

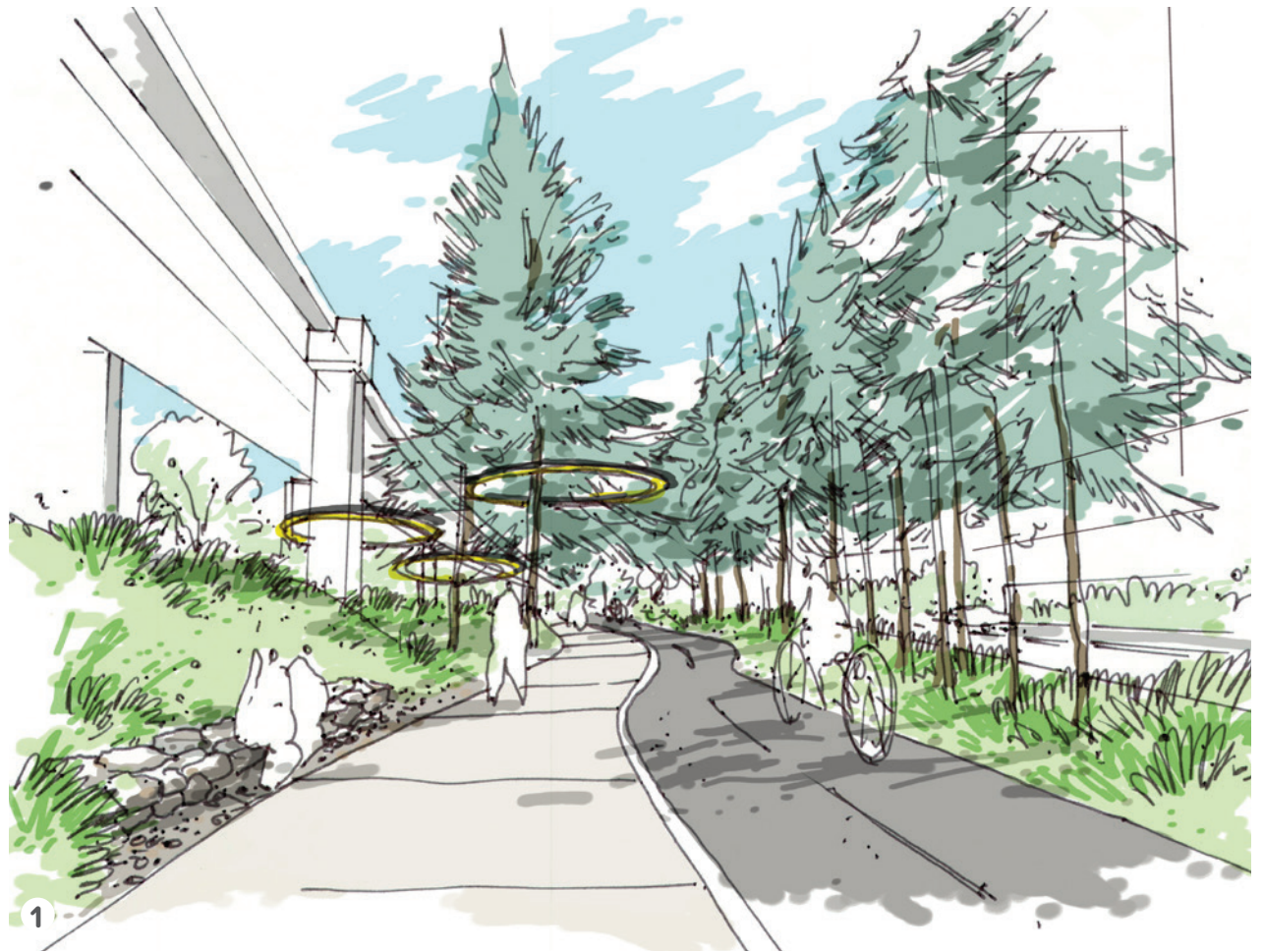
royal oak
bonsor
metrotown
patterson
central
gateway



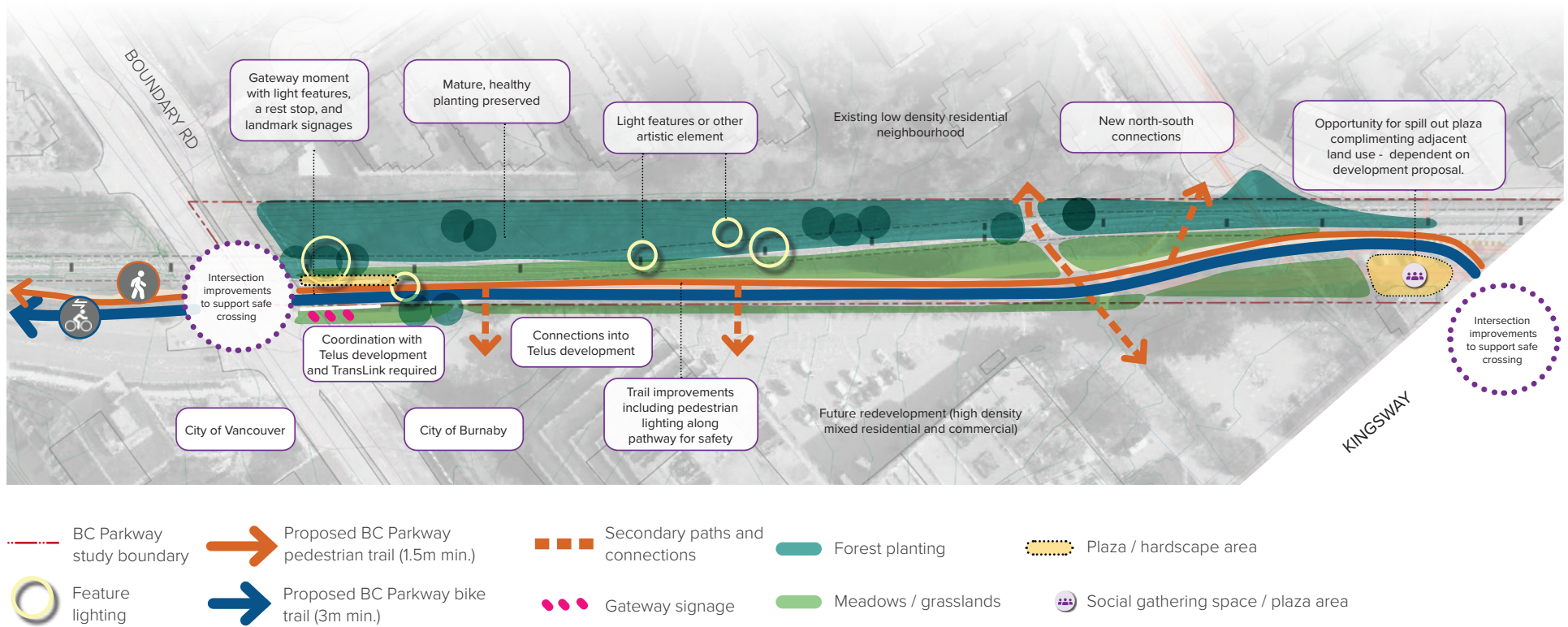
4.2 BURNABY GATEWAY

The western most section of the BC Parkway, starting next to Boundary Road, marks an important transitioning moment and entryway into the City of Burnaby. It signals to all cyclists and pedestrians that they are entering a new city with a new identity. The future design proposes to enhance this moment in a unique and bold way that highlights the prominent feature gateway to the City.

What the community likes about this section of the corridor today is its naturalistic character and would like to see this look and feel enhanced. Community priorities include improved sense of safety and usability into the evenings, and general connectivity into adjacent residential neighbourhoods.



View of experience along the hilly grasslands along the Parkway.

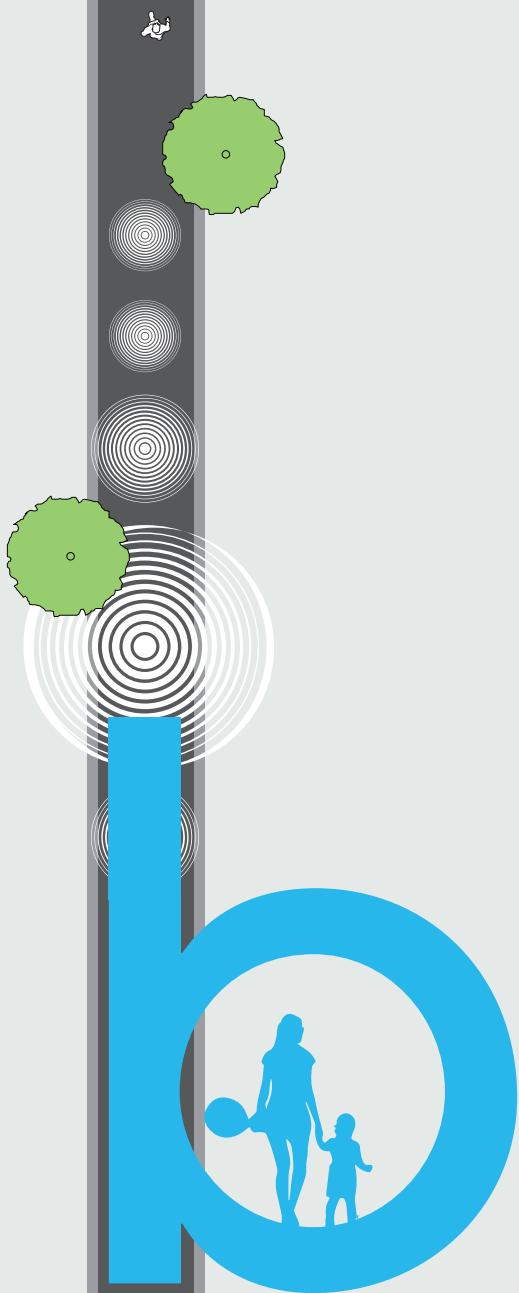


In response, the future design proposes maintaining the overall look and feel of the place today, with further ecological enhancements for greater biodiversity. Minimal intervention is focused on the gateway by Boundary Road and potentially a secondary plaza moment near Kingsway depending on future development plans south of the area. Trail connectivity across Kingsway is a priority as well, but will need to be a collaborative effort between the City and TransLink.

PRIORITIES AND GUIDELINES:

- Time the planning of this section with the future Telus Boot development to the south and TransLink's BC Parkway Safety Improvement Project.
- Look for design synergies with the development to create connecting paths, engage with building facades and offer complementary plaza space where land uses might spill out onto the Parkway, in particular near Kingsway.

- Improve the sense of safety for trail users at various times of day:
 - Consider strategic minimal thinning of existing tree planting to improve sightlines and permeability onto the trail
 - Add connecting side trails into the neighbourhoods north and south
 - Integrate pedestrian scaled lighting along the trail
- Enhance planting ecology and biodiversity, integrating meadow planting and a shrub layer, and remove invasive species.
- Coordinate alignment of the trail with TransLink, with priorities of safety, sightlines, planting conservation, and user experience in mind.



- Focus new enhancements and placemaking efforts on the creation of a unique gateway moment at Boundary Road:
 - Integrate artistic feature(s) that are grand and visible from afar, and that create a feeling of welcome and excitement that speak to the City's culture and vibe. They can take the form of overhead lighting, motion activated lighting that pulls people in and through, vertical sculpture, or other. Ensure that no structure be mounted directly on the guideway infrastructure.
- Integrate wayfinding signage with multiple typologies – identification to signal the entry to the City of Burnaby and navigational information about the Parkway and its activity opportunities, including a map locating various amenities and spaces along the way.
- Integrate seating for a moment of rest, but not necessarily a moment to linger in, given the hostile environment of a busy and wide roadway. Can integrate amenities that might support trail users, such as a water fountain or bike servicing station.



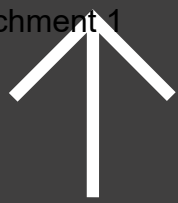
Character precedents



Existing view at the BC Parkway Burnaby Gateway.

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Conceptual future view of the BC Parkway Burnaby Gateway.



royal oak bonsor metrotown patterson central gateway



Key view of the area

4.3 CENTRAL PARK

The Central Park area marks a prominent destination for Burnaby residents and visitors from far beyond. There is a lot of cultural history associated with the park as well as ecological significance that extends under the guideway within the Parkway corridor lands.

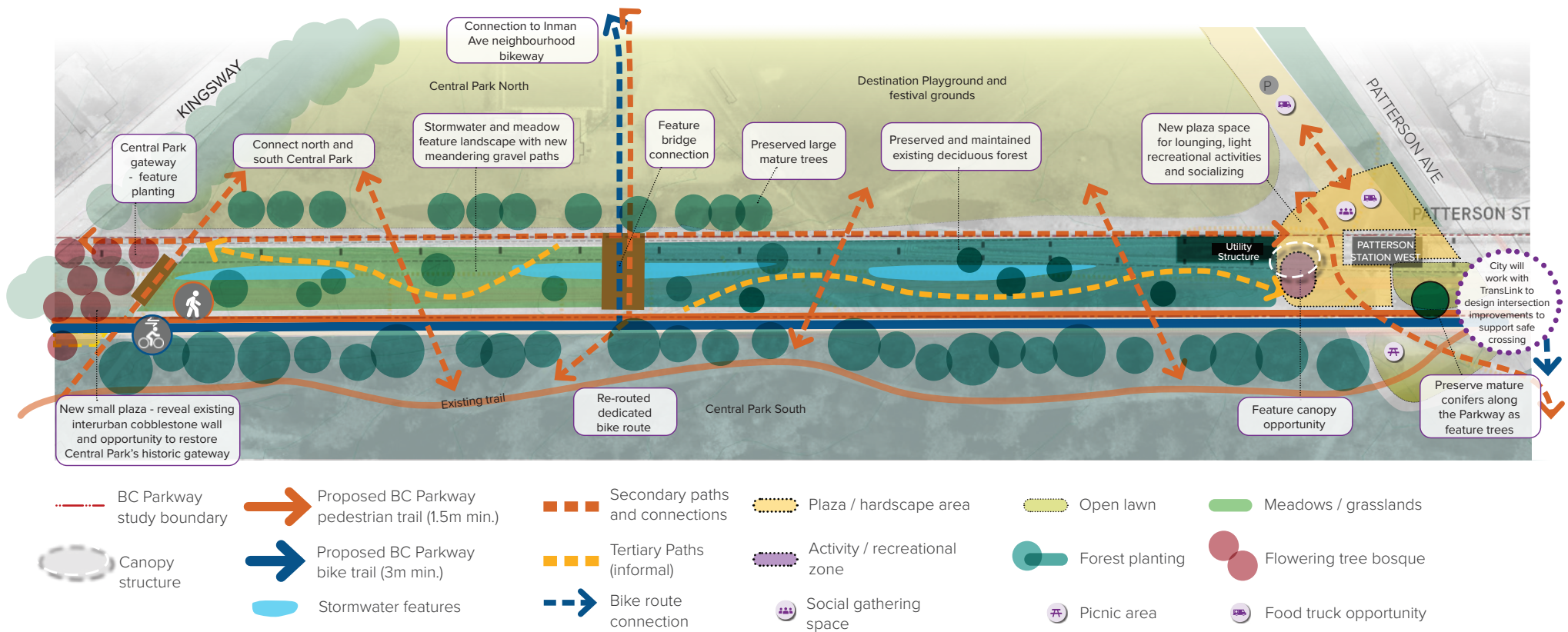
The park was a popular stop in the 1900s along the Interurban train line to visit the recreational grounds or take a stroll through its rich temperate rainforest ecology. So much so that the entire tram line from Vancouver to Westminster was later named after the park: "the Central Park Interurban Line." The park continues to see high use with the Patterson SkyTrain Station stop nearby for access from afar. It is popular for a diversity of activities, from light recreational trail walks to larger sports events at the Swangard stadium and seasonal festivals in North Central Park.

With the combined history, culture and ecology in mind, the design direction for this area of the Parkway focuses on two primary moves:

1. Enhancing and enriching the ecological integrity of the woodland and meadows that are treasured by trail users, and formalizing meandering secondary pathways across. The intention is to provide the option for an alternative walking experience to the primary BC Parkway Trail, through a naturalized landscape.
2. Highlighting two key gateway moments: one into Central Park, marking it with historical references to the tram line, and the second at the Patterson SkyTrain Station location that sees an influx of visitors as a primary park access point.



Concept vignette at gateway to Central Park..



PRIORITIES AND GUIDELINES:

- Time the planning and design of this area with the planning and construction schedule for the future destination playground and surrounding parkland north of Patterson Station. This will support efficiency in cost savings but even more importantly, will allow for coordination of plaza design and improved accessibility in and around the Patterson station lands.
- Prioritize invasive species removal as an early initiative and develop an invasive species management plan for the future.
- Beautify and enhance the existing natural environment:
 - Work with the host nations to integrate traditional knowledge of native ecosystems and planting palettes to develop a planting approach and design that is sensitive to the local land.
 - Preserve the existing lupine meadows.
 - Formalize stormwater collection into a functional rain garden and/or wetland.
 - Apply a low maintenance regime across the area and develop a management plan
- Integrate east-west pathway connections – both formal and informal – that would allow a more immersive experience through an enhanced woodland and meadow lands.
- Integrate signage and art along pathways to provide an opportunity for ecological learning and storytelling.
- Enhance north-south connections between Central Park trails and Central Park North, and ensure at least one universally accessible elevated bridge connection over the dipping landscape, that incorporates a bi-directional bike lane separated from the pedestrian lane. The goal is to accommodate the re-routing of a cycling connection northward towards Inman Avenue. Coordinate with TransLink to identify the optimal location.
- Create a gateway moment to signal arrival into Central Park:
 - Opportunity to bring back the historic Central Park gate with its wrought iron arch over the BC Parkway trail entrance, creating a sense of arrival and welcome.
 - Incorporate a small plaza - a space to serve as a rest stop. Buffer it from the busy roadway. Integrate the remnant brick wall from the old Central Park station on the