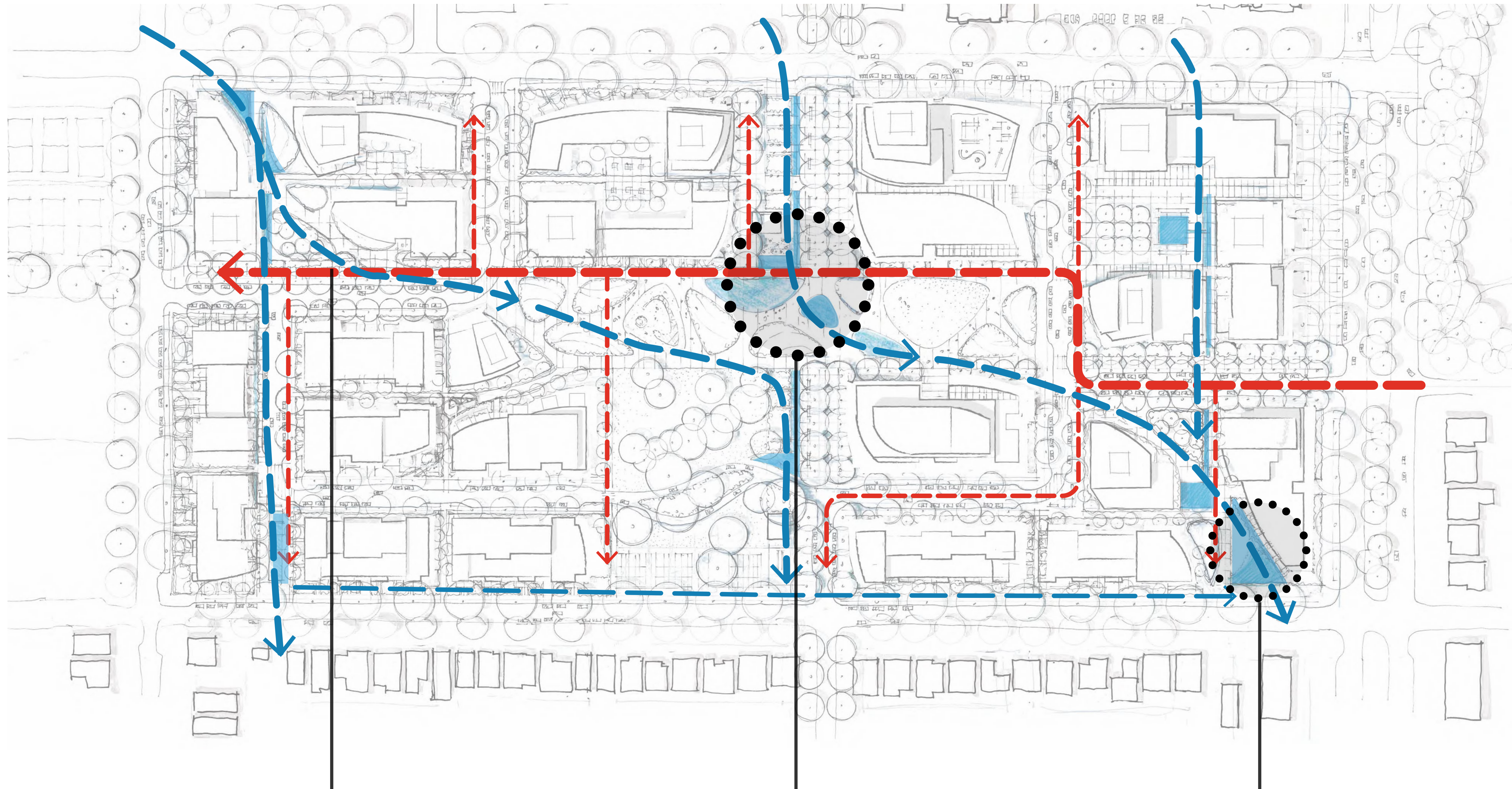


Water: Amenity, Therapy and Ecological Asset

water is an experience and well-managed asset that creates a unique sense of place

— Stormwater
- - - District Energy

Stormwater Management Elements and District Energy



STORMWATER: MANAGEMENT (TREATMENT) & EXPERIENCE (THERAPY)



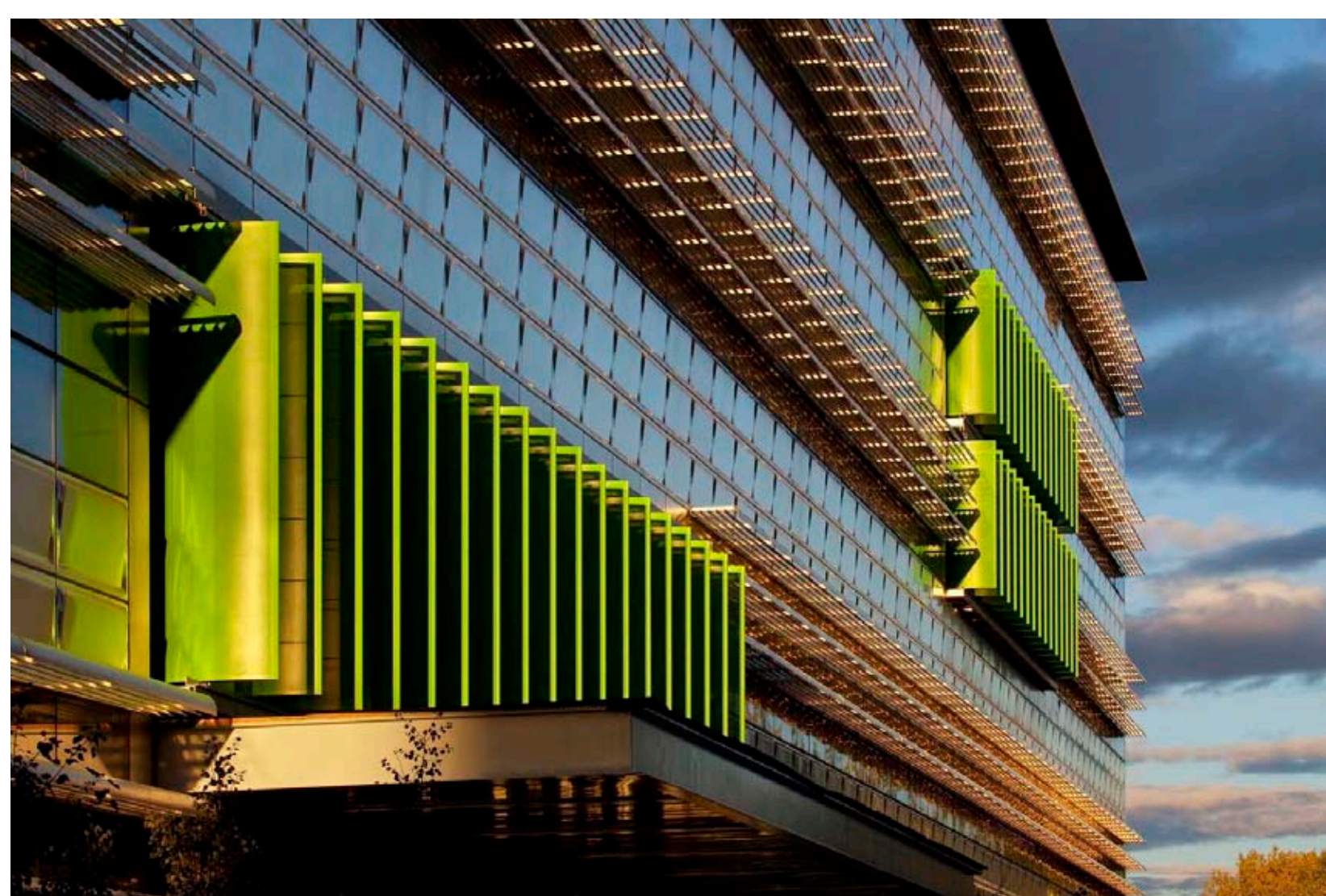
Integrated Stormwater Management

Integrated stormwater management is the treatment of water captured from structures and hard surfaces with natural systems including wetland habitats and natural vegetation. These natural systems remove harmful chemicals and elements, while creating habitat and beauty.

Commemorating historical watershed characteristics will act to restore ecological patterns on the site, providing an understanding of water flow and natural systems, while also acting functionally to treat on-site stormwater.

Water as Experience

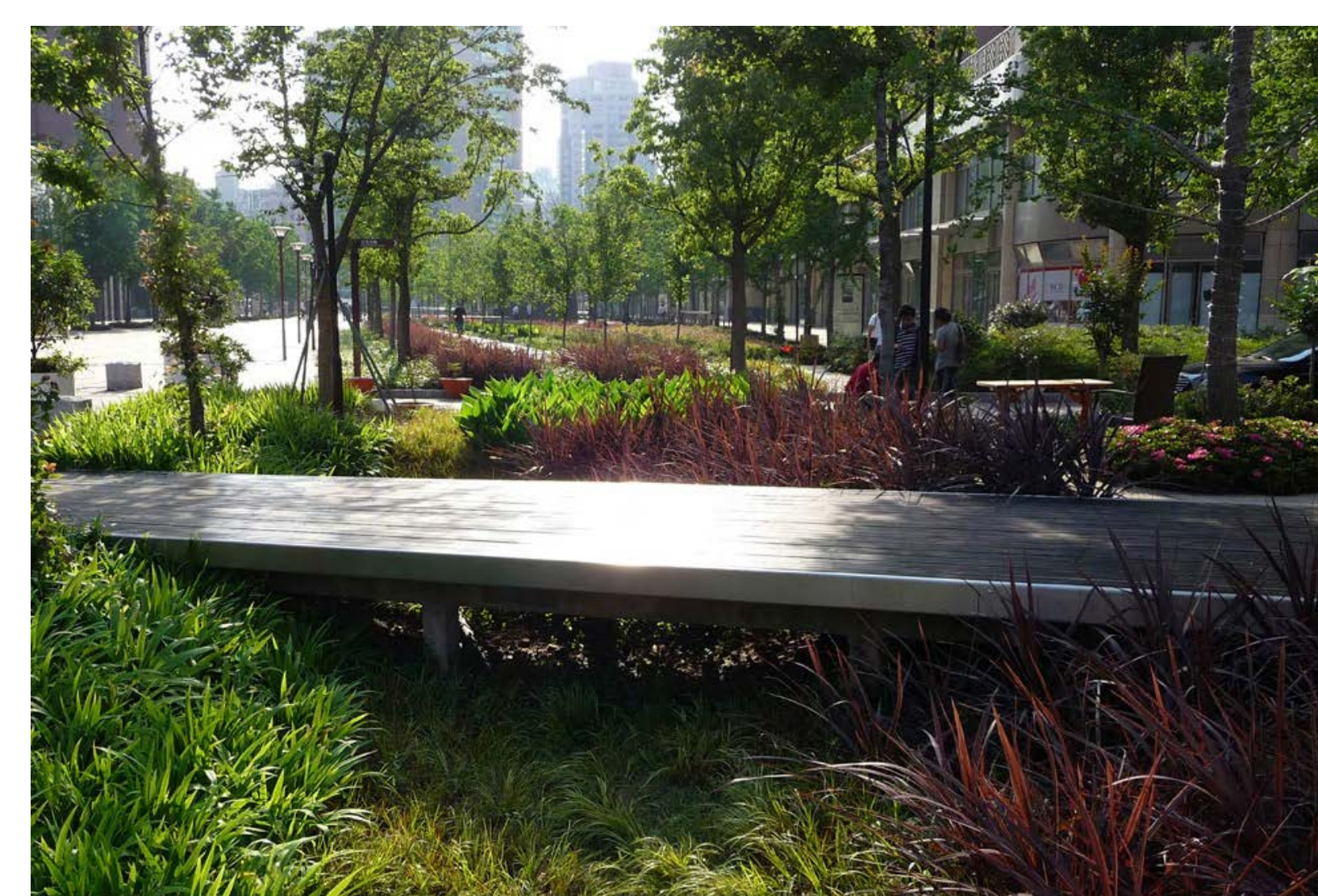
Water has therapeutic qualities and has been used as therapy for hundreds of years. In the Pearson Dogwood Neighbourhood, stormwater management will play both a functional and place-making role, offering diverse experiences - visual, audible, and tactile - that include play, therapy, and connection with natural systems.



District Energy - Green buildings will share energy, allowing "waste" heat from more intensive energy uses - such as heating a therapeutic pool - to be used for less intensive purposes.



Central Water Features - Special water features that form part of the larger stormwater system will be situated in the heart of the neighbourhood, where the central public plaza greets the pedestrian promenade.

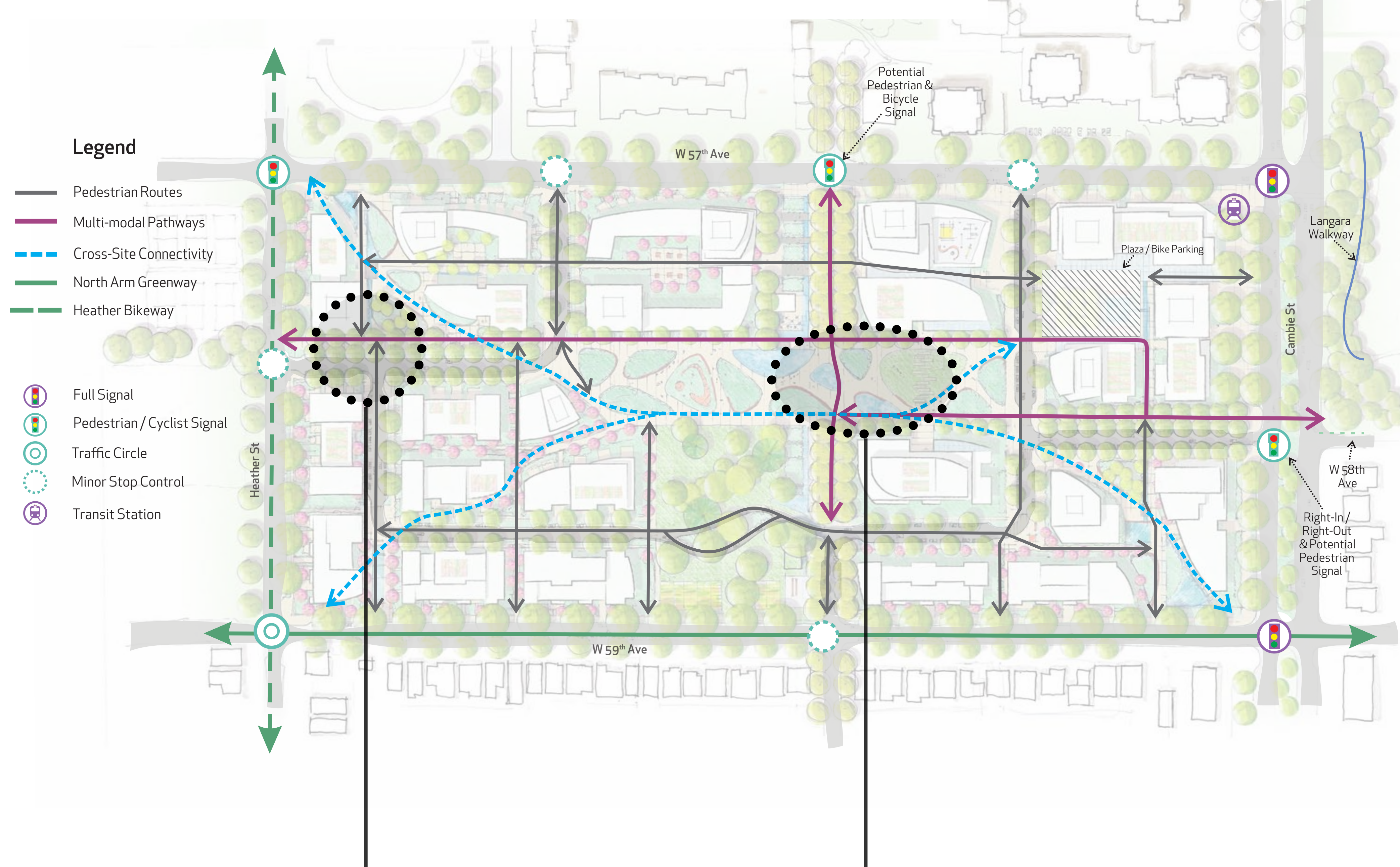


Stormwater Elements in Pocket Parks and Along or Across Pedestrian Connections - This particular location will include a commemoration of a historic stream buried deep below the surface.

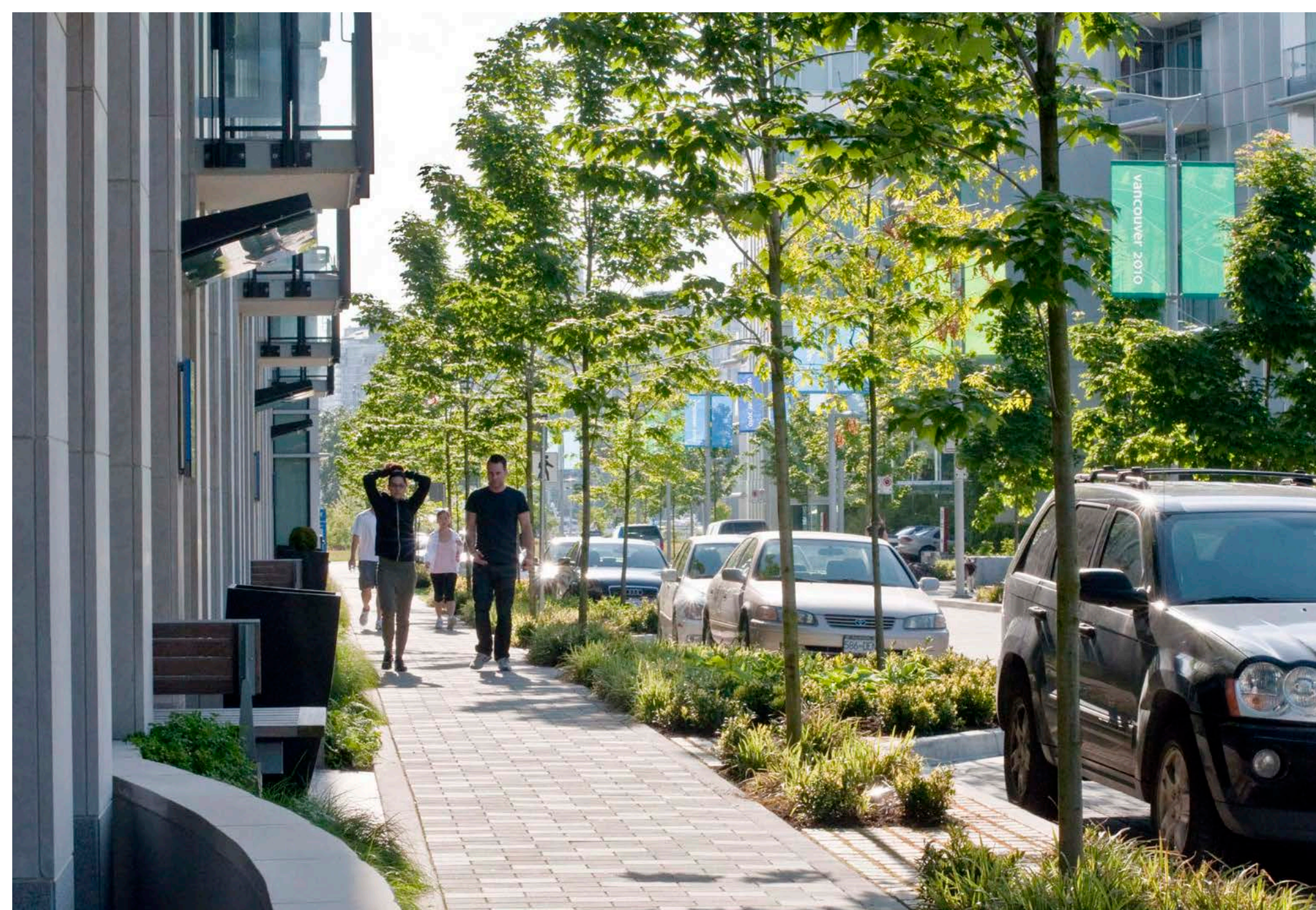
Connected and Multi-Modal Community

the neighbourhood is a healthy, active place in which people with all abilities move easily between destinations

A Priority Network for Pedestrian and Wheelchairs



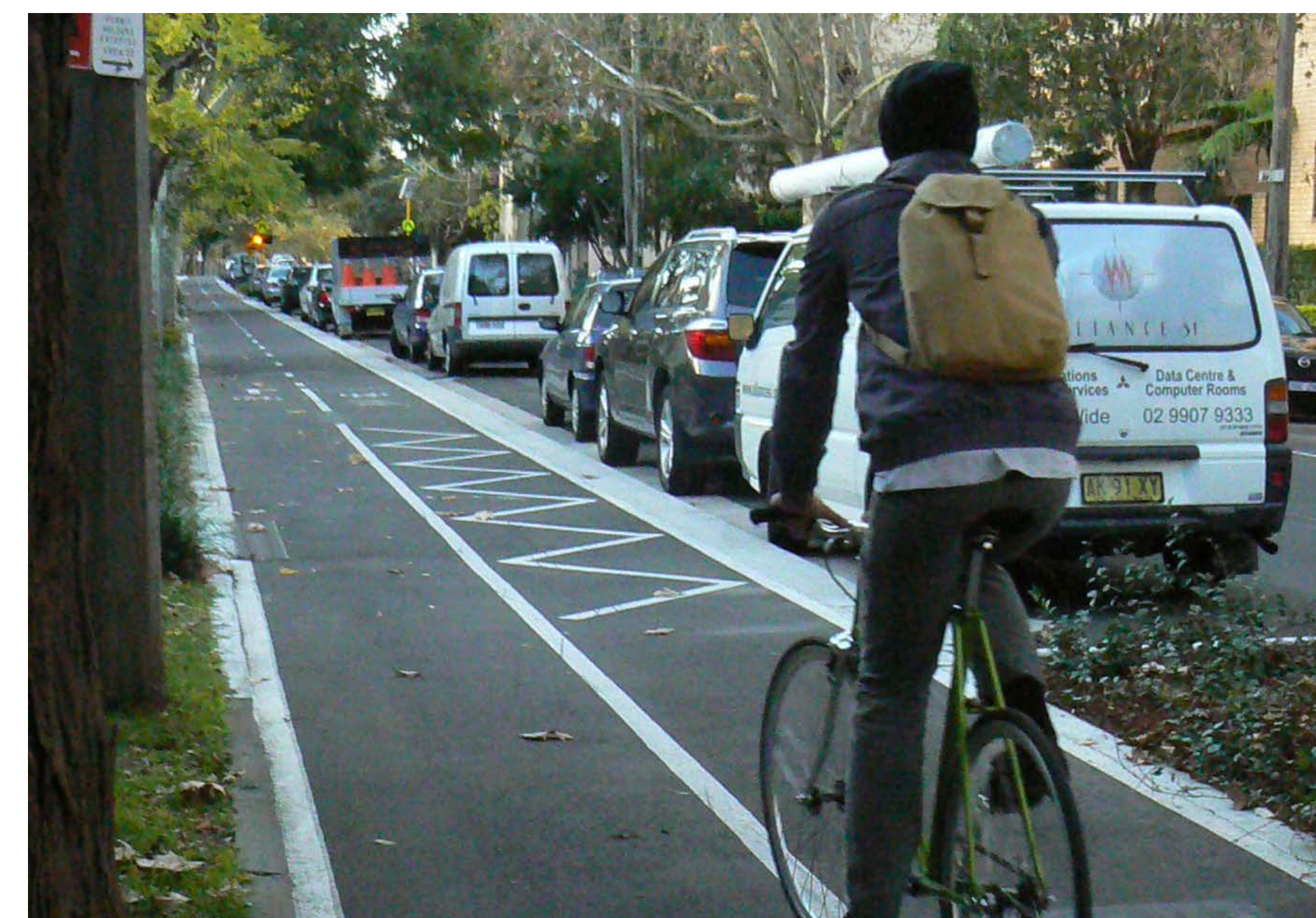
Bicycle Network



Direct Pedestrian & Wheelchair Connections - Direct and accessible connections will link pedestrians and wheelchair users to destinations within the Pearson Dogwood Neighbourhood, as well as to neighbouring uses such as schools and green spaces and paths.



Pedestrian Promenade - A large central pedestrian promenade (no vehicles) will be a defining feature of the neighbourhood, creating opportunities for meandering, resting, and lingering. It will also include "wellness walkways", which may include therapeutic gardens and edible landscaping.



Cycling Lanes for Commuters - The redevelopment may involve the addition of a new separated cycling lanes on Heather Street, which is an existing bikeway.



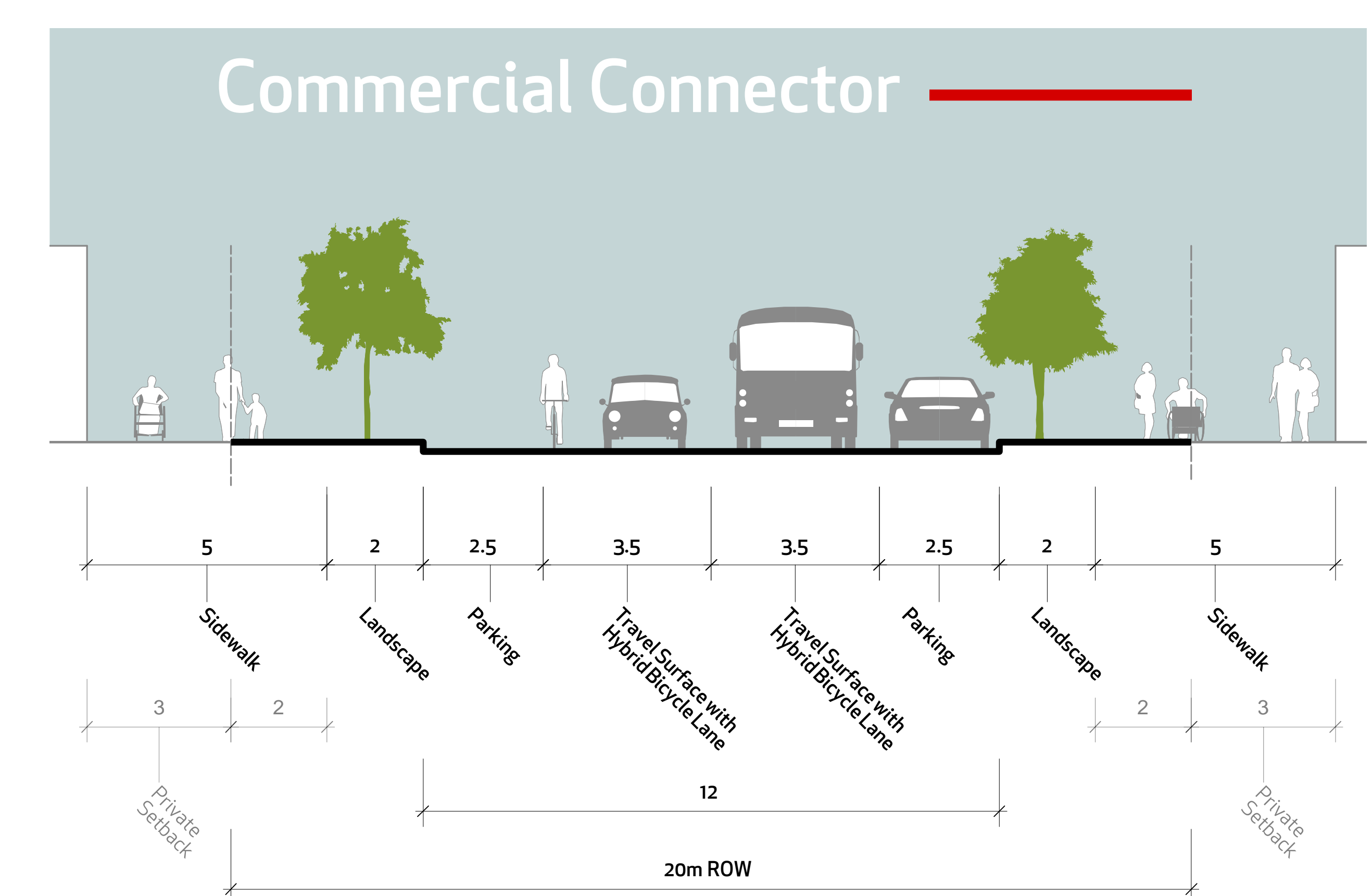
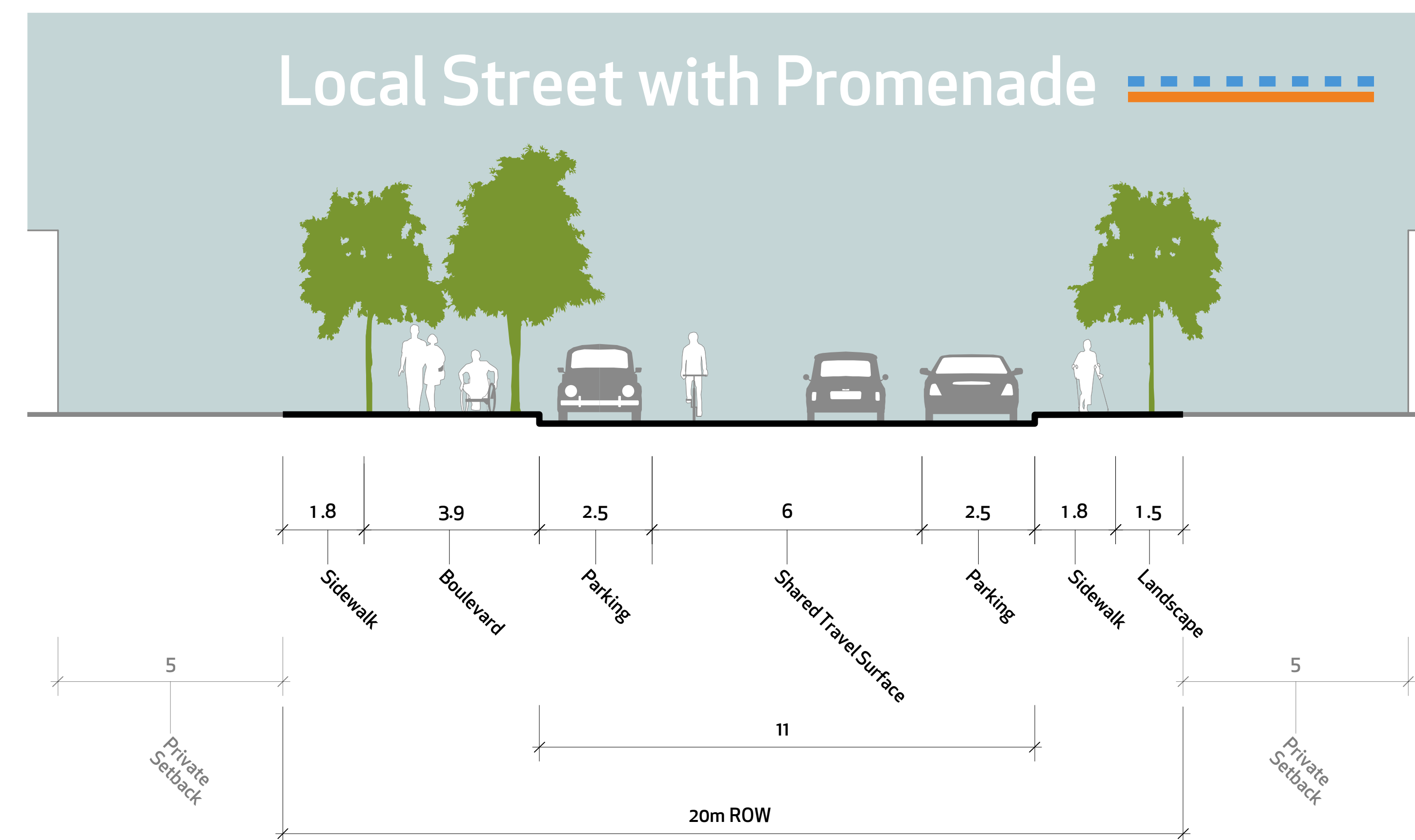
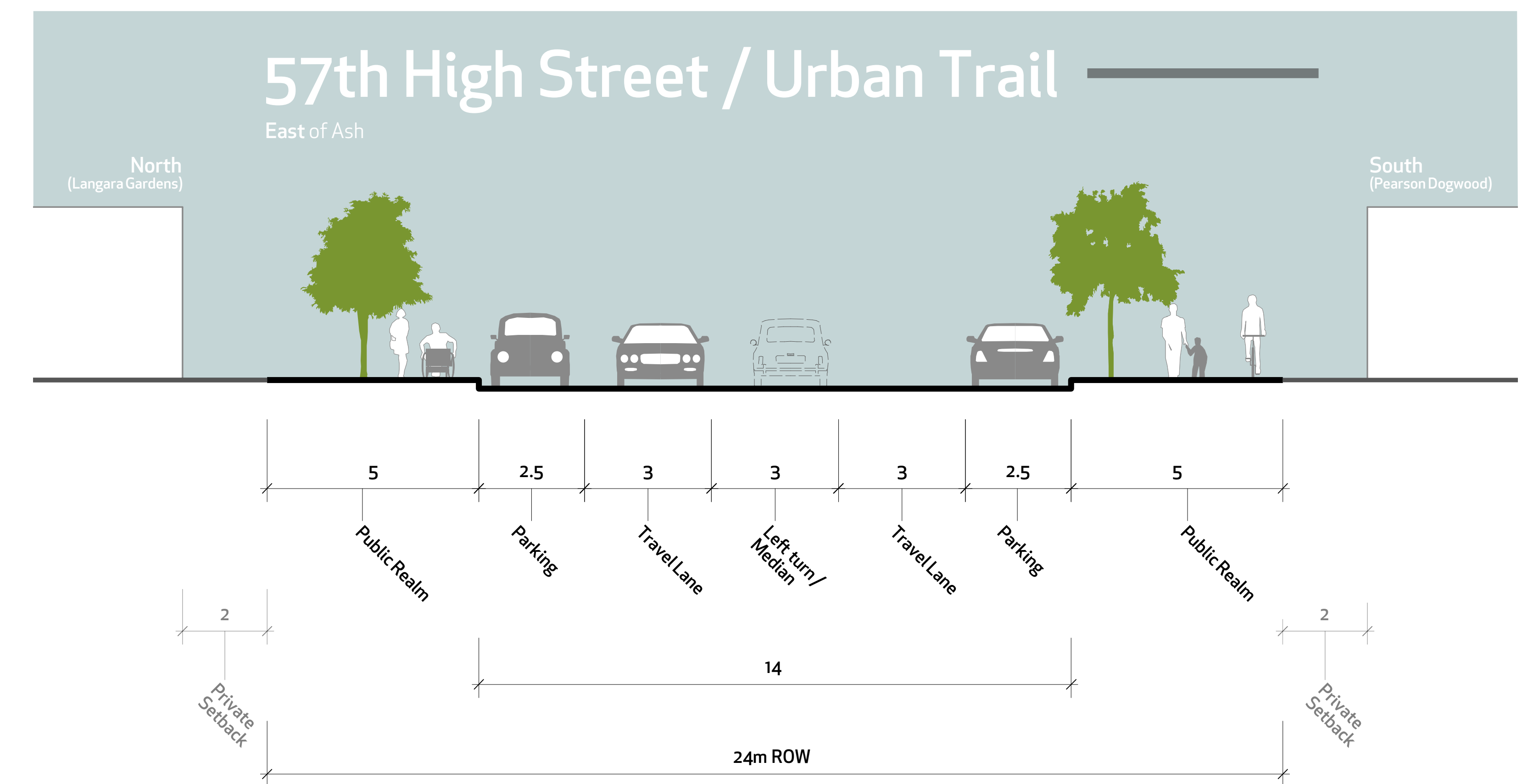
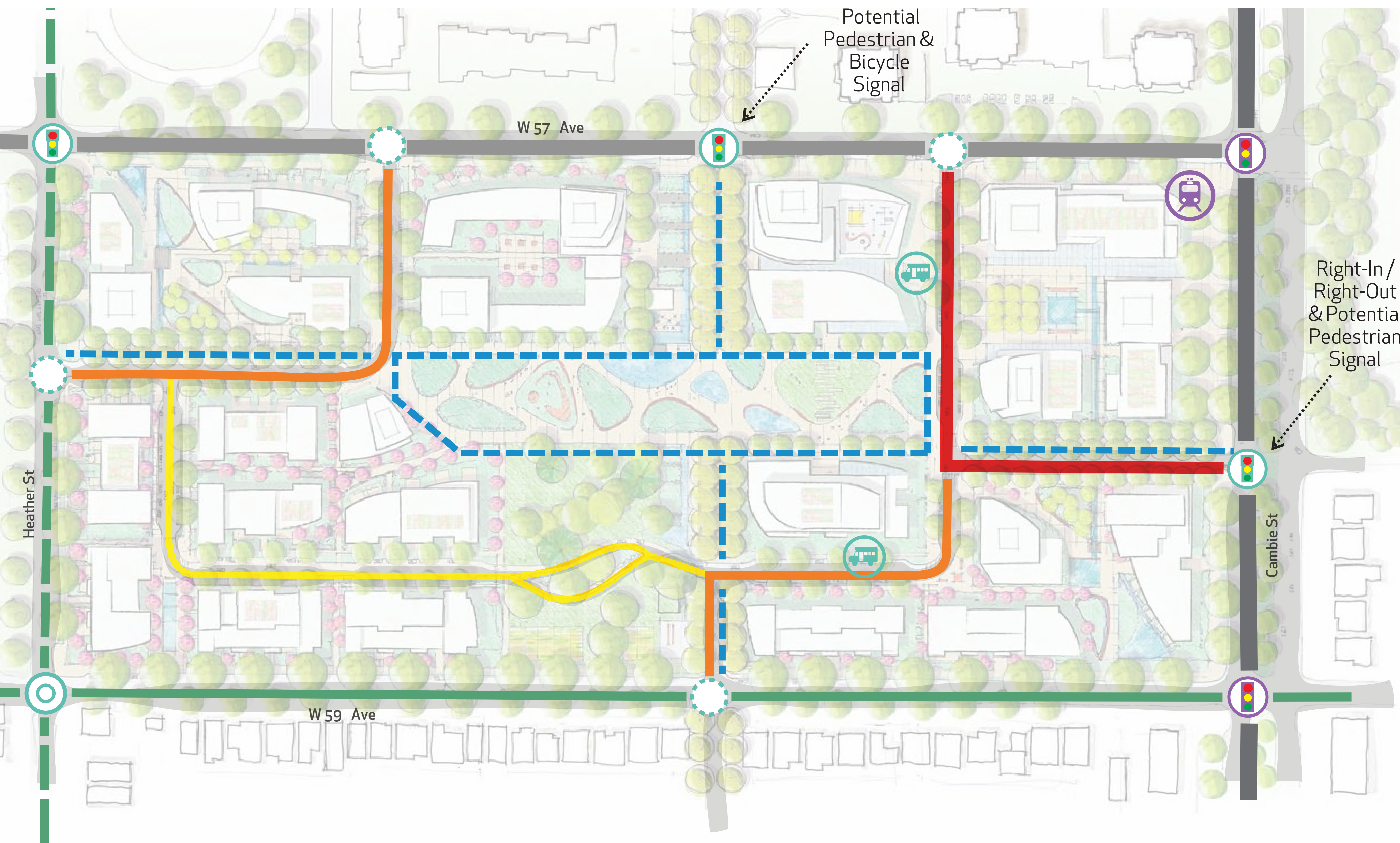
Neighbourhood/Internal Cycling Connections - Traffic-calmed streets and shared multi-modal connections (including places where cars are not permitted) will allow for direct cyclist links within and through the Pearson Dogwood Neighbourhood.

Streets for Everyone

safe and accessible spaces for pedestrians, wheelchair users, and cyclists, while accommodating handyDART, health service and other service delivery, and limited bus service (on Commercial Connector only)

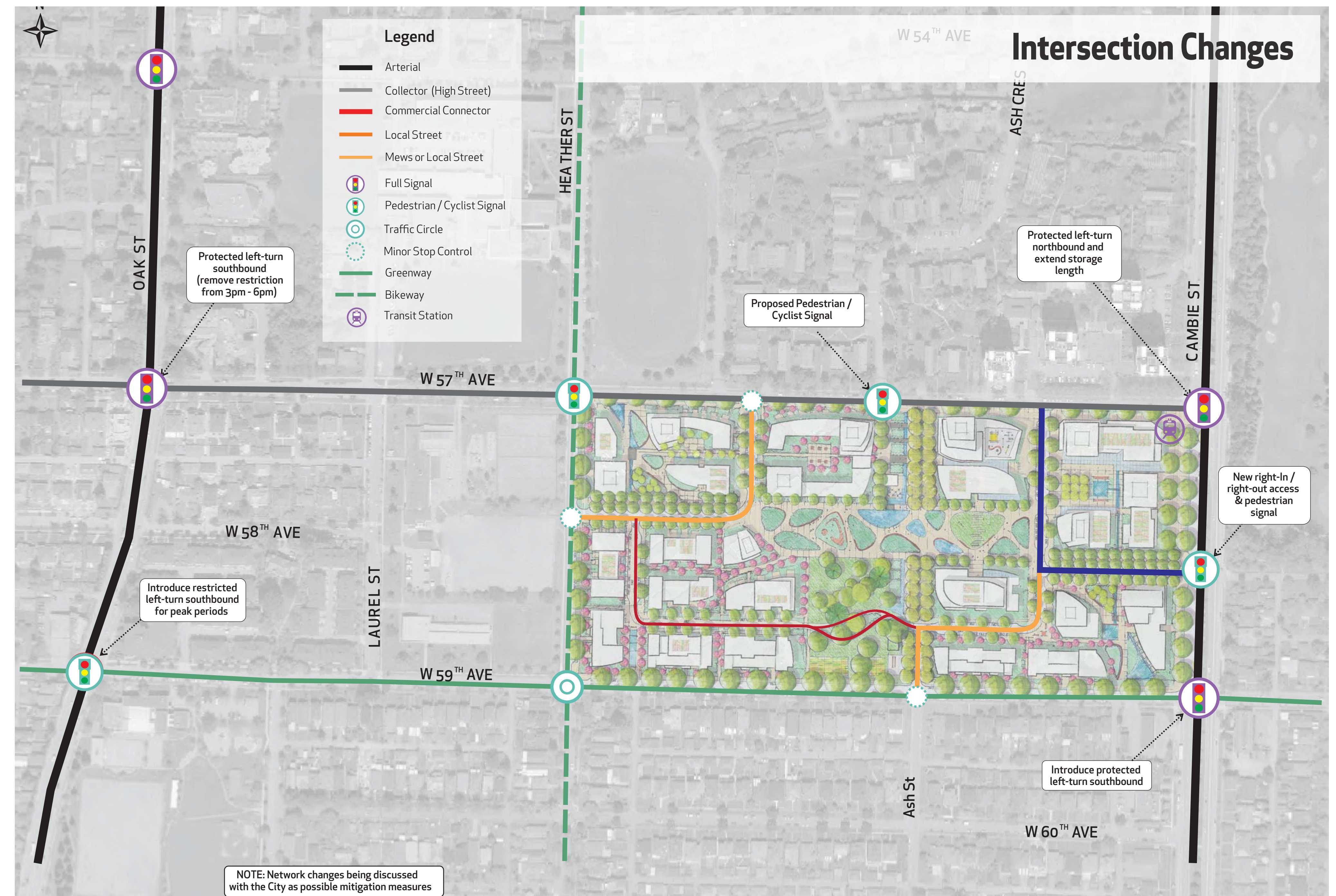
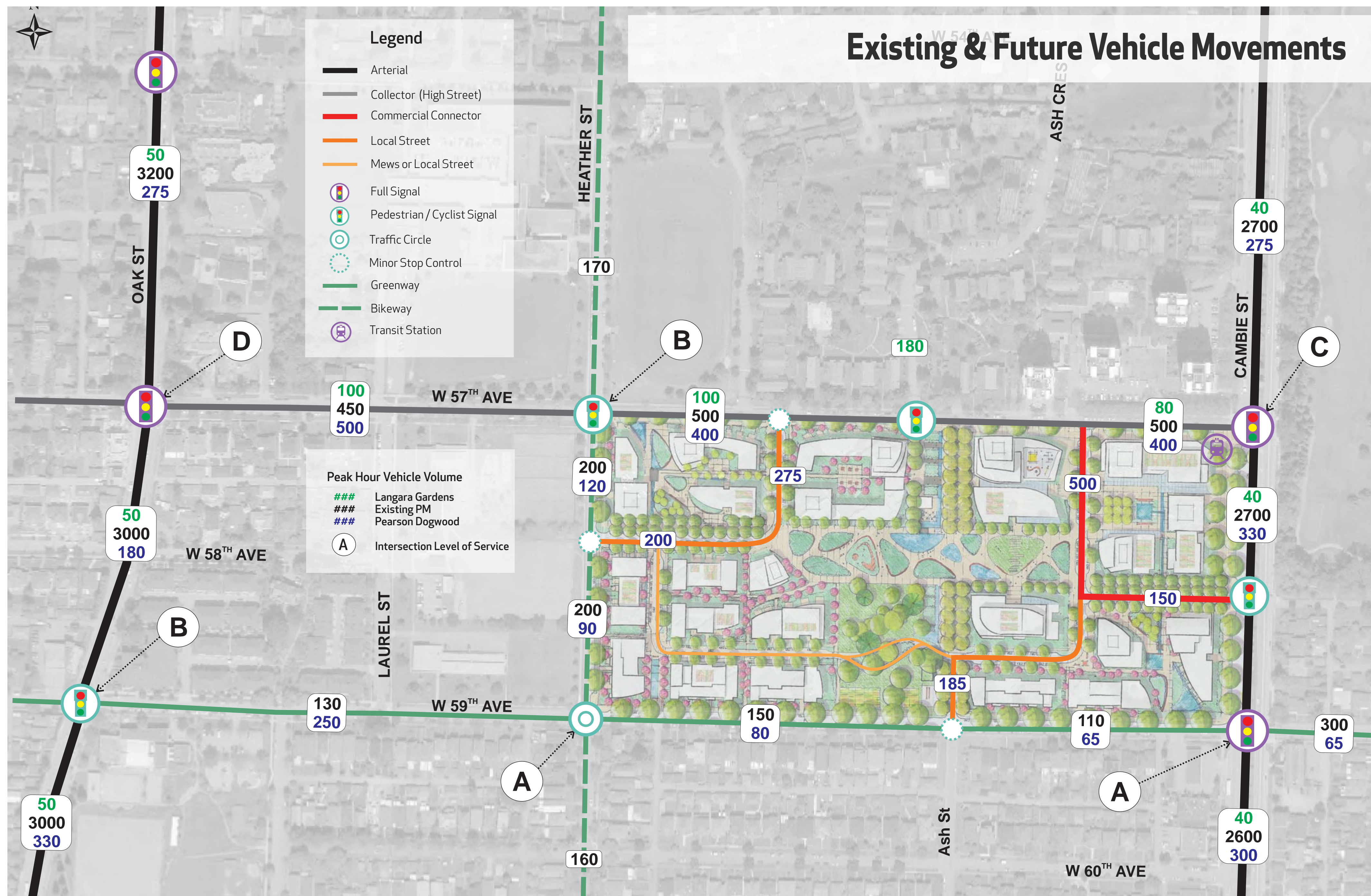
Types of Streets

- Legend**
- Arterial
 - Collector (High Street)
 - Commercial Connector
 - Local Street
 - Mews or Local Street
 - Full Signal
 - Pedestrian / Cyclist Signal
 - Traffic Circle
 - Minor Stop Control
 - Pedestrian Promenade
 - Greenway
 - Bikeway
 - Transit Station
 - Handy Dart Station



Managing Vehicular Traffic for the Broader Neighbourhood

calming traffic and getting people out of their cars by providing new transit service and destinations within walking distance



Site vehicle movements will be focused on 57th Ave, and Cambie Street with some movements also on 59th Ave and Heather Street. There will be minimal impact on the adjacent local street network, and treatments on 59th Ave for the North Arm Trail Greenway and on the Heather Street Bikeway will help mediate vehicle and bicycle flows around the site. Traffic volumes for the site are mainly heading to and from Cambie Street and Oak Street (both north and south directions) spreading out onto the wider traffic network with minor volume travelling on 57th Ave (west) and 59th Ave (east).

Traffic signal configuration / phasing on Oak Street and Cambie Street will be revised to encourage the use of 57th Avenue (i.e. introducing protected left-turn phases), while turning restrictions will be imposed at 59th Avenue to discourage and reduce site traffic on the Greenway. A new right-in / right-out access on Cambie Street, and main site accesses on 57th Avenue will reduce traffic through the neighbourhood. Optimization of signals on Oak Street and Cambie Street will also help focus site traffic away from adjacent local streets.



Through-traffic will be discouraged and traffic-calming will be encouraged through pedestrian-only areas and an indirect vehicular network.



A new Canada Line Station with rapid transit service will allow new residents to get to and from home without vehicles.



New shops and neighbourhood services will allow residents and neighbours to meet many of their daily needs on foot, wheelchair, or bicycle.



Parking needs will be met on the street and underground, for convenience and to reduce the visual impact of surface parking.