3.10 VICTORIA STREET

OVERVIEW

GENERAL

Victoria Street is a standard (66 ft / 20.11 m) public road right of way designated for active transportation and minor collector vehicle movement. Victoria Street design is from Third Avenue to Loggers Lane and serves as an active transportation connection from Third Avenue to the Mamquam Blind Channel pedestrian bridge and will be one of three main vehicle connections to Loggers Lane.

USE

The primary use of Victoria Street is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks) and commercial activation (patios, parklets). Not enough road width to support street parking. Drive aisles should be designed wide enough to support current or future public transit use. Victoria Street is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

Victoria Street should support a rhythmic planting of street trees along the bike lane with some clumping where possible. Large canopy trees are desired to increase shading of active transportation routes. Trees to be planted in a continuous naturalized boulevard that supports evergreen planting with variation in shrubs, tall grasses and pollinators to encourage pedestrian and cycling route separation. Soil to be continuous to support mature tree growth. Boulevard planting can be broken up to support streetscape activation and furnishing such as seating, bike racks, waste receptacles, and patios. Structural soil should be used where trees are in grates within hard surfaces. See Street Tree and Planting Guidelines for more details.

VICTORIA STREET

OVERVIEW

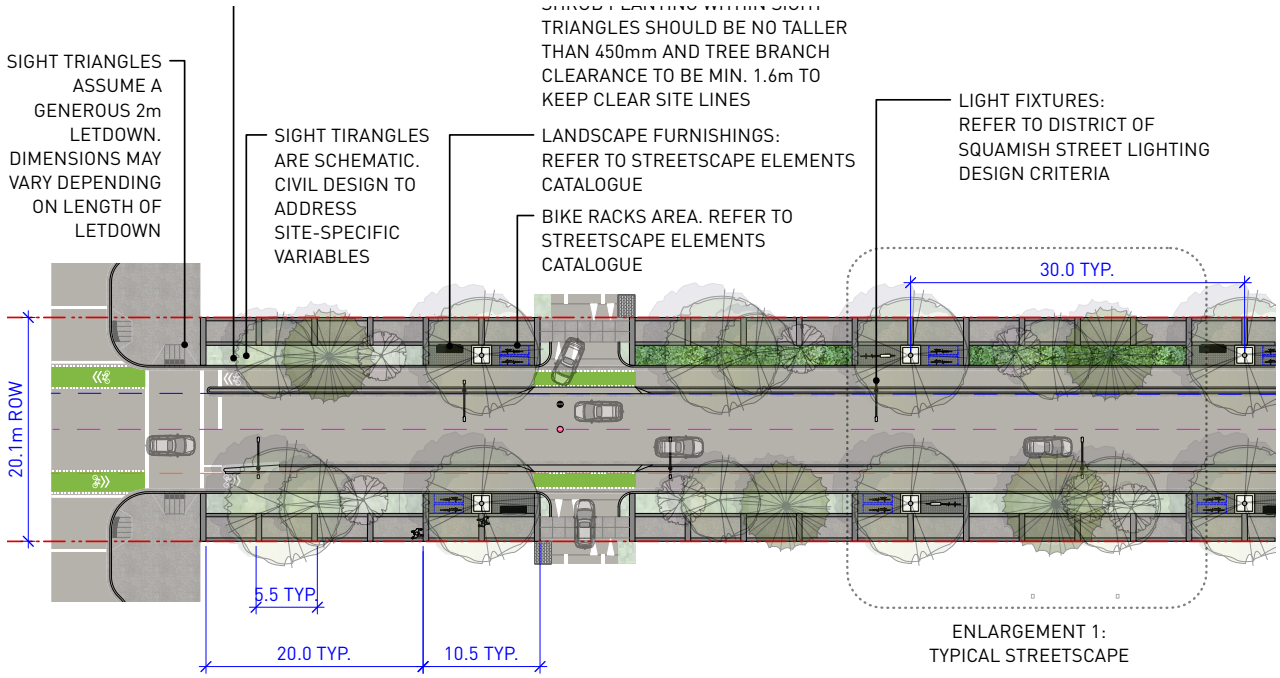
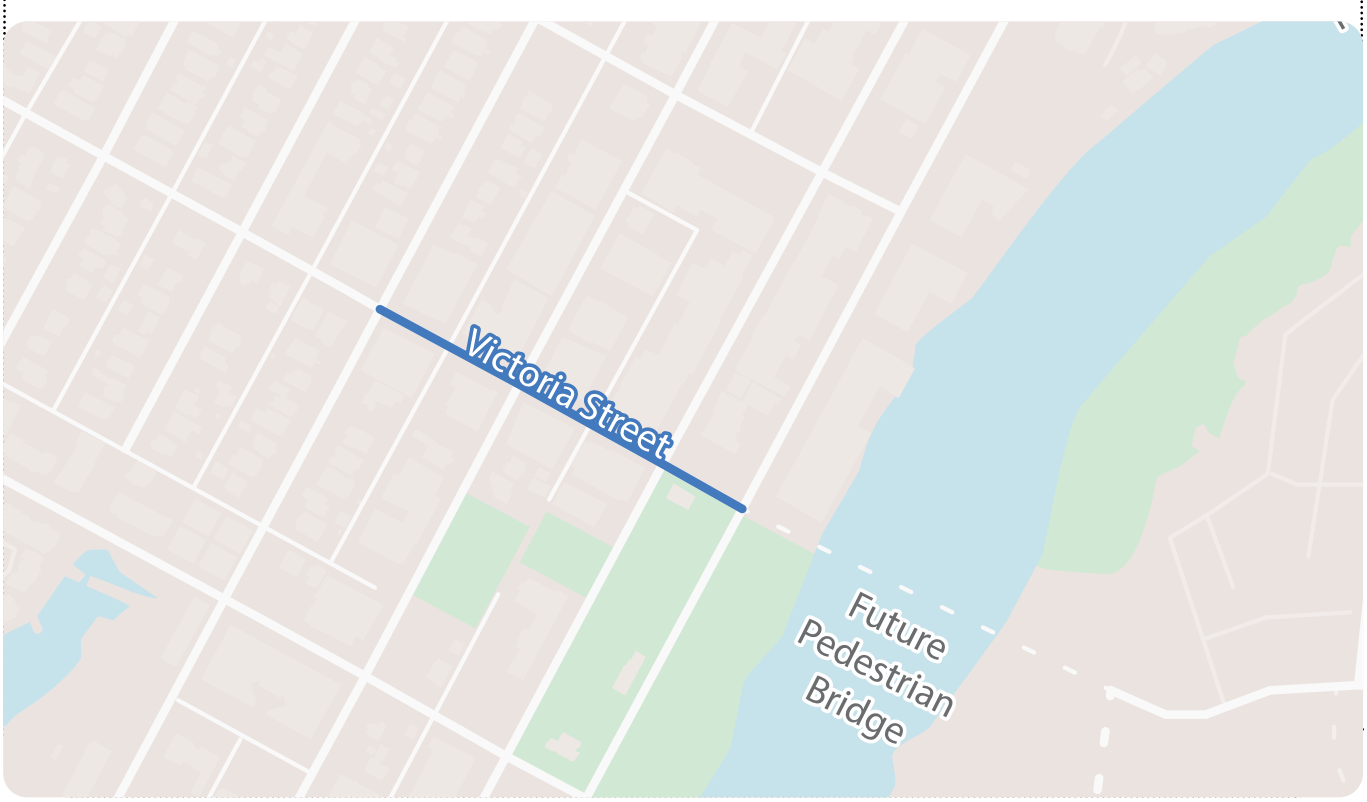


FIG. 1 VICTORIA STREET - OVERVIEW
Scale: 1:600

0 5 10m



VICTORIA STREET

TYPICAL STREETSCAPE

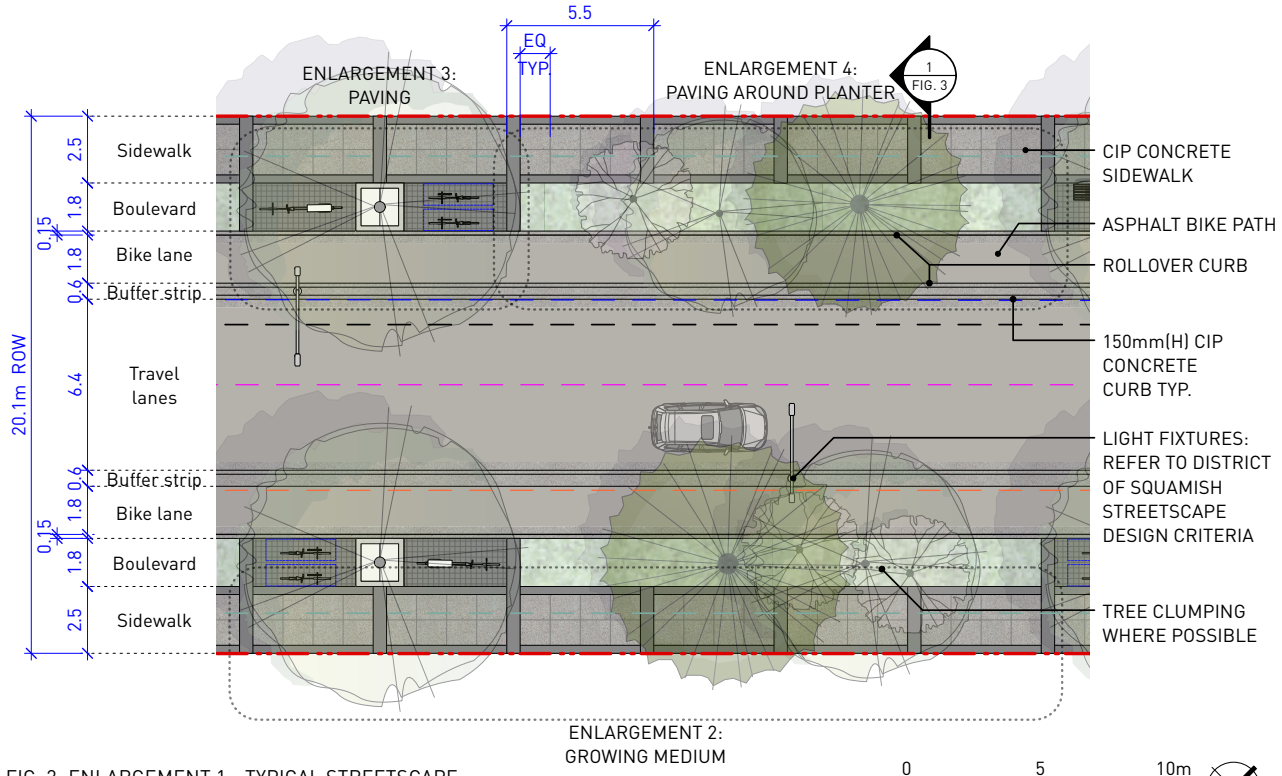
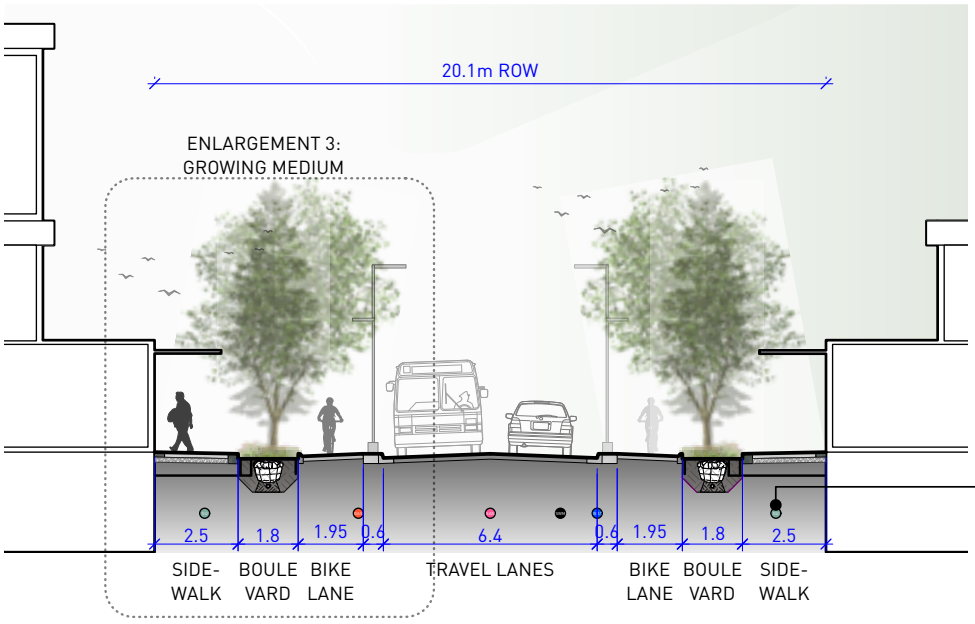


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE
Scale: 1:250

0 5 10m



NOTE:
BUILDING CANOPY FORM AND HEIGHT SUBJECT TO SITE-SPECIFIC ARCHITECTURAL DESIGN.

FIG. 3 SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200

0 5 10m

GROWING MEDIUM

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.
3. STRUCTURAL SOIL UNDER ROADWAY RECOMMENDED IF GEOTECHNICAL AND CIVIL ENGINEERING CONDITIONS ALLOW IN ORDER TO PROVIDE MORE SYMMETRICAL ROOT GROWTH FOR TREES. GROWING MEDIA VOLUME CONTAINED IN STRUCTURAL SOIL CAN CONTRIBUTE TO SOIL VOLUME TARGETS. USE TO BE DETERMINED ON PROJECT-BY-PROJECT BASIS.

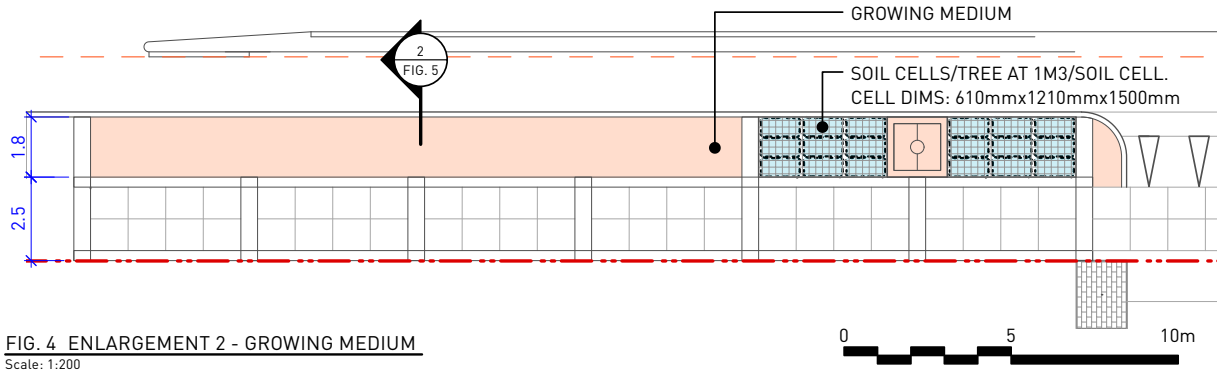
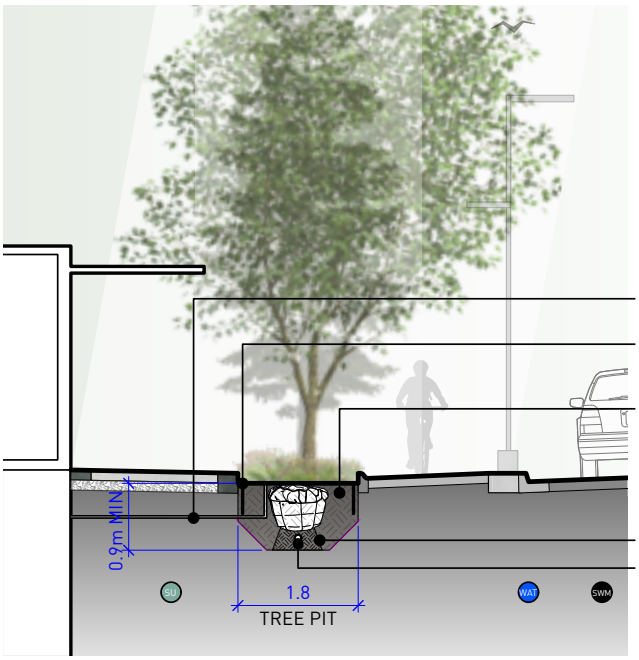


FIG. 4 ENLARGEMENT 2 - GROWING MEDIUM
Scale: 1:200



NOTES:
1. IRRIGATION TO BE SUPPLIED BY BUILDINGS.
2. SHRUB BEDS TO BE SUPPLIED WITH DRIP IRRIGATION, TYP.
3. TREES TO BE SUPPLIED WITH ROOT WATERING BUBBLER BY DEEP ROOT OR EQUIVALENT, TYP.

IRRIGATION SUPPLY LINE.

ROOT BARRIER 450mm TYP.
BOTH SIDES OF TREE PIT

SOIL 50-100mm BELOW PAVING SURFACE

COMPACT MEDIUM PEDESTAL TO SUPPORT ROOTBALL

100mm ø PERFORATED PVC DRAIN PIPE
CONNECTED TO STORM

FIG. 5 SECTION 2 - GROWING MEDIUM
Scale: 1:100

0 0.5 1 5

VICTORIA STREET

PAVING

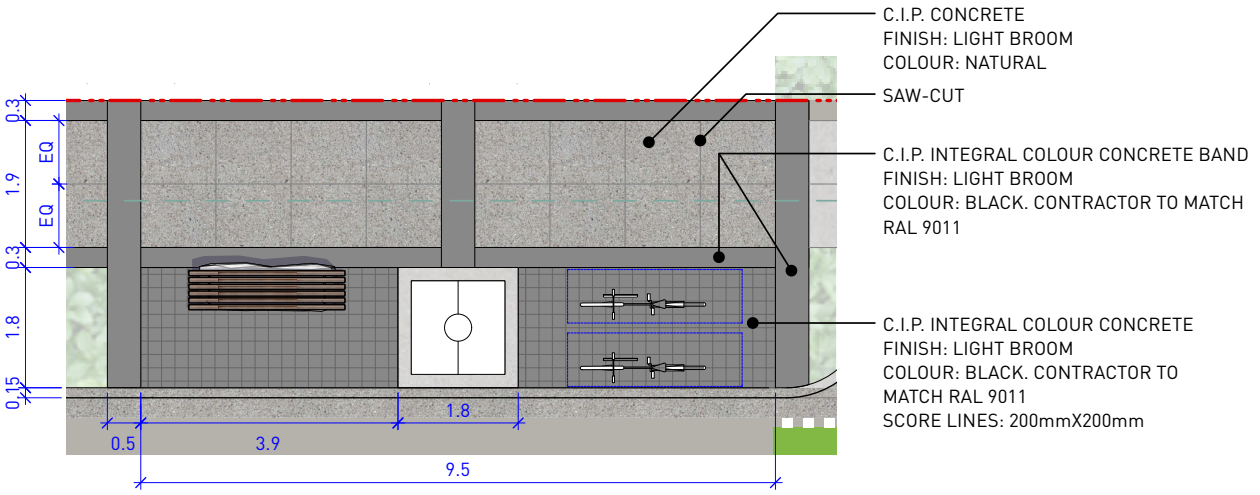


FIG. 6 ENLARGEMENT 3 - PAVING
Scale: 1:100

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.

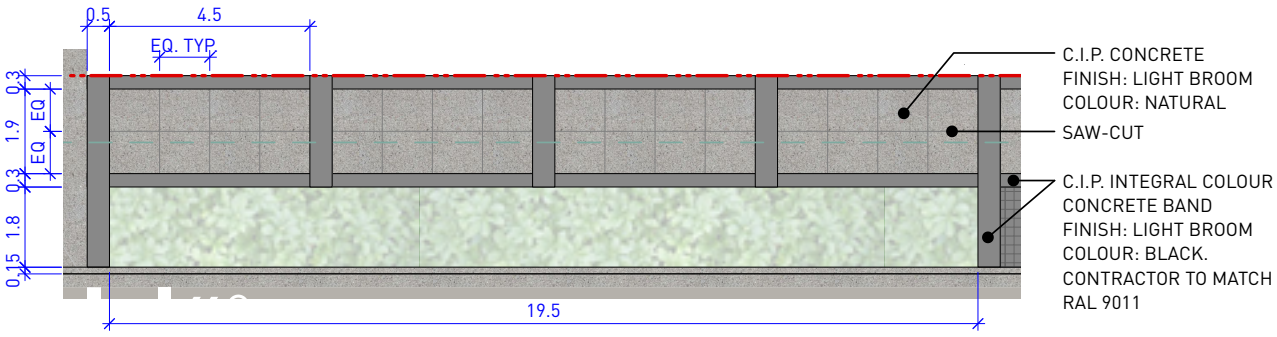


FIG. 7 ENLARGEMENT 4 - PAVING AROUND PLANTER
Scale: 1:150