

9. STREETS

ISSUES

Creation of a new community of up to 15,000 residents and employees will greatly increase the need for transportation services in the area. Transit services will have to be upgraded, and streets will have to be extended. Facilities to accommodate pedestrians, bicycles, and service vehicles will be required.

The existing area to the south has congested streets, which are at capacity. The development of Coal Harbour requires adequate roadways to avoid placing unacceptable new burdens on existing streets in the downtown and West End. A critical requirement is the ability to access the area from the south and east without penetrating the downtown core. What street pattern does this result in?

In developing housing, through traffic is noisy and polluting, so environmental areas of low traffic are desirable. Continuous roads can create environmental difficulty, but cul-de-sacs are inadequate for volumes generated in higher density developments. What street pattern does this result in? Can traffic management assist in resolving this conflict? Is residential use suitable in a heavy traffic environment?

With competing demands on the street system from a traffic and housing perspective, is the idea of a continuous east-west artery extending at the level of Cordova Street, as called for in the ODP, still appropriate? Is a waterfront roadway at a lower elevation appropriate? Is continuity of the port roadway appropriate?

Adequate access to all sites for all modes of transport and service functions is vital. Good linkages to the adjoining downtown area are necessary. Vehicular access close to the water's edge for visitors and tourists is also desirable. The greater the accessibility, usually, the greater also is the space needed for roadways, with increased traffic impacts. Where should the balance be struck? Should some movement be separated from other movement, if possible?

A variety of modes provides choice, facilitates accessibility and can preserve environmental quality. The street system must be adequate, with traffic management measures to assist in achieving livability. Should a pedestrian pathway system, in conjunction with or separated from roads, be a priority? Should bicycle needs be overtly accommodated?

In the West End, the well-developed lane system provides good access to properties, allowing the streets and sidewalks to be highly landscaped and free of servicing activity. How will servicing, loading, garbage collection, parking access, etc. be accommodated in Coal Harbour?

FACTS

Possible arterial connections to the city street grid occur at Cordova Street, Hastings Street, Burrard Street, Thurlow Street, and Bute Street.

Minor connections are available at Canada Place Way, Jervis Street, Broughton Street, Nicola Street, Cardero Street, and Denman Street.

The Port service road east of Burrard Street is subject to complex legal agreements between the Port, Marathon, Canada Place, and the City, which may affect the use and function of the lower level road within the Marathon site.

Coal Harbour development on the Marathon site will cut off any future opportunity for a third crossing to Burrard Inlet directly from the downtown core, and will reduce options for a dedicated waterfront transit right-of-way.

In addition to its service function, while providing a second access to developments, a separate service road would reduce the maintenance and disruption on the primary street system.

The north side of Georgia Street, west of Cardero Street, was widened in 1985 to provide for an additional westbound bus-only lane.

Access from the Bayshore site to Denman Street south of Georgia Street is restricted in rush-hour periods by mandatory right or left turns at Georgia Street for southbound traffic.

Access from the Bayshore site to Cardero Street south of Georgia Street is restricted by a single southbound lane between Georgia and Alberni.

PAST POLICIES

1979 CWD ODP:

- Extend downtown street system; develop continuous lower-level service road as close to the escarpment as possible; extend Cordova Street to Bute Street in the long term; provide continuous upper-level roadway; develop continuous transit right-of-way along waterfront; provide safe, convenient, and attractive pedestrian access to the waterfront and a continuous walkway in proximity to the shoreline.

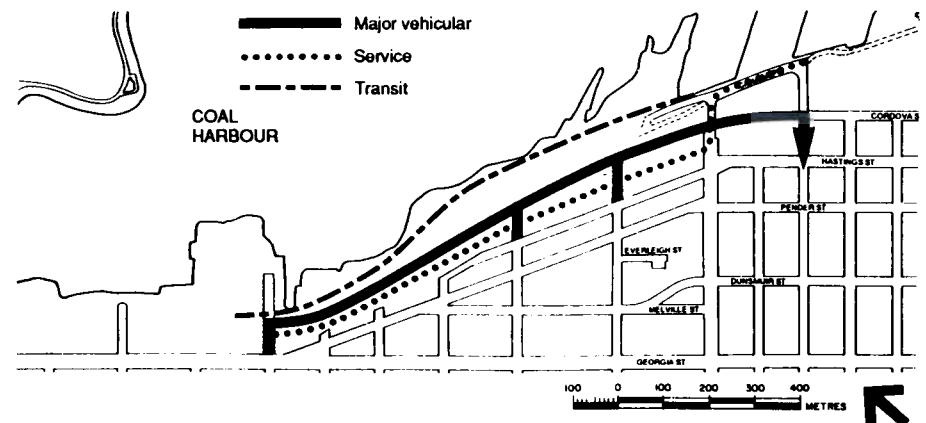


Figure 13. Existing CWD ODP Roads System

POLICY

Provide a transportation system that adequately services the Coal Harbour development and is integrated into the existing movement patterns of the city. This should be done in a manner which protects new residential development and environmentally sensitive areas from excessive through traffic.

Ensure that Coal Harbour traffic does not add unduly to downtown congestion, particularly in the Pender and Georgia Street corridors. Furthermore, the Coal Harbour traffic should not add through traffic to the established West End residential areas.

Recognizing that this area is located adjacent to a densely populated, well developed portion of the downtown, provide a street system that links Coal Harbour neighbourhoods with convenient connections to downtown access streets. This street system should connect to access streets to the south and east that avoid the congested downtown core, and should also discourage through traffic in the residential area.

Provide opportunities for vehicular access to the waterfront for both water users and visitors.

Ensure that the design of the street system gives attention to safety, security, and appearance needs. Allow for some extension of the existing below grade service system to Thurlow Street to meet port and commercial area servicing needs, with the potential of a driveway arrangement servicing the properties no more westerly than Bute Street.

Ensure that any extension of the below grade service system meets basic security, appearance, and other environmental concerns. Any ramp connections between the upper and lower movement systems must be designed to integrate well with their surrounding environment and to be as unobtrusive as possible.

Ensure that adequate servicing of new development is an integral part of the new street system design.

Provide a high standard of public access to the waterfront.

Ensure that careful provision is made for the requirements of pedestrians, bicyclists, and the physically disabled. Provide bicyclists with adequate routings on streets and in proximity to walkways.