BAINBRIDGE URBAN VILLAGE COMMUNITY PLAN

PHASE 1
PUBLIC CONSULTATION DISCUSSION GUIDE
This Discussion Guide provides background information on the existing community, and summarizes the preliminary land use framework and goals which will be further developed as part of Phase 1 Public Consultation for the Bainbridge Urban Village Community Plan.

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LINKS TO RELATED POLICIES + BACKGROUND DOCUMENTS

- Burnaby Official Community Plan (1998)
- Metro Vancouver 2040 Regional Growth Strategy (2010)
- Social Sustainability Strategy (2011)
- Metro Vancouver Regional Context Statement (2014)
- Environmental Sustainability Strategy (2016)
- Mayor’s Task Force on Community Housing (2019)
- Climate Action Framework (2020)
- Burnaby Community Safety Plan (2020)
- Housing and Homelessness Strategy (ongoing)
- Burnaby Transportation Plan (ongoing)
INTRODUCTION TO THE PROCESS
Phase 1 Public Consultation and Community Plan Timeline

Get Involved

During the Bainbridge Urban Village Community Planning process, there will be multiple opportunities for residents, stakeholders and the public to provide feedback. The purpose of Phase 1 is to gather public and stakeholder input on a vision for the Bainbridge area, the proposed Plan boundary and the preliminary goals and land use framework.

Share your vision for Bainbridge by taking our survey!
burnaby.ca/yourvoice-bainbridge

Subscribe to our City Connect eNews:
burnaby.ca/enews

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Purpose of the Discussion Guide

How to Use the Discussion Guide

This discussion guide is intended to provide background information and context to the plan process, study area options and the preliminary community plan goals.

In order to gain a better understanding of the existing conditions and desired future outcomes in the community, we recommend reading the discussion guide prior to, or while you are completing the Bainbridge Urban Village Community Plan Phase 1 Survey at burnaby.ca/yourvoice-bainbridge.

The discussion guide also provides links to related City of Burnaby policy documents and reports that may be of interest (see page 4).

Preliminary Goals

The following seven goal areas were endorsed by City Council as a basis for further Phase 1 Public Consultation. Each goal area is outlined further in this discussion guide.

- **Community Character + Identity**
- **Housing, Community Amenities + Services**
- **Local Economy + Employment**
- **Environmental Sustainability**
- **Built Form + Community Design**
- **Mobility + Connectivity**
- **Public Realm, Parks + Open Spaces**
Help us plan for the future of the Bainbridge Urban Village

Project Overview

The Bainbridge area is located north of Burnaby Lake and east of Still Creek, within the Brunette River watershed. The community is anchored by the Burnaby Lake-Sperling SkyTrain Station and is centrally located between Brentwood and Lougheed Town Centres.

On July 27, 2020, City Council endorsed the preliminary goals and land use framework for the Bainbridge Urban Village Community Plan, as a basis to initiate the first phase of the Community Plan process. The land use framework proposes a thriving village centre next to the Burnaby Lake Skytrain Station, with nearby industrial lands transformed for future use as a complete, sustainable community integrated within the natural environment. Phase 1 Public Consultation is taking place this fall to collect feedback on the future identity, vision, goals, land use framework and Plan area boundary for the Bainbridge Urban Village.
Why do we need a Bainbridge Urban Village Community Plan?

The development of a Bainbridge Plan presents an opportunity to plan for:

- A new and unique Urban Village character in Burnaby
- A carbon neutral community by 2050
- New public spaces, community services and amenities for residents
- An expanded mix of market and non-market housing options
- New local employment opportunities
- The future transformation of industrial lands
- Change and reinvestment as the existing building stock ages
- The creation of a multi-modal transportation hub
- The enhancement of the natural environment
- The accommodation of regional growth
Setting the Community Plan Boundary

Following Phase 1 Public Consultation, we will define the preferred study area or Plan boundary for the Bainbridge Urban Village Community Plan. An Urban Village is much more than its central commercial and retail area — it encompasses all components of a complete community, including housing, parks and community services. If an area is included within the plan boundary, it becomes part of the overall review process whereby future land uses, transportation networks, parks and amenities are considered as part of the wider Community Plan.

The proposed focus area for the Bainbridge Urban Village includes four districts: Lougheed North, Lougheed South, Greenwood Central and Bainbridge South. Collectively, these four districts are approximately 50 hectares in area (123.5 acres). Two other districts under consideration include Broadway South and Bainbridge East.
BURLINGTON NORTHERN / CANADIAN NATIONAL RAILWAY
LOUGHEED SOUTH
LOUGHEED NORTH
BAINBRIDGE
SOUTH
BROADWAY SOUTH
GREENWOOD
CENTRAL
BAINBRIDGE EAST

Focus Area
Lougheed North
Lougheed South
Inclusion in Plan Area to be considered through Phase 1 Public Consultation

Map 1: Proposed Bainbridge Urban Village Community Plan Area
WE ENCOURAGE YOU TO COMPLETE OUR ONLINE SURVEY AS YOU REVIEW EACH GOAL.

Visit: burnaby.ca/yourvoice-bainbridge

PHASE 1
BAINBRIDGE URBAN VILLAGE COMMUNITY PLAN

GOAL AREA 1:
COMMUNITY CHARACTER AND IDENTITY
hanq̓amin̓ən and Sḵwx̱wú7mesh ancestors used shallow dugout canoes to travel into the Central Valley on the Brunette River, Burnaby Lake and Still Creek.

Before the construction of the Cariboo Dam, the west end of the lake was a productive wetland where Indigenous peoples harvested wild cranberries and a variety of plants, hunted birds and animals and caught fish.

A dugout canoe at Deer Lake in 1900. [City of Burnaby Archives 477-753]

Construction of the Vancouver, Westminster and Yukon Railway Line in 1904 and Pole Line Road (now Sperling Avenue) in 1905 brought a few settlers to the north shore of the lake and several small lumber mills were established. Local logs were milled and shipped by rail.

Pole Line Road (Sperling) looking north from Deer Lake Beach circa 1908. [BVM HV976.139.47]

In 1964, the Dairyland milk processing plant opened. Milk was shipped to the plant from the Fraser Valley by tank truck, and distributed throughout the region and beyond by truck and rail.

Dairyland plant under construction in January 1963. [BCDairyHistory.ca]

Completion of the Lougheed Highway in 1937 brought further development to the neighbourhood. By the 1950s, light industries were moving to the north shore of Burnaby Lake adjacent to the railroad tracks.

A view south down Sperling Avenue, to the corner of Sperling and present-day Lougheed Highway in 1934. [City of Vancouver Archives AM54-S4-: Out N515.2 (W.J. Moore photographer)].

The 1969 Apartment Study reviewed land uses in the Bainbridge area north of Lougheed Highway, which was known as Apartment Area F.

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In 1998, with the adoption of the City’s Official Community Plan (OCP), a portion of the Bainbridge area was designated as an Urban Village. The Urban Village designation captures Apartment Area F and industrial zoned lands south of Lougheed Highway.

Map of Residential Policy Framework showing Urban Villages [1998 Burnaby OCP]
The Evolution of the Bainbridge Area

The Bainbridge area has transitioned from rural and agricultural land uses to a mix of industrial and residential uses, supported by transportation and transit infrastructure.
Aerial Photo of the Bainbridge Area, 1995. City of Burnaby

Aerial Photo of the Bainbridge Area, 2018. City of Burnaby
Looking to the Future

The Bainbridge area will continue to be a place of connection and movement. In the past, the nearby Brunette River, Burnaby Lake and Still Creek served as important links to the wider region. While roads and transit now connect the neighbourhood to the broader Metro Vancouver region, a network of trails continues to provide recreational access to Burnaby Lake and its watershed.

The Bainbridge Urban Village will continue to be a hub for transportation, activity and connection. It will connect to the local natural landscapes, the larger region via transit and mobility networks, and to community through the provision of housing, employment and amenities that serve the local community’s daily needs.
Proposed Goal #1:

Bainbridge will have its own unique character and identity as a thriving mixed-use Urban Village that recognizes and celebrates past uses of the land.

Sub-Goals:

- Establish a shared vision and identify for the future of the community as a re-conceptualized Urban Village.
- Celebrate the natural environment, industrial history, Indigenous connections to the lands and other characteristics that define the Bainbridge neighbourhood.
- Create a network of public spaces that intrigue people to explore the urban and natural environment.
GOAL AREA 2:

LOCAL ECONOMY AND EMPLOYMENT
Looking to the Future

The Bainbridge neighbourhood has a long history as an industrial and commercial area, contributing employment to the local and regional economy. The neighbourhood is also adjacent to commercial and industrial spaces on the north shore of Burnaby Lake, which includes a cluster of film and new media industry businesses.

In 2007, the City of Burnaby adopted the City’s Economic Development Strategy, which supports the replacement of jobs when older industrial areas are transitioned to mixed-use commercial and residential neighbourhoods. The Strategy notes that replacement employment may not necessarily be in the same sector — but should still help Burnaby maintain its capacity to accommodate jobs in the area.

Through the Bainbridge Urban Village Community Plan process, plans will be explored to add varied employment opportunities, including general business, artisan and tech-focused work spaces. The focus will be on work spaces that serve daily needs and provide opportunities for people to work close to home.

Preliminary plans call for these commercial uses to be focused in the Village Centre and along the Lougheed Highway corridor. Consideration will also be given to live-work and commercial opportunities in strategic locations throughout the community, diversifying employment types and locations.

Looking ahead, businesses in the Bainbridge community will continue to benefit from the community’s access to rapid public transportation and major highways, local commercial services and the use or adaptive re-use of nearby warehouse and industrial spaces.
Proposed Goal #2:

Bainbridge will continue to be a place of employment that benefits from its central location next to regional transportation infrastructure.

Sub-Goals:

Focus density and employment uses near the SkyTrain Station and Lougheed Highway to support public transit and create a commercial centre for the Urban Village.

Consider opportunities for live-work and commercial uses in other strategic locations throughout the community.

Encourage adaptive re-use of industrial sites to support and contribute to the character of the Urban Village.

Explore opportunities for creative industries and start-up companies that can benefit from access to transit, nearby warehouse and industrial spaces, and the range of commercial uses clustered in the Village Centre.

Prioritize commercial, office and creative work spaces that serve daily needs and provide opportunities for people to work close to home.
GOAL AREA 3:

BUILT FORM AND COMMUNITY DESIGN
Looking to the Future

The Bainbridge area is presently characterized by lower-density industrial forms of development, mature single-family neighbourhood areas and limited suburban commercial uses along Lougheed Highway. Over the next several decades, significant neighbourhood change is expected with the creation of a mixed-use Urban Village that provides new housing options, employment, amenities and public spaces.

The urban design and character of the Bainbridge Urban Village is intended to be distinctly different and lower in scale than the City’s four Town Centres. The proposed village centre adjacent to the SkyTrain Station could accommodate the highest buildings and most diverse mix of uses. The commercial heart of the community would include smaller storefronts with frequent entrances, colourful signage, display windows, outdoor seating areas and landscaping, creating an inviting place of activity for residents.

Further away from the SkyTrain Station and Lougheed Highway, building heights and commercial activity would transition down into residential neighbourhoods designed for the pedestrian by maximizing access to the outdoors and sunlight. Buildings directly adjacent to existing neighbourhoods on the edge of the Plan area would be limited in scale and building height with setbacks that are extensively landscaped.

The built environment will also include a network of new and enhanced public spaces that allow for social connection, recreation, and convenient access to services, residential neighbourhoods and public transportation. These public spaces may include wide sidewalks, lighting, landscaping, trees, public art, seating, plazas, parks and other elements to engage with the local community.

Two of the largest properties in the Bainbridge area are the former locations of a Dairyland milk processing plant and a Telus communications facility at 6800 and 7000 Lougheed Highway, respectively. These sites provide significant redevelopment opportunities to achieve the vision and goals for a transit-oriented Urban Village, which will be determined through this planning process.
Proposed Goal #3:

Bainbridge will offer a high-quality design of buildings and public spaces to create a distinct sense of place for the Urban Village.

Sub-Goals:

- Create a built form with articulation, animation, and textures that create a modern yet timeless Urban Village aesthetic.
- Define the edges of streets and public spaces with attractive buildings and vibrant uses, allowing this activity to animate public spaces.
- Ensure that new development responds to the scale and character of existing residential neighbourhoods.
- Ensure varied building designs and heights, while prioritizing access to sunlight.
GOAL AREA 4:

PUBLIC REALM, PARKS AND OPEN SPACES
Looking to the Future

The City of Burnaby Official Community Plan speaks to providing an attractive public realm — including a range of public parks and open spaces sufficient to meet the changing needs of the community. Currently, the Bainbridge Urban Village area has limited public open space and no programmed parkland. However, within one kilometre of the Bainbridge Urban Village area, there are a wealth of parks and open spaces, including Burnaby Lake Regional Nature Park, Camrose Park, the Central Valley Greenway, Burnaby Lake Sports Complex and the Still Creek Conservation Area. Burnaby Lake Regional Nature Park alone is approximately 575 acres of land with a trail system extending over eleven kilometres around the lake.

The Bainbridge Plan would identify opportunities for new public spaces within the Plan area that can integrate within the significant network of surrounding parks and open spaces. These opportunities within the Plan area includes new parks, plazas, greenways, watercourse daylighting and improved connections into Burnaby Lake Regional Park and beyond.

Planning for an enhanced public realm and open space network will be part of a strategy to provide residents with great access to nature, parks and open space amenities within a short walking distance of their home.
Proposed Goal #4:

Bainbridge will provide a well-connected network of diverse public spaces to meet the needs of the community.

Sub-Goals:

- Develop a hierarchy of neighbourhood parks, pocket parks, urban plazas, and other publicly accessible open spaces that address the diverse recreational, cultural and social needs of the community.

- Design high-quality open spaces that can each support a range of uses and functions during all seasons, following best practices to support universal accessibility.

- Introduce enhanced connections between new and existing public spaces to support the creation of an overall network.

- Use the natural topography to help define greenways, parks, and other playful opportunities, especially within Lougheed South’s forested escarpment.
GOAL AREA 5:

HOUSING, COMMUNITY AMENITIES AND SERVICES
Looking to the Future

Housing in the Bainbridge study area is made up of townhouses (275 units) and suburban single family homes (269 units). Of the 275 townhouse units, 104 units are purpose built market rental units. While the area’s housing is generally well maintained, the majority is now over 50 years old. It is expected that owners will begin to face maintenance costs for older buildings whereby redevelopment and neighbourhood change will be considered.

The presence of the Sperling-Burnaby Lake SkyTrain Station and several large industrial properties also presents the opportunity for new housing that transforms large tracts of land into a well-planned transit-oriented development. Sites near the SkyTrain Station and regional transportation corridors are intended to provide the majority of new amenities and services for existing and future residents, such as everyday shopping needs, health services, community centres, daycares and other facilities. At present, the neighbourhood is primarily served by commercial services and community facilities that are located outside of the Bainbridge Urban Village study area.
Recognizing that the area’s housing stock is mature and continues to age, areas a bit further from the SkyTrain and Lougheed Highway may also present opportunities to introduce new housing types that further diversify the community’s housing options. Bainbridge is well positioned to achieve a true range of housing tenures, including both market and non-market units, rental and ownership-based units, and housing types, including transit-oriented mixed-use apartments, apartments in park-like settings, and townhouses or other attached housing forms (i.e. duplex, triplex, fourplex and rowhousing).

The creation of a Community Plan for the area will guide anticipated future redevelopment in a manner that is consistent with the Burnaby Official Community Plan’s Urban Village designation. Local housing policy for this community will be further informed by several City-led initiatives working to address issues related to a lack of housing supply, diversity and affordability. These initiatives include the Mayor’s Task Force on Community Housing, the Rental Use Zoning Policy, and the ongoing Burnaby Housing Needs Assessment and Housing and Homelessness Strategy. These policy initiatives establish the minimum expectations in Bainbridge for the development of new market and non-market rental housing, the replacement of rental units lost to redevelopment, assistance for existing tenants needing to relocate due to redevelopment and the future housing needs of the community.

As the new Community Plan aims to broaden the supply, range and affordability of housing options in the community, it will also consider the range of services and amenities that are necessary to support new and existing residents. This includes access to community centres, firehalls, schools, childcare, libraries, and green spaces, among others. Some of these needs may be addressed by new facilities within the Community Plan area; others may be addressed by community amenities and services that are planned or already exist in the surrounding area, such as Burnaby Lake Regional Nature Park. In both cases, the Plan will work to enhance connections within and beyond the Community Plan area so that new and existing residents in the broader area can enjoy community amenities and services, positioning the Bainbridge Urban Village as an important part of a complete community.
Ground-oriented Housing, UniverCity, Burnaby

Seniors Affordable Housing, south Burnaby
Proposed Goal #5:

Bainbridge will be an inclusive Urban Village that provides for a range of housing types and forms as well as a variety of community amenities and services.

Sub-Goals:

Focus higher residential densities near the SkyTrain Station and Lougheed Highway corridor to create a transit-oriented Village Centre that transitions down towards surrounding low-rise residential neighbourhoods.

Provide a range of housing opportunities including market and non-market rental units, and an expanded offering of housing types for individuals, couples, families, seniors, and those with mobility challenges.

Incorporate existing and evolving policy direction from the Mayor’s Task Force on Community Housing.

Provide a range of spaces, services and amenities that support human connection and interaction, and address diverse community needs.
GOAL AREA 6:

ENVIRONMENTAL SUSTAINABILITY
Looking to the Future

Like so much of the region, the Bainbridge area has experienced vast changes from its primarily undeveloped natural setting 100 years ago. Since then, development has resulted in the removal of canopy cover, habitat and historically open watercourses. The aim of this Community Plan is to enhance and add to the natural environment in the community.

Through the Bainbridge planning process, approaches to enhance the natural environment would be outlined, including the remediation of industrial sites, daylighting historical watercourses, adding trees and landscaping throughout the neighbourhood and enhancing connections into Burnaby Lake Regional Nature Park. In addition, public spaces will be improved through the provision of new green space, boulevards and corridors and through the restoration and enhancement of natural systems.

The built environment will also have to advance bold sustainability and environmental goals in the City, including the target for Burnaby to be carbon neutral by 2050. As an Urban Village, opportunities will be explored for emerging forms of sustainable development, such as mass timber buildings taller than six storeys and green buildings with zero emissions.

There are also several opportunities that the City can leverage through new development including expectations to minimize energy use, water use, waste production and carbon emissions. The City can work with developers to secure amenities such as electric vehicle charging stations and sidewalk improvements that will help encourage more sustainable transportation choices (e.g. walking, cycling, transit or public car share programs).

The City of Burnaby has committed to being carbon neutral by 2050
- 45% Reduction in community carbon emissions by 2030
- 75% Reduction in carbon emissions by 2030
- 100% Carbon neutral by 2050
- City of Burnaby Climate Action Framework

Still Creek looking east to the Dairyland Site, Bainbridge, Burnaby
Public Bike Share, Wesbrook Village, UBC
Proposed Goal #6:
Bainbridge will be an environmentally sustainable Urban Village.

Sub-Goals:

- Provide significant open spaces and connections that increase habitat and tree cover, also providing enjoyment for residents and visitors.
- Identify and address the need for remediation of former industrial sites.
- Explore opportunities to daylight and celebrate the streams that run through the Bainbridge area, including Pollywog Creek and Station Creek.
- Establish sustainability and climate action policies that are specific to the Bainbridge area and in-line with City-wide strategies.
- Develop green buildings that minimize energy use, water use, waste production and carbon emissions.
GOAL AREA 7:
MOBILITY AND CONNECTIVITY
Looking to the Future

The Bainbridge Urban Village is well positioned to become a sustainable transportation hub for the City. It is centrally located along a major east-west transportation corridor with access to Lougheed Highway, the Millennium SkyTrain Line and the Central Valley Greenway. Lougheed Highway is part of the regional Major Road Network (MRN) that is designated to safely and efficiently carry commuter, transit and truck traffic.

The Millennium Line (2002) / Evergreen Line (2016) currently connects with VCC Clark Station to the west and Port Moody and Coquitlam to the east. There are now plans to extend the line further west along Broadway to connect to the Canada Line (to Richmond and YVR) and eventually to the University of British Columbia. Lastly, the Central Valley Greenway is a major east-west pedestrian and cycling route connecting Vancouver, Burnaby and New Westminster.

The Bainbridge Urban Village is also well-connected to north-south transportation routes, including the #144 bus route from SFU to Metrotown; access north via Sperling and Kensington Avenue, with a bike route on Cliff Avenue connecting to Hastings Street; and access south to Highway 1 via Kensington Avenue which also includes a multi-use trail south to Canada Way.

The City of Burnaby has committed to the total number of trips by sustainable modes growing significantly with:
- 50% of all trips by 2030
- 66% of all trips by 2040
- 75% of all trips by 2050
being completed on foot, by bike or by transit

The Bainbridge Plan would identify opportunities to further integrate and connect the community to local and regional transportation networks — improving on an already robust network of connections. Improvements to the transportation network would include: creating a new street network that will break up large blocks of industrial land to encourage walkability; increased active transportation amenities, such as wider sidewalks, improved transit access, multi-use paths and safe cycling infrastructure. Modern Urban Village street designs with lighting, landscaping, public art, seating, plazas, pocket parks and other elements would also make public spaces and connections more welcoming and pleasant for all users.

Existing public transit allows for travel from Bainbridge to:
- Lougheed Town Centre
- Metrotown Town Centre
- Edmonds Town Centres
- Vancouver
- Coquitlam
- Port Moody
- New Westminster
- Surrey
— all in less than 30 minutes.

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- Lougheed Town Centre
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- Port Moody
- New Westminster
- Surrey
— all in less than 30 minutes.
Proposed Goal #7:
Bainbridge will be a walking, cycling and transit friendly Urban Village and a multi-modal transportation hub for the City.

Sub-Goals:

Explore opportunities to further establish and leverage Bainbridge as a sustainable transportation hub for the City, based on its central location and its convenient access to multi-modal transportation connections in all directions.

Enhance or introduce new north-south and east-west connections between major destinations and trail systems, including Burnaby Lake Regional Park, Burnaby Lake Aquatic and Arena Facility (proposed), Central Valley Greenway, and the Trans Canada Trail.

Establish Urban Village design standards to ensure that new and existing streets meet the needs of all users, including provisions for landscaping, trees, lighting, sidewalks and cycling facilities.

Explore opportunities for expanded public transportation service in the community.

Leverage new development to secure amenities and infrastructure improvements that support more sustainable transportation choices, including walking, cycling, transit and public car share.

Extend a network of new streets and connections to break up large industrial sites and to provide safe, accessible and convenient access to various community destinations and the SkyTrain Station.
Bainbridge Urban Village
Existing Land Use Designations

The existing land use designations in the Bainbridge area are based on direction in the Official Community Plan and previous planning studies, such as the 1969 Apartment Study. In the existing land use framework, properties are designated for a single set of land uses, including local commercial at Lougheed Highway and Bainbridge Avenue, low-density multiple family residential north of Lougheed Highway, and single family suburban residential between Bainbridge Avenue and Winston Street. The industrial zoned areas south of Lougheed Highway require a new Community Plan to provide further direction for their future land use designations.

The Bainbridge Community Planning process will explore new urban forms and land use designations that for the Bainbridge area to deliver varied housing options, commercial services, employment and office uses, and community amenities for the benefit of existing and future residents.
Bainbridge Urban Village
Preliminary Land Use Framework

The preliminary Urban Village framework provides a high-level overview of the potential urban forms and land uses that could be incorporated into the Bainbridge area. As shown below, there are four character areas proposed as part of this framework: Village Centre, Mixed-Use Corridor, Core Residential and Urban Residential. While the districts outlined on page 11 establish the boundaries of neighbourhoods within the Bainbridge Urban Village, the character areas (illustrated below) define the types of buildings and density permitted in a given area.
Village Centre

The Village Centre is located in the northwest quadrant of the Urban Village, right next to the SkyTrain station, and would function as the primary transit, commercial and cultural hub for the area. The highest density built form and the most diverse mix of land uses to serve the surrounding neighbourhoods would be planned here. This area would act as a primary destination for local employment, commerce, culture and amenities. The tallest mixed-use buildings would be found in this part of the Urban Village.

Mixed-Use Corridor

The Mixed-Use Corridor is located along Lougheed Highway and the SkyTrain guideway in between the Brentwood and Lougheed Town Centres. Future development and improvements to public spaces can help this corridor evolve into a vibrant, mixed-use area. Land uses would be characterized by mixed-use or residential buildings of varied heights, commercial nodes focused at the existing intersections of Lougheed Highway with Sperling and Bainbridge avenues, and a range of community amenities. The area south of Lougheed Highway may be considered for higher mixed-use or residential buildings based on proximity to the Village Centre and Sperling SkyTrain Station and its lower elevation. A focus of the design in this area would be the safe and attractive setting for the movement of people through active transportation (e.g. walking, cycling, running and rolling).

Core Residential

The Core Residential area is intended to be primarily residential, with pedestrian-friendly streets and public areas. The most substantial building heights in the area would be adjacent to the Urban Village Centre, transitioning down in scale toward the Urban Residential area and the existing residential neighbourhood to the south and east. The orientation, scale and design of buildings in this area should maximize access to the outdoors, sunlight and surrounding views.

Urban Residential

The Urban Residential area, located along the periphery of the Plan area, would consist of a mix of residential buildings including townhouses, rowhouses and low-rise apartment buildings. These forms provide a respectful scale and transition to existing neighbourhoods adjacent to the proposed Plan area, including the use of appropriate building setbacks and landscaped areas.

The Urban Residential area south of Lougheed Highway includes the existing single-family neighbourhood between Winston Street and Bainbridge Avenue. Future planning would consider the potential for site assemblies, urban forms and road networks needed to facilitate multi-family development here.