New Westminster Uptown Streetscape Vision

NEW WESTMINSTER

ACKNOWLEDGEMENTS

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1.0 Introduction

1.1 Purpose and Background

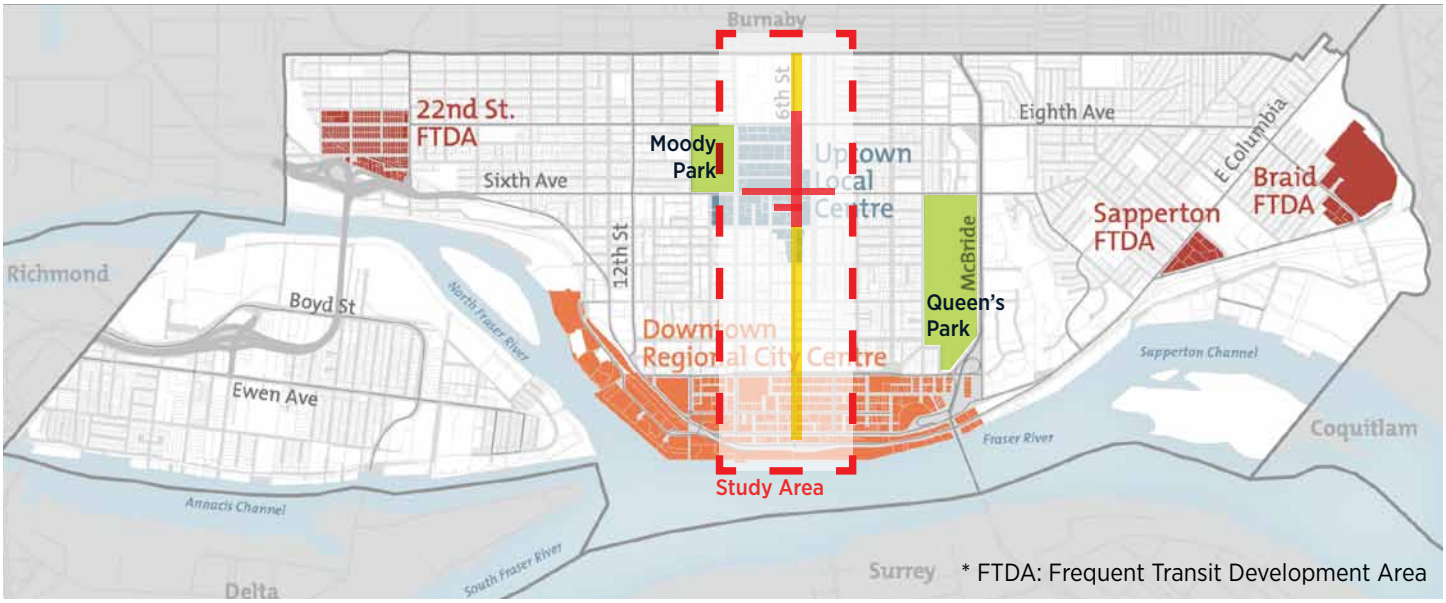
Purpose

With recent and planned growth in the Uptown area, the City is developing a 'Great Street Vision' to inform future developments, and potential future City capital works along 6th St. and 6th Ave. The New Westminster Official Community Plan and Master Transportation Plan identifies both Sixth Street and Sixth Avenue as Great Streets.

The 'Great Street Vision' will align with Council's emphasis on accessible and sustainable transportation, declaration of a climate emergency, and commitment to creating inviting and engaging public spaces. Uptown will continue to serve as an important commercial and public space for residents, workers and visitors in the area.

Building on previous studies and existing City policies, the purpose of this document is to set forth a vision for the Uptown streetscape and to provide illustrated guidelines that will inform the detailed design and implementation of the Sixth Street and Sixth Avenue "Great Streets" in Uptown.

These design guidelines are intended to support the development of a consistent and unified streetscape that embodies the values and aspirations of the City and the Uptown neighbourhood as implementation is phased over time.



CONTEXT PLAN
Source: New Westminster Official Community Plan

LEGEND

Core area: the principal commercial streets within the Uptown Local Centre.

Connecting segments of 6th Street.

1.2 Scope and Study Area

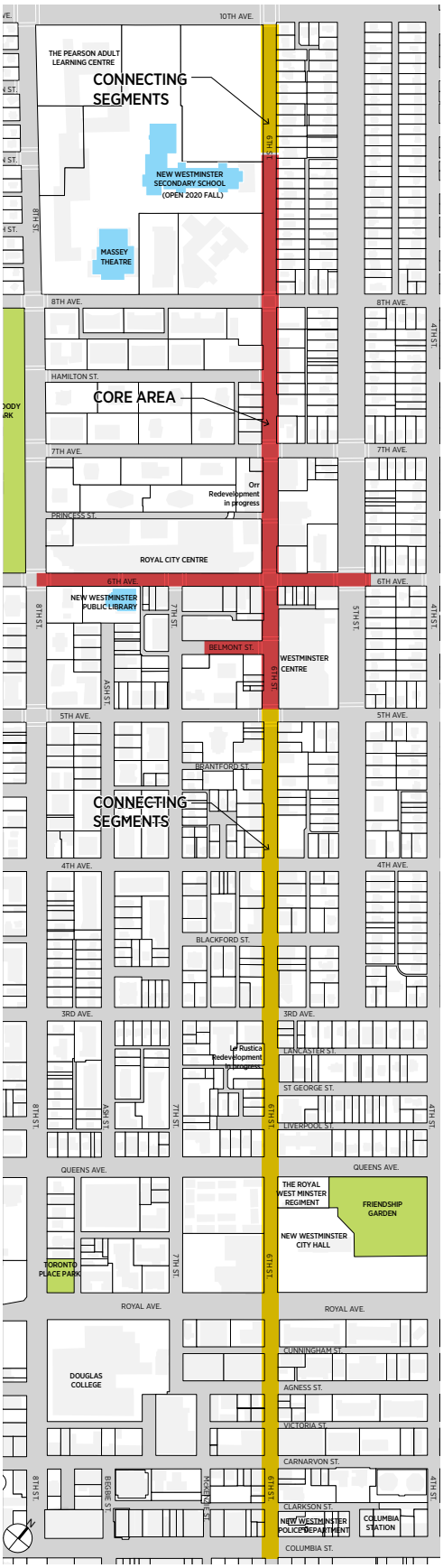
Scope

This document focuses on setting out a clear Vision and Design Guidelines for the commercial streets in Uptown. A streetscape consists of all of the visual elements of a street, including the road, sidewalks, street furniture, trees, and open spaces, that combine to form the street's character.

Study Area

The study area generally includes the principal commercial streets within the Uptown Local Centre, as well as the connecting segments of 6th Street that extend to 10th Ave. at the boundary of New Westminster and to Columbia St. in the Downtown City Centre.

The main commercial streets in Uptown New Westminster includes 3 blocks of 6th Ave., between 8th St. and 5th St. and 6th Street between 5th Ave. and the new New Westminster Secondary School.



LEGEND

Core area: the principal commercial streets within the Uptown Local Centre.

Connecting segments of 6th Street.

STUDY AREA

1.3 Policy Context

The following documents and specific policies inform the Vision, and subsequently, the Vision will help to achieve the following within the City of New Westminster.

Our City 2041: New Westminster Official Community Plan, 2017

- Create an energy-efficient and low-carbon community that takes action and is resilient to the impacts of climate change.
- A livable city, with an attractive, dynamic urban character demonstrating innovation and leadership in the design of the built environment.
- Transportation system is accessible to people of all ages and abilities.

Great Streets for Seniors Uptown Streetscape Study, 2018

- Level, wide, and unobstructed walking surfaces
- Narrow crossing distances
- Long crossing times at signalized intersections
- Excellent visibility between vehicles and pedestrians
- Accessible features by default on sidewalks and crossings
- Dementia-friendly features, including landmarks and consistent wayfinding

Master Transportation Plan (MTP), 2015

- Prioritize a walkable, transit-oriented city that enhances safety and livability while also recognizing the importance of facilitating vehicle and goods movement.
- Prioritize sidewalk improvements in areas with high concentrations of vulnerable road users (children, youth and seniors).
- Support the development of Great Streets. Improvements that can contribute to 'Great Streets' include:
  - Wider sidewalks
  - Nodes of activity
  - Places to rest
  - Pedestrian oriented lighting
  - Curb extensions
  - Boulevards
  - Bicycle parking
  - Bus stop amenities
  - Public art
  - Wayfinding
  - Street trees
  - Weather protection

The City's strategic priority areas for 2019-2022

- Take bold action to have net zero emissions by 2050
- Implement the Environmental Strategy and Action Plan
- Great streets and places that support sustainable transportation choices
- Transit-friendly city
- Travel to school is as safe, comfortable, convenient and sustainable as possible
- Universal access and mobility
- Complete the planning, stakeholders consultation and design for the Sixth Street Great Street

Increasing awareness of global challenges and urgent crises in today's world have underscored the need for swift action by all levels of government. The City of New Westminster has responded to these challenges by signing on to take swift action and prioritize the changes needed to address the sustainability, mobility, and equity issues that the COVID-19 pandemic and climate emergency have highlighted. In addition to existing policies and plans, the Uptown Streetscape Vision supports the following commitments.

Climate Emergency Bold Steps

- Bold Step 2 - Car Light Community
- Bold Step 6 - Robust Urban Forest
- Bold Step 7 - Quality People Centred Public Realm

Streets for People

- Move quickly in 2020 to expand road re-allocation toward pedestrian, cyclist and public gathering space

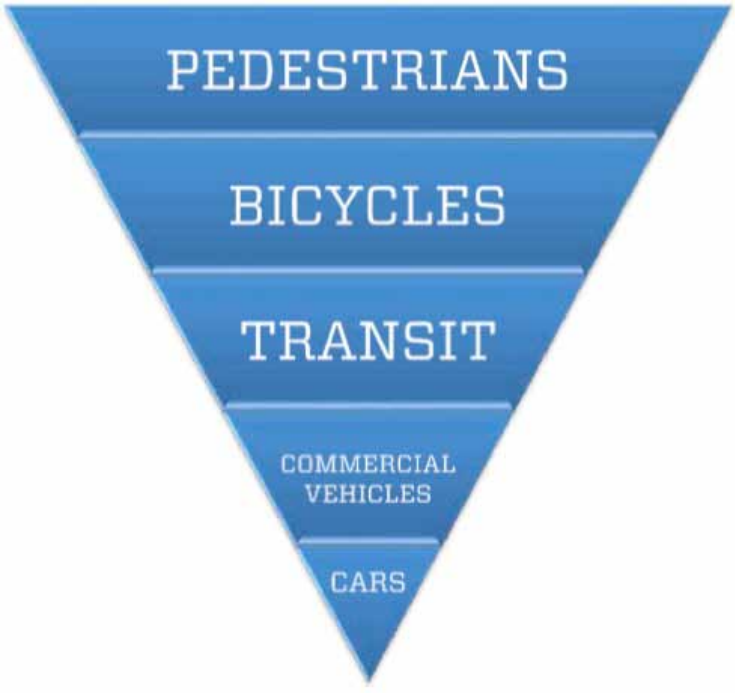
1.4 Transportation Hierarchy

Master Transportation Plan, 2015

The City's transportation priorities reflect a hierarchy of transportation modes that can be considered in the decision-making process. In setting a transportation hierarchy, the City will ensure that all road users, particularly vulnerable road users, are considered first when any transportation improvements are being considered.

Many other communities have used similar hierarchies to promote shifts in transportation patterns and choices over time. The hierarchy does not imply that any one mode will always be prioritized over another, but rather that the needs of each mode should be explicitly considered in the order presented as part of the decision making process.

The hierarchy of modes shown below considers the needs of pedestrians, including those using mobility aids such as wheelchairs and scooters, cyclists, public transit, ride share and goods and services movements before that of private automobiles. This is consistent with the Plan's Vision and an over-arching goal of creating a more sustainable transportation system. By considering needs of these users first, it is hoped that future transportation plans, programs and projects will provide better, safer and more convenient solutions and encourage over time more people to walk, bike and take transit.



1.5 Process

The process of developing the Uptown Streetscape Vision was structured into four stages:

1. Listening / Values and Aspirations (December 2019 - January 2020)

This stage involved information gathering through a review of background documentation, learning about the area from meetings and walks with City staff, assembling information in a site analysis, and the development of a preliminary list of values and aspirations. A variety of City staff had been involved in past public engagement processes. Input from that past work was shared at the beginning of the project and used to inform the following 'Framing Choices' phase of the process.

2. Framing Choices (February 2020)

A series of meetings and working sessions were held with City Staff during the early part of 2020 to discuss values and aspirations relevant to Uptown, to identify and refine a set of principles and objectives, and to review preliminary concept options developed for the streetscape. Through feedback from City Staff, the concept options were refined and updated to illustrate recommended solutions for the overall streetscape and several focus areas were explored with additional consideration and greater detail.

3. Strategic Directions (May-June 2020)

Outreach and consultation with stakeholders and the public occurred in May and June of 2020 through online formats.

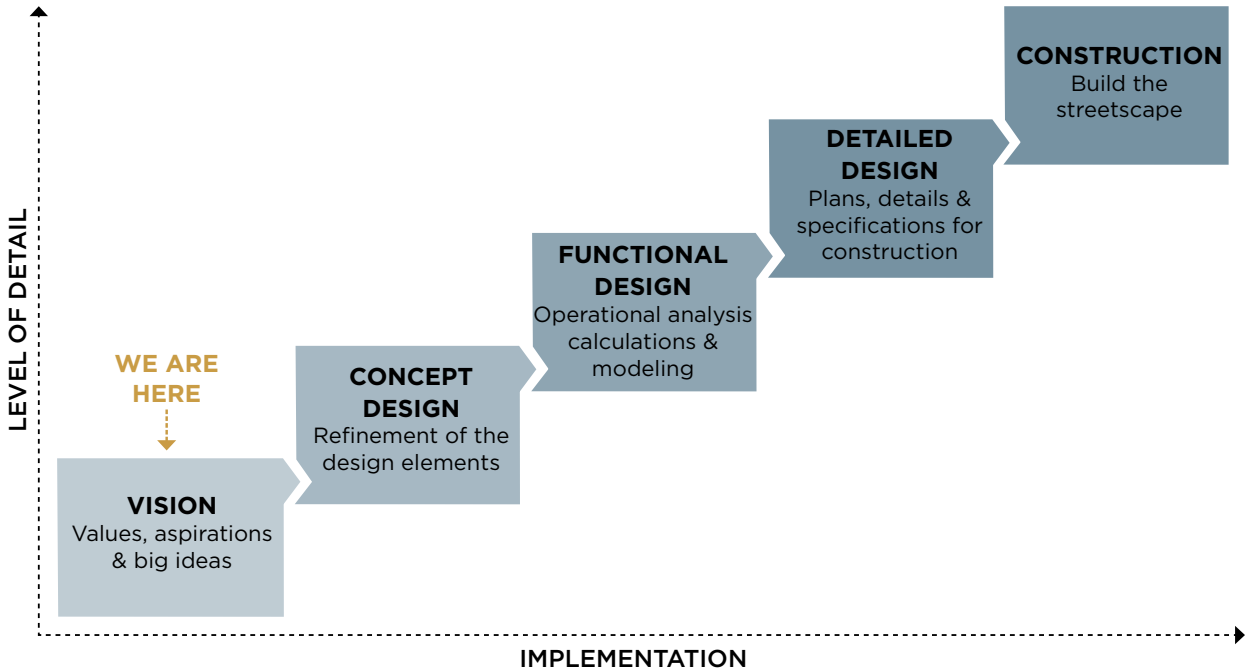
These opportunities presented stakeholders and the public with the draft principles and objectives for the Vision as well as some recommended streetscape designs, illustrating how the commercial streets in Uptown could be developed as Great Streets through the application of the principles and objectives.

Feedback from the stakeholder and public consultations was used to inform and confirm the final streetscape vision.

4. Final Plan and Vision Report (July-November 2020)

Plan and Vision Report refined and presented to Council for endorsement.

The Vision Report is the first step within the overall implementation process shown below.



2.0 Vision

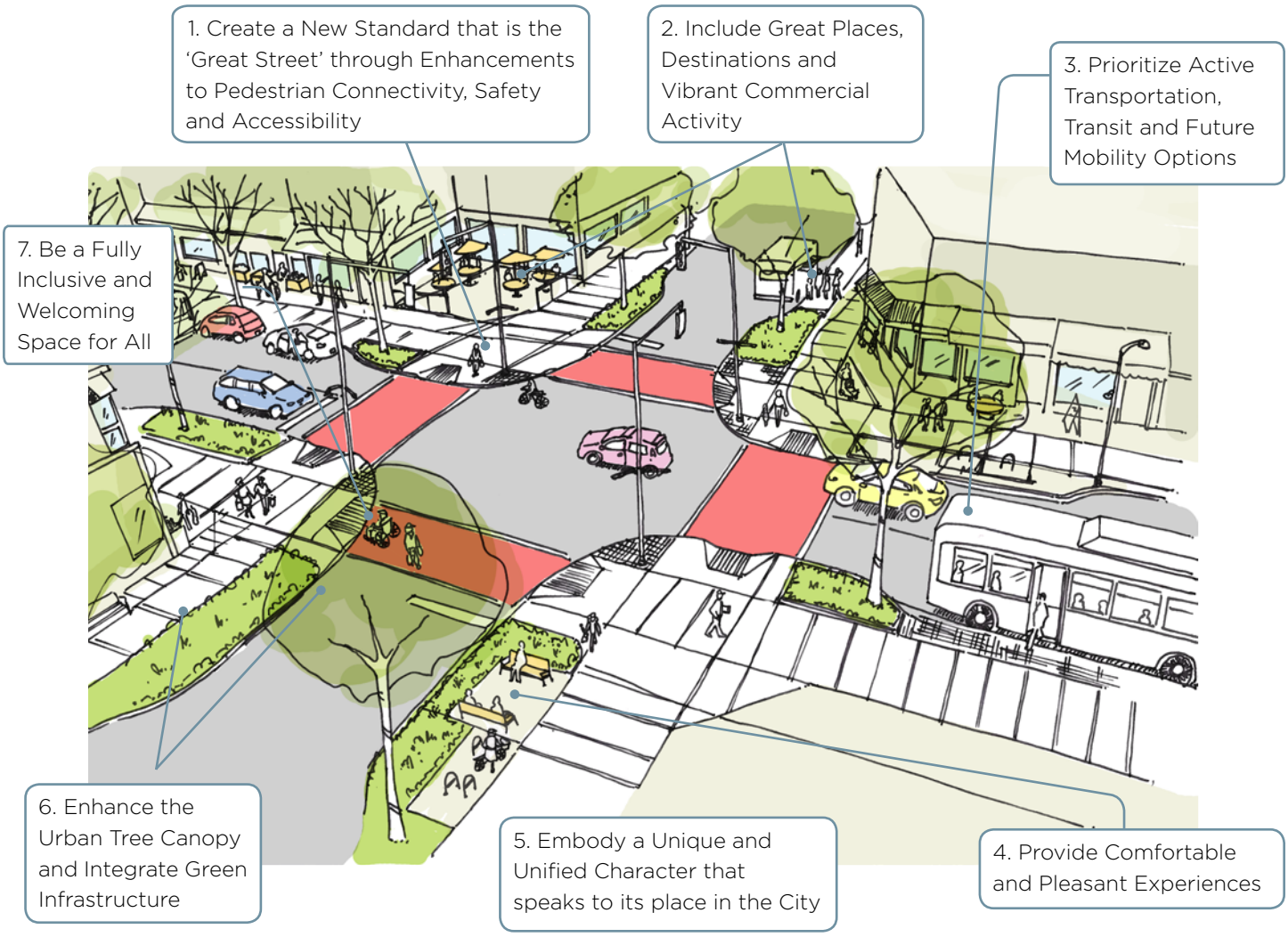
2.1 Vision Statement

Uptown is a **vibrant commercial district** with a **distinct identity**, **accessible and sustainable transportation**, and **inviting and engaging public spaces** that are **welcoming to all people**. Through the implementation of the Vision, Uptown will continue to serve an important commercial and public space function for residents, workers, businesses, service providers, and visitors in the area.

2.2 Principles and Objectives

Based on existing relevant policies and plans, and in consultation with City staff, the following set of seven principles were developed to define the Vision for the New Westminster Uptown Streetscape.

For each of the seven principles, objectives were identified to more clearly define the results that are to be achieved.



Principle 1: Create a New Standard that is the 'GREAT STREET' through Enhancements to Pedestrian Connectivity, Safety and Accessibility

Objectives:

- Enhanced pedestrian **connections and sight lines**
- Reallocate road width to provide **more space for pedestrians**
- **Reduce pedestrian crossing distances** through the use of curb extensions and median islands and/or add crosswalks to improve pedestrian safety
- Provide **pedestrian-scale street lighting** in and around key walking destinations and crosswalks to support pedestrian visibility day and night
- Work towards a **sidewalk clear width of a 3.0 metres** on Great Streets and areas with high pedestrian activity
- Ensure the travelling portion of sidewalks ("clear zones") remain free of obstructions to support ease of navigation by all users, including those with mobility and cognitive challenges, through the proactive removal of existing barriers

Source: Colin Dacre

Source: City of Vancouver

Source: Colorado Tourism Office

Principle 2: Include Great Places, Destinations and Vibrant Commercial Activity

Objectives:

- Vibrant and functional public spaces throughout their entire length, with **nodes of activity** where conditions are favourable
- Provide space for **street commerce, programmed activities, entertainment and community events**
- The **City and Business partnership**/ relationship is important to make an active street
- **Building Setback requirements for new developments** to gain space for commercial uses on private property to provide sufficient clear sidewalk and the creation of outdoor patio seating at cafes and restaurants
- Ensure that **needs of businesses, including deliveries and servicing**, are thoughtfully considered, to ensure a modern, commercially viable, Uptown business area
- **During construction of the streetscape, maintain an accessible, attractive and vibrant street**

Source: FILE, New Westminster Record *Source: PYMNTS.com*

Source: Creative Commons

Source: space2place

Principle 3: Prioritize Active Transportation, Transit and Future Mobility Options

Objectives:

- Aspire to provide **on-street separated cycling facilities** that are integrated with the City's greenway networks (e.g. Connect New Westminster Secondary school to the Rotary Crosstown Greenway (7th Ave))
- Provide **bicycle parking facilities that are conveniently located and clear of road and sidewalk users**
- Treat **cars as guests** in the space with priority for **private cars use provided to transport people people with disabilities and seniors**
- Support **reliable, convenient and comfortable transit**, including fully accessible bus service, weather protection and seating
- Ensure that **efforts are made to improve bus speed and reliability throughout the Streetscape Vision**
- **Curbside flex lane for mobility options for those who need it including:**
  - Taxis / ride-hailing
  - Loading & servicing
  - Future e-bike share, other micro mobility
  - Carshare
  - Electric Vehicle (EV) charging
  - Food cart or other activation
  - Bus bulges for passenger waiting / loading zones at bus stops

Source: Quebec For All

Source: de Vervoering, Twitter

Source: u/shelbq4u, Reddit

Source: Adam Coppola

Principle 4: Provide Comfortable and Pleasant Experiences

Objectives:

- **Reclaim excess and under utilized street space for use by pedestrians and cyclists**
- Provide **seating at regular intervals** for people to sit, see, talk and listen. (e.g. every 30-50 metres or less)
- Provide site elements that offer **protection from the elements** (weather, noise, traffic)
- Identify opportunities for **meeting/ gathering spots with good solar access (winter) and shade (summer)**
- Provide **flexible spaces** for temporary outdoor events and pop-up performances
- Promote **Privately Owned Public Spaces (POPS) and outdoor retail** which can bring the inside to the outside (i.e. fruit stands, café tables, clothing racks)
- Support the creation and long-term health of a **continuous street tree canopy**
- Ensure that the space is **inviting, safe, and engaging at night as well as during the day**

Source: City of Keller

Source: Rhodeside & Harwell

Source: City of Seattle

Source: City of New Westminster

Principle 5: Embody a Unique and Unified Character that speaks to its place in the City

Objectives:

- Create a **distinctive, unified design that is timeless yet complements the past, present, and future of Uptown**.
- Use **durable, readily-available materials** for consistency of implementation over time, ease of maintenance, and longevity
- **Embrace the eclecticism and fine-grain frontages** that are an important part of the neighbourhood character and aligned with the commercial retail strategy
- Provide a **high-quality amenity space to enhance the street's image**
- Use **gateway, wayfinding, and site elements, including public art, to strengthen the identity** and celebrate the history of the Uptown neighbourhood
- **Minimize site clutter**

Source: Building Salt Lake

Source: Building Salt Lake

Source: Building Salt Lake

Principle 6: Enhance the Urban Tree Canopy and Integrate Green Infrastructure

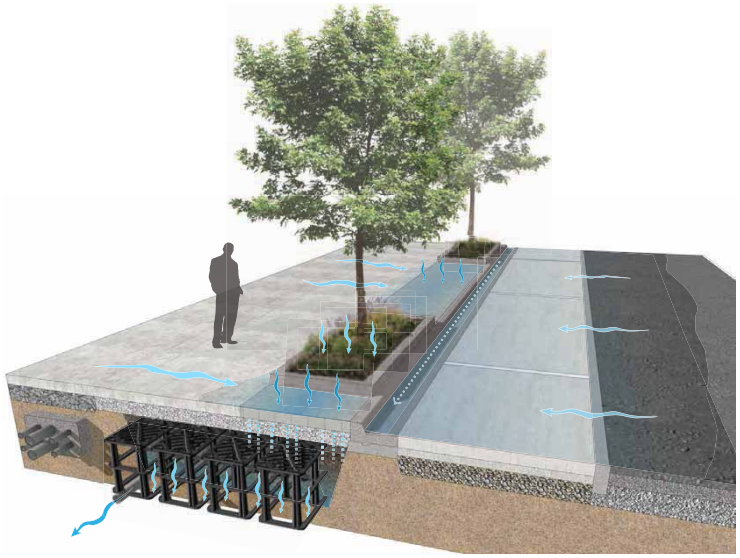
Objectives:

- Use **permeable materials** in the boulevard furnishing zones
- **Design streets as habitats**
- Foster a **healthy urban forest with a continuous canopy of shade trees** on both sides of the street where space permits. Ensure conditions exist or are created to support healthy tree growth for the long term
- **Manage storm water in a way that reduces off-site impacts and to support the City's Integrated Stormwater Management Plan (ISMP)**
- **Integrate green infrastructure**, such as stormwater infiltration trenches, soil cells, structural soil, and rain gardens in curb extensions
- **Coordinate locations of trees and green infrastructure with utilities**

Source: El-Cerrito.org

Source: SVSeekins

Mint Plaza Rain Garden
Source: CMG landscape architecture



Source: Town of Oakville

Principle 7: Be a Fully Inclusive and Welcoming Space for All

Objectives:

- **Incorporate Dementia-Friendly Community Action Plan** (2016)
- **Incorporate Age-Friendly Community Strategy** (2017)
- **Apply a disability justice lens** when considering, planning and implementing projects to identify and understand the impacts to all persons with disabilities, potential barriers created within the process and/or design, and steps to address potential barriers or remove existing ones.

  Identify and proactively address barriers to accessibility in areas such as:

  - Design and consistency (e.g., curb ramp design, surface treatments, clear widths, travel distances to reach accessible entrances)
  - Construction activities and events (e.g., wayfinding and signage, accessible detours, notification)
  - Availability and distance between resting areas (e.g., level landings, seating, weather protection)
  - Infrastructure (e.g., electrical plug-ins for mobility aides/scooter/ electric wheelchairs)
  - Maintenance, practices and guidelines (e.g., aging infrastructure, snow removal priorities, encroachments on sidewalks, leaf litter/debris, crossing times)
  - Enforcement (e.g., signs and sandwich boards, merchandizing/ displays, snow removal)
- Support and foster **small retail storefronts and businesses** to ensure the local economy reflects the diversity of the neighbourhood

Source: The Star

Source: Harriman

Source: Scott Hancock

3.0 Issues and Opportunities

Uptown is recognized in the Official Community Plan as one of New Westminster's Local Centres, an area which provides "local-serving commercial activities, a mix of housing types, and good access to local-serving transit." (p22, Our City).

3.1 Challenges

- Sidewalk surfaces are inconsistent and many sidewalks are old. Brick inlays have become a maintenance issue, as they break, heave, become tripping hazards, are slippery when wet, and can pose as obstructions to visually impaired.
- Sidewalk widths in many locations are below the City's standard creating congested pedestrian areas.
- Not all sidewalks are adequate width to support physical distancing / pandemic response.
- Safety concerns, particularly at intersections.
- Some blocks lack a buffer between pedestrians and traffic
- Many sidewalks lack street trees. Numerous street trees have sub-standard growing conditions and as a result are in declining health or only stumps remain.
- Some pedestrian areas lack buffers or setbacks (such as parked vehicles or boulevards) between the vehicle travel lanes.
- Existing plazas are underutilized, lack programming and are not welcoming places to spend time.
- Limited width of public realm and slow, incremental redevelopment restricts the available space for realizing the full vision for complete streets in the near term.
- Spaces need to consider the diverse range of people who inhabit and visit Uptown.
- Availability of public funding for streetscape redevelopment as major projects within the city.
- There is a diverse group of people enjoy Uptown, however the City doesn't typically hear from everyone, particularly those who may be marginalized for economic, social or other reasons.

Source: Space2place

Source: Space2place

Source: Space2place

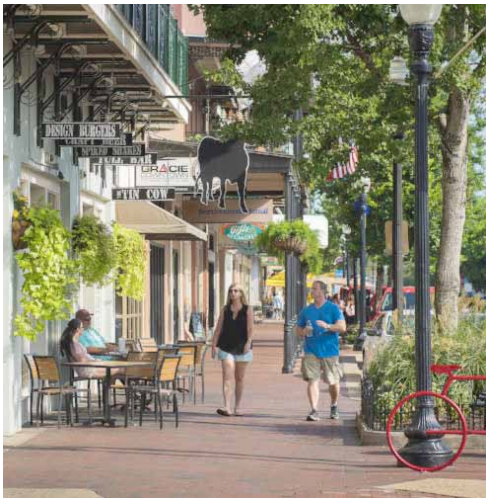
3.2 Opportunities

Uptown is a distinct and appealing neighbourhood within New Westminster with many notable characteristics:

- A well-served hub of frequent bus transit services with direct links to multiple SkyTrain stations, nearby residential and commercial areas, and community services.
- Active commercial area with a diverse mix of anchor tenants and independent businesses along walkable, pedestrian-oriented streets.
- People are drawn to Uptown to stroll its comfortable, pleasant streets lined with an eclectic mix of businesses and services.
- High-density residential within the immediate area supports a compact and vibrant commercial district.

Proposed Uptown Streetscape improvements will **align with and support the City's ambitious initiatives,** including the following key directions from the **2019-2022 Strategic Plan**:

- Take bold action to have net zero greenhouse gas emissions by 2050
- Implement the Environmental Strategy and Action Plan
- Great streets and places that support sustainable transportation choices
- Transit-friendly city
- Travel to school is as safe, comfortable, convenient and sustainable as possible
- Universal access and mobility
- Complete the planning, stakeholders consultation and design for the Sixth Street Great Street



Source: Visit Pensacola

The Uptown streetscape can also contribute to the following **Climate Action Budgeting Framework Bold Steps:**

- Bold Step 2 - Car Light Community
- Bold Step 6 - Robust Urban Forest
- Bold Step 7 - 10% reallocation of road space to sustainable transportation and the public realm

Source: hounddiggity (Flickr)

Many parcels within Uptown have a **potential for future redevelopment**. Redevelopment provides opportunities to advance the Streetscape vision in several ways including:

- Incorporating setbacks for wider sidewalks and commercial frontages / patios at building interfaces;
- Relocating servicing/delivery zones, parking and driveways from the streetscapes of 6th Avenue and 6th Street to back lanes and/or internally within the future buildings, and;
- Construction of streetscape improvements, adjacent to redevelopment parcels, at the time of redevelopment.

4.0 Streetscape Typologies

The Streetscape Typologies outlined in this chapter provide a toolkit for space-making and programming components for the public realm. These typologies (or elements) provide a way to analyze existing public space forms, and to design new public space.

Where these typologies are proposed to be applied is outlined in Chapter 5.0 Uptown Design Application

Pedestrian Rooms:

- P1 Parklet
- P2 Boulevard Room
- P3 Plaza

Public Squares:

- S Public Square

Nodes and Gateways:

- N1 Feature Intersection
- N2 Gateway

Connectors:

- C Lane/Narrow Street

Privately-Owned Publicly Accessible Spaces (POPS):

- PO1 Plaza
- PO2 Building Interface

4.1 Pedestrian Rooms

Pedestrian rooms are smaller, more intimate spaces that serve as zones for pedestrians to engage in the public realm. These spaces tend to be primarily hardscape, with paving, paint, seating, planters, and/or public art. There are several sub-categories or types of pedestrian rooms identified in the Uptown Streetscape Vision.

P1 Parklets

A parklet is a sidewalk extension that provides more usable public space for people on streets. They are typically built on platforms that extend out from the edge of the sidewalk to the width of adjacent on-street parking space and include benches, tables, movable chairs and landscaping.

Source: City of Vancouver

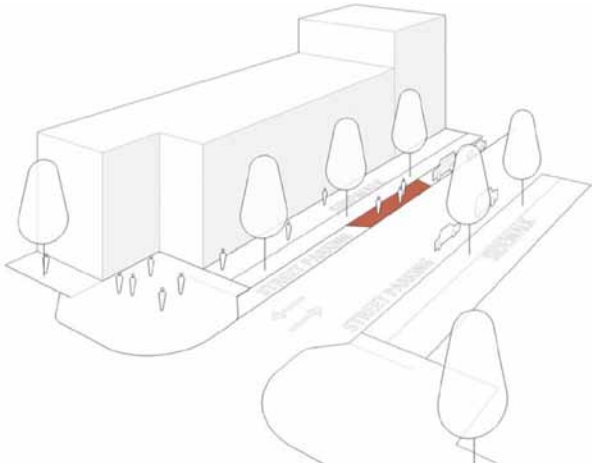
Purpose

- Provide places to sit, relax, and socialize.
- Animate the street along retail frontages.
- Create enjoyable spaces within which to stop, rest and interact.
- Create neighbourhood identity.
- Increase landscape biodiversity through additional plantings.
- Achieve a 'five to ten minute walk' to a green space.

Source: Paul Krueger (Flickr)

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.



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

P2 Boulevard Rooms

Boulevard rooms are areas adjacent to sidewalks within boulevard areas and building setbacks. They can also occupy spaces between the sidewalk and the curbside flex lane or curbside vehicle traveling lane. These small plazas engage public life and encourage street activity - contributing to a successful public realm. They also provide a buffer between vehicles and pedestrians, which is important for a sense of safety and comfort. Boulevard Rooms contain a wide range of elements that contribute to the structure and functionality of the streetscape.

Source: Zolo

Purpose

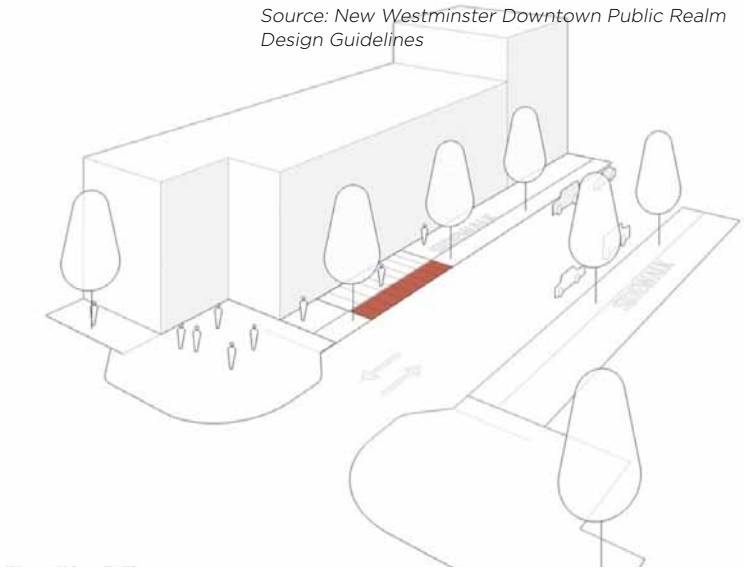
- Provide places to sit, relax, and socialize.
- Transform sidewalks into places for people, by encouraging people to linger in welcoming public spaces.
- Animate the street along retail frontages.
- Create neighbourhood identity and connectivity.

Source: Strong Towns

Uses

- Bus stops, shelters and supporting transit infrastructure.
- 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.
- Landscaping and lighting.
- Garbage bins and mail boxes.

Source: New Westminster Downtown Public Realm Design Guidelines



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

P3 Plazas

Plazas, typically located at street corners, are larger, more open, or more prominent open spaces. 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.

Source: Besaws

Source: Architizer

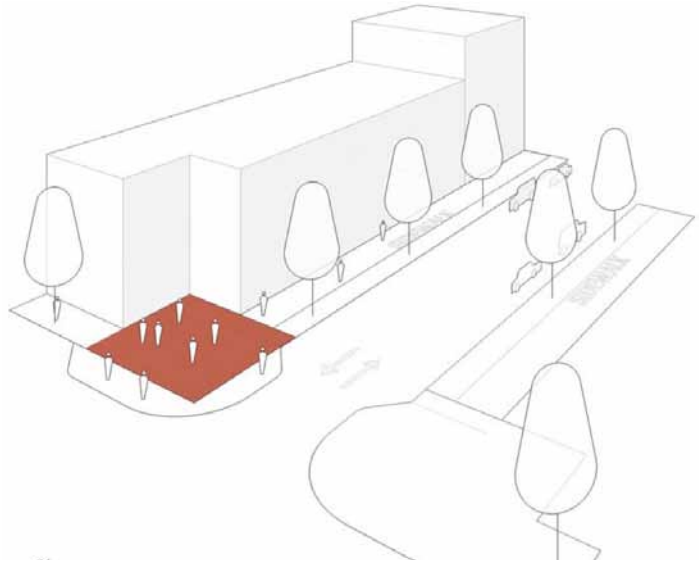
Source: Connect Landscape Architecture

Purpose

- Activate street corners as dynamic places in the public realm.
- Increase legibility and wayfinding for pedestrians and vehicular passengers.
- Increase green space by transforming paved road spaces.
- Contribute to gateway features.

Uses

- Prominent meeting places for pedestrians.
- Outdoor expansion of adjacent business use.
- Staying and people-watching.
- Slowing traffic and creating a neighbourhood feel.
- Expression of pedestrian culture.
- Temporary or experimental art/design.
- Street performance zone.



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

4.2 Public Squares

Public squares serve as a permanent, flexible open space for gathering and community events. They are a central public venue within the neighbourhood, supporting a wide range of programmed and unprogrammed activities, that welcome community building and cultural expression.

Source: Gehl

Source: STGK Inc.

Source: Koji Okumura

S Public Squares

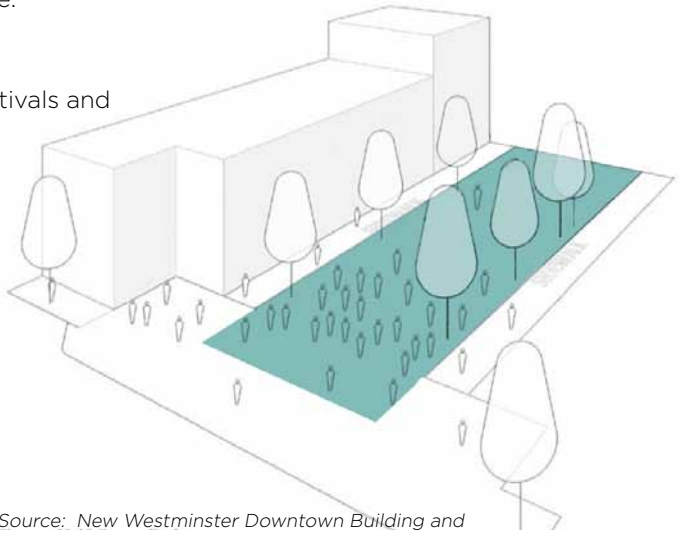
A Public Square is a portion of the public realm or streetscape that is free from through-traffic and provides a permanent plaza or open space.

Purpose

- Enhance and expand the green space network.
- Create enjoyable spaces within which to stop, rest and interact.
- Provide a space for public gathering and art.
- Provide a focal point in the neighbourhood/community.
- Create neighbourhood identity.
- Increase the biodiversity of neighbourhoods through additional plantings and green infrastructure.
- Provide traffic-calming measures in the neighbourhood.
- Provide 'five to ten-minute walk' to a green space for pedestrians.

Uses

- Prominent meeting places for pedestrians.
- Outdoor expansion of adjacent business use.
- Street performance zone.
- Programmed activities such as markets, festivals and community celebrations.



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan, edited

4.3 Nodes and Gateways

Nodes are special places created where paths cross and energy is focused. Nodes vary in scale from small intimate to large urban scale, such as a major street intersection. Nodes can be identified by a change of surface material, special lighting, or equipment for activities. Gateways are arrival points that can celebrate special places and/ or mark transitions between neighbourhoods.

Source: McFarland-Johnson

Source: Kimley-Horn and Associates

N1 Feature Intersection

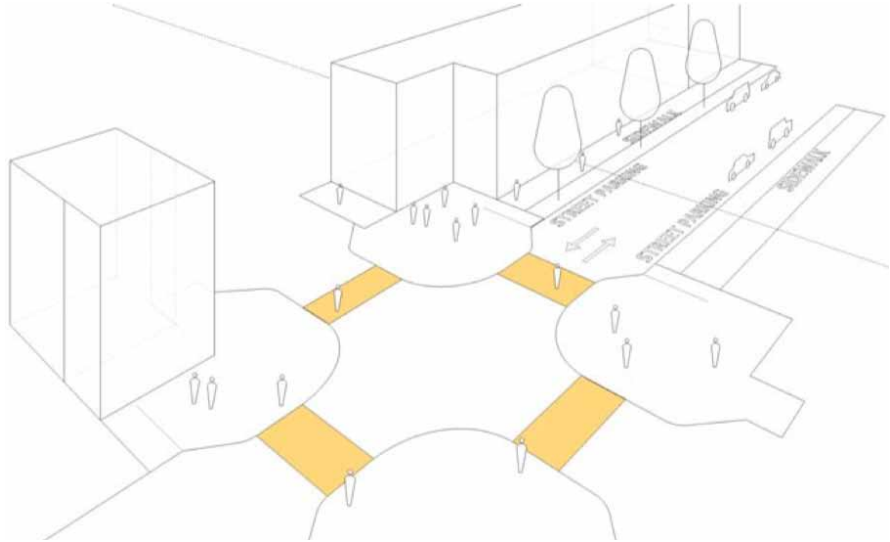
Feature intersections recognize important intersections in the Uptown neighbourhood where there is an opportunity to create a gateway and sense of arrival into the Uptown neighbourhood.

Purpose

- Prioritizes pedestrians.
- Promotes the eclectic and artistic culture in Uptown.
- Activates and animates intersections.
- Reinforces the importance of Great Streets.
- Provides interest and possibility for key public art elements.

Uses

- High visibility and accessible crossing for pedestrians, cyclists and accessible users.
- Motor vehicle movements with priority for buses.



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

N2 Gateway Features

Issues and Opportunities:

- Uptown's vibrant and eclectic commercial and social character is rooted in history and embodies a unique sense of identity within the City.
- Uptown is a destination within the City and a key node within the Frequent Transit Network.
- Motor vehicles slow through Uptown, yielding to an abundance of pedestrians and bus transit.
- Gateway features can be added and embellished to strengthen the sense of arrival in Uptown.
- Wayfinding and navigation within Uptown can be improved through the development of a wayfinding strategy.

Solutions:

Colourful Crosswalks and Curb Extensions.

Uptown's expanded pedestrian realm, trees, furnishings, and bold coloured crosswalks create a sense of arrival.

Source: 2017 State of New Jersey Complete Streets Design Guide, WSP | Parsons Brinckerhoff

Lighting and Vertical Elements

Overhead lighting can be used to further define feature intersections within Uptown

Source: 125th Street Business Improvement District, Harlem

Public Art/Temporary Public Art

Locate public art at intersections and nodes to serve as landmarks, gateways, wayfinding, and creative placemaking

Refer to 7.5 Gateway Features and Public Art.

Source: space2place

Source: space2place

Uptown Brand Identity

In addition to the consistent application of Uptown's 'brand identity' currently used on street signs, banners and bike racks, incorporate it into wayfinding signage to support navigation within Uptown.

Source: space2place

Source: space2place

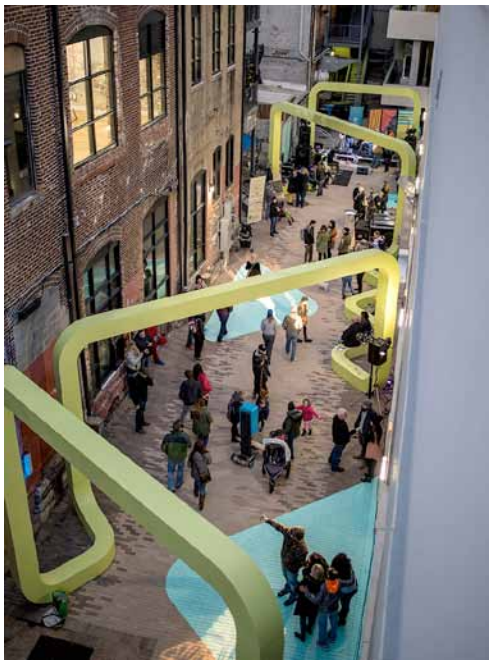
4.4 Connectors

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

Source: Web Urbanist

C Lane/Narrow Street

Underutilized lanes can be transformed into safe, inviting, people-friendly spaces.



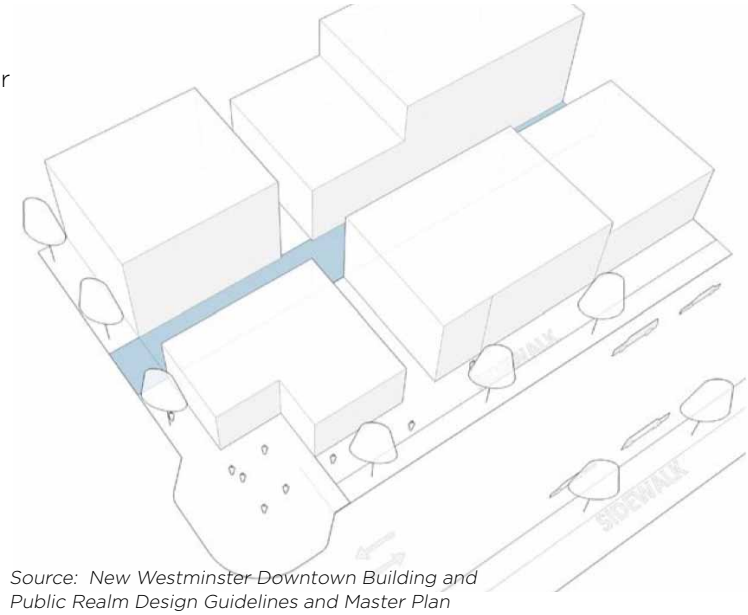
Source: Benjamin Chase

Purpose

- Prioritize pedestrian use, existing utilities and service vehicles in the lanes.
- Promote an eclectic and artistic laneway culture.
- Activate and animate the laneways in a variety of ways including artistically, socially, culturally and environmentally.
- Encourage retailers and residents to use the laneways as entrances and front doors.

Uses

- Casual public use, sitting, displays, cafés.
- Passing through.
- Active or Passive in character depending on adjacent building uses.
- Artistic/cultural expression.
- Maintain existing essential functions for parking, fire access and services.



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

4.5 Privately Owned Publicly Accessible Spaces (POPS)

New development presents opportunities to create privately-owned but publicly accessible space (POPS).

POPS are an important part of the City's public realm. The success of POPS includes both their design and how they work with surrounding public spaces including streets, and sidewalks.

Purpose

- Complement existing and proposed public spaces on streets and lanes.
- Animate semi-public spaces.
- Create enjoyable spaces for recreation, relaxation and retreat.
- Create permeability in the neighbourhood and increase accessibility.
- Create a sense of place and neighbourhood identity.
- Provide outdoor rooms for residents and visitors.

Source: New Westminster Downtown Public Realm Design Guidelines

PO1 Plaza

A privately owned, publicly accessible plaza is an animated gathering place flanked by a public street with predominantly hard surfaced landscape features. Plazas should be oriented to maximize sunlight access throughout the day and provide uses that take advantage of a sunny location (e.g. cafés and patios). Plazas at minimum should include tree plantings and seating areas.

Purpose

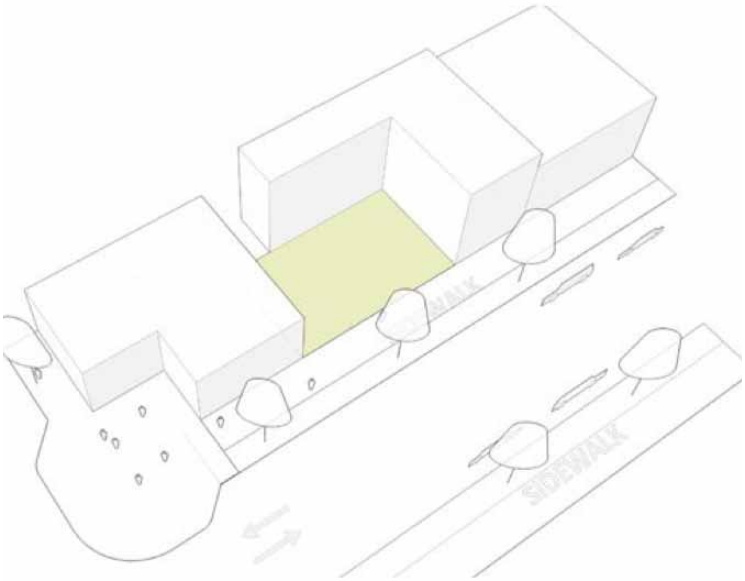
- Casual use, passing through, secondary pedestrian routes, building entrances and small gathering spaces.
- Large plazas may include fountains and water features or concession stands.
- Include public art as a key element.
- Allow for flexible uses (i.e., street performers).

Uses

- Prominent meeting places for pedestrians.
- Outdoor expansion of adjacent business use.
- Staying and people-watching.
- Expression of pedestrian culture.
- Temporary or experimental art/ design.
- Street performance zone.

Source: Google Street View

Source: unknown



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

PO2 Building Interface

Building interfaces are open spaces between the building façade and public sidewalk, characterized by hard or soft landscaping treatment. They are provided through a variation in building setbacks to allow for plantings, trees, usable public space including store displays, and seating areas.

Source: 1226 El Camino

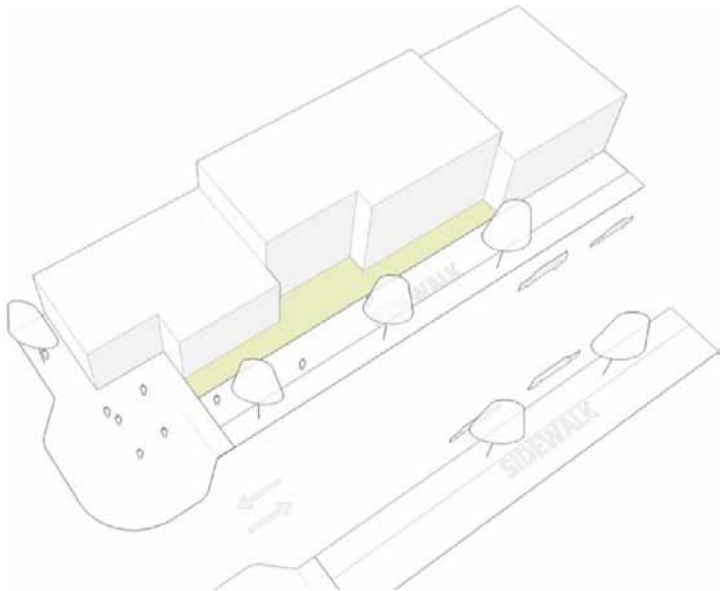
Purpose

- Provide space for restaurant patios and cafe seating.
- Allow displays of merchandise.
- Transform sidewalks into places for people, by encouraging people to linger in welcoming public spaces.
- Animate the street along retail frontages.
- Create neighbourhood identity and connectivity.
- Encourage weather protection for year-round use.

Uses

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

Source: Friedrichshain Kiez (Flickr)



Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

5.0 Uptown Design Application

Chapter 5.0 provides the following:

5.1 Uptown Design Application Overview

5.2 Uptown Great Street Standard - which provides a typical configuration of the Uptown Great Street Standard.

Chapter 5.0 also includes streetscape design application for the following key opportunity areas:

5.3 Belmont Street

5.4 Core Block of 6th Street (Belmont to 6th Avenue)

5.5 Intersection of 6th Street and 6th Avenue

5.6 6th Avenue (8th Street to 5th Street)

5.7 Rotary Crosstown Greenway connection to New Westminster Secondary School

5.1 Uptown Design Application Overview

- Core Study Area
- Existing Plaza
- Proposed Plaza
- Greenway
- Proposed Multi-use path
- Proposed Pedestrian Link
- 5th St. Bike Route

Pedestrian Rooms

- P1 Parklet
- P2 Boulevard Room
- P3 Plaza

Public Squares

- S Public Square

Nodes and Gateways

- N1 Feature Intersection
- N2 Gateway Features

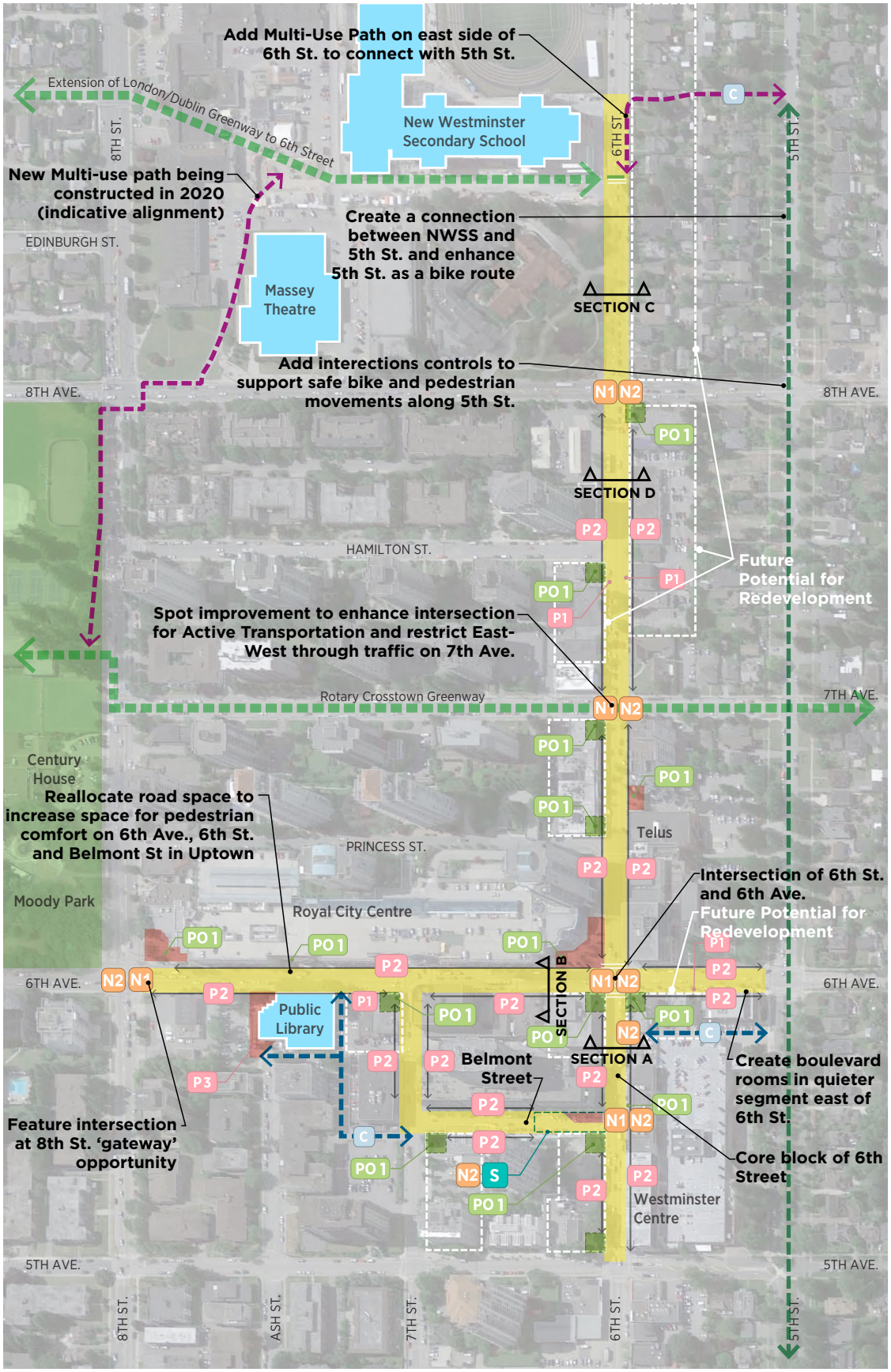
Connectors

- C Lane/Narrow Street

Privately-Owned Publicly Accessible Spaces (POPS)

- PO1 Plaza
- PO2 Building Interface

Note: Locations of parklets to be determined through separate consultation



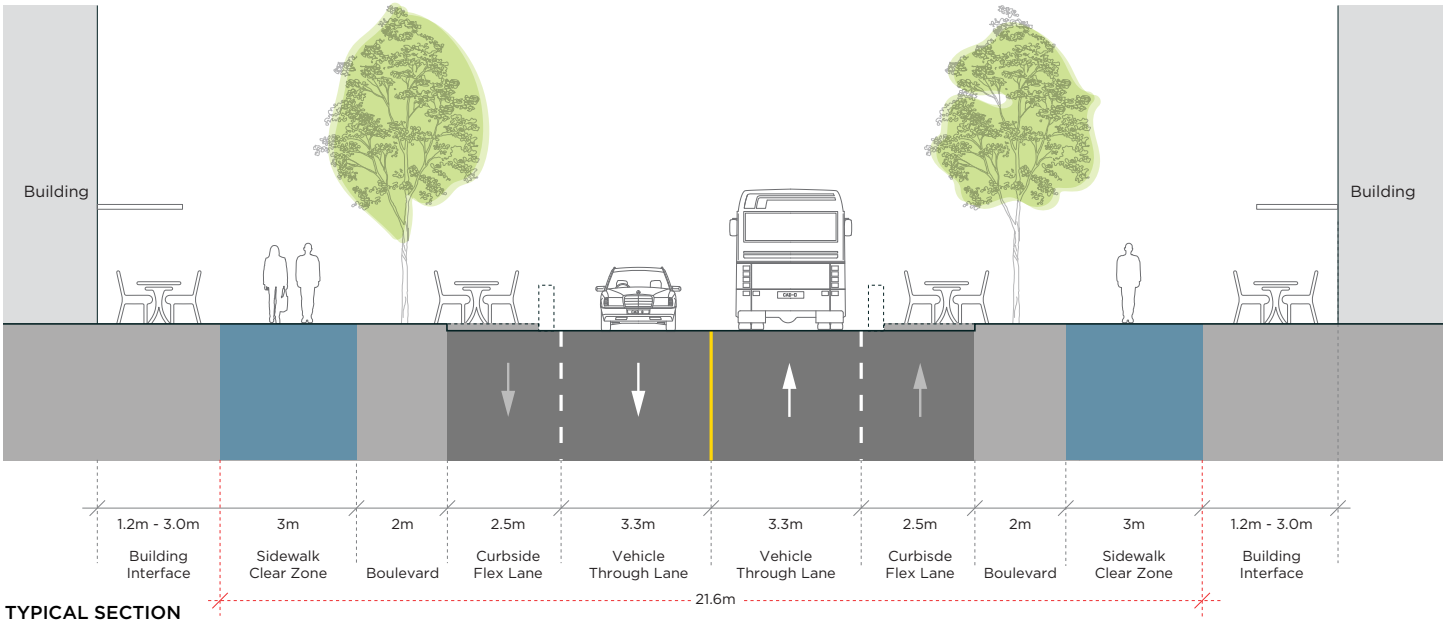
5.2 Uptown Great Street Standard

Typical Great Street Configuration

The diagram below depicts a proposed spatial configuration of streetscape zones across a typical commercial street in Uptown using the preferred widths for each zone.

The typical section includes the recommended widths of lanes, boulevards, and sidewalks to be achieved in a general sense. Cross sections will change at intersections where turn lanes exist, with the understanding that sidewalk clear zones must continue at the continuous minimum width.

Source: RHAA Landscape Architecture and Planning



TYPICAL SECTION
*Note: Lane widths may vary at bus stop locations in order to support transit operations

Other sections in this chapter apply to the immediate location shown, not the entire block. Subsequent to the Uptown Streetscape Vision, more detailed work to refine the concept will be required.

Refer to Chapter 4.0 for streetscape typologies, which describe the purpose, uses, design intent, and character of each zone.

Chapter 6.0 describes design considerations that are to be applied throughout the entire Uptown streetscape

Chapter 7.0 provides descriptions and requirements of the palette of materials and elements within the streetscape. Materials and elements must be carefully selected and coordinated as they will need to be used consistently to ensure the Uptown streetscape embodies a strong sense of unity.

The diagram below illustrates general forms and configurations of the key zones that are part of the Uptown commercial streetscape.

Boulevard
May contain street furniture, including benches and bike racks, street trees and planting, green infrastructure, street lights, signage, utilities, and bus stop waiting shelters and boarding areas

Building Interface
Entrances, commercial displays / vending, restaurant patios, café seating, sandwich boards

Sidewalk Clear Zone
A straight, unobstructed path of travel for people walking and using mobility aides. Tactile and visual indicators alert people of intersections and edges

Curbside Flex Zone
May contain short term/priority parking, transit stops, taxi or ride hailing zones, delivery/ loading zones, bicycle facilities such as docked bike share stands, and/or curb extensions for expanded areas for seating, planting, integrated stormwater management, and activation of the public realm

Vehicle Through Lanes
6th Avenue and 6th Street in Uptown will prioritize bus transportation, service vehicles, and vehicles transporting seniors and people with disabilities, while also supporting active transportation

5.3 Belmont Street

Issues:

- The random nature of pedestrians crossing on 6th Street means vehicles, including buses, are held up at Belmont Street while there is a green phase available at adjacent intersections.
- Noise pollution is impacting nearby residents.
- Availability of safe public space for casual use is limited and disconnected from the urban fabric.

Opportunities:

- Centrally located within the core of Uptown.
- Local-serving street with low speed and volume through traffic.
- Existing street trees in good health.
- Two parcels along south edge have high potential for redevelopment.
- Existing fine-grain commercial frontages activate the street.
- Numerous businesses with take out service.
- Farmer's market attracts people.
- Great location to invite short term activation like markets.
- 'Living room' for many people who benefit from services in the area and live in the neighbourhood.

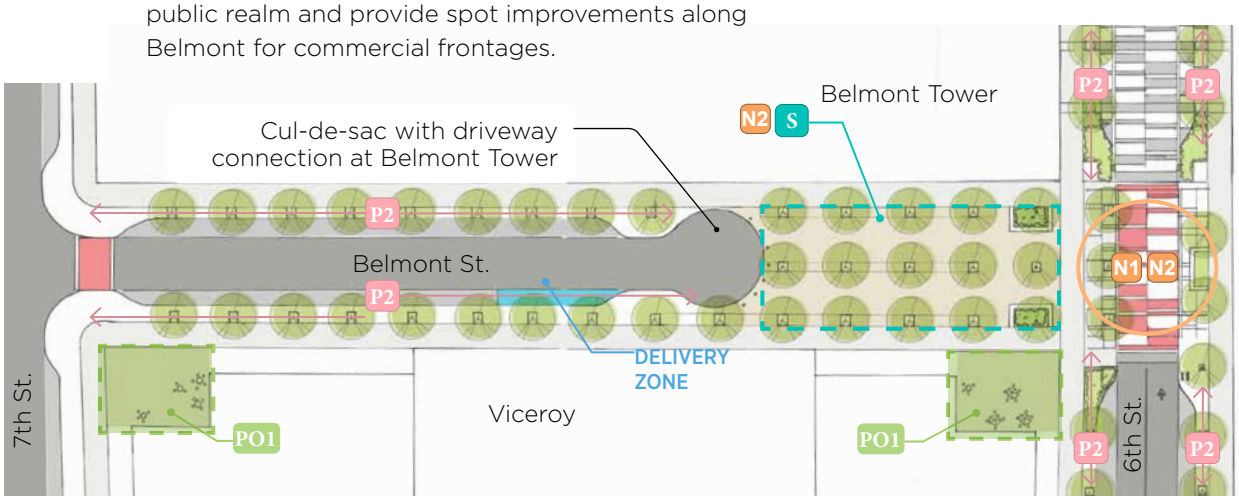
Proposed Solutions:

- Redevelop the east end of Belmont Street to create a permanent public square in the heart of the Uptown neighbourhood.
- Create a cul-de-sac to restrict vehicular traffic to the west half of Belmont St. Align the cul-de-sac with the vehicular 'tunnel' at the Belmont Tower and to maintain a driveway connection to the partial laneway behind the Belmont Tower. Retain a loading/service zone in front of the Viceroy.
- Reallocate a portion of the travel lanes to enhance the public realm and provide spot improvements along Belmont for commercial frontages.

Source: SvR Design Company

Source: The Distillery District www.thedistillerydistrict.com

Source: Kgbo, Wikipedia



BELMONT STREET

Cul-de-sac with 6m radius and connection to existing driveway at Belmont Tower

Reduce lane widths and widen sidewalks to increase space for commerce

Retain existing street trees and add a central row to create an open and flexible public space

Source: Charles Mayer Photography

An uncluttered and flexible public space to accommodate weekend markets and festivals

Permanent public square off 6th Street for performances, art exhibitions, etc.

Source: SvR Design Company

Potential for weather protection

Building interface setbacks and corner plaza for vibrant commercial activities

Curb extensions with planting and green infrastructure

Unsignalized, raised mid-block crosswalk to extend the Belmont public square to the plaza at Westminster Centre. Special paving highlights this as a feature intersection within Uptown

6th Street

Permeable paving over green infrastructure (soil cells or structural soil) to support integrated stormwater management and healthy trees

BELMONT STREET
LOOKING TOWARD 7TH ST. FROM 6TH ST.

This illustration depicts the character of the proposed public square at Belmont Street. An uncluttered and flexible space can accommodate a wide range of uses including weekend markets, temporary public art installations, performances, festivals and other community events.

BELMONT STREET PUBLIC SQUARE
LOOKING TOWARD 6TH STREET FROM THE CUL-DE-SAC

Source: Matthew Thomson Design

5.4 Core Block of 6th Street (Belmont Street to 6th Ave.)

Issues:

- Maintaining transit speed and reliability is a challenge given high level of traffic (pedestrian and vehicular).

Opportunities:

- This block of 6th Street is centrally located and well-suited for special treatments at the heart of the Uptown commercial streetscape.
- Existing high concentration of fine-grained retail frontages, anchor businesses, services and workplaces make it an attractive destination.
- Well-served by transit between New Westminster and Edmonds SkyTrain stations.
- Good aspect for shade and sun.

Proposed Solutions:

- Reduce lane widths and shift curbs & gutters to widen pedestrian spaces through either redevelopment or micro-project led by the City.
- Implement special treatments that go beyond the Great Street standards for spatial design, paving, furnishings, trees, planting and ISMP. Special treatments are intended to make this block stand out as a distinct and memorable gateway and a destination within the heart of the Uptown business district.
- Relocate southbound bus stop on south side of 6th Ave. to north side of 6th Ave. beside Royal City Centre with supporting bus detection infrastructure on the signal to support bus speed and reliability.
- Install a raised crosswalk on 6th St. at Belmont St. with supporting bus detection infrastructure to support bus speed and reliability.
- Replace barrier curbs with rollover curbs or flush swales where appropriate, and include pocket planting zones in curb lane. Refer to page 38.

6th Street (between Belmont Street And 6th Ave.)
Source: City of New Westminster

Lonsdale Street, Dandendong, Australia, BKK Architects
Source: archdaily.com

Greymouth CBD Town Square, New Zealand, Logic Street Scene
Source: logicstreetscene.co.nz

3rd Street Promenade, Santa Monica
Source: SilverKris.com

Intersection, Chicago, USA
Source: John Greenfield (Flickr)

Catenary Lighting
Create the sense of an outdoor room that's welcoming in the evenings and during the winter through the installation of catenary lighting above the street.

Argyle Street, Halifax
Source: City of Halifax

Assembly Row, Somerville, MA
Source: Copley Wolff Design Group

Integrated Stormwater Management
Incorporate green infrastructure, direct surface runoff into rain gardens to provide opportunities for groundwater recharge and treatment with overflows into the municipal storm system.

Source: space2place

Source: City of New Westminster

Cast-in-Place Concrete Patterns
Use the entire width of the street as a canvas to emphasize the pedestrian focus and special character of the block.

Improve accessibility with rollover curbs or flush swales that support conversion of the street into a car-free space for special events. Refer to p.38 for more details.

S Division Street, Auburn, WA
Source: KPG

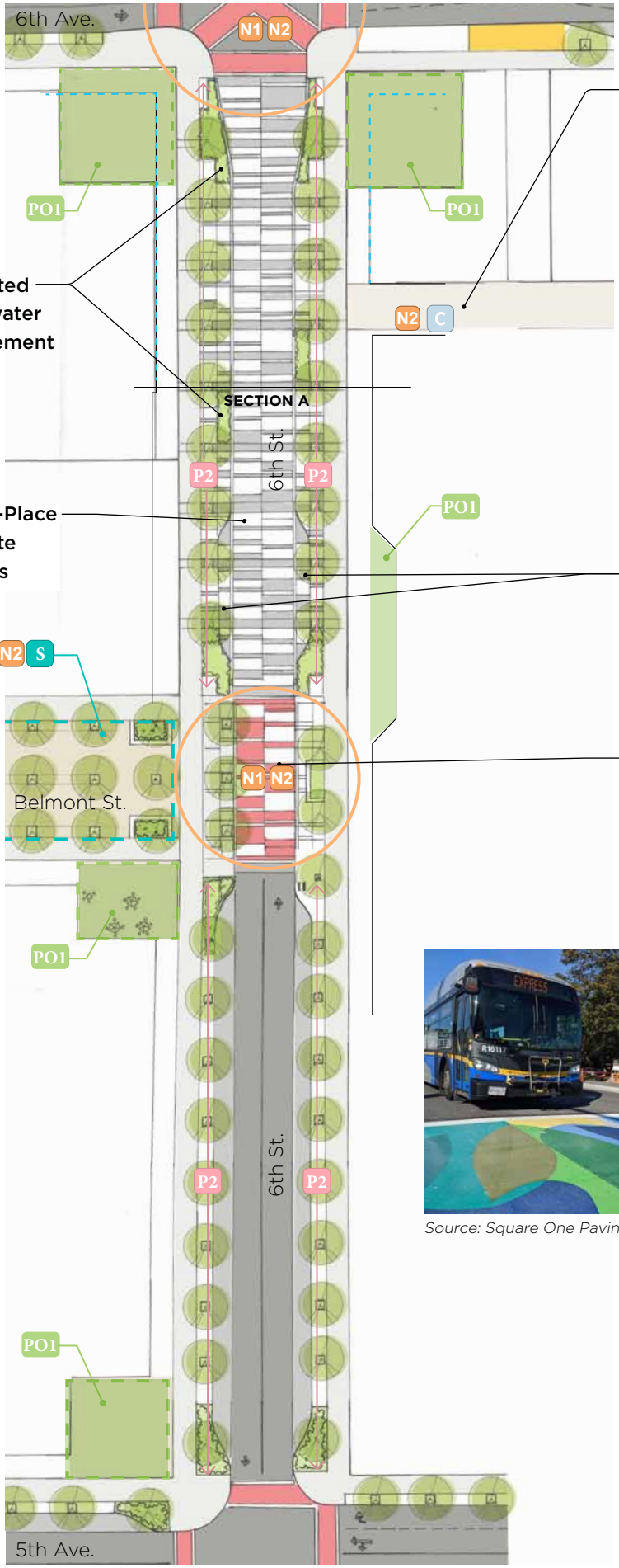
Source: Google.com

Fixed and Temporary Seating Options
Utilize expanded boulevards in this block for additional space to move and to provide more places to rest, eat and socialize.

Seasonal Parklet, Philadephia, PA
Source: unknown

Source: Building Salt Lake

Parklet, London, UK
Source: WMBStudio



Laneway Activation
Activate the laneway with murals, lighting, decorative paving. and other interventions. Encourage commercial frontages that open onto the lane.

Source: Kgbo, Wikipedia

Accessible Street Parking
Provide space for 2 vehicles on each side of 6th St. north of Belmont Street to allow for priority users and future mobility options.

Vibrant Pavement Markings
Create a high visibility custom pattern for the raised crosswalk with highly-durable thermoplastic between the public square at Belmont Street and the existing plaza in front of Westminster Centre

Source: Square One Paving

LEGEND

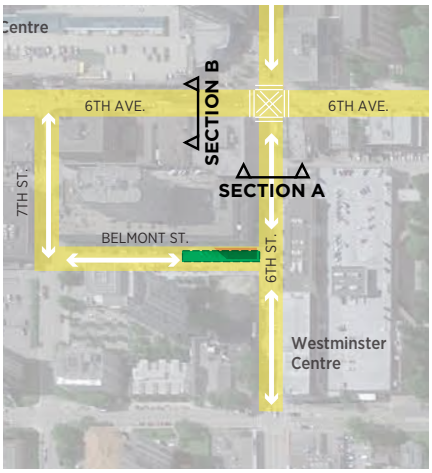
- PO1 Plaza (POPS)
- P2 Boulevard Room
- S Public Square
- N1 Feature Intersection
- N2 Gateway Features
- C Lane/Narrow Street

CORE BLOCK OF 6TH STREET (5TH AVE. TO 6TH AVE.)

Core Block of 6th St. Section Street Profile Options

Implementing special treatments that go beyond the Great Street standards for spatial design, paving, furnishings, trees, planting and ISMP include reconstructing large portions of the existing street. The reconstruction of the street provides an opportunity to reconsider the profile of the street, including the replacement of standard barrier curbs with rollover curbs or flush swales.

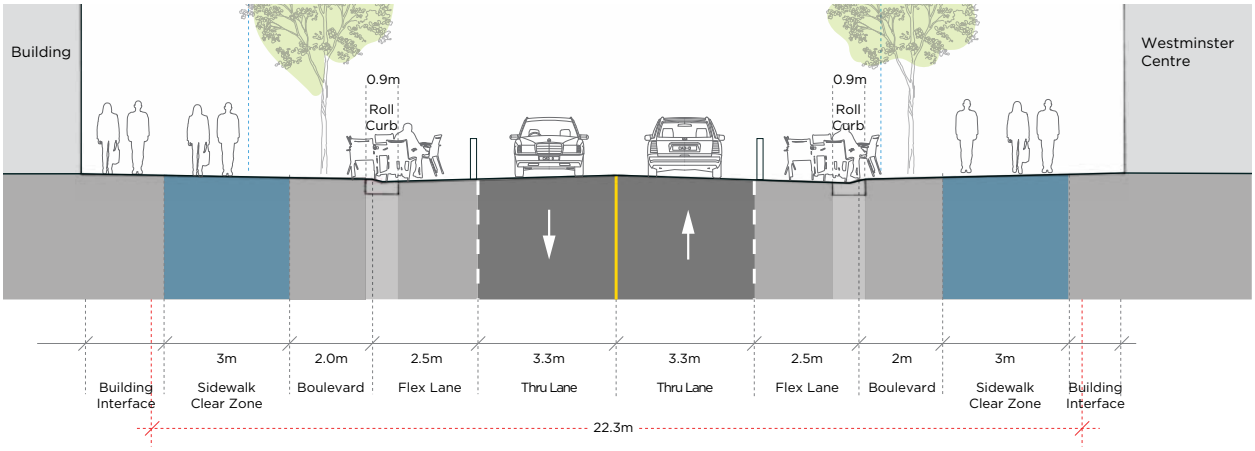
These options improve accessibilty and flexibility to utilize more of the street for human-centred activities and special events. Permanent or movable barriers, such as planters, can be positioned within the flex lane to define spaces for people and limit where vehicles can go.



SECTION LOCATION

Option 1 - Rollover Curb:

- Narrow vehicular lanes.
- Install rollover curbs at edge of flex lanes to smooth transitions between boulevard zones and across street.
- Flex lanes can be made available for accessible parking when not used for expanded boulevard uses or ISMP.



SECTION A (OPTION 1)

*Note: Lane widths may vary at bus stop locations in order to support transit operations


Front Street Mews, New Westminster
Source: space2place


Bernard Avenue, Kelowna
Source: google.com

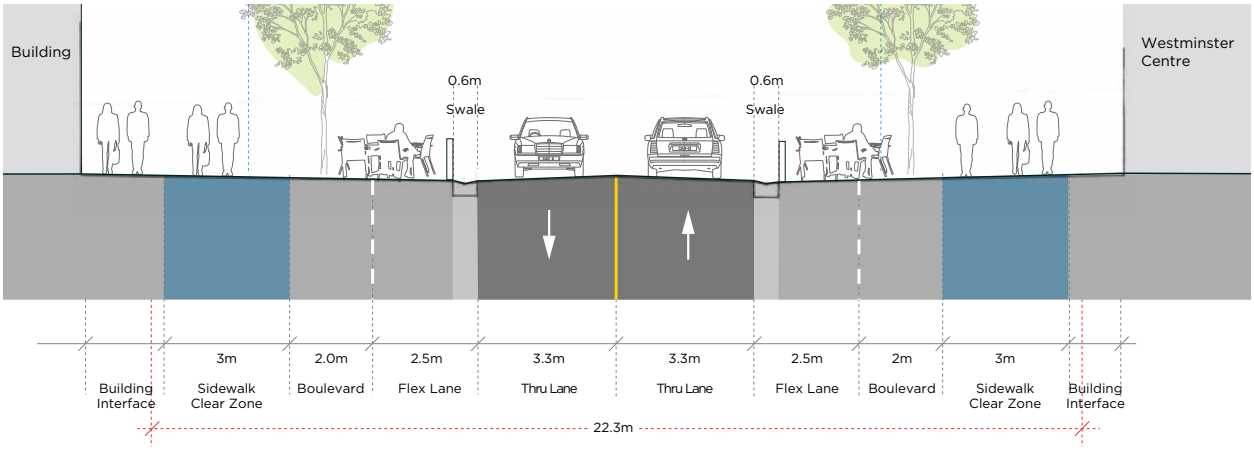

Granville Street, Vancouver
Source: google.com

Superblock of Sant Antoni, Barcelona, Leku Studio
Source: inhabitat.com

World Financial Center Plaza, USA
Source: sitephocus.com

Option 2 - Flush Swale:

- Narrow vehicular lanes.
- Install concrete swales between vehicular travel lanes and flex lanes to emphasize pedestrian-centred street design.
- Effective width of boulevard zone is up to 4 metres except where accessible parking is located.



SECTION A (OPTION 2)

Goldstream Avenue, Langford, BC
Source: space2place

Goldstream Avenue, Langford, BC
Source: space2place

Walnut Street, Des Moines, Iowa
Source: Confluence

Setbacks considered at the time of redevelopment will provide corner plazas and a continuous building interface zone for outdoor commercial activity along the entire street

Continue the existing sidewalk and commercial setbacks from Westminster Centre to 6th Avenue

Reduce the width of existing road lanes

Relocate the southbound bus stop (#106) to the north side of 6th Ave. to improve the waiting experience with more space for shelters and seating, and reduce pedestrian congestion

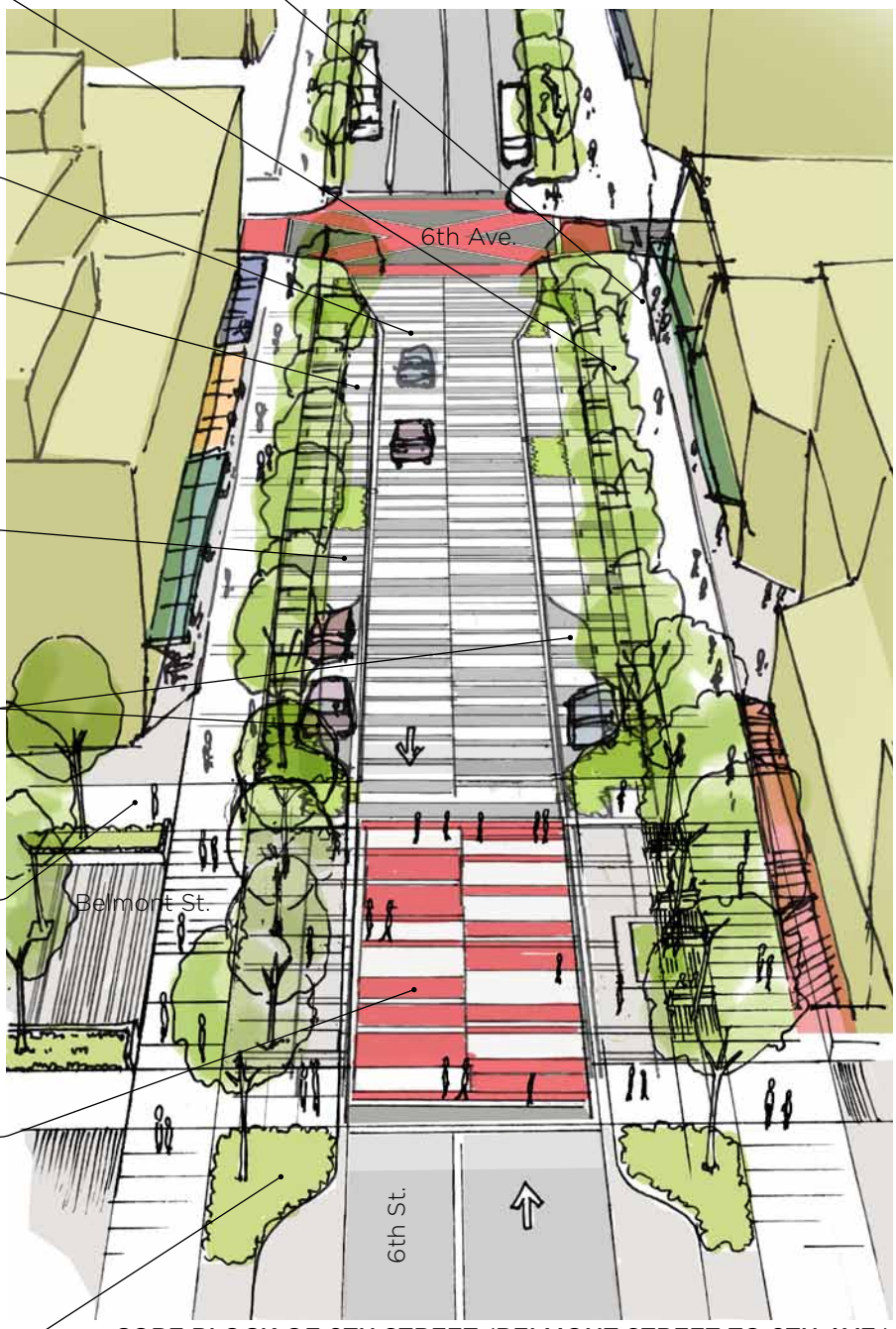
Utilize flex lanes in this block as expanded boulevards for additional space to move and to provide more places to rest, eat and socialize

Accessible street parking that can also be used for food trucks, ride-hailing or other short-term pickup/drop-off

Provide 3.0 m wide clear sidewalks, building setbacks for patios and boulevards to line both sides of the street with trees and furnishings

Create a feature intersection at Belmont St. by narrowing roadway, widening the boulevards, raising the intersection to be flush with the sidewalk

Add planting beds and integrated stormwater management (ISMP) in the curb extensions



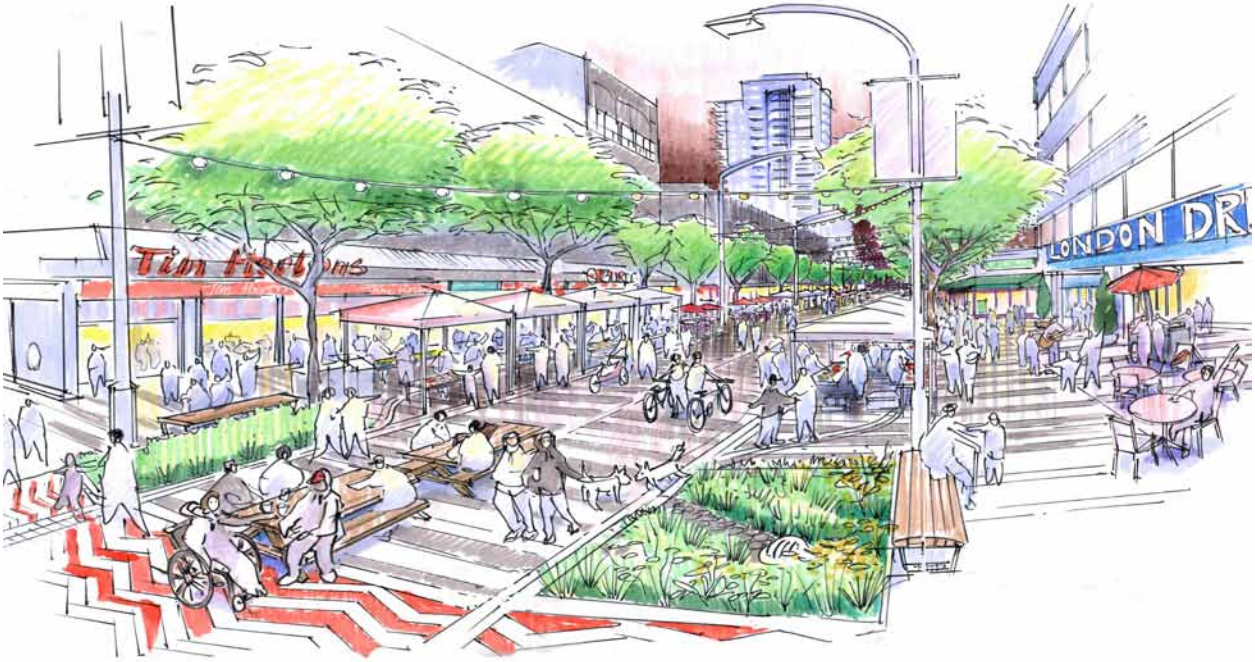
CORE BLOCK OF 6TH STREET (BELMONT STREET TO 6TH AVE.)

This illustration depicts the proposed character of the street when the road is open to vehicular traffic. The reduced lane widths, expanded pedestrian spaces and special treatments distinguish the core block as a destination within Uptown.

CORE BLOCK OF 6TH STREET (BELMONT STREET TO 6TH AVE.) OPEN TO TRAFFIC

Source: Matthew Thomson Design

The illustration below depicts the proposed character of the street when the road is closed to vehicular traffic. The design of this block lends itself to being converted into a temporary pedestrian plaza that can host a wide range of special events.



CORE BLOCK OF 6TH STREET (BELMONT STREET TO 6TH AVE.) CLOSED TO TRAFFIC

Source: Matthew Thomson Design

5.5 Intersection of 6th Street and 6th Avenue

Issues:

- Insufficient crossing time for seniors, people with disabilities and families with children.
- The intersection has four legs with restricted left-turn movements on all approaches with the exception of the 6th Avenue (west) approach where only buses are permitted.
- The lane configuration is not intuitive.
- Turn restrictions result in occasional confusion and non-compliance.

Opportunities:

- Serves as both Feature Intersection and a Gateway.
- High concentration of pedestrian activity including seniors, people with disabilities, and families with small children, as well as bus services and commerce.
- The intersection is a key focal point within the Uptown area, reflected in the over 1000 pedestrian crossing movements during a typical weekday afternoon peak hour period (Bunt, Oct. 2020).
- Opportunity to enhance the identity of the neighbourhood and showcase the City's commitment to pedestrian priority in an effective, safe and innovative manner.

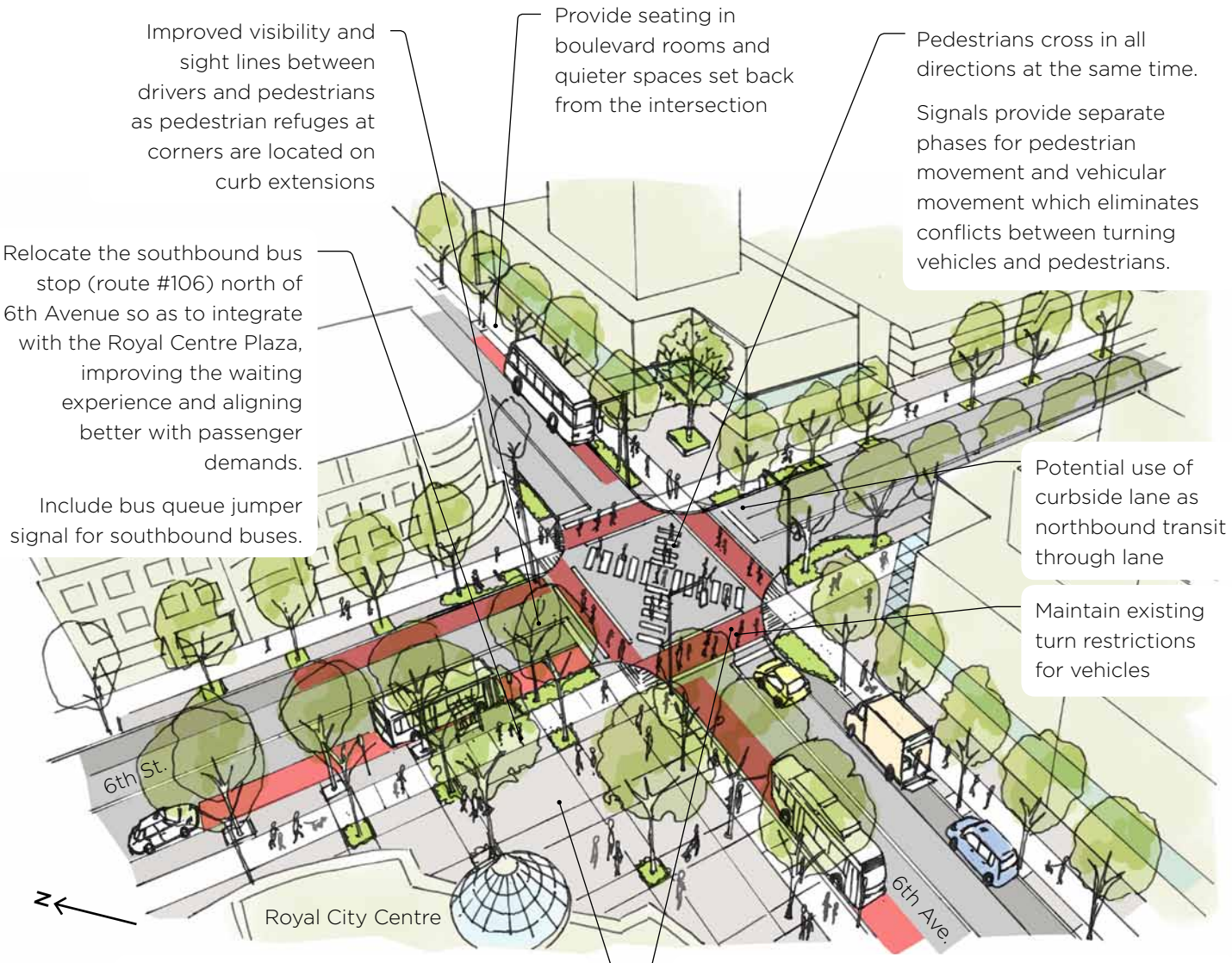
Possible Solutions:

- Consider to making the intersection more compact (i.e. shorter pedestrian crossing distances) by removing the right turn lanes on three of the approaches (west, east, & south), while maintaining the unofficial right-turn lane on the north approach to assist buses, both right-turning and through movements.
- An 'all red' phase is being considered to allow for a **pedestrian scramble** and this should cultivate the feeling of pedestrians taking over the road space, even if just for short periods of time, rather than being accommodated only by the existing crosswalks. For this planning and design exercise, this design also avoids right-turning movements blocking through movements as pedestrians will only be allowed to cross during the 'all red' phase.

Source: Ennis Flint

Source: Binnie Engineering

- The 6th Street southbound bus stop is proposed to be relocated on the north approach to 6th Avenue. On the 6th Street southbound direction, no material increase in bus delay is anticipated while delay could increase in the northbound direction.
- Potential transition of on-street parking between the lane and 6th Ave to shared right-turn and transit (through) lane to support transit functionality (to be supported by bus detection signal infrastructure) .



INTERSECTION OF 6TH STREET AND 6TH AVENUE

*Note: Bus stop locations are only indicative and subject to further collaboration with TransLink

5.6 6th Avenue (8th St. to 5th St.)

Issues:

- The existing interface between the Royal City Centre and the pedestrian realm/sidewalk.
- Increased setbacks are not possible along Royal City Centre without redevelopment of the shopping centre.
- Narrow sidewalks and street clutter on the south side.

Opportunities:

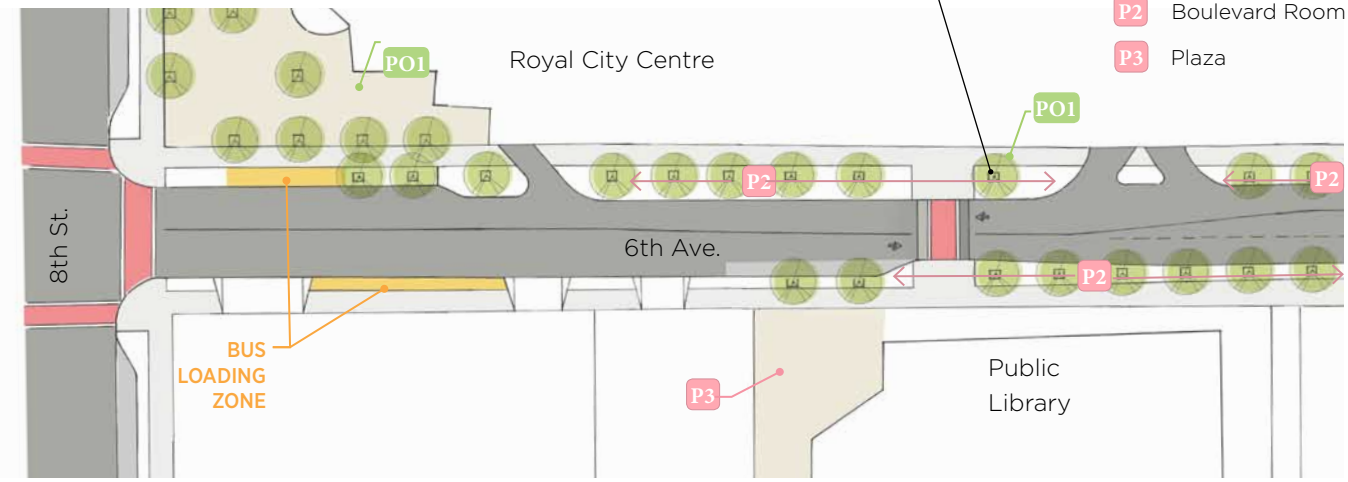
- Road space reallocation is necessary to provide an enhanced public realm to meet the principles of the Vision.
- Enhance the public realm along the southern sidewalk to enhance the interface with the adjacent retail..

Proposed Solutions:

- Reduce the width of vehicular lanes and realign curbs to gain more public realm space on both sides of the street.
- Enhance the sense of comfort and quality of experience for pedestrians while improving the available widths of clear paths of travel, accessibility and commerce along the street.
- Provide a clear sidewalk width of 3.0 metres.
- Where possible, create a 1.5 m boulevard on the north and south side of 6th Ave. to increase separation between traffic and pedestrians.
- Widen boulevard to 2.5-3.0 m for passenger zone at bus stop where space/opportunities arise along the street.

Source: space2place

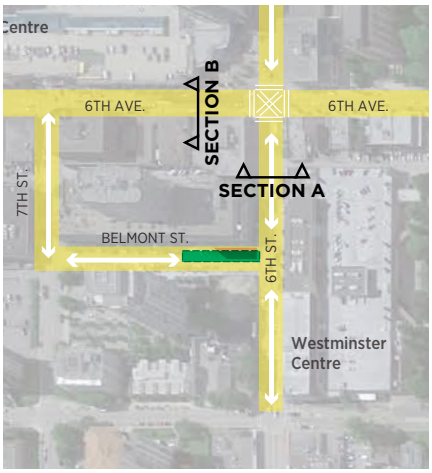
Extend curb between Save-On-Foods and the mid-block crossing to create a boulevard room along the road and a plaza adjacent to Royal City Centre



6TH AVENUE (8TH ST. TO NEW WESTMINSTER PUBLIC LIBRARY)

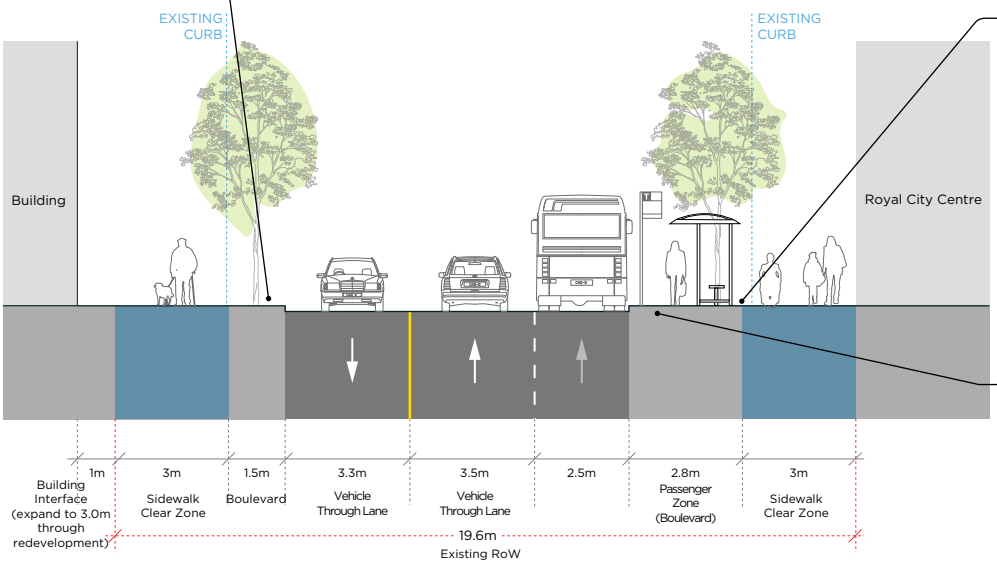
*Note: Bus stop locations are only indicative and subject to further collaboration with TransLink

- Maintain loading zones and spaces for priority curbside flex lane mobility options along south side of 6th Ave.
- Replace some parking spaces along the south side of 6th Ave. with boulevard rooms to provide additional space for pedestrians.
- Improve the streetscape frontage along Royal City Centre with a plaza adjacent to the Save On Foods and mid-block crossing.
- Work with Royal City Centre to activate their frontage along 6th Avenue and improve the access to the food court entrance at 7th Street



SECTION LOCATION

Realign curb to provide a 1.5m wide boulevard for trees and furnishings next to a 3.0m wide clear sidewalk



Realign curb to provide 3m wide clear sidewalk and add 1.5m wide boulevard to provide space for trees, furnishings and more separation from traffic.

Widen boulevard to approx. 3.0m at bus stop.

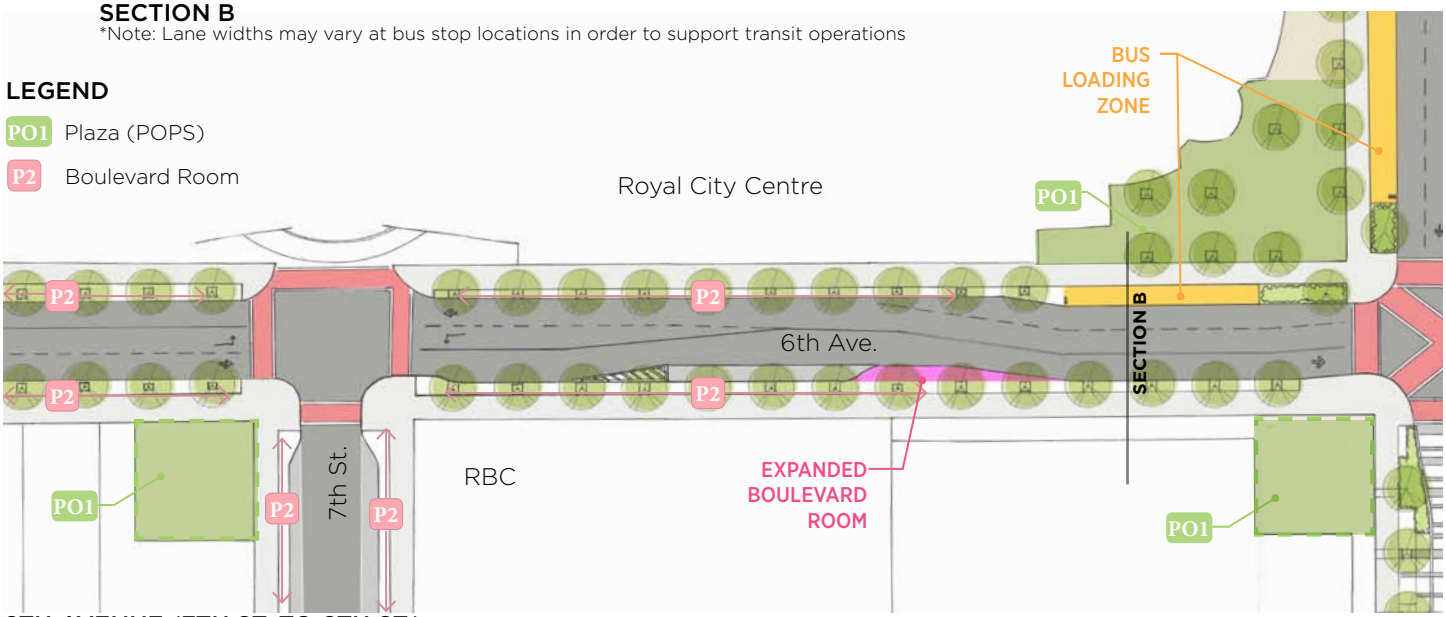
SECTION B

*Note: Lane widths may vary at bus stop locations in order to support transit operations

LEGEND

PO1 Plaza (POPS)

P2 Boulevard Room

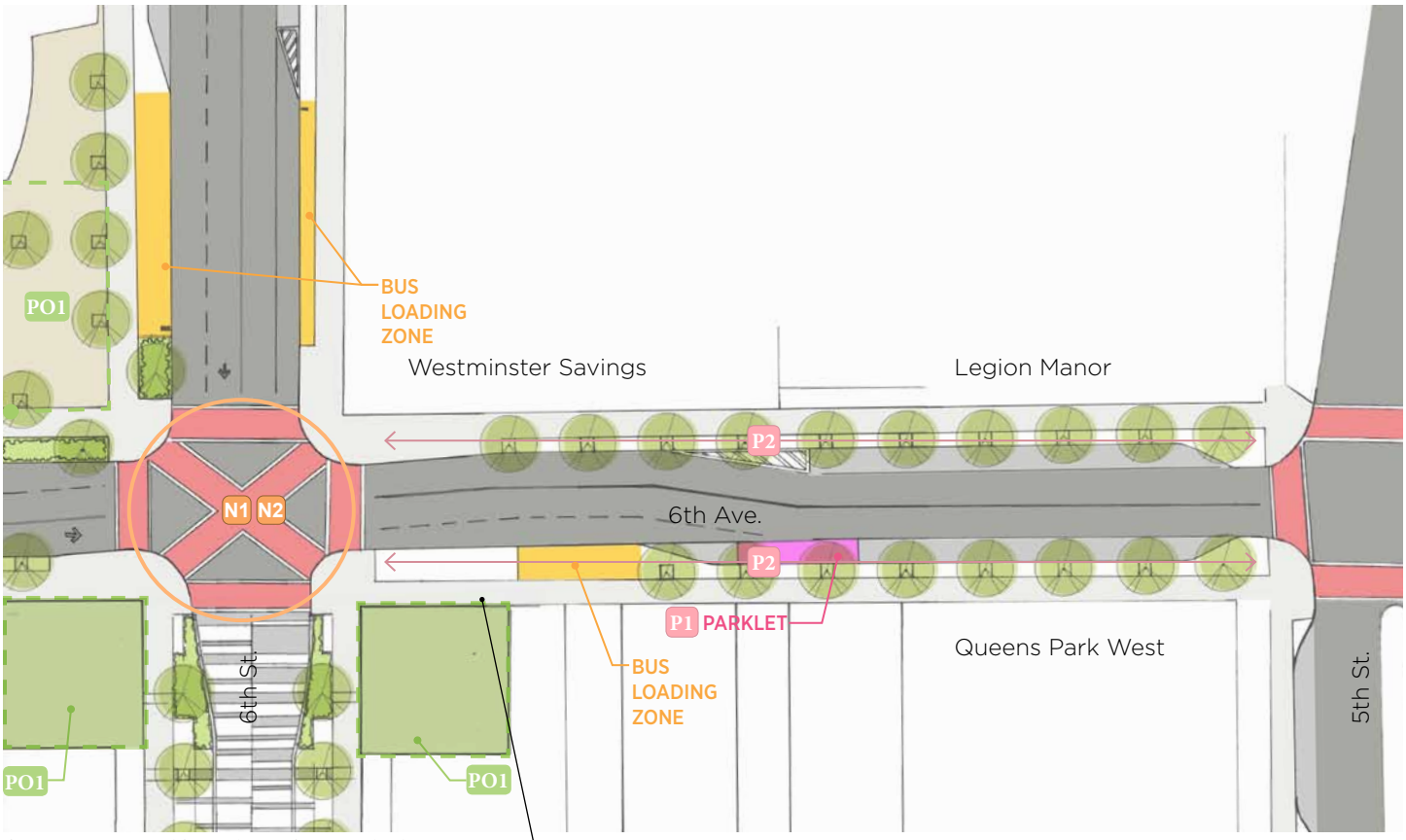


6TH AVENUE (7TH ST. TO 6TH ST.)

*Note: Bus stop locations are only indicative and subject to further collaboration with TransLink

LEGEND

- PO1 Plaza (POPS)
- P1 Parklet
- P2 Boulevard Room
- N1 Feature Intersection
- N2 Gateway Features



6TH AVENUE (6TH ST. TO 5TH ST.)

*Note: Bus stop locations are only indicative and subject to further collaboration with TransLink

Setbacks that may be gained at time of redevelopment will provide corner plazas and a continuous building interface zone for outdoor commercial activity along the entire street

Source: Google Street View

5.7 Rotary Crosstown Greenway to New Westminster Secondary School Cycling Connection

Issues:

- Existing sidewalks on 6th Street north of 8th Ave. are less than the minimum desired width of 1.8 m.
- Utility poles in boulevard along east side of 6th St. create challenges for adding street trees and for changing the street cross-section in the short term.
- Turn lanes at 8th Ave make it challenging to add bicycle lanes on 6th St in the short term without compromising sidewalk space and transit functionality.
- Off-street parking for businesses between 7th Ave. and 8th Ave. include numerous driveway crossings that sever/dissect the sidewalk.

Existing sidewalks and bus loading zones on 6th St north of 8th Ave are narrow and existing boulevards have utility poles

Source: space2place

Opportunities:

- A new New Westminster Secondary School (NWSS) opens in 2020.
- Redevelopment may provide an opportunity to create better walking and cycling connections from the school's entrance on 6th St. to the existing network of local streets and bikeways, including the London Dublin Greenway and Rotary Crosstown Greenway.
- Redevelopment may provide an opportunity to support more students to safely travel to and from school on foot and by bike, while also addressing gaps in the current active transportation network.
- Redevelopment may provide an opportunity to remove driveways that cross the sidewalks along 6th St. and make the sidewalk safer and more pleasant for pedestrians.
- Passenger islands (approx. 3.0 m wide) with waiting shelters and seating can be created at bus stops by reallocating road space.
- South of the Rotary Crosstown Greenway / 7th Ave., the Master Transportation Plan designates 5th Street as a secondary bike route.

Proposed Solutions:

5th Street Bike Route

5th Street is planned to be a local cycling route south of the Rotary Crosstown Greenway and should become a dedicated bike route parallel to 6th Street.

Modifications to 5th Street to provide an all-ages-and-abilities protected facility will support its use as part of the City's bicycle network.

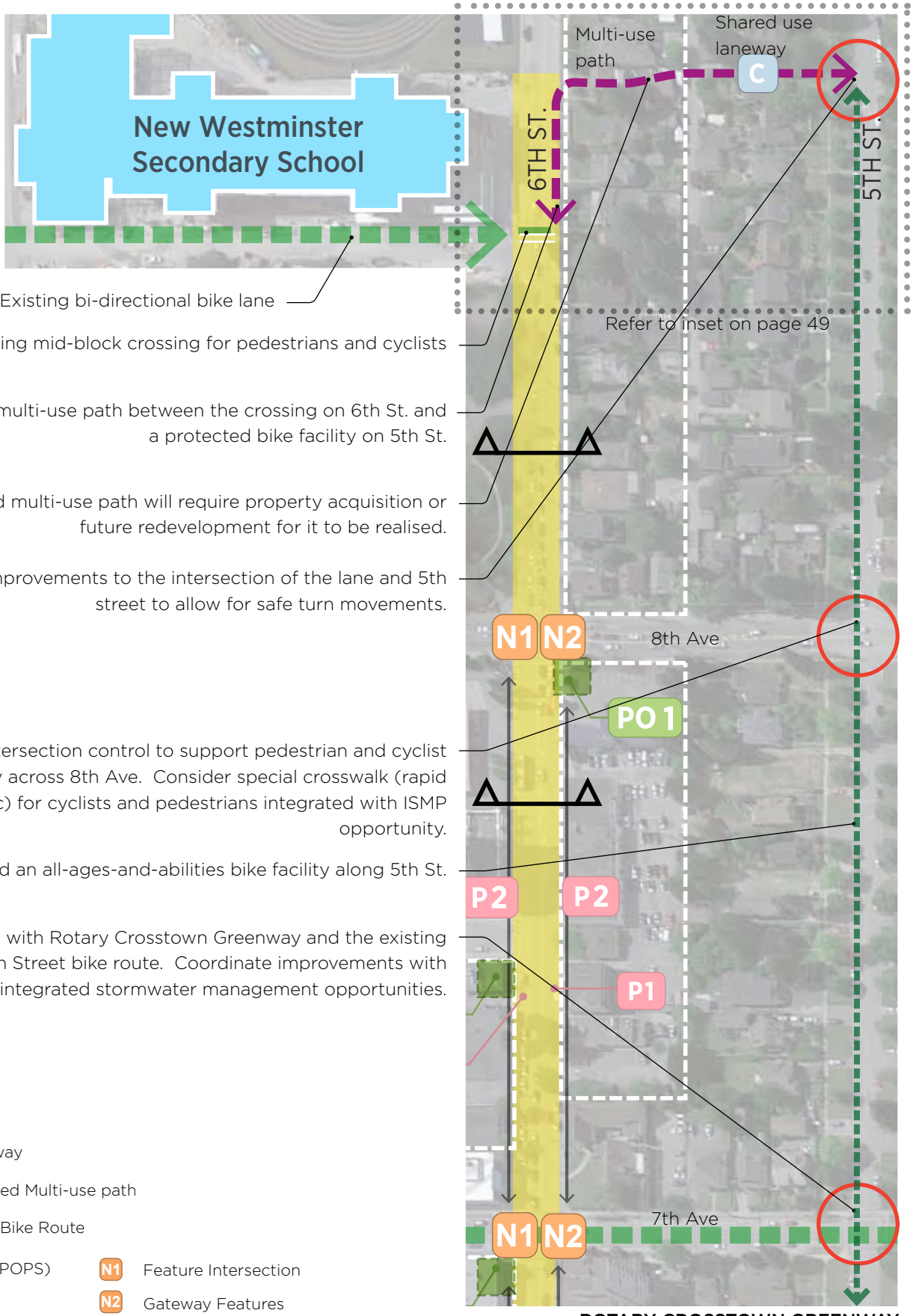
Traffic calming measures – either quick-build, temporary interventions or permanent measures – should be introduced to reduce and slow traffic. Access for service and emergency vehicles must be considered through the planning process.

A new connection between 5th and 6th Street near New Westminster Secondary School is required to integrate 5th Street with the cycling network. The following interventions are required to complete this connection:

- Add a protected bike facility along 5th St.
- Signalized mid-block crossing on 6th St. with curb extensions.
- Protected multi-use path along east curb (approx. 50 m) of 6th Street across from NWSS.
- Acquisition or redevelopment of a property for the construction of a multi-use path.
- Upgrades to the existing laneway to improve sight lines, accessibility and wayfinding as well as lighting, paving, and other possible CPTED issues.
- Improvements to the intersection of the lane and 5th street to allow for safe turn movements.
- Interventions, including intersection control to support pedestrian and cyclist safety at 8th Ave. and 7th Ave., will enhance 5th Street as a dedicated bike route.
- Include lighting and paving improvements to support CPTED principles.

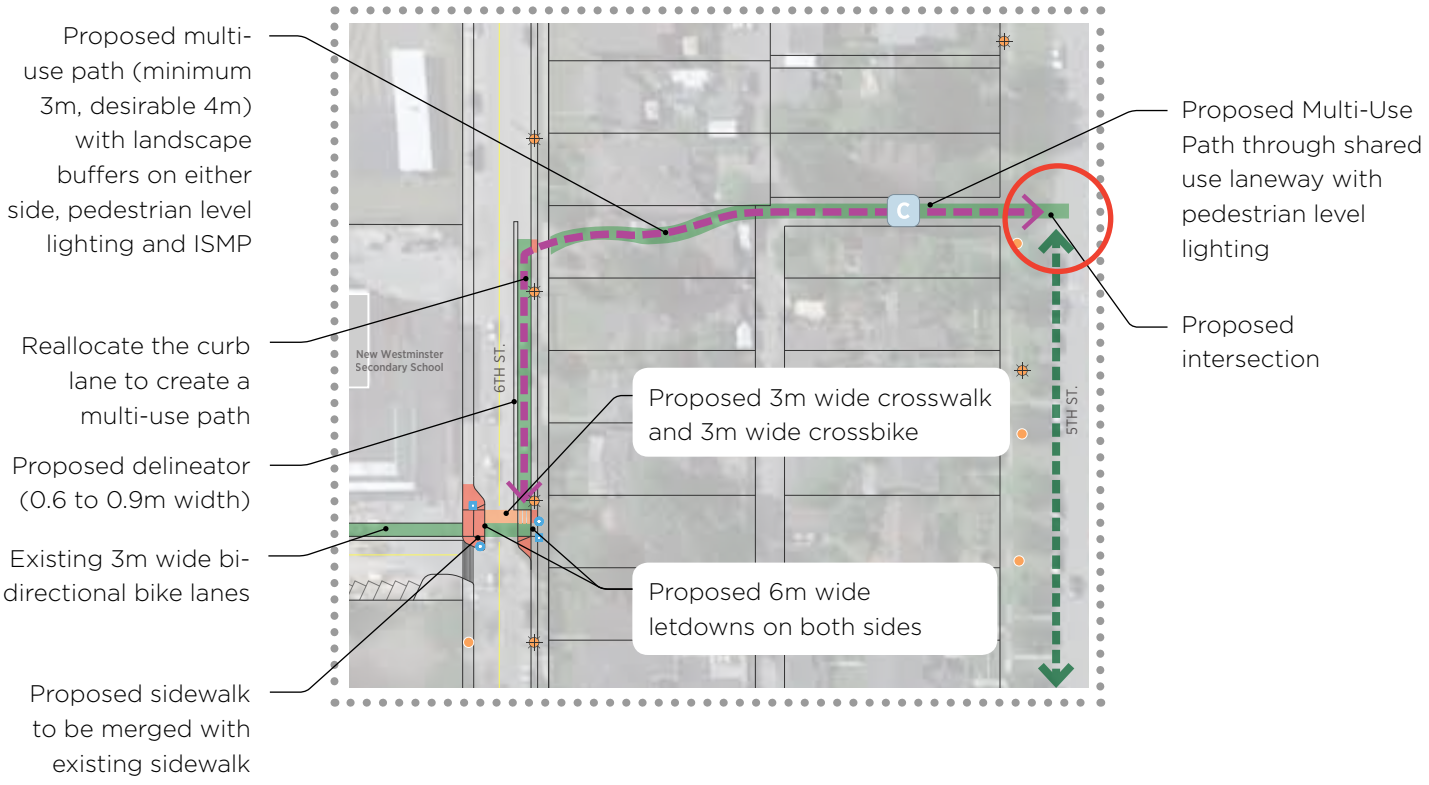
An example of signage on a local street
Source: Erica Tiffany

5th St. looking north at 8th Ave. where interventions are proposed
Source: Erica Tiffany



ROTARY CROSSTOWN GREENWAY TO NWSS CYCLING CONNECTION

INSET: NWSS BIKEWAY CONNECTION BETWEEN 5TH ST AND 6TH STREET

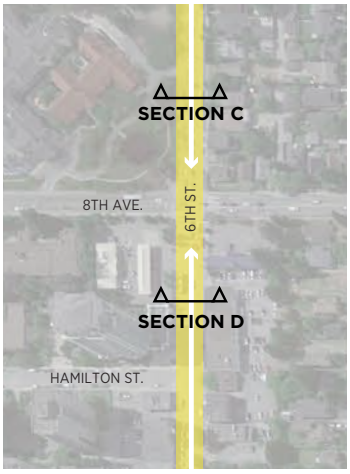


Source: Erica Tiffany

Source: Google Street View

LEGEND

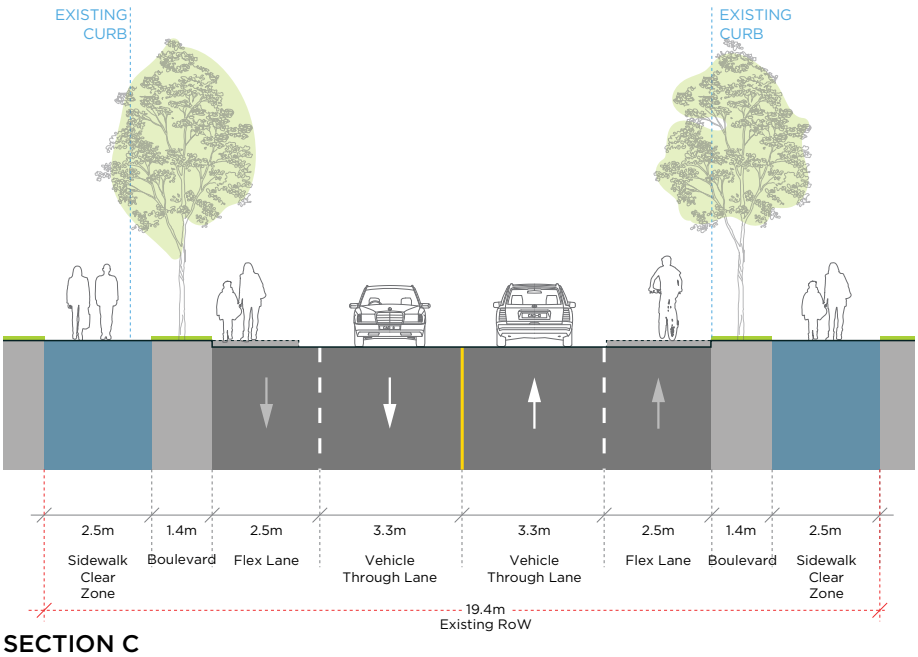
- Proposed Multi-use path connection
- 5th St. Bike Route
- C — Lane/Narrow Street
- Utility Pole
- Utility Pole with Streetlight



SECTION LOCATIONS

6th Street - 8th Ave. to NWSS

- Reduce lane widths while maintaining flex lanes on both sides for pickup/dropoff/parking and bus stops, as well as left turn lanes at 8th Ave.
- Retain curb alignment on east side of 6th Street.
- Widen sidewalks and boulevards on both sides of 6th St.
- To add trees to the boulevard, undergrounding of the utilities at time of redevelopment.
- Explore the potential to sign and design 6th St. as a 30 km/h zone where confident cyclists are invited to share the lane with motor vehicles.

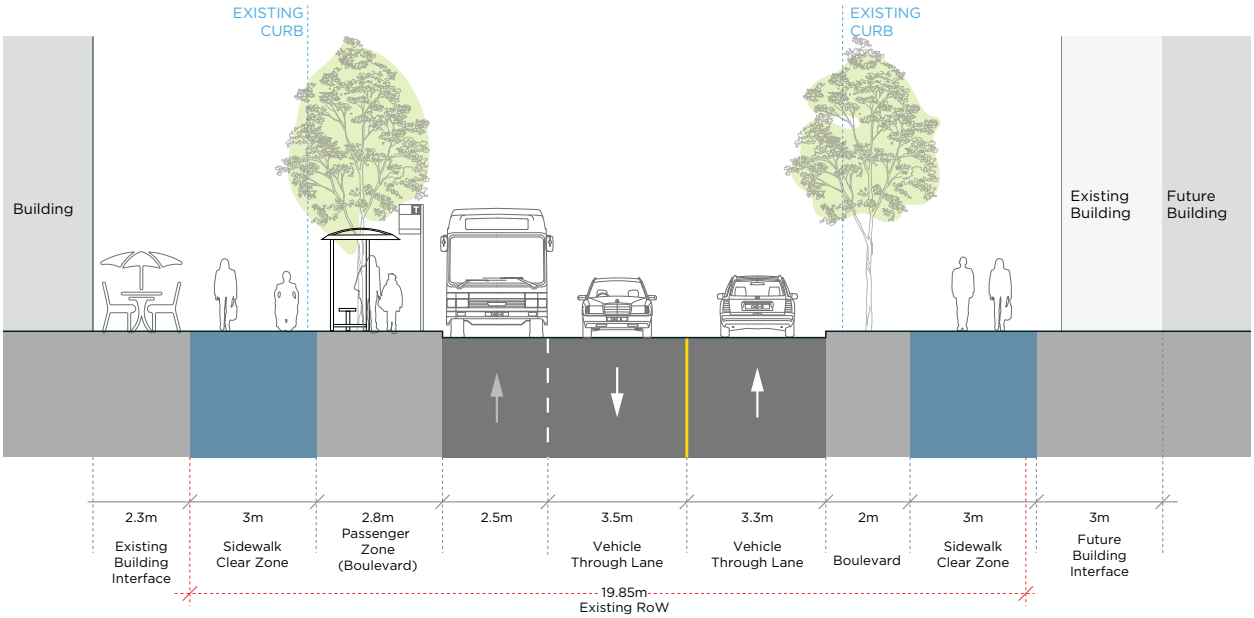


SECTION C

*Note: Lane widths may vary at bus stop locations in order to support transit operations

6th Street - 7th Ave. to 8th Ave.

- Reduce road lane widths and shift curb alignment to provide 3.0m wide sidewalks and 2.0m wide boulevards on both sides of 6th St.
- Provide curb extensions for passenger waiting zones (bus bulges) with bus pull outs.
- Setbacks for building interface zones should be obtained through redevelopment of parcels on the east side of 6th St.
- To limit conflict areas and improve pedestrian safety, redevelopment should remove driveways along 6th St. Access to off-street parking and servicing should be relocated to the back lane.
- Explore the potential to sign and design 6th St. as a 30 km/h zone where confident cyclists are invited to share the lane with motor vehicles.



SECTION D

*Note: Lane widths may vary at bus stop locations in order to support transit operations

Intersection at Rotary Crosstown Greenway (7th Ave.)

Option 1 - Spot Improvement:

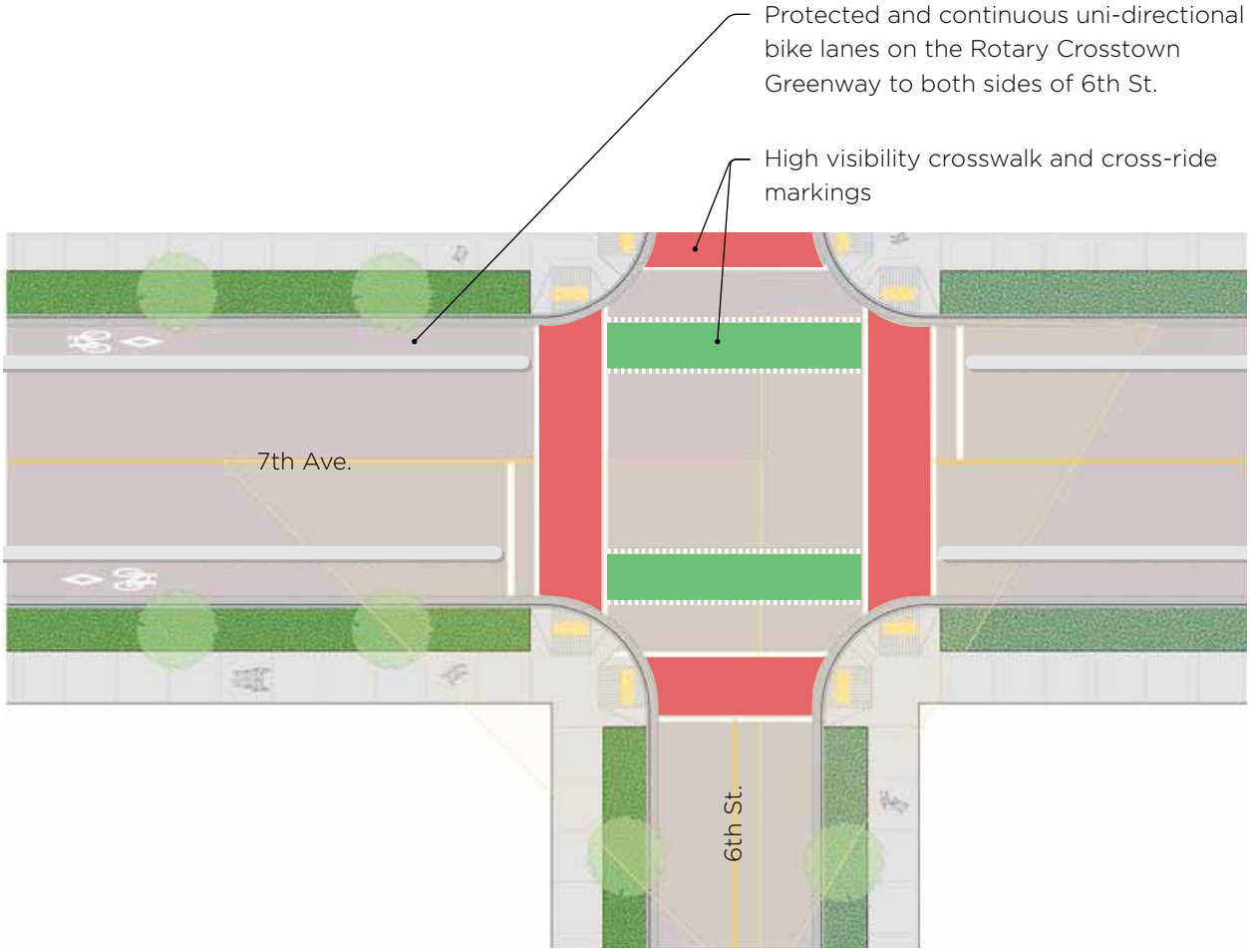
- Modify intersection of 7th Ave. at 6th St. to prioritize active transportation and connectivity via the Rotary Crosstown Greenway.
- East-West through traffic on 7th Ave. on the west side of 6th St. is restricted to pedestrians, cyclists and emergency vehicles.
- The spot improvement reallocates road space for additional planting, rain gardens, and pedestrian seating.

EXAMPLE SPOT IMPROVEMENT AT ROTARY CROSSTOWN GREENWAY

Source: space2place

Option 2 - Protected Bike Lanes:

- Retain existing vehicular traffic movements in all directions at the intersection of 6th St. and 7th Ave.
- Maintain on-street parking/flex lane space along 7th Ave. where space permits.
- Prioritize the safety of people walking and cycling at this feature intersection, with features including:
  - Signage and pavement markings to help communicate right-of-way and warn all modes of conflict zones.
  - Separate and distinct crosswalks and cross-rides.
  - Bicycle-friendly signal infrastructure.
  - Maintain clear sight lines for vehicles, cyclists and pedestrian approaching and using the intersection.



PROTECTED BIKE LANES FOR ROTARY CROSSTOWN GREENWAY

*Note: Diagram is indicative only

Source: BC Active Transportation Design Guidelines

6.0 Streetscape Design Considerations

To strengthen the social role of urban spaces, they must feature well-designed amenities that make the space functional, beautiful and comfortable to use for people of all ages and abilities.

Considerations to be integrated throughout the Uptown streetscape include:

6.1 Dementia-Friendly & Senior-Friendly Design

6.2 Lighting and Nighttime Considerations

6.3 Weather protection

6.4 Bus stops and Transit Priority Measures

6.5 Integrated Stormwater Management

6.6 Cycling Network

6.7 Curbside Access Priorities

6.1 Dementia-Friendly and Senior-Friendly Design

The Uptown neighbourhood includes the city's highest concentration of seniors with a diverse range of destinations for seniors. Given this, specific design considerations are provided to support this growing population in the Uptown area.

Issues: (Identified in Great Streets for Seniors Uptown Streetscape Study, 2018)

- Existing sidewalks have deficiencies that create issues for accessibility (i.e. obstructions, sections of narrow sidewalks, uneven surfaces, inconsistent treatments, ponding water).
- Visibility of vulnerable pedestrians, especially at night.
- Aggressive or impatient drivers and inability to constantly enforce drivers disobeying traffic laws.

Opportunities:

- Well-served by bus transit.
- Walkable and relatively flat.
- Great Streets are an opportunity to demonstrate a high level of pedestrian priority within the city.

Solutions:

Integrate principles of dementia- and senior-friendly design throughout the streetscape through the following:

Physical comfort: Provide wide unobstructed sidewalks separated from traffic with street trees to provide protection from the elements.

Pedestrian amenities: Provide frequent areas to rest and find refuge, sheltered bus stops, and places with the opportunity to socialize.

Safety by design: Provide adequate lighting, accessible features, even walking surfaces, and safe crossings.

Pedestrian priority: Reallocate space used by vehicles to pedestrians, slow vehicular traffic, increased stoplight wait times for drivers.

Dementia-friendly features: Landmarks, consistent wayfinding and uncluttered sidewalks.

Sidewalks

- Provide wide, unobstructed, even, nonslip, and well-maintained sidewalk surfaces with consistent treatment and defined edges with visual and tactile differences.
- Provide good sidewalk maintenance practices such as snow and debris removal.
- Prioritize curbside uses that support accessibility including short term parking for passenger loading/ unloading, taxis, ride hailing, in each block.

Source: Brisbane City Council

Intersections

- Narrow crossing distances.
- Provide longer pedestrian crossing times at signalized intersections to facilitate comfortable crossing experiences.
- Provide good visibility between vehicles and pedestrians with curb extensions, high visibility crosswalks and lighting at all intersections.
- Include accessible features by default such as audible pedestrian walk signals, direct and well-maintained curb letdowns, and tactile walking surface indicators at bus stops in accordance with Translink guidelines.

Source: The Wall Street Journal

6.2 Lighting and Night Time Considerations

Well-designed lighting is important to ensure the safety, and to extend the usable hours public realm space in the evening (Principles 1 and 4). Lighting can also be designed and located to add interest to public realm by highlighting features or activities, such as public art, trees, banners, building frontages, or marking entrances to pedestrian walkways (Principles 2 and 5).

Issues:

- Visibility of pedestrians by drivers, especially at night.
- Inconsistent light levels combined with uneven walking surfaces create safety hazards.

Opportunities:

- Uptown is an attractive destination and is well-visited throughout the year and during the day and night.
- Updated street and pedestrian-scaled lighting will contribute to the streetscape feeling safe and welcoming to all.
- Existing street lighting has reached its lifespan and should be replaced with fixtures that meet the principles of the Uptown Streetscape Vision and current best practice.
- Opportunities for smart lighting.

Solutions:

- Pedestrian oriented lighting can enhance the appeal of walking on a street after dark, as good lighting increases visibility, aesthetic quality and perceived safety.
- Ensure lighting is designed to provide a safe and attractive public space environment at different times of day and night.
- Light colour and intensity are considered the most important components of creating a desirable street atmosphere during the evenings. Lighting should be brighter at higher-risk areas, such as intersections, and can be lower in “non-conflict” areas (e.g. mid-block).
- Install overhead lighting on both sides of each crosswalk to greatly increase the chance that pedestrians are seen by vehicles at night.
- Use LED street and pedestrian lighting that meets the City’s latest standards for energy efficiency and operational savings. Include diffusers on lights to minimize glare for pedestrians and drivers.
- Encourage decorative / creative lighting such as underlit benches, catenary lighting, and gobos (stencil projections) wherever appropriate.

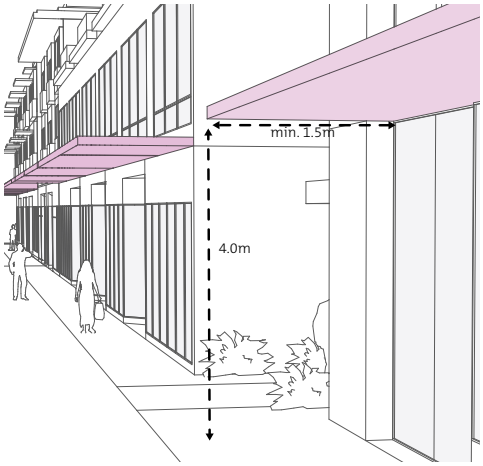
Source: PortMoodyCondos, Newport Village

Source: Ekistics Plan + Design by Fathom

Source: Mike Last Photography | PHOTONews Magazine Canada

6.3 Weather Protection

Given the climate of prolonged rainy periods and extreme weather conditions, the use of landscaping and well-designed, appropriately-scaled architectural elements should be used to 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.



Source: New Westminster Official Community Plan Development Permit Areas: Mix Use Nodes

Issues:

- Inconsistent application (i.e., gaps) in weather protection and coverage along the street.
- Insufficient boulevard width to support strong tree growth and canopy to provide weather protection.

Opportunities:

- Potential redevelopment sites can incorporate weather protection in building design.
- Street trees with large canopies provide shade and some protection from rain.
- Restaurants and cafes may program outdoor seating with tables and umbrellas/canopies when opportunities are provided within the streetscape, such as building interfaces, plazas and parklets.

Source: Board & Vellum

Solutions:

- Integrate weather protection elements on buildings or within open spaces to encourage pedestrian use in all seasons and conditions. Encourage weather protection that extends over the public sidewalk from the building face. Weather protection should be continuous (without gaps) where structural columns exist.
- Give preference to natural weather protection such as trees before relying on built structures for weather protection.
- Provide weather protection for key pedestrian routes and where people are likely to congregate (e.g. seating areas and entrances).
- Incorporate weather protection for bus stops into architectural elements of buildings rather than relying solely on standalone transit shelters. Bus shelters also act as a resting area and weather protection for those who need to stop undercover.

Source: Google

6.4 Bus Stops and Transit Priority Measures

Bus transit priority has been a central theme for the new street design with the aim to maintain or indeed improve bus travel times to complement the expanded public realm for pedestrians (including bus passengers) and cyclists.

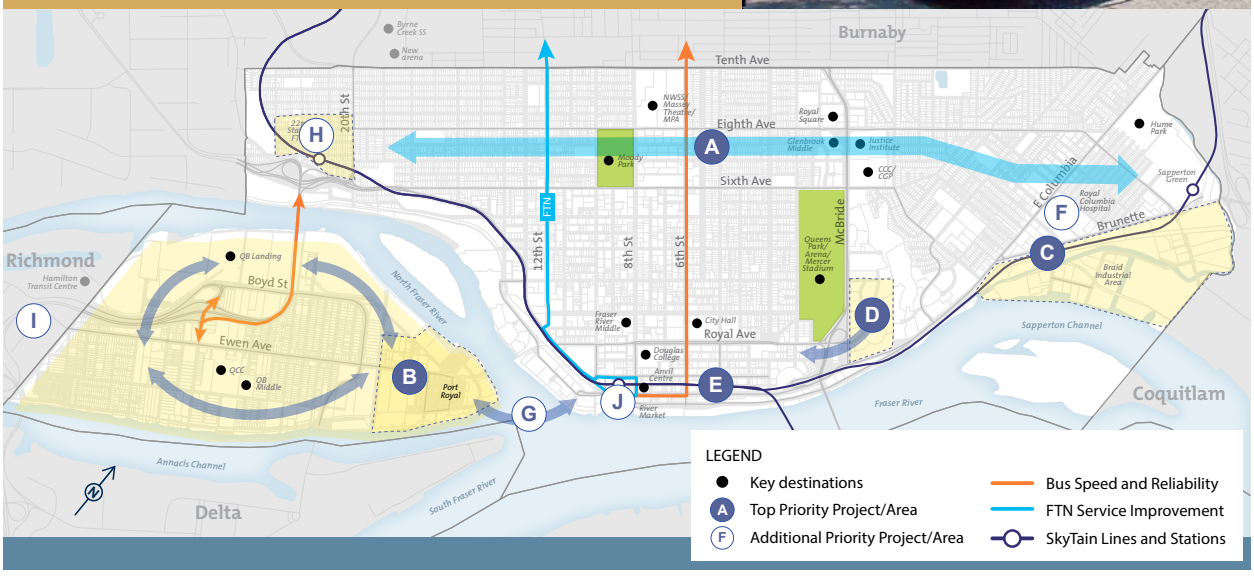
Issues:

- Bus speed and reliability within Uptown, in particular Route 106, which is identified as a priority in the City's Transit Priorities document (May 2018).

New Westminster Transit Priorities (May 2018)

One Top Priority Project/Area identified in the Transit Priorities document is to improve East-West Frequent Transit Services across the city between 22nd Street Station and Braid Station via Uptown.

Additionally, a number of transit routes in the city are identified for service improvements under Phase 2 of the Mayors' Council 10-year Vision, including bus speed and reliability of route #106, which links Uptown with Downtown.



Source: New Westminster Transit Priorities (May 2018)

Opportunities:

- Uptown neighbourhood is well-served by transit.
- Install bus detection at key intersections/approaches.
- Remove on-street parking in peak hours at select locations to support bus speed and reliability.
- Achieve bus shelter criteria with new development through the provision of seating, weather protection and lighting at bus stops.

Solutions:

- Include bus pullouts where space allows. In lane boarding will be considered where space is limited and where the road network can support it safely.
- Provide bus stop extensions as dedicated space for passenger waiting zones along with supporting street furniture.
- The southbound bus stop at 6th Street is proposed to be moved to north side of the intersection with 6th Avenue (located adjacent to the Royal Centre), while the nearside lane on the approach to the traffic signal will be dedicated to bus use only (except for the last 15m to accommodate right turns).
- The planned 'all red/pedestrian scramble' signal phase should assist with the bus turning movements between 6th Street and 6th Avenue, specifically to avoid having to give-way to pedestrians.
- Closure of the west approach on 7th Avenue should benefit buses as there will be fewer vehicle turning movements.
- Coordinate traffic signal timing with bus priority detection to minimize delays, in particular southbound 6th St. at 6th Ave.
- Include concrete pads where buses stop and mark bus exclusive zones with red-painted pavement.

Source: Gordon Chaffin, Twitter

Source: TransLink Bus Infrastructure Design Guidelines, 2018.

Source: Zicla

Pull Out Stops

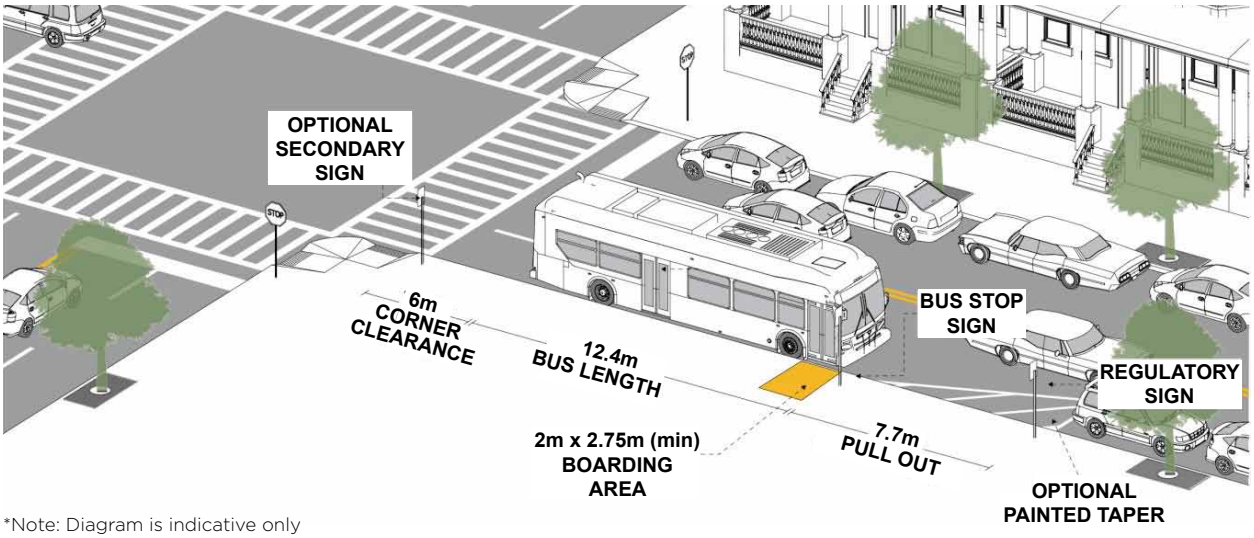
At pull-out stops, buses shift out of the travel lane and into a section of the vehicle parking lane or a bus bay to board and alight passengers. Once all passengers have boarded and alighted, the bus pulls back into the travel lane. Pull-out stops function better for vehicular traffic than for bus operations, as bus operations are typically slowed by the need to shift in and out of traffic.

While pull-out stops require little new infrastructure on streets with existing vehicle parking, they do require longer clear curb zones than in-lane stops so that transit vehicles can shift in and out of the travel lane safely.

Source: TransLink Bus Infrastructure Design Guidelines, 2018.

Far-Side Pull-Out Stop

At far-side pull-out stops, buses proceed through an intersection and then shift out of the travel lane to board and alight passengers at the curb. Among pull-out stops, far-side pull-out stops use curb space most efficiently because they can shift toward the curb in the preceding intersection to pull into the stop. Far-side stops are generally the safest pull-out stop configuration for pedestrians because the buses will not obstruct drivers' views of crossing pedestrians as they would at near-side stops.

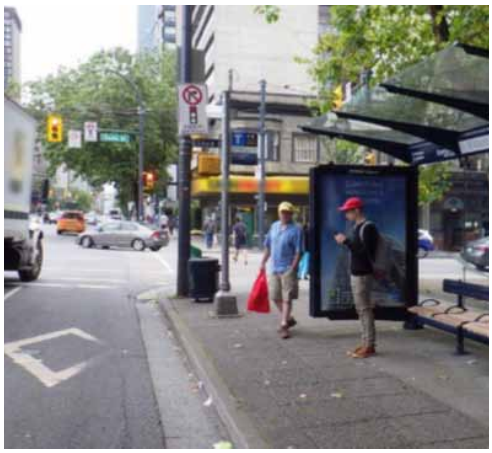


*Note: Diagram is indicative only

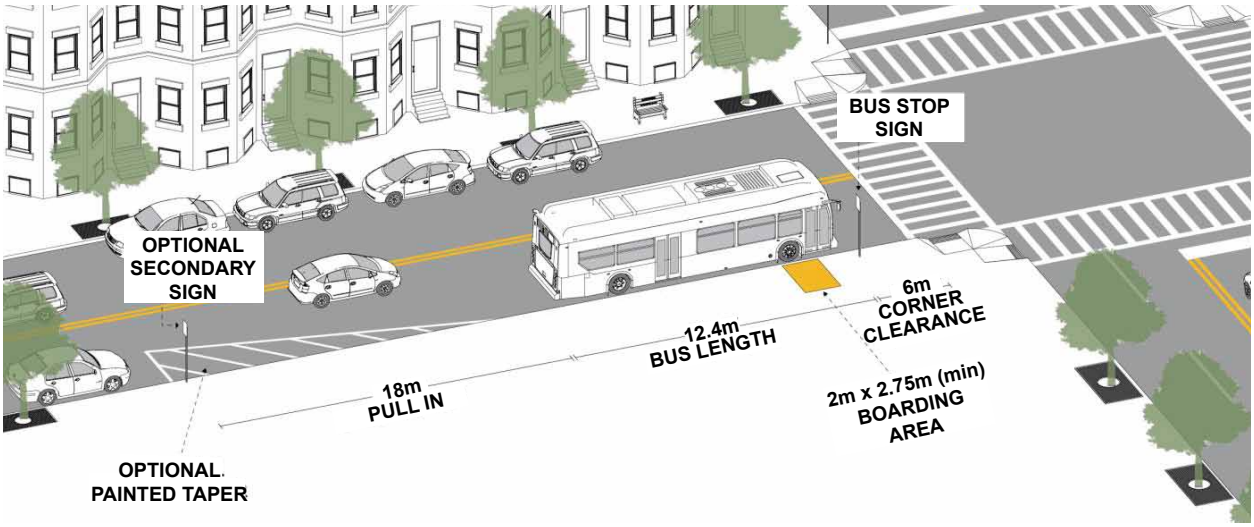
Source: Maryland Department of Transportation / Maryland Transit Administration

Near-Side Pull-Out Stop

At near-side pull-out stops, buses shift out of the travel lane to board and alight passengers at the curb and then proceed through an intersection. Near-side pull-out stops primarily benefit other vehicle traffic. In addition to not obstructing through-traffic, at high traffic volume locations, a near-side stop functions as a right-turn lane when no bus is at the stop.



Source: TransLink Bus Infrastructure Design Guidelines, 2018.



*Note: Diagram is indicative only

Source: Maryland Department of Transportation / Maryland Transit Administration

In-Lane Bus Stop

At in-lane bus stops, transit vehicles make stops without leaving the travel lane. Because buses do not shift lanes to make in-lane stops, they are not delayed by through-traffic that would prevent them from re-entering traffic at a pull-out stop. If in-lane bus stops are used where there is only a single travel lane for all vehicles, delays are created for other vehicles as they must wait for passengers to load and alight from the bus.

6.5 Integrated Stormwater Management

A long-term focus of the Integrated Stormwater Management Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff. Along most of the major streets within Uptown, there are opportunities to apply the City's Integrated Stormwater Management Plan with the addition of rain gardens and rainwater tree trenches. This approach can significantly reduce the volume of stormwater runoff into conventional catch basins. The rainwater intercepted by rain gardens and rainwater tree trenches filters and reduces the amount of pollutants and sediments that are carried into the stormwater system.

Source: Soil Science Society of America (SSSA)

Source: The Partnership for Water Sustainability in BC

Issues:

- Significant hard surface areas within the public realm contribute to stormwater flows.
- Climate change is predicted to produce more extreme weather events, increasing the risk of flooding when the existing storm pipe system's capacity is overcome.
- Untreated stormwater runoff washes contaminants from the road - including petroleum hydrocarbons and heavy metals from vehicles - through the storm system and into aquatic habitats and sensitive water bodies.

Opportunities:

- Reallocation of road space into boulevard areas with permeable surface areas, including rain gardens and infiltration bulges, pervious paving, and tree well structures.
- 'Stormwater source controls' can play a significant role in maintaining water quality and reducing flow volumes.

Solutions:

- Increase green space throughout Uptown.
- Increase the number of rain gardens and other ecological approaches to stormwater management within street rights of way.
- Increase the use of permeable surfaces throughout Uptown.
- Consider playful expression of rainwater collection that is engaging and educational.

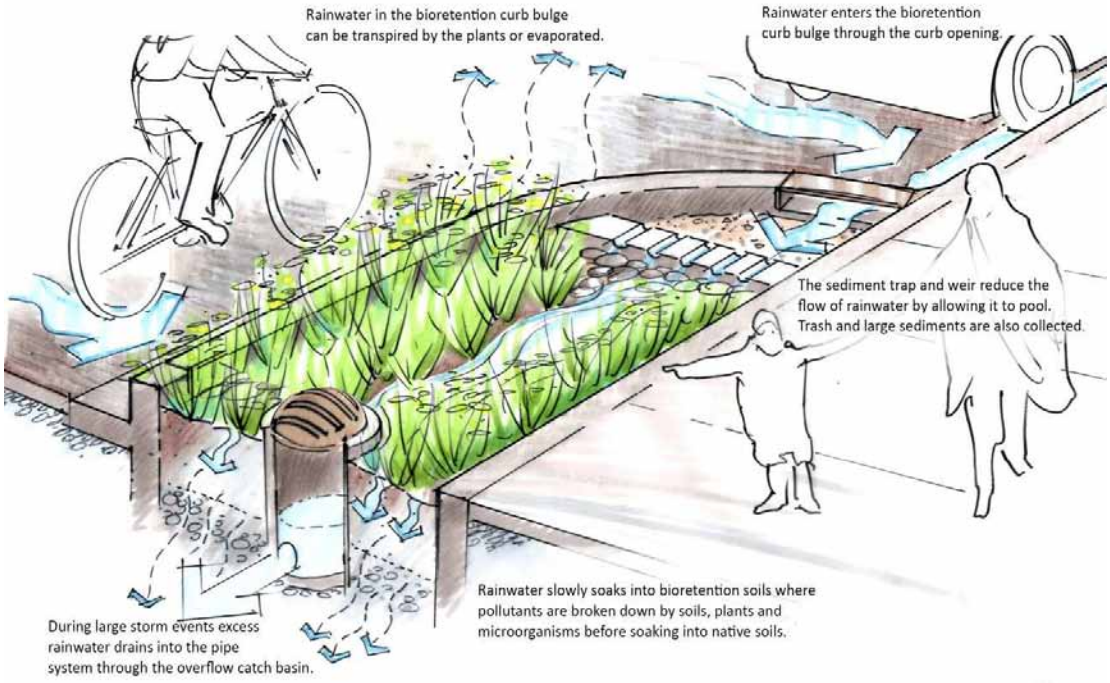
OTHER BENEFITS OF RAIN GARDENS IN URBAN ENVIRONMENTS

Improved biodiversity of the area with drougth-tolerant plants that attract birds, pollinators, etc.,

Reduced ground heat effect

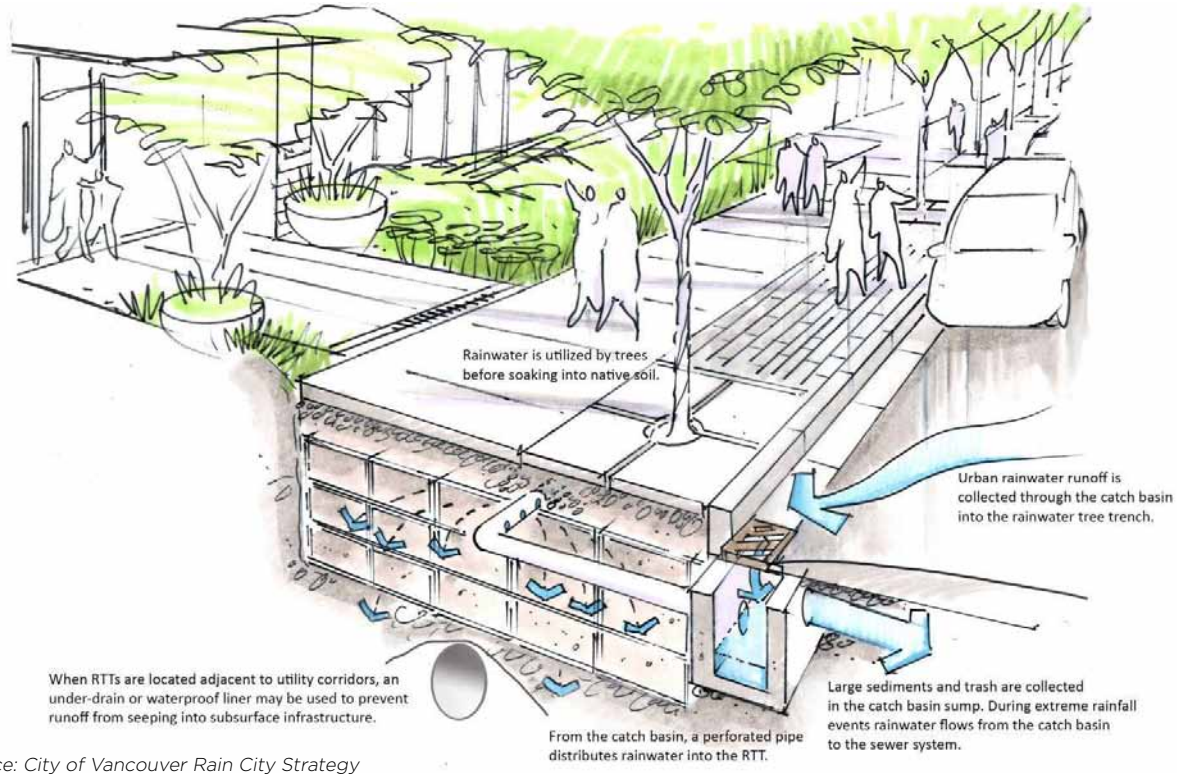
Improved aesthetics of the street with plantings that keep the street looking 'fresh and green'

Rain Gardens installed in boulevards, curb extensions at intersections and along the block intercept and filter rainwater that would otherwise run straight into the drain. Rain gardens help to reduce the volume and velocity of rainwater entering the municipal storm system and beautify the street with additional plantings.



Source: City of Vancouver Rain City Strategy

Rainwater Tree Trenches include the installation of permeable paving and planting beds, void spaces beneath the sidewalk and boulevards, and pipes to help distribute rainwater to the tree roots. Pipes also allow excess water to be returned to the municipal storm system during extreme rainfall events.



Source: City of Vancouver Rain City Strategy

6.6 Cycling Network

Principle 3 of the Vision identifies that the Uptown streetscape will "**prioritize active transportation, transit and future mobility options**." Cycling is recognized as a key form of sustainable, affordable active transportation that is to be supported and encouraged within the region, the City, and Uptown.

Further to the specific design applications in Chapter 5 that incorporate cycling, this section identifies the general approach for cycling network enhancements in Uptown.

Approach:

Determining the most suitable approach to multi-modal networks within Uptown considers the full spectrum of existing streets, lanes, public spaces, and greenways/bike routes.

The expansion of cycling infrastructure is intended to increase options for a wide range of potential cyclists, from those who are 'strong and fearless' to those who are 'interested but concerned.' The diagram below shows the relative level of comfort that each type of facility provides.

AAA facilities are those that are suitable for all ages and abilities.

Interested but concerned
cyclists ride on local street bike routes designated as AAA facilities

Strong and fearless
cyclists share travel lane with vehicles on 30 km/h multi-modal streets

Source: City of Berkeley Bicycle Plan

Source: Joe Linton

Issues:

- The width of 6th St. and 6th Ave. is limited, there are many spatial constraints and numerous competing objectives.
- New Westminster's Street & Traffic Bylaw allows cyclists to ride on sidewalks except in commercial areas. Refer to diagram on p 65.
- To add cycling lanes on 6th Ave. and 6th St. in the Uptown core may reduce space to sufficiently support pedestrian public realm space and impact the ability to maintain speed and reliability of transit.
- The existing road network and long block lengths (in some areas) combine to make provision of a connected bike network challenging. The most logical streets for cycling are those that are continuous, but they are also important for transit (and motor vehicles).
- High-density residential and commercial land uses make streets less comfortable for cycling, especially those who are less confident (in the absence of protected bike lanes), because they tend to have higher traffic volumes, busy driveways, and on-street parking manoeuvres.

Confident cyclists may share the vehicle lane

Source: NACTO Urban Bikeway Design Guideline

Opportunities:

- Expand supports for cycling in Uptown by considering the entire network of streets, lanes and public spaces in addition to parallel local streets.
- Cyclists are currently allowed to ride on any street.
- Policy developed through collaboration with the Advisory Committee for Transit, Bicycling and Pedestrians (ACTBiPed) Committee (2017) was adopted by Council and allows City staff to sign and design designated bike routes as 30km/h, and to explore the possibility of expanding that to all routes which are currently designated as 'No Cycling on Sidewalk" zones.

Design local street bike routes to be suitable for all ages and abilities

Source: Places for Bikes, Flickr

Solutions:

- Design 6th St and 6th Ave to further support a maximum speed limit of 30 km/hr. Make it clear that these streets are shared spaces where confident cyclists are invited to ride in the lane with motor vehicles.
- Design streets adjacent to 6th Ave. and 6th St. as dedicated bike routes suitable for all ages and abilities (AAA).
- Provide access to destinations along 6th Ave. and 6th St. by way of parallel and intersecting 'feeder streets' and lanes that are designed to accommodate cycling.
  - Cyclists may ride on the road or the sidewalks on side streets.
  - Provide additional bike racks and/or bike corrals on feeder streets that are adjacent to, and intersect with, 6th Ave. and 6th St.

Cycling links to 6th Ave. and 6th St. via laneways, multi-use paths and feeder streets

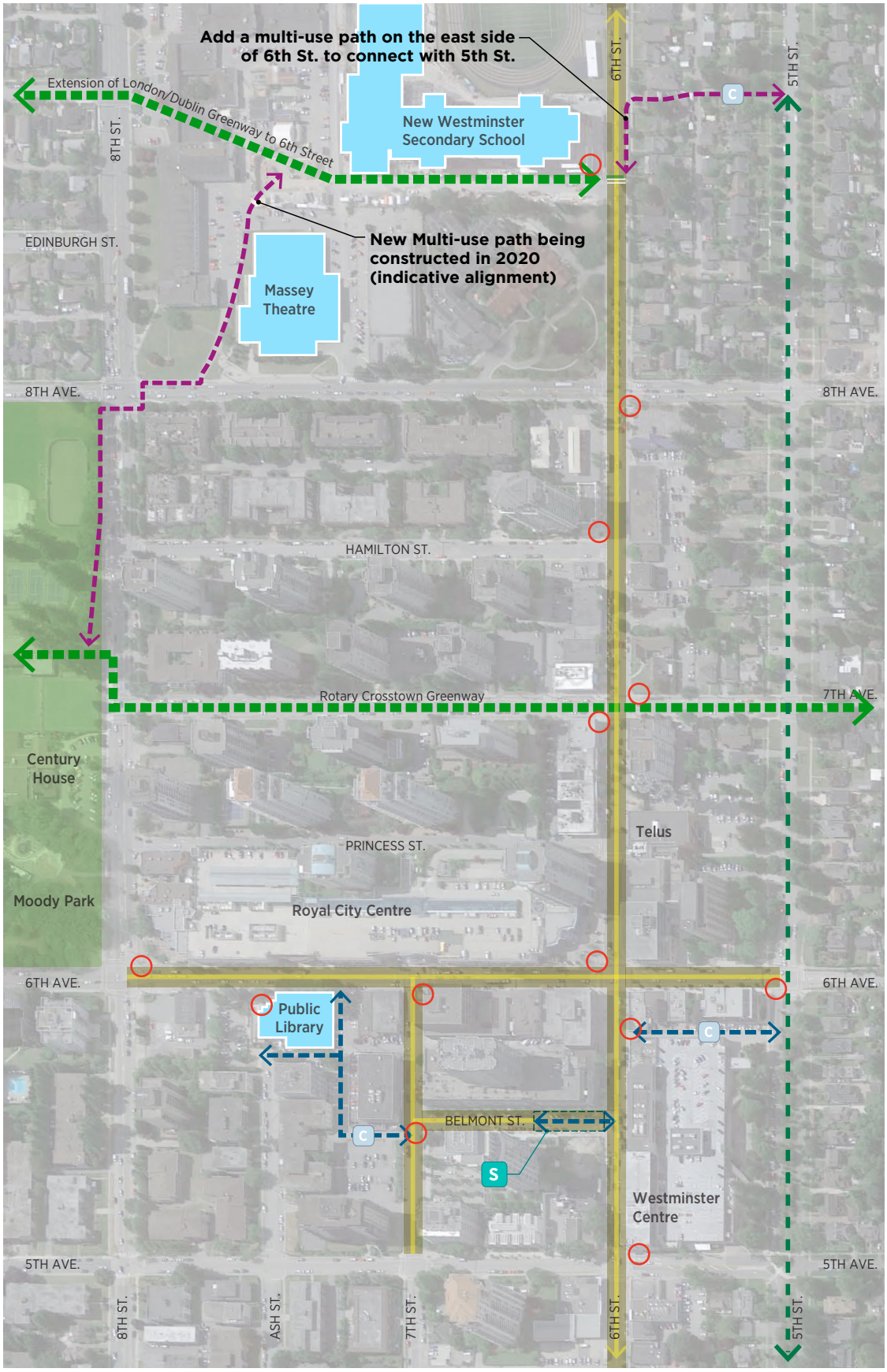
Source: The Laneway Project

LEGEND

- Greenway (AAA*)
- Shared street with potential 30km/h speed limit
- Proposed multi-use path (AAA*)
- Proposed Link
- 5th St. Bike Route (AAA*)
- Sidewalks where cycling is prohibited (Street and Traffic Bylaw)
- Potential locations for bicycle feeder routes/ corrals

- S Public Square
- C Lane/Narrow Street

*All Ages and Abilities

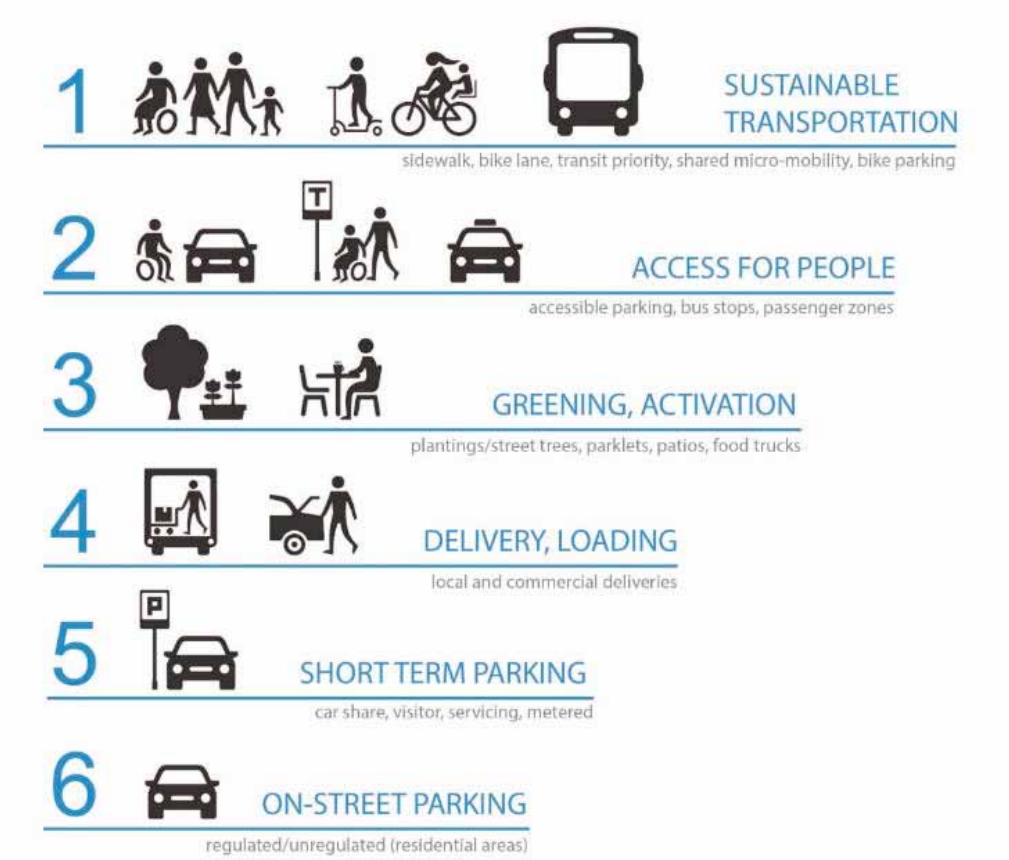


CYCLING NETWORK

6.7 Curbside Access Priorities

Curbside priority access in Uptown will be determined based on the same hierarchy used within the city's Downtown Transporation Plan (August 2020).

"At a general level, the figure below identifies the functional priorities for curbside uses within [Uptown and] Downtown. These priorities will assist with evaluating the inevitable trade-offs necessary and help ensure that the allocation of curbside and right-of-way in specific locations meets the city's broader community, transportation, and livability goals.networks within [Uptown and] Downtown considers the full spectrum of existing streets, lanes, public spaces, and greenways/bike routes."



Source: Downtown Transportation Plan (August 2020)

7.0 Streetscape Materials and Elements

Materials and elements should be selected to enhance the character of spaces and optimize longevity to create inviting and functional spaces. They must be carefully selected, specified and coordinated as they will need to be used consistently throughout all phases of the implementation to ensure the Uptown streetscape embodies a strong sense of unity.

Materials and elements to be integrated throughout the Uptown streetscape include:

A summary of the urban typologies and associated streetscape components is provided in the following table with the recommended potential streetscape materials and elements included for each streetscape component. Each streetscape material and element are further described in the following sections.

COMPONENTS / TYPOLOGIES			Parklet	Boulevard Room	Plaza	Public Square	Lane/Narrow St	Feature Intersection	Gateway Features	POP - Plaza	POP - Building Interface
CATEGORY		**ELEMENT**	**P1**	**P2**	**P3**	**S**	**C**	**N1**	**N2**	**PO1**	**PO2**
SEATING	Formal	Benches	O	O	O	O	O			O	O
	Informal	Planter/seat walls	O		O	O	O			O	O
	Movable	Chairs	O		O	O				O	O
PLANTING	Trees	Linear Row		O		O	O			O	
	Planting	Formal		O			O			O	O
		Natural	O			O	O			O	O
	Rain Collection	Rain Garden	O	O			O	O	O	O	
PAVING	Feature	Wood Decking	O							O	
		Pavers		O	O	O		O	O	O	O
		Coloured Concrete			O	O	O	O	O	O	O
		Asphalt					O	O	O		
	Standard	Concrete	O	O	O	O	O	O	O	O	O
LIGHTING	Vertical	Light Poles		O	O	O	O	O		O	O
	Feature	Catenary				O	O			O	
		Custom	O	O	O	O	O	O	O	O	O
GATEWAY FTS/ART	Feature	Public Art	O	O	O	O	O	O	O	O	O
CYCLING FACILITIES	Facilities	Bike Racks	O	O	O		O	O		O	O
		Bike Corrals	O	O	O		O	O		O	O
OTHER AMENITIES	Street Elements	Drinking Fountains		O		O				O	
		Trash Receptacles		O	O	O	O	O	O	O	

7.1 Seating

Seating is an important aspect of enhancing pedestrian comfort along the Uptown Streetscape, encouraging longer and repeat visits, and providing a forum for social engagement. A variety of seating choices should be offered to provide a range of pedestrian experiences along the street. Seating will reinforce the design intent by being comfortable, durable, simple, and consistent.

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 seating with backs and arm rests;
  - » A variety of seating types can also accommodate surfaces for eating. There are benches that provide "side tables" at end of either side of bench, and;
  - » Multi-functional elements that can accommodate seating such as steps, functional art and raised planters.

Encourage movable chairs and tables in open spaces where more flexibility is required, such as in plazas and public squares.

BENEFITS

Provide comfortable, convenient and accessible places to rest.

Encourage people of all ages to spend more time in Uptown.

CONSIDERATIONS

Provide required offsets from vehicle lanes and the sidewalk

APPLICATIONS

Position permanent seating in furnishing zone perpendicular to sidewalk, in front of tree surrounds

DESIGN

Simple, clean appearance;

Durable materials and construction;

Easy to maintain;

Provide seating with backrests and armrests in each block.

SUSTAINABILITY

Durable materials with quality construction and a simple aesthetic will allow furnishings to remain in service for many decades.

Preference for materials that are recycled and/or readily reusable or recyclable.

Source: Branden Klayko, The Architect's Newspaper.

Seating Type - Design Parameters:

FORMAL SEATING

Benches should be fixed in place, and should conform to the overall design intent for the street and the site furniture palette.

Benches will be:

- Long enough for 2-3 people to comfortably sit.
- Installed in the furnishing zone, perpendicular to the path of travel, whenever possible, to provide people with a view up the sidewalk rather than towards buildings or parked vehicles.
- Spaced at maximum of 30-50m, and more closely where demand is higher.

Source: Streetlife

Source: NZILA

INFORMAL SEATING

The street design should incorporate opportunities for informal sitting and leaning. Impromptu seating may be accommodated on planter walls or seat walls.

Where planter walls are intended to provide seating opportunities, the design of the planter and the plant materials must allow for this use.

Source: id created

MOVABLE SEATING

The provision and maintenance of movable furniture may be part of a program/activation that could be determined at a later date, potentially by businesses (i.e. patio/cafe seating), Uptown BIA, the City, or other interested groups.
Movable seating is anticipated to be provided and managed by businesses who wish to provide seating for their customers in the building interface. Movable seating is typically only available during business hours and may be seasonally variable. The requirements for this type of seating are not defined in this report.

Source: The Agile Landscape Project

7.2 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.

Recommendations:

- Maximize tree canopy cover while balancing available soil volume and constraints for sightlines, utilities or other relevant considerations.
- Increase the extent of the tree canopy in the Uptown area, moving from its current coverage of 10% towards the Citywide goal of 27%.
- Locate trees to creates sustainable, safe, comfortable and charming spaces within the public realm.

Planting Type - Design Parameters:

- Consider grouping trees to provide wind and sun shelter within boulevard rooms, public squares, nodes, and POPs.
- Arrange trees and plantings to maximize efficiencies in maintenance and watering, including the capture of stormwater via sloped paved areas.
- Ensure that trees and other plantings do not obstruct sightlines for road safety.
- 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.
- Select trees that will not lift/heave the sidewalks and include sufficient soil volume to support tree growth.

BENEFITS

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.

CONSIDERATIONS

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.

Source: One Green Map

Plant Selection

- Increase biodiversity with plantings that target no more than 10% of any species, 20% of any genus and 30% of any family.
- Select tree species that are low maintenance, drought-tolerant, wind-resistant, and/or resistant to pests and diseases.
  - » Consider trees that don't attract aphids (which results in a sticky mess on everything below at certain times of year).
  - » Consider size and quantity of falling leaves (which can cause slipping hazards) when selecting trees.
- Select tree species that 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.

Refer to the City's **Urban Forest Management Strategy Technical Appendix** for a list of acceptable trees of various sizes. Note: Approval of street trees will be ultimately done by City staff.

Source: Jack Coyier, AHBE LAB

Source: Jack Coyier, AHBE LAB

Source: Framework

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:

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

- The use of soil cells or structural soil under paved areas 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.

TREE SIZE CATEGORY	AVG. SPACING	PER TREE MINIMUM SOIL VOLUME
LARGE (>10M CANOPY SPREAD)	9 - 11 M	45 M3, OR 30 M3 SHARED
MEDIUM (~10M CANOPY SPREAD)	8 - 10 M	25 M3, OR 20 M3 SHARED
SMALL (~6M CANOPY SPREAD)	6 - 10 M	10 M3, OR 5 M3 SHARED
VERY SMALL (~3M SPREAD)	3 - 6 M	5 M3

Source: New Westminster Downtown Building and Public Realm Design Guidelines and Master Plan

Source: Blue Green Platform

Source:

7.3 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 found in existing 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.
- Incorporate accessibility features, including tactile and visual indicators, broom finished concrete and sawcut joints to aide with navigation along clear sidewalks and highlight intersections and bus stops.

BENEFITS

- Creating distinct zones within the pedestrian realm gives clarity to the spatial layout

CONSIDERATIONS

- Supporting universal accessibility throughout Uptown
- Achieving the desired character of the Uptown Streetscape Vision
- Accessibility
- Cost
- Ease of repair and maintenance

SUSTAINABILITY

- Concrete for sidewalks is durable and readily available. Sawcuts at regular intervals allow replacement and matching of panels if required,
- Concrete pavers are durable and reusable

Source: Smokanagan Gift Shop, Google Maps

Pedestrian sidewalks and frontage zones will be paved with cast-in-place concrete to provide a consistent surface with a typical cross slope of 2% away from buildings and toward the green infrastructure elements (tree pits and rain gardens) and gutters. Sawcut lines will be at a regular spacing, corresponding to each zone. The concrete will have a light broom finish to create a smooth, barrier-free surface, that is practical, timeless and easy and relatively inexpensive to reproduce in the future.

Paving Type - Design Parameters:

BUILDING INTERFACE ZONE

- Cast-in-place concrete with a light broom finish.
- Sawcuts in a 0.5m x 0.5m grid that is aligned with the grid of the pedestrian sidewalk.

CLEAR SIDEWALK ZONE

The clear sidewalk zone will have larger slabs with fewer joints to provide a smooth, consistent surface designating the main, unobstructed path of travel for pedestrians.

- Cast-in-place concrete with a light broom finish
- Sawcuts in a 3.0m x 1.0m grid, running width-wise across the primary direction of travel.

BOULEVARD ZONE

Paved surfaces within the boulevard zone are to be **charcoal-coloured precast concrete pavers set on a concrete base.**

The contrasting colour of the pavers adjacent to the concrete sidewalk distinguishes the edge of adjacent zones and provides a strong, linear element that anchors the boulevard zone.

VEHICLE TRAVEL LANES

Asphalt will be used in vehicle areas including travel lanes, curbside lanes (parking/delivery/right turn), and intersections. This is the preferred material for city streets as it is inexpensive, durable, flexible, repairable and readily available.

Roads that are designated bus and truck routes should be built to an arterial standard due to the wear and tear that the heavier vehicles have on the roads.

BUS PADS

Concrete bus pads should be located in the curbside lane adjacent to bus stops in an effort to offset the wear and tear that buses have upon the road surface.

Source: PWP Landscape Architecture

Source: Kimley-Horn and Associates

Source: Abbotsford Concrete Products

Curb Ramp - Design Parameters:

GENERAL CONSIDERATIONS

- Curb ramps are designed for the access of wheelchairs (they also accommodate scooters, strollers and people with poor mobility). Ramps should land wheelchair users safely in the crosswalk and in the desired direction of travel.
- The preferred design is to install 2 ramps per corner with directional score lines.
- The scoring pattern is designed to assist people with visual impairments. Directional score lines shall guide someone safely into the crosswalk, lining up with the ramp across the street and be parallel with the crossing or marked crosswalk.
- Where a greener treatment is desired grass can be installed between the two ramps where there is a reasonable expectation that the adjacent property owner will maintain the landscaping.

Source: Google Maps

7.4 Lighting & Electrical

This section describes the physical characteristics/ specifications/design considerations of the physical light poles. Refer to section 6.2 for Lighting and Nighttime Consideration for the strategies for achieving the Principles and Objectives.

Recommendations:

Street light and tree placement should be be integrated to ensure that the tree canopy does not conflict with the light cone of the street lights over time.

Lighting Types:

STREET LIGHTING AND PEDESTRIAN LIGHTING

Light poles to be City standard accessorized to accommodate the following program requirements:

- Street lights and pedestrian level lighting.
- Energy-efficient and long lasting fixtures as per City Standard and/or current best practice.

Include accessories to accommodate the following program requirements, in consultation with the Uptown BIA:

- Banners
- Hanging baskets
- Smart features - Consider smart streetlight technology (pilot) to monitor a variety of features.
- Electrical outlets near the base of poles and at 4-5 m to supply power for seasonal lighting, maintenance equipment, and other uses.

BENEFITS OF SMART STREETLIGHT TECHNOLOGY

Provides automatic fault alerts and self-diagnosis.

Accurate energy metering.

Provides service level statistics for auditing.

Provides short and long term adaptability.

Source: Google Street View

DECORATIVE / CREATIVE LIGHTING

Encourage decorative / creative lighting wherever appropriate. Examples include:

- underlit benches
- catenary lighting
- and gobos (stencil projections)

Source: Copley Wolff Design Group

CHARGING FACILITIES

Investigate current and emerging options for charging facilities that support mobility options and wireless connectivity and implement where feasible/agreed to by City Electric Utility.

Options include:

- Electric Vehicles
- Scooters
- Wheelchairs
- E-Bikes
- Personal electronics (i.e. cell phones). Plug-ins for personal electronics can be integrated within seating areas.

Source: podpoint.com

7.5 Gateway Features and 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 Uptown Streetscape 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.

Source: City of New Westminster.

Source: Google Street View

Source: Madam ZoZo

Source: "Stitch" by Warren Langley

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.
- Encourage public/street art in lanes and walkways.
- 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.

7.6 Cycling Facilities

BIKE RACKS

To encourage cycling within Uptown, bike racks may be spaced evenly along the street to provide convenient places for bikes to be locked.

Recommendations:

- Provide 8 - 12 bike racks on each side of each numbered block (i.e. between 5th Ave. and 6th Ave.) block with the capacity for 32-48 bikes per block.
- The custom bike-shaped Uptown racks (sponsored by the Uptown Business Improvement Association) may be used sparingly within Uptown to tie in the BIA's branding efforts.
- Encourage the City to collaborate with UBA to improve bike rack coverage throughout the Uptown.
- In addition to the existing Uptown-branded bike racks, a new standard bike rack (stainless steel ring-type) may be utilized along the boulevard zones in Uptown.
- Ensure adequate clearance as to not obstruct the sidewalk or conflict with other furnishings, and so that people can easily navigate around them when the bike racks are in use.
- Orient bike racks so that parked bikes are parallel to the sidewalk.
- Bike corrals - clusters of bike racks that provide storage for more bikes where demand is high - can be located within Flex Zones, in Privately-Owned Public Spaces, and adjacent to Great Streets on feeder routes that connect with parallel bike routes. Corrals can be covered or racks located strategically to benefit from cover for weather protection.

Source: space2place

Source: City of New Westminster

Source: City of New Westminster

BENEFITS OF RING-TYPE BIKE RACKS

Small footprint that fits well in the boulevard zone where space is limited between the curb and sidewalk.

Can be installed at regular intervals between site furnishings and trees.

Reduce visual clutter along the streetscape.

Can be grouped where additional capacity is warranted.

Source: Google Street View

7.7 Other Amenities

DRINKING FOUNTAINS, WASTE RECEPTACLES, AND PUBLIC WASHROOMS

There is a wide variety of amenities that can increase the usability of open spaces. Drinking fountains with bottle filling stations, 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.

Free access to clean drinking water supports the health and well being of all people. Bottle filling stations greatly reduce the cost and waste of single use cups and bottles.

High capacity, solar compactor waste receptacles may be appropriate within Uptown where waste and recycling volumes are high. The solid faces on these types of waste receptacles provide opportunities for public art, Uptown branding, wayfinding, or advertizing revenue. Provide opportunities for receptacles that allow people to divert waste from the landfill.

Public washrooms, while outside the scope of the streetscape, are an important amenity for the use and enjoyment of the public realm. Washrooms should be considered a valued component of existing and future commerical mixed-use developments.

Source: Haws Canada

Source: City of Richmond

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.
- Select amenities that support equity for all people and universal accessibility. Select drinking fountains that are ADA compliant (or equivalent). Consider where drinking fountains for dogs (and specifcially guide dogs) may be located within Uptown.
- Include washrooms in future mixed-use developments that are publicly accessible during business hours, and wayfinding signage that identifies where they are located.

8.0 Implementation Strategies

8.1 Potential Implementation Scenarios

Implementation

Implementation of the various elements of the Uptown Streetscape Vision is expected to occur over several years, and fragmentation of the street network is likely to occur until full buildout of the Vision is achieved. Some elements will be delivered by the City sooner – notably, a cycling connection between NWSS and the Rotary Crosstown Greenway - with possible support from funding partners, including TransLink.

There are a number of options available in order to achieve the Uptown Streetscape Vision, notably through:

- Redevelopment of adjacent properties;
- City-funded capital project, potentially with support from funding partners such as TransLink;
- Through Community Amenity Contributions (CAC), Voluntary Amenity Contributions (VAC), and Developer Cost Charges (DCC).

Coordination with multiple departments or agencies may be required to initiate specific area-wide improvements, which may include further consultation with the community.

Timelines

The timelines for improvements is dependent on a number of factors including capital budget allocation, size and scale of developments in the neighbourhood, and prioritization with other improvements identified throughout the City. A proposed schedule for implementing neighbourhood-wide improvements is outlined in the table below.

The City anticipates five implementation phases:

1. Immediate (within 6 months)
2. Near term (within 6 to 12 months)
3. Medium term (1 to 5 years)
4. Longer term (5 to 10 years)
5. Much longer term (beyond 10 years)

Completion of these improvements will be dependent on available funding and prioritization for implementation, if additional design work is required, and size, scale or complexity of the recommended improvement. This timeline outlines best case scenarios but is subject to change depending on the factors identified above.

Monitoring

The installation of some measures may be undertaken on a temporary basis to provide staff the opportunity to assess and fine-tune the designs. After a monitoring period, temporary measures that are operating effectively could be installed on a permanent basis. Emergency Services will be involved at the design development stage to ensure that the measures do not limit or prohibit their ability to serve the community. It is anticipated that the implementation of some temporary measures could commence in 2021, with the remainder being implemented in future years based upon priority, funding, resources and time. The City will continue to work with the community through the civic committees and associations to ascertain the effectiveness of changes and if additional measures are required within the community.

Implementation Recommendations

* Immediate (within 6 months)
* Near-term (within 6-12 months)
* Medium-term (1-5 years)
* Longer-term (5-10 years)
* Much longer term (beyond 10 years)

No.	Recommendation	Implementation Programs and Funding Sources	Immediate *	Near-term *	Medium-term *	Longer-term *	Much longer term *
1.	Implement a pilot bus bulge on 6th Avenue at 8th Street (in front of the ESSO) to test the feasibility of in-lane bus boarding.	• City capital budget		COMPLETE			
2.	Implement on-street shared bikeway signage and markings on 5th Street (3rd Avenue to 7th Avenue) as part of a Downtown-Uptown bike route.	• City capital budget		COMPLETE			
3.	Support pedestrian zones, parklets and patios in response to business needs, including Implementing a parklet in front of Dairy Queen on 6th Avenue.	• City capital budget		COMPLETE			
4.	Implement temporary sidewalk widening on the southside of 6th Avenue in front of the library to provide additional space to move and queue on 6th Avenue.	• City capital budget		COMPLETE			
5.	Advance the design and implementation of road reallocation at various locations – whether in an interim or permanent form.	• City capital budget • City-led project using grants and other funding opportunities	o	o	o	o	o
6.	Conduct further technical analysis and design to convert the intersection of 6th and 6th to a pedestrian scramble or similar intersection enhancement.	• City capital budget		o			
7.	Advance the ultimate design and implementation of the Rotary Crosstown Greenway.	• City capital budget • City-led project using grants and other funding opportunities		o	o		

* Immediate (within 6 months)
* Near-term (within 6-12 months)
* Medium-term (1-5 years)
* Longer-term (5-10 years)
* Much longer term (beyond 10 years)

No.	Recommendation	Implementation Programs and Funding Sources	Immediate *	Near-term *	Medium-term *	Longer-term *	Much longer term *
8.	Advance the ultimate design and implementation of the cycling connection from Rotary Crosstown Greenway to NWSS on Fifth Street.	• City capital budget • City-led project using grants and other funding opportunities	○	○			
9.	Advance the functional design of streets located within the Uptown Streetscape Vision study area. The functional design will include a review of bus stop locations and types (in-lane boarding versus pull outs) with TransLink, and a review of the 7th Ave. and 6th St. intersection design options.	• City capital budget		○	○		
10.	Advance the functional design of Belmont Street.	• City capital budget		○	○		
11.	Conduct further technical analysis and design to enhance the intersection of Belmont Street & 6th Street.	• City capital budget • City-led project using grants and other funding opportunities		○	○		
12.	Review signal timing, coordination, and associated measures to support pedestrians, cyclists, transit, and vehicles navigating the Uptown area.			○			
13.	Advance analysis that will identify measures that can be achieved by development versus those that the City will need to initiate.	• City capital budget		○	○		
14.	Develop high-level costing for measures identified in the Uptown Streetscape Vision, and update over time.			○	○	○	
15.	Identify and utilize current and future potential funding mechanisms to implement measures identified within the Uptown Streetscape Vision.	• City capital budget • City-led initiative to source grants and other funding opportunities		○	○	○	

* Immediate (within 6 months)
* Near-term (within 6-12 months)
* Medium-term (1-5 years)
* Longer-term (5-10 years)
* Much longer term (beyond 10 years)

No.	Recommendation	Implementation Programs and Funding Sources	Immediate *	Near-term *	Medium-term *	Longer-term *	Much longer term *
16.	Collaborate with developers to realise the Vision through future redevelopment of sites within the Uptown area.	• Improvements through redevelopment	○	○	○	○	○
17.	Collaborate with TransLink and the City's transit shelter provider to realize transit stop improvements.	• Contract with City's transit shelter provider • Proactive measures by the City in collaboration with Translink • Possible funding available from TransLink and CMBC		○	○	○	
18.	Investigate new technologies, and how they could be utilized to support the principles of the Uptown Streetscape Vision.	• City capital budget • City-led initiative to source new methods for achieving strategic outcomes		○	○	○	○
19.	Advance discussion about the role of 6th Avenue in the broader road network, and its connections to the Queensborough Bridge and beyond.	• City capital budget		○	○		
20.	Complete a survey and condition assessment of existing trees within the Uptown study area to inform the design of the streetscape	• City capital budget		○			
21.	Review curb-side management in Uptown to shift towards the prioritity uses identified in the Uptown Streetscape Vision, such as deliveries, parklets, ride-hailing, e-bikes, etc.		○	○	○		