

# Street Design - Non Arterials

CityPlan

Riley Park/South Cambie **RPSC**

Design of non-arterial streets considers the width and placement of pavement, curbs, sidewalks, and boulevards (containing grass, trees or other landscaping). The street is located within a right-of-way (ROW), which is the full street allowance between private property lines. In Vancouver, most non-arterial street ROW's are 20 m (66 ft.). Different street designs can result in varying amounts of pavement, sidewalk and green boulevards. Unlike most other places in BC, almost all ROW's are owned by the City.

## Street Design Standards

The street design standards below are standard for new non-arterial streets when being paved and curbed. For these projects the placement of a curb bulge at the intersection of another non-arterial street is standard practise today. When adding new sidewalks the placement will depend on existing street trees.

### Single Family Zones

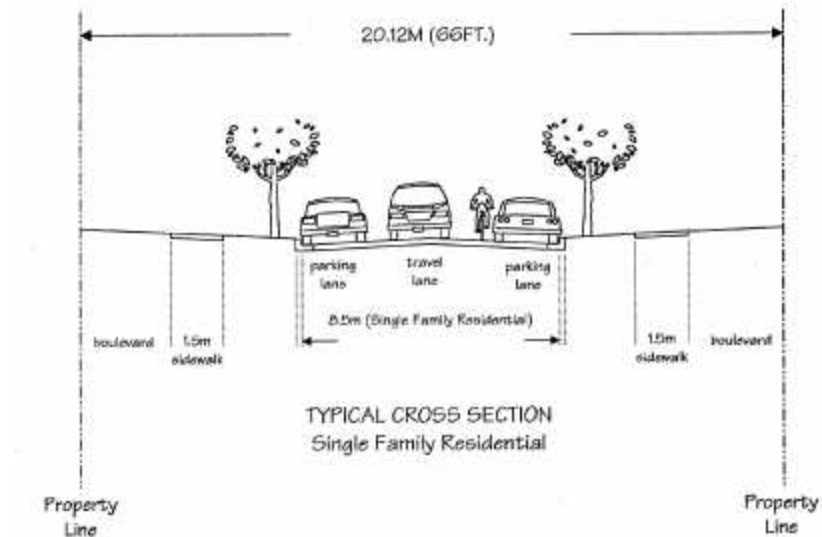
Standard paved curb-to-curb width is now 8.5 m (28 ft.), allowing one travel lane and two parking lanes. The remaining 11.5 m (38 ft.) ROW typically consists of: landscaping (grass and street trees), standard sidewalks at 1.5 m (5 ft.) and grass to the property line on each side of the street.

### Apartment Zones

Standard paved curb-to-curb width is 10 - 11 m (33-36 ft.), allowing two travel lanes and two parking lanes. Standard sidewalk is 1.5 m (5 ft.), with landscaping inside and outside of the boulevard as described above.

### Streets Fronting Schools and Parks

Standard paved curb to curb width is 11 m (36 ft), with a sidewalk width of 1.5 - 1.8 m (5 - 6 ft.).



### Streets Designated as Greenways or Bikeways

Standard paved curb-to-curb width is now 9.5 - 10 m (31-33 ft.), allowing for cyclists. Standard sidewalk is 1.5 m (5 ft.), with landscaping inside and outside of the boulevard as described above.