

# District A - D

## Southeast False Creek

- A 1 Create a connected ecological network
- A 2 Connect districts with transit
- A 3 Let the centre define the community
- A 4 Provide a variety of affordable housing types

## Burnaby Mountain Community

- B 1 Build on developed land first
- B 2 Connect the mountain to the region
- B 3 Link with common ground
- B 4 Create a region of centres

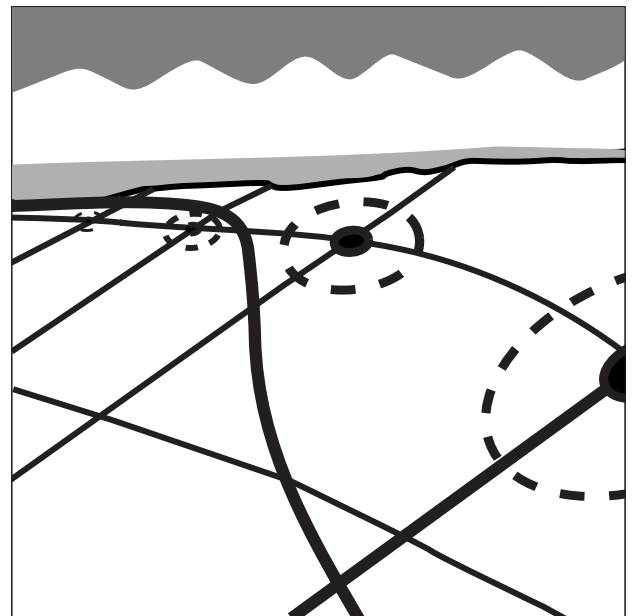
## Riverwalk on the Coquitlam

- C 1 Fit development to the land
- C 2 Put jobs near people; apply flexible zoning
- C 3 Employ natural features to increase value
- C 4 Share public facilities

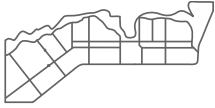
## East Clayton

- D 1 Use high points carefully
- D 2 Design streets and streams as one system
- D 3 Centre every neighbourhood around a social space
- D 4 Layer functions in open space

Districts are the geographic and social units that combine to form our urban regions. They are the places where we live, work, play and exchange. They often represent the most local level of government (as in electoral wards, for example). How districts are shaped and function can affect the entire region. Districts that concentrate services, housing, jobs and transit and other activities of daily life within a walkable distance of residences benefit the region by reducing auto use and by distributing services and employment evenly.



# A District Southeast False Creek



## Green Infrastructure

**A1 Create a connected ecological network**  
In this proposal, all green areas on the site are “working green” areas that are important to maintaining the site’s ecological health. The plan detail shows part of a system that captures and cleans 100% of the stormwater and greywater (from residential sinks and washing machines) flowing from this residential block. This reed-lined biofiltration system leads to a network of linked treatment marshes adjoining the public seawall. The layering of ecological and recreational uses enhances the utility and amenity of this “working” landscape.



## Movement

**A2 Connect districts with transit**  
The image below shows numerous transportation modes in a linked system. These include SkyTrain, a ferry, a streetcar, roads, a waterfront path, and an underground path. Major on-site streets are connected to off-site streets, yet priority is given to walking and biking. The off-site connections allow SEFC residents to easily walk or bike to the Broadway Corridor, downtown, to the SkyTrain station at Science World, and to other regional transit links.



## Social Infrastructure

**A3 Let the centre define the community**  
In order to enliven the public realm, it is important to concentrate civic, institutional, and commercial activity. Community centres should accommodate a range of activities and adapt to changing needs over time. The image above shows a boathouse/multi-purpose centre on the waterfront. Such a facility, serving the larger community, provides boating access to the restored waters of False Creek while still providing flexible space for community groups and for civic celebrations.

## Cost

**A4 Provide a variety of affordable housing types**  
A sustainable community can accommodate a diverse mix of incomes and family types. The above image shows a sample of a broad range of housing types, sizes, and tenures, which makes the site attractive to every income, age group, and household type. Overall, at least 20% of housing in this proposal would be for low-income households; 35% would be for families with children (with 10% of this being intended for low-income families).

# Burnaby Mountain Community



## Green Infrastructure

### B1 Build on developed land first

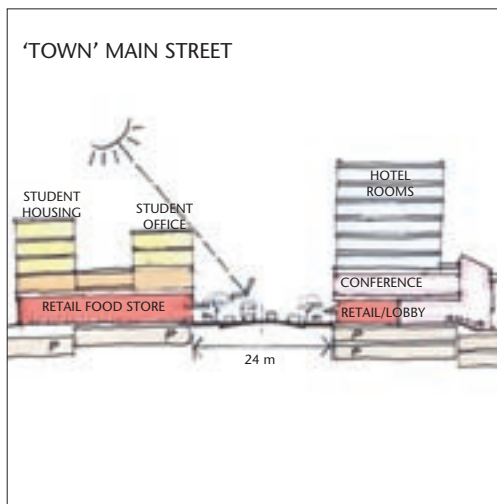
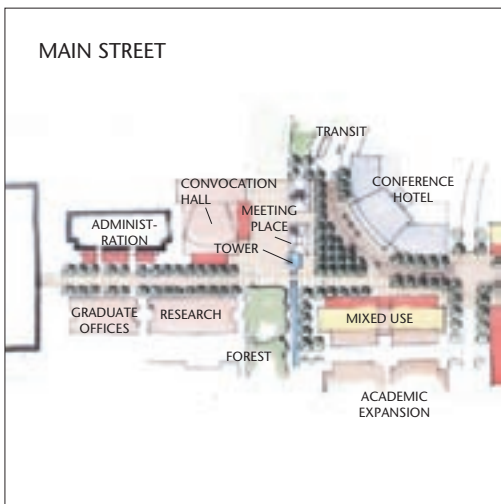
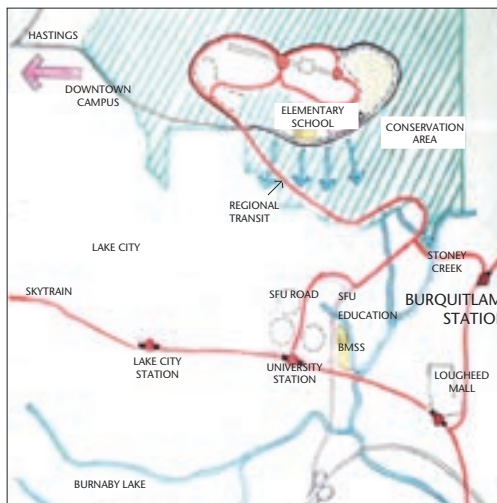
Increasing density on already developed land means that sensitive areas can remain untouched. In Team Two's concept below, the footprint of new development replaces areas previously used for surface parking. Concentrating the bulk of high-density development here, and putting parking underground, ensures the preservation and enhancement of stream courses and forested areas to the south.



## Movement

### B2 Connect the mountain to the region

A region is made up of many interdependent communities. Providing frequent and efficient transit between these communities means a more liveable region. The above shows a concept for integrating Burnaby Mountain into the larger urban fabric via frequent bus service to the new SkyTrain station at the base of the mountain. A free community shuttle provides short hop trips within the mountain top community for residents and students.



## Social Infrastructure

### B3 Link with common ground

Creating new communities can often come at the expense of old ones. The above sketch shows a strategy for integrating the new community into the existing university campus by way of a central meeting place, or plaza. University-related uses are to the west while mixed-use commercial and residential line the street to the east. The centre is where "town and gown" meet and where the fabric of the university and the new community combine to create a community heart.



## Cost

### B4 Create a region of centres

Team Three proposed that integrating affordable housing for students, teaching and professional staff close to campus can create a vibrant community centre while measurably reducing the costs of commuting to other parts of the region. Money saved could in turn stay in the community. Above, four to six storey rental apartments over street level commercial uses would provide the necessary housing for students within walking distance of their studies.



# C District Riverwalk on the Coquitlam



## Green Infrastructure

### C1 Fit development to the land

Building new communities means reshaping the landscape; but by working with the existing natural features you can reduce both cost and ecological damage. This is particularly true of hillside sites like Riverwalk: roads and houses follow the contours of the site; larger structures are on the flat areas where they will be the least disruptive; and development is fitted around existing creeks.



## Movement

### C2 Put jobs near people; apply flexible zoning

Zoning is used to restrict uses in designated areas. This typically results in a strong separation of uses – houses in one area, business and commercial services far away in another. Riverwalk is different. At Riverwalk, at-home businesses and live/work residences are allowed in most residential blocks. Residents can work in the community that they live in, rather than commuting long distances to other parts of the region.



## Social Infrastructure

### C3 Employ natural features to increase value

In most parts of BC, streams and rivers provide the obvious basis for linked greenway systems. Locating homes around these natural systems allows residents immediate access and can increase a property's value. The Riverwalk plan makes a riverside trail, the new proposed Coquitlam River Trail, a key feature of the community. This trail will connect the new community with natural areas to the north, residential districts to the south, and will give easy and enjoyable foot and bicycle access to the Village Centre.



## Cost

### C4 Share public facilities

Municipalities often manage school, park, and natural areas separately, resulting in underutilized spaces, lost opportunities for enrichment and wasteful duplication of facilities. One answer is to create a joint recreation agreement, such as that envisioned for Riverwalk. This way school facilities (ei. gymnasiums and libraries) are open to the public after hours, thereby decreasing costs and fostering interaction between different age groups. In return parks and open space – such as the Coquitlam River Trail, can be used for educational purposes.



Green Infrastructure

**D1 Use high points carefully**

A stream begins at its headwaters. By protecting the origin of the stream, we ensure a healthier downstream environment and a healthier watershed. The concept sketch below (completed during the second day of the four-day charrette) illustrates how the charrette team responded to the inherent ecological capabilities of the site when making its first and most basic decisions.



Movement

**D2 Design streets and streams as one system**

Communities, like all living organisms, require a constant flow of materials and energy. In East Clayton, the streets are designed to work with the natural hydrological conditions of the site. Most rain that falls on the site will be absorbed within the street right-of-way itself, and what can't be absorbed is directed, through the integrated street network, to large natural areas where it can slowly replenish the water table.



Social Infrastructure

**D3 Centre every neighbourhood around a social space**

Single-use zoning creates reliance on cars and discourages walking. This is because destinations associated with satisfying basic needs (e.g., buying a litre of milk or going to play a game of frisbee) are beyond walking distance. In the image above, a small cluster of commercial services placed at a corner gives people in the neighbourhood easy access to their daily needs. Distributed within a five-minute walk of all homes, these clusters create small hubs of activity where residents can do small errands while socializing with their neighbours.



Cost

**D4 Layer functions in open space**

Typically, suburban parks and stormwater infrastructure are designed and serviced separately. This increases the total cost to the community and uses land inefficiently. In an alternative development pattern, parks and stormwater management are integrated so that the functions provided by one system support and benefit those provided by the other. Combining these systems reduces costs and land waste, ensuring maximum benefit for each dollar spent.

