

# Street Network

The draft Framework provides guidance on the extension of downtown streets into the hub area (over the rail tracks) to provide access to the transportation interchange and new development.

The proposed street network has been developed to meet the needs of all users: pedestrians, cyclists, buses, taxis and private vehicles.

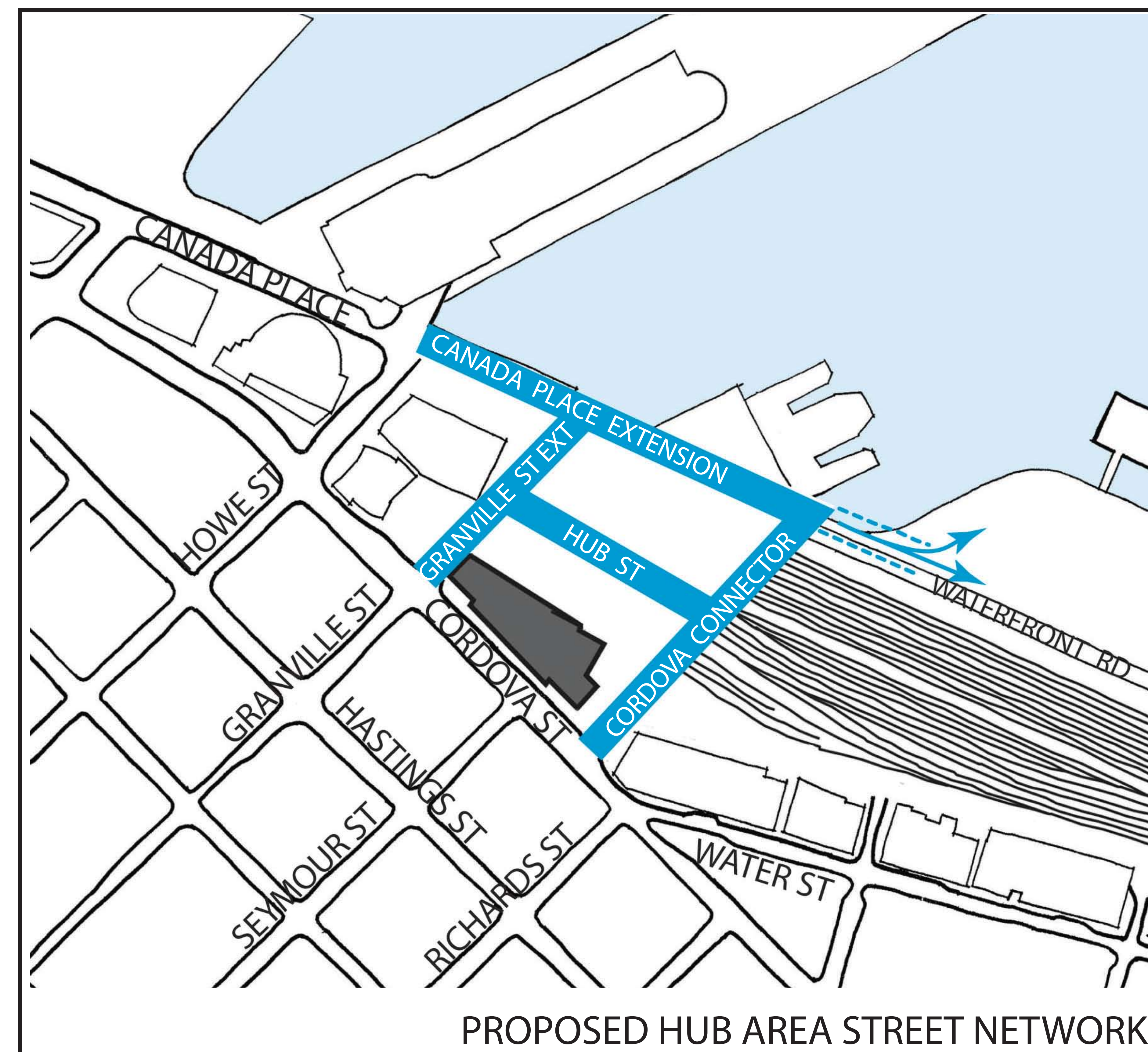
## DRAFT FRAMEWORK DIRECTIONS & REQUIREMENTS

### DIRECTIONS

- Extend the downtown street network into the Hub area on viaducts over the rail yard, providing access for pedestrians, bikes, buses, taxis, and private vehicles.
- Provide for a future street connection down to the Port Lands to the east.
- Ensure safe, efficient movement for all modes and identify areas for curbside activities (transit stops, taxis, tour bus).
- Extend the waterfront walkway/bikeway through the Hub area.
- Provide generous sidewalk space to accommodate large volumes of pedestrians.
- Provide safe cycling connections into and through the Hub area linked directly to existing downtown routes.
- Streets should be kept as low as possible over the rail yards to improve visual connections to the water.

### SPECIFIC REQUIREMENTS

- Required streets: Canada Place Extension, Granville Extension, Cordova Connector, Hub Street.
- Minimum street right-of-way widths:  
Granville Extension, Cordova Connector, Hub St: 20m  
Canada Place Extension: 33m (includes 12m walkway/bikeway)



## PEDESTRIAN & CYCLING CONNECTIONS

Improved pedestrian and cycling connections are important for the Hub area.

The new street network brings opportunities to extend the waterfront walkway/bikeway, provide generous sidewalks, and bike lanes or separated cycling facilities that will connect to existing downtown routes.

