

3.14 VANCOUVER STREET

OVERVIEW

GENERAL

Vancouver Street is a standard (66 ft / 20.11 m) public road right of way, but does not have a standard use which is why it has its own streetscape standard. The street falls within Downtown South Land Use Area (Official Community Plan – Bylaw 2500,2017) which supports artisan and light industrial uses Downtown. Creative Mixed Use District (MUD-2) zone, designed for the properties in this area, requires a 2.5 m setback along Vancouver Street to support a variety of landscaping, wider sidewalk and artisan streetscape activation desires predominantly on the south side of Vancouver Street where there is limited space due to the ditch and existing above ground Hydro poles.

USE

Vancouver Street is a primary truck route with a focus on safe and activated pedestrian movement. On-street parking and bike lanes are not supported on this street due to safety conflicts with truck movement. Secondary use of the street is to accommodate large planting beds or bioswales and artisan use streetscape activation and amenities (seating, bike racks, waste receptacles, patios). Vancouver Street will have wider drive aisles to accommodate truck movement and turning, it is a main fire route and to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

South Side: Retention and improvement of the existing south ditch into a bioswale (see Bioswale Standards) supports storm water management and filtration prior to flowing towards the Estuary. Small canopy street trees can be supported along the north side of the ditch with clearance considerations to the truck route and existing above ground hydro poles.

North Side: Large planting beds should support opportunities for a variety of large canopy street tree conifers. Conifers can be clumped with deciduous tree with conifers needing to be no less than 10 m apart to support Wildfire supportive planting practices. Planting beds should support 75% evergreen planting with variation in shrubs, tall grasses and pollinators to discourage unanticipated street crossings. Planting beds to be broken up to support streetscape activation and furnishing such as seating, bike racks, waste receptacles, and patios. See Street Tree and Planting Guidelines for more details.

VANCOUVER STREET

OVERVIEW

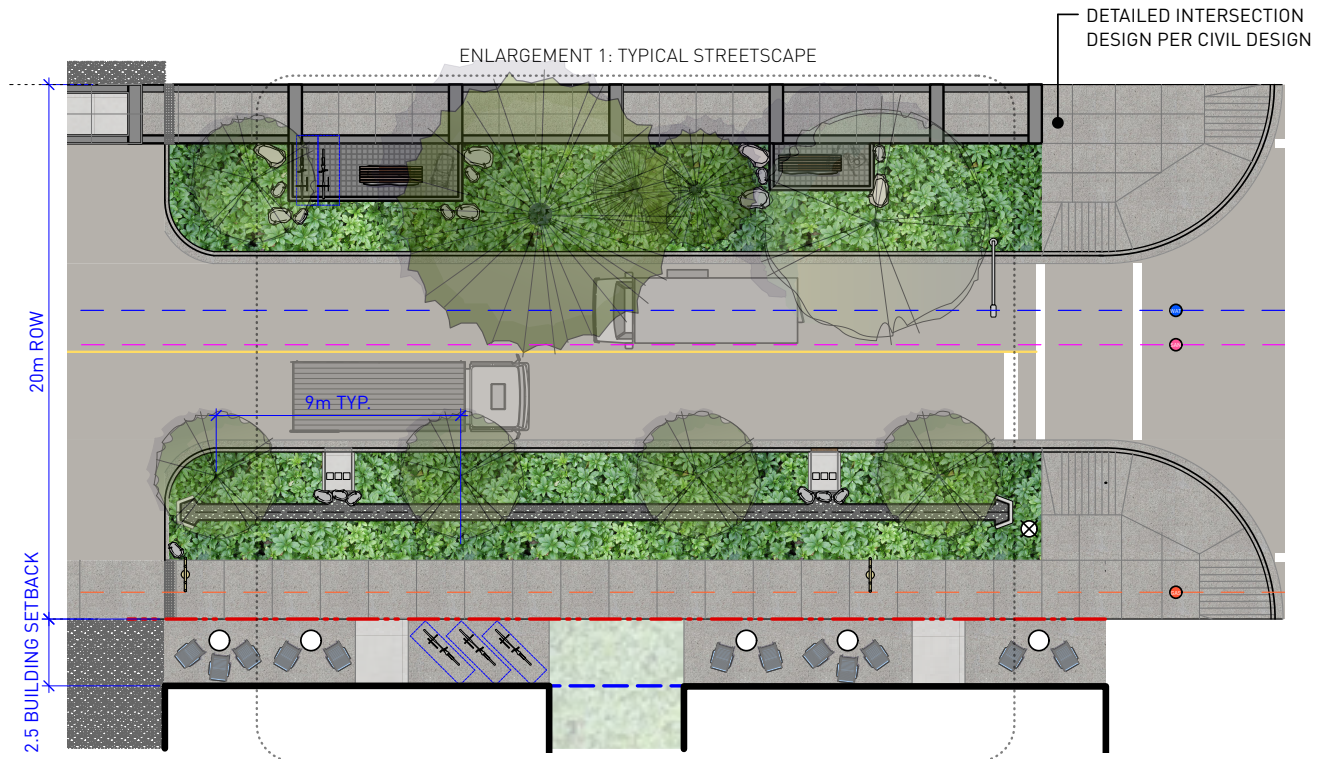


FIG. 1 VANCOUVER STREET: OVERVIEW
Scale: 1:250



VANCOUVER STREET

TYPICAL STREETSCAPE

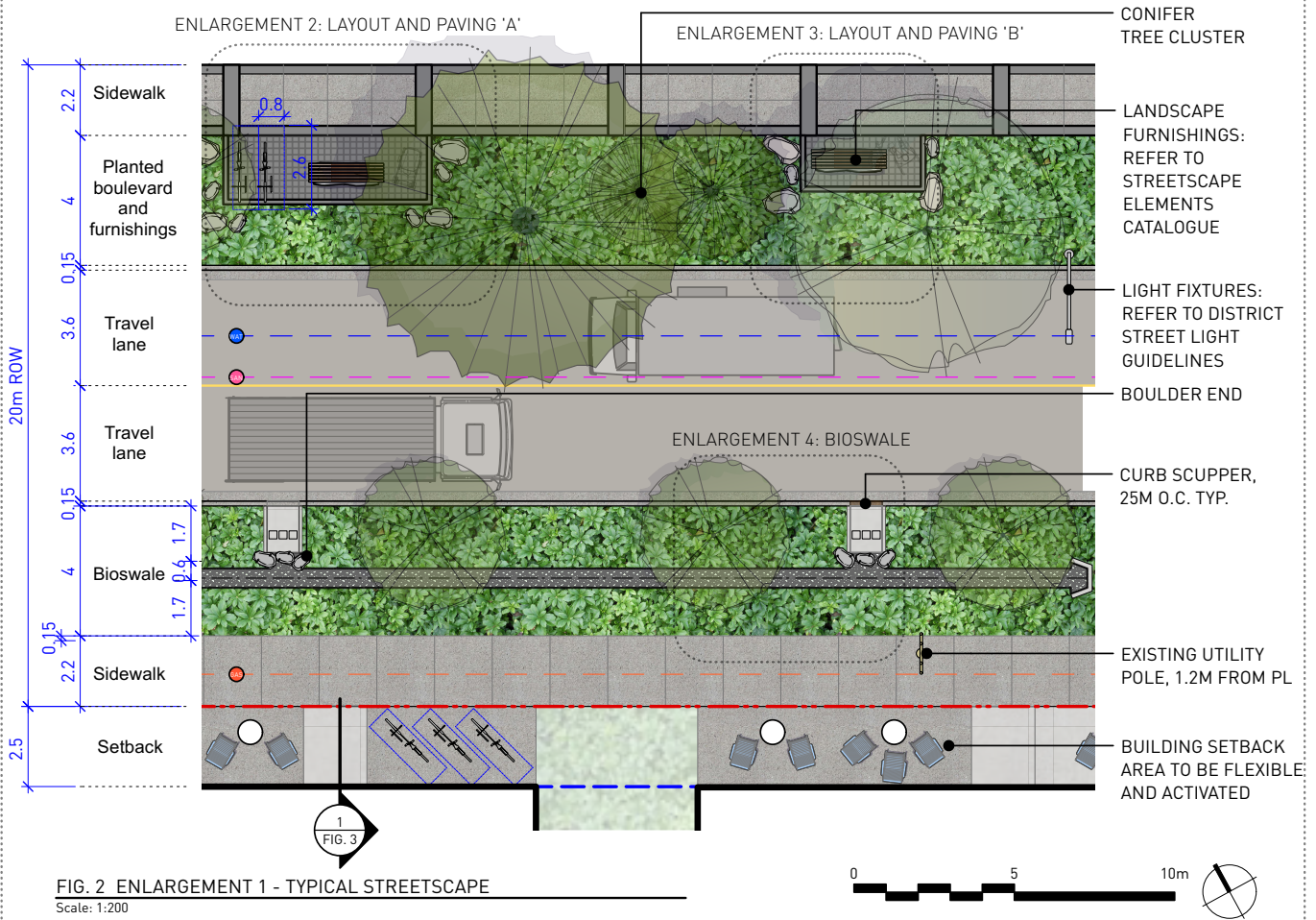


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE

Scale: 1:200

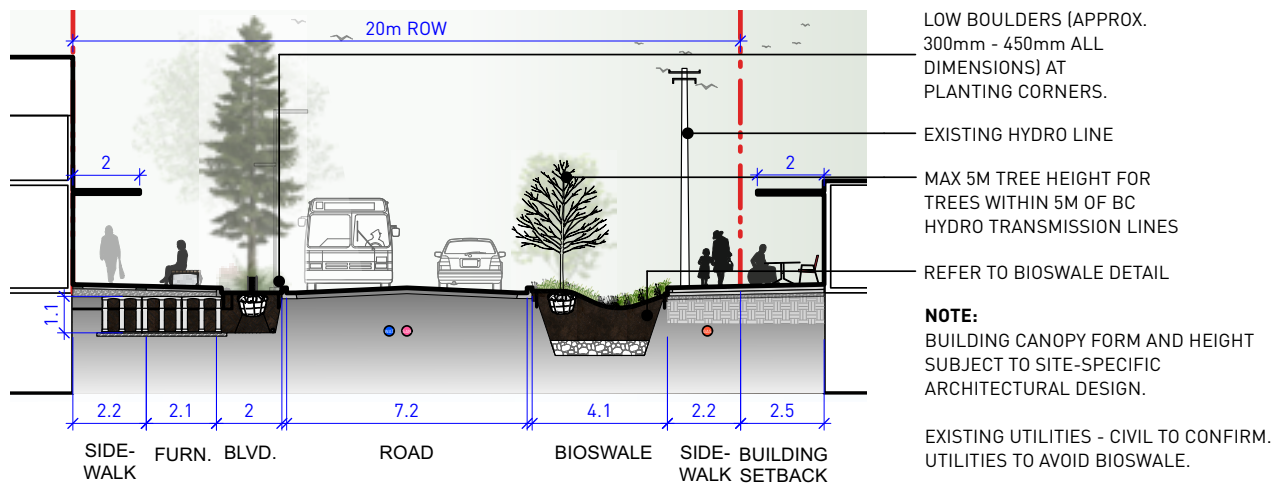


FIG. 3 SECTION 1 - TYPICAL STREETSCAPE

Scale: 1:200

VANCOUVER STREET

TYPICAL STREETSCAPE

NOTES:

1. SOIL CELLS TO BE ARRANGED IN BLOCKS THAT SUPPORT RADIAL ROOT GROWTH FROM CENTRE OF TREE.
2. SOIL CELLS TO SUPPLEMENT GROWING MEDIUM VOLUME TO ACHIEVE MINIMUM SOIL VOLUME REQUIREMENTS IN GENERAL NOTES.

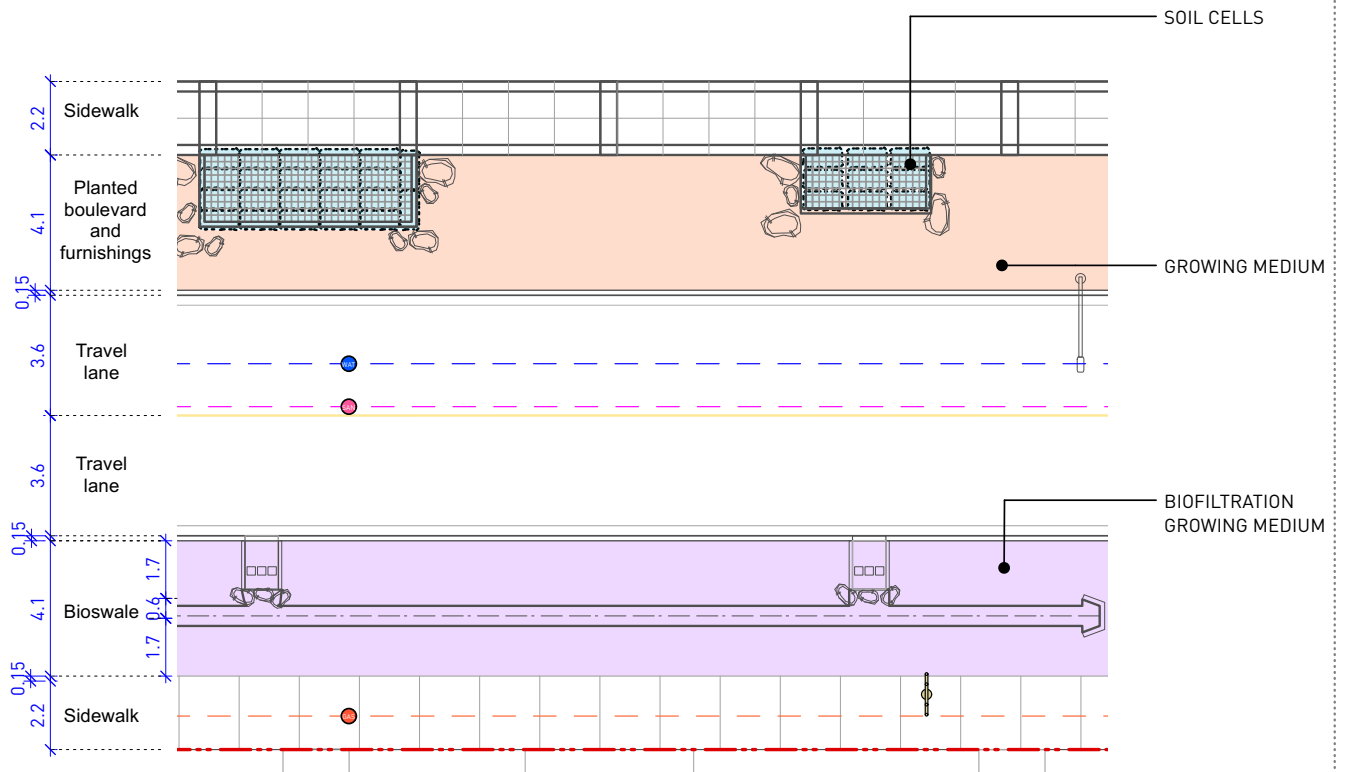
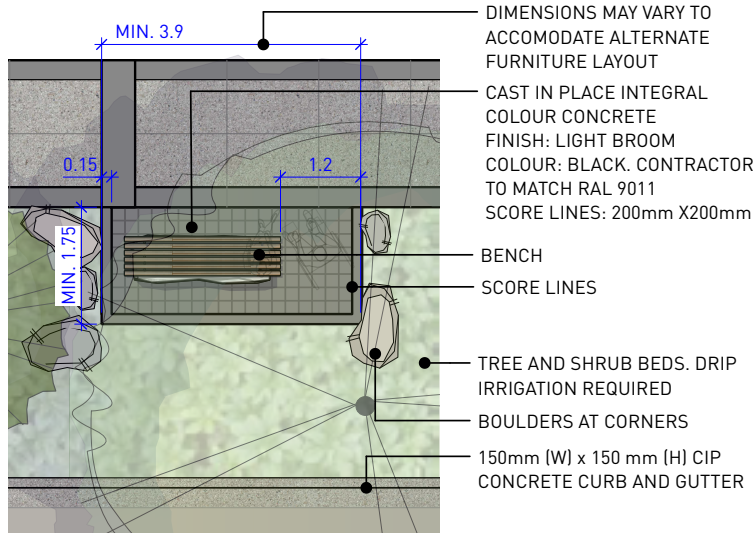


FIG. 4 ENLARGEMENT 1 - VANCOUVER STREET: GROWING MEDIUM
Scale: 1:200



VANCOUVER STREET

LAYOUT AND PAVING – 'B'



NOTE:
EXPANSION JOINTS TO BE 9.0M MAX BETWEEN JOINTS IN BOTH DIRECTIONS ALONG PROPERTY LINE AND AT ALL VERTICAL FACES SUCH AS CURBS AND LIGHT STANDARDS.

FIG. 7 PLAN ENLARGEMENT 3 - LAYOUT AND PAVING 'B'
Scale: 1:100



BIOSWALE

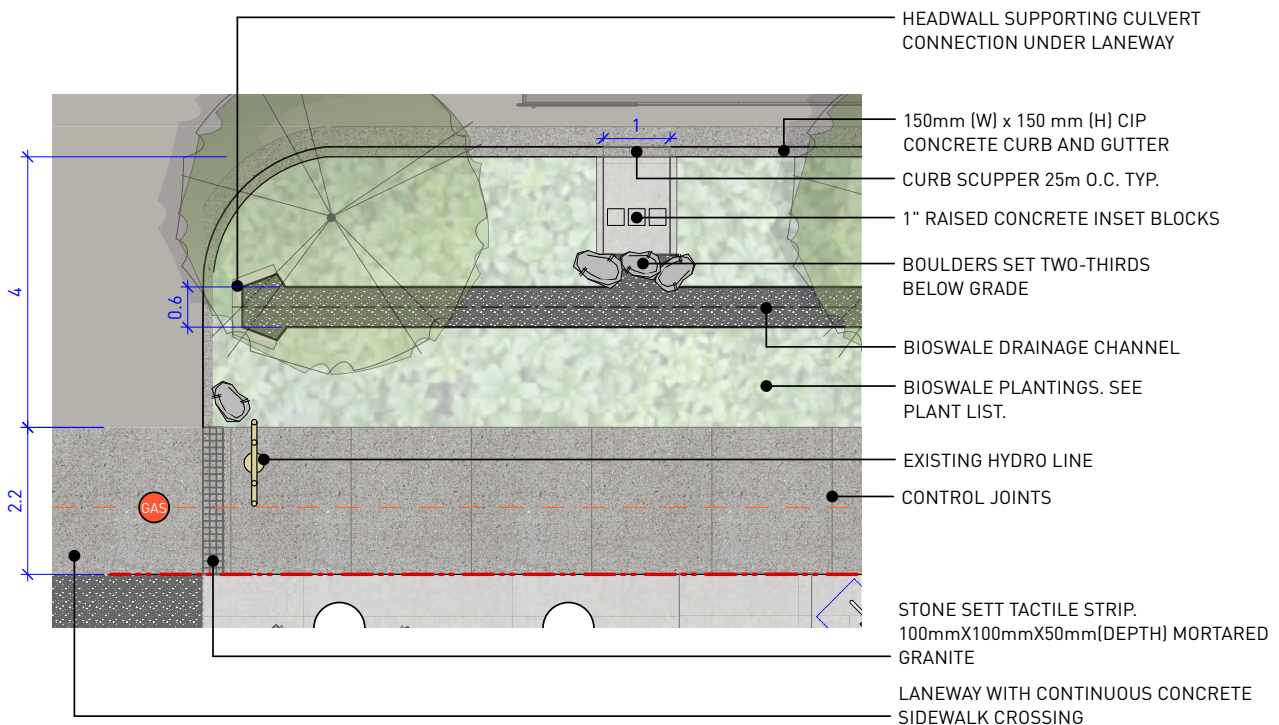


FIG. 8 ENLARGEMENT 4 - BIOSWALE
Scale: 1:100

