerations such as the location of land-uses, the management of sloping sites, and contextual fit with broad urban design elements such as a streetwall.

Guideline: Buildings should be designed in relation to their location within a broader urban design context.

4.8 SAFETY

Intent: Although a vibrant, well-used, animated public realm tends to contribute naturally to a safer public realm, specific building design decisions can contribute to the overall sense of safety within the Downtown area.

Guideline: Foster a greater sense of security throughout Downtown by:

- encouraging a sense of openness and transparency throughout Downtown with particular attention paid to recessed entries, pathways, and back lanes;
- encouraging buildings to be oriented towards all adjacent, public frontages;
- avoiding the installation of metal bars and security fences; and
- providing opportunities through design, for natural surveillance, creating eyes on the street.

5. Public Realm Guidelines

5.1 DEFINITION OF PUBLIC REALM

IMPORTANCE OF THE PUBLIC REALM

A high quality public realm is essential to achieving an attractive neighbourhood experienced at the human scale. It can encourage people to use sustainable transportation modes - walking, cycling, transit - by offering improved connections between places, and making those connections into memorable spaces themselves. It can nurture community by providing gathering spaces that are appealing and functional. The public realm plays an important role in enhancing the quality of life in a community which, in turn, can improve its desirability as a place to live and work. To achieve these benefits, the Public Realm Plan outlines a comprehensive and strategic approach to how the public realm is developed, enhanced and maintained.

WHAT IS PUBLIC REALM?

The public realm is includes all exterior social spaces in the city that are generally open and accessible to all people regardless of ownership. These public spaces include streets, lanes, greenways, bridges, squares, plazas, parks, linkages, natural areas, transit hubs, views, and the waterfront. It also incorporates streetscape elements such as street furniture, lighting, public art, and sidewalk treatments.

- The public realm requires a network of pedestrian-friendly streets interconnected to great civic spaces such as plazas, squares, greens, and parks. These spaces become public outdoor rooms that create positive activity between buildings.
- The public realm is the city's holistic urban landscape which cannot be separated from components of the city infrastructure. In addition to great buildings, the public realm is also one of the aspects people remember most when they visit cities and towns. Historically, Metro Vancouver has ranked highly in worldwide "livable city" rankings. Significant areas of criteria for the top livable cities, as defined by The Economist, fall within the public realm and public spaces including: microclimate, environmental issues and access to nature, quality of architecture, culture, recreation, transportation, safety, and urban design.
- The characteristics of great public realm and great public spaces have been studied and extensively documented across North America and throughout the world. The public realm and public spaces must be constantly blended and woven together in order for cities to be more livable, neighbourhoods more engaging, and communities more memorable.



Westminster Pier Park as an excellent example of Public Realm

5.2 COMMUNITY AND NEIGHBOURHOOD PARKS

Adequate green space is important for maintaining and improving livability levels in a community, especially in high density neighbourhoods where access to private outdoor space is limited. Green space helps reduce greenhouse gases, capture air pollution, act as a water filtration system and moderate the heat-island effect caused by paved areas. Research shows that natural spaces have restorative effects that improve mental health and can benefit children's development.

New Westminster Parks and Recreation Comprehensive Plan identifies two typologies of parks in Downtown area:

1. City Parks - large urban parks that embody the identity and image of the city. These are places of city-wide celebration and activity, while still providing opportunities for day-to-day informal use. These parks serve the entire populace.

   When combined, these two parks will form a City Park:

   a. Waterfront Esplanade and Westminster Pier Park
2. Neighbourhood Parks - small parks focused on providing play and outdoor recreation opportunities within an accessible distance of every resident in New Westminster. Neighbourhood parks include playgrounds, community gardens, nature play, and other informal recreation areas. Neighbourhood parks should be designed to support multiple activities whenever possible, and thus should maintain a minimum size of 0.25 hectares, up to 3 hectares. The target service radius of a neighbourhood park is 280-500 m, or a 5-10 minute walk.

There were 8 Neighbourhood parks identified in Downtown area:

b. Westminster Pier park
c. Albert Crescent Park
d. Quayside Park
e. Begbie Plaza
f. Hyack Square
g. Stewardson @ Royal Rose Garden
h. McInnes Street Triangle
i. Muni Evers Park

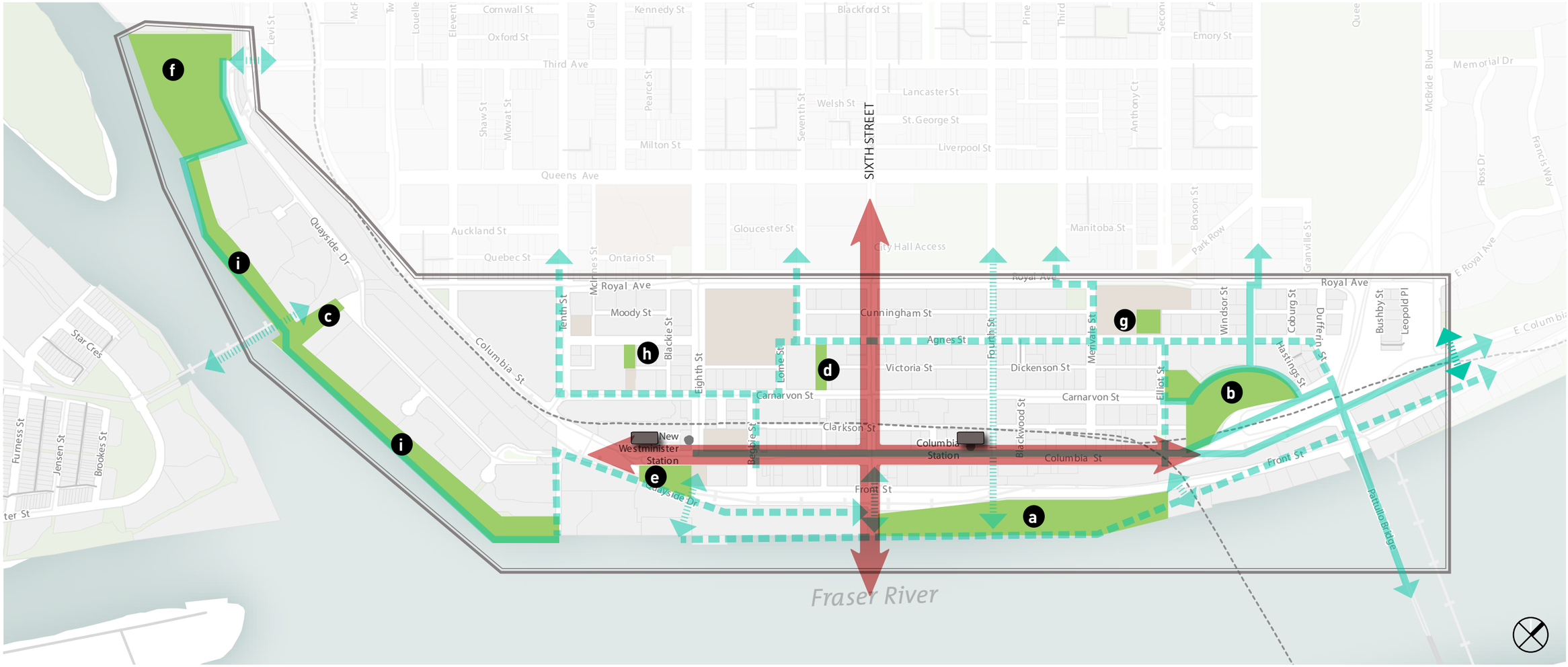
Parks are places where family life outside happens. They provide open space for play and recreation, and they contribute to neighbourhood identity. With limited open green space available in the Downtown area, the main strategy advocated by this document is to improve, program and connect existing spaces. These improvements will aim to create social and environmental sustainability for generations to come.

Intent:

- To create a comprehensive system of parks, open spaces and facilities that provide recreational opportunities and other aesthetic and environmental benefits.
- To improve and increase the number of trees planted in parks and contribute to growing the city's urban forest.
- To provide for a diverse range of uses within parks to include structured and unstructured recreation.
- To improve existing parks through community programming to accommodate a variety of uses (i.e. community gardens, seating areas, running trails, play equipment, nature play, off-leash areas).
- To enhance green space and increase biodiversity by providing opportunities for nature in the city.
- To create enjoyable spaces for recreation.
- To create a strong neighbourhood identity through well-designed, animated green spaces with signature parks and parkettes.
- To increase the biodiversity of neighbourhoods through additional plantings.
- To improve stormwater management with green infrastructure.
- To provide more flexible programming opportunities.

General Parks Recommendations:

- Parks identified for improvements include: Albert Crescent Park, Quayside Park, Muni-Evers Park and west end of Waterfront Esplanade.
- Maintain permeability throughout Downtown, and ensure good pedestrian, barrier-free access to all City parks, plazas and outdoor spaces.
- Enhance the urban forest and biodiversity by increasing the planting of appropriate trees, shrubs and plants;
- Engage perimeter sidewalks around parks.
- Provide more seating opportunities.
- Provide family friendly spaces for outdoor activities with adequate rain protection for all weather play.
- Provide diverse play equipment to allow for all ages engagement and play for children.
- Develop a hierarchy of path systems allowing for diverse materials that help define public space.
- Encourage programming that balances both passive and active recreational activities.
- Continue to support and increase the number of community gardens to meet the growing demand.
- Ensure all parks and recreation facilities incorporate Crime Prevention Through Environmental Design (CPTED) strategies, including adequate lighting, access, visibility, and maintenance



NEIGHBOURHOOD WIDE CONNECTIONS

- Study Area Boundary
- Skytrain Station/ Bus Exchange
- Great Streets
- Bikeway/ Greenway (Existing)
- Greenway (Planned)
- Cycling Enhancements and Crossings
- Parks, Plazas and Open Space:
  - a. Westminster Pier park
  - b. Albert Crescent Park
  - c. Quayside Park
  - d. Begbie Plaza
  - e. Hyack Square
  - f. Muni Evers Park (future)
  - g. Saint Mary's Park
  - h. Downtown Dog Park (future CBA site)
  - i. Waterfront Esplanade

Fig. 4 Public Realm Guidelines Toolkit

5.3 GREAT STREETS

"First and foremost, a great street should help make community… A great street should be a most desirable place to be, to spend time, to live, to play, to work… Streets are settings for activities that bring people together."

Allan Jacobs

Streets can be a symbol of public life, serving a role much like that of squares and plazas. However, over time the street has become primarily a structure to move traffic, rather than a multi-purpose public space. Each street should be a high quality place in its own right, designed as part of the public realm. After all, it is primarily as pedestrians on the street that we experience Downtown New Westminster.

As per the Master Transportation Plan, Columbia Street and Sixth Street are recognized as two of New Westminster's Great Streets, and as such they have a distinguished set of guidelines and recommendations.

COLUMBIA STREET

Since its earliest days, Columbia Street has been known as the retail corridor of New Westminster. As the spine of Historical Precinct, Columbia Street will retain retail uses at the ground floor and offices or residential above. The arts play an integral role as a component in the revitalization of this great street. Art galleries, public art and theatres are all encouraged along Columbia Street. The City's new multi-use facility, the Anvil Centre, is a catalyst for the revitalization of arts and culture Downtown. It includes a performing art space, cultural facilities and convention centre space, uses which generate high pedestrian traffic and the opportunity to showcase prominent artists.

SIXTH STREET

Incredible views to the river, sense of arrival and retail uses shall characterize Sixth Street.

GREAT STREETS RECOMMENDATIONS:

- Continue to highlight Columbia Street as the main pedestrian corridor in the Downtown where retail and entertainment uses, with opportunities to build on the are between Fourth Street and Eighth Street.
- Reinforce portions of Sixth Street as the north-south retail corridor between the waterfront, transit stations, City Hall and Uptown.
- Design storefronts that provide interest and vibrancy to the pedestrian realm.
- Utilize colour in banners, hard and soft landscaping, signage and building facades to reinforce the idea of "sticky" streets as inviting, playful and animated places.
- Encourage sidewalk cafes, public art and "whimsical" interventions, providing either temporary or permanent programming for public spaces.
- Integrate public art as per the Public Art Policy.
- Install street banners (as per the Public Art Plan) to emphasize Great Streets as special places, and to commemorate special events.
- Design streets and sidewalks as places for people, through which we must accommodate vehicles and goods movement - not as the domain of vehicles around which pedestrians must navigate.
- Blur the lines between the hard edge of the storefront and the public realm of the sidewalk and street to create a pedestrian-centric interface.



Columbia StrEAT Food Truck Festival



Columbia Street, 1910, Source: NWMA IHP1578

5.4 GREENWAYS AND BIKEWAYS

Downtown New Westminster is the junction between two important regional cycling routes, the BC Parkway and the Central Valley Greenway (CVG), which together form over 50 km of multi-use trail regionally. In addition, its proximity to the Fraser River and planned regional greenway ("Experience the Fraser") extending from Hope to the Salish Sea identifies New Westminster as an urban portal, further emphasizing the importance of cycling in the Downtown. Future improvements to these significant infrastructure investments will serve to make cycling a more attractive, safer mode of transportation within the Downtown, throughout the city and the region. Bicycle parking and end-of-trip facilities that are now required for new developments further support the development of bicycle-friendly infrastructure in the Downtown for commuters and recreational cyclists.

Intent:

- To provide a cohesive, attractive, convenient, and safe inter-modal cycling environment that links Downtown and surrounding areas.
- To continue to prioritize cyclists.
- To expand the cycling and greenway network.
- To strengthen connectivity throughout the various Downtown neighbourhoods.
- To build on neighbourhood identity.
- To increase the biodiversity of neighbourhoods through additional plantings along streets and greenways to create habitat corridors between parks.
- To improve traffic-calming measures that encourage walking and cycling.
- To increase access to green space within a 5-10 minute walk for each resident.

Recommendations:

- Add plantings that increase biodiversity along the greenways.
- Complete the proposed greenways as funding and development opportunities arise.
- Improve cycling infrastructure to ensure that local routes are harmonized with greenways and integrated with regional routes.
- Ensure safe, scenic and "stepped" routes that connect the city to Downtown's two SkyTrain stations and the waterfront, with a focus on linking strategic high density and growth areas (e.g. Quayside, Victoria Hill and Queensborough).
- Provide separate cycling facilities in areas with high pedestrian volumes (e.g. Quayside Esplanade) and/or roads with higher traffic volumes.
- Promote development of the Waterfront Greenway, Central Valley Greenway and upgrades to the BC Parkway in cooperation with Metro Vancouver and TransLink.
- Provide bicycle infrastructure linking cycling to transit, local services and amenities by including secured parking and maintenance stations at key locations (e.g. near SkyTrain stations, civic facilities, schools, along Columbia Street and the waterfront).
- Work with TransLink to improve wayfinding and signage for cyclists, including the Patullo Bridge.
- Offer cyclists rest points or pull-outs at scenic locations along sloped streets.
- Remember that commuter cyclists generally prefer a safe (separated, wide, signalled) lane on a more direct route, while recreational cyclists prefer a meandering, well-landscaped loop to park destinations and back.





6. Public Realm Typologies Toolkit



PUBLIC REALM TYPOLOGIES TOOLKIT

This toolkit presents typologies for space-making and components for programming the public realm. This working set of typologies serves as a way to analyze existing public space forms, and to design new ones. Although these typologies are all meant for pedestrians, they have a diversity of size, materiality, location, and intended uses.

The typologies are grouped into meta-typologies, as seen below:



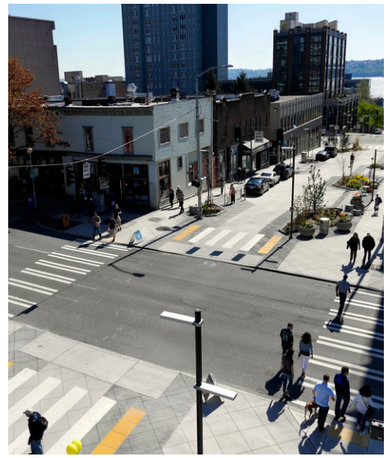
P Pedestrian Rooms:
1. Median
2. Parklet
3. Boulevard Room
4. Corner Plaza
5. Pedestrian Platform



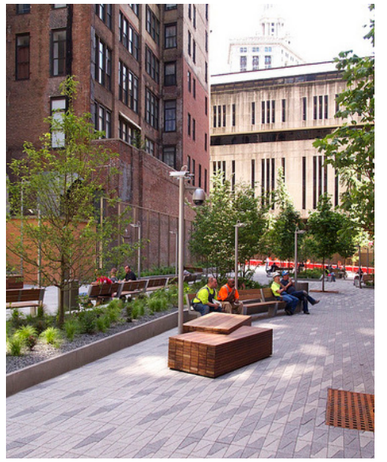
S Park Streets:
1. Half Street Park
2. Boulevard Park
3. Bump Out Park



C Connectors:
1. Lane/Narrow Street
    a. Ground treatment
    b. Wall Art
    c. Overhead Lighting
2. Pedestrian Passageway



N Nodes:
1. Feature Intersection
    d. In-Ground Treatment
    e. Crossing Treatment
    f. Overhead Structure/ Lighting
    g. Vertical Markers
2. Breadcrumbs of Activities



PO POPS:
1. Courtyard
2. Plaza
3. Mid Block Connection and Breezeway
4. Building Interface:
    h. Setback
    i. Forecourt

HOW TO USE THIS SECTION

This table is provided to help guide site-specific application of the Public Realm Typologies in this chapter.

1. IDENTIFY YOUR PRECINCT

For a description, masterplan and general guidelines for each precinct, refer to the pages below.

2. APPLY ARCHITECTURAL RECOMMENDATIONS

For specific Architectural guidelines, refer to the pages below.

2. IDENTIFY PUBLIC REALM TYPOLOGIES IN PROXIMITY

Find nearby typologies on the Masterplan, then learn about them on the pages below.

3. CHOOSE YOUR COMPONENTS

Cross-reference typologies with Components according to the Matrix on page 116.

4. DESIGN ACCORDING TO GUIDELINES

5. CITY REVIEW

		PEDESTRIAN ROOMS PAGE 30-38					PARK STREETS PAGE 39-42			CONNECTORS PAGE 43-45		NODES PAGE 46-49		POPS PAGE 50-55			
PRECINCTS	**ARCHITECTURAL GUIDELINES**	PAGE 32 P1	PAGE 34 P2	PAGE 36 P3	PAGE 37 P4	PAGE 38 P5	PAGE 40 S1	PAGE 41 S2	PAGE 42 S3	PAGE 43 C1	PAGE 45 C2	PAGE 46 N1	PAGE 48 N2	PAGE 52 PO1	PAGE 53 PO2	PAGE 54 PO3	PAGE 55 PO4
HISTORIC PRECINCT - PAGES 60-74 MASTERPLAN PAGE 61	PAGES 64-74	●	●	●	●	●	●			●	●	●	●	●	●	●	●
WATERFRONT PRECINCT - PAGES 77-87 MASTERPLAN PAGE 79	PAGE 81-87				●		●		●	●	●		●	●	●	●	●
TOWER PRECINCT- PAGES 88-97 MASTERPLAN PAGE 90	PAGE 92-97	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●
ALBERT CRESCENT PRECINCT - PAGES 98-106 MASTERPLAN PAGE 100	PAGE 102-106		●	●	●	●	●	●	●	●		●	●	●	●	●	●
COMPONENTS		PAGE 108-117					PAGE 108-117			PAGE 108-117		PAGE 108-117		PAGE 108-117			

Fig. 5 Applying Typologies

P

6.1 PEDESTRIAN ROOMS

Pedestrian rooms are smaller, more intimate spaces differentiated from the typical urban fabric. They serve as zones for pedestrians to engage in the public realm.

These rooms are implemented and treated differently depending where in the streetscape they occur - whether in the median, parking stall, boulevard, corner, or slope.

These spaces tend to be primarily hardscape, with paving, paint, seating, planters, public art, and even wood decking. They can be temporary constructions that make a statement as urban interventions.







P

6.1.1 PEDESTRIAN MEDIAN - P1

Pedestrian Medians are interventions that can happen when there is a wide street ROW that may be narrowed to accommodate both vehicular traffic and public space. These spaces can become landmarks or gateways and calm traffic to facilitate a more pedestrianized environment. This idea of a ‘shared street’ should be reinforced with a continuous groundplane treatment to promote free pedestrian movement.

Intent:

- To reinforce the pedestrian network and pedestrian priority in the Downtown.
- To support existing and future businesses and public spaces.
- To provide traffic-calming measures in the neighbourhood.
- To promote better pedestrian access to the views toward the water and mountains.
- To strengthen neighbourhood identity.

Scale and Size:

- 3m width minimum
- Half block to full block in length

Programming and Uses:

- Street café zone
- Transit waiting zone
- Passive seating area with view towards the water

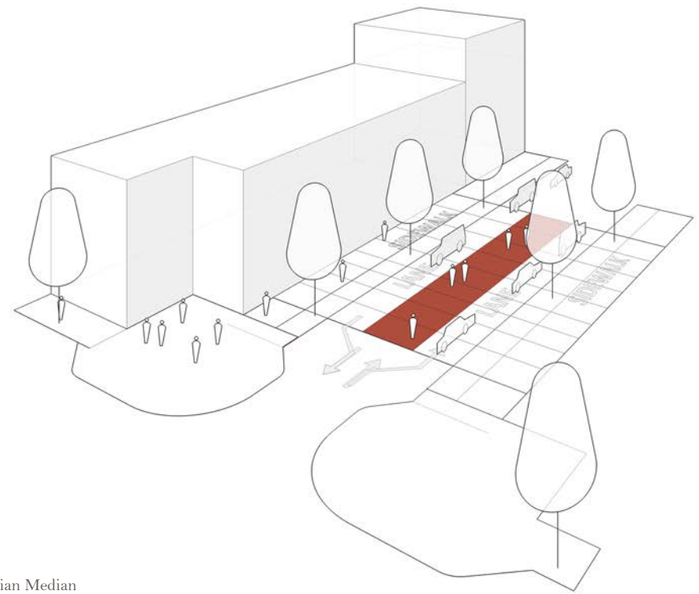


Fig. 6 Pedestrian Median



Recommendations:

- Provide continuous curb-to-curb or wall-to-wall paving patterns where possible to unify the area and emphasize pedestrian priority.
- Define edges to improve protection for pedestrians.
- Provide lighting for safety and to encourage extended use after dark
- Provide seating in various forms, formal and informal.
- Provide greening (i.e. high-quality, low-maintenance planting) when possible to soften the space.
- Ensure universal access to the central island by providing curbless design or curb letdowns.
- A steep road may not be ideal for a pedestrian median, as access may be difficult.









P

6.1.2 PARKLET - P2

According to the City of New Westminster Parklet Pilot Program, a parklet is a sidewalk extension that provides more usable public space (temporary or semi-permanent) for people on streets. Parklets are typically built on platforms that extend out from the edge of the sidewalk to the width of adjacent parking stall and are designed as inviting public spaces with elements such as benches, tables, movable chairs and landscaping.

The first parklet in New Westminster was installed in 2015 in the 400 block of East Columbia Street, as part of a city-wide parklet pilot program.

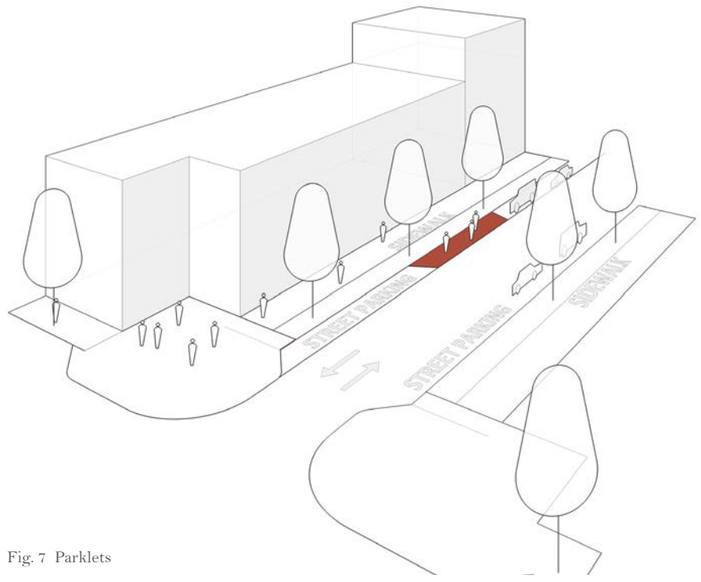
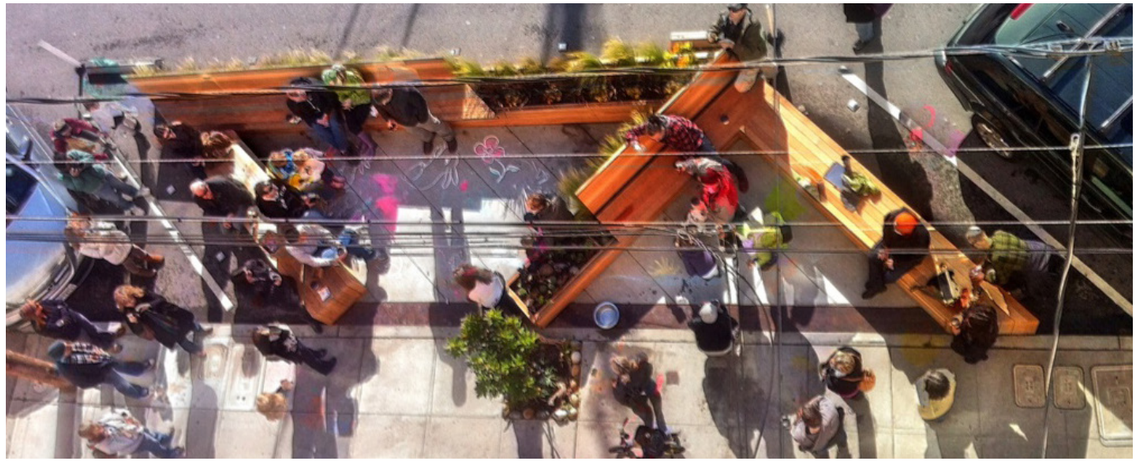


Fig. 7 Parklets

Intent:

- To provide places to sit, relax, socialize and enjoy the city.
- To accommodate more space for people to walk where sidewalks are narrow or congested.
- To transform parking stalls to places for people, bringing life to streets by encouraging people to linger in welcoming public spaces (ie. create a “sticky” street).
- To animate the street along retail frontages.
- To provide better connectivity throughout the neighbourhood.
- To create enjoyable spaces within which to stop, rest and interact.
- To create neighbourhood identity.
- To increase the biodiversity of neighbourhoods through additional plantings.
- To provide traffic-calming measures in the neighbourhood.
- To achieve a ‘five to ten minute walk’ to a green space for every resident.









Size and Scale:

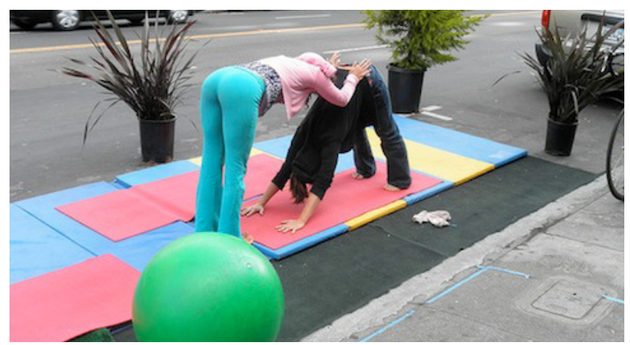
- Each parklet should use a minimum of two parking spaces with no set maximum length
- Design must ensure that the adjacent travel lane retains at least 3m width. On a typical street this will lead to a maximum width of 2.3-2.5m for parklet structure
- Parklets shall be set back 1.5m from the nearest parking space
- A minimum 6m distance shall be kept between the parklet and the nearest intersection

Programming and Uses:

- Outdoor space for local businesses
- Gathering space for neighbourhood
- Street performance zone
- Outdoor eating and dining
- Casual use
- Passing through
- Secondary pedestrian routes
- Building entrances and small gathering spaces
- Dog relief area, or “barklet” (see page 114).

Recommendations:

- Consider both permanent and temporary installations.
- Create a variety of forms, materials and uses to draw interest and support neighbourhood character.
- Sprinkle parklets evenly throughout the neighbourhood to support a strong pedestrian network.
- Provide lighting where possible to encourage safe use at different times of day and night.
- Encourage decorative/ creative lighting such as underlit benches, catenary lighting, and gobos (stencil projections) wherever appropriate.
- Explore opportunities to install alternative paving treatment (including permeable materials) in existing angled parking zones, to allow for transformation later.
- Encourage developers to provide larger setbacks, allowing for wider sidewalk widths that accommodate street cafés and parklets within the sidewalk zone.
- On a steep street, consider the possibilities for a parklet. Take advantage of the grade and liven up retail areas by creating platforms, seating, fences, planters, viewpoints and more.



P





6.1.3 BOULEVARD ROOM - P3

Boulevard rooms are small plazas that occur along the city sidewalks, in atypical building setbacks as well in the boulevard zone of existing sidewalks. These small plazas are part of a bigger network of public spaces that help connect the neighbourhood, engage public life and encourage street activity - contributing to a successful public realm.

A typical bus stop can be considered a boulevard room - a stopover or waiting room, rather than a destination in itself. It is important to provide streetscape components like benches, waste receptacles, weather protection, as well as system maps, real-time schedule updates, and local wayfinding maps. Public art can be incorporated to make these places fun and special. See the Master Transportation Plan (2014).

Intent:

- To provide places to sit, relax, socialize and enjoy the city.
- To transform sidewalks into places for people, bringing life to streets by encouraging people to linger in welcoming public spaces .
- To animate the street along retail frontages.
- To create neighbourhood identity and connectivity.

Programming and Uses:

- Outdoor space for local businesses
- Gathering space for neighbourhood
- Street performance zone
- Outdoor eating and dining
- Casual use
- Passing through
- People-watching
- Secondary pedestrian mini plazas
- Small gathering spaces
- Bus stop

Recommendations:

- Provide an intimate character for resting and for a short break.
- Respond by design to the surrounding character, whether commercial, residential or mixed-use.
- Provide flexible edges (i.e. softscape planting in residential areas and hardscape paved treatment in more urban areas).
- Extend into the boulevard zone when possible to maximize usable public realm.
- A steep sidewalk would benefit from grooved/stepped paving, simple blocks as places to sit and rest, or planters with increased soil volume due to terracing.

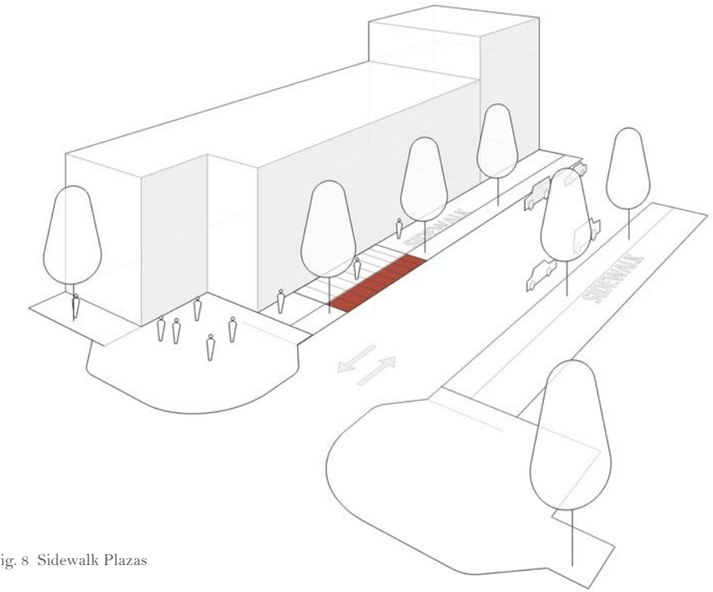


Fig. 8 Sidewalk Plazas

P

6.1.4 CORNER PLAZA - P4

Corner plazas are found at street corners that are larger, more open, or more prominent than the typical intersection. They may occur by design where buildings are set back from the corner, or they may be the result of road “right-sizing,” where unnecessary turning lanes are closed to traffic. Corner plazas tend to be primarily hardscape, with strategically placed planters, and make good meeting places due to their location at intersecting streets.

Intent:

- To activate street corners as dynamic places in the public realm.
- To increase legibility and wayfinding for pedestrians and vehicular passengers.
- To increase green space by transforming paved road spaces.

Programming and Uses:

- Prominent, legible meeting place for pedestrians
- Pickup/ dropoff zone for vehicular passengers
- Outdoor expansion of adjacent business use
- Movable tables and chairs for dining
- Staying and people-watching
- Slowing traffic and creating a neighbourhood feel
- Expression of pedestrian culture
- Temporary or experimental art/design
- Street performance zone



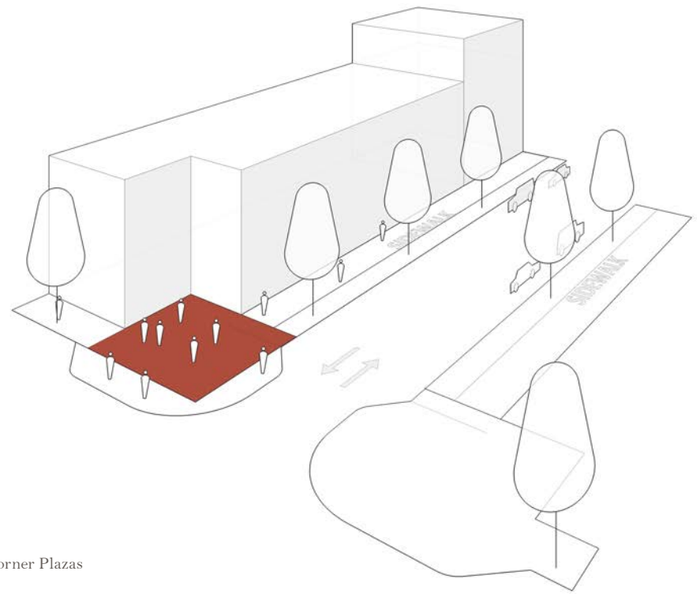


Fig. 9 Corner Plazas

Recommendations:

- Establish a public character, taking cues from the prominence of intersecting streets.
- Facilitate meetings by maintaining clear lines of sight, and by installing wayfinding cues such as landmarks or local area maps.
- Allow for the passage of foot traffic; avoid blocking lanes of travel.
- Provide a comfortable “waiting zone” with seating and shade.
- Strategically place barriers, such as heavy planters or bollards, to provide a sense of safety from traffic.
- Use movable planters and street trees to increase urban greening.
- Steep streets may surround a flat corner, in which case the plaza can provide relief.



P

6.1.5 PEDESTRIAN PLATFORM - P5 (STEEP SLOPE REST STOP)

Due to its topography, Downtown New Westminster's public realm includes many steep streets. This typology illustrates how these challenging grades could be turned to an advantage. A series of pedestrian platforms would allow for interesting stopping points for residents and visitors making their way up the hills of New Westminster.

Intent:

- To accommodate those who wish to pause and rest when walking or cycling a steep slope.
- To provide public amenity space for storefronts along steep slopes.
- To create enjoyable spaces within which to stop, rest and interact.

Location and Scale:

- Typically located in the boulevard zone of sidewalks, but consider placement in parking spaces or building interface.
- Width will vary by available space, but should be no less than 2m. Maximum height of platform edge should not exceed 0.5m, which is appropriate for a seating edge. If higher to accommodate for slope, current BC code mandates a guardrail.

Recommendations:

- Design and build a simple structure of durable material that accomodates theslope angle.
- Provide a small and intimate area for a rest or short break.
- Respond to the existing steep grade.
- Provide a seating area.
- Consider universal design guidelines to allow clear spaces wide enough for wheelchairs and strollers.
- Take advantage of existing street trees to provide shade.
- Consider placement of Public Art elements.
- Extend into the parking area with platform structure when feasible.

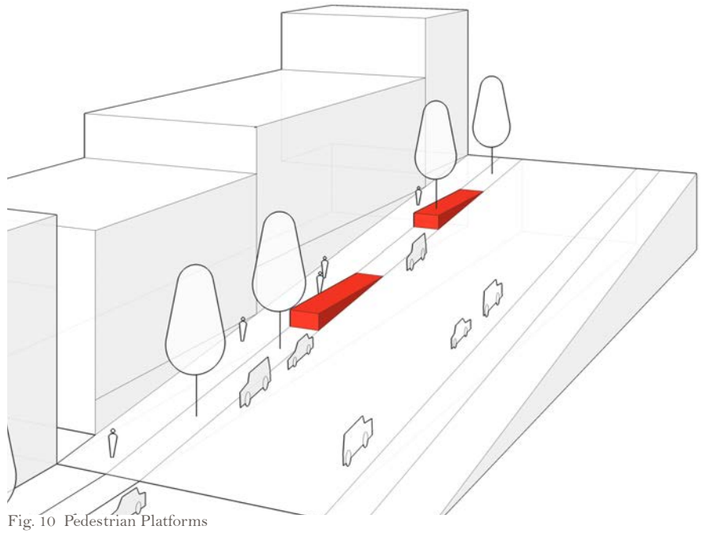
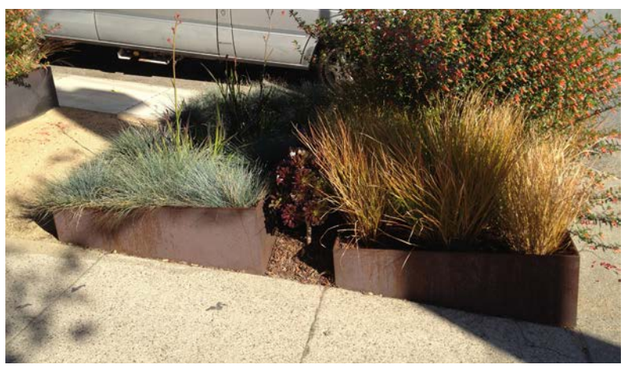


Fig. 10 Pedestrian Platforms







S

6.2 PARK STREETS

Park streets are streets that connect all major parks and open spaces within the downtown neighbourhood. This type of street is multifaceted, serving as a habitat corridor, green infrastructure, and wayfinding within the green network. Park streets are intended primarily for residential neighbourhoods, providing a different character than the typical streets.

Like Pedestrian Rooms, these zones take place within the urban fabric - including the boulevard, the bump-out, a traffic lane, or a combination. Their overall character is softer, quieter and more ecological than the people-driven Pedestrian Rooms - though it is important to include some seating and amenities within them. They are also more likely to be permanent installations, due to the nature of green infrastructure.

Intent:

- To enhance and expand the green space network;
- To provide better connectivity throughout the neighbourhood;
- To create enjoyable spaces within which to stop, rest and interact;
- To create neighbourhood identity;
- To increase the biodiversity of neighbourhoods through additional plantings and green infrastructure;
- To provide traffic-calming measures in the neighbourhood; and
- To address the ‘five to ten minute walk’ to a green space for each resident.







General recommendations:

- Expand the space available for greening by introducing bump-outs or applying a half-street park strategy.
- Plant street trees to increase overhead canopy, adding habitat for birds and shade for people.
- Increase biodiversity of existing planted areas by selecting appropriate plants and reducing lawn area in street plantings.
- Provide plantings that can function as rain gardens.
- Introduce pedestrian nodes and seating areas along the street parks.
- Provide street elements such as bike parking, informal play and seating along the way.

S



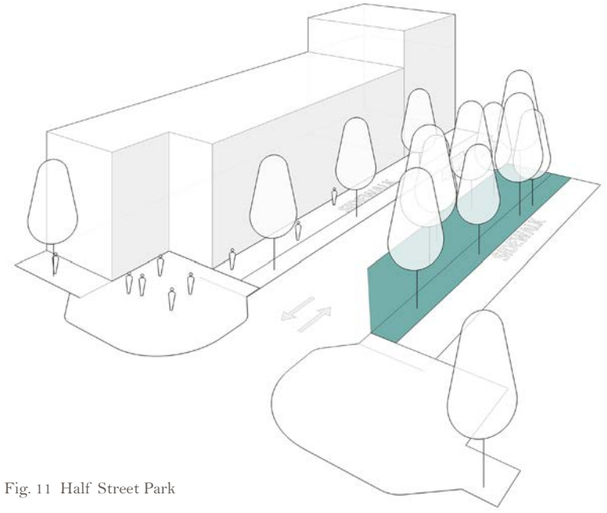


Fig. 11 Half Street Park



6.2.1 HALF STREET PARK - S1

A Half Park Street is an adaptation of one or more street traffic lanes for park/ green open space purposes.

As these are located in on-street spaces, utilities are often found underground. There are also numerous City assets located above ground on the sidewalk and on the street. The City would maintain ownership of these spaces, but in some cases, have private owners maintain them. Occasional access by the City to maintain underground utilities or make surface adjustments would be possible.

Recommendations:

- Plant trees in groupings rather than in a linear fashion to promote a park-like look and feel.
- Minimize lawn areas in boulevards.
- Introduce small scale seating zones for rest and relaxation.
- Introduce informal/ natural play elements to promote family oriented streets and encourage outdoor play and recreation.
- Provide low level pedestrian lighting in form of bollards and wall lights at key locations for safety and extended use time after dark and during short winter days.
- In steep greenway areas, consider safety and speed for wheeled pedestrian traffic. Introduce winding multi-use pathways where appropriate.
- A very steep road could be transformed into a terraced garden with pedestrian access.



S

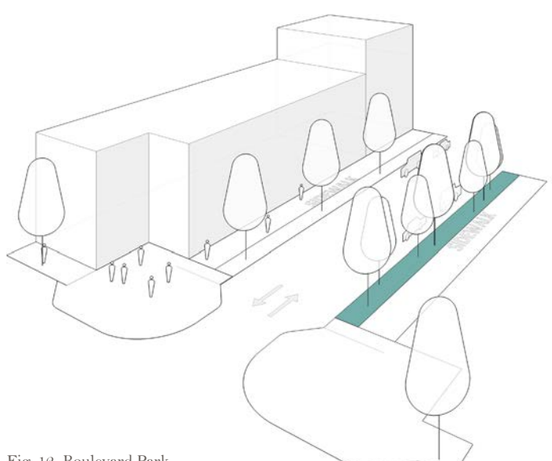


Fig. 12 Boulevard Park

6.2.2 BOULEVARD PARK - S2

Boulevard Park is an adaptation of an existing boulevard area to park like zones with additional planting. This is an easy way to promote biodiversity throughout the neighbourhood.

This typology is particularly well-suited to stormwater management. Swales or planters with naturalized, flood and drought tolerant plants can store and infiltrate stormwater during rainy periods. Water may be diverted from the street or sidewalk and directed into the planter using runnels or inlets.

Even on a steep slope, a series of stepped planters can be effective, as well as offering opportunities for integrated seating and art - see Maynard Ave in Seattle for an example.

RECOMMENDATIONS:

- Increase the number of trees where possible.
- Plant trees in groupings rather than in a linear fashion to promote park-like look and feel.
- Minimize lawn areas in boulevards and introduce low maintenance and drought-tolerant planting.
- Introduce informal and multifunctional seating in the boulevard zone and adjacent sidewalk.
- Introduce rain gardens where possible.
- Provide bump outs at intersections and street corners with planting and rain gardens.
- On a steep slope, create a structure that slows stormwater. Consider stepped planter boxes, or playful elements like rills or fountains.





Maynard Ave Green Street, Seattle



S

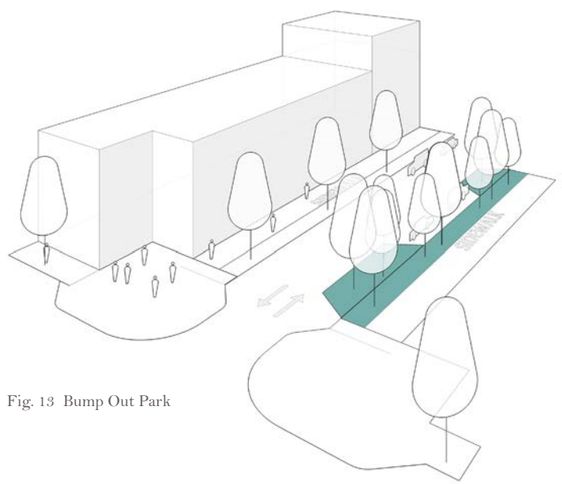


Fig. 13 Bump Out Park

6.2.3 BUMP OUT PARK - S3

A Bump Out Park is an intervention that increases green space along Street Parks. By converting a minimum of 2 parallel parking spots into green space, an existing green boulevard is extended. In many places, this space can function as a rain garden, due to the sloping of a typical road crown.



Recommendations:

- Provide bump outs at corners or street edges where possible.
- Incorporate rain gardens and planting in bump outs.
- Include special material treatment at intersections.
- Provide additional planting in boulevards.
- Include special inserts in sidewalk indicating distance to parks.
- Plant large scale street trees where possible.





C

6.3 CONNECTORS

Explore the potential to develop a secondary network of pedestrian connections that would provide a quieter and more comfortable alternative to the existing and established primary routes. Active and enhanced laneways will improve the pedestrian movement network and help to create shared, multi-purpose public spaces.

6.3.1 LANE AND NARROW STREET - C1

By tapping into the potential of underutilized lanes, they can be transformed into safe, vibrant, people-friendly spaces. In addition, local neighbourhood identity can be reinforced by how the lanes are branded, treated and detailed. Lane usage would still be secondary in function to the street but would augment the functions and experience of the fronting street.

Intent:

- To continue to prioritize pedestrian use, existing utilities and service vehicles in the lanes
- To promote the eclectic and artistic laneway culture.
- To connect pedestrians into the laneway environment.
- To activate and animate the laneways in a variety of ways including artistically, socially, culturally and environmentally.
- To encourage retailers and residents to use the laneways as entrances and front doors.
- To reinforce the woonerf character of the lanes.
- To maintain existing essential functions for utilities, loading, parking, fire access and services.

Recommendations:

- Create neighbourhood lane routes as an alternative to main street routes. Create an attraction in lanes by the use of blank building walls as potential art displays and commissioned graffiti.
- Explore opportunities for alternative paving treatment and permeable materials in lanes.
- Allow all laneway treatments to vary from block to block to create the character and interest.
- Install a variety of textured paving (where appropriate) to increase pedestrian use.
- Encourage business uses to be transparent to the laneway .
- Turn the front to the back - provide minimal setbacks to the laneway building face, with active frontages, front doors, and landscape treatment where feasible.
- Consider how commercial/retail edges can engage the lane with activity (i.e. cafés, patio seating, etc).

There are three key typologies identified as potential Lane and Narrow

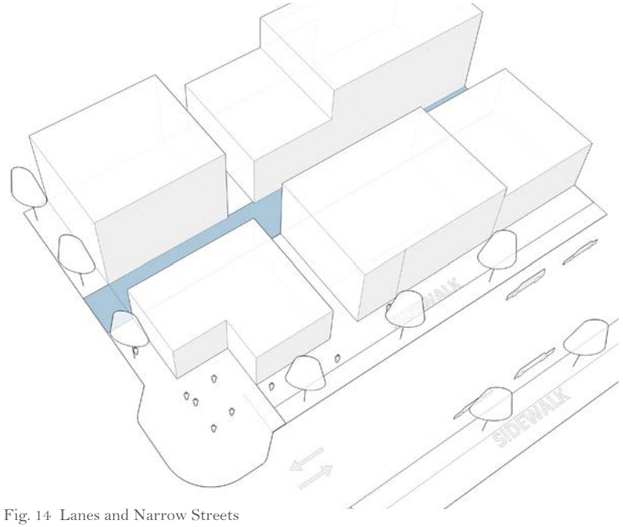


Fig. 14 Lanes and Narrow Streets



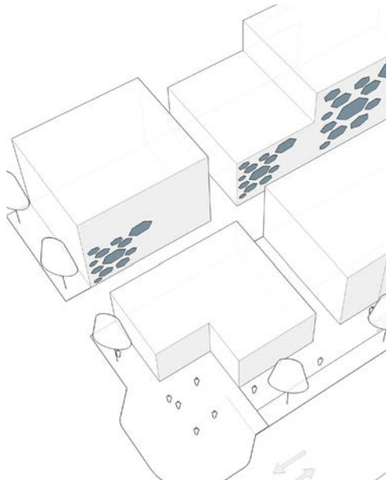


Fig. 15 Lane Canvas

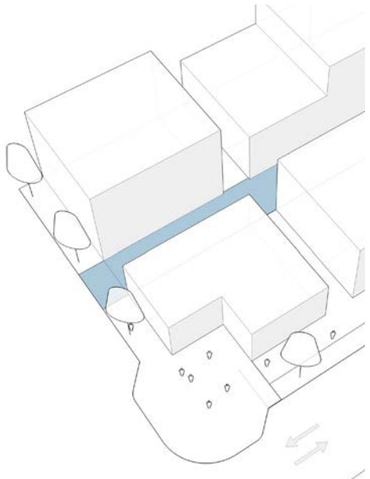


Fig. 16 Lane Carpet

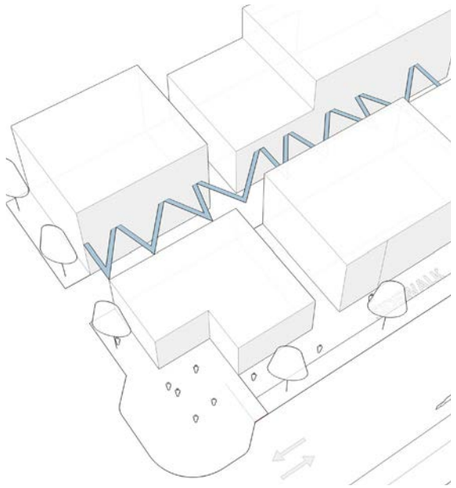
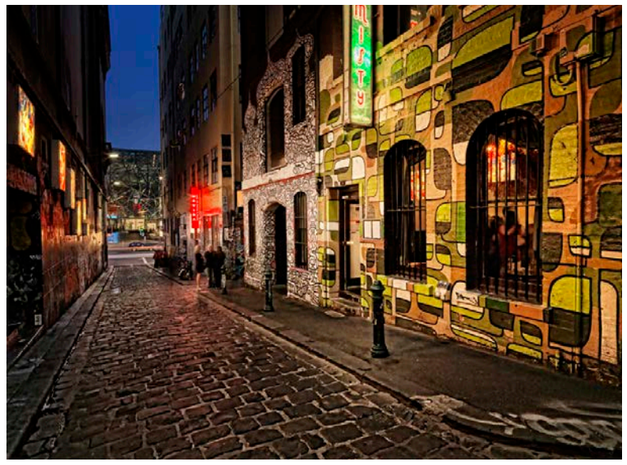


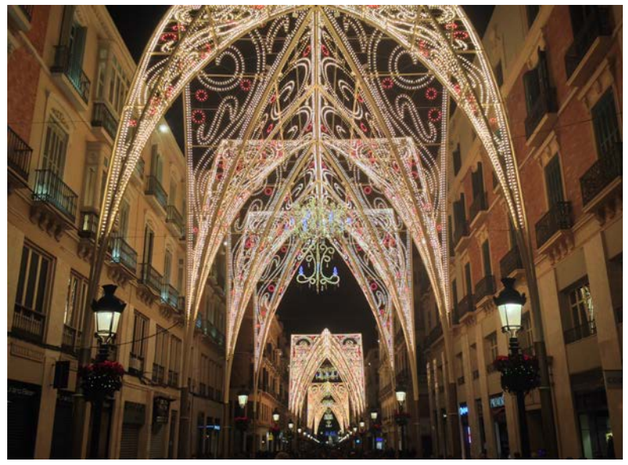
Fig. 17 Lane Ceiling

Street treatment options:

1. Lane Canvas - The use of an expansive blank wall as a temporary or permanent canvas for street art. It is recommended that local artists be commissioned to create murals that help promote New Westminster heritage and character.
2. Lane Carpet - The use of wall to wall ground plane treatment. It is recommended whenever possible to promote pedestrian character and mixed-use street environment. This treatment could be as simple as plain or stamped concrete or as complex as unit pavers or even stone paving accents.
3. Lane Ceiling - The use of catenary type lighting in the laneway. It is recommended to emphasize the look and feel of an outdoor room in the lane environment and to encourage safe use after dark. Lanes Ceilings are especially encouraged when retail uses facing the lane are possible.







C

6.3.2 ELEVATED PEDESTRIAN PASSAGEWAY - C2

In New Westminster, the connection to the waterfront is often interrupted by railway and truck routes. The need for pedestrians to cross these busy thoroughfares has been addressed with the building of several overpasses. Unlike a typical bridge that can be flush with its connecting streets, these overpasses are elevated, requiring users to go up, then over, then down. This is a barrier to universal access, unless an elevator is installed.

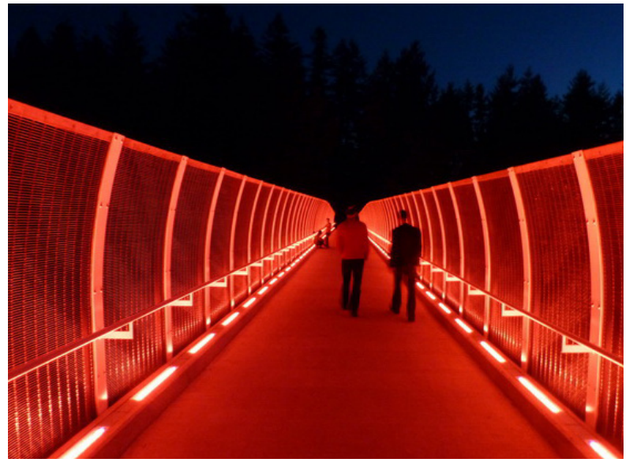
The Front Street Pedestrian Overpass allows passage from Hyack Square to the New Westminster Quay; the elevated parking garage includes a staircase over the tracks to another waterfront parking lot; and the newly built Westminster Fourth Street Overpass finishes a loop from the Pier Park to the Front Street Parkade - including an elevator to allow universal access.

Intent:

- To continue to provide connections to the waterfront that are attractive and accessible.
- To continue to implement the waterfront vision to maximize pedestrian and cyclist circulation from east to west and north to south along the Downtown waterfront.
- To provide safe, well-lit connections to and from the waterfront.

Recommendations:

- Provide a plaza on either side of the passageway.
- Include a tall element where possible (i.e. tower at River Market visible from Hyack Square).
- Provide signage on bridge to indicate destination on other side.
- Promote viewpoints on bridge itself.
- Consider the aesthetics of the staircase/structure at ground level: add plantings to conceal, artwork to enhance, or design interesting structure/supports.
- Consider lighting the passageway at night.
- Consider an overhead structure to provide weather protection.







N

6.4 NODES AND GATEWAYS

Nodes are special places that are created where paths cross and energy is focused. For pedestrians, they can become a zone where special activity is possible. They vary in scale from small and intimate (such as hidden natural play elements in a boulevard) to large, urban scale (such as a major street intersection). Nodes can be identified by change of surface material, special lighting, equipment for activities, and more.

Gateways are arrival points that can celebrate special places and/or mark transitions between neighbourhoods. Transit stations within Downtown New Westminster (Columbia Station and New Westminster Station) act as Gateways for residents and visitors. As such, special treatment of the surrounding transit precinct must facilitate wayfinding and encourage vibrant public life. See the New Westminster Downtown Community Plan for more details.

General Recommendations:

- Enhance the function of transit stations as Gateways through wayfinding (city maps, distinctive Transit sign), materials, and other improvements.
- Utilize nodes for increasing biodiversity within the corridor.
- Incorporate public art at gateways and nodes.
- Think of a Gateway as a place of arrival, not necessarily a literal gate or archway.

6.4.1 FEATURE INTERSECTION - N1

By providing a hierarchy in streets and how they meet, and by recognizing important intersections in the downtown core, there is an opportunity to create a sense of a gateways and arrival to the City centre.

Intent:

- To continue to prioritize the pedestrian experience.
- To promote the eclectic and artistic culture in Downtown.
- To emphasize views to the Fraser River.
- To activate and animate intersections.
- To reinforce the importance of Great Streets.
- To provide interest and possibility for key public art elements.
- To bring a coherent sense of design.

Recommendations:

- Explore opportunities for alternative paving treatment and permeable materials at key intersections.
- Intersections are generally flat, but be aware of the view from steep streets above. Consider opportunities for special surface treatment seen from above, but be aware of the potential for canopies to block motorists' views.







There are four key typologies identified for Feature Intersections.

Intersection Canvas: The entire intersection surface is treated in a special way with paint, surface material, or a pattern. This makes it easy to conceptualize the intersection as a potential zone for a street party or special event.

Intersection Carpets: The crosswalks themselves are featured, emphasizing the typical pedestrian path.

Intersection Canopy: A hanging element creates a sense of shelter and enclosure in the intersection. This element must be light and permeable for the sake of practicality, and may not necessarily cover the whole intersection area.

Intersection Markers: These are vertical elements that provide an identity to the intersection. They may be modifications to existing light standards, tall sculptures, or any other element that brings a sense of unity and place.

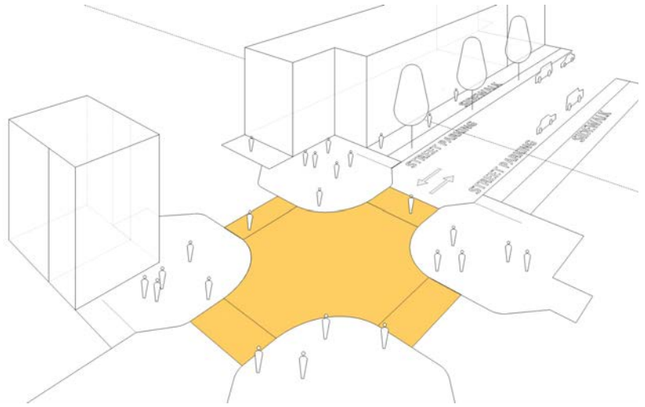


Fig. 18 Intersection Canvas

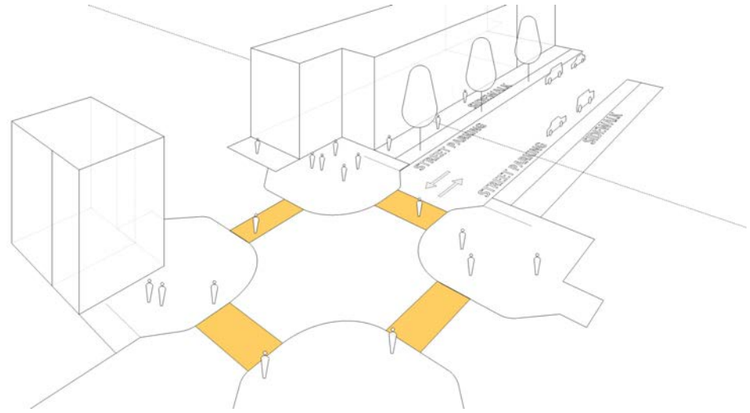


Fig. 19 Intersection Carpets

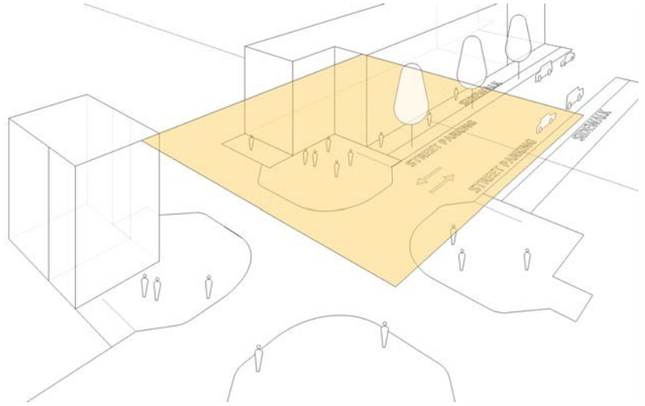


Fig. 20 Intersection Canopy

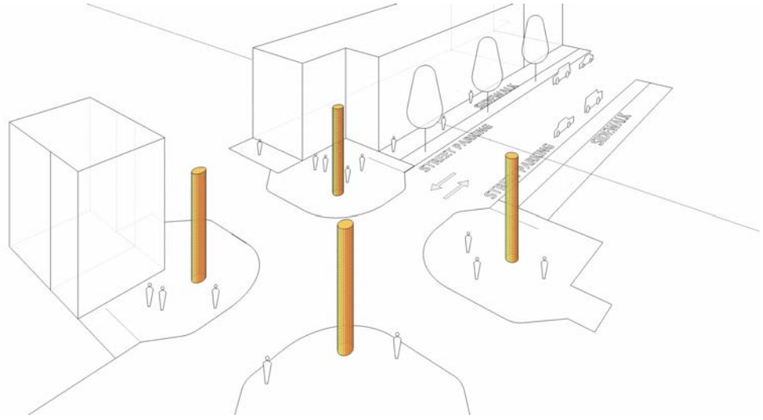


Fig. 21 Intersection Markers

N

6.4.2 BREADCRUMBS OF ACTIVITIES - N2

Like a trail of breadcrumbs in a fairy tale, or a string of pearls along a necklace, spaces in the public realm can be arranged to inspire movement and exploration. These casual points of interest lead the pedestrian from one place to another, enhancing the vibrancy of the downtown core.

Rather than a particular type of place, this category is about the broader-scale arrangement of other elements to create a coherent framework. This more permanent framework sets the scene for temporary and changeable activities, increasing the sense of novelty and excitement.

The Public Realm is thus formed by several typologies, connected in a legible way to form a series of spaces. However, what happens in those spaces is yet another layer. These activities provide the opportunity to create and maintain connections between people who use the public realm, and this combination should provide a coherent and complete community.

Intent:

- To establish downtown New Westminster as a destination and a place of activity;
- To increase opportunities for pedestrians to explore and discover;
- To attract residents, businesses and visitors alike;
- To create a cohesive framework for activities both planned and spontaneous; temporary and permanent.

Programming and Uses:

- Small-scale interventions such as: swings, hammocks, book exchanges, picnic tables, informal seating
- Landmarks such as: sculptures, statues, viewpoints, signage
- Commercial destinations such as: cafés, restaurants, theatres, shops
- Wayfinding elements such as: information kiosks, transit stations
- Flexible space such as: performance space, market space, public squares

Recommendations:

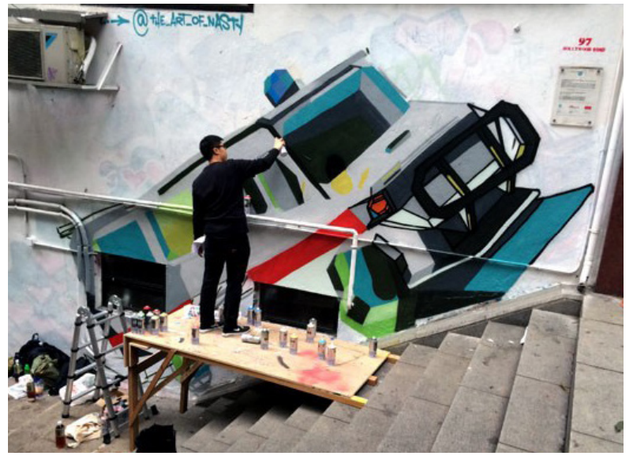
- Identify main points of interest in each precinct.
- Analyze lines of sight between points of interest, developing a sequence.
- Use opportunities to fill in the gaps between activities by strategically placing new points of interest.
- Identify barriers between points of interest, and enhance connections with structure, signage or wayfinding.
- Establish a coherent streetscape identity for each precinct that allows for wayfinding between points of interest.
- Encourage movement between precincts.
- Create a program for temporary installation of swings, seating areas, etc.
- Offer a variety of activities, like places for rest, places for watching, places for participation, placing for eating, and places for playing.
- Consider opportunities for public art, performances, and cultural events.
- Steep areas can benefit from interventions such as places to rest after climbing a hill; places to look at the view; tall visual elements creating midway destination points; and playful design interventions.






Little Free Library











Privately Owned Public Spaces



PO

6.5 POPS (PRIVATELY OWNED PUBLICLY ACCESSIBLE SPACES)

POPS are an important part of the City's open space network and public realm. The success of POPS lies not just within the design of the spaces themselves, but in how they work with surrounding public spaces (including streets, parks and other open spaces) to contribute to the overall network. POPS should should evolve as a well-designed layer within the City's open space system: filling in gaps where necessary, creating new focal points, protecting important views and enlivening the public realm.

New development necessitates new public space. Whether smaller or larger, urban or green, these privately-owned additions to the public realm serve to enhance the pedestrian-oriented environment. To be succesful, these publicly-accessible spaces must be laid out, programmed and designed in tandem with the built form, such that building massing and location are arranged on the site to provide the best possible open space environment.

Intent:

- To complement existing and proposed public spaces on streets, in lanes, and in parks.
- To animate semi-public spaces.
- To create enjoyable spaces for recreation, relaxation and retreat.
- To create permeability in the neighbourhood and increase accessibility.
- To create sense of place and neighbourhood identity.
- To provide outdoor rooms for residents and visitors.

POPS Typologies:

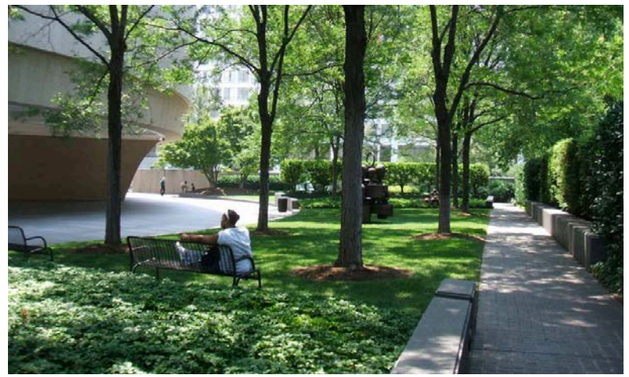
1. Courtyard
2. Plaza
3. Walkway/ Mid block Connection
4. Building Setback

General POPS Recommendations:

- Support and enhance the City's objectives for urban design and structure. For example, development sites at important intersections could be enhanced with open space.
- Ensure the usability of POPS by providing legibility, visibility and access from adjacent public streets, parks and other public spaces.
- Provide appropriate signage to identify POPS as open to the public, and to indicate their location when not easily visible from the street.
  - » Locate signage: In highly visible locations, preferably adjacent to the public sidewalk or other public spaces, and where the highest level of pedestrian traffic is anticipated.
  - » Ensure signage is not obstructed by landscaping or other free standing elements in the open space.
  - » Co-ordinate signage with lighting to allow for visibility in the evenings.
- Optimize the siting and design of open space in new developments to enhance views or visual corridors to public streets, open spaces, heritage sites and landmarks.
- Design POPS to complement heritage features by proper use of materials and spatial proportions.
- Utilize mid-block pedestrian walkways to connect POPS with nearby public open spaces.
- Allow universal accessibility wherever possible.









PO

6.5.1 COURTYARD - PO1

A privately owned, publicly accessible Courtyard is landscaped open space located in the interior of a single block or consolidated block with limited direct street frontage.

Location and Scale:

- Primarily enclosed by buildings on all sides with limited or no street frontage, with a variation on this type having one side open to the street.
- A well-proportioned space that is large enough to provide flexible programming.
- Located to have access to sunlight during midday.
- Designed as an outdoor room or set of rooms, each with its own image and character.
- Although a self-contained space with an inward orientation, a courtyard should be designed as part of the larger open space network to encourage public use.
- Should be of a minimum size to include tree plantings and seating areas.

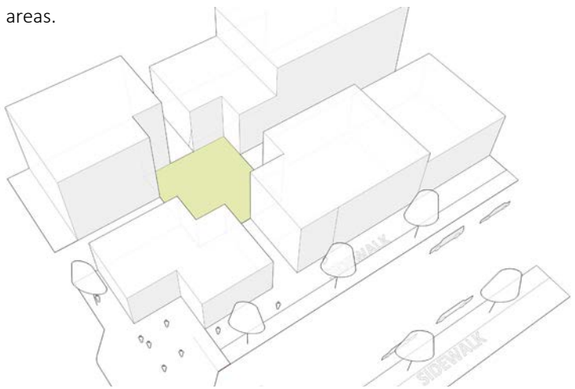


Fig. 22 POPS Courtyard

Recommendations:

- As the courtyard is contained within a block and surrounded by buildings, the design of the building - in particular its at-grade uses, entrances, and design of the façades - will play a key role in establishing the public nature, access and character of the open space. Public use of this space is to be secured through ROWs and easements.
- Provide a high degree of transparency and active uses at grade with the buildings that surround a courtyard.
- Provide at least two points of access to a courtyard, either through walkways, mid-block connections or publicly-accessible pedestrian interior connections. This will help ensure courtyards become a usable part of a network of public open spaces.
- Clearly identify the location and design of courtyard entrances as public.
- Organize circulation to provide direct visual and physical links to adjacent streets.
- Provide a balance of soft and hard landscaping.
- Provide ample seating.
- Provide pedestrian scale lighting in courtyards as well as along connections to the courtyard.
- Utilize POPS signage to identify courtyard locations from surrounding public sidewalks.
- In steep areas, be careful not to locate plazas too far above grade. A “public” plaza on a higher storey than the street can be difficult to discern or uncomfortable to access. If a grade separation is unavoidable, use strategies similar to Overhead Pedestrian Passageways to encourage public entry.





PO





6.5.2 PLAZA - PO2

A privately owned, publicly accessible plaza is an animated gathering place flanked by a public street with predominantly hard surfaced landscape features.

Location and Scale:

- Often taking up a major length of the block, with at least one or two sides open to the street.
- Locate and orient plazas to maximize sunlight access throughout the day and provide uses that take advantage of the sunny location (e.g. cafés and patios). Plazas should be of a minimum size to include tree plantings and seating areas

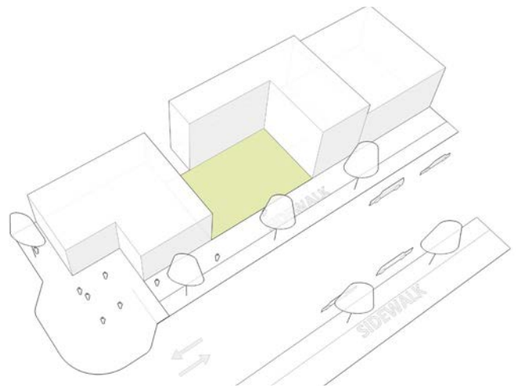


Fig. 23 POPS Plaza

Programming and uses:

- Casual use, passing through, secondary pedestrian routes, building entrances and small gathering spaces.
- Large plazas may include fountains and water features, concession stands or washrooms as appropriate (if not publicly accessible in adjacent buildings).
- Include public art as key element of those spaces.
- Allow for flexible uses (i.e street festivals, performers, night markets)

Recommendations:

- Remember that plazas are primarily defined by adjacent buildings, which contribute to spatial unity and environmental quality.
- Allow for at least one edge open to the public sidewalk. The remaining edges are comprised of building façades (one or multiple buildings), potentially with mid-block pedestrian connections.
- Locate the plaza at the same grade level as the public sidewalk where possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk must accommodate universal accessibility.
- Line the edges of plazas with active uses at-grade, including building entrances, to animate and support the open space.
- Encourage spill-out spaces, such as patios.
- Provide continuous weather protection in the form of canopies or arcades at the perimeter of the space in large plazas.
- Provide at least one primary building entrance facing the plaza where possible.
- Create a human scale by use of small scale elements.
- Define smaller sub-areas within the plaza for ample seating and gathering in the sun and shade.
- Provide pedestrian scale lighting at appropriate locations.

PO

6.5.3 MID BLOCK CONNECTION/ BREEZEWAY - PO3

Mid Block Connections are an exterior public pedestrian route at street level, usually providing a connection or short-cut through the block.

Provide mid-block pedestrian links along longer blocks to break down the scale of the block and to create a finer-grained series of connections to existing open space in dense Downtown urban fabric.

Programming and uses:

- Must provide a clear pedestrian pathway with high-quality, durable paving materials.

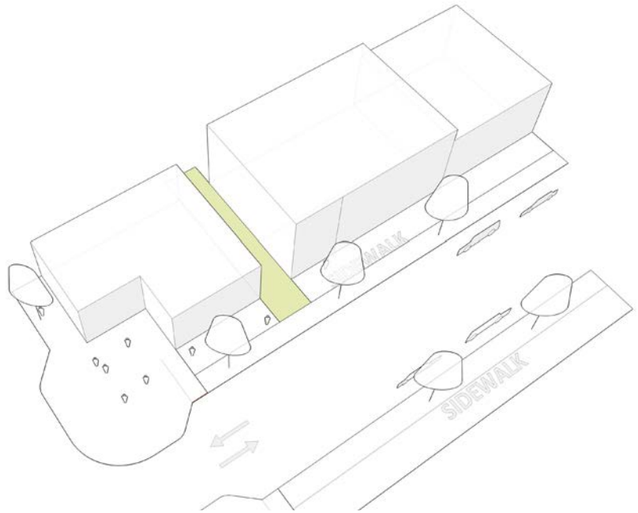
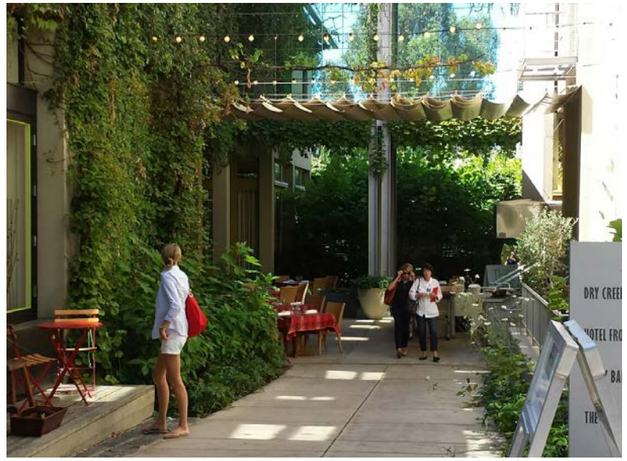


Fig. 24 POPS Midblock Connection/ Breezeway





Recommendations:

- Provide links in response to desire lines, whether a physical worn path in a non-built area, or a detour around existing structures.
- Create additional links to provide access from existing streets to existing and planned community amenities (i.e. parks, community centres, schools, etc.).
- Consider additional street crossings to connect links on either side
- Design mid-block linkages to include ground floors with active edges, including entrances and windows facing the linkage, whether the interface is residential or retail in nature.
- Explore opportunities for temporary public art displays and interactive programming to animate mid block connections.
- Provide direct access to public destinations, including public sidewalks, buildings, parks, open spaces and natural areas.
- Encourage safety and comfort by lining walkways and mid-block pedestrian connections with active uses that are accessible from the walkway to increase pedestrian activity, as well as windows for overlook and visual permeability.
- Provide clear sight-lines at all access points to increase public safety.
- Include a repetition of elements, such as pavers, lights, seating, planters and trees.
- Introduce landscape elements for amenity and visual interest.
- Provide seating, which may be integrated into building façades or planted areas.
- Use signage to identify adjacent buildings or open spaces.
- Provide pedestrian scale lighting along walkways and mid-block connections.
- In steep areas, the connection will often be a staircase.

PO



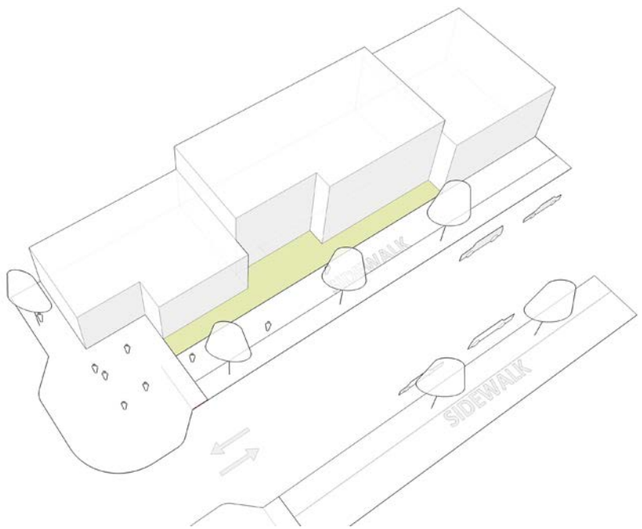


Fig. 25 POPS Building Interface

6.5.4 BUILDING INTERFACE - PO4

An open space between the building façade and public sidewalk, characterized by hard or soft landscaping treatment. In many cases, an extension of the public sidewalk and boulevard.

There are two typologies of building interface:

f. Setback
g. Forecourt

6.5.4.1 SETBACK - PO4 A

Narrow open space between the public sidewalk and building façade - in many cases an extension of the public sidewalk.

Location and Scale:

- Located between the public sidewalk and building façade
- The depth will vary with the setback requirement, and may allow for plantings, trees, usable public space like cafés, seating areas, etc.
- Setbacks should be considered as a series of setbacks along a block to collectively form a continuous open space setback along the street

Programming and uses:

- Casual public use, sitting, displays, cafés
- Publicly-accessible at all times
- Active or Passive in character depending on adjacent building uses

Recommendations:

- Open at least one edge to the public sidewalk, or where the setback spans the length of the building, use the building façade to provide one frontage.
- Consider designing as an extension of the public sidewalk and boulevard, and providing a combination of paved and planted surfaces.
- Feature trees and soft landscaping in the setback.
- Include lighting and seating depending on the scale and character of the setback and building edge and amenities in the adjacent public sidewalk.



PO

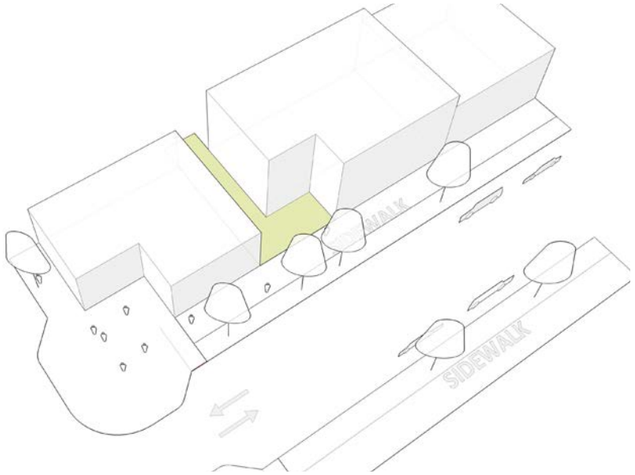


Fig. 26 POPS Forecourt



6.5.4.2 FORECOURT - PO4 B

An open space between the public sidewalk and main entrance of a building, generally enclosed on three sides by building façades.

Location and Scale:

- Located between the public sidewalk and main building façade and entrance. Generally defined on three sides by building façades or landscape, unless located at the corner.
- Depending on the scale, the space may function as either an extension of the public sidewalk or an amenity space.
- Where a forecourt is intended to function as an amenity space, the depth of the forecourt must allow for this function (e.g. seating). Minimum depth for this would be 4 m.
- Where an established pattern of forecourts exists along a street, an extension of this form is encouraged to add amenity and visual interest, particularly where buildings form a continuous streetwall.

Programming and uses:

- Designed as an extension of the building, or of the public sidewalk, but always as an integral part of the sequence of building entry.
- Casual gathering in small groups may be appropriate depending on the scale of the forecourt.
- Publicly accessible at all times.

Recommendations:

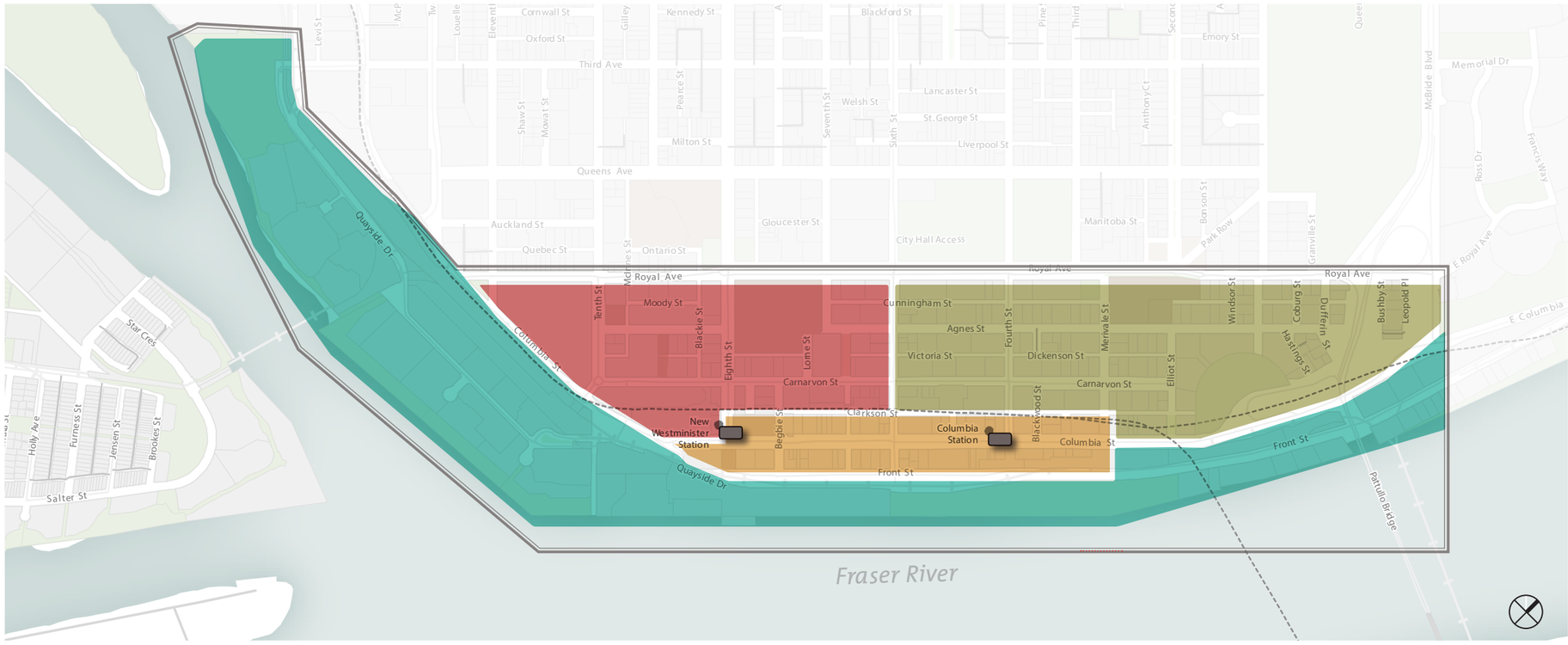
- Open at least one edge to the public sidewalk (may be two edges at corner locations), while the other edges are building facades.
- Consider combining with other open spaces in the block.
- Provide a balance of soft and hard landscaping, and include seating.
- Ensure that planting and other amenities do not obstruct visual or physical access to the main building entrance.
- Use plantings to complement the formal organization of the space: unify the space, integrate the space with the local streetscape design, and provide direction within the space.
- Provide pedestrian scale lighting within forecourts.
- Design, treat and program the forecourt according to land use: For example, retail forecourts must be robust to withstand foot traffic, may include cafe seating. Residential forecourts will be more quiet and private, with potentially less permeable interface.



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WOW Westminster by artist Jose Resende. 2016. City of New Wesminster Public Art Collection.

Downtown is a dense, highly urbanized neighbourhood. In order to effectively manage growth the Downtown Community Plan takes a fine grained approach. Four character precincts have been established in the Downtown Community Plan that highlight each area's unique history and character defining elements. The following Public Realm and Architectural Guidelines are applied and located based on these areas.



PRECINCTS DIAGRAM

LEGEND:

- Study Area Boundary
- Skytrain Stations

Historic Precinct
Boundaries: Front Street to the south, Clarkson Street to the north, Merivale Street to the east, and just past Blackie Street to the west.

Tower Precinct
Boundaries: Royal Avenue to the north, Columbia and Clarkson Streets to the south, Sixth Street to the east and Stewardson Way to the west.

Albert Crescent Precinct
Boundaries: Clarkson and Columbia Streets to the south, Royal Avenue to the north, and from McBride Boulevard to the east to Sixth Street to the west.

Waterfront Precinct
Boundaries: Fraser River to the south, the Front Street and Quayside Drive corridor to the north, the Pattullo Bridge to the east and Third Avenue to the west.

Fig. 27 Downtown Precincts

7.1 HISTORIC PRECINCT

7.1.1 VISION

The Historic Precinct and its diverse collection of buildings, public spaces, streetscape, materials and memories along the Columbia Street Corridor define the origins of New Westminster as the original capital of British Columbia. Coined the 'Miracle Mile' in the 1940s, this precinct was a regional destination for shopping and commerce in the mid 19th and early 20th century. The Historic Precinct features a rich collection of late-nineteenth and early twentieth century masonry buildings that together create a "sawtooth" profile along Columbia Street. Recent reinvestment in the Historic Precinct has resulted in a revitalization of the area including mixed-use development, the Anvil Centre and a variety of new retail businesses. A refurbishment of Columbia Street completed in the 1980's drew upon the historic character of the precinct and has improved the visual cohesion of Columbia Street.

The scale, topography and geographical orientation to the South creates a unique setting of the Historic Precinct within the Lower Mainland context. The urban fabric consists of a network of narrow laneways and passageways that create a uniquely permeable circulation network for pedestrians. In addition, the steep sloping topography allows for view corridors south towards the Fraser River and west along Columbia Street. A concentration of retail, entertainment and cultural uses along Columbia Street extending from Fourth Avenue to Hyack Square aims to create a "high street" with a sense vibrancy and animation. Further proposed public realm improvements will seek to build upon this emerging energy with opportunities for outdoor programming such as corner plazas, sidewalk cafés, parklets and seasonal events along Columbia Street, as well as Clarkson Street and Front Street, where level grade conditions allow for high pedestrian traffic. Intersecting streets where grades are steeper, such as Begbie, Fourth and Sixth Street, present opportunities for public seating terraces, pocket parks, stepped rain gardens, traffic calming and other innovative public realm interventions that capitalize on the steep slopes and views to the Fraser River. Front Street Mews also presents an opportunity to create a unique Shared Space approach that blurs the lines between the users of a space from pedestrians to drivers, resulting in a corridor that must be traveled via eye contact and person to person negotiation.

Creating opportunities for animation and whimsy within the Historic Precinct can support the burgeoning art and cultural scene. The use of colour, banners, public art, and temporary pop up installations are encouraged. These creative endeavors complement and create a layering of unique character and sense of place within the heritage precinct.

The Historic Preinct includes part of the **Columbia Station Skytrain Precinct**. In this overlay precinct, a mix of high-density uses and memorable streets, sidewalks and plazas are especially appropriate to encourage sustainable transportation and a vibrant atmosphere night and day. Refer to the New Westminster Downtown Community Plan for more details.

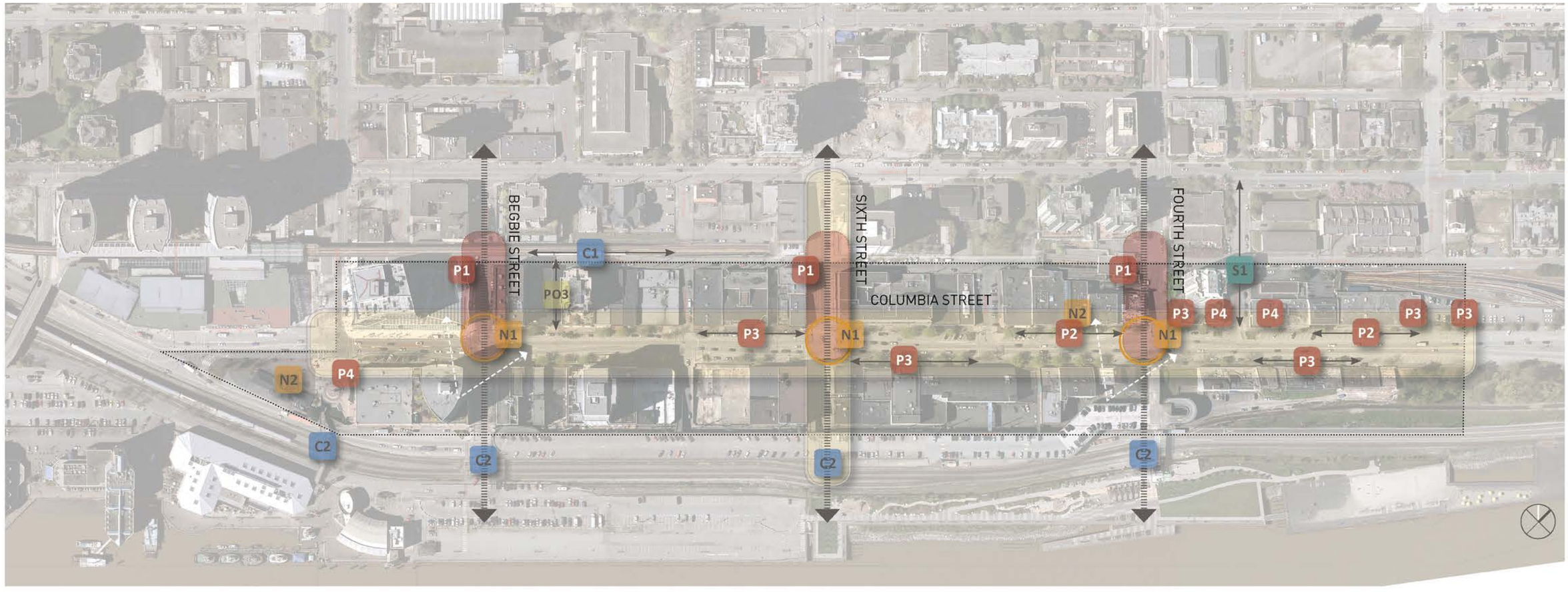
7.1.2 OBJECTIVES

1. Preserve and emphasize the historic feel and character - incorporate and/or interpret heritage elements into public space design where possible.
2. Promote well-integrated and place-responsive public art.
3. Maintain public views to the Fraser River, as well as views to the west and east along Columbia Street.
4. Encourage use of feature corners where appropriate.
5. Engage sidewalk zone and parking zones as part of the public space network.
6. Provide opportunities for smaller retailers and diverse, local business ownership by maintaining and enhancing fine grained architecture.
7. Increase green coverage, street trees and provide sufficient weather protection.

7.1.3 CHARACTERISTICS

- Primary Function: Downtown cultural hub and local shopping district
- Character: Urban, historic main street like experience
- Programming: shopping, people watching, walks, informal play, public art outdoor exhibitions
- Experience: Rich, proud and established "high street" experience with diverse businesses and local, unique vibe.





P Pedestrian Rooms:
1. Median
2. Parklet
3. Boulevard Room
4. Corner Plaza
5. Pedestrian Platform

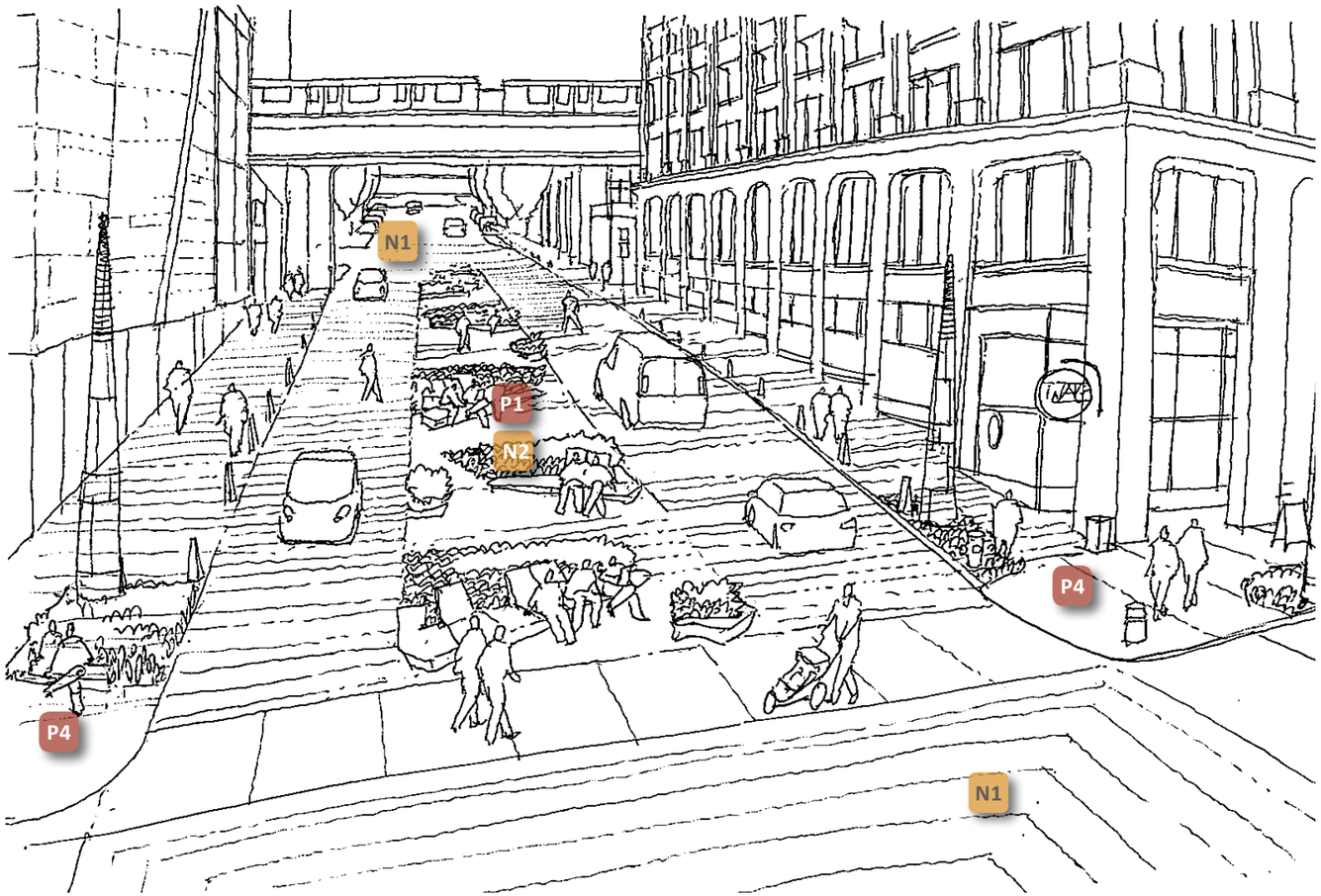
S Park Streets:
1. Half Street Park
2. Boulevard Park
3. Bump Out Park

C Connectors:
1. Lane/Narrow Street
   a. Ground treatment
   b. Wall Art
   c. Overhead Lighting
2. Pedestrian Passageway

N Nodes:
1. Feature Intersection
   d. In-Ground Treatment
   e. Crossing Treatment
   f. Overhead Structure/ Lighting
   g. Vertical Markers
2. Breadcrumbs of Activities

PO POPS:
1. Courtyard
2. Plaza
3. Mid Block Connection and Breezeway
4. Building Interface:
   h. Setback
   i. Forecourt

Fig. 28 Historic Precinct - Master Plan





Urban style median island with seating



Park like style Pedestrian Median with greenery

Fig. 29 Historic Precinct - Illustrative View



Corner Plaza with seating and planting



Parklet as an extension of on street dining area

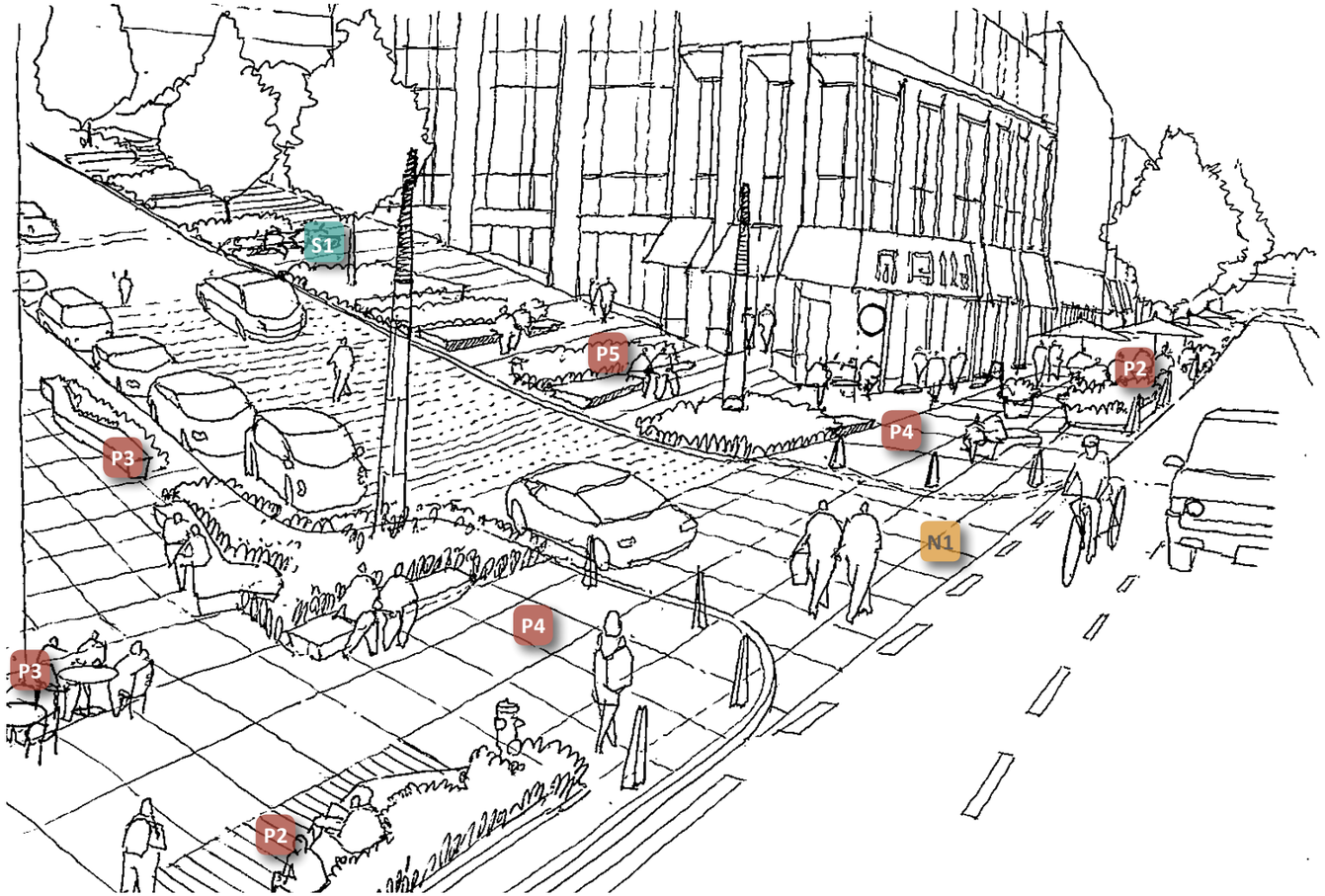


Fig. 30 Historic Precinct - Illustrative View - Columbia & Blackwood

7.1.4 HISTORIC PRECINCT ARCHITECTURAL GUIDELINES

The intent of the Historic Precinct Architectural Design Guidelines is to celebrate and enhance the historic character of this well known downtown precinct as well as to manage fundamental urban design elements such as building massing and street relationship. There is an emphasis in this precinct on streetwall elements that will reinforce the historic character while consideration is also given to new construction and its respectful relationship to the existing built form.

7.1.4.1 NUMBER OF TOWERS

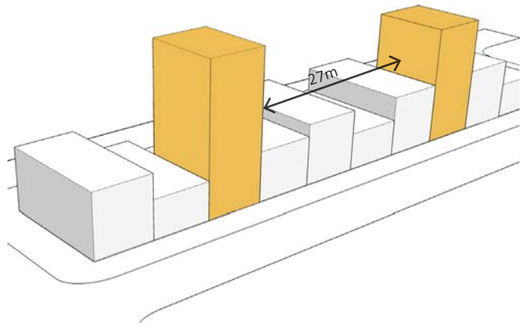
In the case of the historic precinct, it is particularly important to determine current building scale. Towers may not be suitable or supported. Where towers are appropriate, a strong contextual response should be provided in new building design.

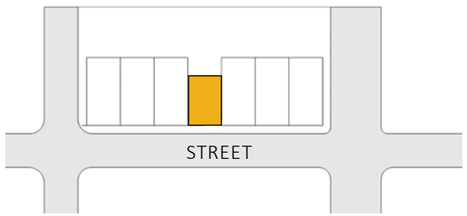
If tall buildings are considered in this precinct, they should be designed to reduce their impact on the streets and public spaces of the city. Generally, in the case of streets with shorter blocks, only one tower should be considered per block. In larger blocks, two towers may be appropriate.

Where larger sites are redeveloped with multiple towers, towers should be located in a checkerboard in order to avoid repetitive rows of several towers. Where towers are arranged side by side, or in a checkerboard pattern, the minimum distance between towers should be 27 m. 27 m separation will provide a comfortable separation distance between towers in terms of residential privacy and will improve natural light at street level. In no case shall separation distance between towers be less than 24 m.

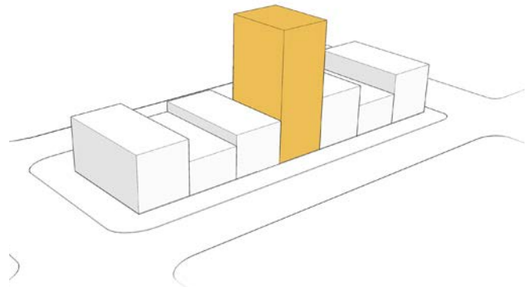


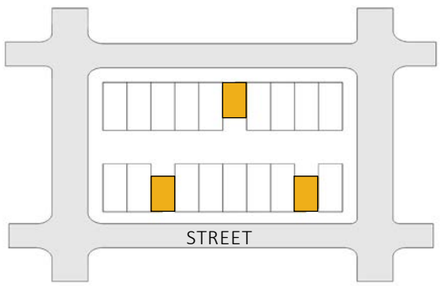
Larger block



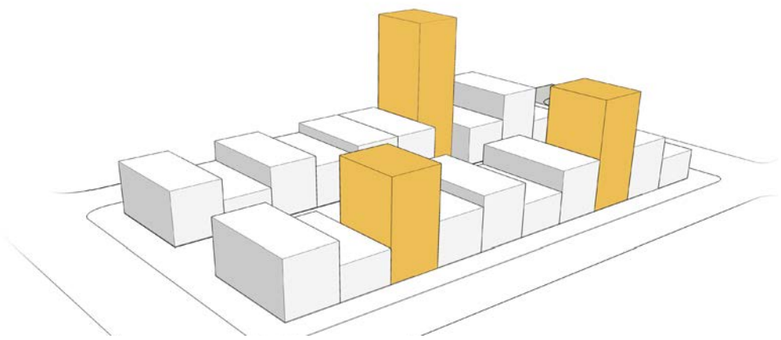


Shorter block



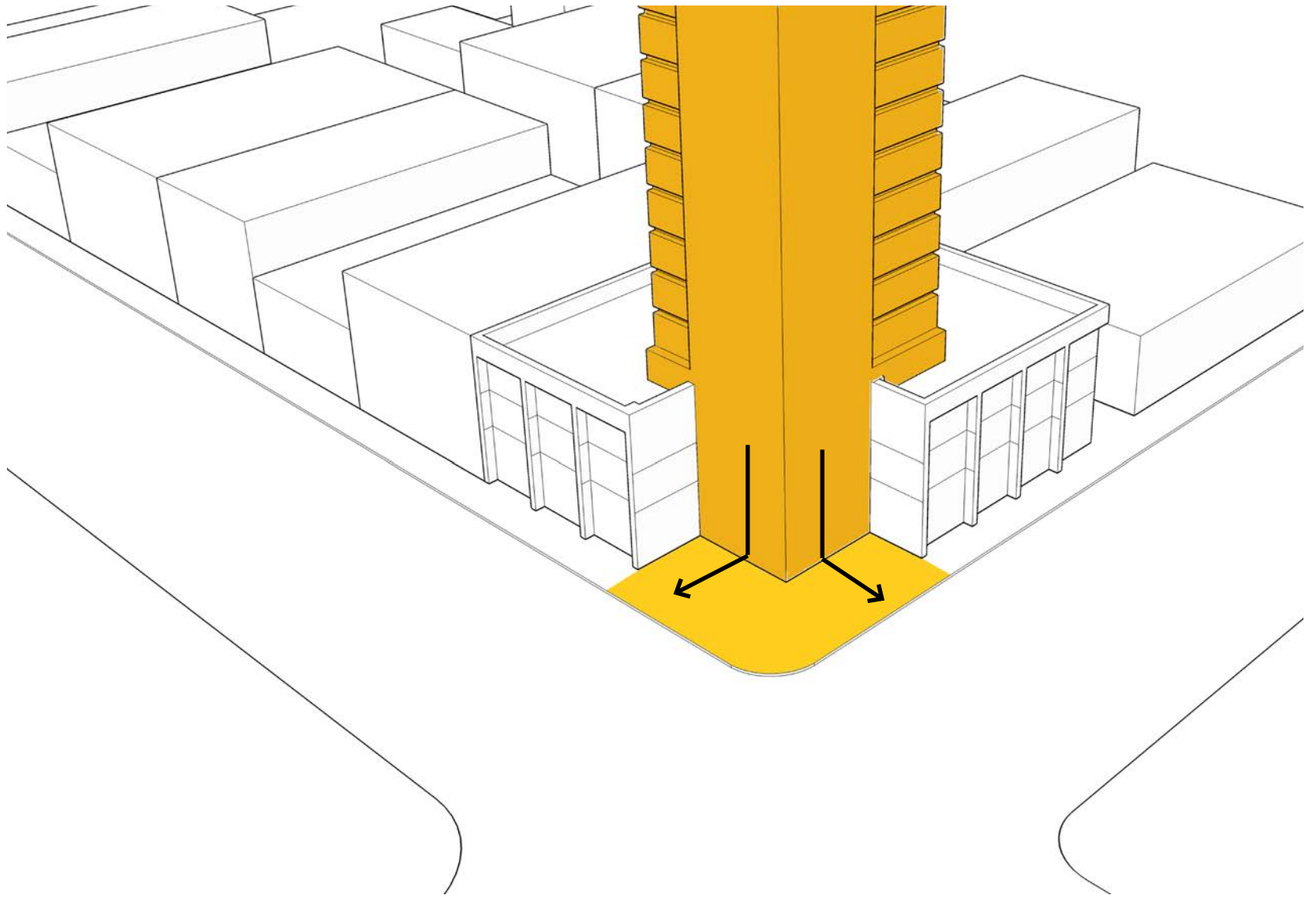


Full block



7.1.4.2 TOWER STREET INTERFACE

The most successful projects are those where a tower form is revealed at street level, breaking the pattern of adjacent, lower buildings, and allowing the lobby of the tower to address the street. This approach is in contrast to a situation where low buildings form a podium and the tower is set back, on top of the roof of the lower form, disconnecting it from the urban fabric. In the historic precinct, this approach is suitable on corner sites.



7.1.4.3 BUILDING ENTRANCES

Entrances into retail stores at grade should be recessed to be more inviting, providing shelter from the elements, and to avoid outward swinging doors projecting into the public realm.

In the case of recessed entries, personal safety may be improved through the extensive use of glass along all edges near the entry. This increases visibility and limits hidden or dark nooks. Heavy gates and shutters are strongly discouraged as they create a negative atmosphere on the street.

In the case of at-grade residential use, an entrance door should be provided into these individual units directly from the street.

For other occupancies, such as above-grade office or residential, building entrances should be located at, or near, the property line or build-to line with a street address, and be visible and comfortable for visitor access.



7.1.4.4 STOREFRONT DIVERSITY

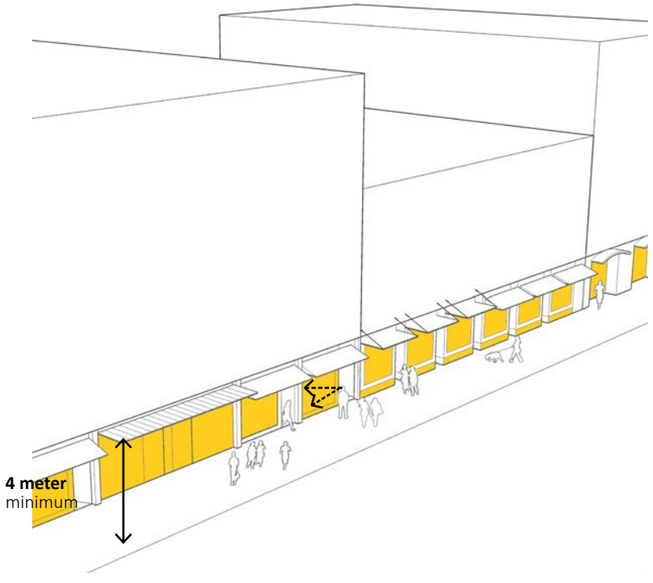
The more diversity and variety along shopping streets the more interesting and attractive they become. Both the types of shops and their design should be varied. Particularly, in large single developments, the storefronts should be individually designed, using different materials and colours, as opposed to a large continuous "project" storefront all under one steel and glass canopy.



7.1.4.5 RETAIL TRANSPARENCY

Being able to see into retail stores increases their attractiveness and makes the products being sold more visible to pedestrians. In order to increase the transparency of retail storefronts it is critical to maximize the storefront area, with a minimum storefront height of 4 m, and clear glass in the storefront units.

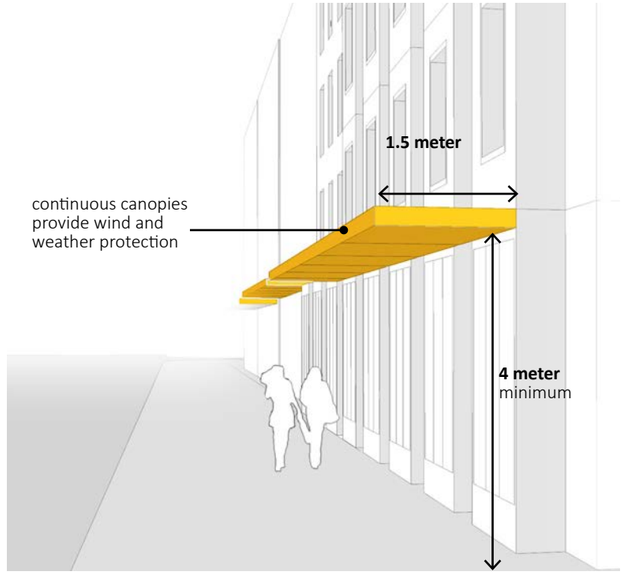
Smaller windows at street level will only be considered in situations where it is essential to maintaining the historic character of existing buildings.



7.1.4.6 WEATHER PROTECTION

In the historic precinct, not all buildings had weather protection. While it is generally desirable to have continuous weather protection, this must be carefully weighed against the historic context in which the building exists. Where historically appropriate, a building may not require weather protection.

In situations where weather protection is installed along the face of the storefronts. The minimum width of fixed canopies, and fixed or retractable awnings, should be 1.5 m with a minimum storefront height of 4 m.



7.1.4.7 SIDEWALK ANIMATION

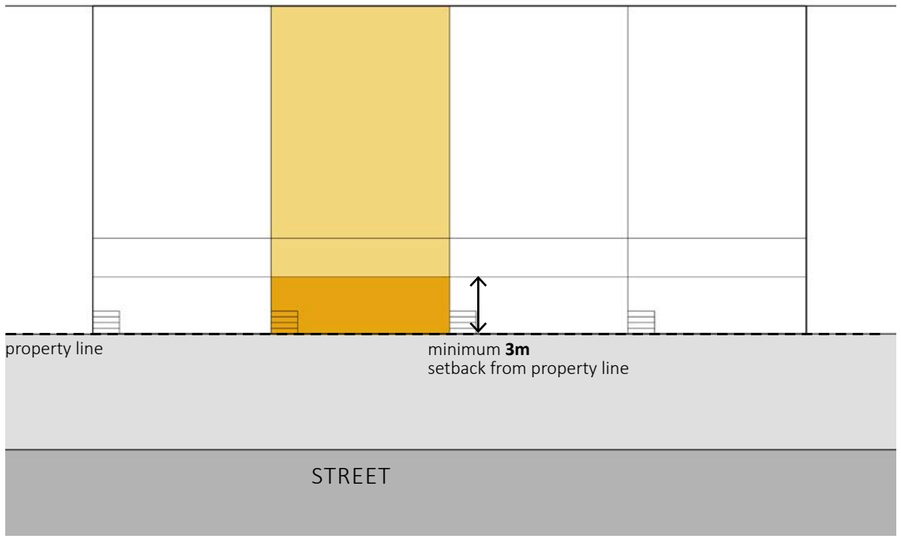
The great streets of the world have a high level of activity along their edges. Ground floor uses, such as retail, should be encouraged on busier streets to offer a high level of animation. The best example of this approach is the inclusion of restaurants and cafés with outdoor patio space. Also, outdoor retailing should be encouraged. Outdoor retailing can includes small racks of produce or small-scale product displays.

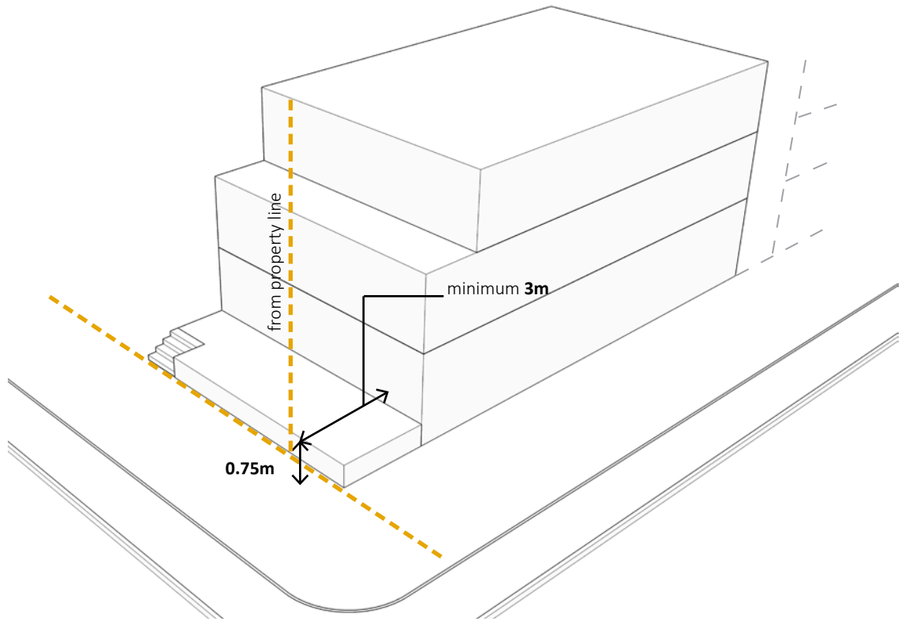


7.1.4.8 RESIDENTIAL PRIVACY

The recommended setback of 3 m minimum from the property line is to provide space for entrances into ground level residential units and private outdoor space for the occupants. This space will function as a porch, a patio, a deck, or a planting buffer from the street. The space should be elevated above street level by approximately 0.75 m to provide some overlook and greater privacy for the residents.

Note that this condition applies to the street frontage. A secondary entrance that meets accessibility requirements may be provided from a rear corridor or a rear yard. Also, alternative solutions that provide a modest amount of grade separation without limiting the opportunity of social interaction between semi-private patio spaces and the public realm are also acceptable.



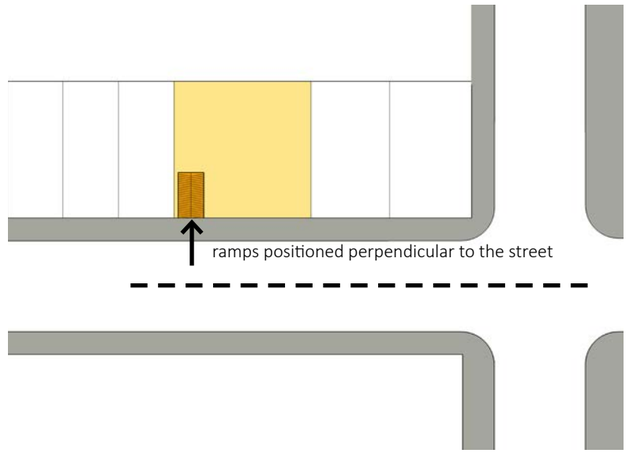


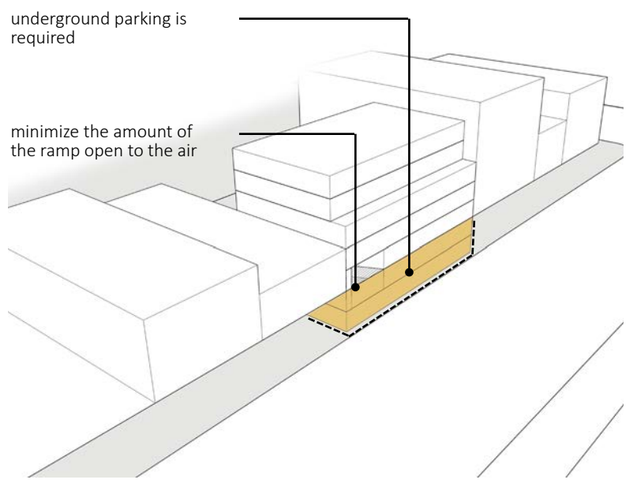
7.1.4.9 PARKING GARAGES

Parking garages, whether above or below grade, have a negative impact on the public realm. To reduce this conflict the following practices are recommended:

- underground parking has far less impact than above grade garages and should be required in all developments;
- ramps should be positioned perpendicular to the street or lane, not parallel;
- ramps should take access off of anes or secondary streets as opposed to primary streets;
- the amount of the ramp open to the air should be minimized; ideally, place ramps so that they are contained within the fabric of the building envelope;
- include garage doors located at the street to screen the ramp;
- avoid underground parking entrances along retail frontages to prevent “gaps” in the streetwall and conflicts between cars and the sidewalk; and
- for lower level sites where underground parking will be directly impacted by the water table, refer to parking structure guidelines in the waterfront precinct that consider above grade structure parking.





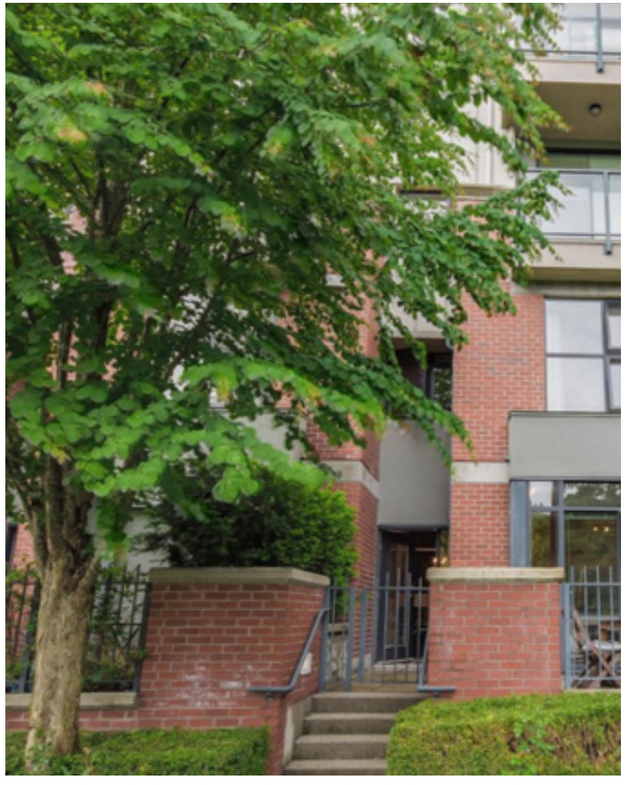


7.1.4.10 BUILDING MATERIALS

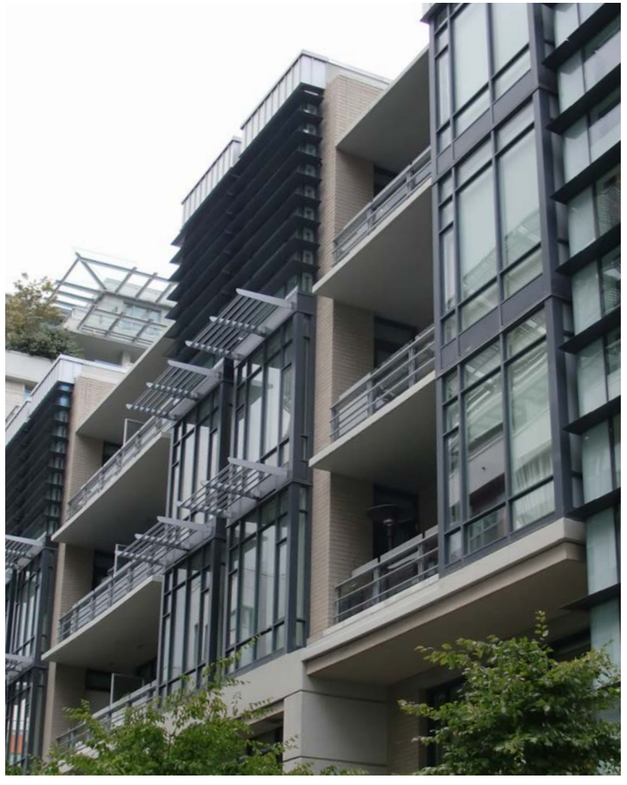
In all development the quality and colour of materials, and their detailing, is paramount to design excellence. Particularly at street level materials should be durable and ageless. Materials such as stone, brick and concrete will achieve this goal and be compatible with existing buildings.

At upper levels, materials that have a 'lighter' appearance such as glass, spandrel panels, or metal panels are appropriate. This will improve the visual hierarchy of the building and emphasize the building base.

Materials should be authentic and not veneers.



Street level materials should be durable and include stone, brick, and concrete.



Upper levels of buildings should have a 'lighter' appearance through the use of materials such as glass, spandrel panels, and metal panels.

7.1.4.11 SIGNAGE

Signage is critical for both way-finding and tasteful, uncluttered design. The New Westminster Sign By-law establishes the direction and process for signage design and approval.

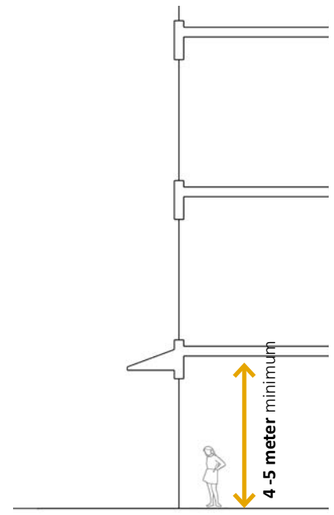




7.1.4.12 MINIMUM FLOOR HEIGHT OF LOWER LEVELS

Lower levels of buildings (the first four storeys or those storeys within 20m vertical distance from street level) should be designed to a 4m-5m floor to floor height minimum even for residential uses. The proposed minimum floor height is consistent with traditional Edwardian warehouse structures in the precinct and allows for greater flexibility of use over the long-term life of the building.

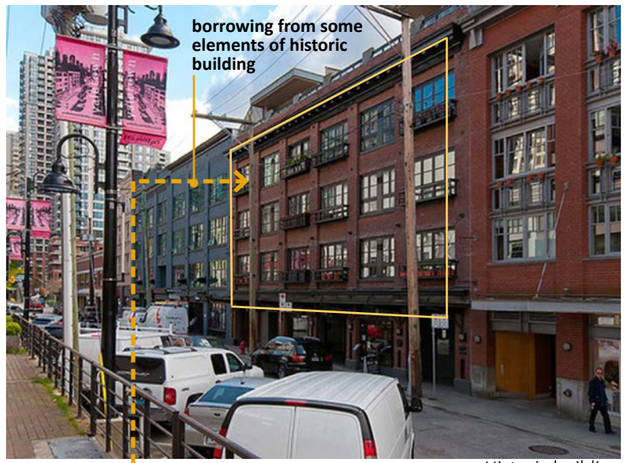
For new buildings that are located amongst existing historic buildings, this guideline may be varied slightly if it enables a more direct relationship with the adjacent historic buildings' cornice line.



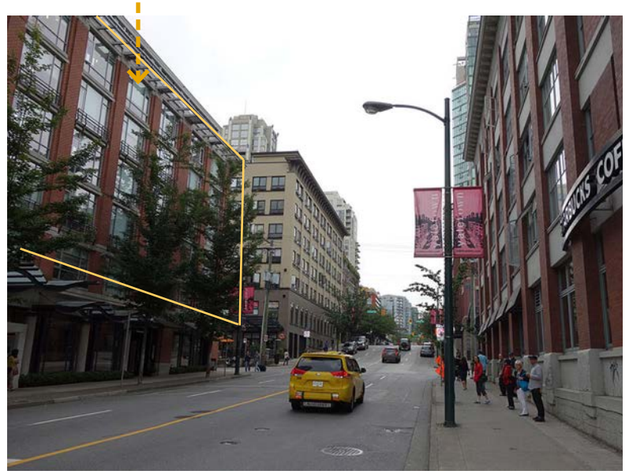
7.1.4.13 CONSISTENCY OF CHARACTER

New buildings or new building additions shall not be “disguised” to appear old. Consistency of character should be achieved by borrowing from some elements of historic building. An example would be to utilize brick as a primary exterior finish, to match the fenestration pattern of adjacent buildings, or to respond to adjacent context in terms of scale or height. In totality, a street should not appear as uniform but include creative and diverse building design within a framework of consistency of character.

In essence, an authentic design is expected as opposed to a copying of nearby facades.



Historic building

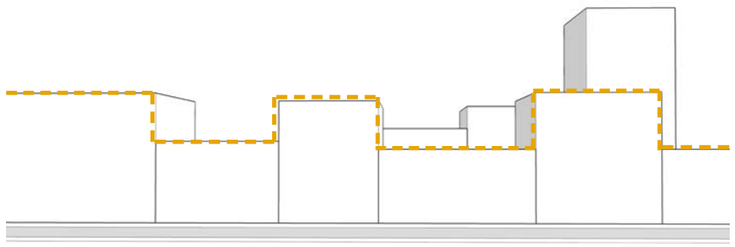


New building

7.1.4.14 SAWTOOTH STREET WALL

A key characteristic of historic Columbia Street and the Historic Precinct is diversity in building height along the street. The precinct has a “sawtooth” street wall meaning that building parapets vary considerably in height. To be consistent with this condition, the building heights should differ.

Harmony within the street wall should be achieved instead through consistency amongst cornice lines.



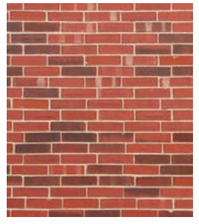
Street elevation

7.1.4.15 MATERIALS

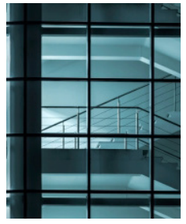
A wide range of materials are supported provided that lower level materials emphasize durability and quality. In the historic precinct, brick or stone should be considered as a primary material though glass, concrete, or metal and other quality contemporary finishes are also suitable.



concrete



brick



metal- glass



7.1.4.16 BLANK SIDEWALLS

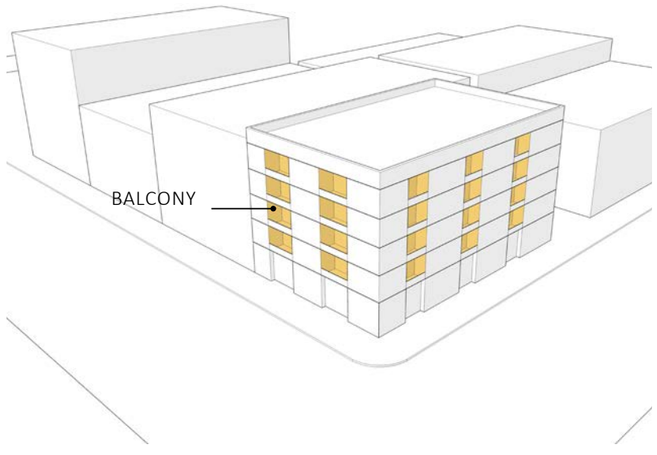
Exposed sidewalls along lot lines should generally be avoided. However, with varying street wall heights and situations where undeveloped lots leave a sidewall exposed, there is an opportunity to consider enhancing the character of the precinct by utilizing these exposed walls. In the historic precinct, public art, supergraphics, or dimensional installations are supported with the exception of new painted advertising on historic buildings. Custom lighting that highlights public art at night is encouraged.

Where blank walls are unavoidable and exposed to the street or lanes, art should be commissioned for the wall.



7.1.4.17 BALCONIES AND PROJECTIONS

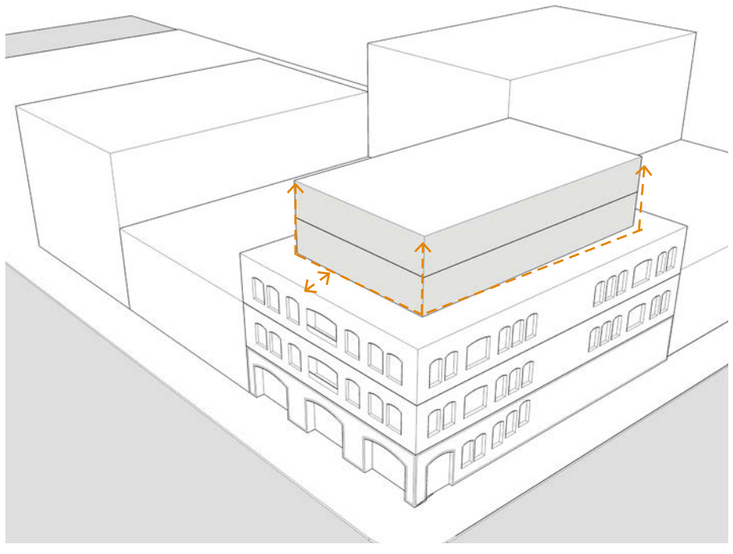
Lower level balconies should be inset into the building facade rather than projecting out from the building in order to reinforce the historic treatment of the facade.

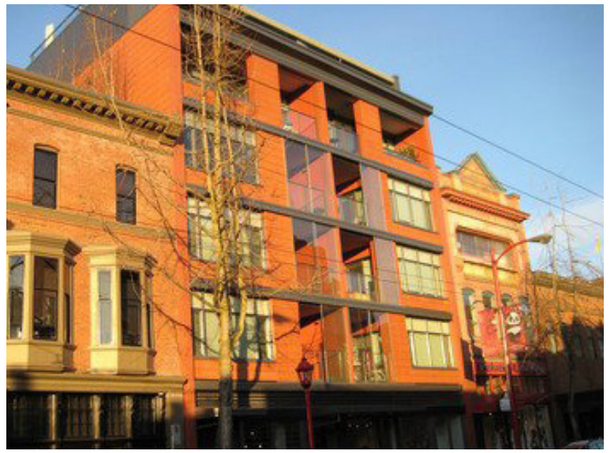


5.1.4.18 VERTICAL ADDITIONS

In some situations vertical additions to existing buildings may be supported. In these circumstances, vertical additions to existing buildings may be setback from the lower building facade.

The intent is to create a clean visual break between new and old. Alternative means of creating this visual break through carefully considered change in materials or other architectural elements may also be acceptable and should be supported provided that the architectural integrity of the existing structure is retained.





Inset balconies



Vertical addition that clearly delineates between old and new. Note that a setback has been applied to only one story in this instance.

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7.2 WATERFRONT PRECINCT

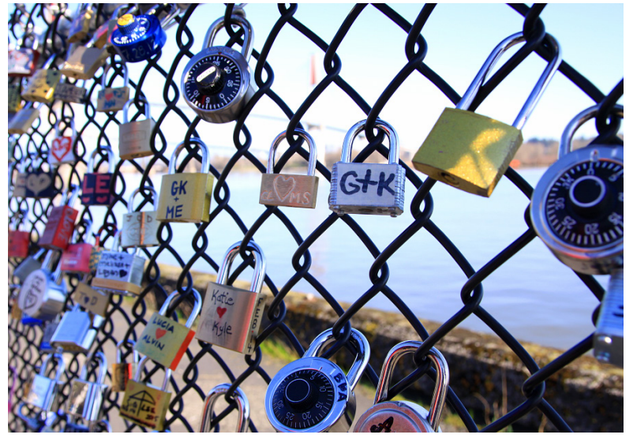
7.2.1 VISION

New Westminster is committed to creating a vibrant and publicly accessible waterfront as a means to reconnect the Downtown to the Fraser River. There is great potential for the Waterfront Precinct to thrive as an attractive regional destination that would re-establish the City's place as a primary destination on Fraser River. It is an opportunity to celebrate the historical and cultural aspects of the working river, together with the creation of vibrant public spaces energized with a wide range of year round activities and uses.

Westminster Pier Park, is part of an incremental strategy to improve access across Front Street and extend the pedestrian riverfront promenade further upstream from the Public Market and eventually provide pedestrian connectivity to the full lenght of the River.
The revitalized Public Market, Fraser River Discovery Centre and Westminster Pier Park, have become significant attractions; however, opportunities for further improvements and connections remain.

Future mixed use development, improvements to parks and the riverfront promenade will focus on creating active uses that are attractive to a wide range of age groups, as well as a variety of activities, businesses and public amenities that will improve economic resilience, promote cultural diversity and revive social connectivity.

Improving access and permeability between Columbia Street and the waterfront is a fundamental aspect of connecting the Downtown to the water's edge. Careful consideration of preserving view corridors down streets extending to the water, as well as adequate spacing between towers will serve to maintain visual access to the water. Providing safe, universally accessible crossings over Front Street and the adjacent rail corridor to access the waterfront precinct are key to encouraging access for pedestrians and cyclists of all ages and abilities.



7.2.2 OBJECTIVES

1. Provide a variety of public spaces to support passive and active uses along the waterfront.
2. Encourage a variety of ways to visually and physically engage the river's edge.
3. Ensure that pedestrian and cyclist connectivity extends beyond the Waterfront Precinct.
4. Encourage a variety of forms inspired by the river to visually and physically engage users.
5. Provide a range of diverse land and water-based activities in public spaces to suit different uses, meet local demand and attract a more diverse population improve walking and cycling connections along Esplanade and connections to Columbia Street and Front Street.
6. Finished elevations for new construction should be based on flood construction levels that adequately address sea level rise.

7.2.3 CHARACTERISTICS

Primary Function

Universally accessible waterfront that serves to reconnect New Westminster's Downtown to the Fraser River with a range of high quality public spaces and mixed use development.

Character

A contemporary working waterfront vernacular embodied within a variety of active and passive uses that engage the river's edge.

Experience

A vibrant and memorable riverfront experience comprised of a diversity of public spaces and mixed-use development that celebrate the historical and cultural aspects of the river and seek to connect people to the river.

Programming

- Provide opportunities for seasonal events, local markets, processions, festivals and gatherings that can occur in specific locations or along significant lengths of the waterfront.
- Provide a continuous and universally accessible riverfront esplanade that accommodates pedestrians and cyclists alike.
- Encourage mixed use development with ground oriented residential, commercial and civic uses that activate the riverfront and Esplanade.
- Integrate public art as per the Public Art Policy.







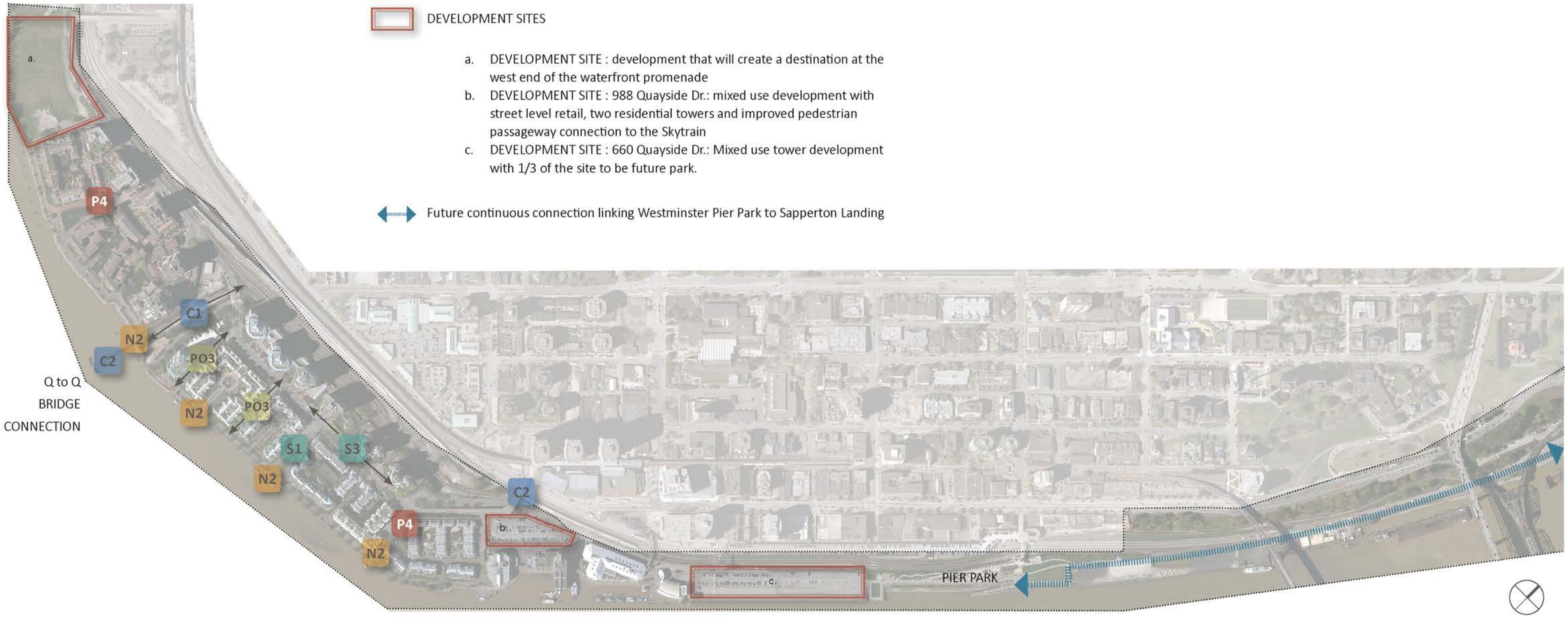
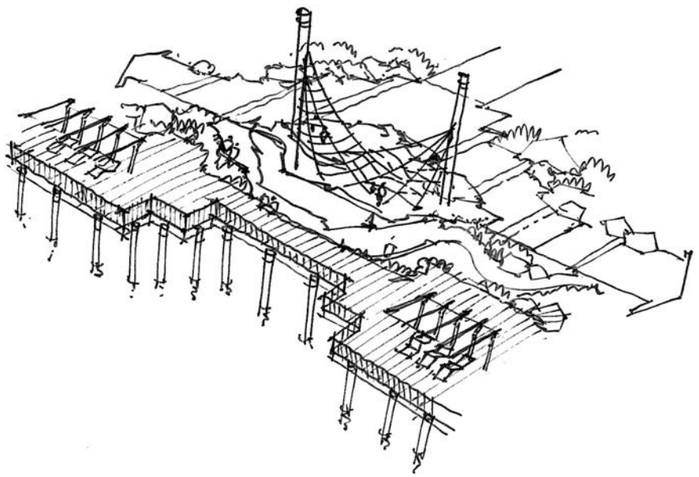
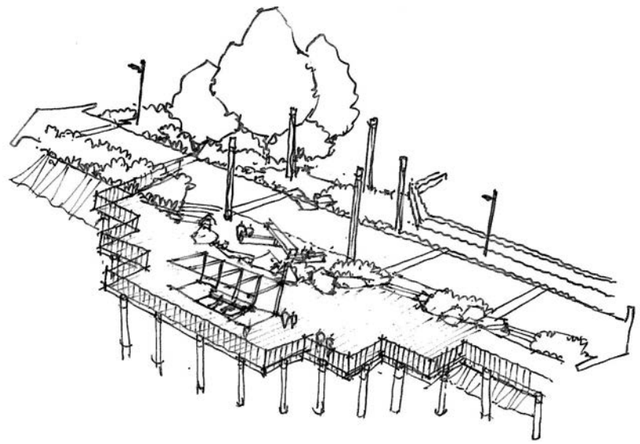


Fig. 32 Waterfront Precinct - Master Plan



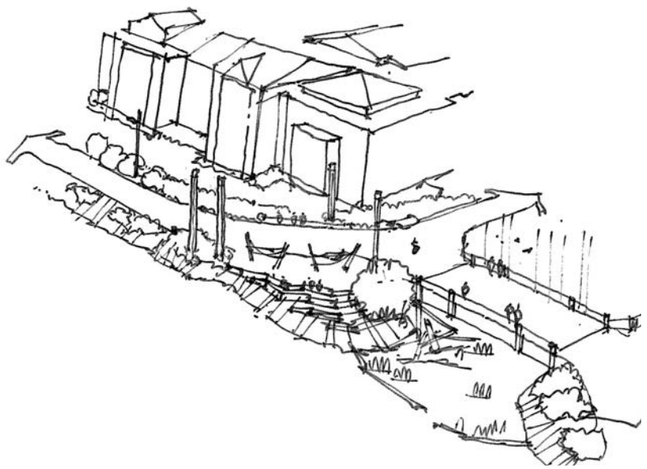
Linear play elements along river



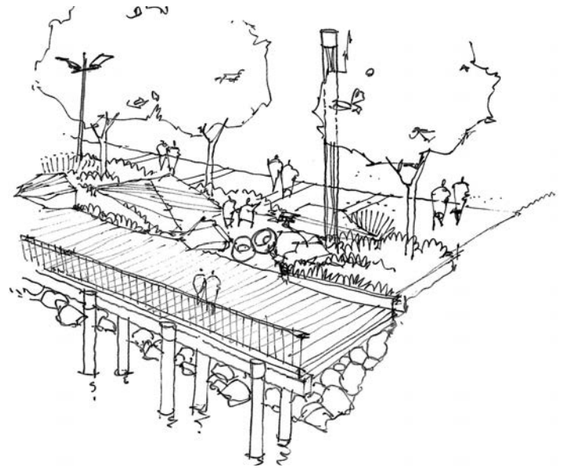
View points and pier projections along an elevated waterfront promenade to enhance the engagement with the water's edge



Riversky 2 Development Visualization



Active rest stops such as hammocks and swings



Linear play elements along river



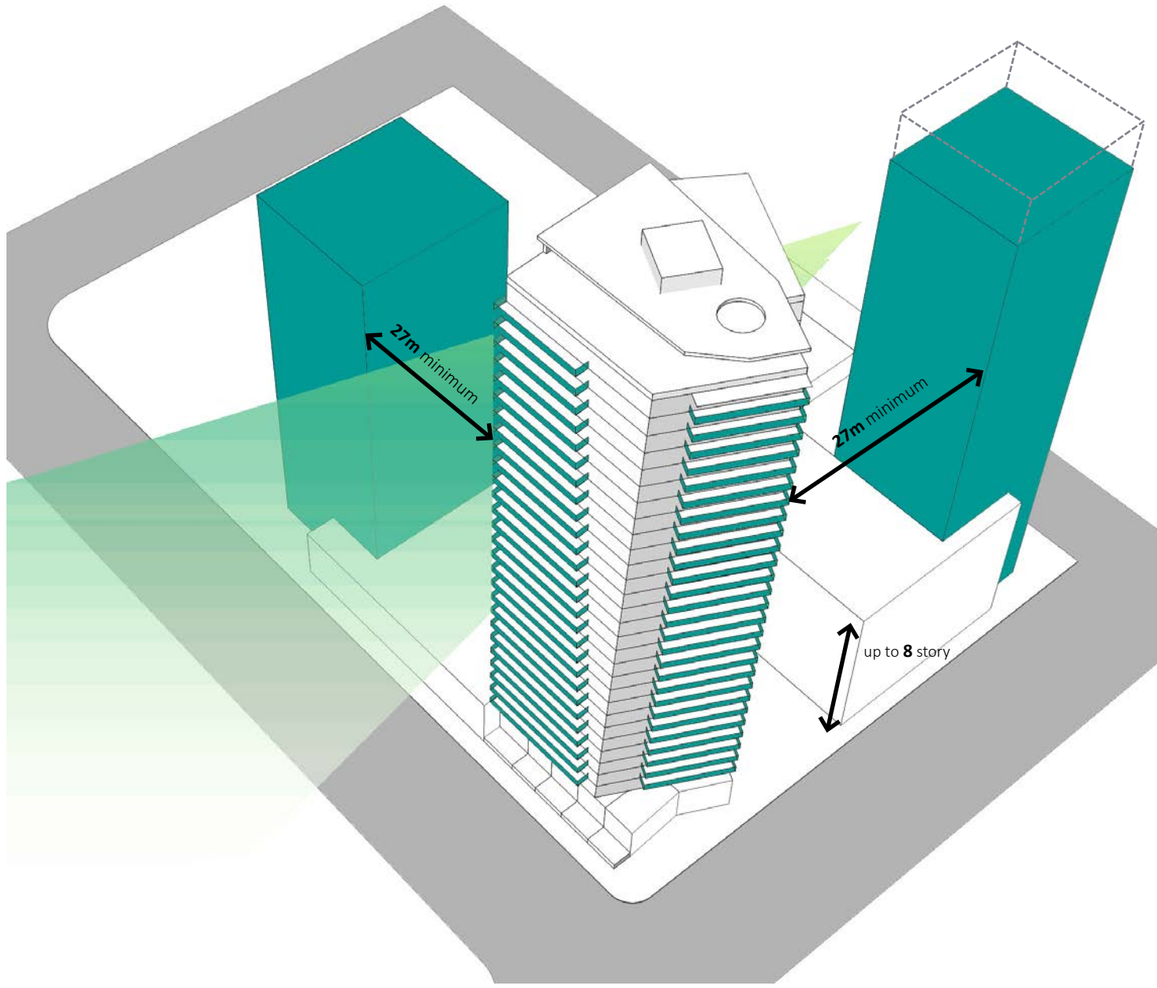
Waterfront Development Sketch

7.2.4 WATERFRONT PRECINCT ARCHITECTURAL GUIDELINES

The intent of the Waterfront Precinct Architectural Design Guidelines is to emphasize the relationship between development and the river. There is an emphasis in this precinct on ground-plane site lines from streets to the river and a recognition that buildings will likely be designed to capitalize on views. These guidelines also consider distribution of retail uses in a precinct that is not defined by a central high-street or primary commercial node. All guidelines focus on primary urban design considerations as opposed to building style.

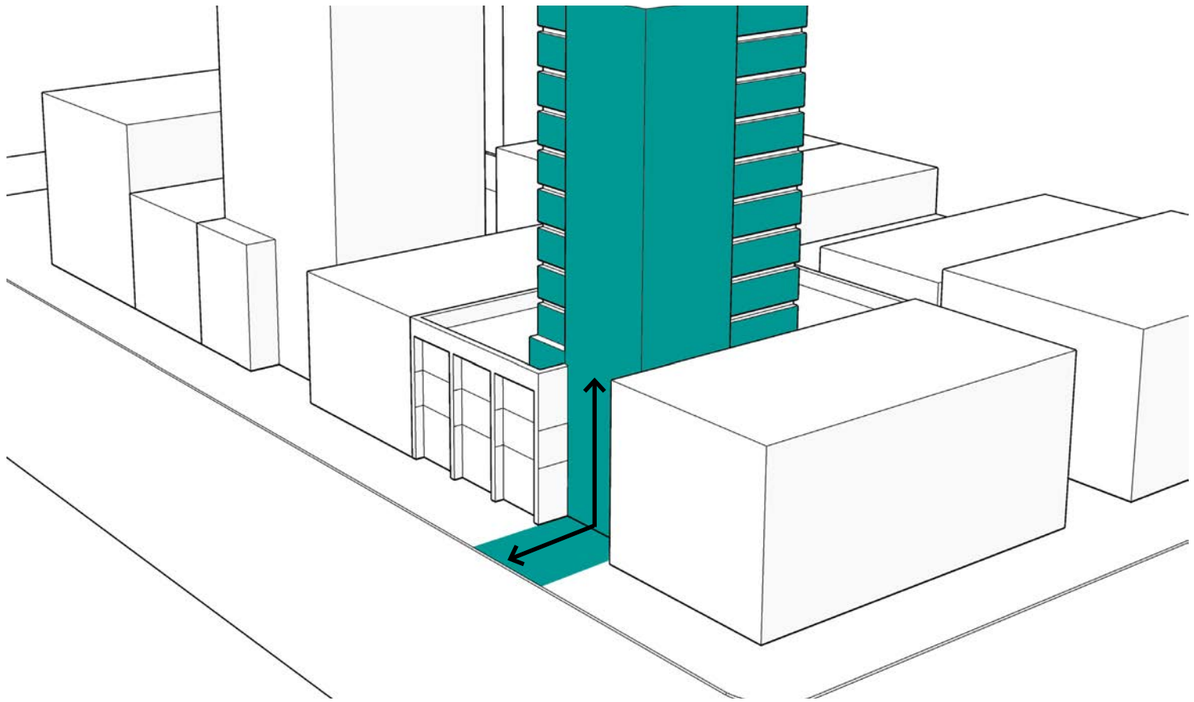
7.2.4.1 TOWERS IN THE WATERFRONT PRECINCT

The primary consideration of the design of towers in the waterfront precinct is to maintain visual permeability across the site and to the Fraser River from upland areas. This is generally achieved through smaller tower floor plates resulting in slimmer towers. Tower floorplates in the waterfront precinct shall not exceed 700 m2 above the 8th storey and generally should be 600 m2 to 650 m2. Where towers are arranged side by side, or in a checkerboard pattern, the minimum distance between towers should be 27 meters. 27 m separation will provide a comfortable separation distance between towers in terms of residential privacy, maximize views between towers, and will improve natural light at street level.



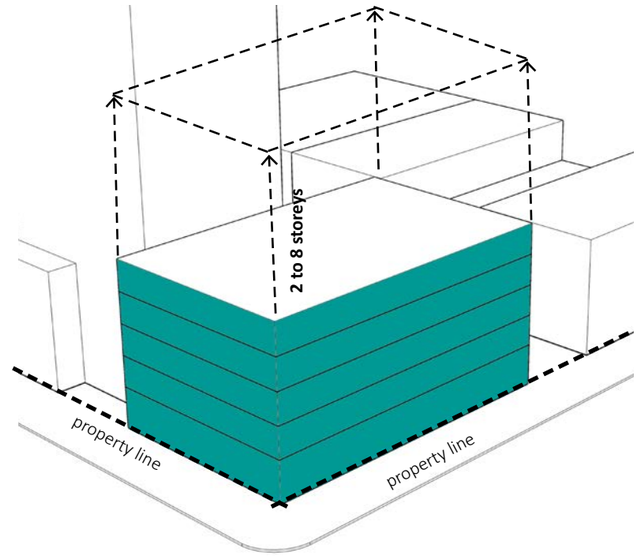
7.2.4.2 STREET INTERFACE

The most successful projects are those where a tower form is revealed at street level, breaking the pattern of adjacent, lower buildings, and allowing the lobby of the tower to address the street. This approach is in contrast to a situation where low buildings form a podium and the tower is set back, on top of the roof of the lower form, disconnecting it from the urban fabric.

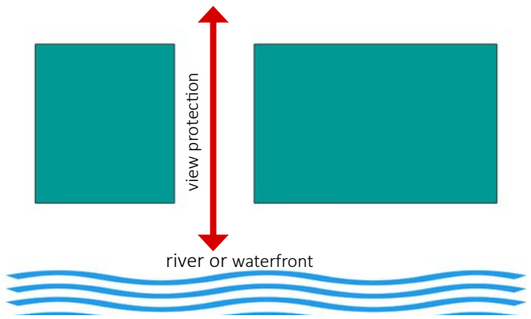


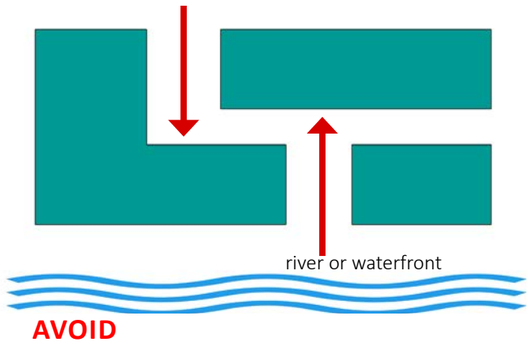
Low- and mid- rise buildings, from 2 to 8 storeys high, should generally be constructed to a build-to line at, or near, the property line to reinforce and define the edge of the street. In the case of retail use at grade this edge should be at the property line to increase the immediacy of the retail experience for the pedestrian. The exception would be if a setback is required for future street widening.

With residential use at grade a setback of at least 3 meters should be provided as private outdoor space for the residents.



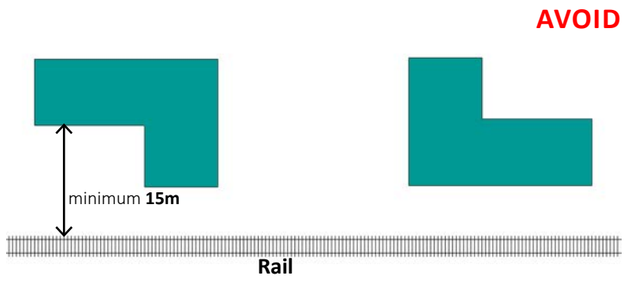
On large sites containing multiple buildings, building separation should occur so as to provide street level views towards the river or waterfront public space.

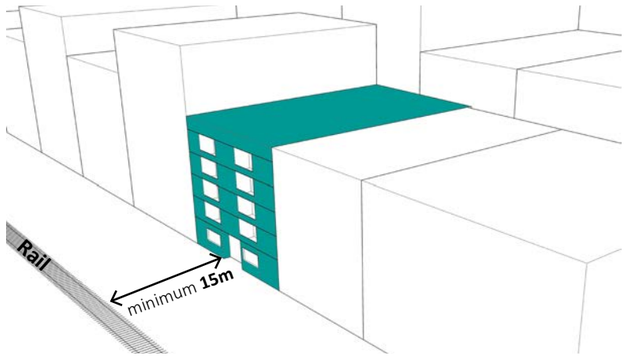




Building frontages adjacent to rail should be consistent with the Rail Proximity Guidelines and be setback at least 15m from the rail corridor. Generally, this will allow for the inclusion of windows at street level as opposed to railway crash wall or barrier systems. Where this is not feasible, it is desirable to orient the building so as to minimize the length of the building face along the rail corridor.

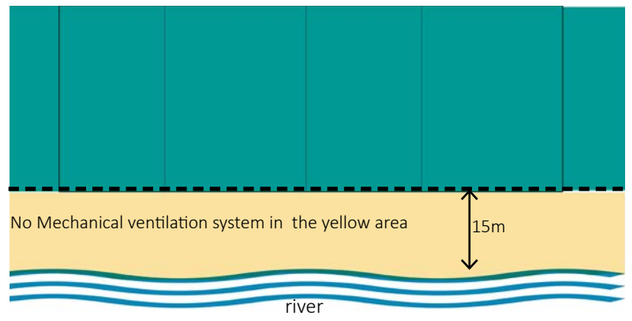
Mechanical ventilation systems shall not be located along or within 15m of building frontages adjacent to the river.





7.2.4.3 RETAIL TRANSPARENCY

Being able to see into retail stores increase their attractiveness and makes the products being sold more visible to pedestrians. In order to increase the transparency of retail storefronts it is critical to maximize the storefront area, with a minimum storefront height of 3.5 m, and clear glass in the storefront units.



7.2.4.4 BUILDING ENTRANCES

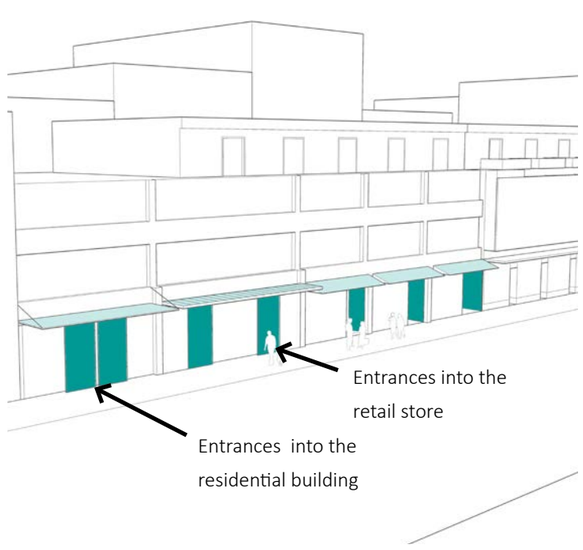
Entrances into retail stores at grade should be recessed to be more inviting, providing shelter from the elements, and to avoid outward swinging doors projecting into the public realm.

In the case of recessed entries, personal safety may be improved through the extensive use of glass along all edges near the entry. This increases visibility and limits hidden or dark nooks. Heavy gates and shutters are strongly discouraged as they create a negative atmosphere on the street.

In the case of at-grade residential use, an entrance door should be provided into these individual units directly from the street.

For other occupancies, such as above-grade office or residential, building entrances should be located at, or near, the property line, with a street address, and be visible and comfortable for visitor access.





7.2.4.5 SIDEWALK ANIMATION

The waterfront precinct includes a range of street level uses and does not include a retail “high street” or retail corridor. Instead, animating ground floor uses such as retail, should be encouraged to cluster at key intersections or short sections of street so as to offer moments of a high level of animation. The inclusion of restaurants and cafés with outdoor patio space or retail stores with outdoor retailing should be strongly encouraged.

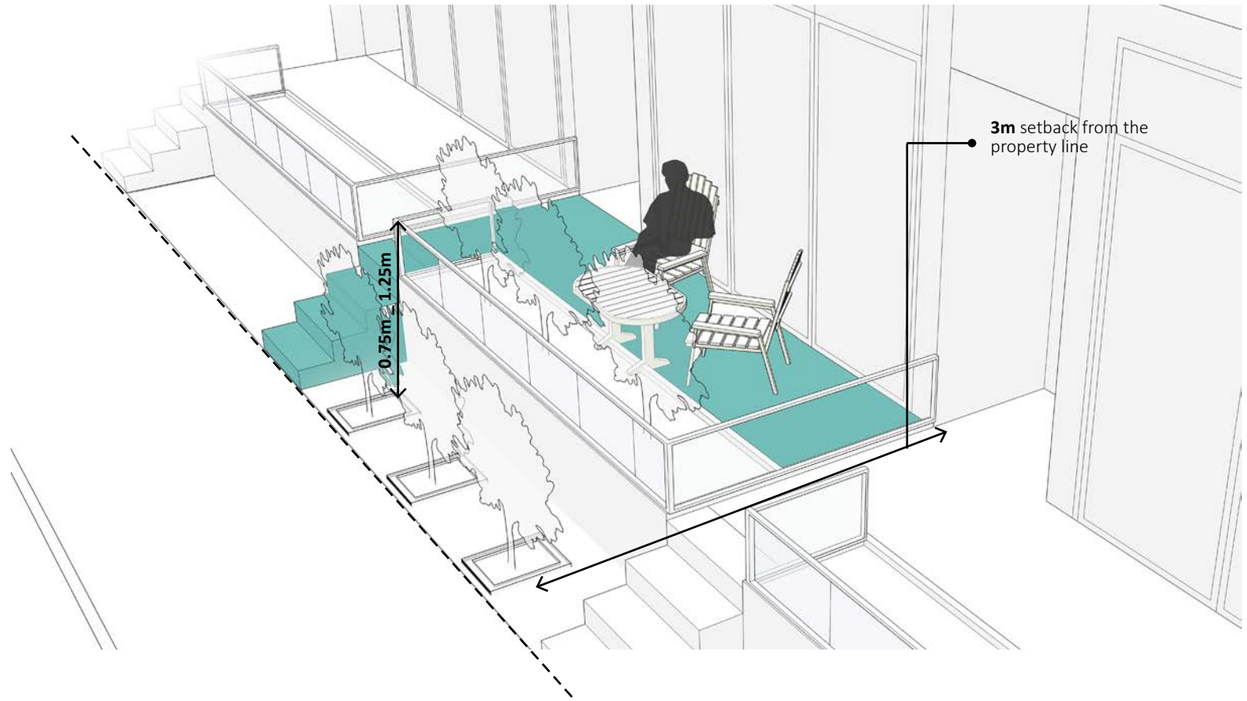
AVOID



7.2.4.6 RESIDENTIAL PRIVACY

The recommended setback of 3 m minimum from the property line is to provide space for entrances into ground level residential units and private outdoor space for the occupants. This space will function as a porch, a patio, a deck, or a planting buffer from the street. The space should be elevated above street level by approximately 0.75 m to provide some overlook and greater privacy for the residents. In the case of residential units that are oriented directly towards the river, the elevated space should include low-level landscape screening of approximately 1m in height. The combination of elevated outdoor space and landscape screening shall not exceed 2.25m.

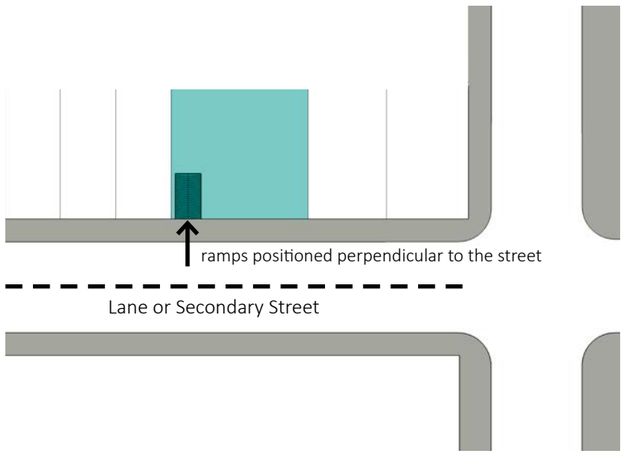
Note that this condition applies to the street frontage. A secondary entrance that meets accessibility requirements will be provided from a rear corridor or a rear yard. Also, alternative solutions that provide a modest amount of grade separation without limiting the opportunity of social interaction between semi-private patio spaces and the public realm are also acceptable.

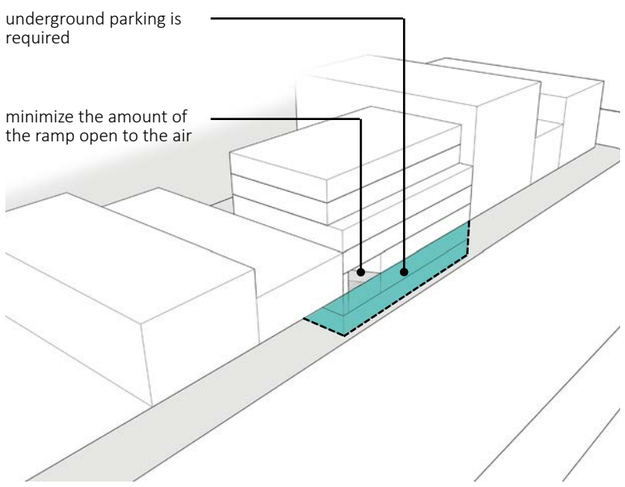


7.2.4.7 PARKING GARAGES

Parking garages, whether above or below grade, have a negative impact on the public realm. To reduce this conflict the following practices are recommended:

- underground parking has far less impact than above grade garages and is required in all developments;
- In the case of the waterfront precinct, structured parking above grade may be inevitable. In these circumstances, above grade structured parking may be acceptable if:
  - » Underground parking is included in the development proposal to the greatest extent practical; and
  - » Structured parking is wrapped by usable building area where lot size allows;
  - » If lot size is too constrained to enable the wrapping of structured parking with usable building area, then a distinctive architectural skin, public art, terraced gardens, or green wall strategy should be applied that is in harmony with the overall design of the project;
  - » consideration is given to a parking structure design that is flexible so that – over time – parking area may be converted to other uses such as offices or event space as parking demands shift.
- ramps should be positioned perpendicular to the street or lane, not parallel;
- ramps should be located along lanes or secondary streets as opposed to primary streets;
- ramps should be located along lanes or secondary streets as opposed to primary streets;
- the amount of the ramp open to the air should be minimized; ideally, place ramps so that they are contained within the fabric of the building envelope;
- include garage doors, with glazing, located at the street to screen the ramp; and;
- ensure that lighting visible from the street is not just security or utility lighting but is actually designed as storefront lighting.





7.2.4.8 BUILDING MATERIALS

In all development the quality and colour of materials, and their detailing, is paramount to design excellence. Particularly at street level materials should be durable, dent-proof, and ageless. Products such as stone, brick and concrete will achieve this goal. Masonry is preferred over veneers.


concrete


brick


stone



7.2.4.9 SIGNAGE

Signage is critical for both way-finding and tasteful, uncluttered design. The New Westminster Sign Bylaw establishes the direction and process for signage design and approval.

7.2.4.10 BALCONIES AND PROJECTIONS

The waterfront precinct is advantaged in offering the potential for exceptional views from upper level units towards the river or public open space. To this end, careful attention should be paid to incorporating balconies and balcony railings into the design of the building so as to avoid a “tacked on” appearance.







7.3 TOWER PRECINCT

7.3.1 VISION

The Tower Precinct will continue to develop as a highly urbanized component of New Westminster's Downtown with the SkyTrain Station at its core. Serving as a regional destination, it is anchored by existing and developing education and commercial destinations, including Douglas College, Plaza 88 and the retail mall at the foot of Royal Ave. It is anticipated that the area will accommodate a significant share of Downtown's residential and commercial growth.

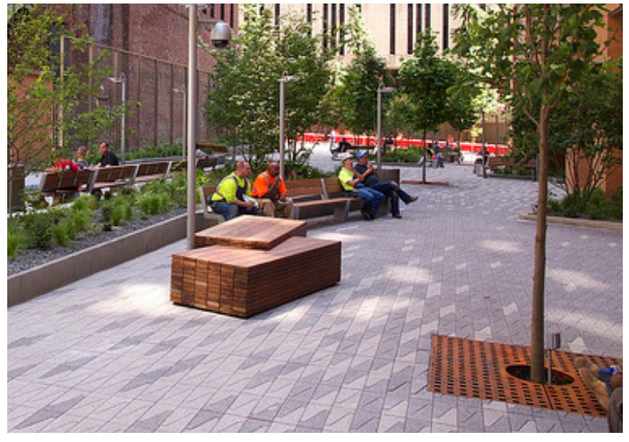
Where other precincts focus on Downtown's heritage assets, waterfront setting, and family-oriented needs, this precinct will continue to develop as a high-density employment and housing area. Building on its current employment base and on the presence of SkyTrain, this precinct is well positioned to capture region-serving office employers seeking to locate in New Westminster. As new development comes online, particular focus will be to preserve and enhance the existing network of streets, pocket parks and mid-block linkages that will create a permeable pedestrian network throughout the precinct.

With significant development height combined with sloping aspects on both Avenues and Streets to the southwest and southeast respectively, the Tower Precinct takes on a level of prominence as the 'headland' or signature gateway of the Downtown when approaching from the west. Opportunities exist to celebrate the sloping streets with seating terraces and outlooks along boulevards together with enhanced tree coverage and landscaping. Future development should concentrate on the ground orientation of residential, commercial and institutional uses that create a finer grain pedestrian scale to the public realm. Corner and mid-block plazas and pocket parks in the form of Privately Owned Public Spaces (POPS) and improvements to existing dedicated park spaces can provide intimate areas of respite within the sloping geography.

The intersection of Tenth and Columbia marks a significant gateway into the downtown in the form of a prow at the corner of the Plaza 88 site where a new corner plaza is being proposed. Further embellishments to the streetscape at this key intersection should be considered as part of the Downtown gateway treatment.

The Tower Precinct includes part of the **New Westminster Station SkyTrain Precinct**. In this overlay precinct, a mix of high-density uses and memorable streets, sidewalks and plazas are especially appropriate, to encourage sustainable transportation and a vibrant atmosphere night and day. Refer to the New Westminster Downtown Community Plan for more details.

While the area will continue to redevelop, it is important to recognize the potential to retain areas of underutilized commercial warehouse space, particularly on the block west of Agnes and Eighth Streets as a place with the potential to become an artisan precinct. Future development should concentrate on flexible or adaptive ground level uses of a warehouse vernacular for future gallery, artisan retail, and creative studio space to accommodate a growing creative class in the Downtown.





7.3.2 OBJECTIVES

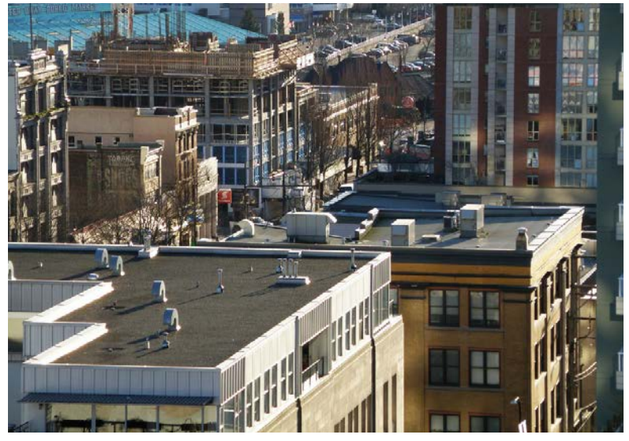
1. Support multi-modal ways of transport by providing sufficient bike storage and transit oriented way finding.
2. Promote a safe and inviting public realm environment that encourages seating, people watching and social activity on the street.
3. Encourage the use of pocket plazas and feature corners
4. Engage the sidewalk zone as part of the public spaces network
5. Increase green coverage, street trees and provide sufficient shade and rain coverage.
6. Encourage the creation of a creative warehouse precinct to accommodate a growing creative class in the Downtown.

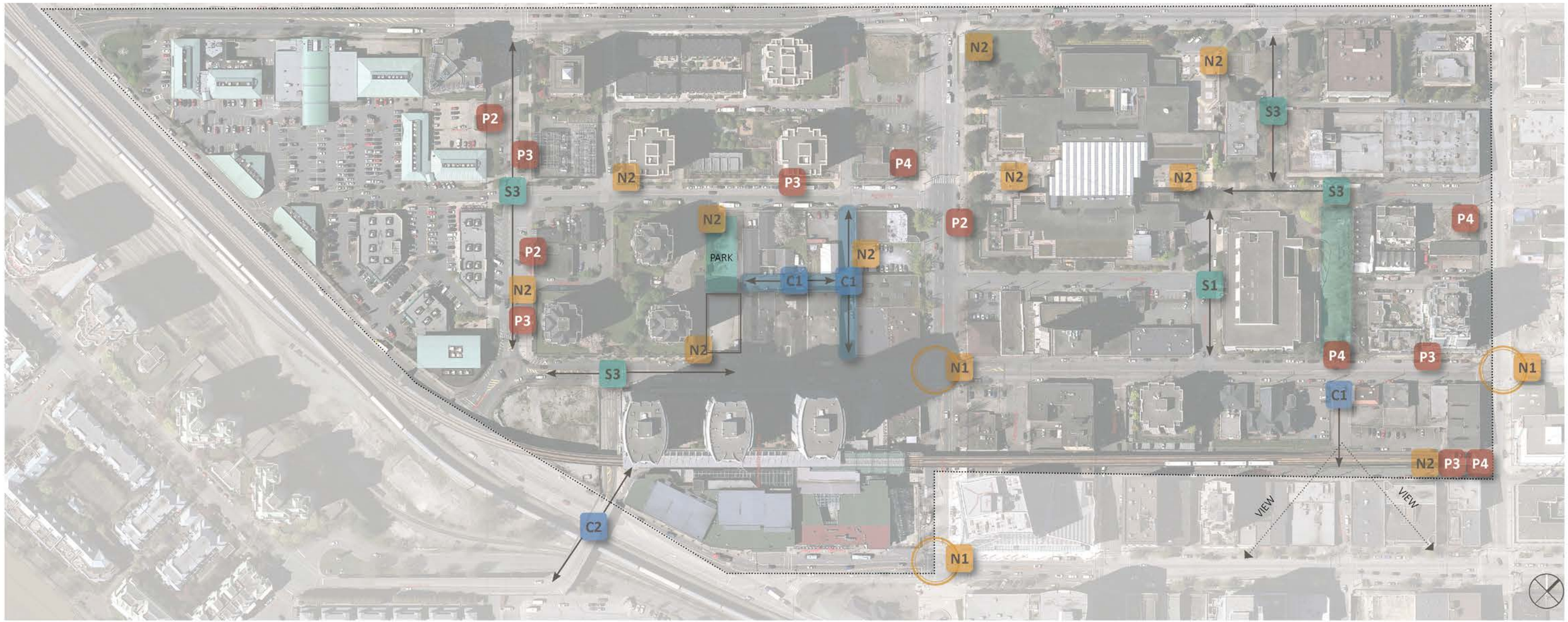
7.3.3 CHARACTERISTICS

- Support multi-modal transportation options by providing sufficient bike storage and transit oriented way finding.
- Promote a safe and inviting public realm environment that encourages seating, people watching and social activity on the street.
- Encourage use of pocket plazas, boulevards and feature corners
- Engage the sidewalk zone as part of the public spaces network.
- Increase green coverage on streets with street trees, and landscaped boulevards.
- Provide more continuous shade and weather protection.









P Pedestrian Rooms:
1. Median
2. Parklet
3. Boulevard Room
4. Corner Plaza
5. Pedestrian Platform

S Park Streets:
1. Half Street Park
2. Boulevard Park
3. Bump Out Park

C Connectors:
1. Lane/Narrow Street
   a. Ground treatment
   b. Wall Art
   c. Overhead Lighting
2. Pedestrian Passageway

N Nodes:
1. Feature Intersection
   d. In-Ground Treatment
   e. Crossing Treatment
   f. Overhead Structure/ Lighting
   g. Vertical Markers
2. Breadcrumbs of Activities

PO POPS:
1. Courtyard
2. Plaza
3. Mid Block Connection and Breezeway
4. Building Interface:
   h. Setback
   i. Forecourt

Fig. 35 Tower Precinct - Master Plan





Potential for artisan precincts with laneway culture and art studios

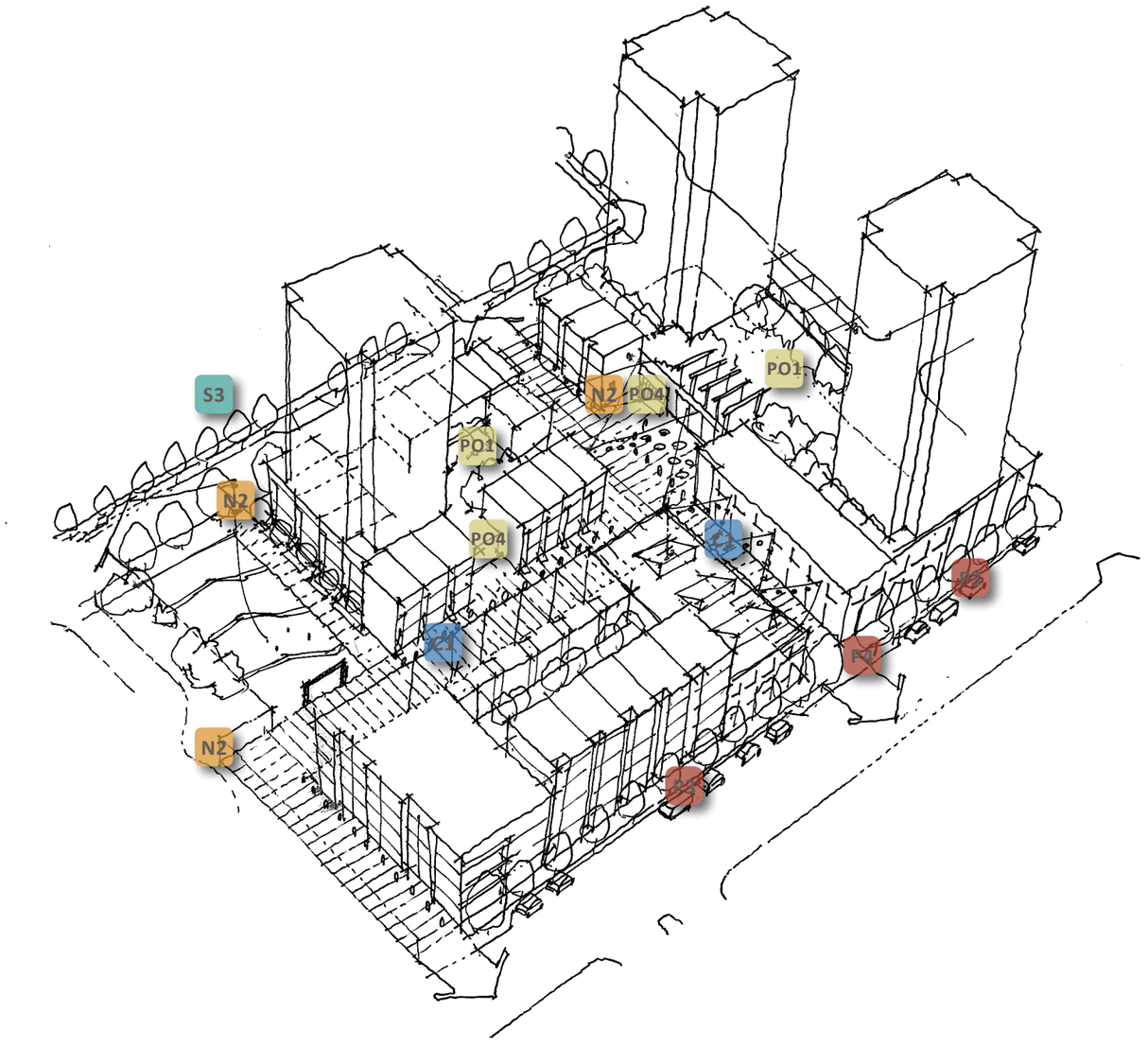


Fig. 36 Tower Precinct - Illustrative View

7.3.4 TOWER PRECINCT ARCHITECTURAL GUIDELINES

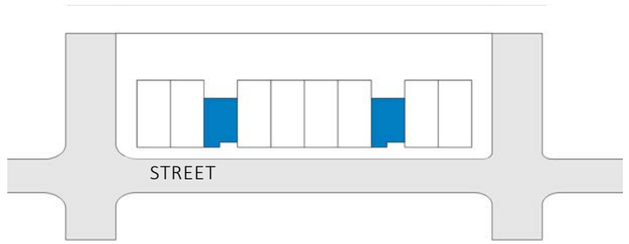
The intent of the Tower Precinct architectural design guidelines is to manage key urban design elements in a relatively dense urban area. All guidelines focus on primary urban design considerations as opposed to building style.

7.3.4.1 NUMBER OF TOWERS:

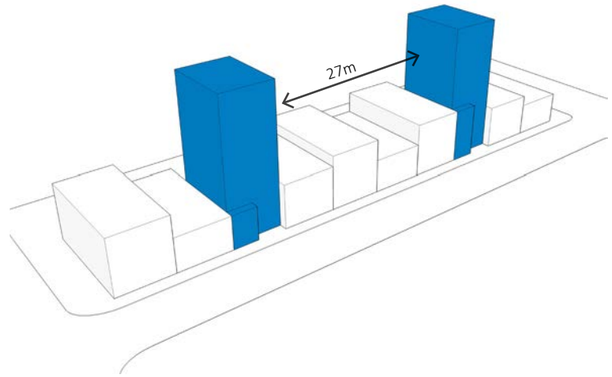
Tall buildings should be designed to reduce their impact on the streets and public spaces of the city. Generally, in the case of streets with shorter blocks, only one tower should be considered per block. In larger blocks, two towers may be appropriate. Where towers are arranged side by side, or in a checkerboard pattern, the minimum distance between towers is 27 m.

Where larger sites are redeveloped with multiple towers, towers should be located in a checkerboard in order to avoid repetitive rows of several towers.

Where towers are arranged side by side, or in a checkerboard pattern, the minimum distance between towers should be 27 m. 27 m separation will provide a comfortable separation distance between towers in terms of residential privacy and will improve natural light at street level.

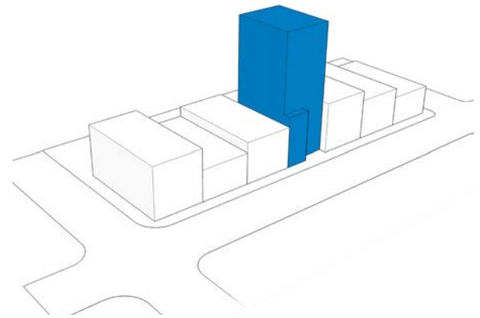


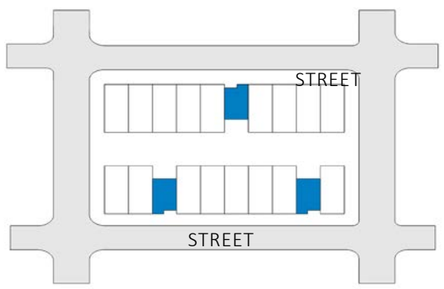
Larger block



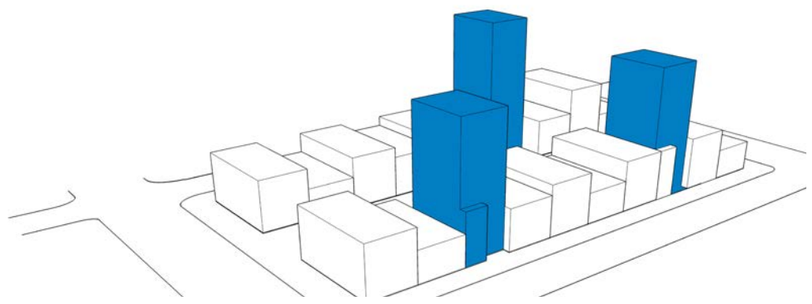


Shorter block



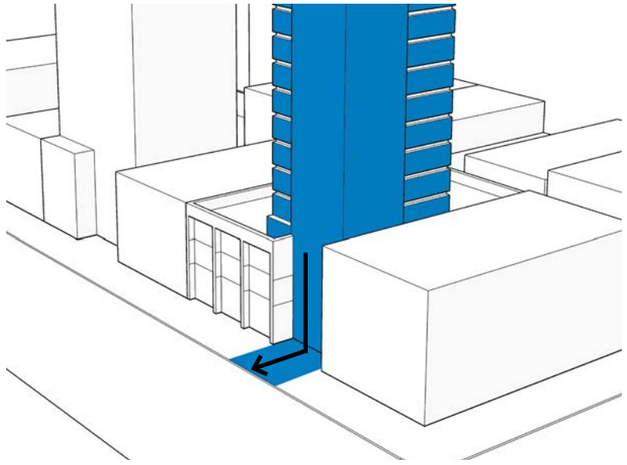


Full block



7.3.4.2 TOWER STREET INTERFACE

The most successful projects are those where a tower form is revealed at street level, breaking the pattern of adjacent, lower buildings, and allowing the lobby of the tower to address the street. This approach is in contrast to a situation where low buildings form a podium and the tower is set back, on top of the roof of the lower form, disconnecting it from the urban fabric.



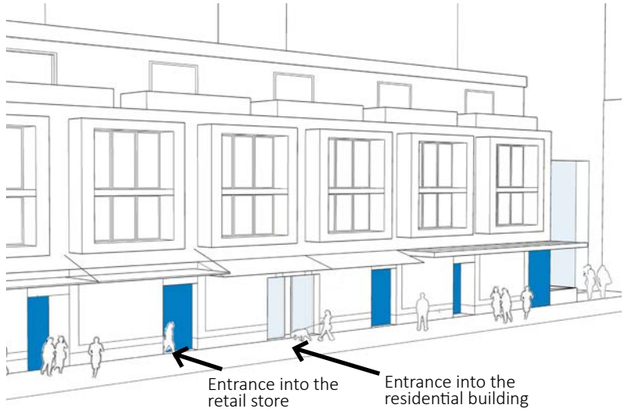
7.3.4.3 BUILDING ENTRANCES

Entrances into retail stores at grade should be recessed to be more inviting, providing shelter from the elements, and to avoid outward swinging doors projecting into the public realm.

In the case of recessed entries, personal safety may be improved through the extensive use of glass along all edges near the entry. This increases visibility and limits hidden or dark nooks. Heavy gates and shutters are strongly discouraged as they create a negative atmosphere on the street.

In the case of at-grade residential use, an entrance door should be provided into these individual units directly from the street.

For other occupancies, such as above-grade office or residential, building entrances should be located at, or near, the property line, with a street address, and be visible and comfortable for visitor access.



7.3.4.4 STOREFRONT DIVERSITY

The more diversity and variety along shopping streets the more interesting and attractive they become. Both the types of shops and their design should be varied. Particularly, in large single developments, the storefronts should be individually designed, using different materials and colours, as opposed to a large continuous “project” storefront all under one steel and glass canopy.



7.3.4.5 RETAIL TRANSPARENCY

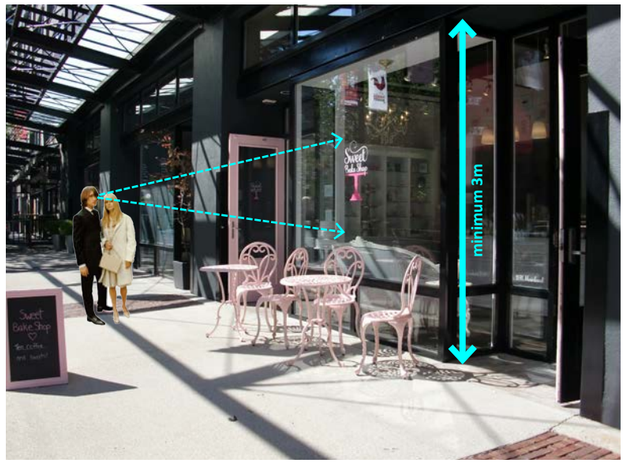
Being able to see into retail stores increases their attractiveness and makes the products being sold more visible to pedestrians. In order to increase the transparency of retail storefronts it is critical to maximize the storefront area, with a minimum storefront height of 3 m, and clear glass in the storefront units.

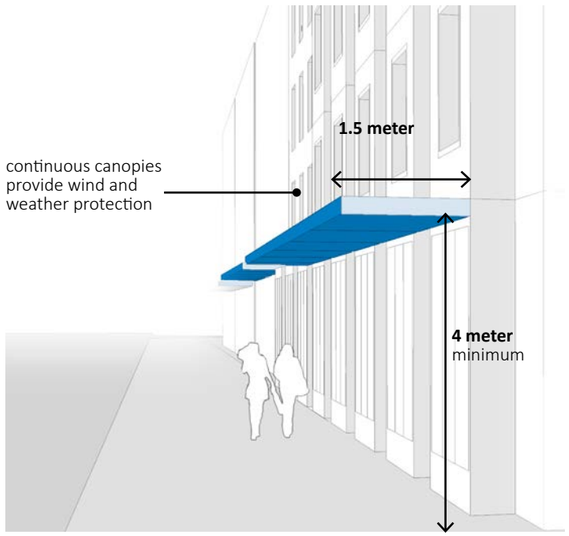
7.3.4.6 WEATHER PROTECTION

All streets lined with retail should have continuous weather protection along the face of the storefronts. The minimum width of fixed canopies, and fixed or retractable awnings, should be 1.5 m with a minimum storefront height of 4 m.

7.3.4.7 SIDEWALK ANIMATION

The great streets of the world have a high level of activity along their edges. Ground floor uses, such as retail, should be encouraged on busier streets and that offer a high level of animation. The best example of this approach is the inclusion of restaurants and cafés with outdoor patio space. Also, outdoor retailing should be encouraged.





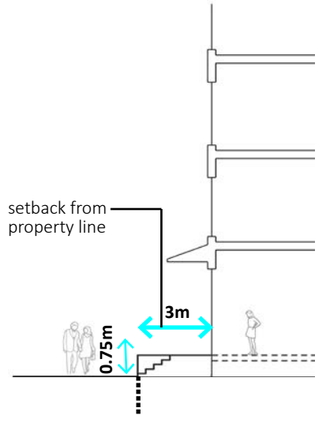


7.3.4.8 RESIDENTIAL PRIVACY

The recommended setback of 3 m minimum from the property line is to provide space for entrances into ground level residential units and private outdoor space for the occupants. This space will function as a porch, a patio, a deck, or a planting buffer from the street. The space should be elevated above street level by approximately 0.75 m to provide some overlook and greater privacy for the residents.

Note that this condition applies to the street frontage. A secondary entrance that meets accessibility requirements will be provided from a rear corridor or a rear yard. Also, alternative solutions that provide a modest amount of grade separation without limiting the opportunity of social interaction between semi-private patio spaces and the public realm are also acceptable.

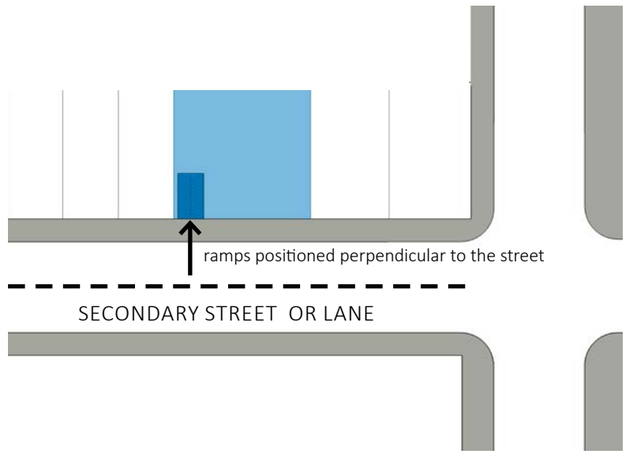


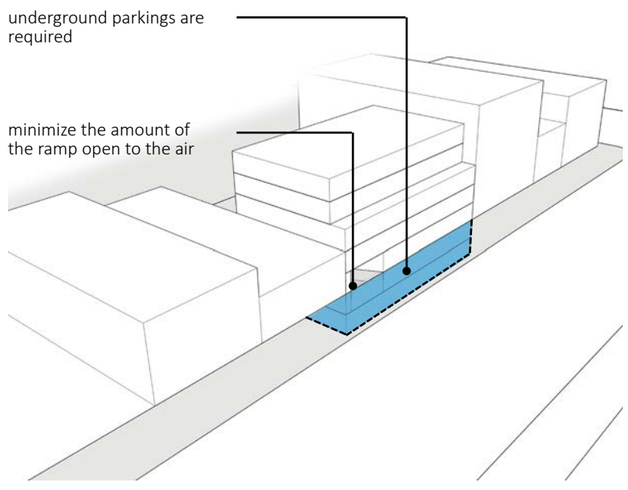


7.3.4.9 PARKING GARAGES

Parking garages, whether above or below grade, have a negative impact on the public realm. To reduce this conflict the following practices are recommended:

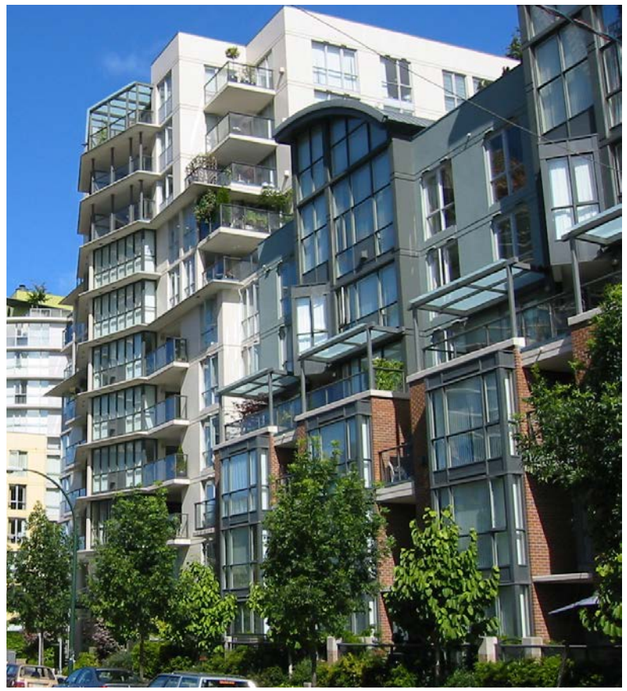
- underground parking has far less impact than above grade garages should be required in all developments;
- ramps should be positioned perpendicular to the street or lane, not parallel;
- ramps should take access off along lanes or secondary streets as opposed to primary streets;
- the amount of the ramp open to the air should be minimized; ideally, place ramps so that they are contained within the fabric of the building envelope;
- include garage doors, with glazing, located at the street to screen the ramp;
- ensure that lighting visible from the street is not just security or utility lighting but is actually designed as storefront lighting; and,
- for lower level sites where underground parking will be directly impacted by the water table, refer to parking structure guidelines in the waterfront precinct that consider above grade structure parking.





7.3.4.10 BUILDING MATERIALS

In all development the quality and colour of materials, and their detailing, is paramount to design excellence. Particularly at street level materials should be durable and ageless. Materials such as stone, brick and concrete will achieve this goal. Stucco is not supported as a primary material within 20m of the street.



7.3.4.11 SIGNAGE

Signage is critical for both way-finding and tasteful, uncluttered design. The New Westminster Sign Bylaw establishes the direction and process for signage design and approval.

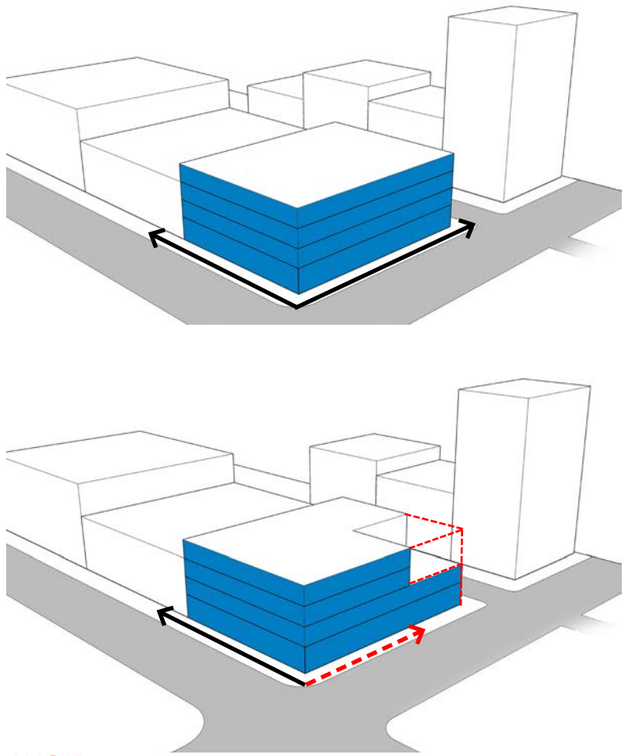




AVOID

7.3.4.12 NEW WESTMINSTER CORNER SITES

Heights & Angular Planes: On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage



AVOID

7.3.4.13 BLANK SIDEWALLS

Blank sidewalls at lower level portions of buildings should generally be avoided. In situations where they do exist, the sidewall should be treated in a colour and texture that will provide visual interest and that is in harmony with primary building façade.

Where blank walls are unavoidable and exposed to the street or lanes, art or graffiti should be commissioned for the wall.



7.3.4.14 BALCONIES AND PROJECTIONS

Balconies are encouraged throughout the precinct. Generally, balcony design should be consistent within a project and considered in light of the overall building design. A range of balcony treatments may be considered in some circumstances including:

- When differing balcony types help to distinguish lower and upper elements of the building;
- When a distinct balcony types helps to accentuate an architectural feature of the building such as an angled corner or curved façade;
- The underside of balconies – particularly at lower levels – becomes a component of the building façade in the sense it has a high visual profile. Therefore, lighting, colour, or distinct materials such as wood or quality metal eaves should be incorporated here.



7.4 ALBERT CRESCENT PRECINCT

7.4.1 VISION

The Albert Crescent Precinct will maintain its residential character, with some mixed-use land uses at its western edge close to Sixth Street. Future improvements will aim to enhance the human scale of development, enhancing the pedestrian experience and respecting recognized heritage resources. This Precinct will continue to provide easy access to a range of amenities and services. It will be served by two neighbourhood parks which incorporate active play spaces, and will be connected to Queens Park and Westminster Pier Park through enhanced pedestrian connections.

The Albert Crescent Precinct will be designed for the pedestrian and cyclist, with limited access for through-traffic. Its parks and open spaces will be designed and programmed to encourage positive uses, both day and night. The historic churches, civic plazas, greenways, parks and new school will serve as important nodes, facilitating social contact, interaction and neighbourliness. The Albert Crescent Precinct is defined by several historic landmarks including Irving House and the four historic churches. Provisions will be made to respect, enhance and celebrate these recognized heritage resources.

The Agnes Street corridor will be designed as a pedestrian friendly east-west connection across the precinct with landscaped boulevards that will incorporate raingardens, outdoor seating areas and contained parking embayments to achieve a more intimate neighbourhood scale to the street. The development of housing suitable for families, and the preservation of existing market rental housing stock aims to maintain the social diversity of the neighbourhood. Ground-oriented housing with entrances and windows fronting the street, which enhance safety through “eyes on the street,” will promote interaction with neighbours and passersby. Well articulated ground-oriented housing will be encouraged with the use of details in doors, lighting, fencing and landscaping that provide visual interest to the street, and materials sympathetic to the historic character of parts of the precinct. High rise towers around Albert Crescent Park enhance its formal park setting. The Park will be programmed in the future to promote active family use and maximize the views of the Fraser River. Street connections to Albert Crescent Park will be enhanced as formal park entrances at the ends of Dickenson, Carnarvon, Clarkson and Sarnia Streets.

Sixth Street is an important north/south connector linking Downtown with Uptown. Sixth Street will continue to be designed as a main pedestrian route and high density residential and commercial corridor and will serve as a transition between the Albert Crescent Precinct and the Tower Precinct.





7.4.2 OBJECTIVES

1. Improve existing connections to the broader public space network
2. Improve connectivity throughout Albert Crescent Precinct.
3. Encourage the development of more ground-oriented housing
4. Ensure lighting is designed to provide a safe and attractive public space environment at night.
5. Provide informal play elements and discovery along pedestrian routes and in parks.
6. Improve existing park infrastructure.
7. Improve interface between Patullo Bridge infrastructure and public realm.

7.4.3 CHARACTERISTICS

- Primary Function: Family oriented residential area with small retail pockets.
- Character: Primarily residential in character with significant green spaces and pockets of higher density development.
- Programming: informal gatherings, recreation, family play, minor commercial activity.
- Experience: Quiet and residential environment that encourages family gatherings, neighborhood walks and informal discovery play.

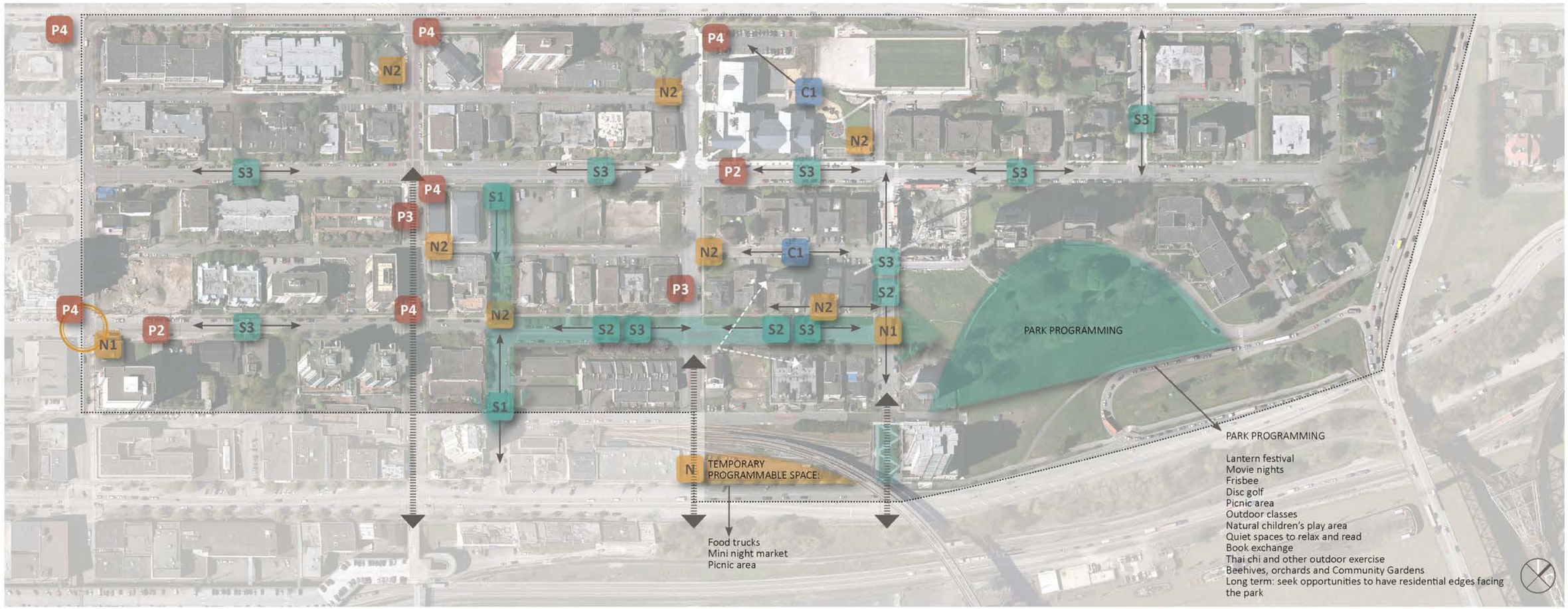
The defining characteristics of the Albert Crescent Precinct include:

- a variety of housing types and tenure arrangements;
- significant heritage resources, including Irving House and several historic churches;
- good views to the Fraser River; a new elementary school and park, which will act as a community hub and focal point for residents;
- pedestrian oriented streetscapes;
- good east/west access to other parts of the Downtown;
- and proximity to SkyTrain











P Pedestrian Rooms:
1. Median
2. Parklet
3. Boulevard Room
4. Corner Plaza
5. Pedestrian Platform

S Park Streets:
1. Half Street Park
2. Boulevard Park
3. Bump Out Park

C Connectors:
1. Lane/Narrow Street
   a. Ground treatment
   b. Wall Art
   c. Overhead Lighting
2. Pedestrian Passageway

N Nodes:
1. Feature Intersection
   d. In-Ground Treatment
   e. Crossing Treatment
   f. Overhead Structure/ Lighting
   g. Vertical Markers
2. Breadcrumbs of Activities

PO POPS:
1. Courtyard
2. Plaza
3. Mid Block Connection and Breezeway
4. Building Interface:
   h. Setback
   i. Forecourt

Fig. 38 Albert Crescent Precinct - Master Plan



Half Street Park with seating elements, green planting and art



Boulevard Park with wide tree canopy



Fig. 39 Albert Crescent Precinct - Illustrative View

7.4.4 ALBERT CRESCENT PRECINCT ARCHITECTURAL DESIGN GUIDELINES

The intent of the Albert Crescent precinct guidelines are to guide new development so as to foster a pleasant, primarily residential neighbourhood. Attention is given to street relationship in particular while additional consideration is given to fostering a built form that will enable neighbourhood scale retail, grocers, or cafes in limited locations. The guidelines recognize the unique block pattern - in which development sites generally include four “frontages” as opposed to a service laneway. All guidelines focus on primary urban design considerations as opposed to building style.

7.4.4.1 BUILDING ENTRANCES

In the case of at-grade residential use, an entrance door should be provided into these individual units directly from the street.

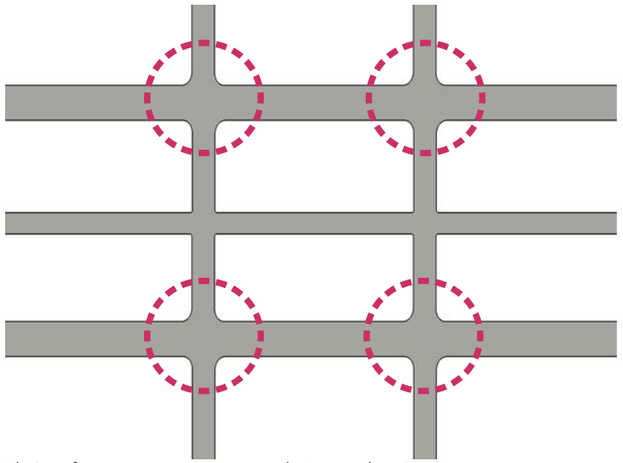
For other occupancies, such as above-grade office or residential, building entrances should be located near the property line, with a street address, and be visible and comfortable for visitor access. Landscaped entry courts are encouraged.



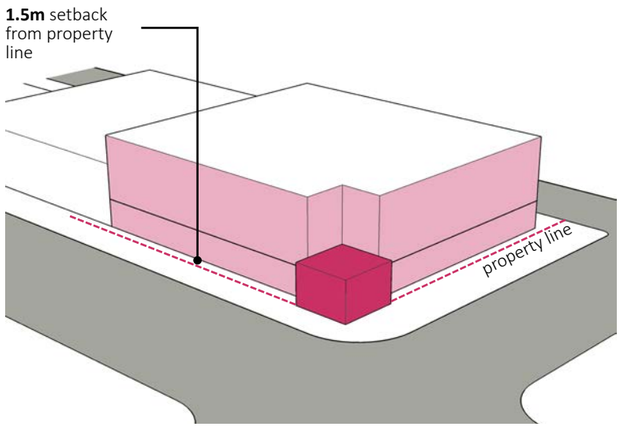
7.4.4.2 STOREFRONTS IN NEIGHBOURHOODS/ CHOICE OF USE

To encourage small-scale neighbourhood retail, flexible use space may be developed on block corners. This means that for building components located within 16m of a block corner may be setback 1.5m provided that they have potential for street level access at grade and 4m of height at the ground level.





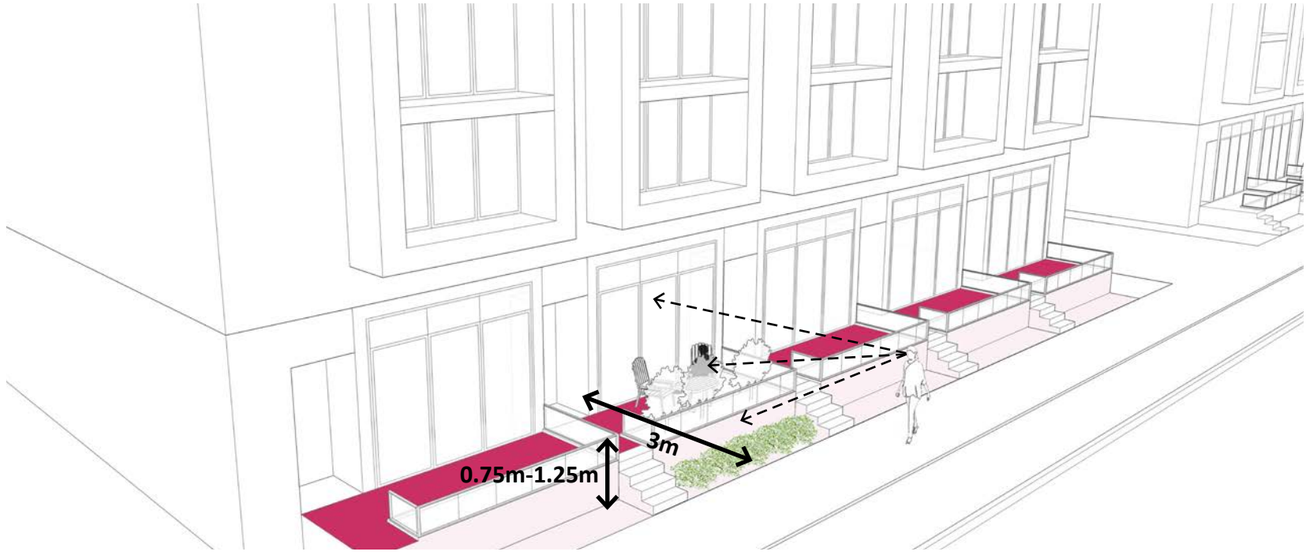
Choice of use spaces are encouraged at corner locations



7.4.4.3 RESIDENTIAL STREET RELATIONSHIP

Residential uses should be set back 3m from the property line and should include a 0.75 m to 1.25m height differential to allow for patios. Residential facades should incorporate a high amount of transparency at street level though inclusion of a modest amount of landscape elements or screens are supported.

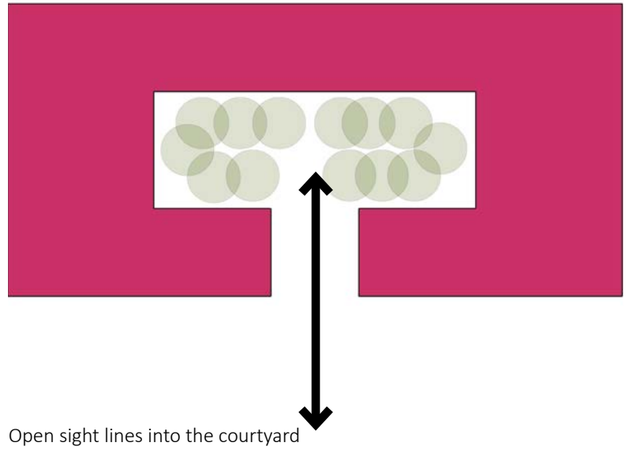
Note that this condition applies to the street frontage. A secondary entrance that meets accessibility requirements will be provided from a rear corridor or a rear yard. Also, alternative solutions that provide a modest amount of grade separation without limiting the opportunity of social interaction between semi-private patio spaces and the public realm are also acceptable.





5.4.4.4 SIDEWALK ANIMATION

Stoops and front entrances help to provide a more animated, sociable public realm and are strongly encouraged. Projects incorporating an interior courtyard garden or mews, open sight lines into these landscape areas that offer peek-a-boo views from the street are also encouraged.



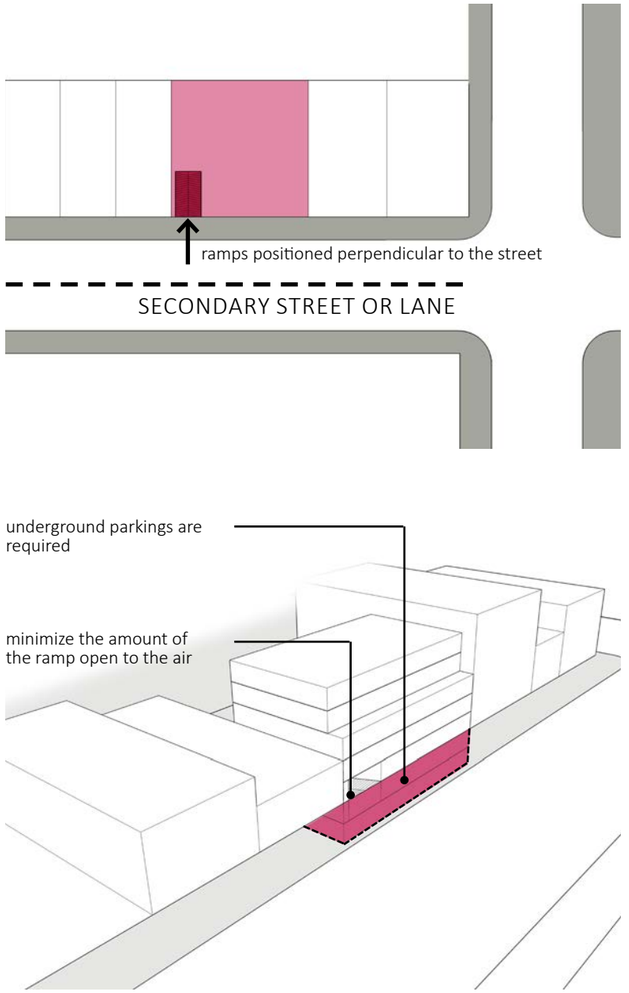
Open sight lines into the courtyard

7.4.4.4 PARKING GARAGES

Parking garages, whether above or below grade, have a negative impact on the public realm.

To reduce this conflict the following practices are recommended:

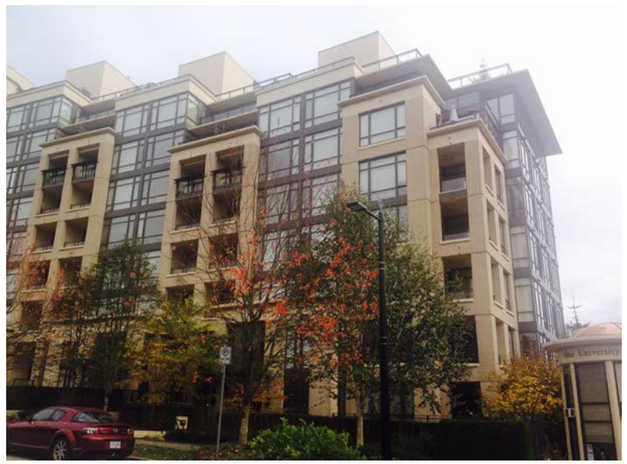
- underground parking has far less impact than above grade garages and should be strongly encouraged, if not required, in all developments;
- ramps should be positioned perpendicular to the street or lane, not parallel;
- ramps should take access off of lanes or secondary streets as opposed to primary streets;
- the amount of the ramp open to the air should be minimized; ideally, place ramps so that they are contained within the fabric of the building envelope;
- include garage doors, with glazing, located at the street to screen the ramp; and,
- ensure that lighting visible from the street is not just security or utility lighting but is actually designed as storefront lighting.





7.4.4.5 VISUAL INTEREST

A range of building types and styles are suitable for Albert Crescent. Low-rise buildings and townhouses should consider incorporating building articulation along a vertical pattern to provide variety at street level and shadow along the street wall. An alternative approach is to design with a strong emphasis on horizontality.

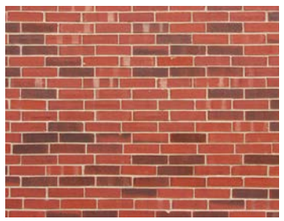


7.4.4.6 BUILDING MATERIALS

In all development the quality and colour of materials, and their detailing, is paramount to design excellence. Particularly at street level materials should be durable, dent-proof, and ageless. Products such as stone, brick and concrete will achieve this goal. Hardi-plank and wood siding are also supported materials for lower-level uses in residential areas.



Hardi-plank and wood siding



brick



concrete



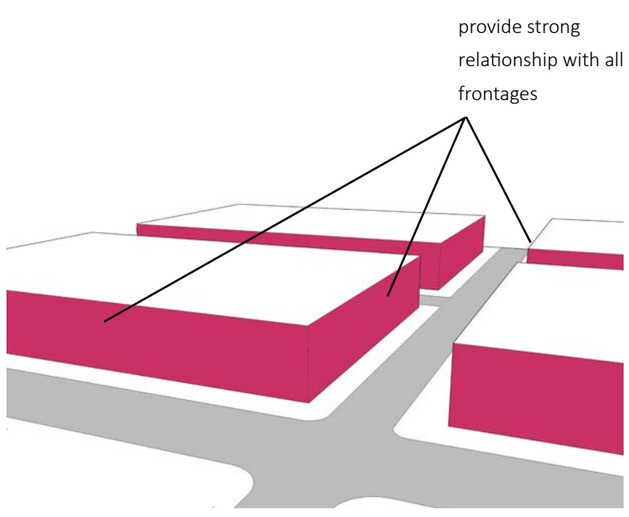
stone

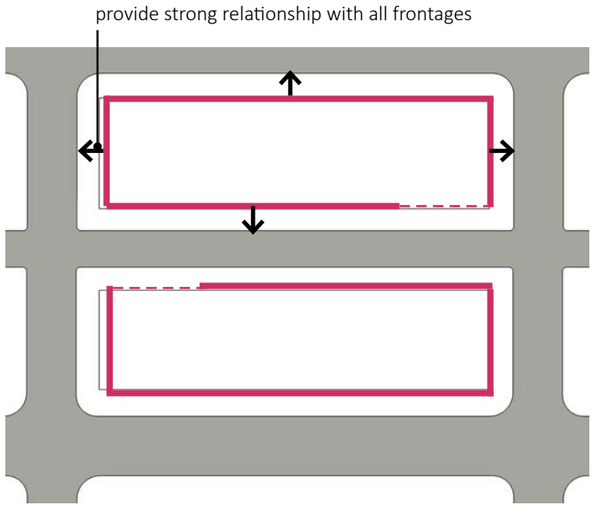


7.4.4.7 “FOUR FRONTAGES”

The block pattern in the Albert Precinct includes smaller streets (12m ROWs) and wider streets (20m ROWs). All new development should consider all of these streets as primary frontages and seek to establish a strong relationship with all frontages as opposed to designing a “front” and a “back” to the building.

The intent is to recognize this unique aspect of New Westminster’s urban structure and maximize the extent of a postive street relationship for all streets.





7.4.4.8 SIGNAGE

Signage is critical for both way-finding and tasteful, uncluttered design. The New Westminster Sign Bylaw establishes the direction and process for signage design and approval.



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8. Streetscape Components





At left: Lost Cows of Lillooet is a public art project in North Vancouver that draws from local history, showcases stormwater management, encourages use of a steep slope, and enhances bus stops on a busy street. Artists: Nathan Lee and Matthew Thompson.

8.1 STREETSCAPE COMPONENTS

To strength the social role of urban spaces, they must feature amenities that make the space comfortable to use. High-quality, durable amenities such as benches, movable chairs, lighting, bicycle racks and waste receptacles assist in this function.

This chapter identifies and describes the quality and role of these streetscape components. Requirements will vary according to the specific context of each space, but in general these elements will contribute to the public atmosphere, provide comfort and encourage activity.

Streetscape Components include:

- Paving
- Seating
- Lighting
- Weather protection
- Bike infrastructure
- Planting
- Rain gardens
- Public Art
- Children's Play
- Other Amenities: Bicycle parking, drinking fountains, and waste receptacles

8.1.1 PAVING

The materials used in the ground plane play a key role in the usability and comfort of the space. An appropriate selection can elevate the pedestrian quality and experience. Paving materials must provide safe walking surfaces for users, with special consideration for universal accessibility. All paving should be of high quality and durable materials. Where possible they should be locally sourced as well.

Recommendations:

- Emphasize entrances and edges, and delineate pedestrian pathways, with high quality and decorative materials (e.g. granite pavers, brick pavers, coloured concrete).
- Where the open space is an extension of the public sidewalk, consider materials that are compatible with those that are typically found in existing Downtown patterns (e.g. a concrete sidewalk with a decorative paving band along the curb).
- Extend special paving patterns of adjacent City parks or open spaces to promote the public nature of the space.



8.1.2 SEATING

Seating is an essential amenity for open space, as it allows users to relax and take refuge in the open space. The incorporation of seating is considered one of the key design elements which will make the space functional and inviting. Seating provides cues to the public that they are welcome, and that they can pause, rest and relax in the space.

Recommendations:

- Provide comfortable seating options, allowing for:
  - » a variety of configurations, including for small groups to encourage social interaction as well as individuals;
  - » options to sit in either the sun or shade;
  - » a variety of seating types, including both fixed and movable furniture, and seating with backs; and
  - » multi-functional elements that can accommodate seating such as steps, raised planters, and grassy landforms.



- Provide movable chairs and tables in open spaces where more flexibility is required, such as in plazas.
- Where planter walls are intended to provide seating opportunities, the design of the planter and the plant materials must allow for this use.

8.1.3 LIGHTING

Appropriate and well-designed lighting is an important feature that can enhance the safety of open spaces and help to deter unwanted activities. Lighting can also extend the usable hours of the space into the evening.

Lighting can also be creatively designed and located to add interest to open spaces by highlighting important features or activities, such as trees or art, or marking important pedestrian walkways or entrances.

Recommendations:

Provide pedestrian scale lighting in all open spaces.

- Utilize light fixtures that:
- Minimize light pollution and trespass by ensuring that lighting:
  - » is of a bird-friendly design;
  - » is energy efficient, with shielded fixtures and automatic shut-off devices.
  - » is task-specific, avoiding spill-over lighting, particularly where open spaces are adjacent to residential uses.
- Develop a lighting plan that identifies ways to utilize lighting in creative ways.

8.1.4 WEATHER PROTECTION

Lower Mainland, New Westminster included, has a climate of prolonged rainy periods and extreme weather conditions. In this context, the use of landscaping and well-designed, appropriately-scaled architectural elements can provide shelter from precipitation and wind, and provide respite from sun during the summer months. Weather protection may include natural features such as trees or landscaping, or high-quality architectural elements such as canopies, colonnades, overhangs or pergolas.

Recommendations:

- Integrate weather protection elements on buildings or within open spaces to encourage pedestrian use in all seasons and conditions.
- Give preference to natural weather protection such as trees before relying on built structures for weather protection.
- Provide shaded areas through the placement of trees or structures, especially where children play.
- Provide weather protection for key pedestrian routes and where people are likely to congregate (e.g. seating areas and entrances).



8.1.5 PLANTING

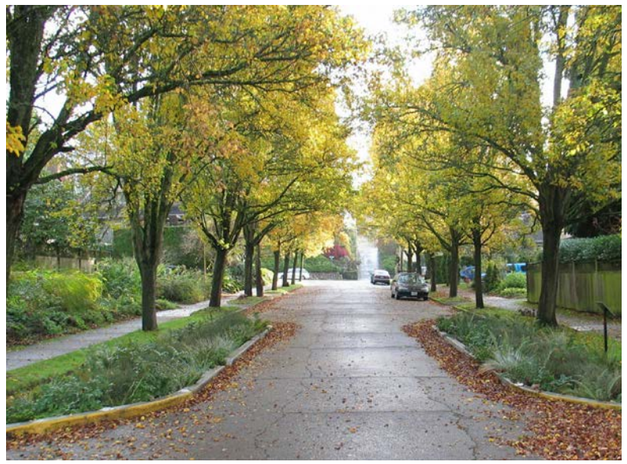
Soft landscaping elements, including trees, shrubs and ground cover have a strong impact on the character of open spaces. The creation of landscaped spaces provides much-needed relief in the busy urban environment. Plant materials also help to improve air quality, provide shade, absorb stormwater and contribute to the city's tree canopy. The selection and placement of trees and other plant materials need to be carefully considered within the city and neighbourhood context as well as within microclimate conditions created by surrounding existing and planned buildings.

Refer to the **City of New Westminster Urban Forest Management Strategy** for details.

General Recommendations:

- Retain and incorporate existing trees and other natural features where possible.
- Maximize tree canopy cover while balancing the available soil volume and constraints for sightlines, utilities or other relevant considerations.
- Seek to increase the extent of the tree canopy in the Downtown area, moving from its current coverage of 10% towards the City-wide goal of 27%.
- Select and arrange trees to creates sustainable, safe, comfortable and charming spaces within the public realm.





Key benefits of Street Trees

- Trees improve health and wellbeing by absorbing particulates and improving air quality. Treed environments have been shown to benefit physical, medical and social health.
- The urban forest provides habitat and contributes to urban biodiversity, as well as intercepting and cleaning stormwater runoff.
- When strategically placed, trees can provide savings on heating and cooling costs for buildings.
- Trees provide a comfortable microclimate by providing shade and cooling at the street level.
- Trees make the streets and the city more memorable, and can even be designated as Significant Tress for their unique community value.

Public realm planting design

- Plant regularly-spaced street trees along all streets to provide visual and environmental benefits.
- Consider grouping trees to provide wind and sun shelter, especially at restful nodes.
- Arrange trees and other plantings to provide maximum efficiencies in maintenance and watering, including the capture of stormwater via sloped paved areas.
- Ensure that trees and other plantings do not obstruct safety sight-lines. To allow clear views of stores' signage, select narrow or high-canopied trees. Do not block waterfront views, but consider framing them where appropriate.
- Retain existing trees or other natural features, including native soil, where possible. Improve growing conditions for existing trees, and protect them during construction. Selectively remove and replace unhealthy or unsuitable trees.





Utilities

- Ensure that each tree has adequate space above and below to reach its expected mature size and form.
- Avoid interfering with overhead structures (canopies, building encroachments, electrical conductors) or underground utilities.
- Work with third party utility providers to design a tree corridor as well as a utility corridor.

Plant selection:

As appropriate, select a palette of species that:

- Increase biodiversity with plantings that target no more than 10% of any species, 20% of any genus and 30% of any family.
- Provide environmental benefits - remember that confierous trees collect 4x more rainwater than deciduous trees, and large-scale trees sequester 2x to 4x more carbon than small trees.
- Are low maintenance, drought-tolerant, wind-resistant, and/or resistant to pests and diseases.
- Vary in colour, texture, scale and form, and provide interest year-round.
- Use standards for trees as described in Current Canadian Standards for Nursery Stock. Trees must be:
  - » nursery field grown;
  - » on a single leader;
  - » 6 cm caliper or greater if deciduous;
  - » 2.6m height or greater if coniferous;
  - » free of pest, disease, weeds, injury and girdling roots.

See the **Urban Forest Management Strategy Technical Appendix** for a list of acceptable trees of various sizes. Selection and approval of street trees will be ultimately done by City staff.

Growing medium and soil volume

The performance and long-term survival of urban trees is heavily dependent upon the provision of adequate volumes of growing medium. This is particularly true for street tree and boulevard plants that grow in harsh urban environments.

Where possible, soil volume should meet the specifications below:

TREE SIZE CATEGORY	AVG. SPACING	PER TREE MINIMUM SOIL VOLUME
LARGE (>10M CANOPY SPREAD)	9 - 11 M	45 M^3, OR 30 M^3 SHARED
MEDIUM (~10M CANOPY SPREAD)	8 - 10 M	25 M^3, OR 20 M^3 SHARED
SMALL (~6M CANOPY SPREAD)	6 - 10 M	10 M^3, OR 5 M^3 SHARED
VERY SMALL (~3M SPREAD)	3 - 6 M	5 M^3

There are a number of options for achieving adequate soil volume which can be used individually or in combination.

- The use of structural soil cells under paved area adjoining tree pits
- The use of structural soil under paved area adjoining tree pits
- Engineered suspended sidewalk systems

Solutions that support quality soil under hard boulevard surfaces are preferred because they increase root volume, although engineered/ structural soils under hardscape may sometimes be used.

8.1.6 RAIN GARDENS

Along most of the major streets within Downtown, there are opportunities to introduce rain gardens. This is a more ecological approach to stormwater collection, whereby a more significant volume of stormwater runoff can be diverted from conventional catchbasins.

Intent:

- To reduce peak volumes of rainwater runoff
- To increase groundwater recharge
- To improve urban ecology
- To build ecological awareness
- To increase biodiversity
- To develop an aesthetic and diverse plant palette

Recommendations:

- Increase green spaces throughout the precincts
- Increase the number of rain gardens and other ecological approaches to stormwater management within parks and street rights of ways
- Increase the use of permeable surfaces throughout Downtown
- Look at park areas as major stormwater catchment opportunities
- Consider playful expression of rainwater collection that is engaging and educational.

8.1.7 PUBLIC ART

Public art can play a role in celebrating our cultural strengths, defining a sense of place, and illustrating history. Successful public realm art is often visually stimulating as well as symbolic, springing from some aspect of the social, natural, cultural, political, economic, physical or political context of the site.

High quality public art is important to the enhancement of New Westminster urban fabric. Public art creates landmarks throughout the city and contributes to the character of the precincts.

The very bones of repeating elements that make up the coherent Downtown District hold great promise for the integration of art or artful elements along the way. Street lighting, curb designs, street signs and even trees can all heighten the experience of the public street. These elements can become a linking motif for the neighbourhood.

Recommendations:

- Allow the inclusion of public art to potentially influence the design and layout of the open space and pedestrian connections.
- Strategically locate public art within public open space. For example, to mark an entryway or key street landing; at the end of view corridors; as a means to focus attention into a space; and to allow the public to interpret meaning from space.
- Integrate public art into open space elements such as the pavement and its pattern, a planted border, a wall, a fence, an entry or exit.
- Create functional or decorative elements as public art such as benches, water features, or light standards.
- Continue to develop and utilize processes by which the public and the City can collaboratively design and install street banners, murals, utility box wraps, and more.
- Promote well-integrated and place-responsive public art by integrating repeated elements into infrastructure, and not only placing discrete and one-off pieces.
- Consider Transit Stations as a location for major public art features.





8.1.8 CHILDREN'S PLAY

Children need a variety of experiences and settings for play. It is important to provide opportunities for cognitive and imaginative play as well as active play. While families with access to a private garden can safely supervise independent and undirected play from within the home, those who live in an apartment are likely to rely on public space. Careful attention to design can help provide the same sense of independence for unstructured play in a public space.

Recommendations:

Provide the following types of activities or settings for play across Downtown:

- places for physical development and active play – places to run, hop, skip, jump, learn to ride, skate, climb, balance, hang, swing and rock
- environments which stimulate cognitive play – using the imagination, ordering, categorizing and manipulating objects to construct or create, sensory experiences and problem solving
- places for social play – experiences which involve other children, often involving games of the imagination, dramatic role play, rules and creative or physical activity
- a combination of built and natural element (such as cubbies among vegetation, sand, logs) and spatial qualities which enhance activities (such as partial enclosure or a sense of elevation)
- a balance between fast and slow, light and shade, loose materials and fixed equipment, noisy and quiet spaces, smoothness and texture, enclosed and open spaces and opportunities to move up and down.

Provide the following to meet children's play needs:

- opportunities for unstructured outdoor play
- opportunities for children to be physically active
- local spaces that older children may access independently
- opportunities for diverse activities (not just playgrounds)
- local easy-to-access areas for the 0-5 age group
- places that cater for children of different age groups
- urban environments adapted to older children's play (such as hard walls for handball, basketball rings in hard paved areas)
- connectivity between spaces – for easy and safe access
- places for children to be supervised, but retain a sense of independence.

8.1.9 OTHER AMENITIES

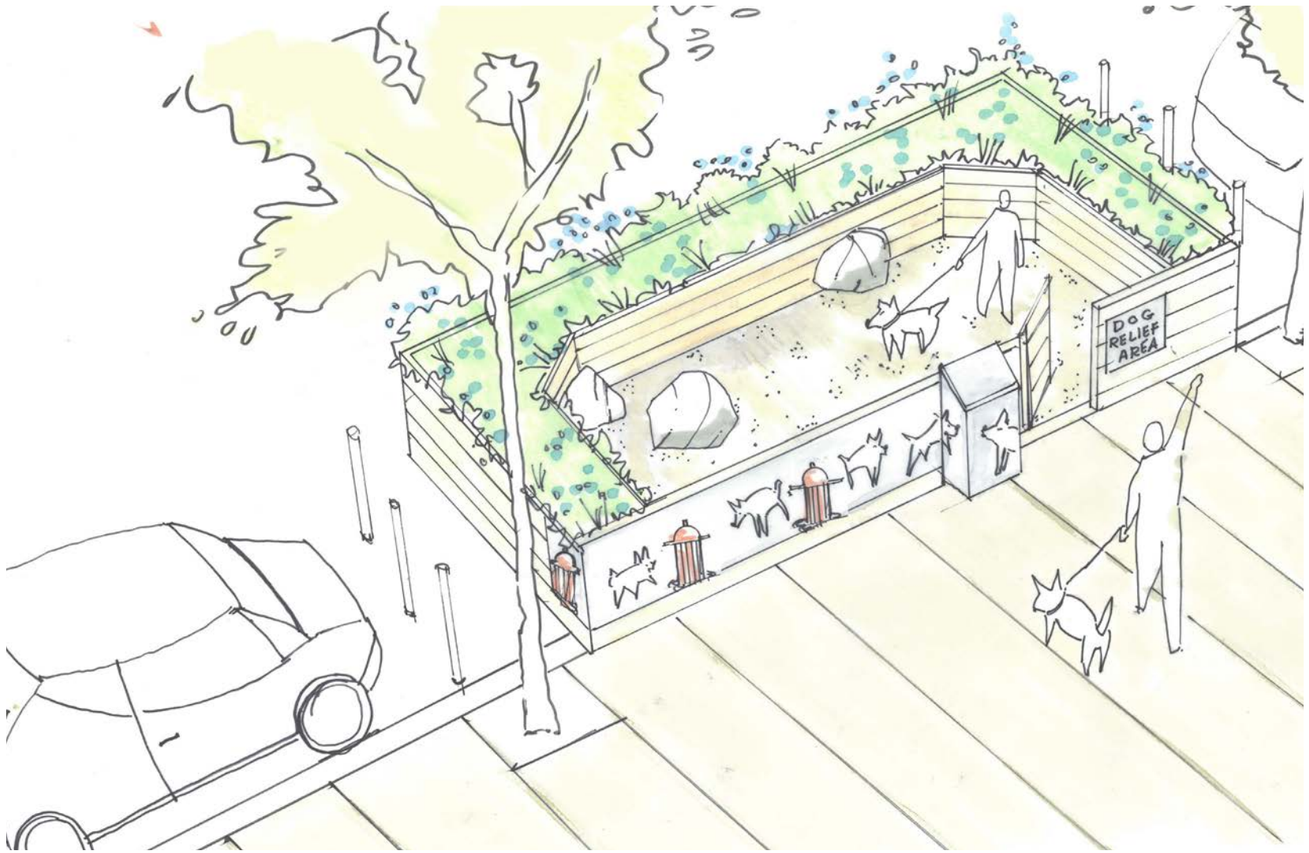
Bike racks, drinking fountains, waste receptacles

There is a wide variety of amenities that can increase the usability of open spaces. Bicycle racks, drinking fountains, children's play structures and waste receptacles (including recycling and compost bins) are essential amenities which should be considered, as they help to facilitate access, comfort, convenience and cleanliness of these spaces.

Dogs are recognized by the guidelines as inevitable users of the Public Realm, particularly in more residential areas. Designers of these spaces should research the surrounding open space infrastructure to determine if there are amenities dedicated to dogs in nearby parks. A "barklet" or parklet for dog relief can be a solution for situations where no such amenities are nearby.

Recommendations:

- Rely on the scale and program of the open space to inform the type and quantity of amenities that are provided. For example, a small forecourt would not warrant the same provision of amenities that a large plaza would.
- Design and locate amenities to ensure that open spaces are not unnecessarily cluttered and pedestrian circulation is unobstructed.
- Ensure amenities are of a high quality and made of durable materials, so that minimal maintenance is required.
- Identify where additional amenities may be appropriate for the planned program of the space. The need for specific items such as play structures or dog fountains, will be dictated by the open space and building programs.
- Provide amenities for pets, in particular places for dogs to exercise and eliminate waste. Waste receptacles and dog drinking fountains are also useful. Consider dogs when designing turf areas (grass sod can be trampled by frequent dogs) and drainage (granular material in planters can help).







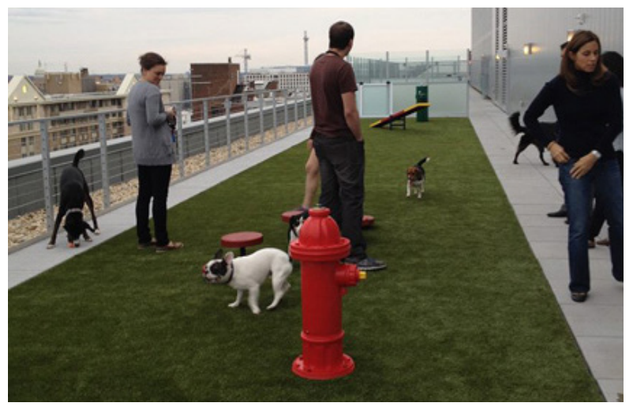


Fig. 41 Barklet

8.2 COMPONENTS AND TYPOLOGIES

			PEDESTRIAN ROOMS					PARK STREETS			CONNECTORS		NODES		POPS			
			P1	P2	P3	P4	P5	S1	S2	S3	C1	C2	N1	N2	PO1	PO2	PO3	PO4
SEATING	CONVENTIONAL BENCHES	CATALOG	●	●	●	●	●	●	●		●	●			●	●	●	●
	UNCONVENTIONAL SEATING	PLATFORM CHAIRS	● ●				● ●	● ●		● ●	● ●	 ●			 ●	● ●	● ●	● ●
	MOVABLE	CHAIRS			●	●							●	●	●	●		●
	MULTIFUNCTIONAL	STEPS PLANTERS LANDFORM		● ● ●			● ● ●		● ● ●	● ● ●	● ● ●	● ●			● ●	● ● ●	● ●	● ● ●
PLANTING	TREES	IN GROUPS LINEAR STREET	●	●	 ●			●	●	●	● ●				 ●	● ●	● ●	 ●
	PLANTING	FORMAL NATURAL	●	●	●		●	●	●	●	● ●	● ●			●	● ●	● ●	● ●
	RAIN COLLECTION	RAIN GARDEN MARSH		●	●		●		●	● ●	● ●				●	● ●	●	
MATERIALS	FEATURE	BRICK PAVERS COLOURED CONCRETE STAMPED ASPHALT			● ● ● ●	● ● ● ●	● ● ● ●			● ● ●	● ● ●	 ● ● ●	● ● ● ●	● ● ● ●	● ● ● ●	● ● ● ●	● ● ● ●	● ● ● ●
	PERMEABLE	CRUSHED STONE PERMEABLE ASPHALT	● ●	● ●	● ●			● ●	● ●	● ●	● ●				●	● ●	●	●
	STANDARD	CONCRETE		●	●	●	●	●	●	●	●	●	●		●	●	●	●
LIGHTING	VERTICAL	LIGHT POLES			●	●				●		●		●	●	●	●	●
	HIP LEVEL	BOLLARDS WALL		● ●		● ●	● ●		● ●	● ●					● ●	● ●	● ●	 ●
	FEATURE	CATENARY IN GROUND CUSTOM				●	● ●			● ●	 ● ●	● ● ●	● ● ●	●	 ● ●	 ● ●	● ● ●	 ●
OTHER	WEATHER PROTECTION	WEATHER PROTECTION				●	●			●		●			●	●	●	●
	BIKE INFRASTRUCTURE	BICYCLE PARKING		●	●		●		●						●	●	●	●
	STREET ELEMENTS	TRASH RECEPTACLES	●	●	●	●	●	●	●	●	●	●	●		●	●		
PLAY	CHILDRENS PLAY	INTIMATE / INTERPRETIVE PLAY STRUCTURES	●	●			●			● ●	●			●	● ●	● ●	●	

Pedestrian Rooms:
1. Median
2. Parklet
3. Boulevard Room
4. Corner Plaza
5. Pedestrian Platforms

Park Streets:
1. Half Street Park
2. Boulevard Park
3. Bump Out Park

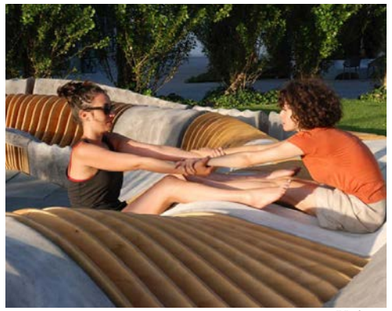
Connectors:
1. Lane/Narrow Street
2. Pedestrian Passageway

Nodes:
1. Feature Intersection
2. Breadcrumbs of Activities

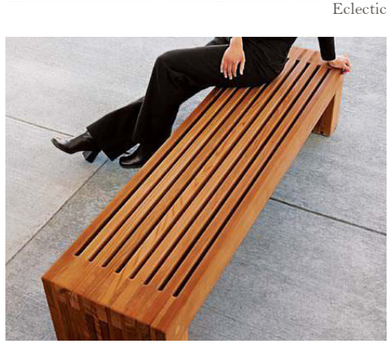
POPS:
1. Courtyard
2. Plaza
3. Mid Block Connection and Breezeway
4. Building Interface

Fig. 42 Components and Typologies Matrix

SEATING



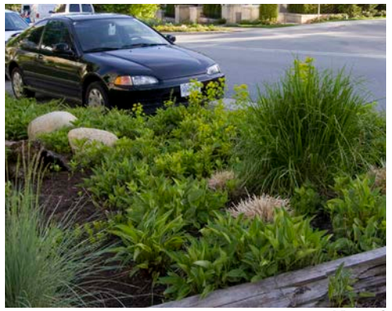
Unique



Eclectic

Functional

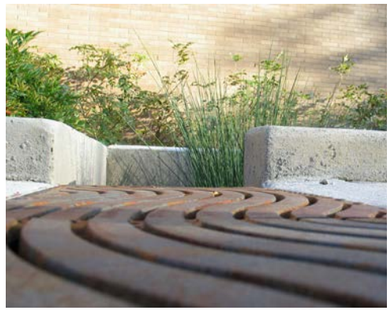
PLANTING



Natural



Low maintenance



Water saving

MATERIALS



Respecting heritage



Long lasting



Easily maintained

LIGHTING



Innovative



Human scale



Memorable

OTHER



Healthy



Engaging



Family oriented