

Downtown Public Realm
and Streetscape
Design Guidelines

3. STREETScape STANDARDS

Provides cross-sections and plan views to provide streetscape design details for most streets Downtown.



3.0 OVERVIEW

STANDARDS AREAS

The streetscape standards areas are:

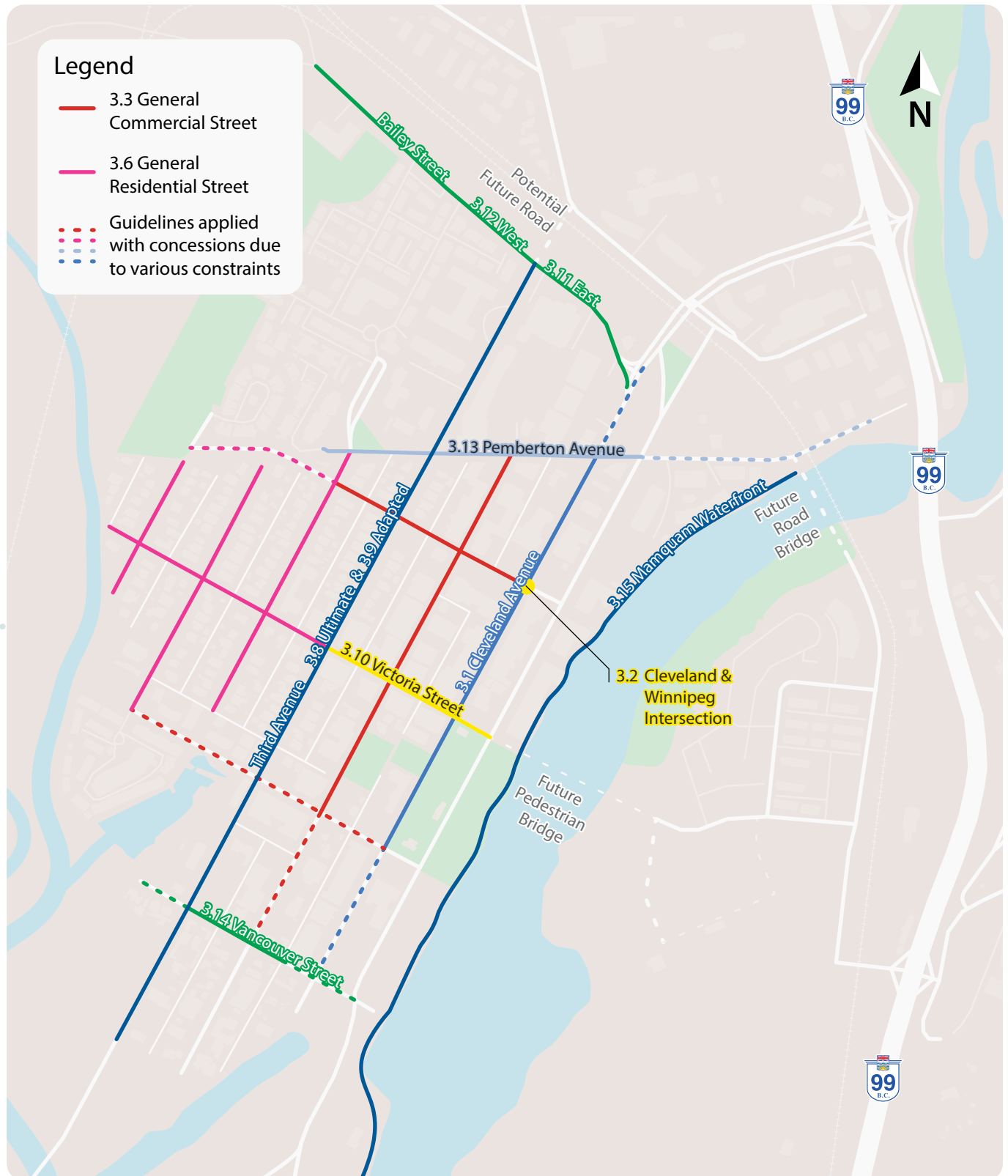
- 3.1 Cleveland Avenue
- 3.2 Cleveland & Winnipeg Intersection
- 3.3 General Commercial Street
- 3.4 Commercial Mid-Blocks
- 3.5 Laneway
- 3.6 General Residential Street
- 3.7 Residential Mid-Blocks
- 3.8 Third Avenue Ultimate
- 3.9 Third Avenue Adapted
- 3.10 Victoria Street
- 3.11 Bailey Street East
- 3.12 Bailey Street West
- 3.13 Pemberton Avenue
- 3.14 Vancouver Street
- 3.15 Mamquam Waterfront

A photograph of a city street with a snow-capped mountain in the background. The street is lined with buildings and parked cars. The mountain is prominent in the distance under a clear blue sky.

Photo: Alex Preston

STREETSCAPE STANDARDS MAP

The streetscape standards areas listed in this section are shown on the map below.



3.1 CLEVELAND AVENUE

OVERVIEW

GENERAL

Cleveland Avenue is Squamish's Downtown High Street with a large (80 ft / 24.38 m) public road right of way. The streetscape mostly has existing curbs and sidewalks with paving, furnishing, landscaping and utilities at varying stages of end of life. The Cleveland Streetscape is designed to provide direction for interim upgrades within the existing curb lines, with more significant changes at intersections and mid-blocks. Guidelines are expected to support variations for dash line street blocks. It is recommended that the District undergo a complete upgrade and redesign of Cleveland Avenue as a capital project in the future.

USE

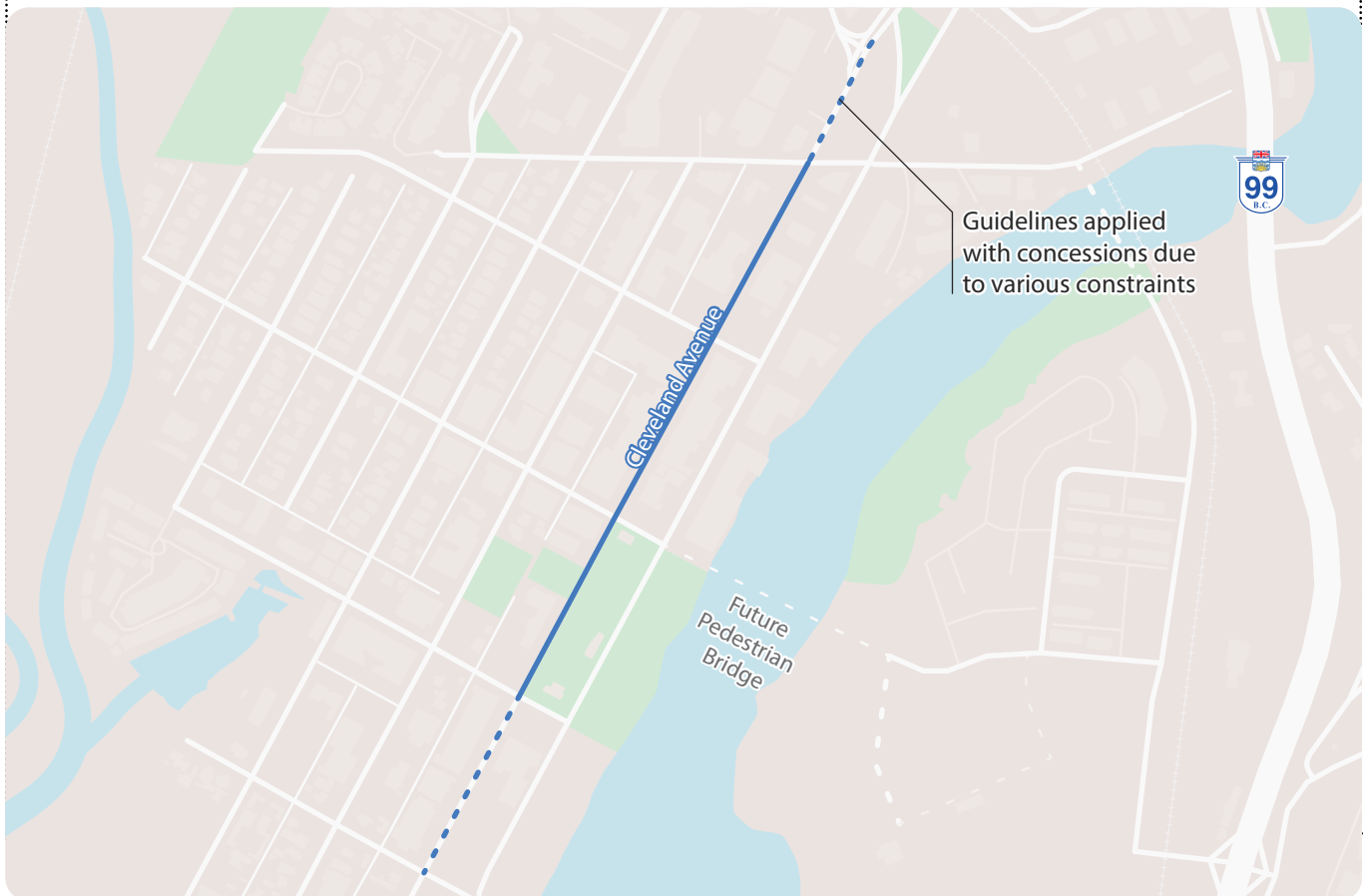
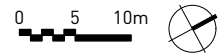
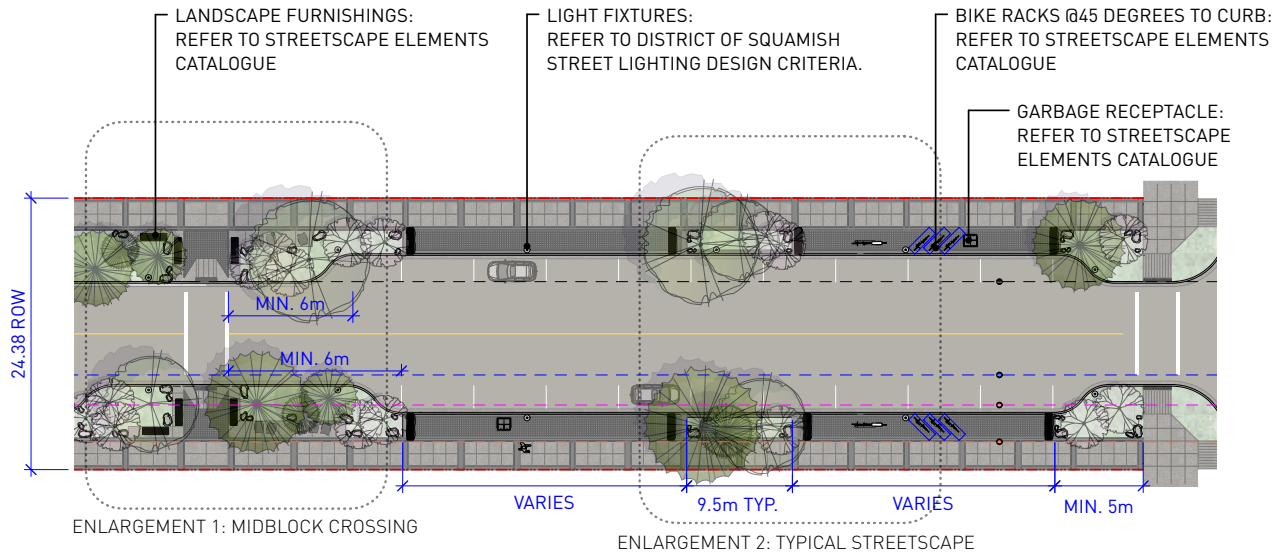
The primary use of this street design is focused on pedestrian movement and commercial activation with wide sidewalks and space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles) and commercial activation (patios, parklets). The secondary use of this streetscape is to accommodate on-street parking on both sides of the road and drive aisle wide enough to support current or future public transit use. Cleveland Avenue will retain wider drive aisles that will continue to support centreline snow storage. New redeveloped blocks between Main and Vancouver Street can accommodate narrower drive aisles, while north of Pemberton Avenue will require unique applications. Cleveland Avenue is not recommended as a primary emergency route due to higher volumes of pedestrian activity but can accommodate emergency vehicles when the need is directly on Cleveland Avenue.

LANDSCAPING

Cleveland Avenue existing landscaping includes a variety of concrete planters, some street trees and floral hanging baskets. Few street trees result in rare landscape obstructions to the surrounding mountainous views. Landscaping objectives for this street include adding more native and evergreens to blend into the surrounding landscape, while retaining existing views. As a result, street trees between Pemberton Avenue and Main Street should be clustered in twelve large planting beds along one block (six per side). Street trees in planters and grates can be increased between Main Street and Vancouver Street. Street trees should be 50% coniferous with the continuous use of the Red Maple for a consistent red leaf seasonal look. Planting beds should be 50% evergreens with variation of native, shrubs, tall grasses and pollinators. Existing concrete planters should be removed and given back to the District, while space for seasonal floral hanging baskets off light posts should still be supported. See 2.12.2 and 2.12.4 for more street tree and planting details.

CLEVELAND AVENUE

OVERVIEW



CLEVELAND AVENUE

MID-BLOCK

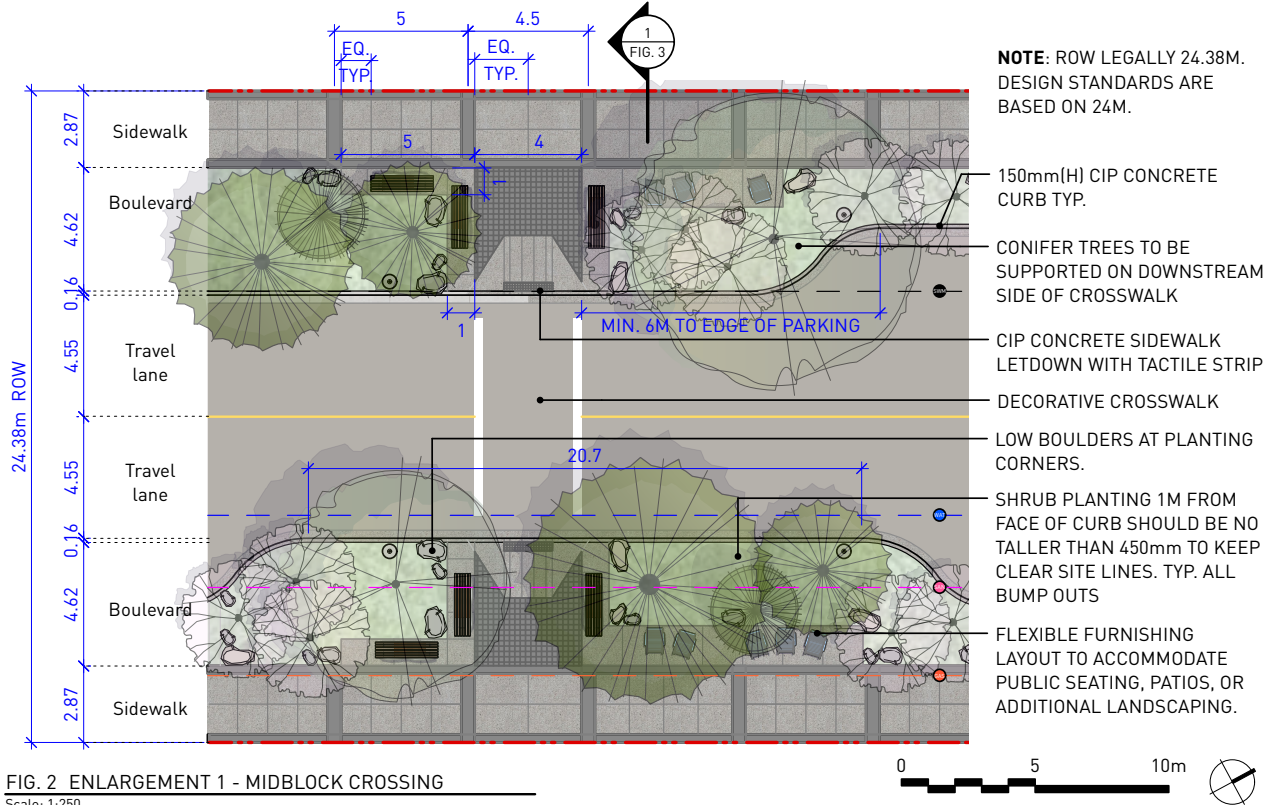


FIG. 2 ENLARGEMENT 1 - MIDBLOCK CROSSING
Scale: 1:250

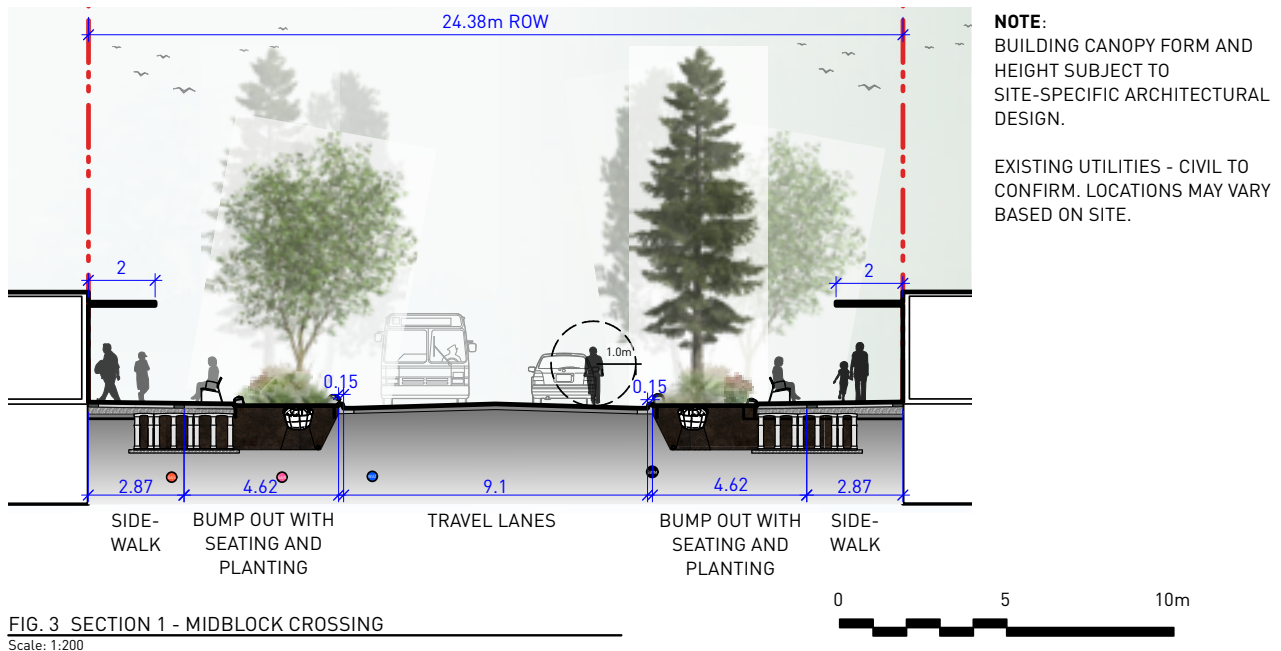


FIG. 3 SECTION 1 - MIDBLOCK CROSSING
Scale: 1:200

CLEVELAND AVENUE

TYPICAL STREETSCAPE

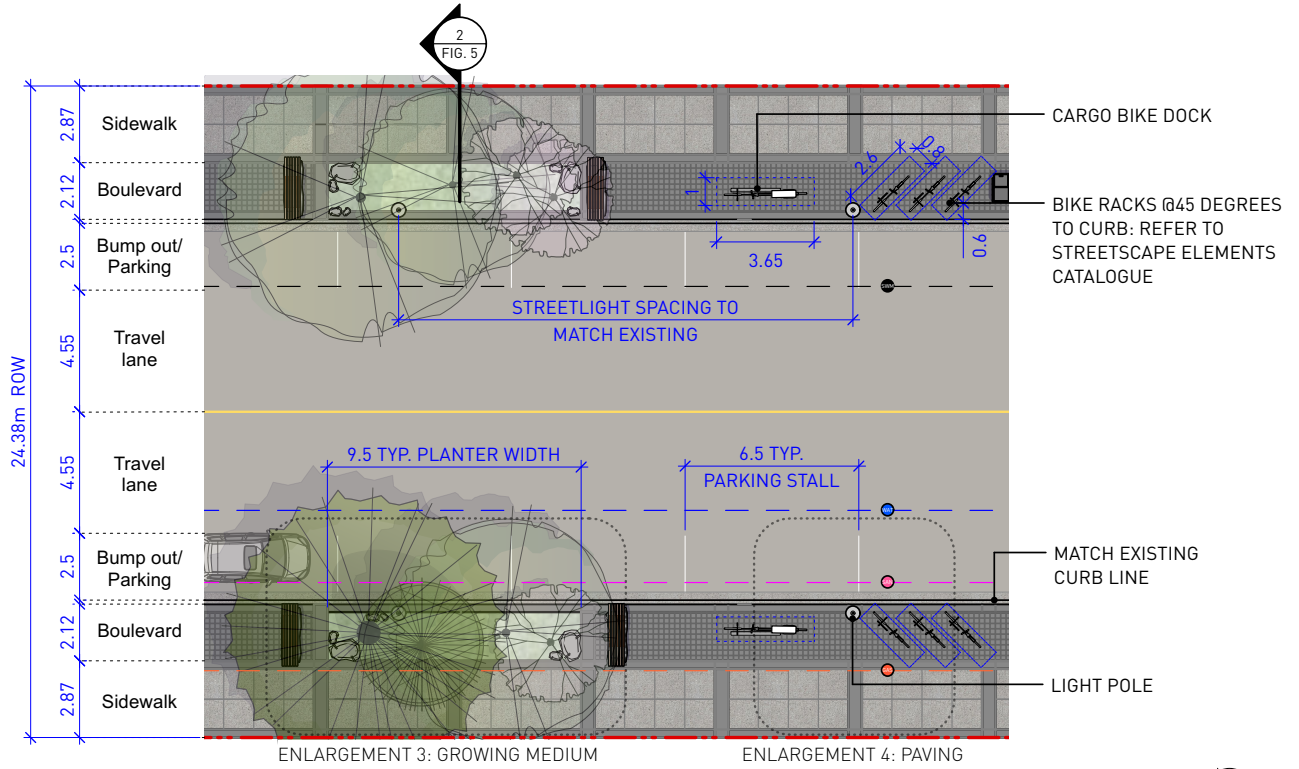
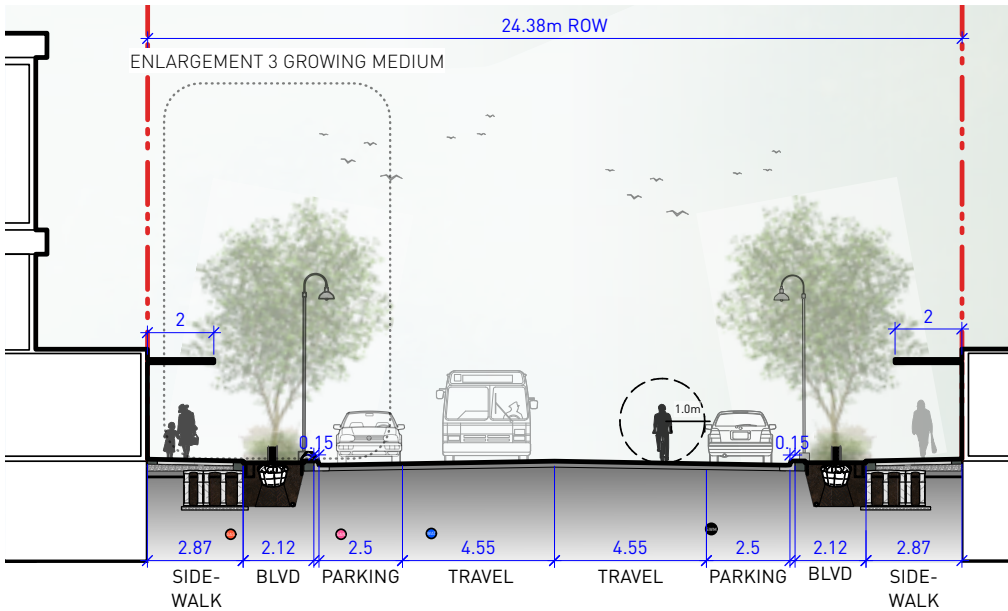


FIG. 4 ENLARGEMENT 2 - TYPICAL STREETSCAPE

Scale: 1:250



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

EXISTING UTILITIES - CIVIL TO CONFIRM. LOCATIONS MAY VARY BASED ON LOCATION.

FIG. 5 SECTION 2 - TYPICAL STREETSCAPE

Scale: 1:200



CLEVELAND AVENUE

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.

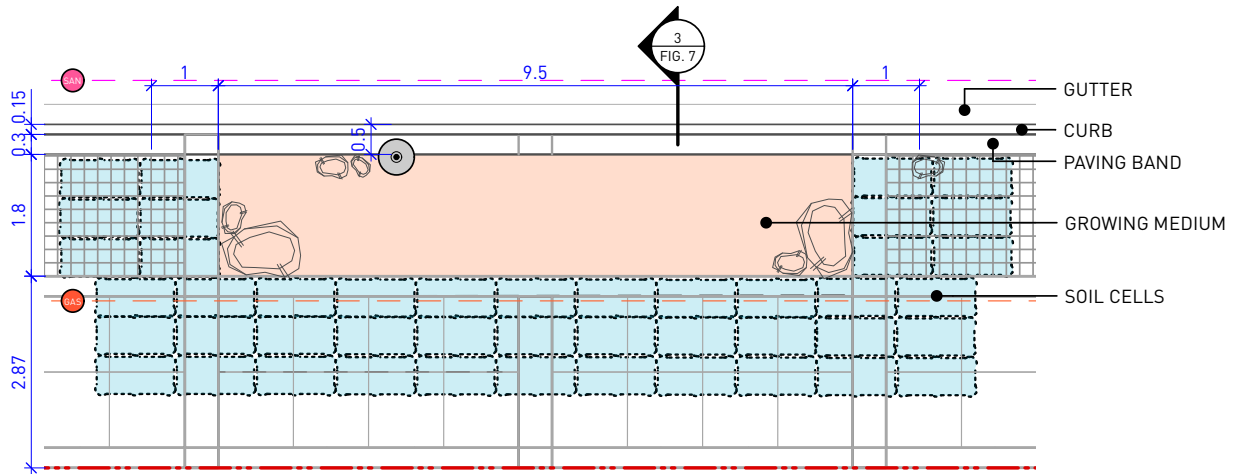
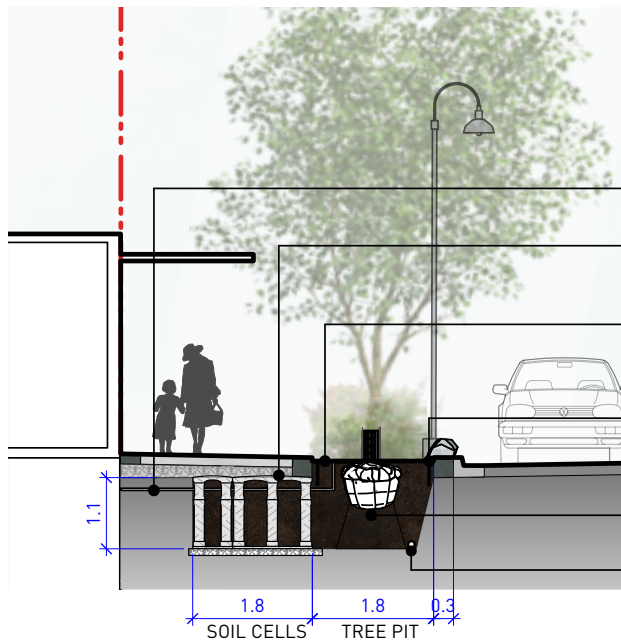


FIG. 6 ENLARGEMENT 3 - GROWING MEDIUM

Scale: 1:100



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.

FIG. 7 SECTION 3 - GROWING MEDIUM

Scale: 1:100



CLEVELAND AVENUE

PAVING

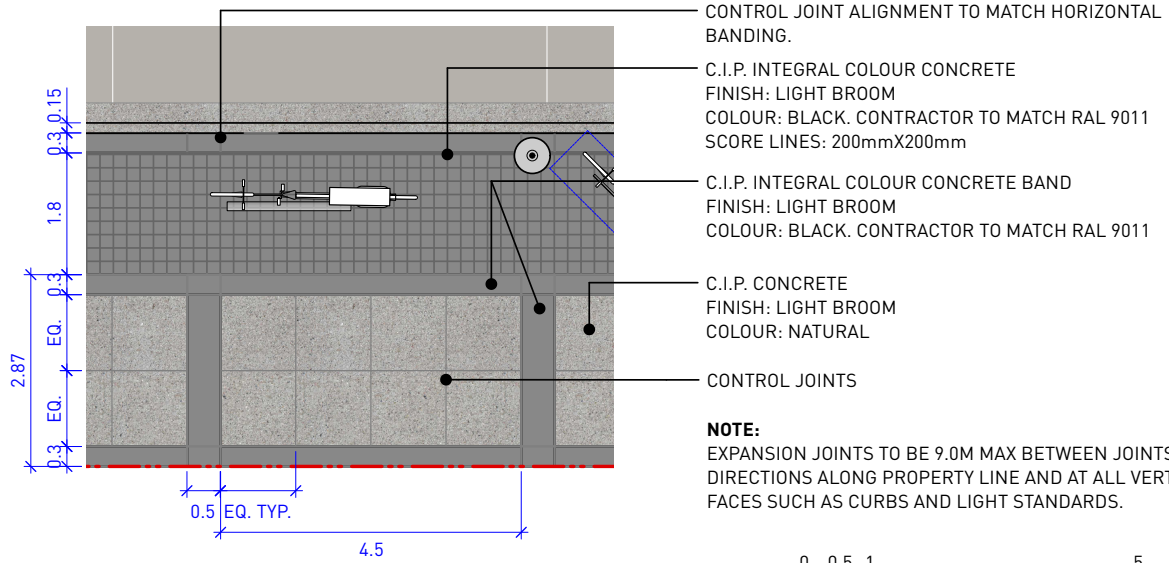


FIG. 8 ENLARGEMENT 4 - PAVING
Scale: 1:100

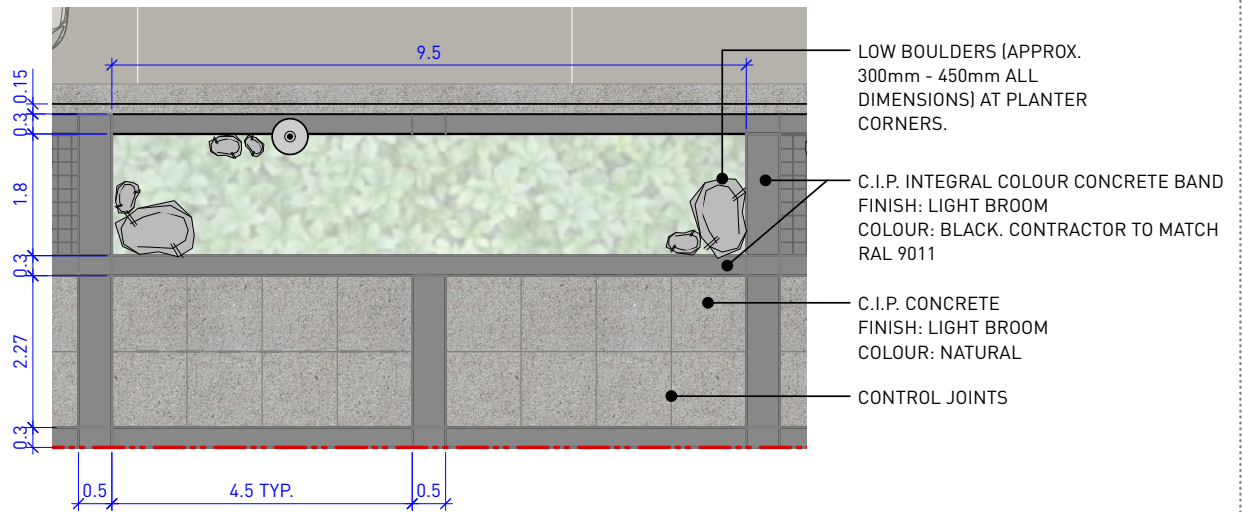
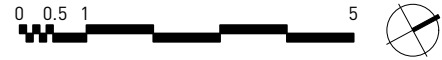


FIG. 9 ENLARGEMENT 3 - PAVING AROUND PLANTER
Scale: 1:100



3.2 CLEVELAND & WINNIPEG INTERSECTION

OVERVIEW

The full standards document can be found in Appendix A.

GENERAL

The intersection of Cleveland Avenue and Winnipeg Street is one of the main corner plaza intersections in Downtown. The intersection provides an opportunity to create an active and beautiful public space that welcomes residents and visitors into the District, provides opportunities to gather and celebrate, showcases Skwxwú7 mesh Nation artistic design elements, and resonates with the natural character of the surrounding landscape.

The landscape design highlights Squamish's location between the mountains and the water and brings the natural character of those landscapes into the urban environment. The southern corners integrate montane elements (elements found on mountainsides) and the northern corners integrate riparian elements. The installation of Skwxwú7 mesh Nation (Coast Salish) integrated design elements within the landscape and architectural elements grounds the intersection in its natural and cultural context.

The intention of the design guidelines for the intersection of Cleveland Avenue and Winnipeg Street is to support the creation of a unique space that has the following performance:

- Create a welcoming sense of arrival into Downtown Squamish
- Provide framework for integration of Skwxwú7 mesh Nation (Coast Salish) art and cultural references in design
- Preserve views to Stawamus Chief Mountain (Siàm Smànit), Mount Garibaldi (Nch'káy), Mount Murchison, and Echo Falls (Nakwaàch)
- Populate the intersection with character trees, planting, a water feature, and rock features that relate to the surrounding natural landscape of the District of Squamish
- Support public life by providing space and seating for gathering, resting, and public interaction
- Signal unique character of the intersection through special paving, rock features, and public art
- Bring a stronger cultural presence in the Downtown core, acknowledging Skwxwú7 mesh Nation as the District's host



CLEVELAND & WINNIPEG INTERSECTION

CONCEPTUAL PLAN

Legend - Character and Unique Features

- ① Northwest corner: Riparian character, sun and shade
- ② Northeast corner: Riparian character, water feature
- ③ Southeast corner: Montane mixed-forest character, bike shelter
- ④ Southwest corner: Montane coniferous character, welcome feature



Conceptual plan for the intersection of Cleveland Avenue and Winnipeg Street.
Conceptual design of intersection paving by Cory Douglas.

Scale 1:400 ①

3.3 GENERAL COMMERCIAL STREET

OVERVIEW

GENERAL

The General Downtown Commercial Streetscape is a standard (66 ft / 20.11 m) public road right of way that applies to all streets that are not specifically identified in the streetscape guidelines document and which fall within the central business area of Downtown called the Downtown Commercial Centre Land Use Area (Official Community Plan – Bylaw 2500, 2017).

USE

The primary use of this street design is focused on pedestrian movement and commercial activation with wide sidewalks and space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles) and commercial activation (patios, parklets). The secondary use of this streetscape is to accommodate on-street parking on both sides of the road and drive aisle wide enough to support current or future public transit use. General Downtown Commercial Streets need to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

General Downtown Commercial streets should support a rhythmic balance between planting beds and street trees in grates. Street trees in grates should be deciduous with large canopies to provide shade protection. Street trees should be clustered at mid-blocks and intersections to provide variation in planting rhythm and support species diversity with the integration of flowering trees and conifers. Planting beds should support 50% evergreen

GENERAL COMMERCIAL STREET

OVERVIEW

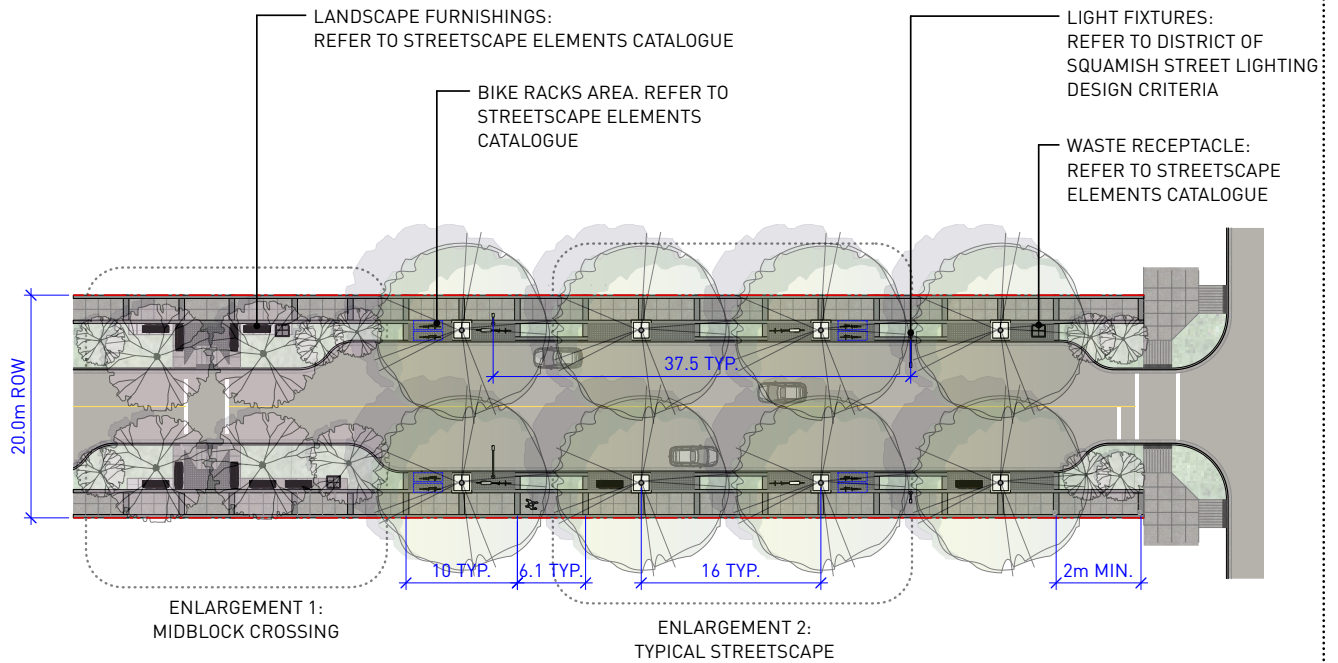


FIG. 1 GENERAL COMMERCIAL DOWNTOWN - OVERVIEW
Scale: 1:600



GENERAL COMMERCIAL STREET

MID-BLOCK CROSSING

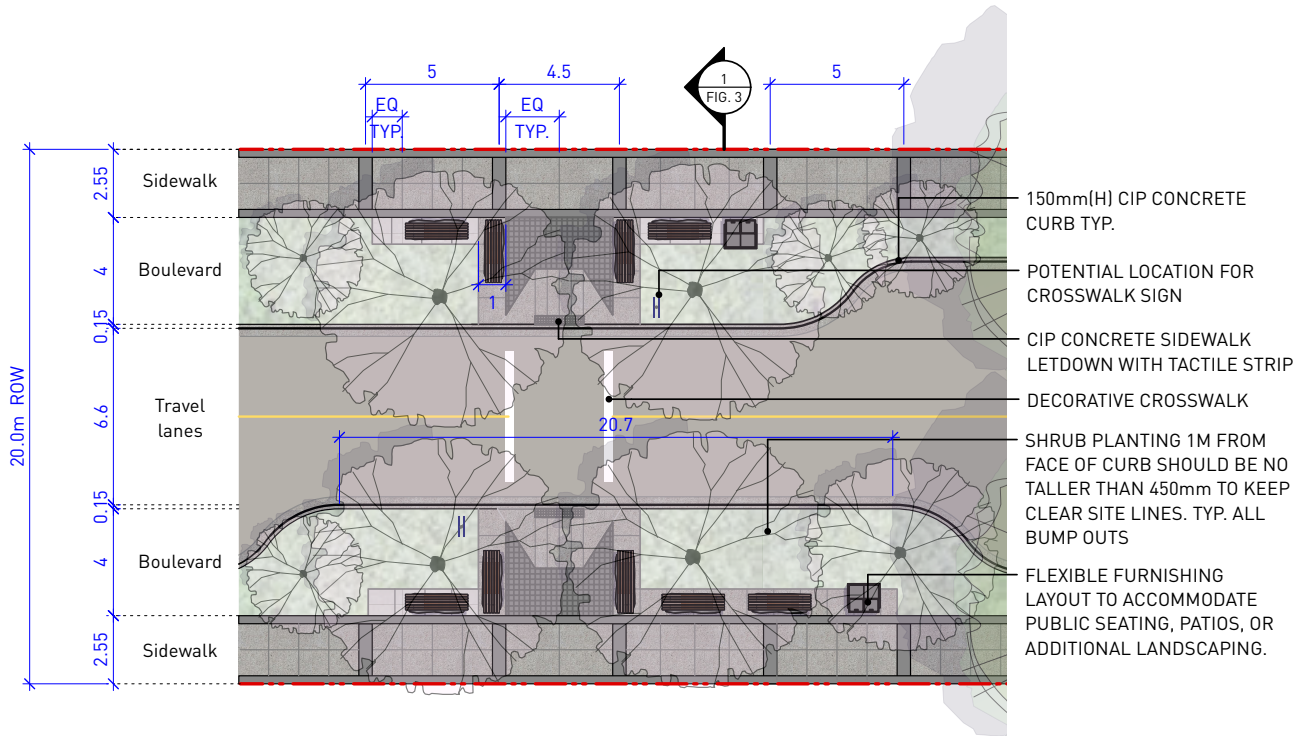


FIG. 2 ENLARGEMENT 1 - MIDBLOCK CROSSING
Scale: 1:250

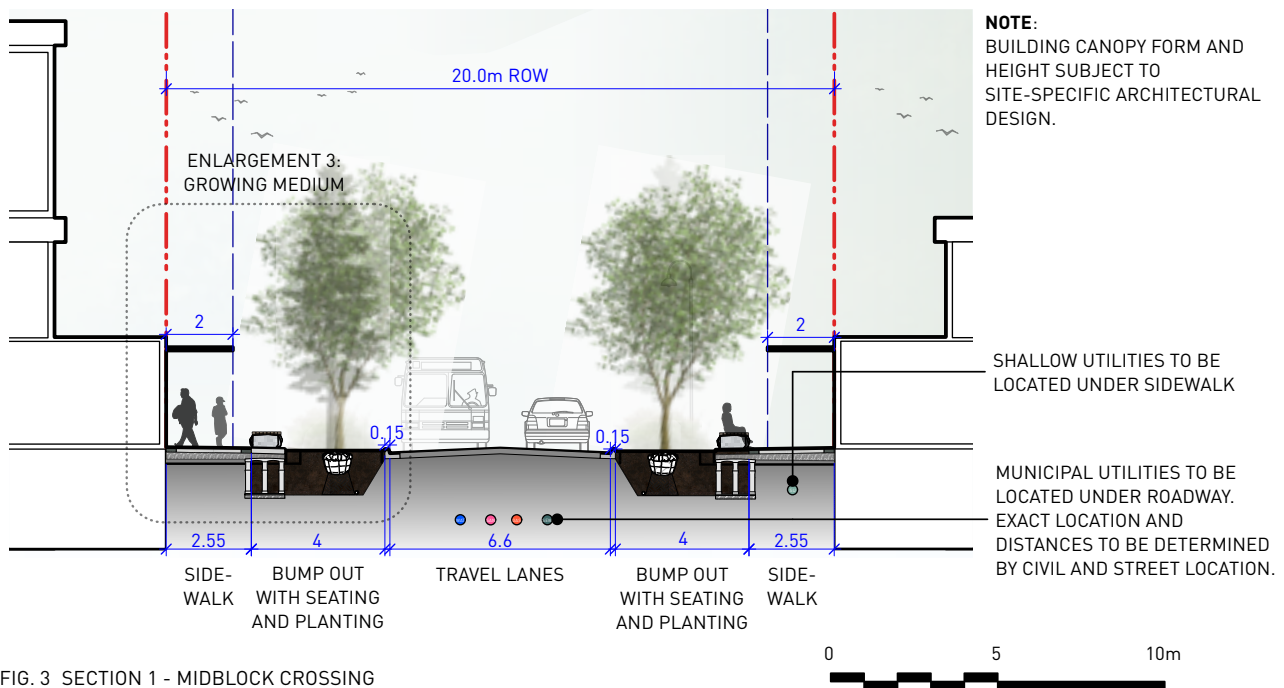


FIG. 3 SECTION 1 - MIDBLOCK CROSSING
Scale: 1:200

GENERAL COMMERCIAL STREET

TYPICAL STREETSCAPE

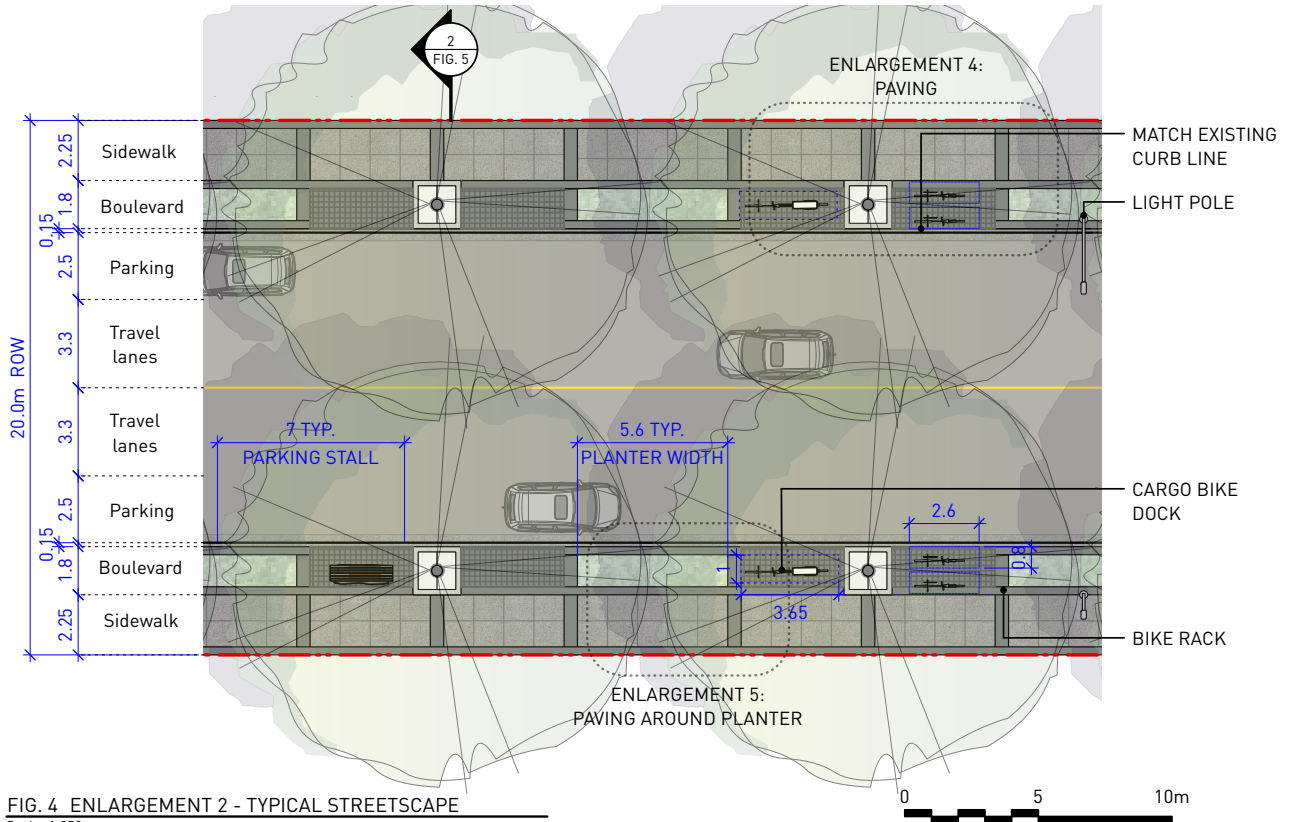


FIG. 4 ENLARGEMENT 2 - TYPICAL STREETSCAPE
Scale: 1:250

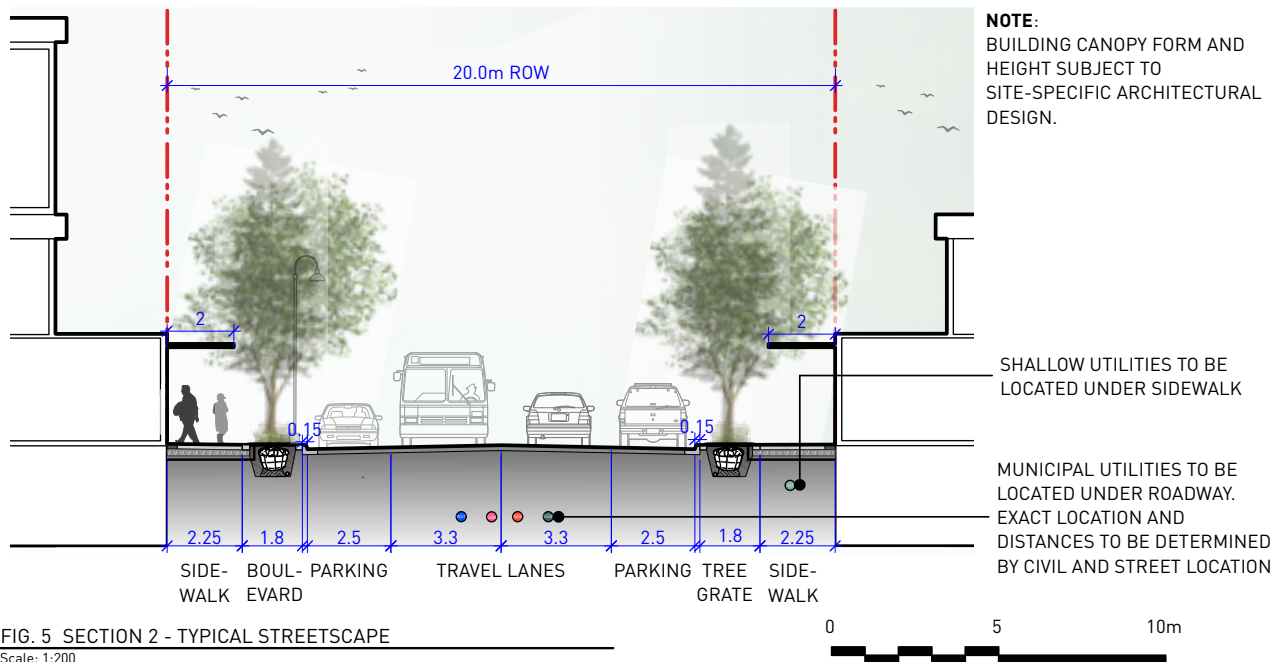


FIG. 5 SECTION 2 - TYPICAL STREETSCAPE
Scale: 1:200

GENERAL COMMERCIAL STREET

GROWING MEDIUM

NOTES:

1. SOIL CELLS TO BE ARRANGED IN BLOCKS THAT SUPPORT RADIAL ROOT GROWTH FROM CENTRE OF TREE.
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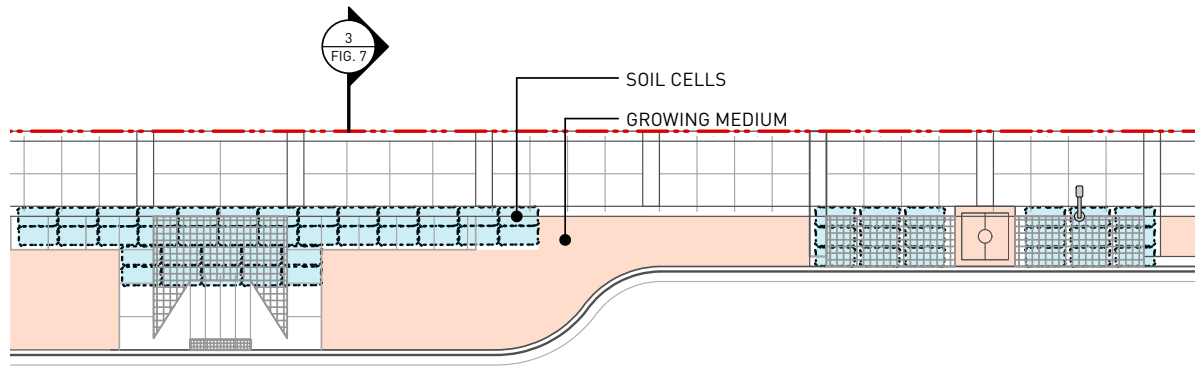
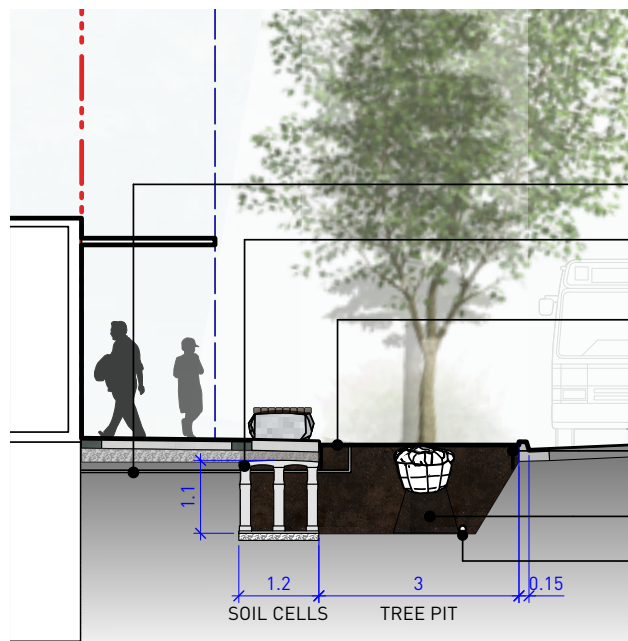


FIG. 6 ENLARGEMENT 3 - GROWING MEDIUM

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.
- 15 SOIL CELLS/TREE AT 1M³/SOIL CELL
CELL DIMS: 610mmx1210mmx1500mm
- SOIL 50-100mm BELOW PAVING SURFACE
- ROOT BARRIER 450mm TYP.
BOTH SIDES OF TREE PIT
- COMPACT MEDIUM PEDESTAL TO SUPPORT ROOTBALL
- 100mm Ø PERFORATED PVC DRAIN PIPE
CONNECTED TO STORM

FIG. 7 SECTION 3 - GROWING MEDIUM

Scale: 1:100



GENERAL COMMERCIAL STREET

PAVING

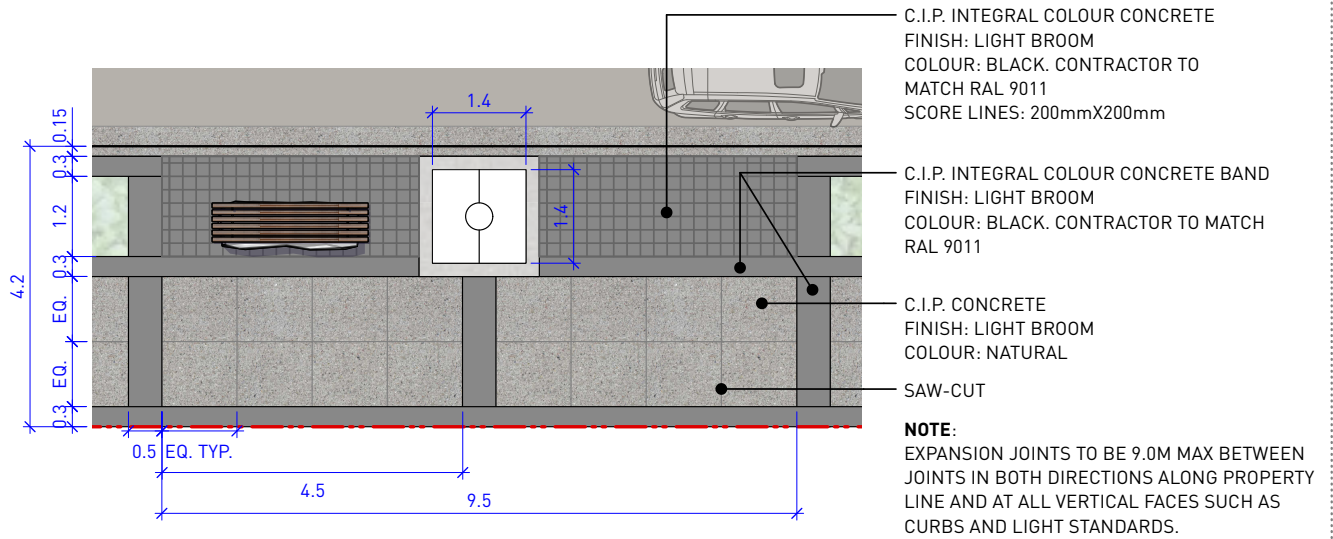


FIG. 8 ENLARGEMENT 4 - PAVING
Scale: 1:100

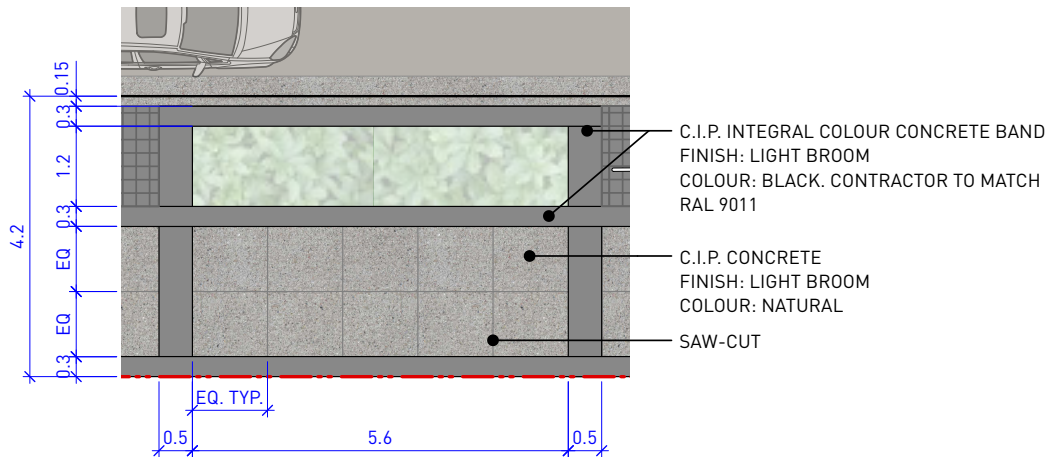


FIG. 9 ENLARGEMENT 3 - PAVING AROUND PLANTER
Scale: 1:100



3.4 COMMERCIAL MID-BLOCKS

OVERVIEW

GENERAL

Mid-block connections are public pedestrian routes on privately owned parcels that provide a safe, activated, and pleasant connection to cut through large streetscape blocks. They should be located in accordance with the *Plaza & Pedestrian Map* and the Downtown Open Spaces Plan (Official Community Plan – Bylaw 2500,2017). Commercial Mid-block locations typically align with property lines resulting in a 3 m setback on each property to achieve the total (6 m/19.68 ft). Reducing the 3 m setback is discouraged as this distance strategically allows for more window openings between buildings in the BC Building Code supporting more activation potential of the mid-block. Mid-blocks should be secured during Development Permit or Rezoning process with a public right of way secured by latest Servicing Agreement.

USE

The primary use of the commercial Mid-block design is focused on pedestrian movement and commercial activation with at least one primary pedestrian and accessible pathway (minimum 2 m) and space for commercial focused streetscape seating and patio commercial activation.

LANDSCAPING

Planting in Commercial Mid-blocks should consider the narrow and shaded context, with mid-blocks typically located east-west. Mid-block Trees should be columnar and shade tolerant with clumping or larger trees located at mid-blocks road and laneway ends where space allows. Planters and raingardens can be used to include a variety of landscaping options in mid-blocks. See Street Tree and Planting Guidelines for more details.

COMMERCIAL MID-BLOCKS

OVERVIEW

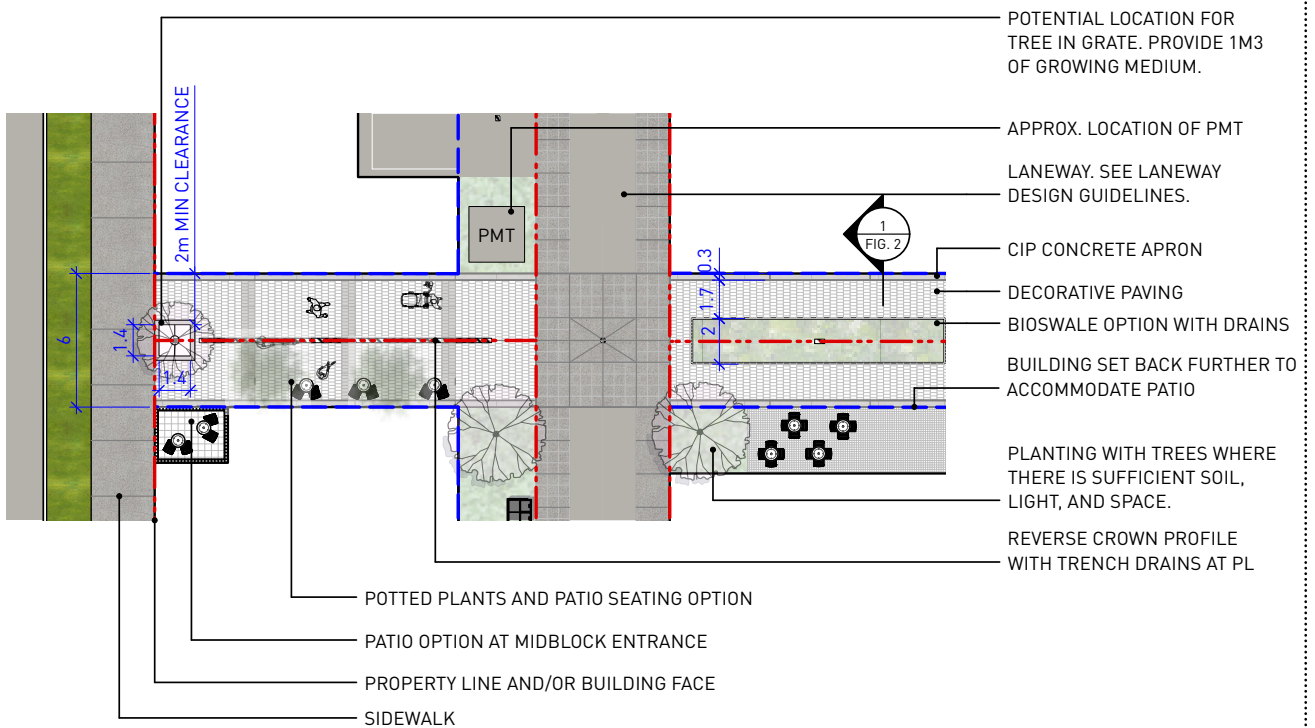


FIG. 1 COMMERCIAL CONDITION MIDBLOCK - OVERVIEW
Scale: 1:300

COMMERCIAL MID-BLOCKS

GROWING MEDIUM SECTION

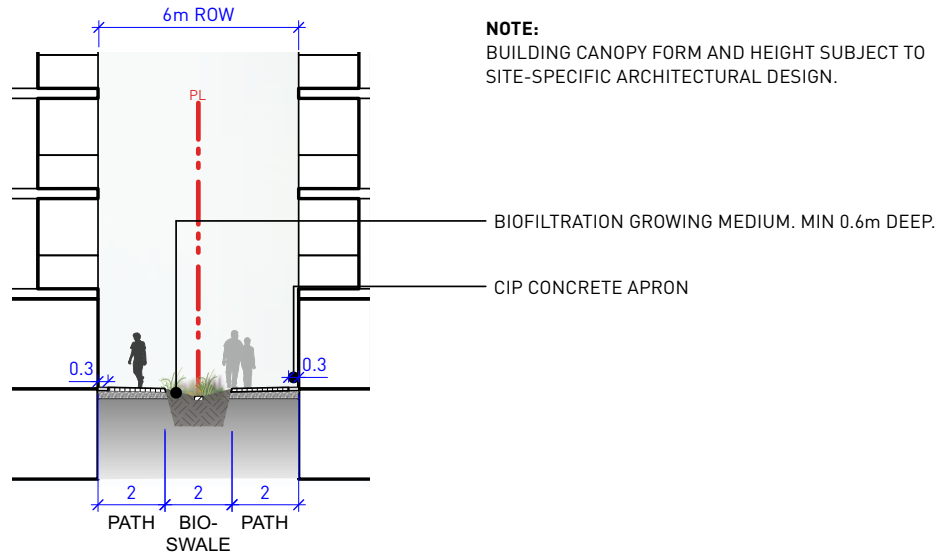


FIG. 2 SECTION 1 - BIOSWALE WITH DRAIN
Scale: 1:200



COMMERCIAL MID-BLOCKS

CONSIDERATIONS AND PRECEDENTS – URBAN CONDITION

Images on the following pages are shown for reference only.

PAVING



Ex. Concrete banding



Ex. Pavers

- Minimum main path width: 2m
- Maximum path width: None
- Secondary paths can accompany primary paths. Primary paths have high standards of accessibility, whereas secondary paths can have lower standards of accessibility.
- Materials: CIP concrete with charcoal banding, durable unit pavers

LIGHTING



Ex. Catenary lighting



Ex. Public art lighting

- Light levels: 2700k
- Form can be variable but should be vandal resistant (bollards, wall lights, light columns, etc.)
- Festive lighting encouraged (catenary, lanterns, etc).
- Flashing lights discouraged.
- Public art lights supported.
- Flashing lights discouraged.

CANOPY



Ex. Partial canopy



Ex. Full canopy

- Partial canopy for shade or rain protection is encouraged.
- Complete weatherproof coverage acceptable only for large development projects with minimum 5m heights and maximum 20m length.

COMMERCIAL MID-BLOCKS

CONSIDERATIONS AND PRECEDENTS – URBAN CONDITION

PLANTING



- Strongly encouraged where appropriate.
- Trees can be planted only if spatial requirements are met, requiring 20 cubic metres per tree. This volume can be achieved with soil cells or structural soil under paving. Example locations include expanded passageways at intersections where there are additional building setbacks and at midblock entrances/exits.
- Shrubs and groundcovers can be used at grade, in rain gardens, and in planters.
- Hanging planting baskets are encouraged where appropriate.
- Irrigation is recommended.

GRADE CHANGES



- Grade changes must accommodate universal access along the main path (2m minimum) and meet building code standards.
- Planting, art, seating, walls, and other public amenities can be used to direct users around grade changes.

DRAINAGE

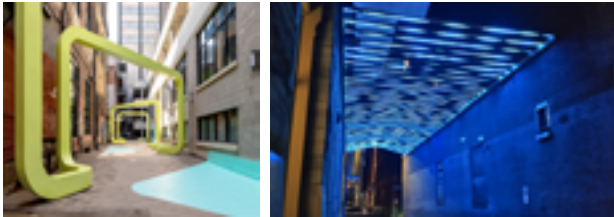


- Drainage must be collected by onsite mechanical systems.
- Rain gardens are encouraged. If used, they must have overflow drainage systems.
- Water must completely drain from main path. Secondary path can accommodate creative temporary water storage.

COMMERCIAL MID-BLOCKS

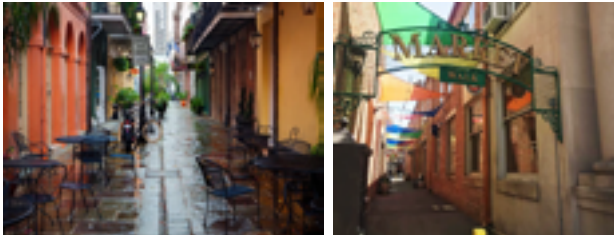
CONSIDERATIONS AND PRECEDENTS – URBAN CONDITION

PUBLIC ART



- Public art is encouraged, provided it does not interfere with the main path's accessibility.
- Public art proposals shall follow the District's Public Art approval process.

SIGNAGE, ACCESS, ACTIVATION, AND FURNISHINGS



- Midblocks should be named
- Commercial entrances with signs are encouraged along midblocks to encourage pedestrian activation of space.
- Cafe seating and exterior vendor space are encouraged, provided the minimum clear path width is maintained.
- Signage relative to site history and/or geography are encouraged.

ARCHITECTURAL FACADE



- Uniform facades with no windows at eye level or doors must be shorter than 5 metres in length to avoid overwhelming the pedestrian scale. Murals or other public art may be used to visually break up the building facade.

3.5 LANEWAY

OVERVIEW

GENERAL

Downtown Laneways are a narrow (20 ft / 6.09 m) public road right of way (ROW).

USE

The primary use of laneways are for vehicle access to off-street developments which include: driveway access; off-street perpendicular vehicle parking access; off-street commercial/or residential loading access; and off-street or temporary on-street central waste removal*. Laneways need to be designed with emergency vehicles and snow removal considerations. The secondary use of laneways should consider shared activation of the space with cyclists or pedestrians. Laneway entrances and mid-block crossings should be designed to prioritize pedestrian and cycling needs. Adjacent off-street areas beside laneways should consider a balance of perpendicular only larger vehicle parking stalls, waste collection space needs*, landscaping, and activation space near mid-blocks, dead ends, and intersections (when a laneway meets a road). *See Waste Collection Guidelines for more detail.

LANDSCAPING

There is no room for landscaping in the laneway right of way. All landscaping adjacent to the laneway should be considered off-street at Development Permit review and should not impact laneway function.

LANEWAY

OVERVIEW

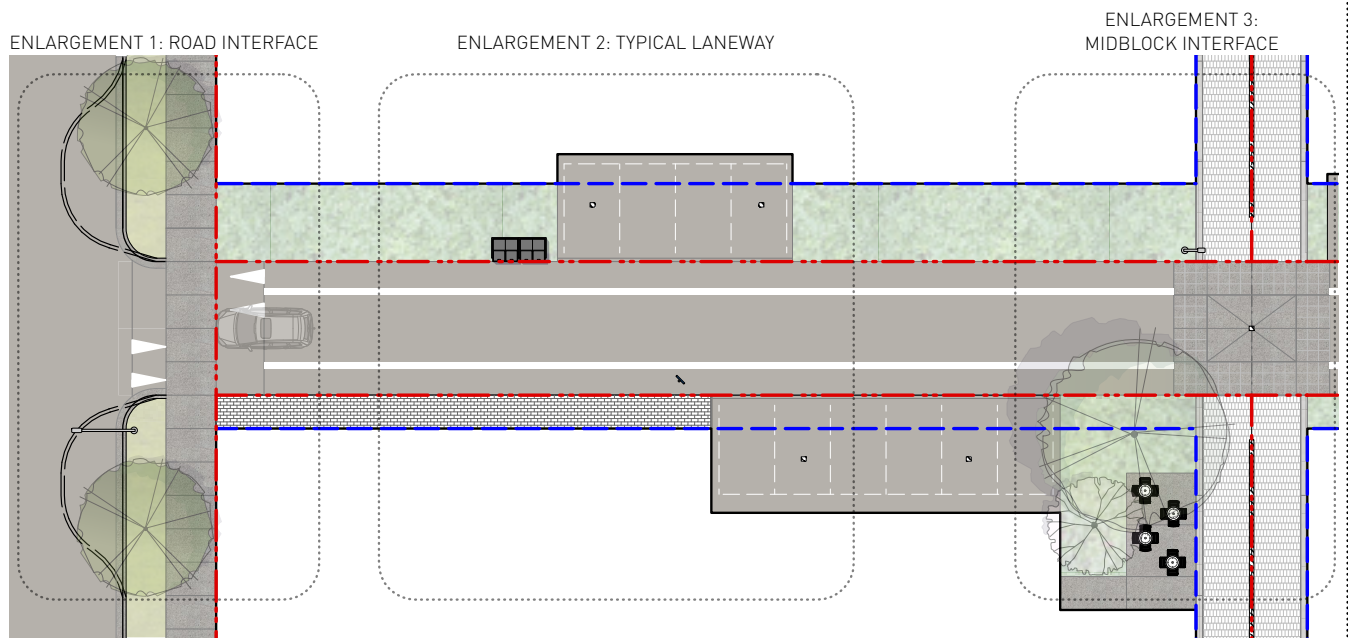


FIG. 1 LANEWAY - OVERVIEW
Scale: 1:300



LANEWAY

ROAD INTERFACE

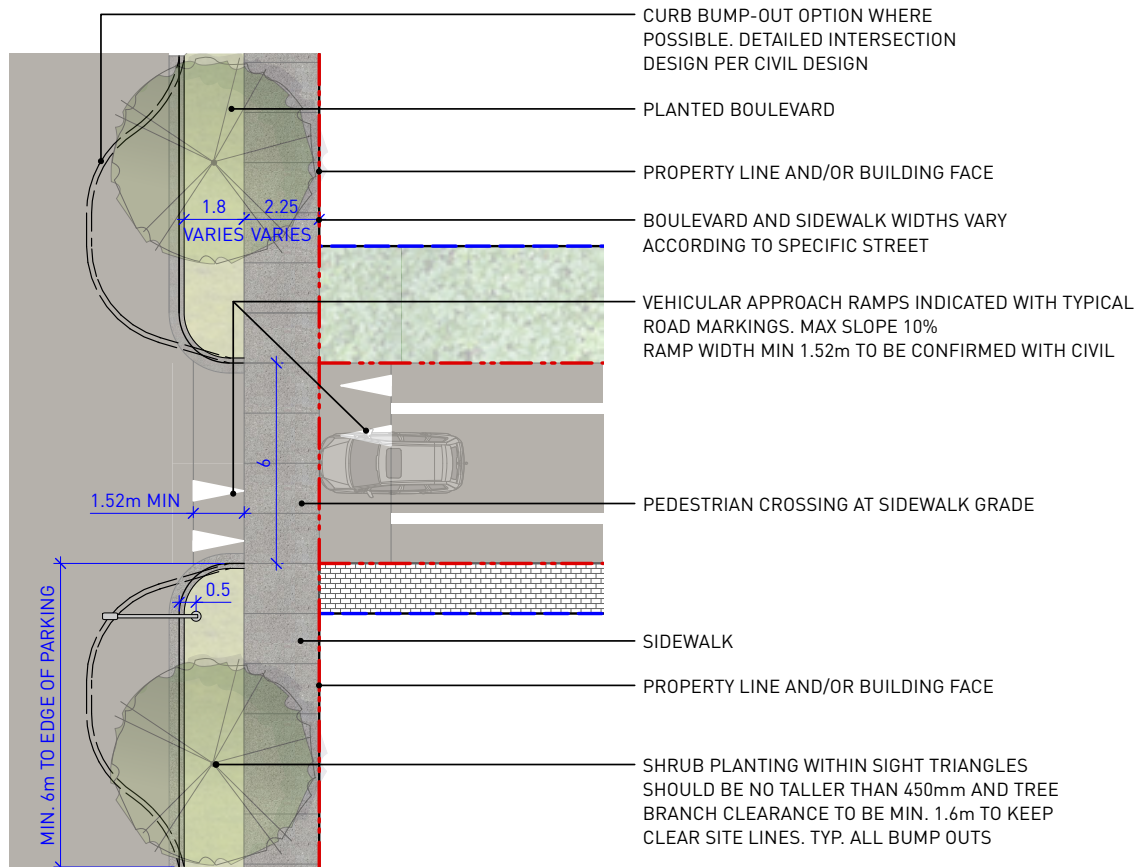


FIG. 2 ENLARGEMENT 1 - ROAD INTERFACE
Scale: 1:200



LANEWAY

TYPICAL LANEWAY

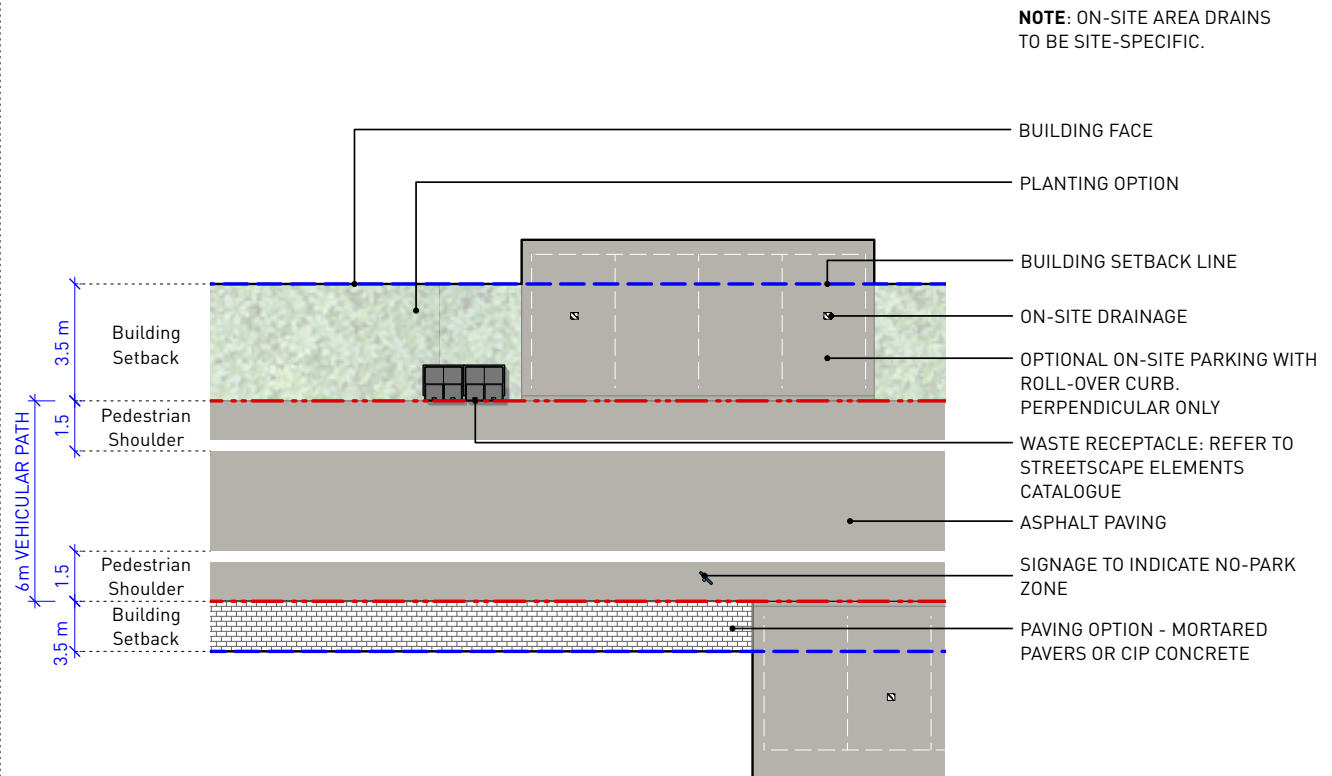


FIG. 3 ENLARGEMENT 2 - TYPICAL LANEWAY
Scale: 1:200



LANEWAY

MID-BLOCK INTERFACE

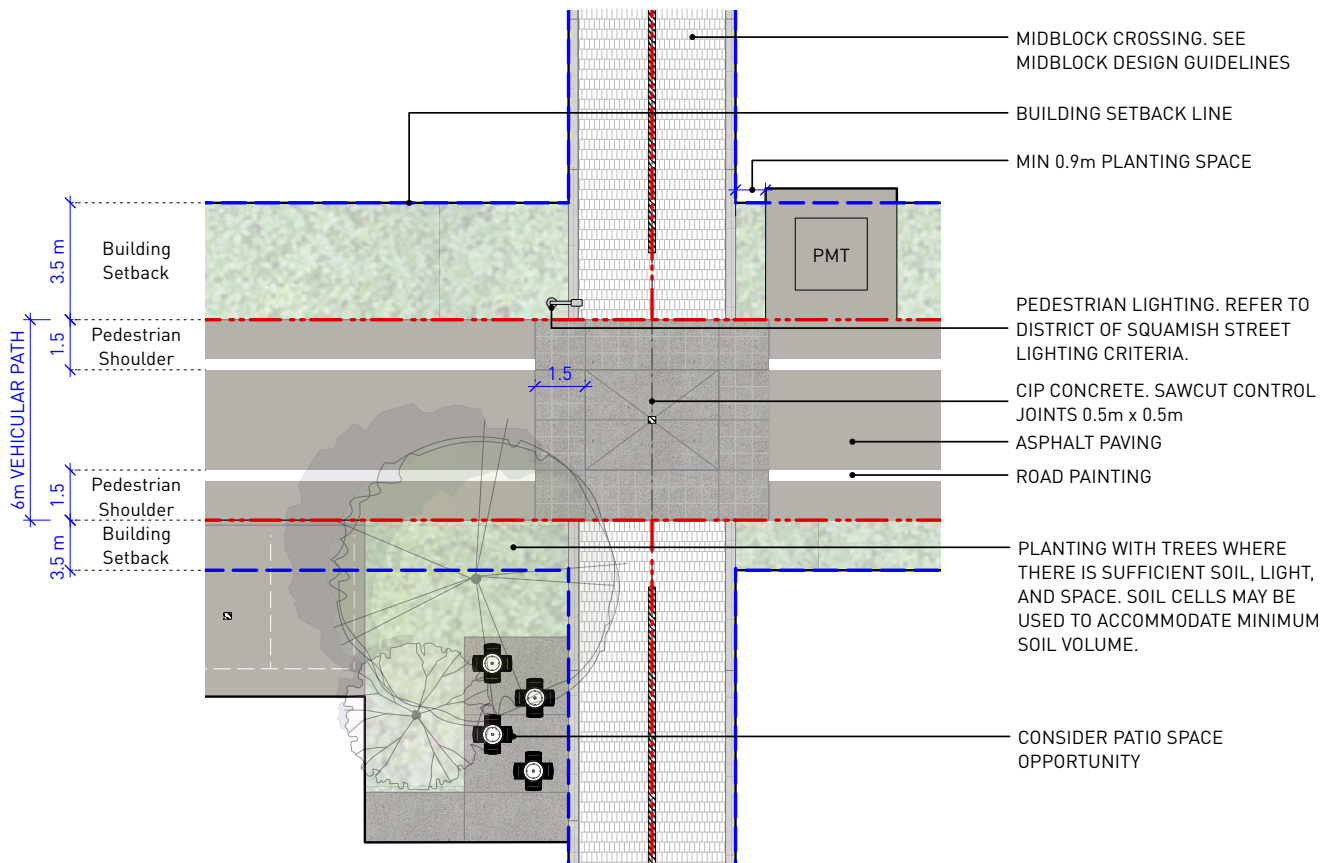


FIG. 4 ENLARGEMENT 3 - MIDBLOCK INTERFACE
Scale: 1:200





Photo: Alex Preston

3.6 GENERAL RESIDENTIAL STREET

OVERVIEW

GENERAL

The General Downtown Residential Streetscape is a standard (66 ft / 20.11 m) public road right of way that applies to all streets that are not specifically identified in the streetscape guidelines document and which fall within the residential area of Downtown called the Downtown Residential Land Use Area (Official Community Plan – Bylaw 2500,2017). It primarily applies to Fourth, Fifth and Sixth Avenue, Victoria Street from Third Ave to West Ave and Winnipeg west of Fourth Ave. Note Winnipeg west of Fourth Ave is a unique streetscape that may require different treatment following the General Downtown Residential Streetscape intent.

USE

The primary use of this street design is focused on residential pedestrian movement and environmental benefits with bioswales and large boulevard trees. The secondary use of this streetscape is to accommodate on-street residential parking on both sides of the road while supporting a narrower drive-aisle and overall asphalt width to help encourage reduced local neighbourhood speeds and maximize environmental benefits on the streetscape. Undergrounding small sections of overhead hydro lines likely won't be supported by BC Hydro for small scale redevelopment. The streetscape design reflects keeping overhead lines and lighting with future underground conduit and lighting bases required for future use. General Downtown Residential Streets need to be designed with emergency vehicles and snow removal considerations. Seasonal closures of parking on the bioswale side of the street will be enforced to support snow removal during the winter months.

LANDSCAPING

Retention and improvement of existing south ditches into bioswales (see Bioswale Standards) supports storm water management and filtration prior to flowing towards the Estuary. Small canopy street trees can be supported along the east side where possible but must meet BC Hydro standards. Culverts and hard surface breaks (2 m widths) in the bioswale should be designed every 15 m to support accessible connections from parking to sidewalk. No Overhead Powerlines (generally west side): Existing ditches to be infilled following DPA 1 and Senior Authority applications and approvals. A grassed naturalized boulevard that supports a mix of clumped coniferous and deciduous large street trees to provide shade protection and continuous soil. Retention of existing mature trees near or within District Road right of way are encouraged. Streetscape should be adjusted accordingly to accommodate retention. See Street Tree and Planting Guidelines for more details.

GENERAL RESIDENTIAL STREET

OVERVIEW

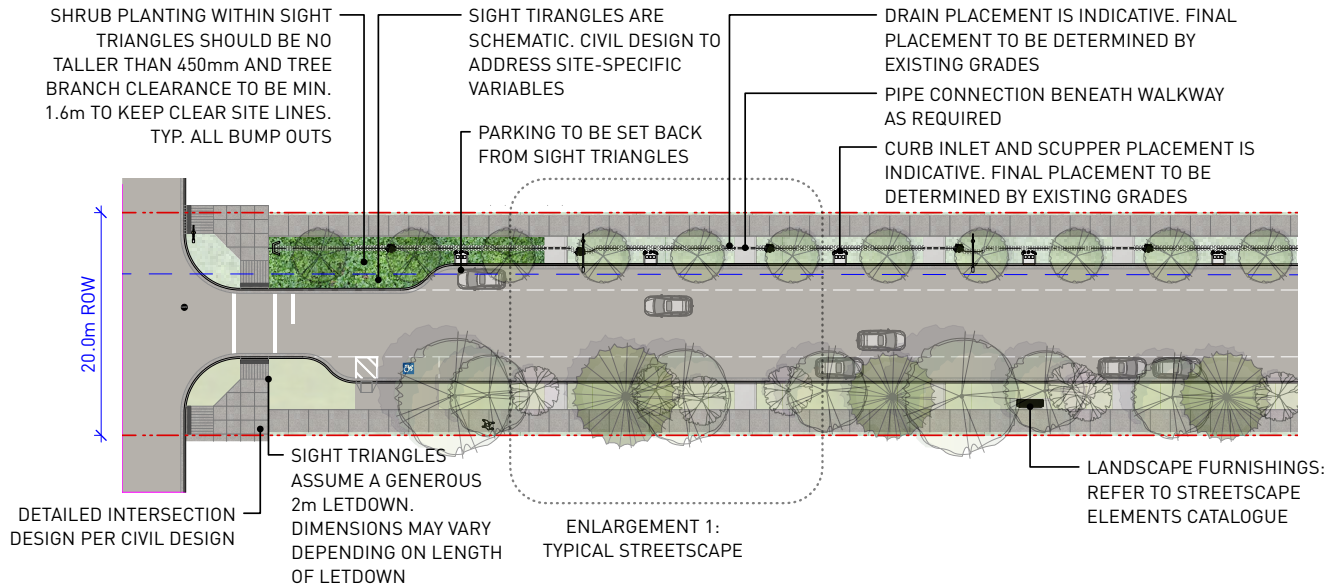
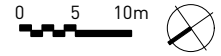


FIG. 1 GENERAL RESIDENTIAL DOWNTOWN - OVERVIEW
Scale: 1:600



GENERAL RESIDENTIAL STREET

TYPICAL STREETSCAPE

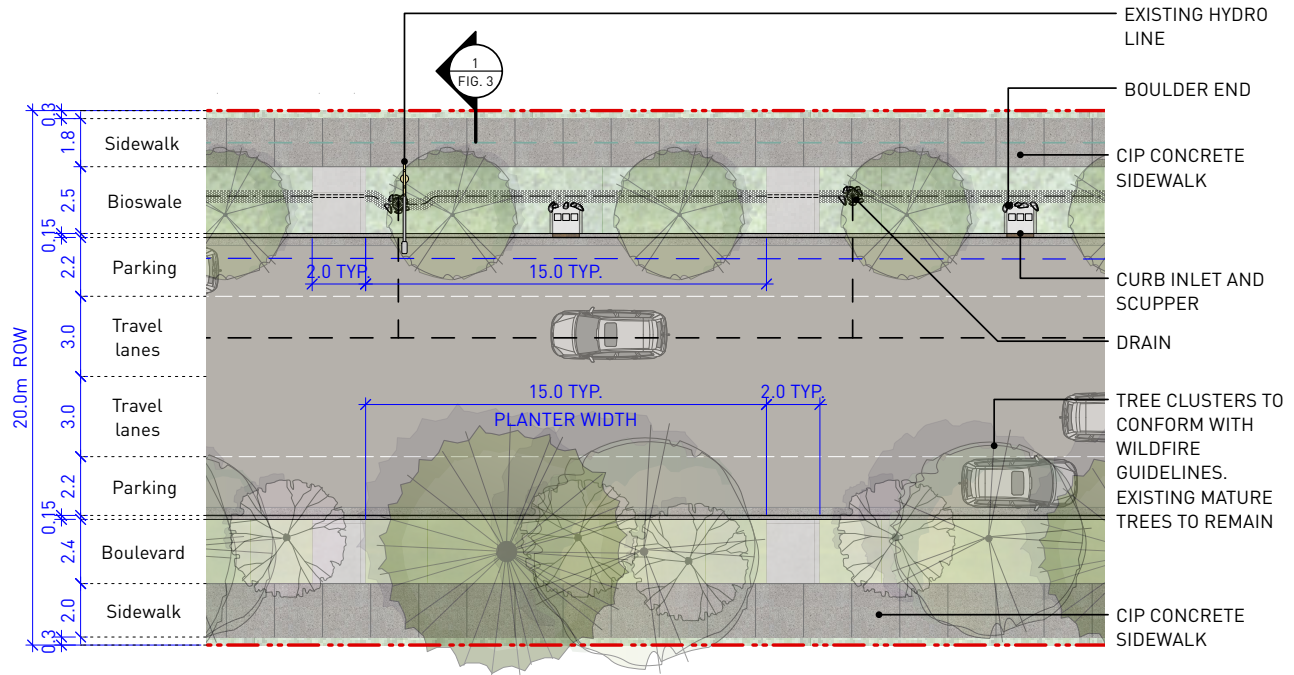


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE
Scale: 1:250

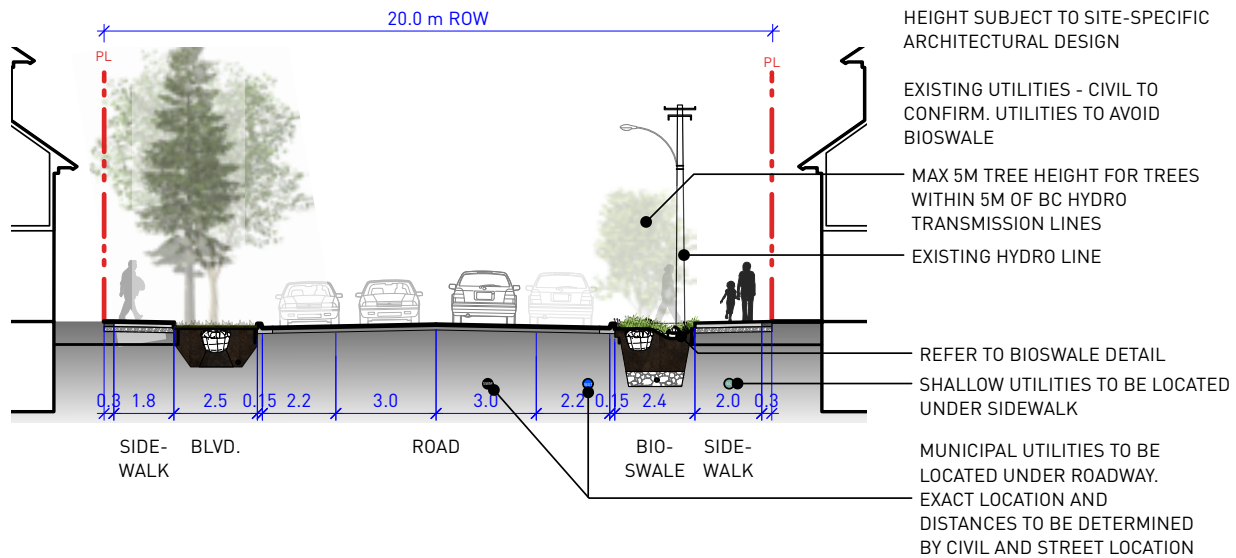


FIG. 3 SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200



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

EXISTING UTILITIES - CIVIL TO CONFIRM. UTILITIES TO AVOID BIOSWALE

MAX 5M TREE HEIGHT FOR TREES WITHIN 5M OF BC HYDRO TRANSMISSION LINES

EXISTING HYDRO LINE

REFER TO BIOSWALE DETAIL
SHALLOW UTILITIES TO BE LOCATED UNDER SIDEWALK

MUNICIPAL UTILITIES TO BE LOCATED UNDER ROADWAY. EXACT LOCATION AND DISTANCES TO BE DETERMINED BY CIVIL AND STREET LOCATION

GENERAL RESIDENTIAL STREET

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.

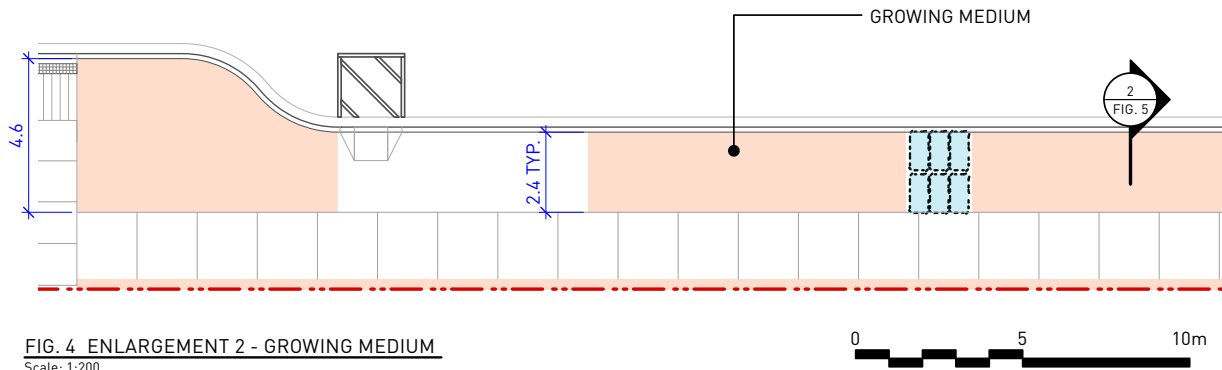
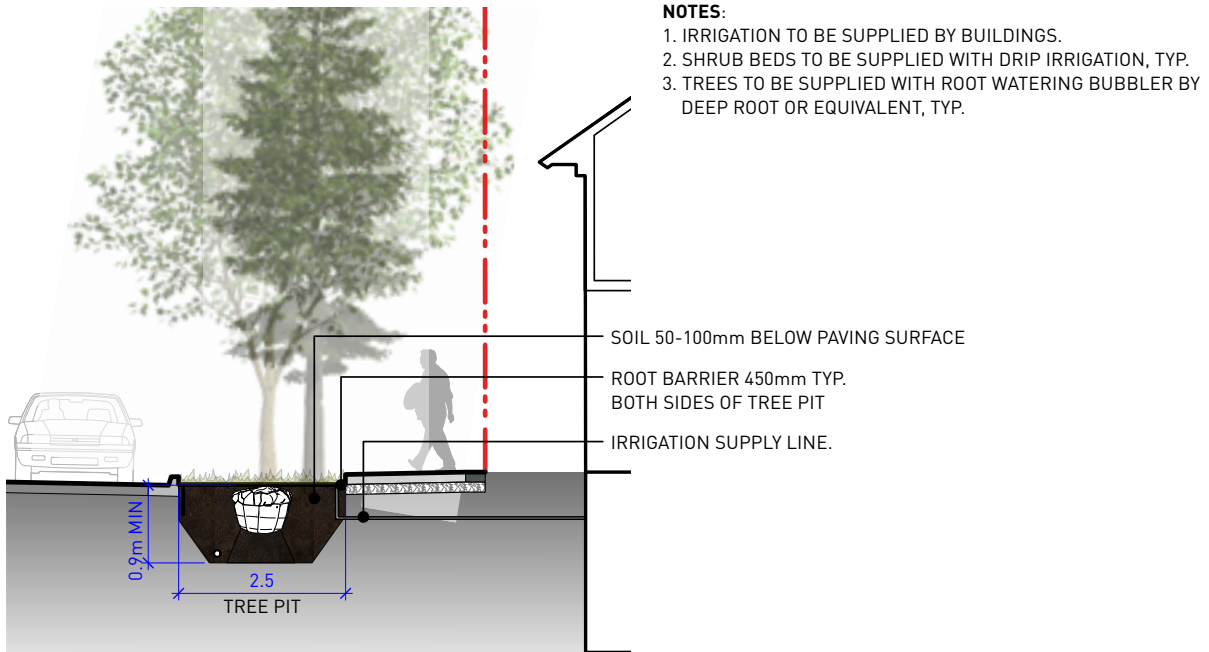


FIG. 4 ENLARGEMENT 2 - GROWING MEDIUM
Scale: 1:200



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.

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

GENERAL RESIDENTIAL STREET

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.

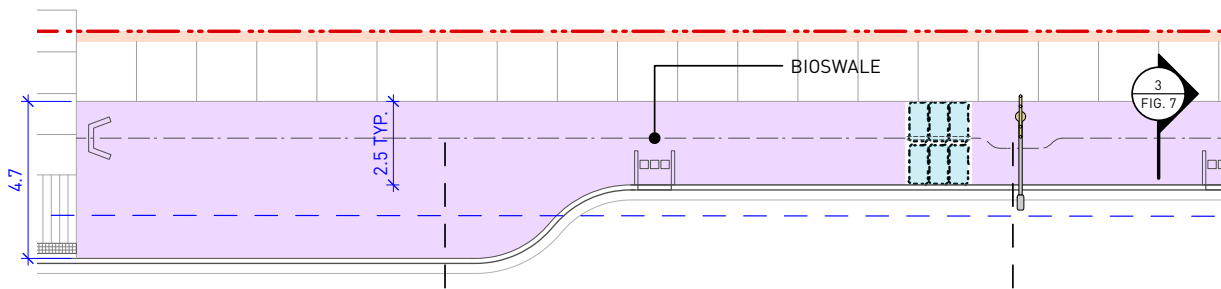
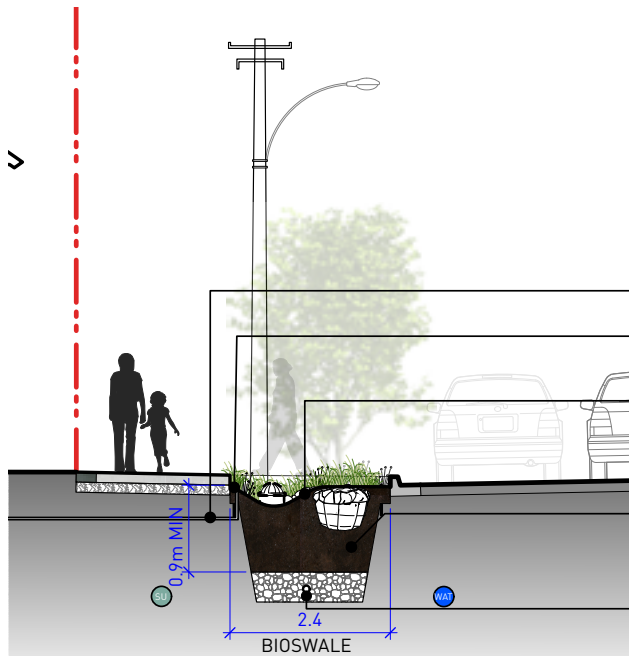


FIG. 6 ENLARGEMENT 3 - GROWING MEDIUM
Scale: 1:200



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.
4. EXISTING UTILITIES - CIVIL TO CONFIRM. UTILITIES TO AVOID BIOSWALE.

FIG. 7 SECTION 3 - GROWING MEDIUM
Scale: 1:100



GENERAL RESIDENTIAL STREET

PAVING

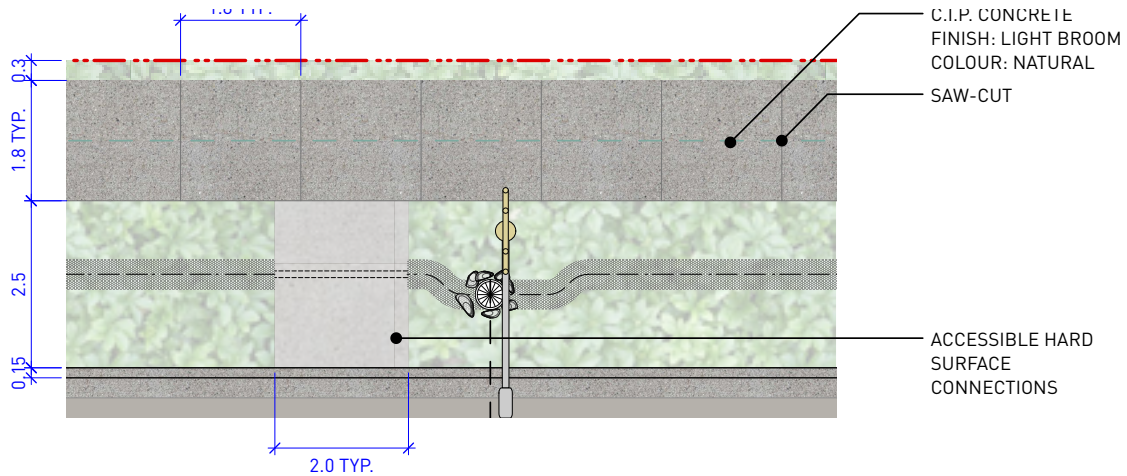


FIG. 8 ENLARGEMENT 4 - PAVING
Scale: 1:100



FIG. 9 PRECEDENT - ACCESSIBLE HARD SURFACE CONNECTION

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.

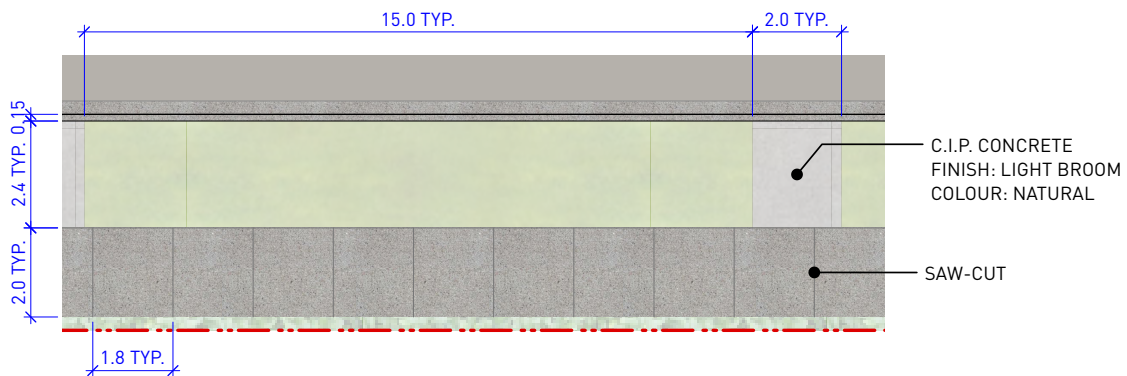


FIG. 10 ENLARGEMENT 5 - PAVING AROUND PLANTER
Scale: 1:150

3.7 RESIDENTIAL MID-BLOCKS

OVERVIEW

GENERAL

Midblock connections are public pedestrian routes on privately owned parcels that provide a safe, activated, and pleasant connection to cut through large streetscape blocks. They should be located in accordance with the *Plaza & Pedestrian Map* and are within the Downtown Residential Land Use Area (Official Community Plan – Bylaw 2500,2017). Residential Midblock locations can align with property lines resulting in a 3 m setback on each property or can be within one property or development to achieve the total (6 m/19.68 ft). Midblocks should be secured during Development Permit or Rezoning process with a public right of way secured by latest Servicing Agreement.

USE

The primary use of the commercial Midblock design is focused on pedestrian movement with one primary pedestrian and accessible pathway (minimum 2 m) and space for landscaping.

LANDSCAPING

Planting in Residential Midblocks should consider the narrow and shaded context, with mid-blocks typically located east-west. Midblock Trees should be columnar and shade tolerant planted rhythmically along the pathway, clumping of trees can be explored where space allows. Planting beds, grass, planters, and raingardens can be used to include a variety of landscaping options in residential mid-blocks. See Street Tree and Planting Guidelines for more details.

Photo: Nicole Gurney



RESIDENTIAL MID-BLOCKS

OVERVIEW

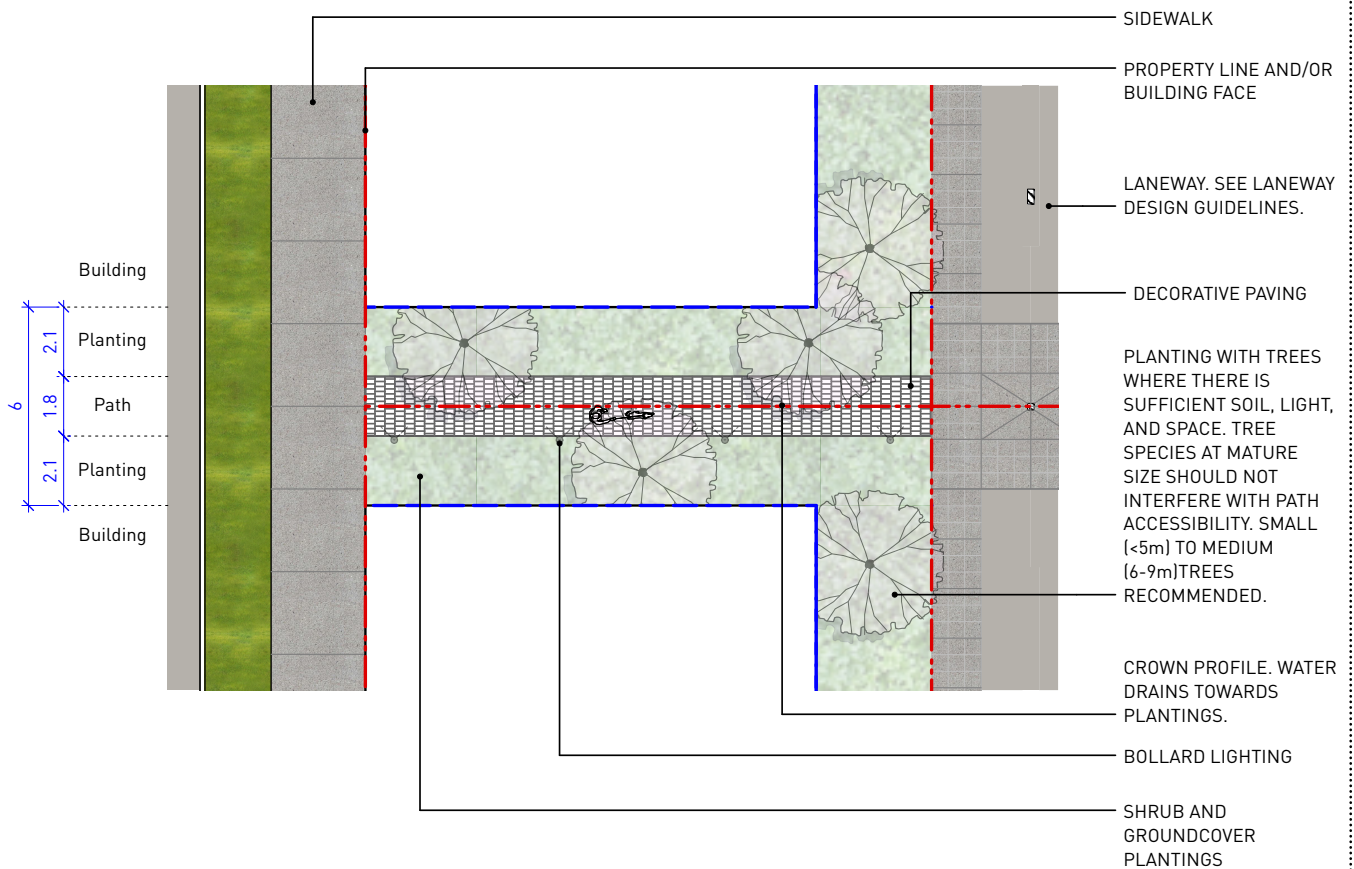


FIG. 1 SUBURBAN CONDITION MIDBLOCK - OVERVIEW

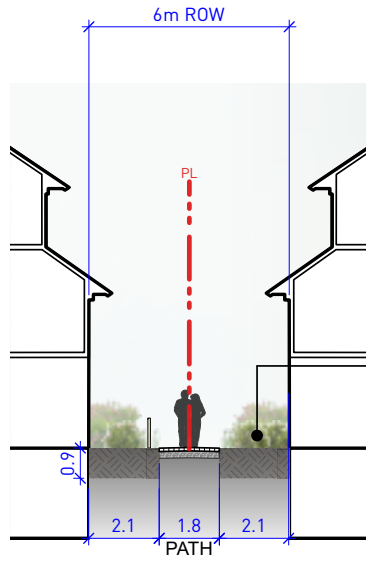
Scale: 1:200

0 5 10m



RESIDENTIAL MID-BLOCKS

GROWING MEDIUM SECTION



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

PLANTING WITH TREES WHERE THERE IS
SUFFICIENT SOIL, LIGHT, AND SPACE. SEE STREET
TREE AND PLANTING GUIDELINES FOR MORE DETAIL.
SEE GENERAL NOTES FOR SOIL REQUIREMENTS.

FIG. 2 SECTION 1 - BIOSWALE WITH DRAIN

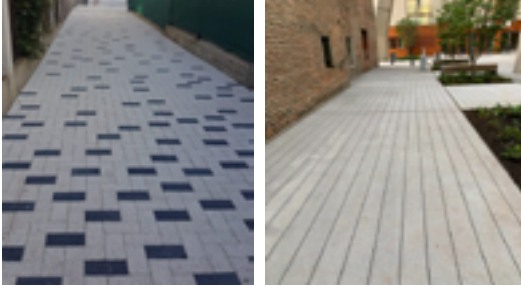
Scale: 1:200



RESIDENTIAL MID-BLOCKS

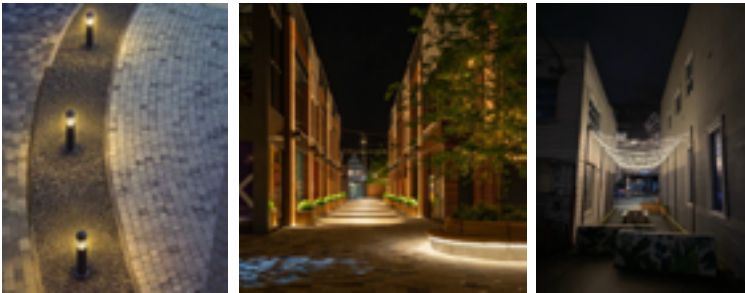
CONSIDERATIONS AND PRECEDENTS – SUBURBAN CONDITION

PAVING



- Unless the route is a multiuse path, the minimum path width is 1.8m, and the maximum width is 2.0 m. In the case of a multiuse path, the path must be 3.0m wide.
- Secondary paths can accompany primary paths. Primary paths have high standards of accessibility, whereas secondary paths can have lower standards of accessibility.
- Materials: Unit pavers

LIGHTING



- Light levels: 2700k - soft ambient lighting
- Form variable but should be vandal resistant (bollards, wall lights, light columns, etc.)
- Festive lighting encouraged (catenary, lanterns)
- Flashing lights discouraged.
- All lights to be dark sky compliant.

CANOPY



- Partial canopy over the walking path is acceptable.
- Tree canopy encouraged along path.
- Canopy over entire right of way is discouraged as it will interfere with plant and tree growth.

RESIDENTIAL MID-BLOCKS

CONSIDERATIONS AND PRECEDENTS – SUBURBAN CONDITION

PLANTING



- Shrubs, groundcovers and trees required along path.
- Where trees are used, 20 cubic metres per tree are required. This volume can be achieved with structural soil under paving.
- Shrubs and groundcovers can be used at grade, in rain gardens, and in planters if grade changes.
- Irrigation is recommended.

GRADE CHANGES



- Grade changes must accommodate universal access along the main path and meet building code standards.
- Planting, art, seating, walls, and other public amenities can be used to direct users around grade changes.

DRAINAGE



- Drainage must be collected by onsite mechanical systems.
- Rain gardens are encouraged. If used, they must have overflow drainage systems.
- Water storage tanks may be used under paving. Water from tanks can be used for different purposes depending on how the water is treated and pre-treated.
- Water must completely drain from main path. Secondary paths can accommodate creative temporary water storage.

RESIDENTIAL MID-BLOCKS

CONSIDERATIONS AND PRECEDENTS – SUBURBAN CONDITION

PUBLIC ART



- Public art is encouraged, provided it does not interfere with the main path's accessibility.
- Public art proposals shall follow the District's Public Art approval process.

SIGNAGE, ACCESS, ACTIVATION, FURNISHINGS



- If residential entrances enter into midblock, they should include address signage.
- Residential entrances with signs are encouraged along midblocks facilitate pedestrian activation of space.
- Signage relative to site design encouraged.

ARCHITECTURAL FACADE



- Uniform facades with no windows or doors within 3m of the finished paving surface must be smaller than 20 metres long to avoid overwhelming the pedestrian scale.

3.8 THIRD AVENUE ULTIMATE

OVERVIEW

GENERAL

Third Avenue is a standard (66 ft / 20.11 m) public road right of way and designated a collector road for vehicles and active transportation. Zoning Bylaw Regulation 4.42 requires a 2.5 m building setback along any property fronting Third Avenue to support sufficient space for separated bike lanes along Third Avenue from Bailey Street to New Westminster Street. This streetscape standard shows the Adapted design (73.8 ft / 22.5 m) where only one side of the street has a 2.5 m building setback. This application is only specific to properties along Third Avenue where the opposing property across the street has already built a building to a 0 m setback. A 2.5 m Public Right of Way will be required to use the additional space for public sidewalk use.

USE

The primary use of Third Avenue is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement, on street -parking on one side of the road and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles). Drive aisles should be designed wide enough to support current or future public transit use. Third Avenue is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

Third Avenue should support a rhythmic planting of street trees along grassed or low planting boulevards with clumping of street trees at mid-blocks and intersections where sightlines allow. Linear street trees should be medium to large columnar canopy deciduous trees to support shade while preserving space for unobstructed cycling movement. Clustered street trees should support variation in planting rhythm and support species diversity with selective confiner placements where sightlines allow. The grass boulevard can be broken up with paved space for streetscape furnishing and pathways where necessary. Where parking is not provided the boulevard can be designed with 50% evergreen planting with variation in low shrubs, grasses and pollinators. See Street Tree and Planting Guidelines for more details.

THIRD AVENUE ULTIMATE

OVERVIEW

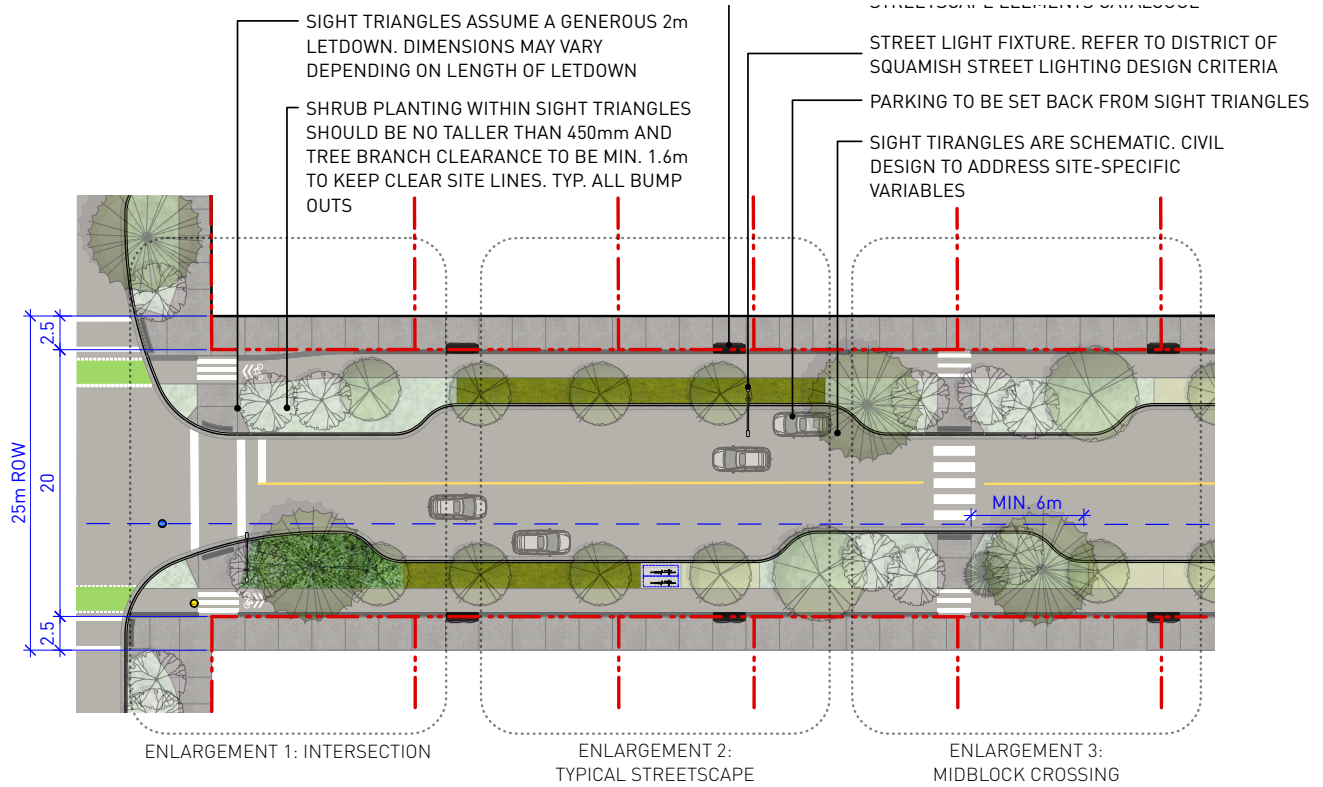
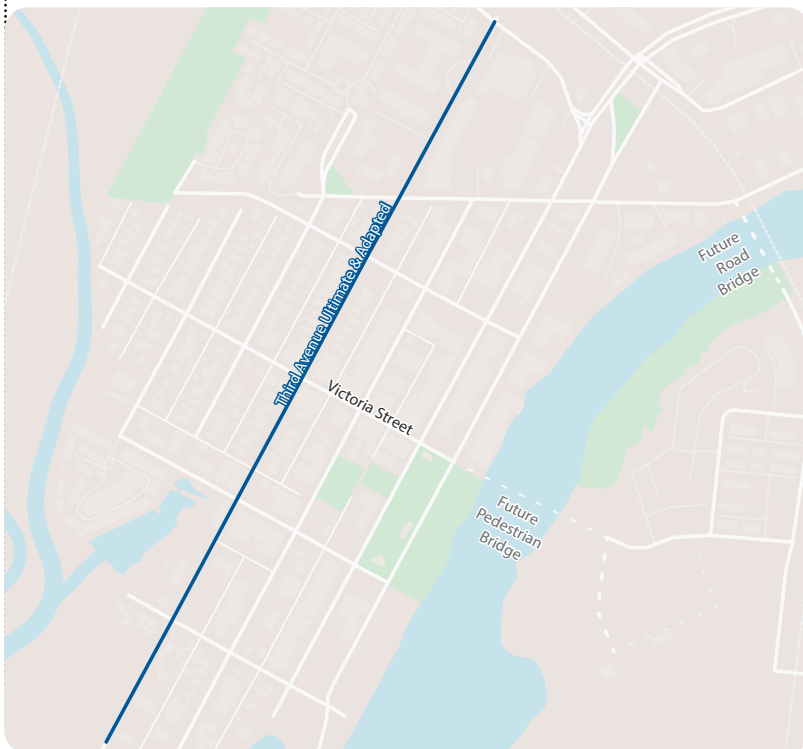


FIG. 1 3RD AVE. ULTIMATE DESIGN - OVERVIEW
Scale: 1:500



THIRD AVENUE ULTIMATE

INTERSECTION

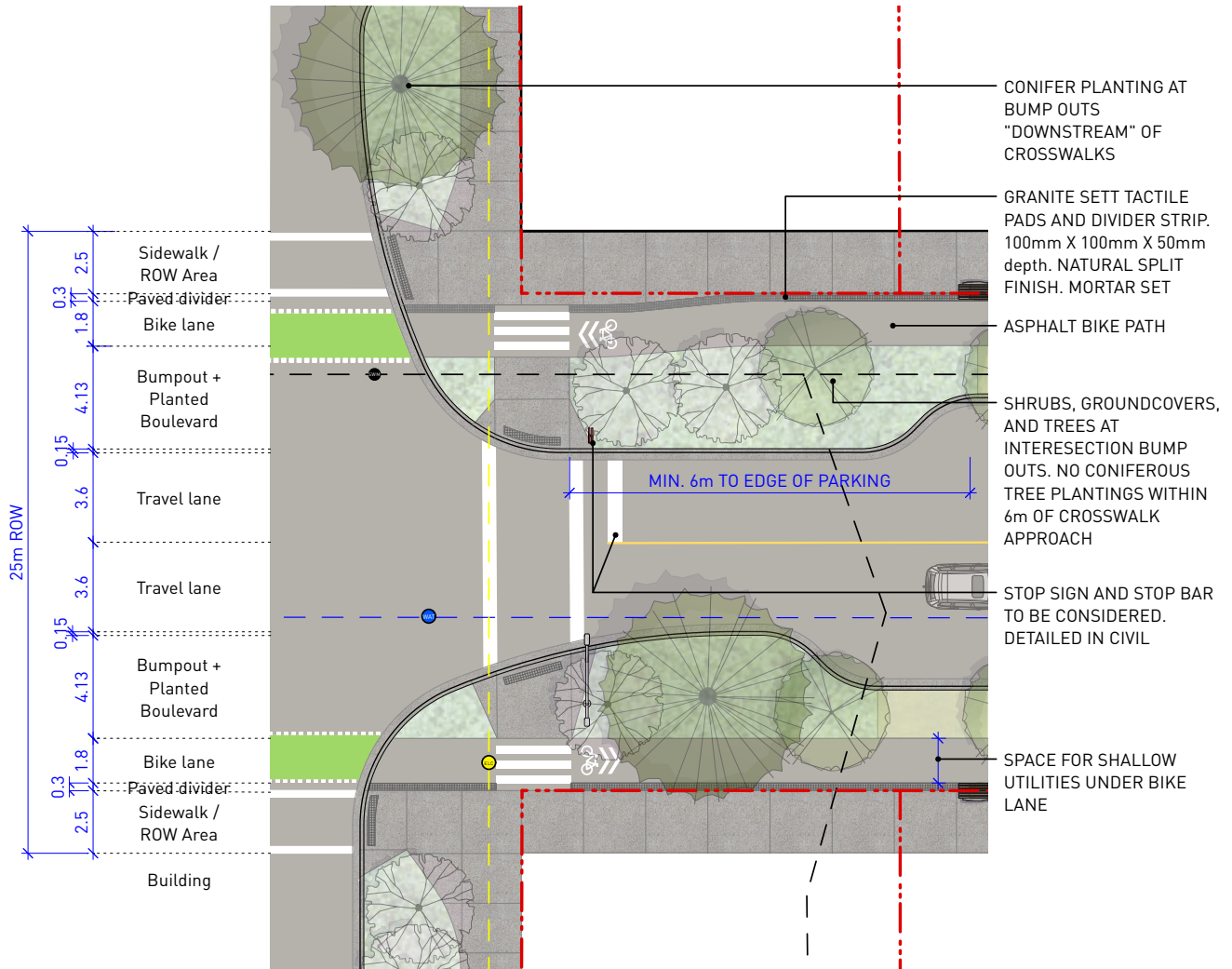


FIG. 2 3RD AVE. ULTIMATE DESIGN - INTERSECTION
Scale: 1:250



THIRD AVENUE ULTIMATE

MID-BLOCK CROSSING

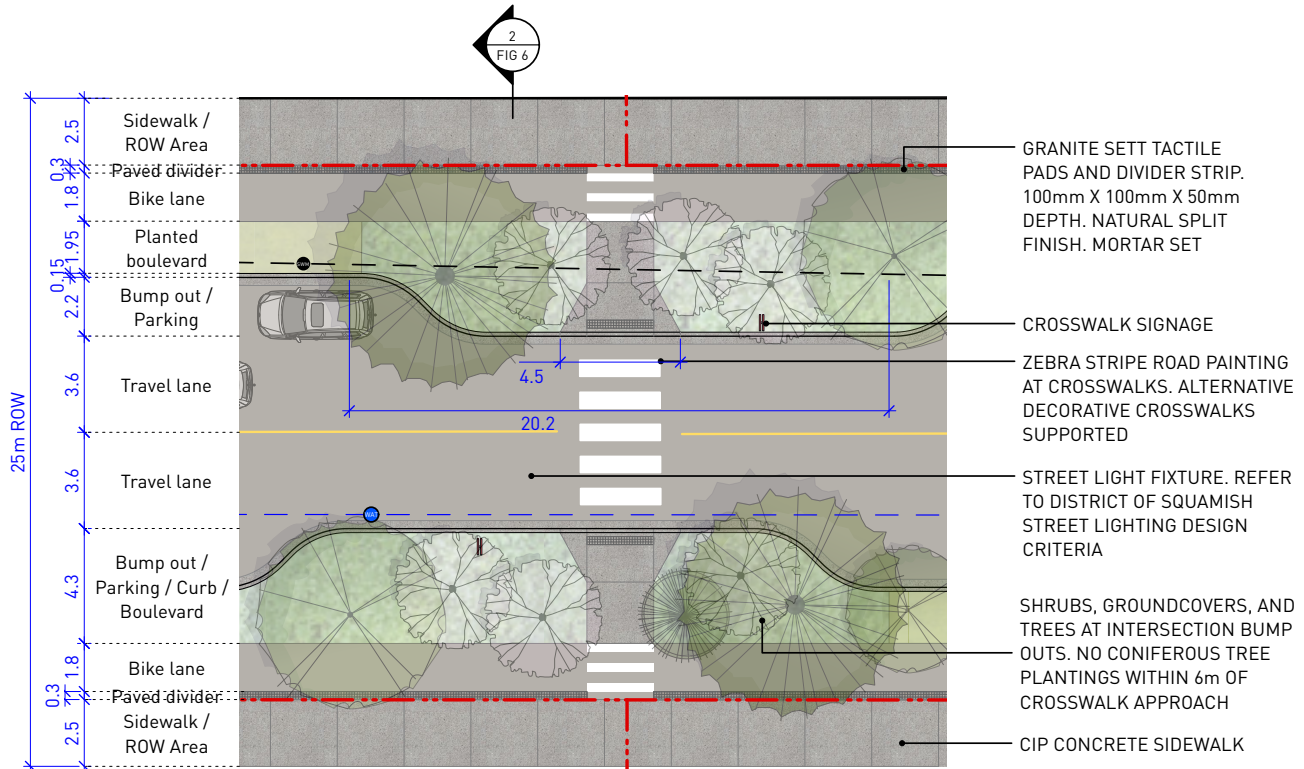
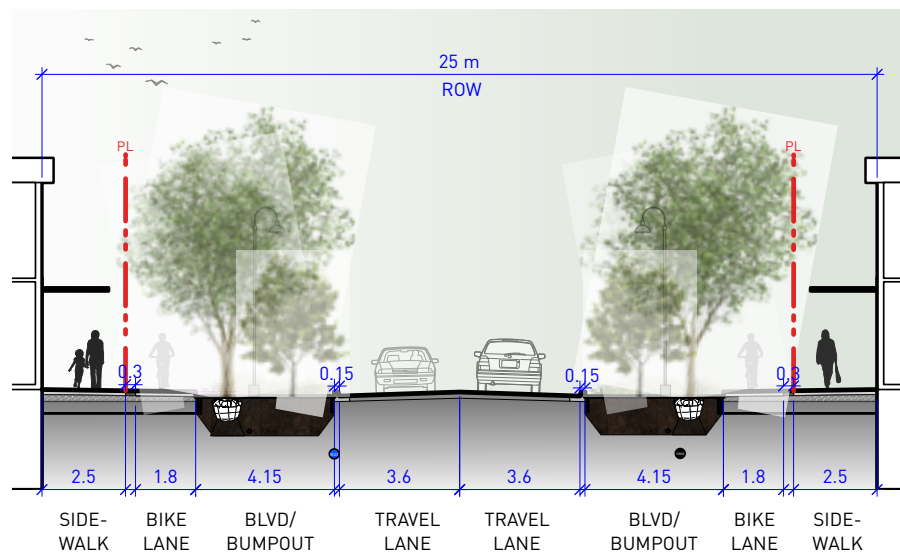


FIG. 5. 3RD AVE. ULTIMATE DESIGN - MIDBLOCK CROSSING
Scale: 1:250



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

EXISTING UTILITIES - CIVIL TO CONFIRM.

FIG. 6. SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200



THIRD AVENUE ULTIMATE

GROWING MEDIUM AND PAVING

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.

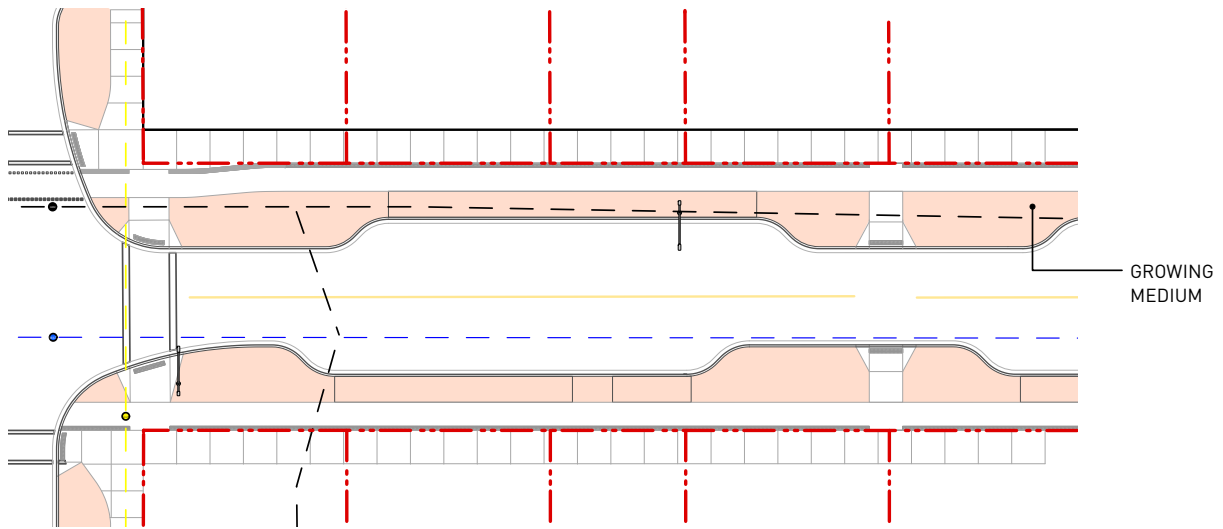
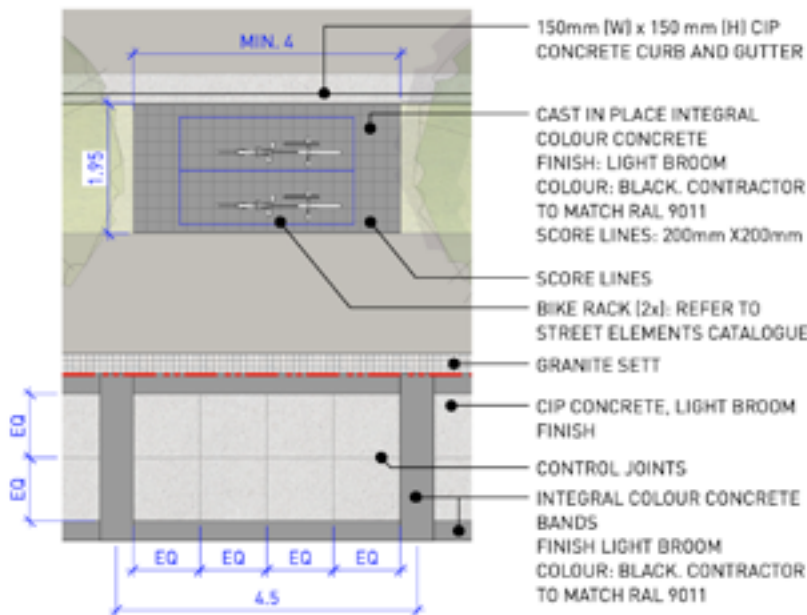


FIG. 7. 3RD AVE ULTIMATE DESIGN - GROWING MEDIUM

Scale: 1:500

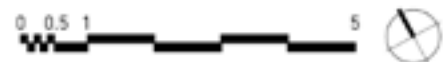


NOTE:

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. 8 PLAN ENLARGEMENT 4 - 3RD AVE. ULTIMATE - LAYOUT AND PAVING

Scale: 1:100



3.9 THIRD AVENUE ADAPTED

OVERVIEW

GENERAL

Third Avenue is a standard (66 ft / 20.11 m) public road right of way and designated a collector road for vehicles and active transportation. Zoning Bylaw Regulation 4.42 requires a 2.5 m building setback along any property fronting Third Avenue to support sufficient space for separated bike lanes along Third Avenue from Bailey Street to New Westminster Street. This streetscape standard shows the Adapted design (73.8 ft / 22.5 m) where only one side of the street has a 2.5 m building setback. This application is only specific to properties along Third Avenue where the opposing property across the street has already built a building to a 0 m setback. A 2.5 m Public Right of Way will be required to use the additional space for public sidewalk use.

USE

The primary use of Third Avenue is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement, on street -parking on one side of the road and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles). Drive aisles should be designed wide enough to support current or future public transit use. Third Avenue is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

Third Avenue should support a rhythmic planting of street trees along grassed or low planting boulevards with clumping of street trees at mid-blocks and intersections where sightlines allow. Linear street trees should be medium to large columnar canopy deciduous trees to support shade while preserving space for unobstructed cycling movement. Clustered street trees should support variation in planting rhythm and support species diversity with selective confiner placements where sightlines allow. The grass boulevard can be broken up with paved space for streetscape furnishing and pathways where necessary. Where parking is not provided the boulevard can be designed with 50% evergreen planting with variation in low shrubs, grasses and pollinators. See Street Tree and Planting Guidelines for more details.

THIRD AVENUE ADAPTED

OVERVIEW

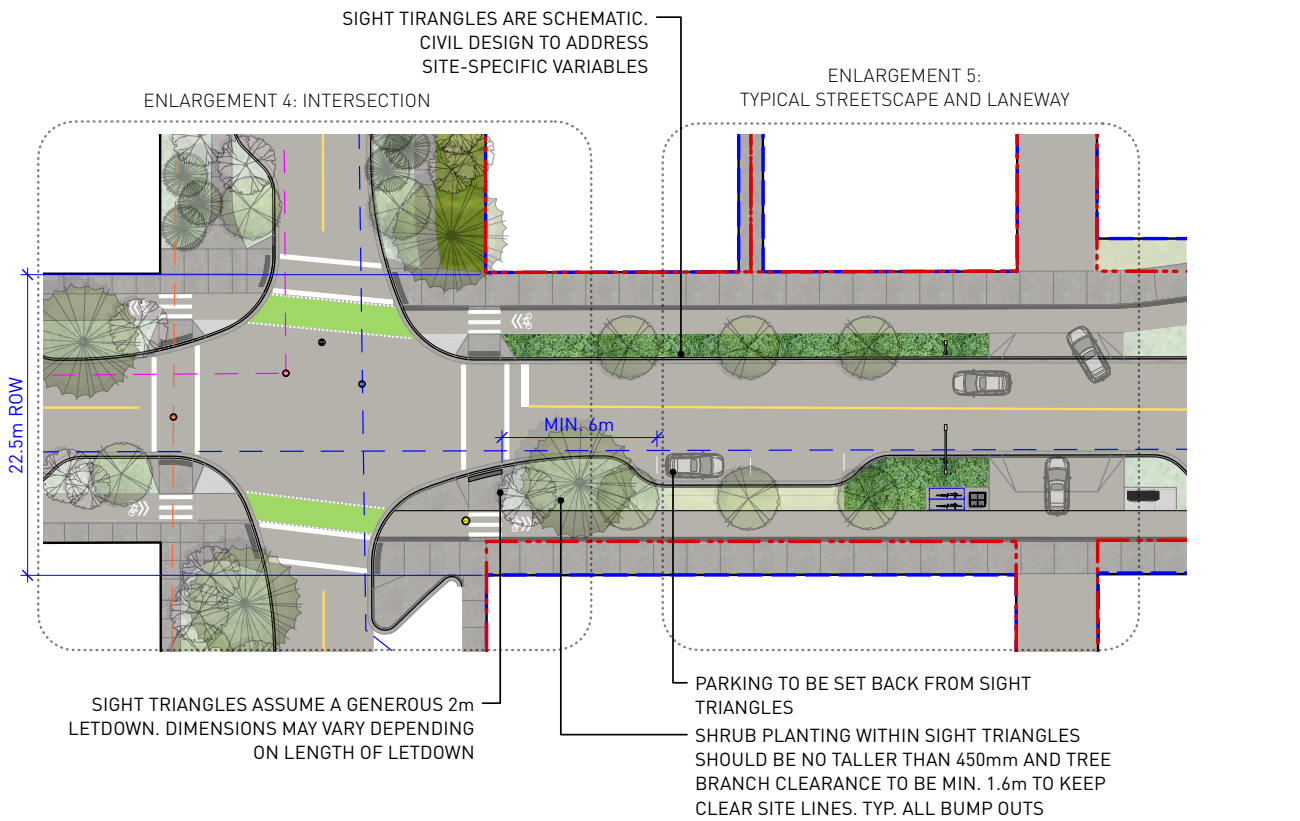
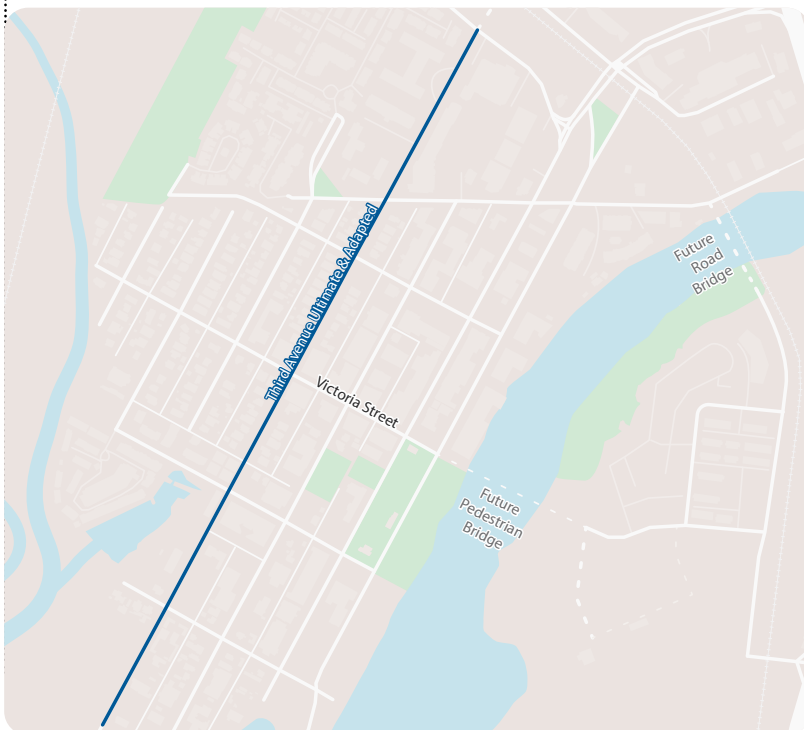


FIG. 8 3RD AVE. ADAPTED - OVERVIEW
Scale: 1:500



THIRD AVENUE ADAPTED

INTERSECTION

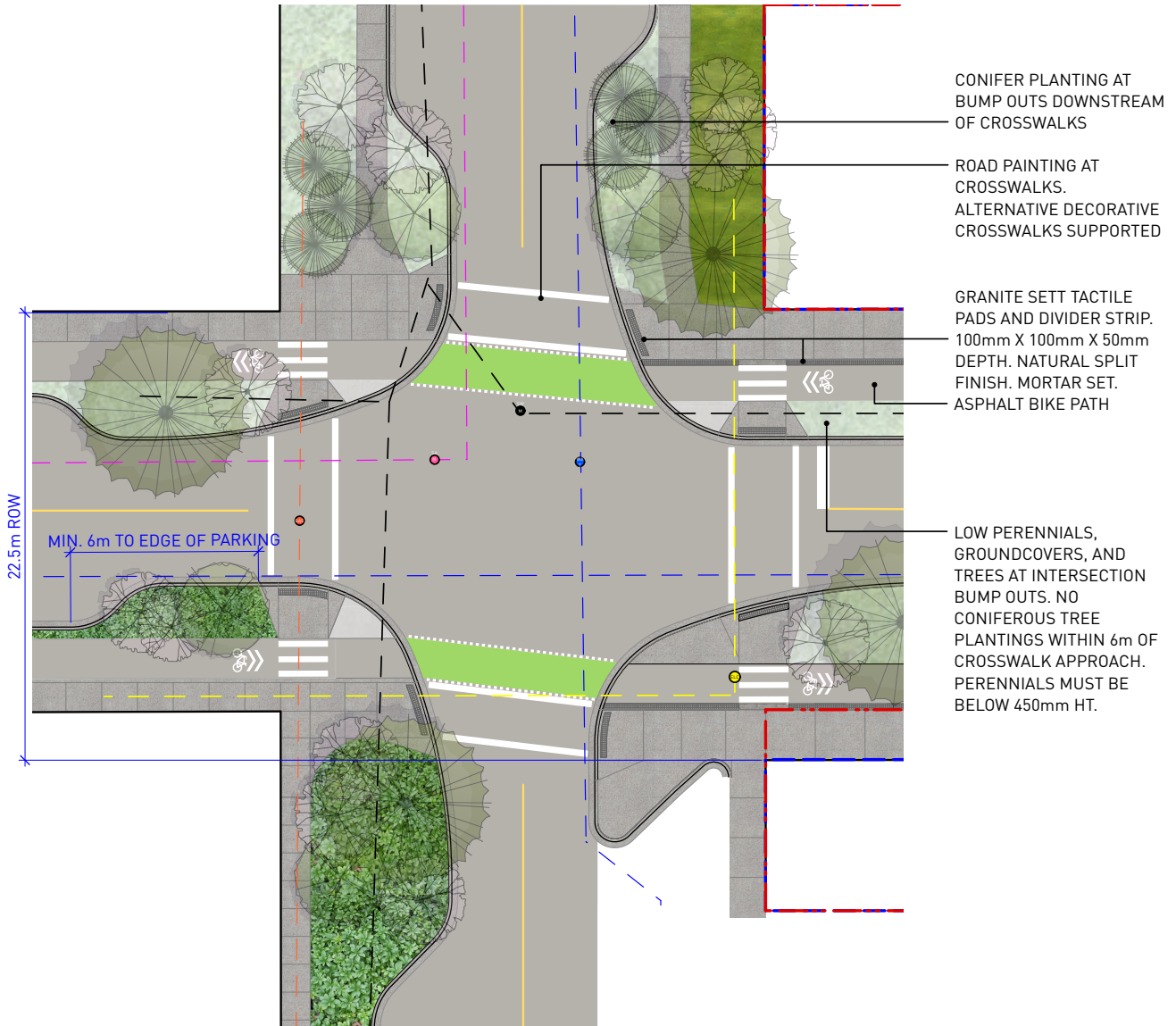


FIG. 9 ENLARGEMENT 4 - INTERSECTION
Scale: 1:300

THIRD AVENUE ADAPTED

TYPICAL STREETSCAPE AND LANEWAY

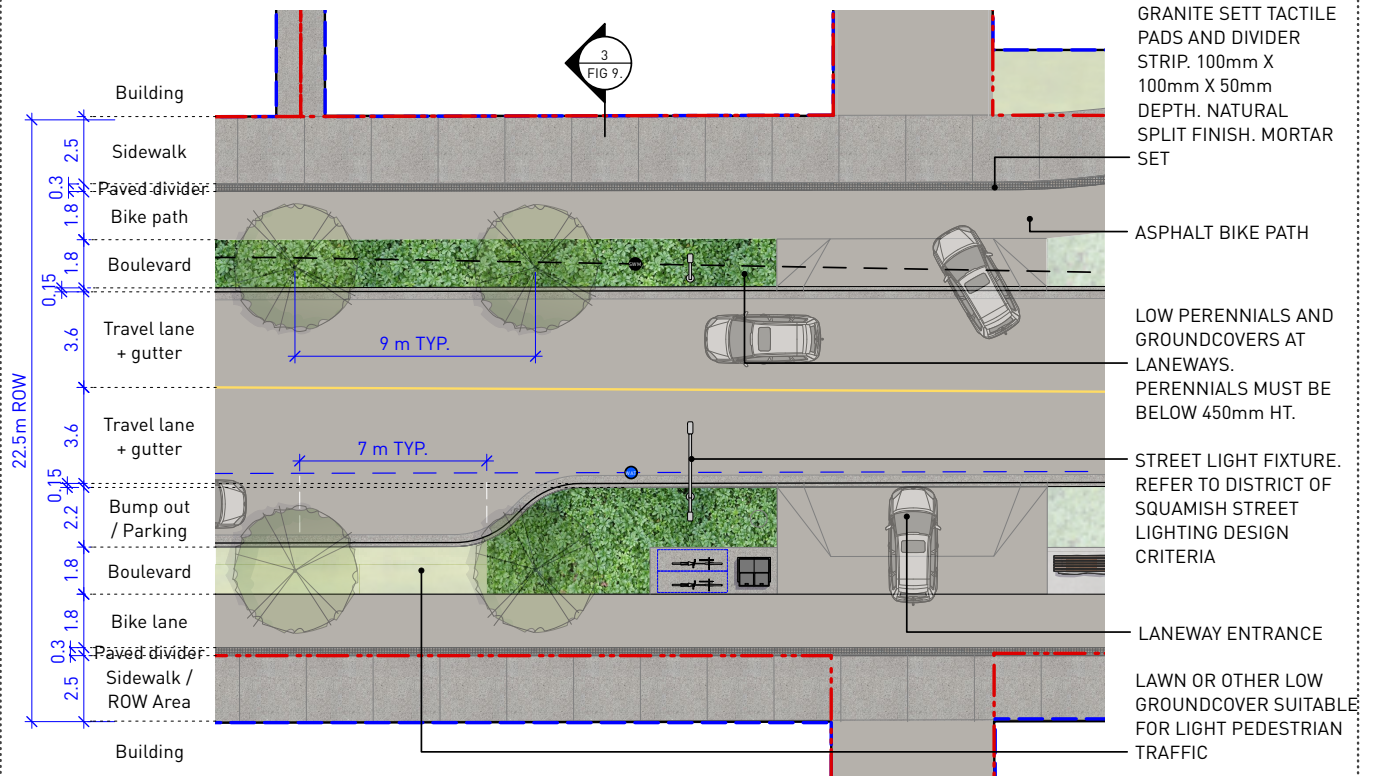
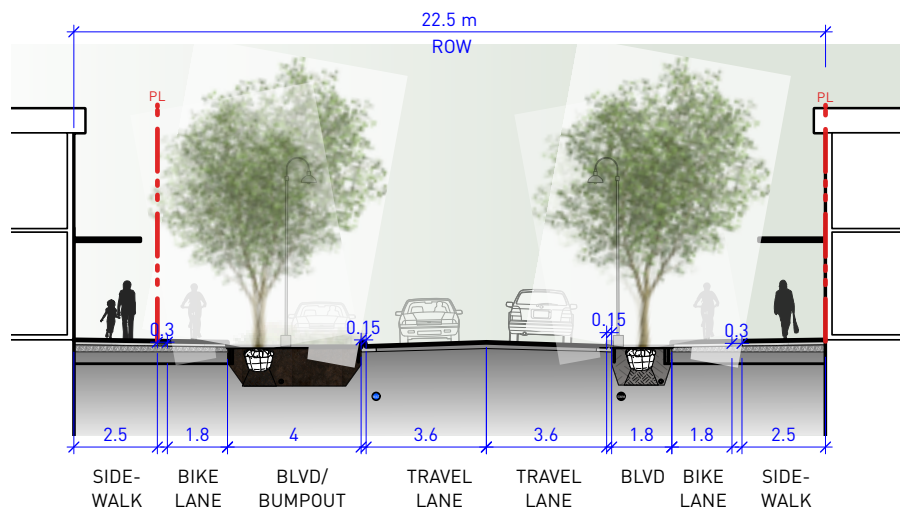


FIG. 10 ENLARGEMENT 5 - TYP. STREETSCAPE AND LANEWAY
Scale: 1:250



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

EXISTING UTILITIES - WITH CIVIL CONFIRMATION. UTILITIES TO AVOID BIOSWALE.

FIG. 11 SECTION 3 - TYPICAL STREETSCAPE
Scale: 1:200



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

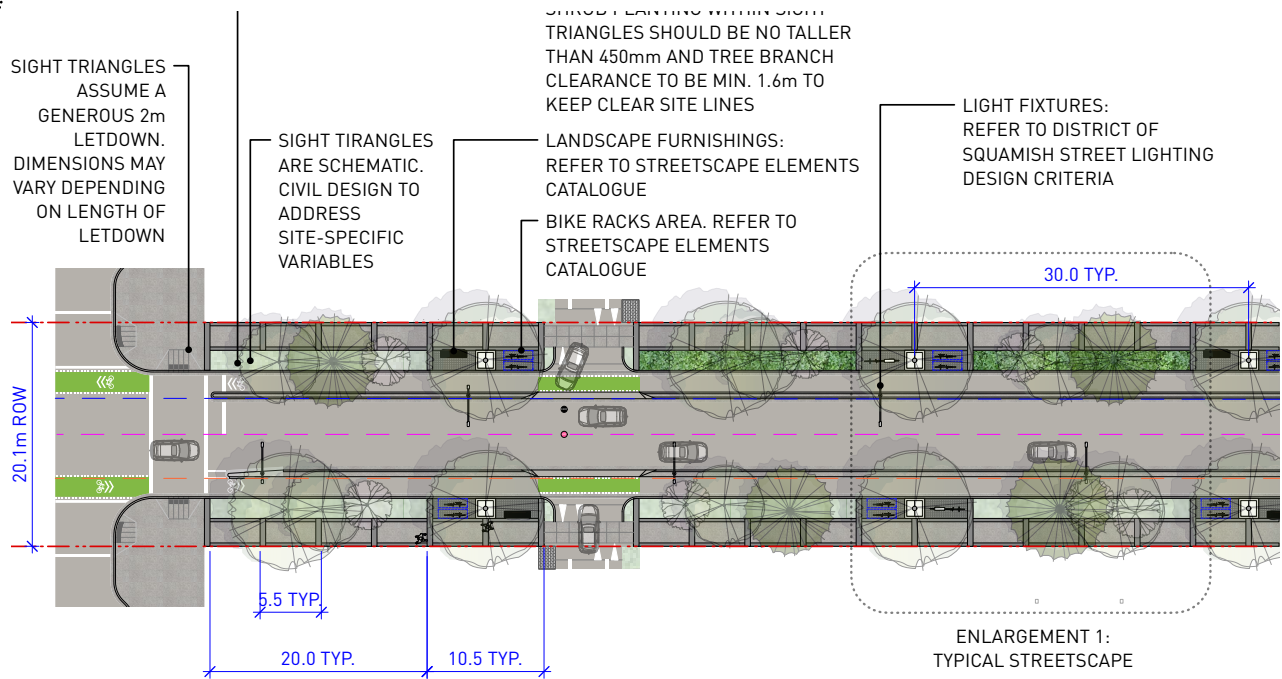
The primary use of Victoria Street is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks) 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.

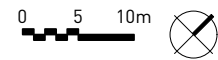
VICTORIA STREET

OVERVIEW



ENLARGEMENT 1:
TYPICAL STREETSCAPE

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



VICTORIA STREET

TYPICAL STREETSCAPE

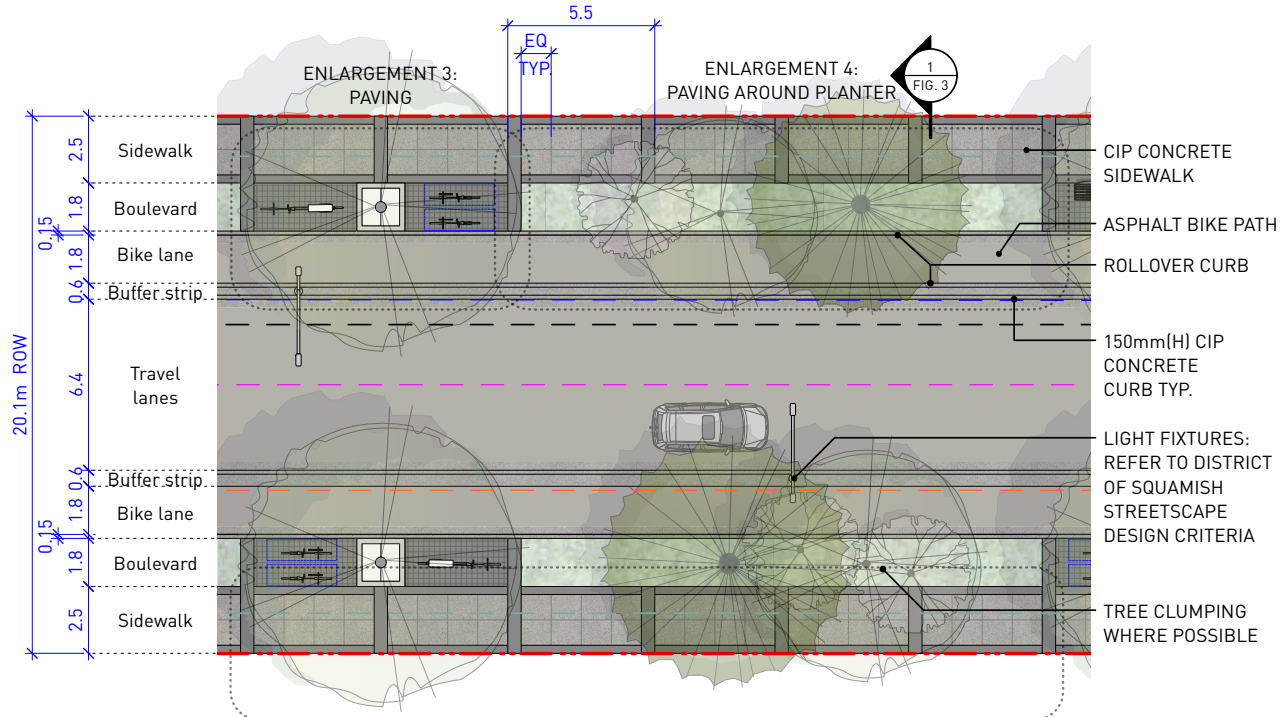


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE
Scale: 1:250

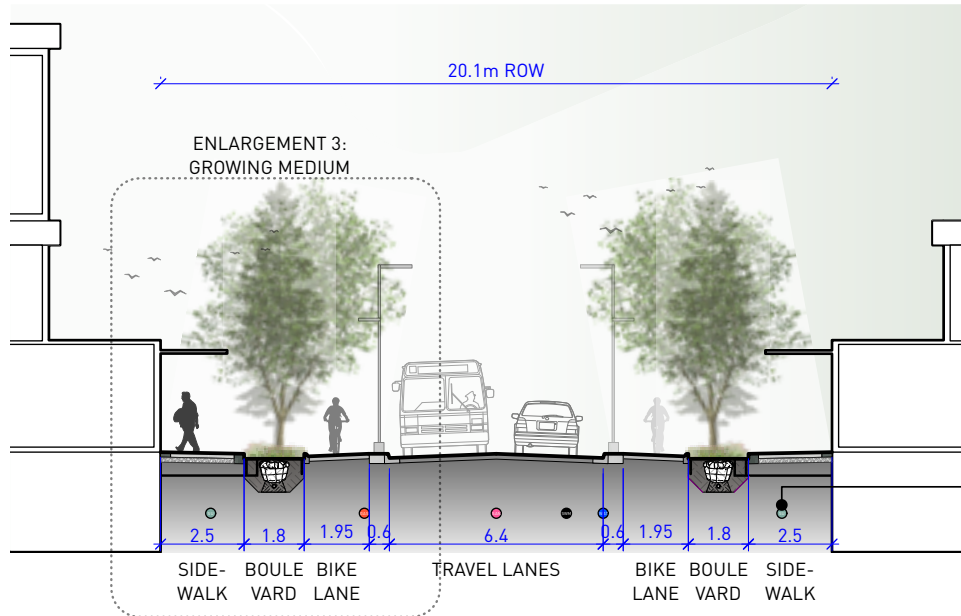


FIG. 3 SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200

VICTORIA STREET

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.

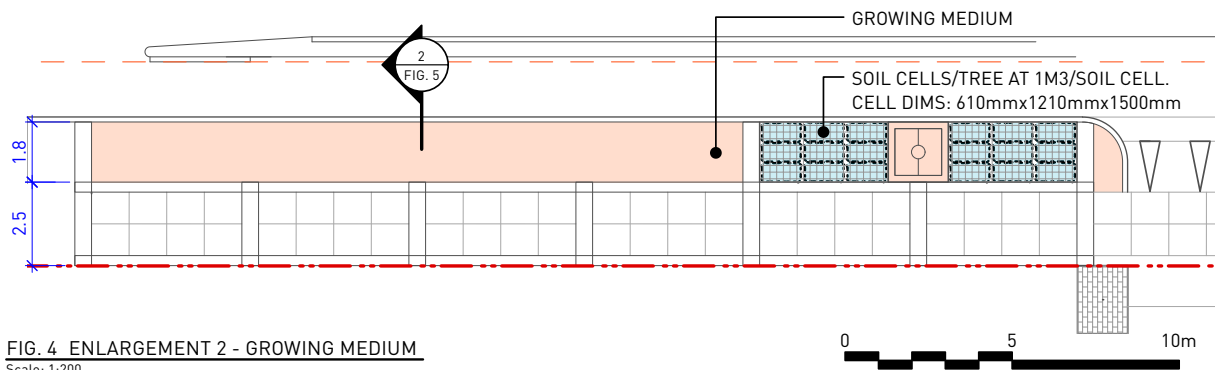
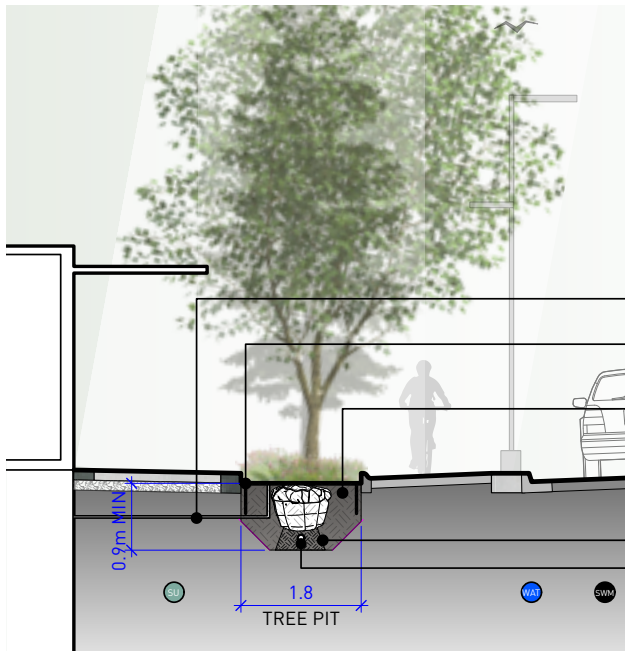


FIG. 4 ENLARGEMENT 2 - GROWING MEDIUM
Scale: 1:200



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.

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

VICTORIA STREET

PAVING

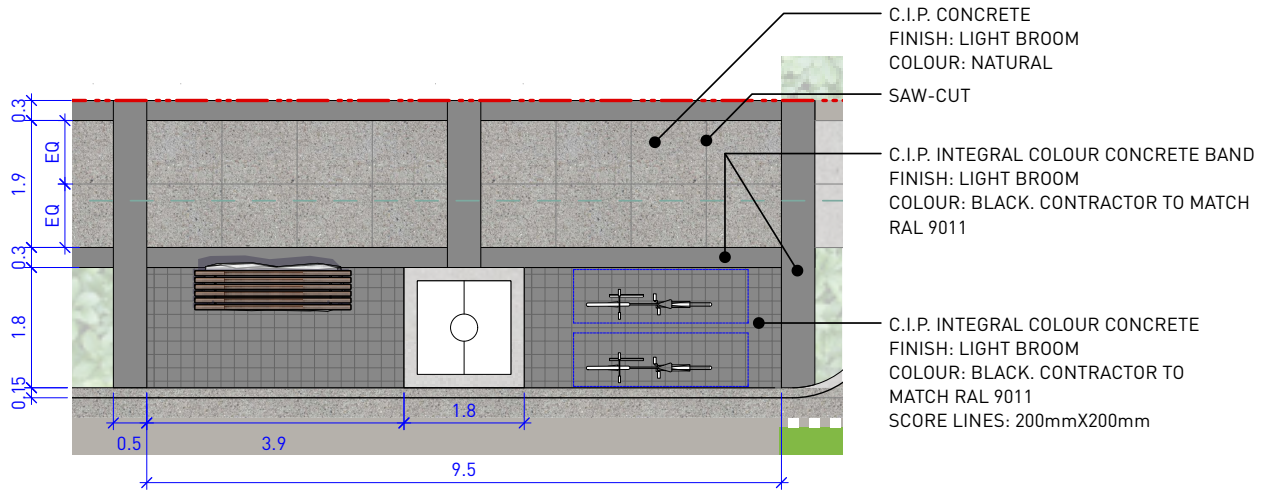


FIG. 6 ENLARGEMENT 3 - PAVING
Scale: 1:100



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.

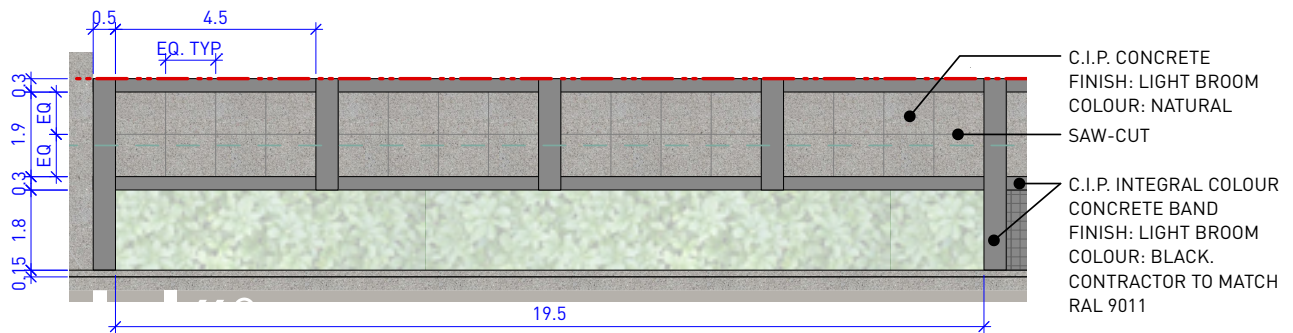


FIG. 7 ENLARGEMENT 4 - PAVING AROUND PLANTER
Scale: 1:150





VICTORIA ST

STOP

Photo: Alex Preston

3.11 BAILEY STREET EAST

OVERVIEW

GENERAL

Bailey Street is a standard (66 ft / 20.11 m) public road right of way, but does not have a standard use and is broken up into two distinct streetscape standards divided by Third Avenue. The east side of Third Avenue is predominately within the Downtown Gateway Land Use Area (Official Community Plan – Bylaw 2500,2017) supporting a variety of mixed uses. The streetscape standards provides new design standards for both sides of the street.

USE

The primary use of the east portion of Bailey Street is for safe, separated and pleasant active transportation connections and to support collector vehicle use including transit. Secondary use is space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles) and accommodating turning lanes where needed by reducing landscape boulevard widths. On-street parking is not supported on this collector road given intersection and driveway frequency and proximity. Bailey Street east of Third is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

South Side: Landscape design to accommodated and retain existing street trees. Additional grass boulevard and large canopy street trees to be supported in new boulevard space.

North Side: Addition of a bioswale for additional storm water retention and filtration prior to flowing towards Estuary lands. Bioswale can support medium to large canopy street trees. See Street Tree and Planting Guidelines for more details.

BAILEY STREET EAST

OVERVIEW

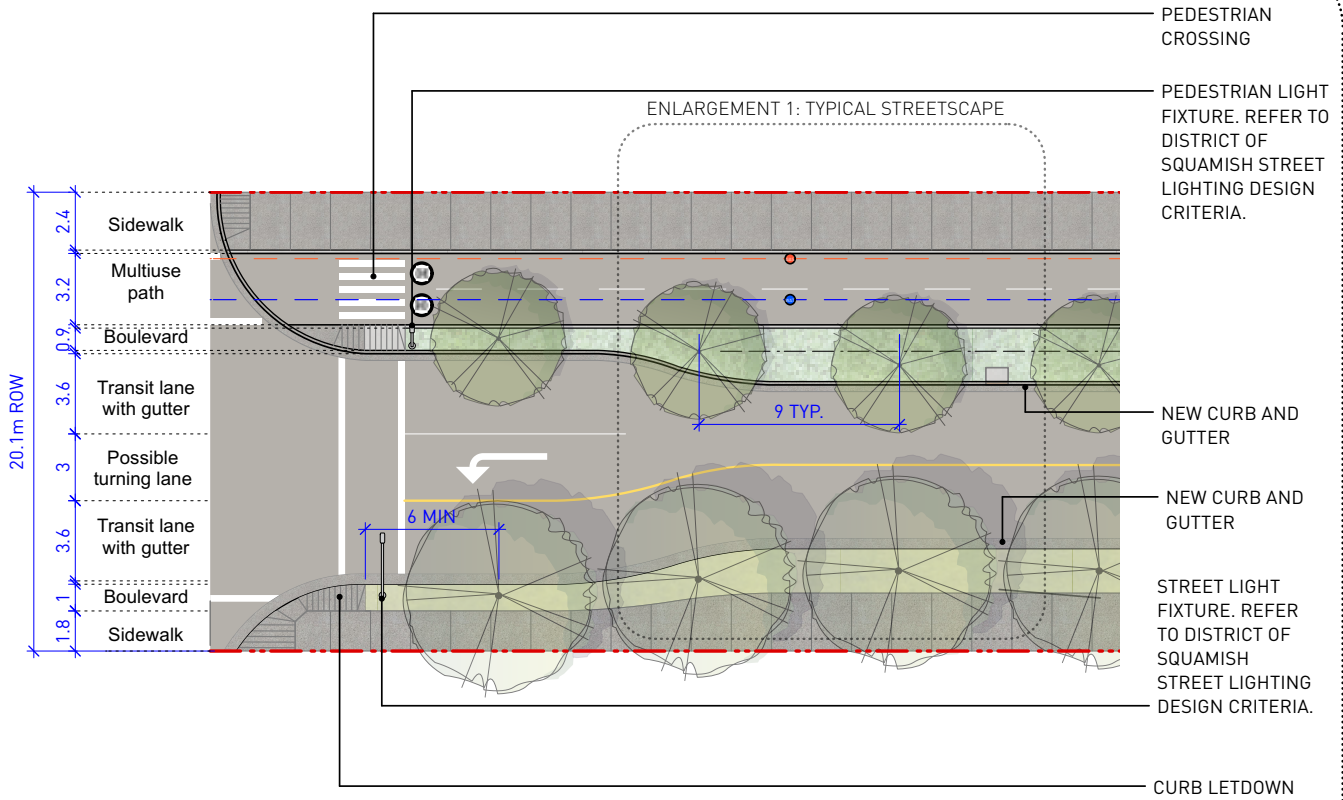
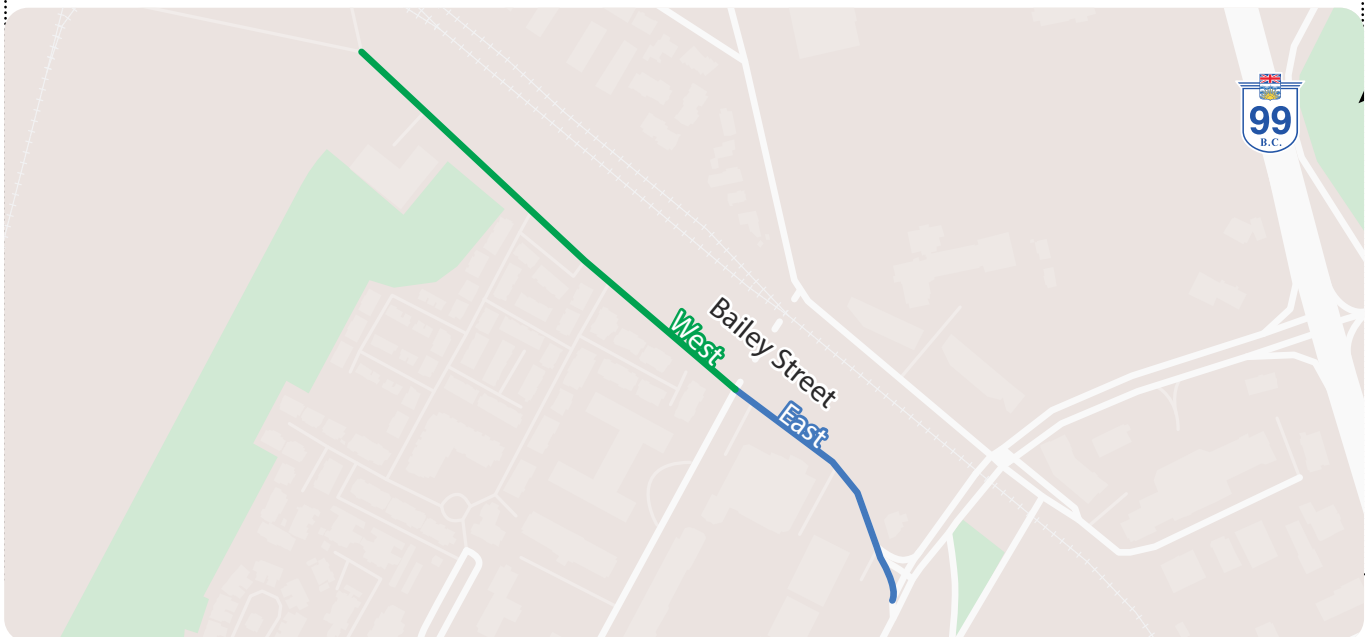


FIG. 1 BAILEY STREET EAST OF 3RD - OVERVIEW
Scale: 1:300



BAILEY STREET EAST

TYPICAL STREETSCAPE

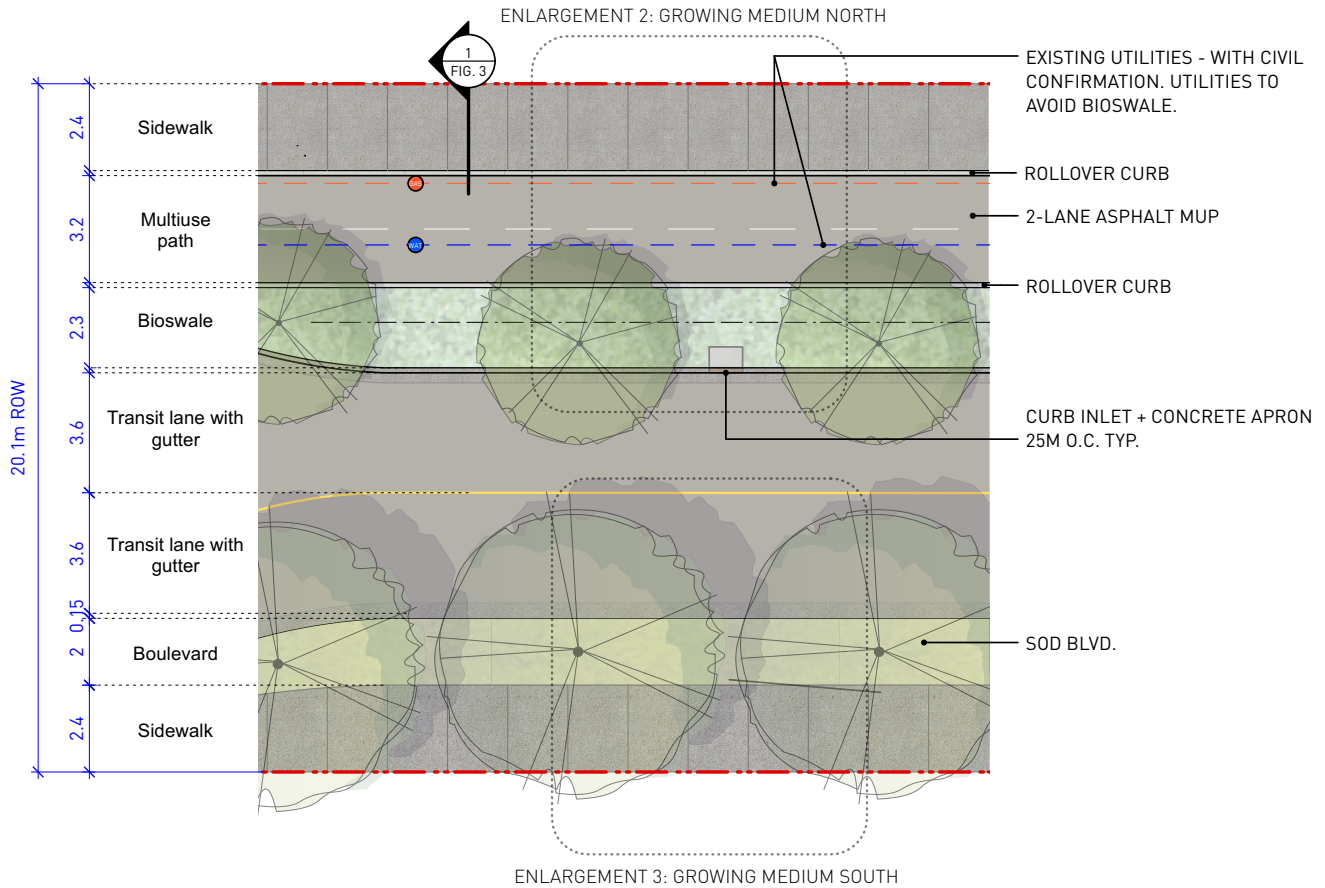
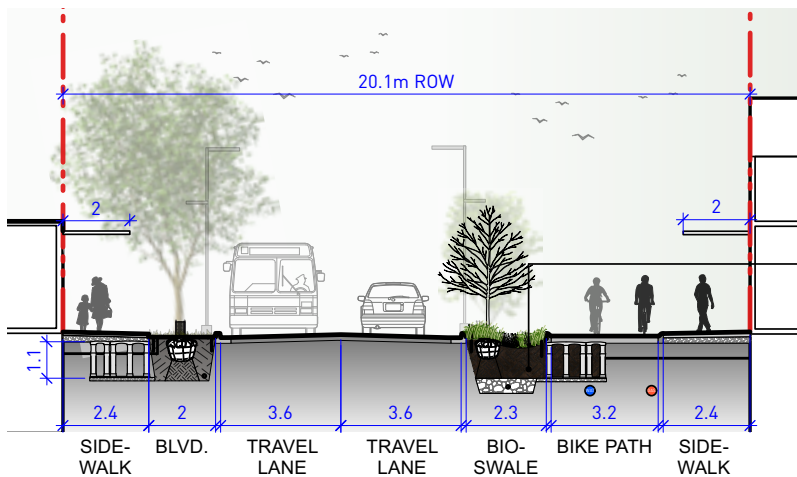


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE

Scale: 1:200



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

EXISTING UTILITIES - WITH CIVIL CONFIRMATION. UTILITIES TO AVOID BIOSWALE.

BIOSWALE - REFER TO DETAIL

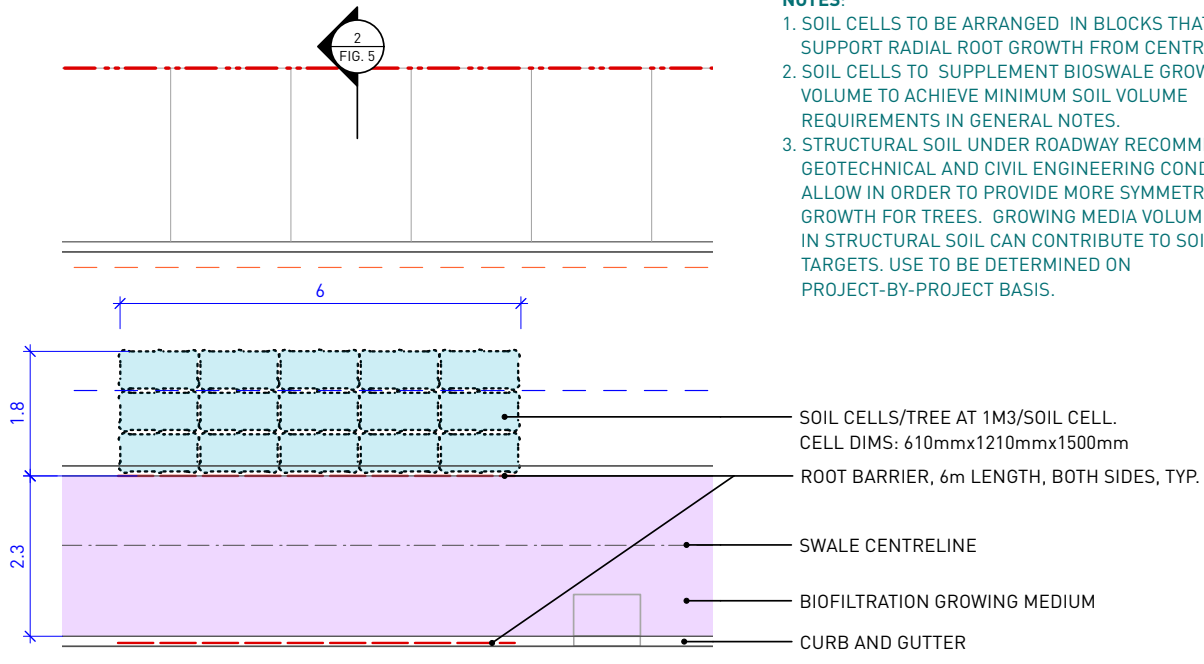
FIG. 3 SECTION 1 - TYPICAL STREETSCAPE

Scale: 1:200



BAILEY STREET EAST

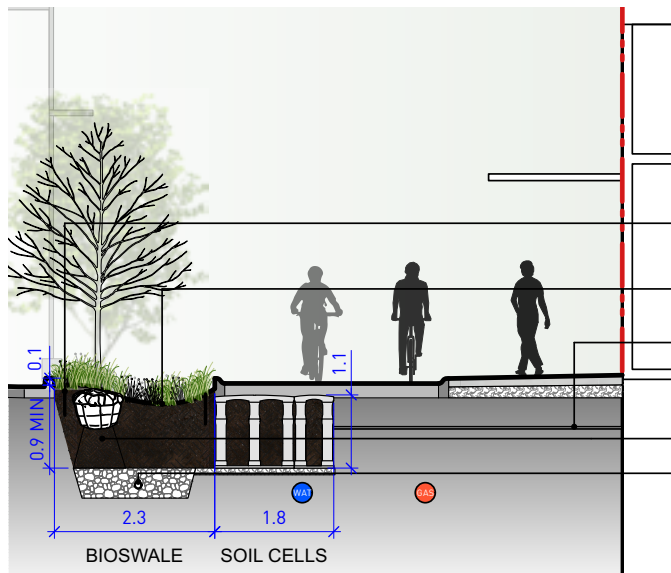
GROWING MEDIUM – NORTH



NOTES:

1. SOIL CELLS TO BE ARRANGED IN BLOCKS THAT SUPPORT RADIAL ROOT GROWTH FROM CENTRE OF TREE.
2. SOIL CELLS TO SUPPLEMENT BIOSWALE 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 NORTH - PLAN
Scale: 1:100



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.
4. EXISTING UTILITIES - CIVIL TO CONFIRM. UTILITIES TO AVOID BIOSWALE.

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



BAILEY STREET EAST

GROWING MEDIUM – SOUTH

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 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.

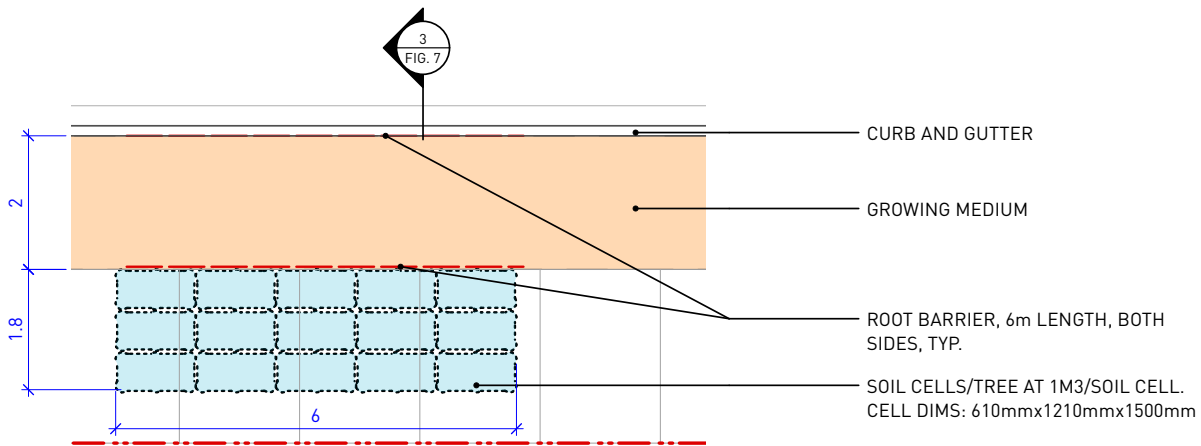
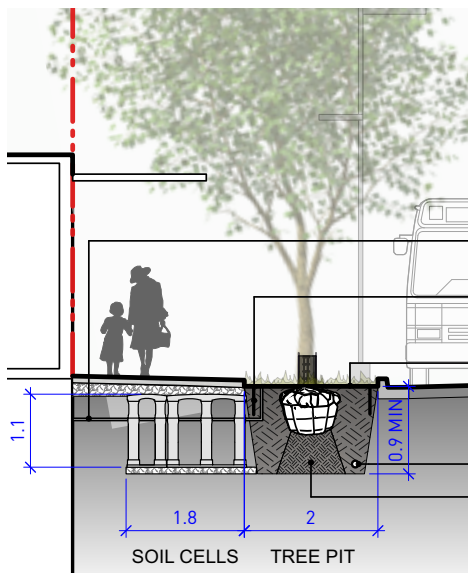


FIG. 6 ENLARGEMENT 3 - GROWING MEDIUM SOUTH - PLAN
Scale: 1:100



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.

FIG. 7 SECTION 3 - GROWING MEDIUM SOUTH
Scale: 1:100





Photo: Nicole Gurney

3.12 BAILEY STREET WEST

OVERVIEW

GENERAL

Bailey Street is a standard (66 ft / 20.11 m) public road right of way, but does not have a standard use and is broken up into two distinct streetscape standards divided by Third Avenue. The west side of Third Avenue is predominately within the Downtown Residential Land Use Area (Official Community Plan – Bylaw 2500,2017) supporting mixed density residential. The streetscape standards provide new design standards for only the north side of the street with the south portion of the streetscape recently developed in 2005 to remain.

USE

The primary use of the west portion of Bailey Street is for safe, separated and pleasant active transportation connections to Third Avenue and to support local traffic vehicle use. Secondary use is to accommodate on-street parking on one side of the road. The street needs to be designed with local emergency vehicles and snow removal considerations.

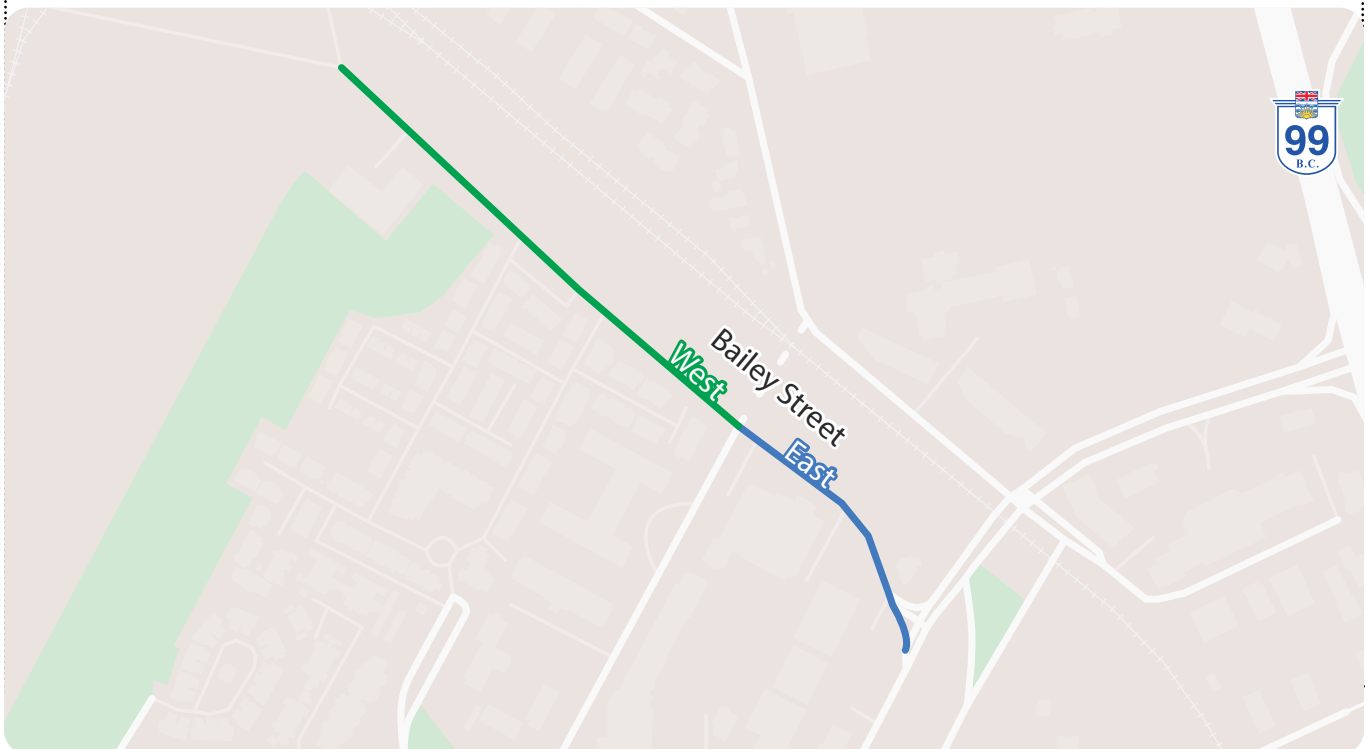
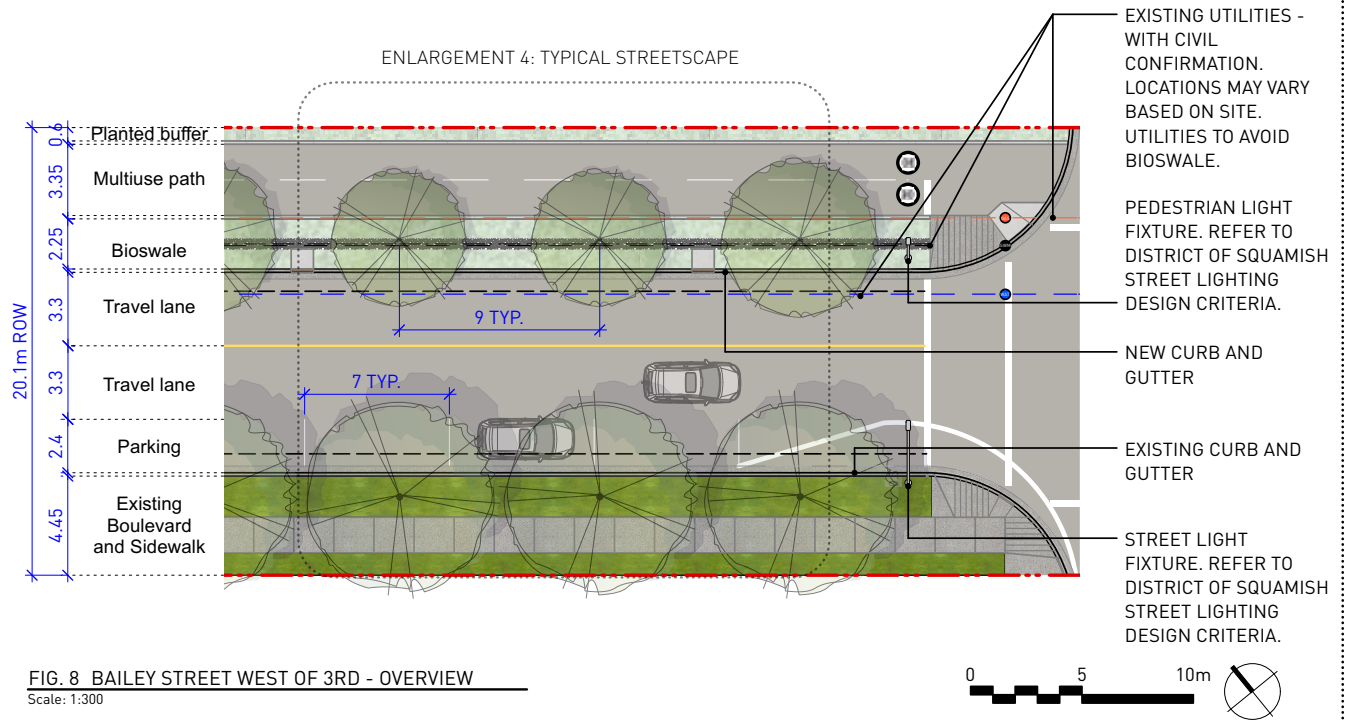
LANDSCAPING

South Side: Retention of existing grass boulevard and rhythmically planted street trees. Curb bump outs were not designed at the time of development and should be created through redevelopment of sites or intersections or District lead streetscape updates.

North Side: Addition of bioswale for additional storm water retention and filtration prior to flowing towards Estuary lands. Bioswale can support medium to large canopy street trees. See Street Tree and Planting Guidelines for more details.

BAILEY STREET WEST

OVERVIEW



BAILEY STREET WEST

TYPICAL STREETSCAPE

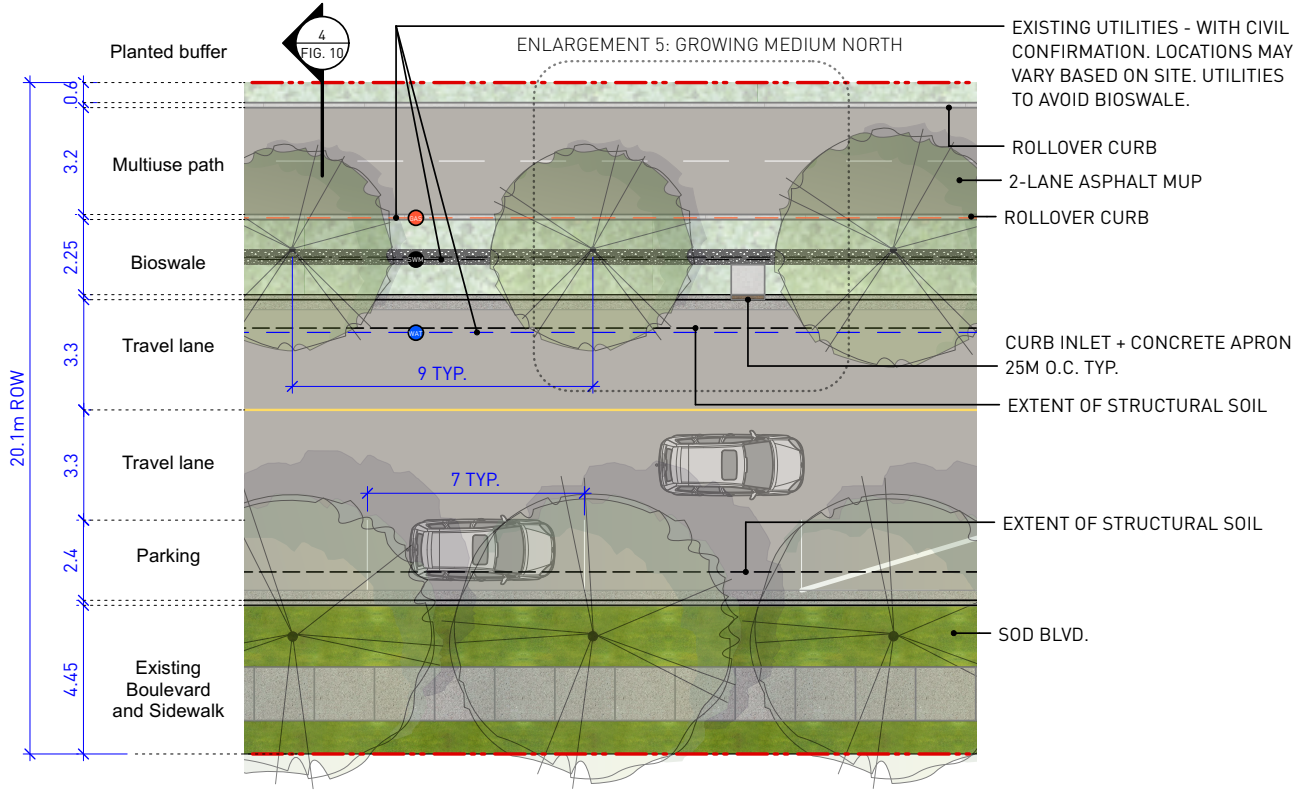
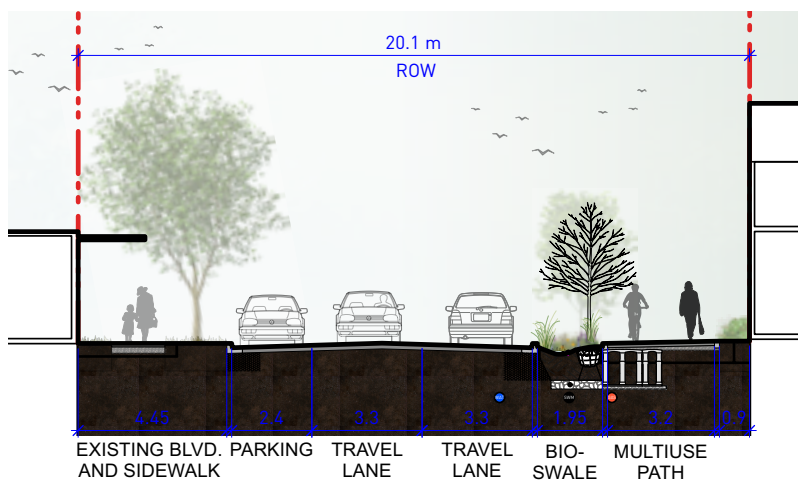


FIG. 9 ENLARGEMENT 4 - TYPICAL STREETSCAPE
Scale: 1:200



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

EXISTING UTILITIES - WITH CIVIL CONFIRMATION. LOCATIONS MAY VARY BASED ON SITE. UTILITIES TO AVOID BIOSWALE.

FIG. 10 SECTION 4 - TYPICAL STREETSCAPE
Scale: 1:200

BAILEY STREET WEST

GROWING MEDIUM – NORTH

NOTES:

1. SOIL CELLS TO BE ARRANGED IN BLOCKS THAT SUPPORT RADIAL ROOT GROWTH FROM CENTRE OF TREE.
2. SOIL CELLS TO SUPPLEMENT BIOSWALE 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.

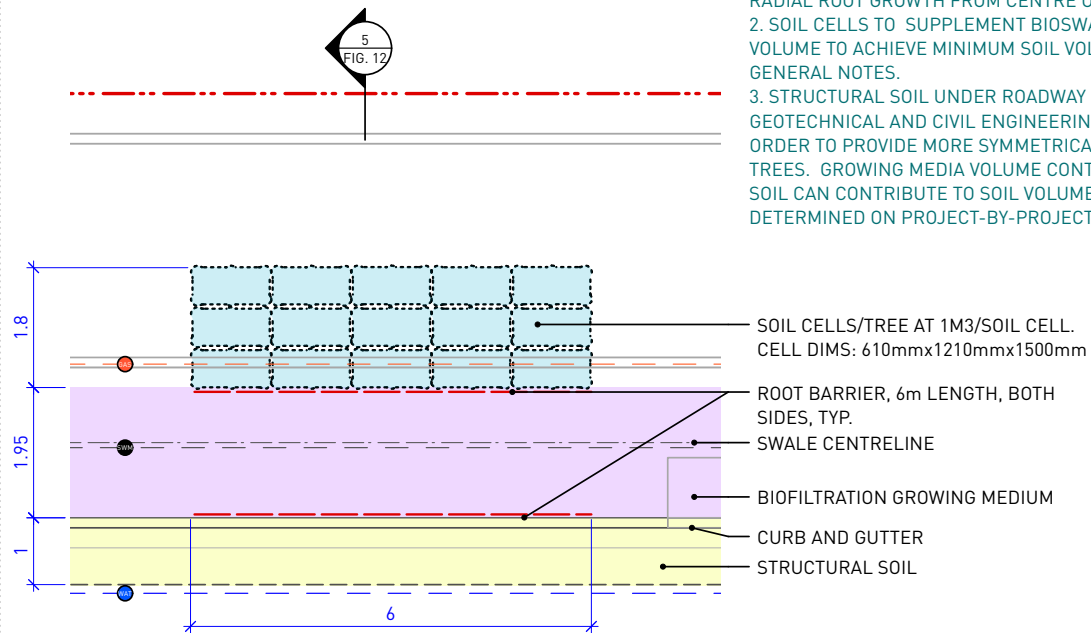
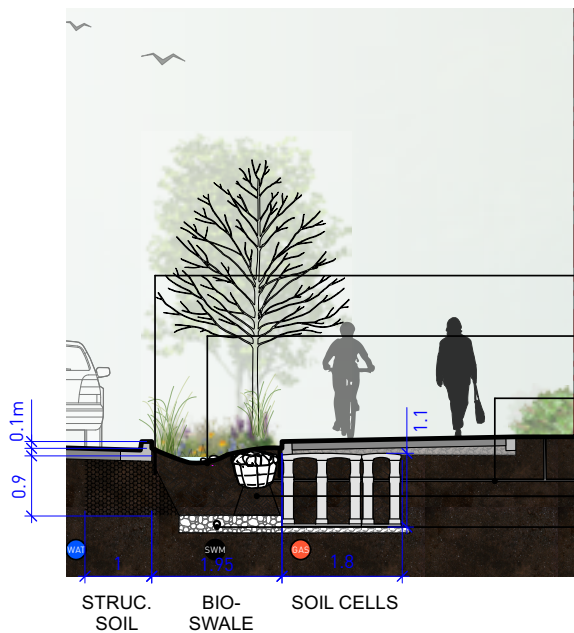


FIG. 11 ENLARGEMENT 5 - GROWING MEDIUM NORTH - PLAN
Scale: 1:100



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 EQUIV., TYP.
5. GENERAL EXISTING UTILITIES TO BE CONFIRMED BY CIVIL. UTILITIES TO AVOID BIOSWALE.

FIG. 12 SECTION 5 - GROWING MEDIUM NORTH
Scale: 1:100



3.13 PEMBERTON AVENUE

OVERVIEW

GENERAL

Pemberton Avenue is a standard (66 ft / 20.11 m) public road right of way and designated a collector road for vehicles and active transportation. Zoning Bylaw Regulation 4.42 requires a 1.5 m building setback along any property fronting Pemberton Avenue to support sufficient space for separated bike lanes and one side of parking or a turning lane. This streetscape standard shows the Ultimate design (75.45 ft / 23 m) where both sides of the street have a 1.5 m building setbacks. The streetscape design is slightly different if there is a parking lane versus a turning lane. Both are shown on the plan view but only one design should be applied per block. In all cases, a 1.5 m Public Right of Way will be required to use the additional space for public sidewalk use. Pemberton Avenue is angled differently to other streets Downtown making intersection design more complex. The intersection designs are general only and will require further detailed civil design and review.

USE

The primary use of Pemberton Avenue is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement, on street -parking on one side of the road (where turning lanes are not needed) and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles). Drive aisles should be designed wide enough to support current or future public transit use. Most of Pemberton Avenue is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

Pemberton Avenue should support a rhythmic planting of street trees in tree grates. Clumping of street trees and or planter beds may not be appropriate for the complexity of this street and should only be considered where appropriate. Small sections of planting for narrow and low maintenance grasses or pollinators can be explored if space permits along the buffered bike lane, only when the buffer is not adjacent to parking. See Street Tree and Planting Guidelines for more details.

PEMBERTON AVENUE

OVERVIEW

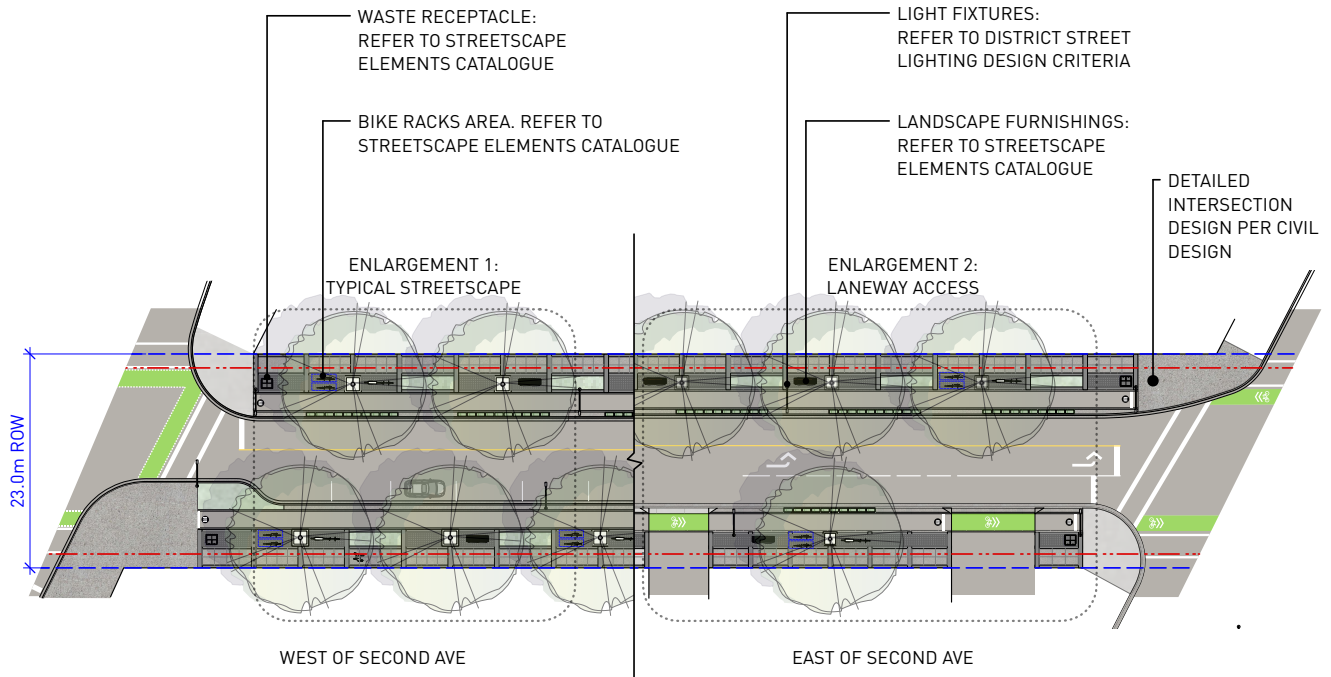
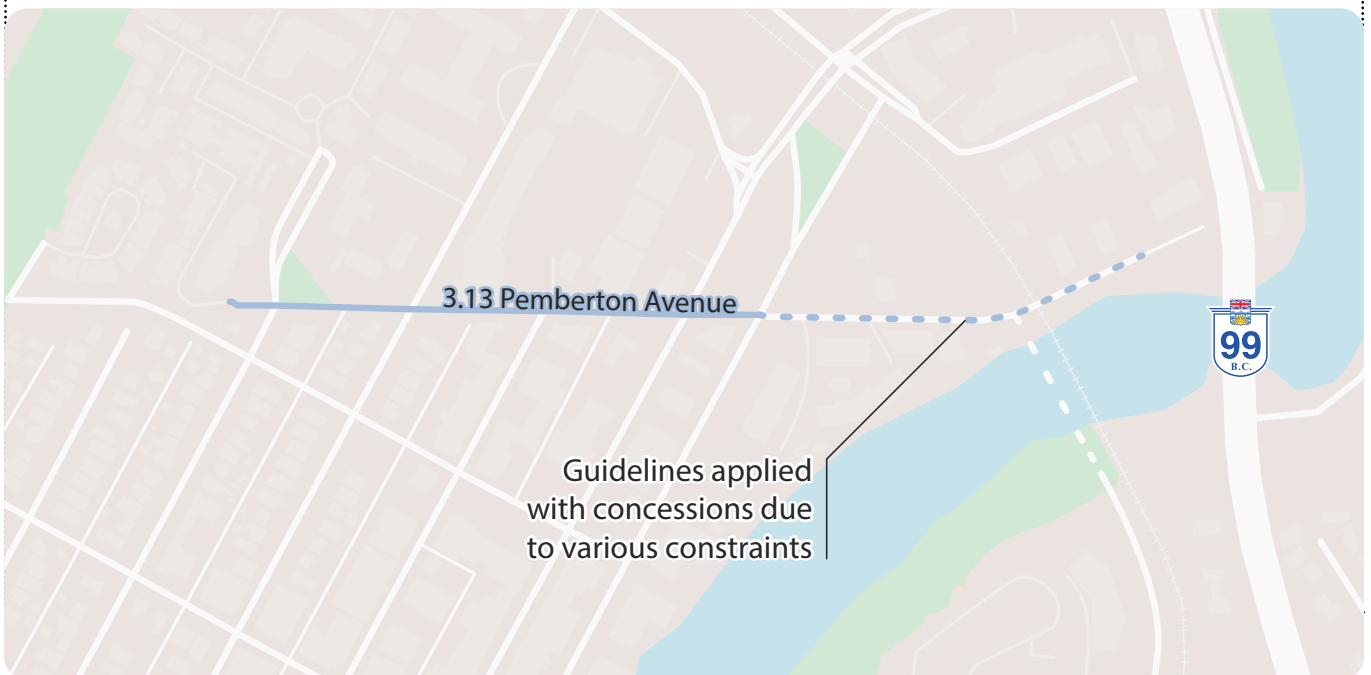
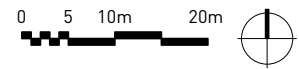


FIG. 1 PEMBERTON AVE - OVERVIEW
Scale: 1:700



PEMBERTON AVENUE

TYPICAL STREETSCAPE – WEST OF SECOND AVENUE

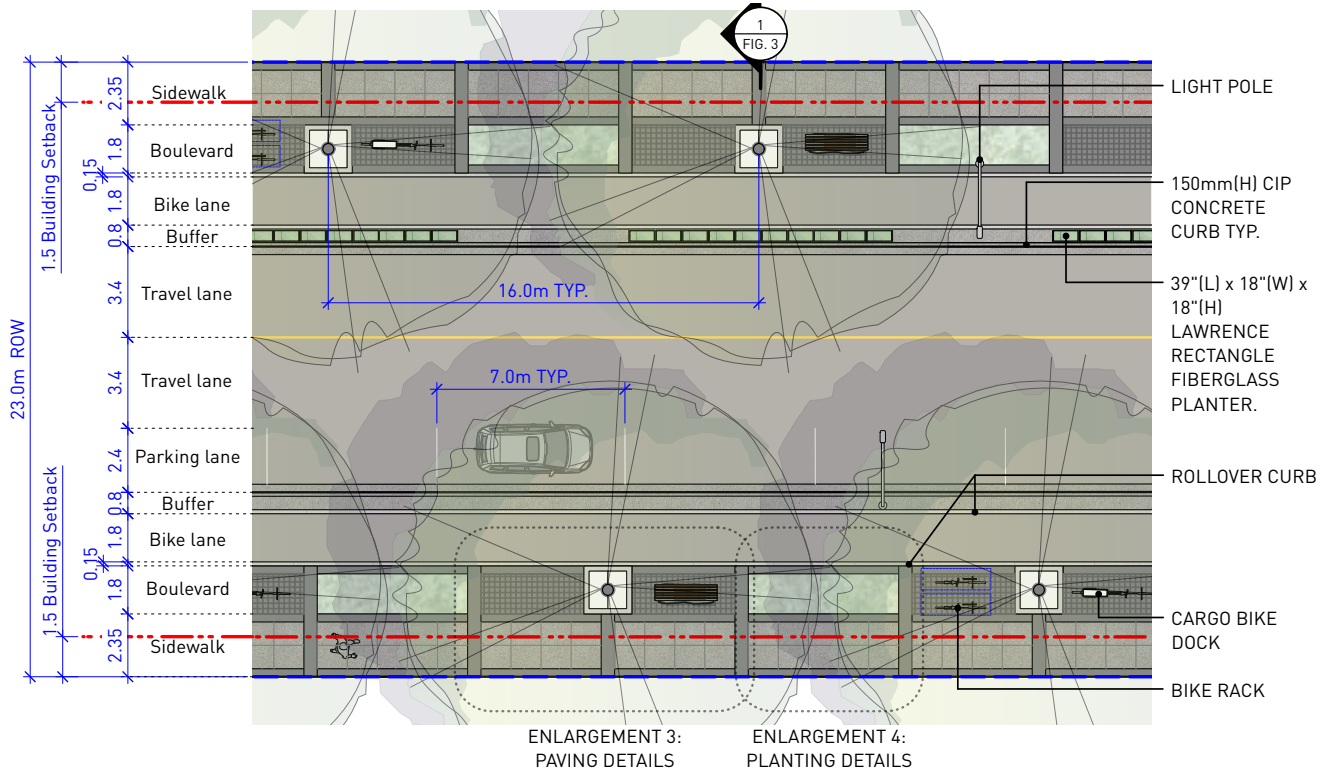


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE

Scale: 1:250

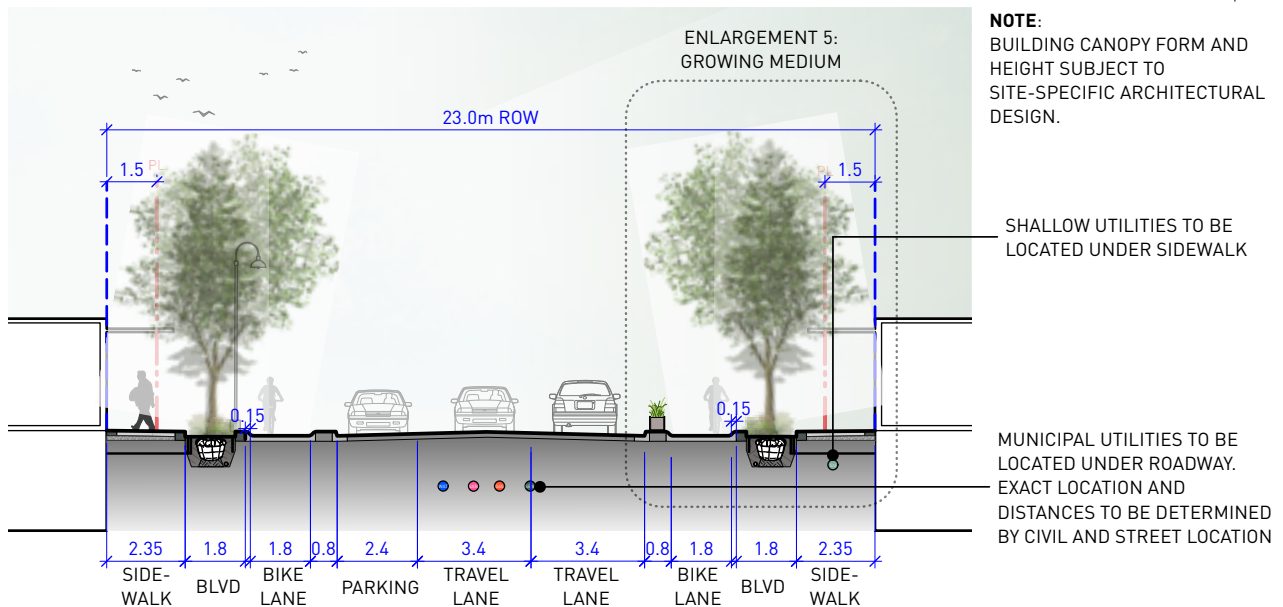
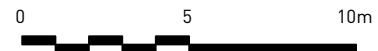


FIG. 3 SECTION 1 - TYPICAL STREETSCAPE

Scale: 1:200



PEMBERTON AVENUE

TYPICAL STREETSCAPE – EAST OF SECOND AVENUE

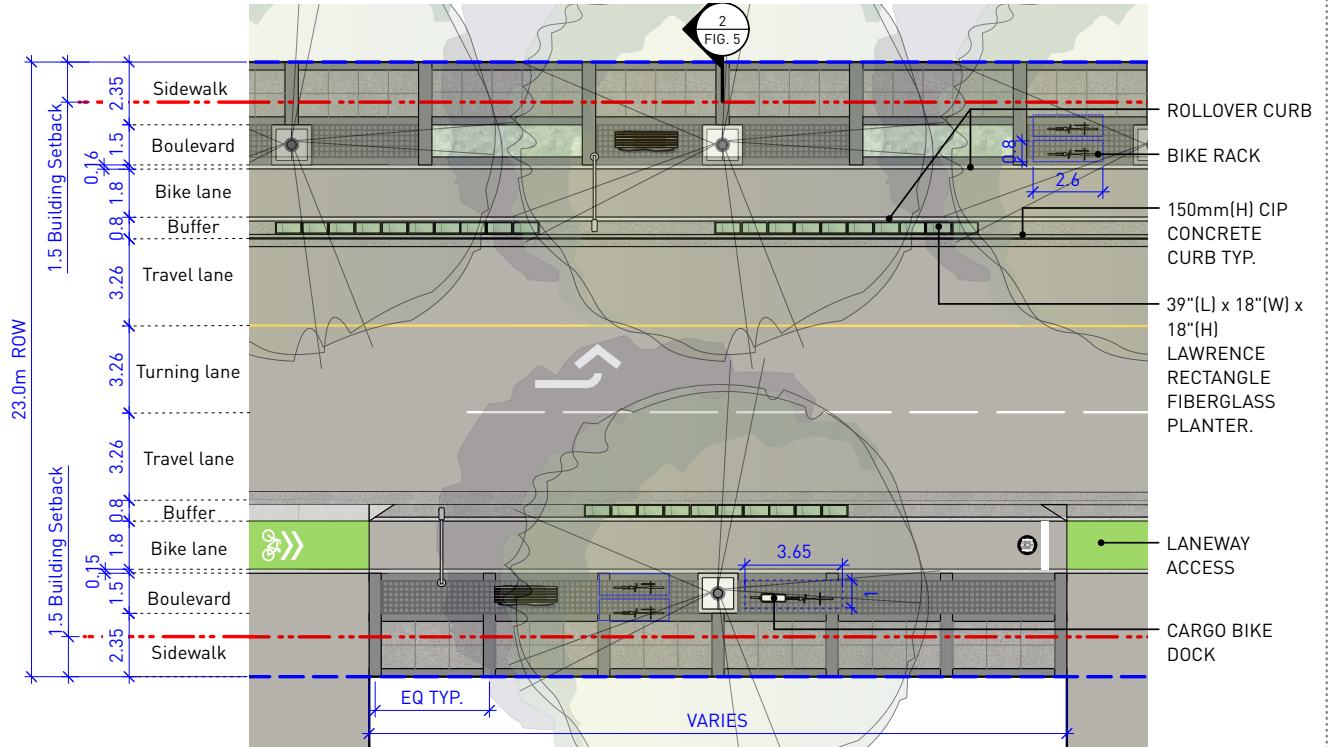


FIG. 4 ENLARGEMENT 2 - TURNING LANE AND LANEWAY ACCESS

Scale: 1:250

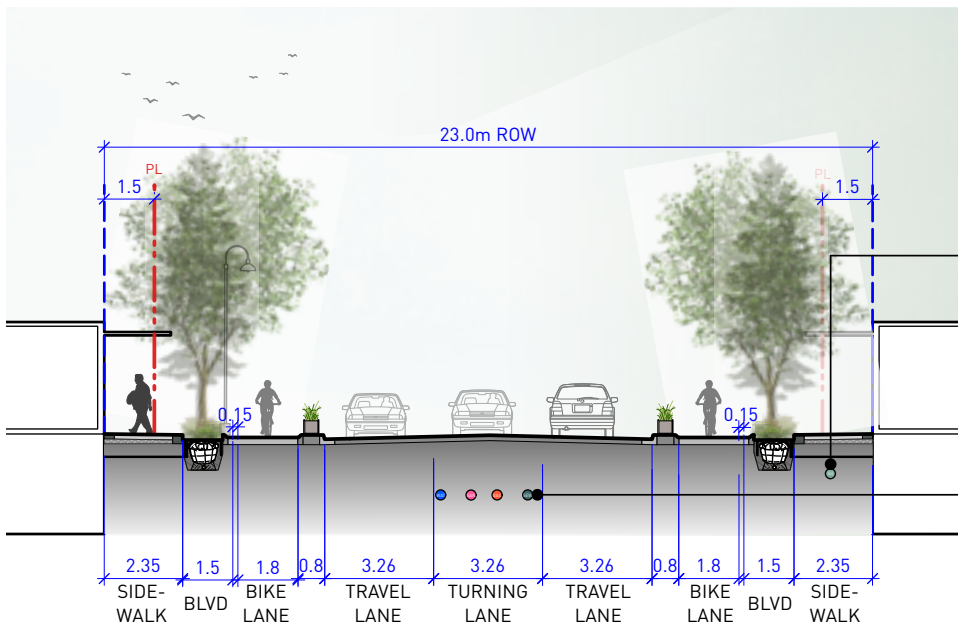
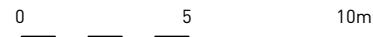


FIG. 5 SECTION 2 - TYPICAL STREETSCAPE

Scale: 1:200



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

SHALLOW UTILITIES TO BE LOCATED UNDER SIDEWALK

MUNICIPAL UTILITIES TO BE LOCATED UNDER ROADWAY. EXACT LOCATION AND DISTANCES TO BE DETERMINED BY CIVIL AND STREET LOCATION

PEMBERTON AVENUE

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.

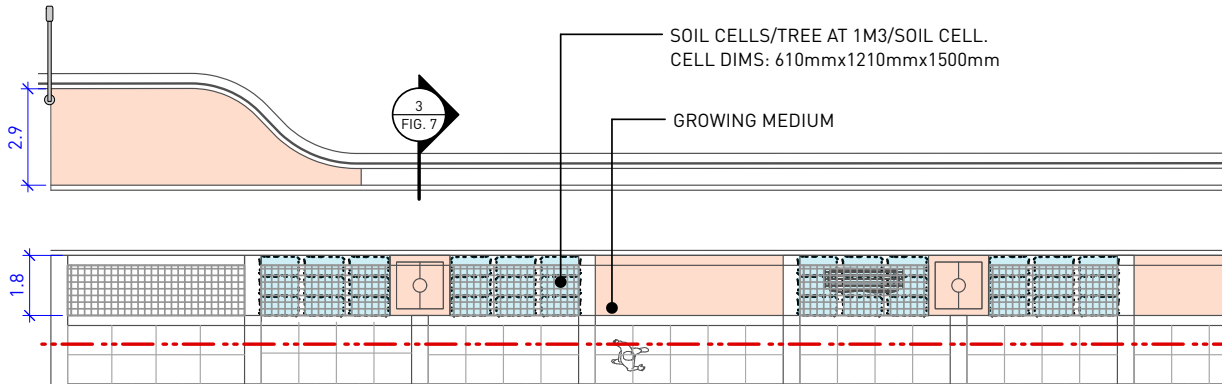
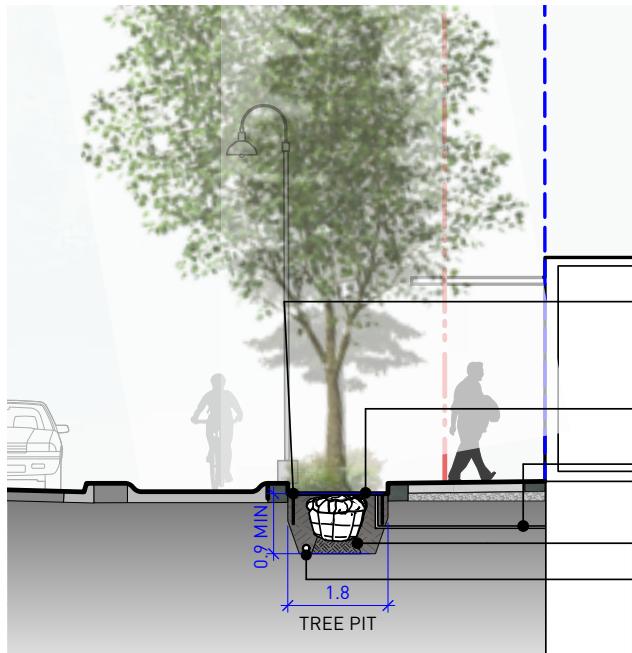


FIG. 6 ENLARGEMENT 3 - GROWING MEDIUM - WEST OF SECOND AVE.
Scale: 1:200



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.

FIG. 7 ENLARGEMENT 5 - SECTION 3 - GROWING MEDIUM - WEST OF SECOND AVE.
Scale: 1:100



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

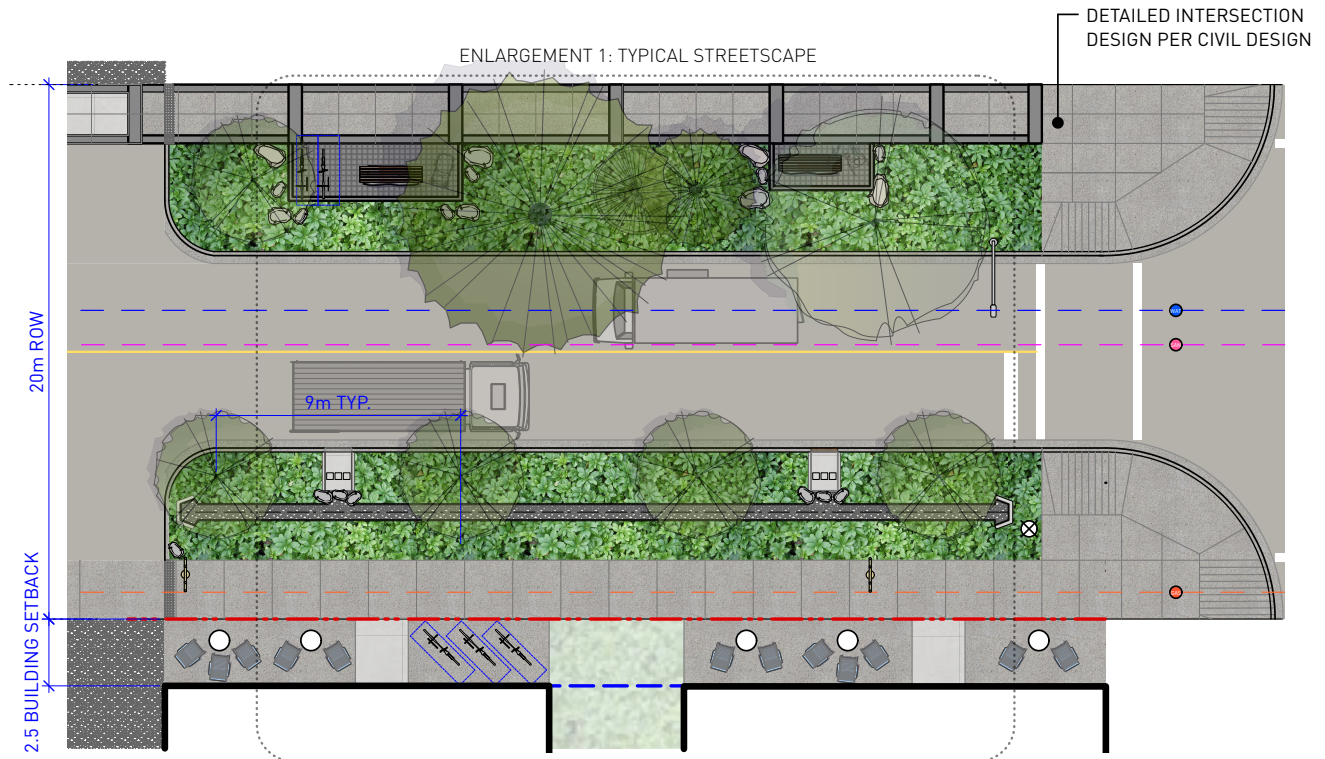


FIG. 1 VANCOUVER STREET: OVERVIEW
Scale: 1:250



VANCOUVER STREET

TYPICAL STREETSCAPE

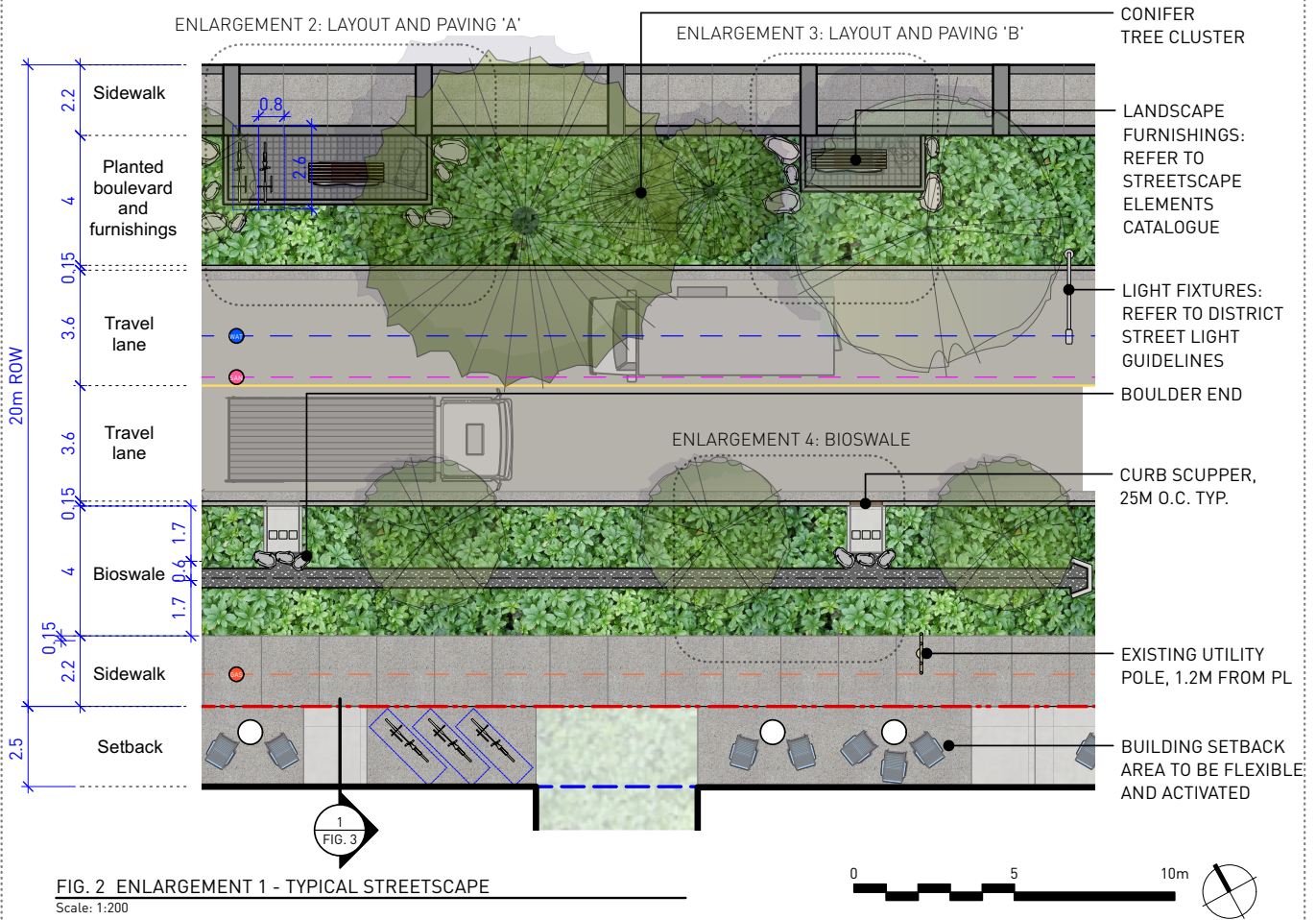


FIG. 2 ENLARGEMENT 1 - TYPICAL STREETSCAPE

Scale: 1:200

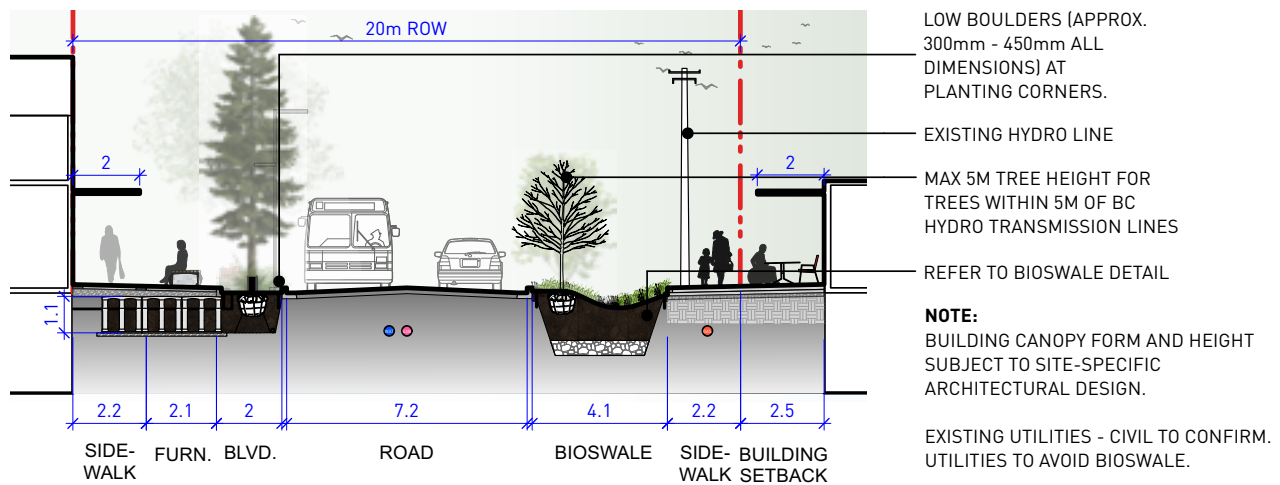


FIG. 3 SECTION 1 - TYPICAL STREETSCAPE

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.

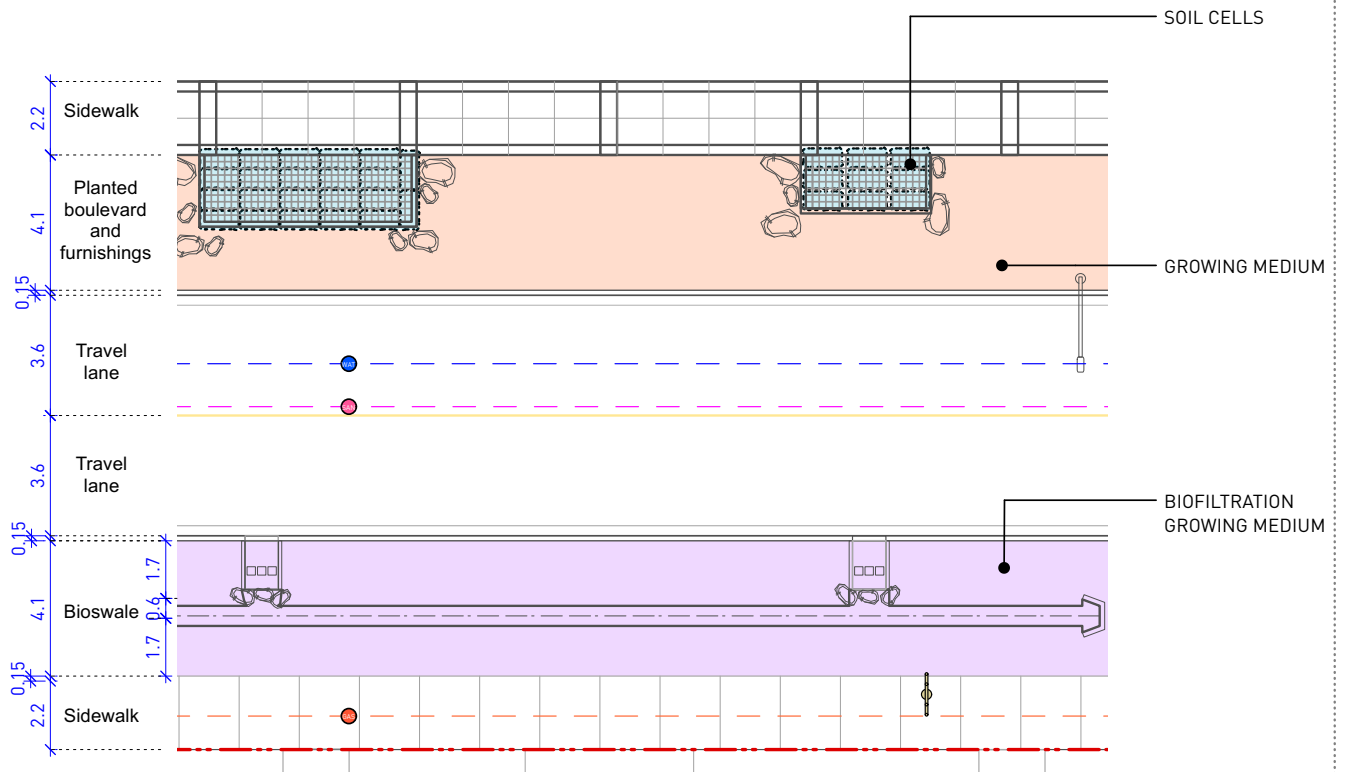


FIG. 4 ENLARGEMENT 1 - VANCOUVER STREET: GROWING MEDIUM
Scale: 1:200



VANCOUVER STREET

LAYOUT AND PAVING - 'A'

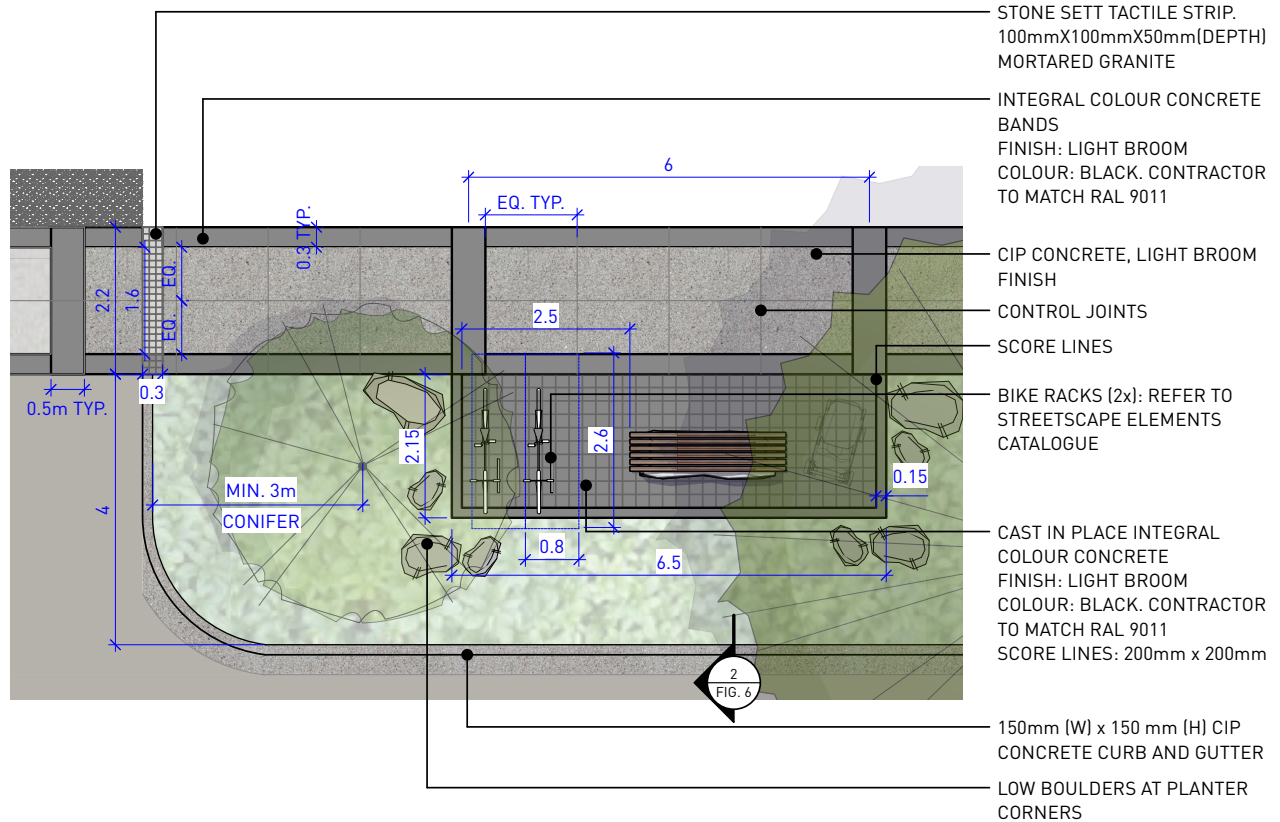
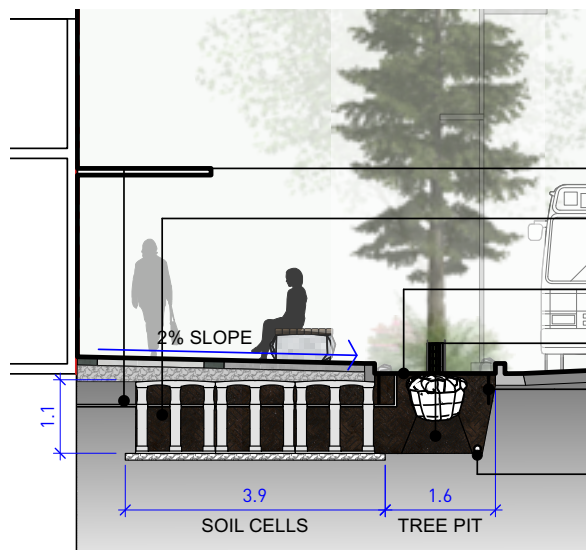


FIG. 5 ENLARGEMENT 2 - LAYOUT AND PAVING 'A'
Scale: 1:100



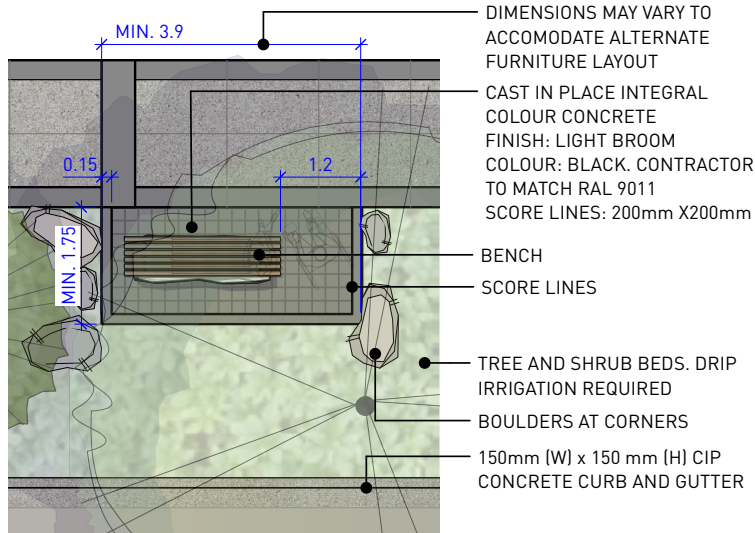
- NOTES:**
- IRRIGATION TO BE SUPPLIED BY BUILDINGS.
 - SHRUB BEDS TO BE SUPPLIED WITH DRIP IRRIGATION, TYP.
 - TREES TO BE SUPPLIED WITH ROOT WATERING BUBBLER BY DEEP ROOT OR EQUIVALENT, TYP.

FIG. 6 SECTION 2 - LAYOUT AND PAVING 'A'
Scale: 1:100



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

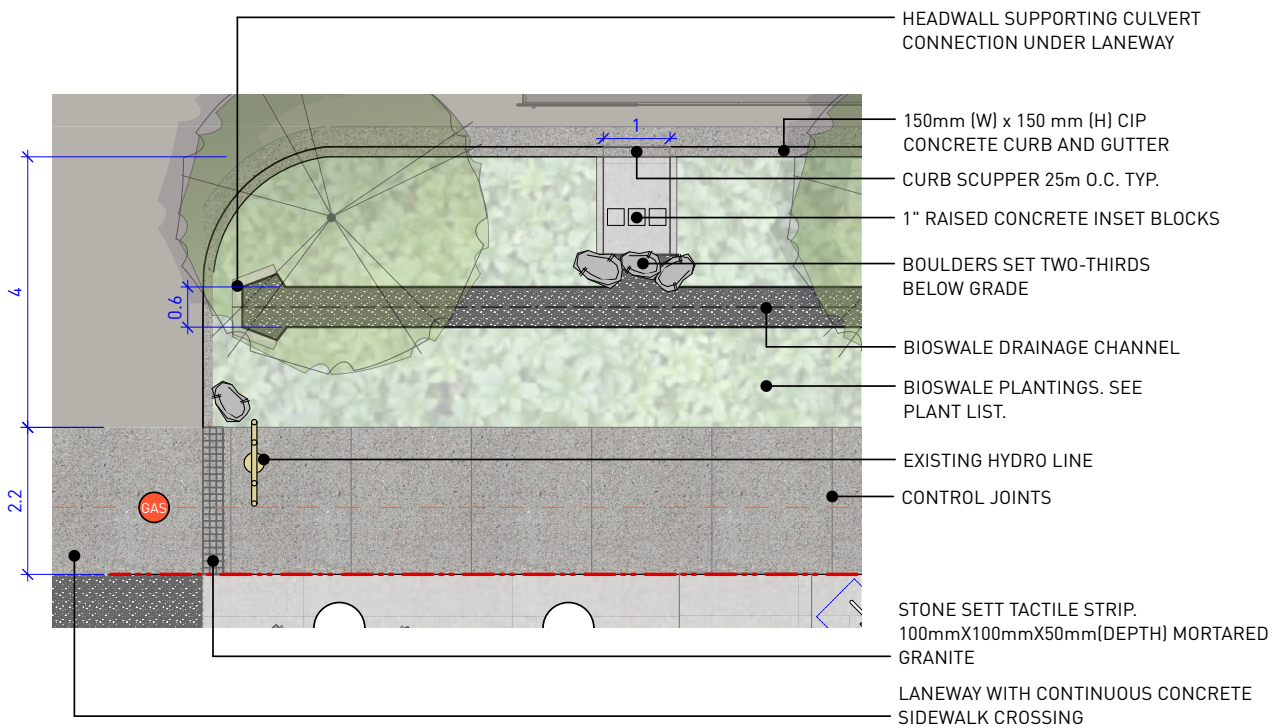


FIG. 8 ENLARGEMENT 4 - BIOSWALE
Scale: 1:100



3.15 MAMQUAM WATERFRONT

OVERVIEW

GENERAL

Mamquam Waterfront is a standard (15 m/ 49.21 ft) building setback and public right of way area required by the District of Squamish's Integrated Flood Hazard Management Plan (IFHMP). The intention of this standard is to provide general design considerations and specify where consistency (surface, furnishings, dimensions) is needed to help guide the unique and varied application for each development site along the Mamquam Blind Channel. It includes general design considerations for a major access versus a mid-block access; and pedestrian and cycling pathways that are side by side, separated with large landscape planting area or separated by minor furnishings. It also includes design guidance for articulation/variation along the dike edge, habitat benches, and ways in which the area can be activated (patios, play areas, seatings, wayfinding, water access etc.). Residential private property should be outside of this public right of way. Waterfront design is subject to provincial and federal senior authority approvals.

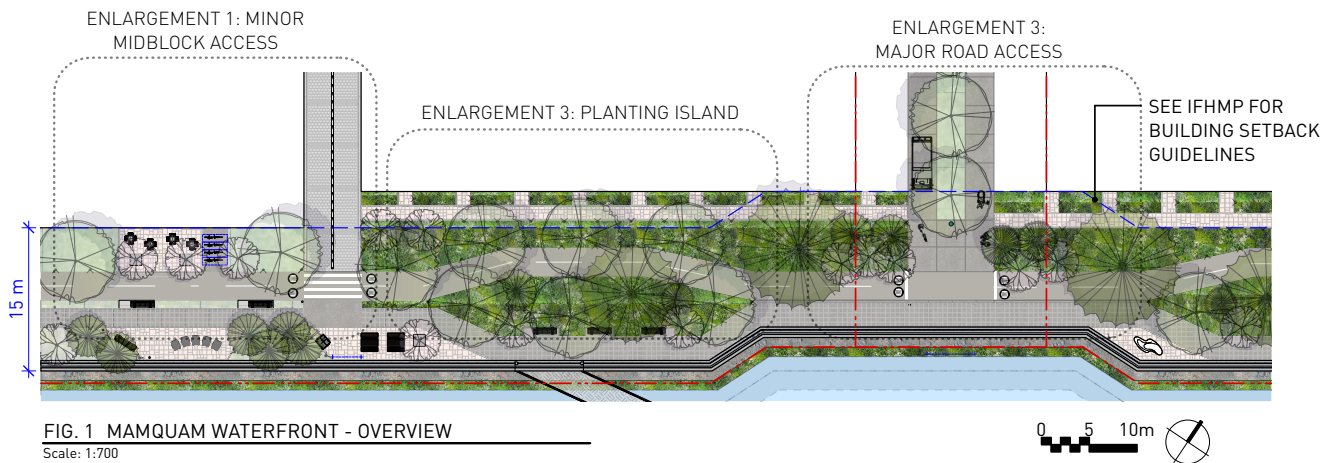


FIG. 1 MAMQUAM WATERFRONT - OVERVIEW

Scale: 1:700



Photo: Nicole Gurney

WATERFRONT PATHWAY

OVERVIEW

USE

Mamquam Waterfront primary use is for safe, separated, accessible and pleasant pedestrian, cycling and marine use. Secondary uses include vibrant public plaza spaces and parks, commercial patio spaces and marine activation with water access opportunities in various forms. The required setbacks are limited in space to achieve all of these objectives recommending further building setbacks should be explored where appropriate. Coastal resiliency, habitat protection, green shores, habitat benching, and acknowledgement of the cultural and ecological importance of waterways for Squamish Nation should be considered in the design. Sufficient space for maintenance vehicles and snow clearing storage areas should be considered in the design. Emergency vehicle access to waterfront buildings should be designed to the street and street ends and should not be required along the waterfront. Exceptions may be required for float home purposes where minimum clearance width of 4 m can be approved at the discretion of the District's Fire Chief.

Major Access Use: These are waterfront access points from street ends and are typically standard (66 ft / 20.11 m) right of ways. They provide the major public connections to the waterfront and should be where commercial and public plaza activity is concentrated. These accesses should be graded to support wide and safe accessible connections to the elevated waterfront and should consider large enough ramp widths to support maintenance vehicle and emergency vehicle access route where required.

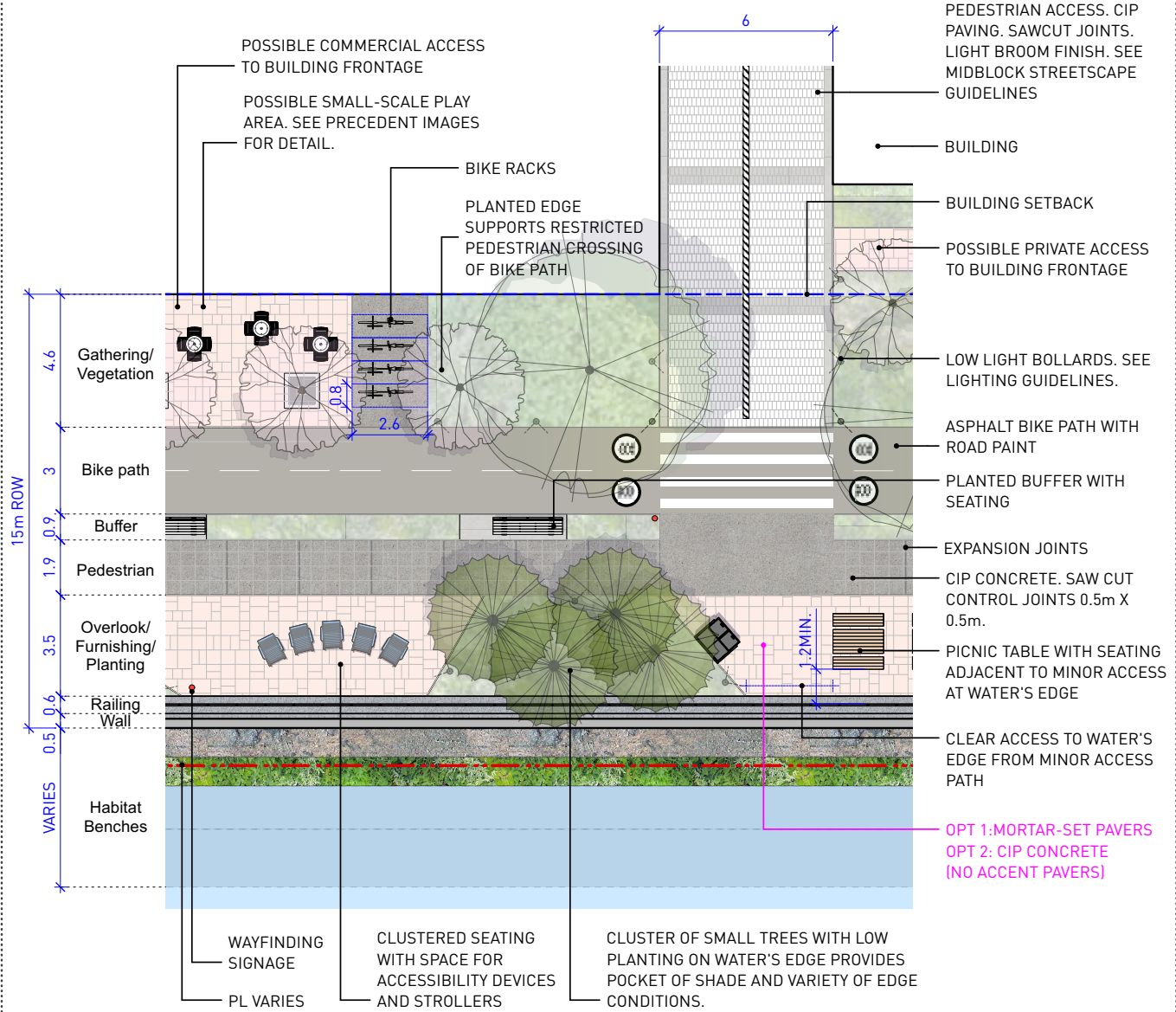
Minor Access Use: These are essentially mid-block connections between buildings and secondary accesses to the waterfront and should comply to the mid-block guidelines of (6 m/19.68 ft) right of way. If there are significant grade changes these secondary pathways may not all need to be accessible. Secondary accesses do not need to consider emergency vehicles but do need to accommodate trail snow clearing machines

LANDSCAPING

Waterfront landscaping should consider a variety of planting and tree options to create opportunities for large open spaces that preserve views identified in the Downtown Viewscape Study while also providing areas for shade and integration of the waterfront into the surrounding landscape. To preserve views and avoid dike slope conflicts, large trees should primarily be concentrated along the building edge, or mid right of way planters, where some small trees could be considered along the waterfront edge where space allows. A mixture of native large canopy coniferous and deciduous trees should be varied along this waterfront area. Planting should consider 50% evergreens, native shrubs and tall grasses and pollinators that play with the waterfront wind. See Street Tree and Planting Guidelines for more details.

WATERFRONT PATHWAY

MINOR MID-BLOCK ACCESS



NOTES:

1. OVERLOOK/FURNISHING/PLANTING WIDTH TO VARY BETWEEN 2.5-4M.
2. BUFFER BETWEEN BIKE PATH AND PEDESTRIAN PATH CAN VARY BETWEEN 300MM AND 1000MM. IF BUFFER IS 1000MM WIDE, LOW SHRUBS, GRASSES, AND GROUNDCOVERS MAY BE USED INSTEAD OF PAVING. DESIGN TO SUPPORT FIRE TRUCK ACCESS, IF REQUIRED.
3. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
4. LIGHT SPACING SHOULD MEET DISTRICT OF SQUAMISH STREET LIGHTING DESIGN CRITERIA.
5. REFER TO RAILING GUIDELINES FOR DESIGN INTENT.

FIG. 2 ENLARGEMENT 1 - MINOR ACCESS

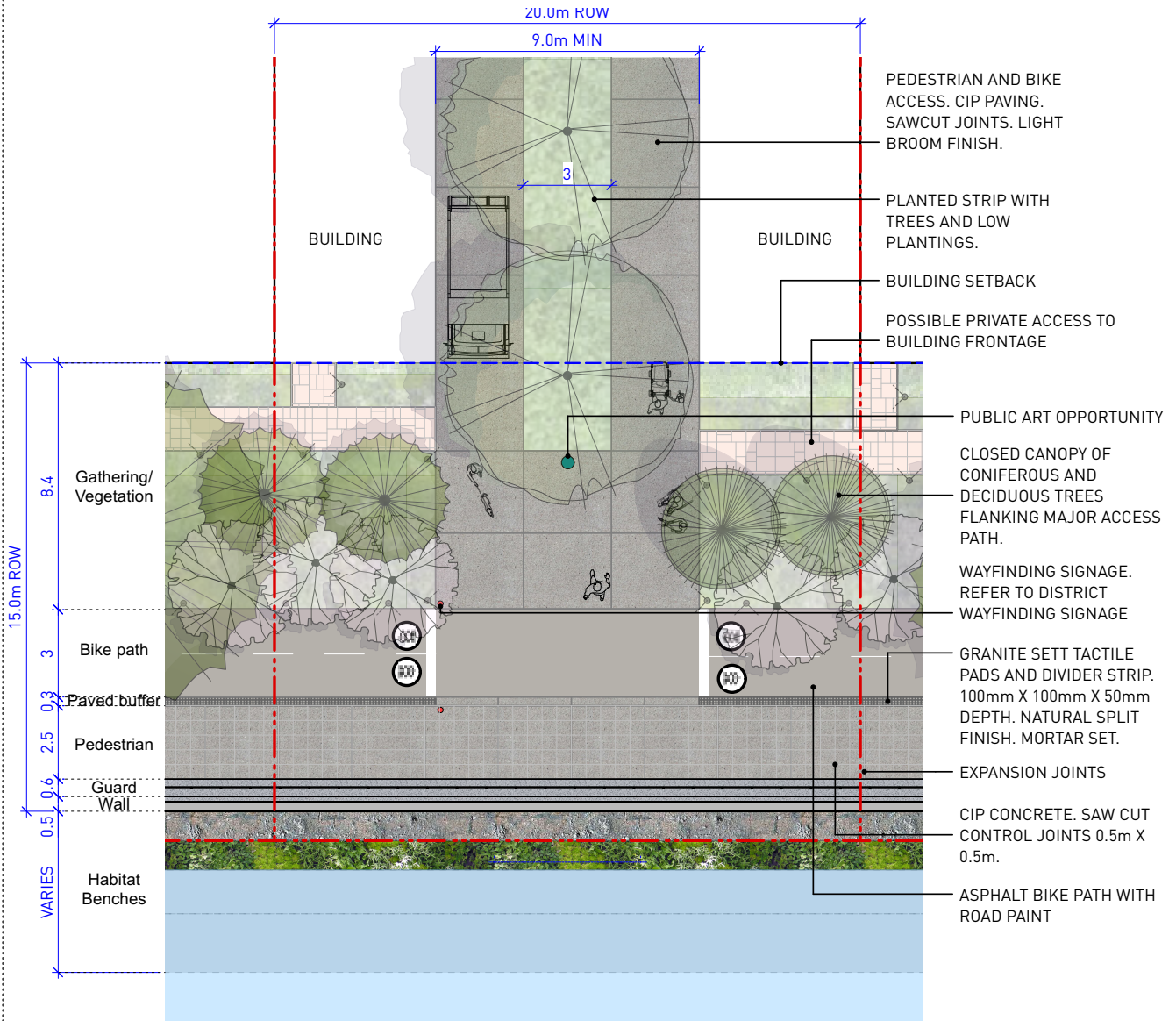
Scale: 1:200



ORIENTATION VARIES

WATERFRONT PATHWAY

MAJOR ACCESS



NOTES:

1. OVERLOOK/FURNISHING/PLANTING WIDTH TO VARY BETWEEN 2.5-4M.
2. BUFFER BETWEEN BIKE PATH AND PEDESTRIAN PATH CAN VARY BETWEEN 300MM AND 1000MM. IF BUFFER IS 1000MM WIDE, LOW SHRUBS, GRASSES, AND GROUNDCOVERS MAY BE USED INSTEAD OF PAVING. PLANTING SELECTION TO SUPPORT FIRE TRUCK ACCESS, IF REQUIRED.
3. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
4. LIGHT SPACING SHOULD MEETING LIGHTING DESIGN GUIDELINES AND DESIGN INTENT.

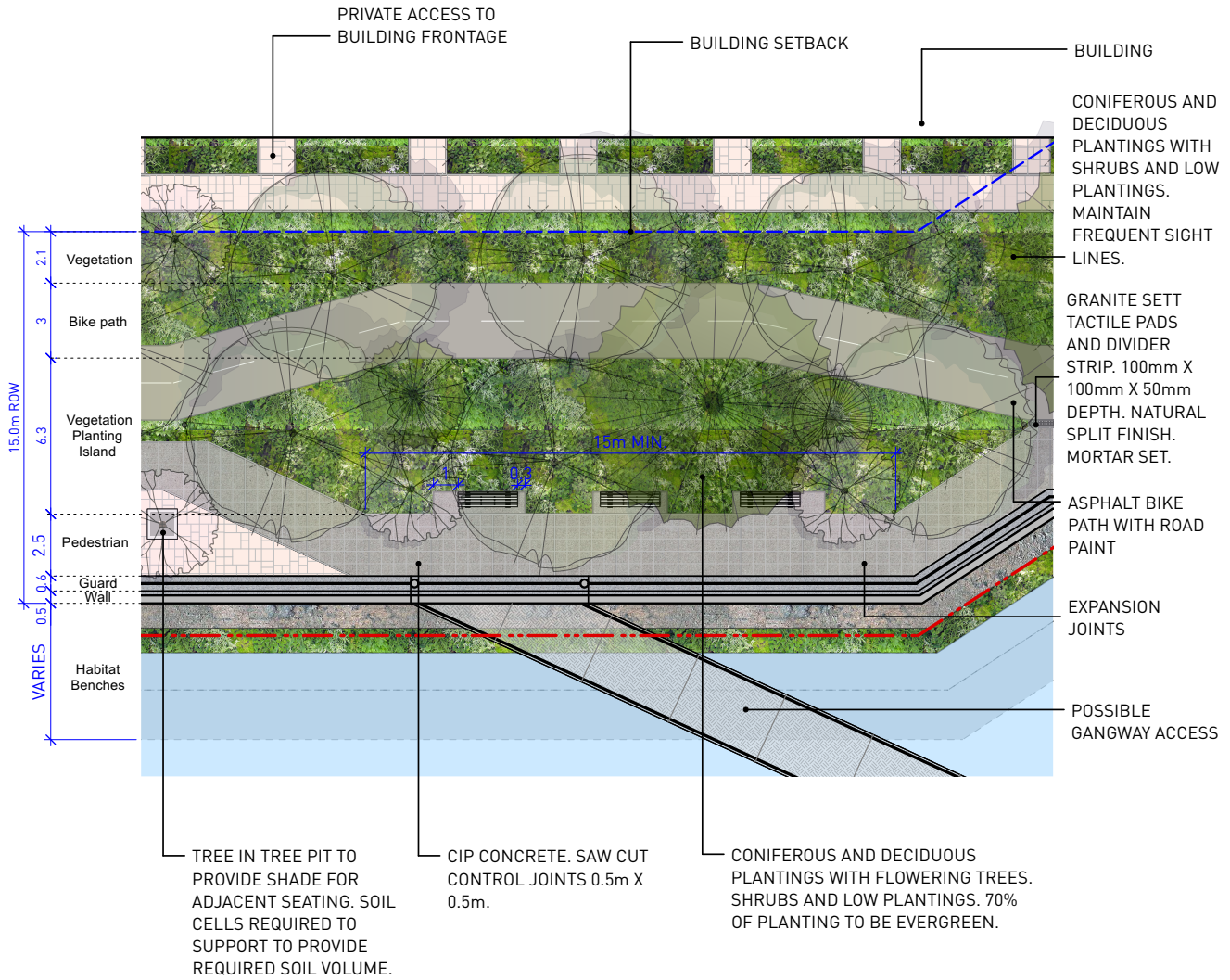
FIG. 3 ENLARGEMENT 2 - MAJOR ACCESS
Scale: 1:200



ORIENTATION VARIES

WATERFRONT PATHWAY

PLANTING ISLAND



NOTES:

1. PLANTING ISLANDS APPROPRIATE WHERE NO FIRE TRUCK ACCESS REQUIRED.
2. FURNISHINGS TO FEATURE CORTEN WALLS, TIMBER BENCHES, BLACK METAL ACCENTS, AND UNDERLIT BENCHES.
3. LIGHT SPACING SHOULD MEET LIGHTING DESIGN GUIDELINES AND DESIGN INTENT.

FIG. 4 ENLARGEMENT 3 - PLANTING ISLAND

Scale: 1:250



ORIENTATION VARIES

WATERFRONT PATHWAY

CONSIDERATIONS AND PRECEDENTS

WATERFRONT SMALL-SCALE PLAY AREAS



WATERFRONT CONDITIONS: NATURAL AND ACTIVATED

