



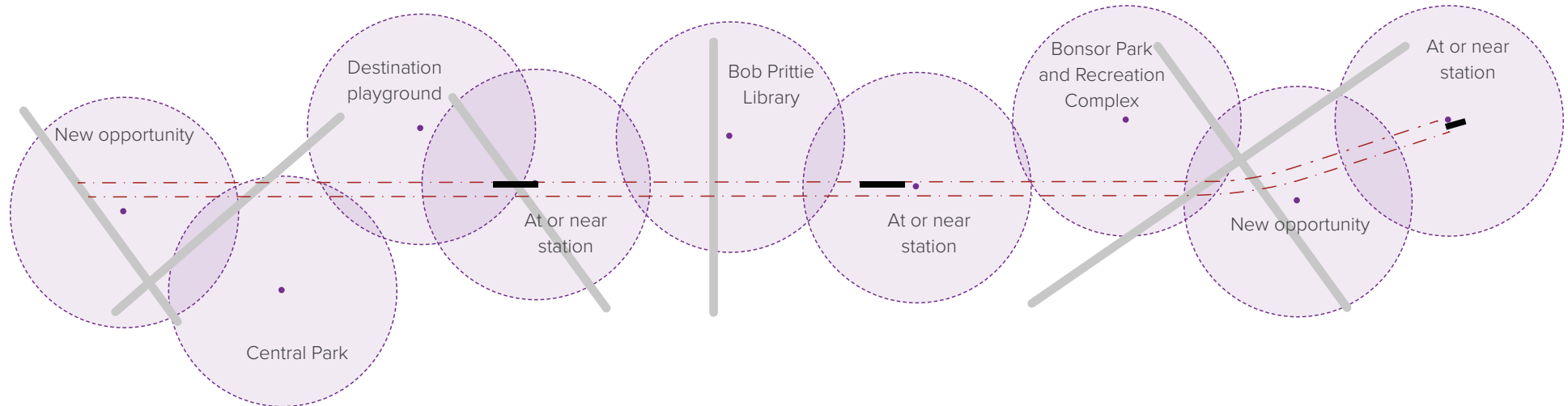
Existing view at BC Parkway Royal Oak.

2

Conceptual future view of BC Parkway Royal Oak

5.0 Corridor Wide Design Guidelines

5.1 AMENITIES AND COMFORT



Precedents



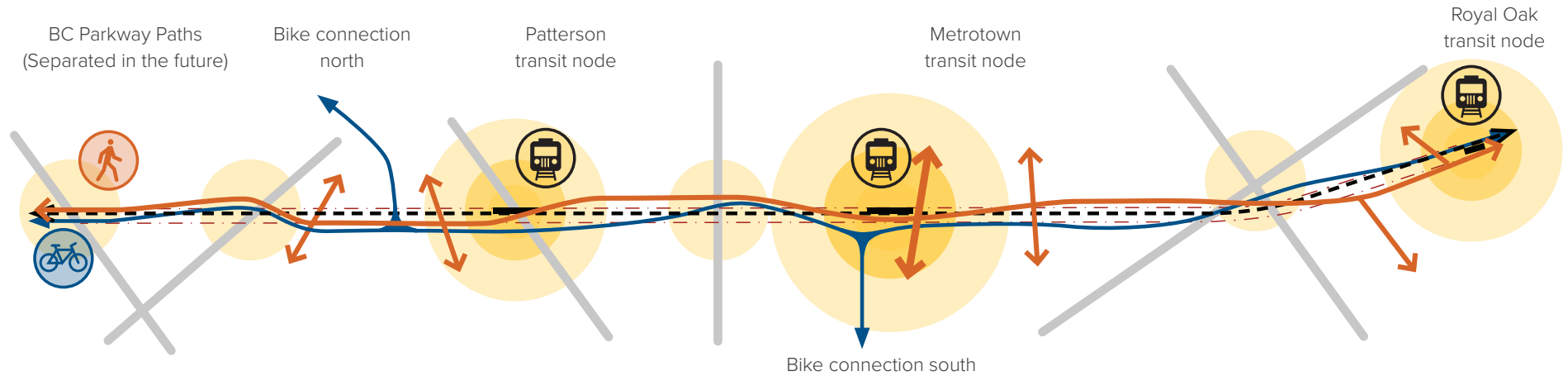
10-minute walking radius from an existing or future opportunity for a washroom location



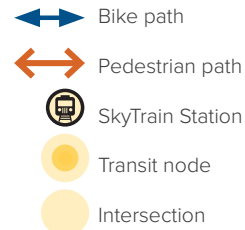
RECOMMENDATIONS

- Key amenities for comfort and safety - from heat, rain and wind - should be provided at a minimum, **within a 10-minute walking radius** across the Parkway. Priority amenities should include **washrooms, water filling stations, and seating**.
- They can be provided either within the study area or nearby in community buildings (e.g.: in Central Park, by the library, by the recreation complex, and at transit stations).
- Additional amenities that should be provided include: **waste and recycling receptacles, bike parking and tools station and covered areas/canopies (free standing, not attached to the SkyTrain infrastructure)**. Further studies will be undertaken to identify the best locations for each.
- A **lighting study** and improvements should also be integrated to improve the sense of safety across the corridor.
- **Principles of Crime prevention through environmental design (CPTED)** will inform planning of future path and open space improvements along the corridor.

5.2 CONNECTIVITY



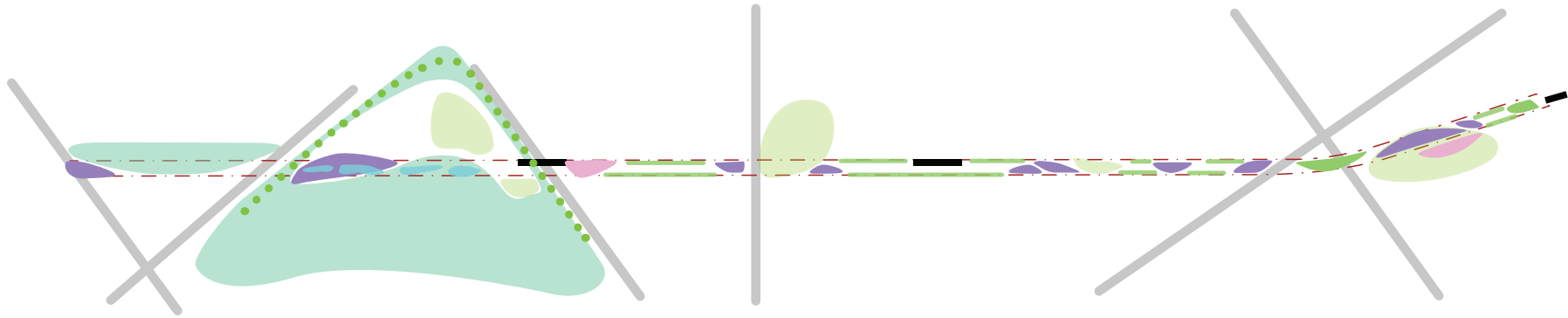
Precedents



RECOMMENDATIONS

- **The BC Parkway trail network** will be the primary throughway connector for all commuting and recreational use. The network will be constructed and maintained by TransLink who is also working towards separating pedestrians and cyclist/small wheel modes.
- **North-south connections** into adjacent residential neighbourhoods, community buildings and commercial areas should be enhanced and further reinforced with wayfinding strategies.
- **Secondary meandering paths** can offer experiential walks through and alongside new activity spaces and gardens.
- **Clear signage** and extra space should be provided at key transit and gateway nodes for modes to cross paths safely.

5.3 PLANTING STRATEGY



Native forest ecology



Stormwater filtering plants



Open lawn areas



Meadows and ornamentals



Urban tree canopy



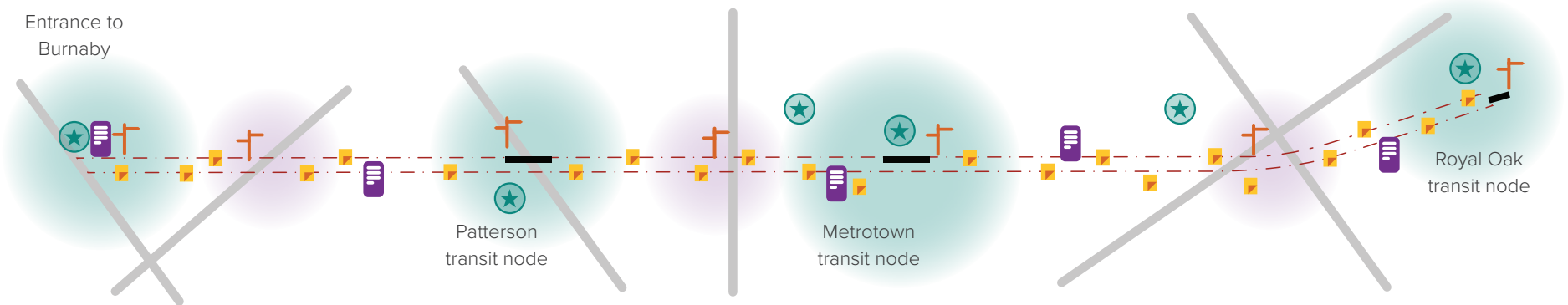
Community gardens



RECOMMENDATIONS

- When designing the planted areas along the Parkway, consideration should be made for the creation of **a connected habitat corridor** for wildlife and pollinators and for the public to enjoy.
- Planted gardens should **support urban agriculture, food security and community stewardship**.
- When choosing plant species, **increasing biodiversity should be the goal**, prioritizing pollinator plantings and native species.
- The overall planting strategy should **aim to increase the urban tree canopy** for Burnaby. Additional trees anticipated as part of the placemaking improvements could potentially be installed early, advancing maturation and growth of the canopy and creating a nicer “day 1” experience for when the public spaces are developed.
- The City should continue to coordinate with TransLink and other utility companies to **minimize maintenance and avoid conflicts** with sight lines, utilities and drainage around the guideway and with the structure itself, and to ensure safe use of the Parkway for the community.

5.4 SIGNAGE AND WAYFINDING



★ Identification signage and/or feature to mark a gateway moment or place

† Directional signage at key nodes and intersections

■ Regulatory signage or icons to set safety rules and boundaries

■ Informational signage or features for learning

RECOMMENDATIONS

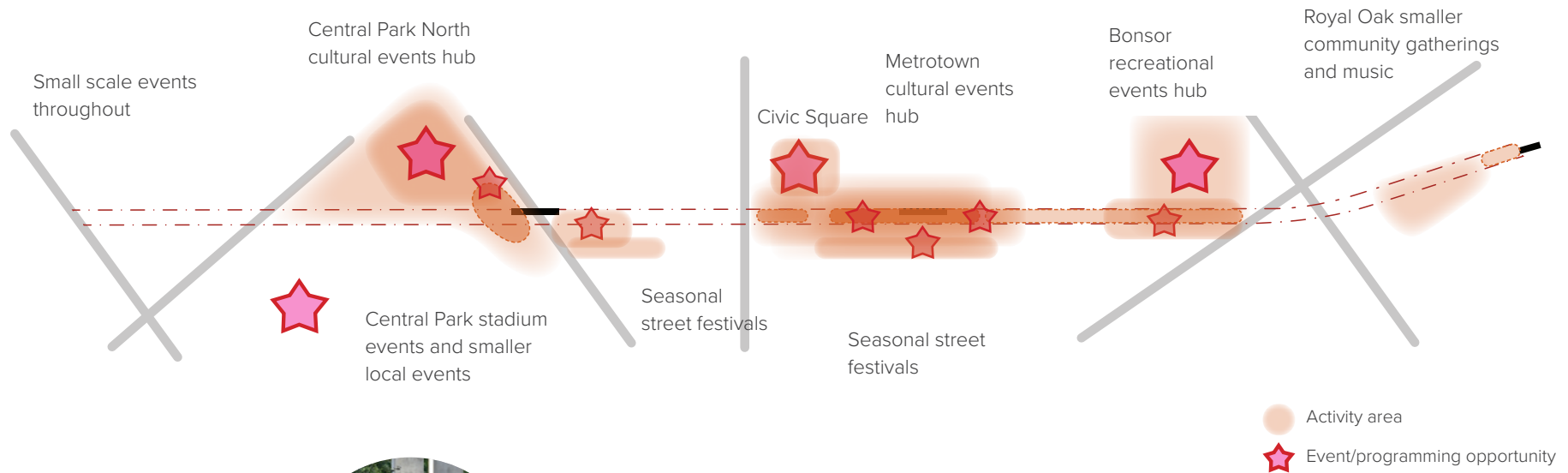
- A diversity of wayfinding typologies should be incorporated throughout the Parkway, in the form of **signage or landmark features**.
- Wayfinding and signage should **align with TransLink's signage guidelines**.
- Wayfinding signage is experiential and the **design should be simple and artistically compelling**.
- Signage should **align with brand guidelines** for the future Parkway as they get developed.



Precedents



5.5 PROGRAMMING AND EVENTS

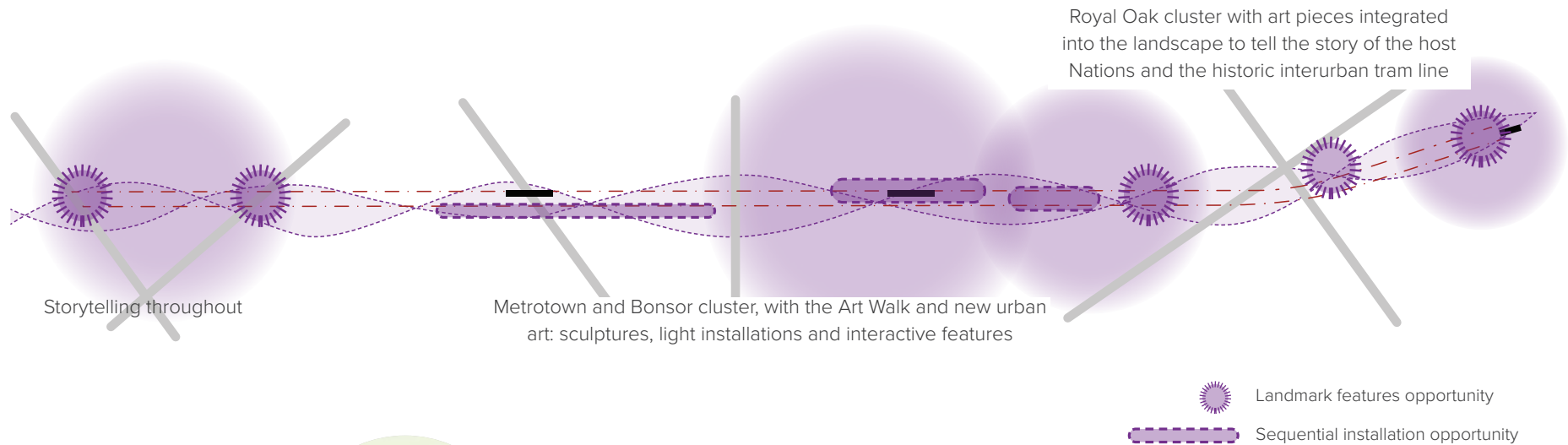


Precedents

RECOMMENDATIONS

- Programming for seasonal events, temporary installations and community-led initiatives will be critical to bringing the parkway alive.
- A programming plan and identification of operational needs (access for service trucks, electrification plug ins, etc.) should be developed as part of each new area's design and implementation process.
- The City should continue to program existing spaces and lead efforts on summer activations through the "Parkway Alive" initiative and additional opportunities.

5.6 PLACEMAKING



RECOMMENDATIONS

- Placemaking opportunities should be incorporated throughout the corridor, **through art, digital media, furnishings, landscape and signage.**
- Placemaking initiatives should be **responsive to site, community and heritage context, and draw inspiration from** stories of the past and present — cultural, historical and land-based.
- Public Art opportunities should be spearheaded by the City's Public Art team **in coordination with** host Nations, the City's Indigenous Relations and Reconciliation Division, and TransLink's Public Art team.
- Placemaking should **build on existing initiatives** such as the Art Walk along Beresford St. and eco-sculptures.

5.7 BRANDING

RECOMMENDATIONS

- A process should be undertaken to develop a meaningful name for the overall Parkway lands and associated programs.
- When selecting the core name it is recommended that it be: simple, memorable, and bold. It should also mean something to the community, and potentially be specific to the City of Burnaby.
- Developing a branding strategy will be critical to the creation of a parkland that has a unified look and feel and will strengthen its visual identity.
- The branding should incorporate a unifying colour palette and series of graphics, including icons and patterns, as well as a defined typeface that has a strong association with the character of the Parkway and the chosen name.
- The brand criteria for the program's primary font is that it should suggest community, connection, and people. On a practical lens, the selected font must also adapt for its application to all roadway and asphalt uses. That is, all 'counters' in the font are removed and the font must maintain its aesthetic and legibility in these contexts.
- While it is not required to maintain the colour palette created for the Parkway Alive programming, there is benefit in keeping a similar set of colours but to make them brighter and more vibrant to respond to the goal of the project (example shown on the right).
- Consideration can be made for the colour in the program to be weighted on a single colour, with the rest of the colours acting as supporting and secondary colours. In this scenario, a single colour would run globally throughout the Parkway in all zones, with the others as supporting (example shown on the right).
- Branding once established, can be incorporated in various ways and in various typologies. Examples include:
 - Painted on pathways;
 - Painted on guideway columns or on architectural structures such as containers and pavilions;
 - Integrated into furnishings or large scale sculptural elements such as place names - using colour palette, patterns and shapes as surface treatment; and
 - Integrated into signage and wayfinding panels.

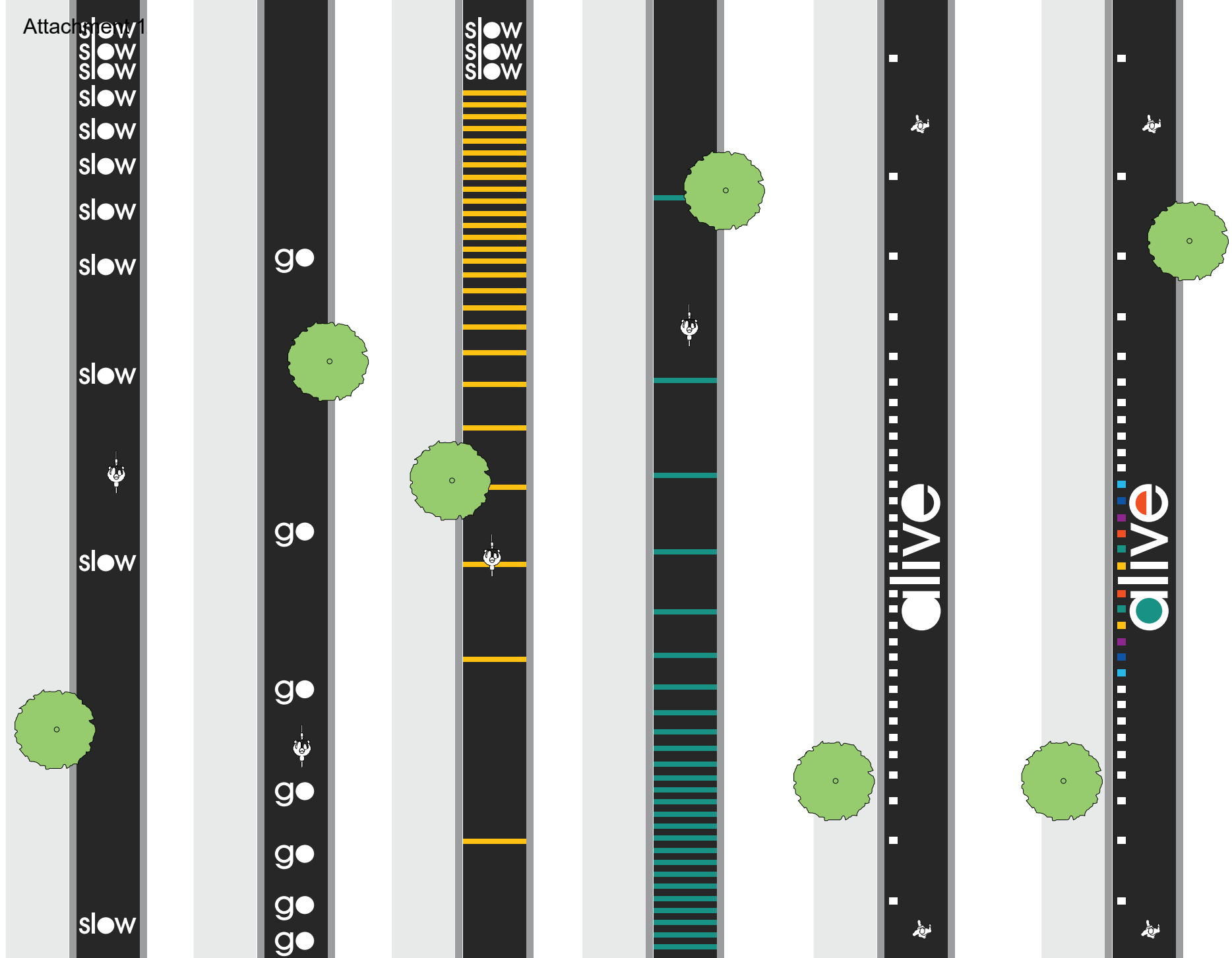
* For further examples of how branding could be deployed along the Parkway corridor, see Appendix A.

parkway
 THE parkway
 parkway



Sample typography and colour palette ideas are shown above to demonstrate potential opportunities for future branding of the Parkway.

Attach slow

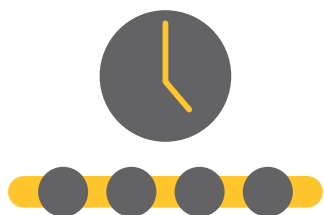


The following page demonstrates how branding could be deployed across the BC Parkway trail in the future.



6.0 Implementation Plan

The implementation strategy for the Framework Plan encompasses the following components:



PHASING PLAN



PARTNERSHIPS



COMMUNITY
STEWARDSHIP



GOVERNANCE

6.1 OVERALL CONSIDERATIONS

The implementation schedule - namely “phasing plan” - has been developed on the basis of the following key considerations.

- The size of the proposed enhancements and associated design development processes and approvals.
- Amount and complexity of required studies and/or surveys associated with each section of the Parkway.
- Alignment with development phasing for adjacent city work (Central Park’s destination playground, Telus site, Metropolis site and proposed new bus loop, Royal Oak transit oriented development, and others).
- Alignment with TransLink’s timing for trail upgrades: improved separated paths and associated safety and experiential quality improvements.

6.2 RECOMMENDED STUDIES

The following studies have been recommended as part of subsequent phases of project implementation.

- Branding Strategy and Naming of the Parkway (including signage for temporary initiatives).
- A corridor-wide laser scan (for topography).
- As part of individual design projects (included in RFP scope of work, or completed in advance):
 - A utilities survey;
 - A validation of programming stage; and

- Relevant technical assessments: hydro-geological, stormwater capacity, archaeological, geotechnical, and/or other.
- A corridor wide safety lighting needs assessment.
- A corridor wide Public Art Master Plan, or weave the corridor into a city-wide version if and when it is initiated, coordinated through the City of Burnaby’s Public Art team.

6.3 PHASING PLAN



1

FIRST ORDER IMPLEMENTATION

Can start in 2025, as projects are:

- Aligned with timing of TransLink priority areas for BC Parkway Trail enhancements;
- Not encumbered by neighbouring development projects;
- Aligned with plans for Phase 1 of Central Park North are underway; and
- Offer a high value for community amenity additions, including: pet play areas, community gardens, play spaces, light recreation zones and sports courts, as well as improved accessibility across pathways.

2

SECOND ORDER IMPLEMENTATION

Delay start time until:

- An overarching branding and identity plan is developed to help define a holistic wayfinding and signage strategy, in particular for gateway moments and high activity nodes; and
- Plans for the Telus redevelopment are more refined.

3

THIRD ORDER IMPLEMENTATION

Dependent on:

- Redevelopment of Metropolis and associated new central bus loop.