CAMBIE CORRIDOR

PUBLIC REALM PLAN

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CITY OF VANCOUVER

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PUBLIC REALM PLAN

CITY OF VANCOUVER

City of Vancouver
453 W 12th Ave
Vancouver, BC V5Y 1V4

Cambie Corridor Public Realm Plan team:
Jessie Gresley-Jones (Lead planner)
Ann McLean (Lead urban designer)
Joshua Cairns, Jessica Jin, Patrick Chan

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TABLE OF CONTENTS

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1 BACKGROUND & VISION

1.0 What is the Public Realm Plan?

The public realm is defined as all exterior social spaces in the city that are generally accessible to all people regardless of ownership. The public realm is directly linked to the built form and complementary to high-quality, human-scale architectural design. The combined built form and quality public spaces establish a sense of place and a unique identity for neighbourhoods and communities.

A successful public realm:

- **Encourages and supports people to access sustainable transportation modes**—to walk, cycle, or use transit—by improving connections and accessibility
- **Facilitates community gathering** by providing appealing, functional spaces for socializing and recreation
- **Promotes and enhances neighbourhood character** by providing successful, desirable, and memorable places to live, play, and work.

The Cambie Corridor Public Realm Plan will guide the design of public and semi-public spaces—including plazas, open spaces, pedestrian connections, streets and lanes—and inform the sense of place by establishing a coordinated character along the entire Corridor.

1.1 How the Public Realm Plan works

This document guides property owners, developers, design consultants, and City staff to realize the vision for the Cambie Corridor.

Chapters 1 and 2 of this Public Realm Plan provide background, sub-area overviews, and a description of the systems strategy. Chapters 3–6 outline the vision, intent, and specific requirements for each key component of the public realm.

The following information is provided for each component of the public realm:

- A high-level overview that describes the general intent, including any relevant background information
- Specific objectives, material requirements, dimensions, planting, and other relevant specifications
- A set of recommendations for consideration during the implementation process

Design consultants, developers, and staff should use this as a how-to manual when processing rezoning and development applications to ensure consistency and alignment with the overall vision for the Cambie Corridor.

1.1.2 Recommendations

Recommendations are provided to help planners, designers, developers, and the general public better understand how a proposed development can contribute to the Corridor's public realm.

Each recommended intervention in the public realm was developed based on a desire to realize one or more of the following goals:

- **Create a unique identity and high-quality public realm** for this part of the city
- **Produce memorable, well-conceived spaces** that foster a sense of community and facilitate participation in public life
- **Create a series of connected public places** that link the Corridor together while providing a variety of local gathering spaces
- **Add permeability and visibility** to link community amenities and improve the pedestrian realm
- **Enhance and connect habitats** to improve biodiversity and ecosystem health
- **Increase residents' access to nature** by connecting green space along the Corridor while recognizing the importance of the Heritage Boulevard
- **Create safe and easy routes** that prioritize people walking, cycling, and taking transit

1.2 How it gets built

The Cambie Corridor is experiencing rapid change. To ensure that the character of the area is retained, enhanced, and the needs of existing and future residents are met, this comprehensive Public Realm Plan has been established to guide the development process. The implementation strategies are identified in the "Recommendations" boxes in each sections. The strategies and recommendations presented in this document will be implemented gradually through the development process as conditions of approval, community initiatives, strategic opportunities and partnerships, or as capital funding becomes available.

1.3 Vision for the Cambie Corridor

The vision for the Cambie Corridor public realm is to celebrate and reinforce Cambie Street's unique character, its existing, expansive Heritage Boulevard, define distinct neighbourhoods along its length, and enhance east-west connections to open spaces and parks.

Cambie Street's centre median—the Heritage Boulevard—is the most iconic feature in the Corridor. Wide, planted, and running largely uninterrupted, the median is a key element around which the public realm plan is built.

Rethinking an Iconic Drive
Cambie Street has historically been enjoyed as a driving route with views down the southern slopes to Richmond, Mount Baker, and the Salish Sea. Views to the north highlight the North Shore mountains and the urban heart of the city. This driving experience continues today but is transforming into a street enjoyed by a growing number of people walking and cycling, and has become a key rapid transit connection with distinct nodes along its length.

Looking Forward
As Cambie Street transitions from a thoroughfare to a series of active hubs, the character must evolve to enhance the distinct neighbourhoods and form a heightened sense of progression along the length of the street.

Unifying and Defining
Two key components of the Public Realm Plan are to establish an over-arching character and cohesive understanding of the Corridor, while also highlighting the distinct neighbourhoods within. These two components will be achieved through consistent, repeated elements with variation in colour and structure that create a vision for the Cambie Corridor.

1.4 Building the Vision

This plan seeks to introduce a series of varied public spaces where people can gather, meet, and participate in community life. These spaces—plazas, sidewalk setbacks, and active transportation links—are introduced along the Corridor to increase permeability, create community nodes at transit stations, mark significant connections through and across the neighbourhood, and to highlight access routes to existing and future parks and open spaces.

The Public Realm Plan will aim to reinforce and expand the walking, cycling and open space network already present in the Corridor with the Heritage Boulevard forming the backbone. A key enhancement will be to establish "park connector streets" linking Cambie Street and other arterial streets to key public spaces, parks, and open space. This network will serve to connect the community, improve walking and cycling options, enhance tree canopy cover, and improve habitat connections.

The Public Realm Plan will also reinforce access to transit by introducing area-specific wayfinding elements, pedestrian cues, and public art at station areas. Mobility, gathering, and access are the Plan's key objectives, with emphasis on creating enduring, enjoyable experiences along the entire street.

1.5 A Set of Systems

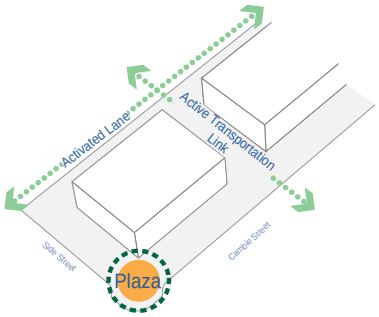
The Cambie Corridor, Cambie Street itself, and the flanking blocks are conceived as a series of interconnected systems supporting people walking, cycling, and taking transit, with public plazas, green spaces and other public amenities. Synergy of services, amenities, open spaces, and other mixed uses are crucial to support density near transit hubs. Simple interventions such as sidewalks, small sidewalk plazas, street trees, and unique ground materials all layer to create broader impacts and contribute to a highly walkable and enjoyable environment. These interconnected systems form the basis of the public realm, and as a whole will create a memorable, enjoyable sense of place.

1.5.1 Document Structure

The Public Realm Plan is organized according to these four systems:

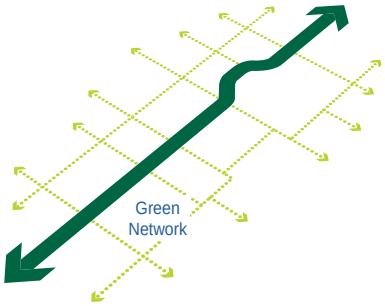
PUBLIC SPACES

- Streetscape Elements
- Residential + Commercial Street Frontages
- General Pedestrian Improvements
- Complete Streets
- Heritage Boulevard
- Urban Plazas + Enhanced Open Spaces
- Lanes



GREEN NETWORK

- Planting
- Park Connector Streets
- Integrated Rainwater Management



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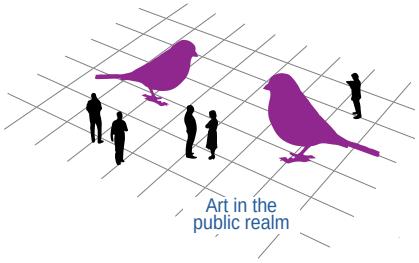
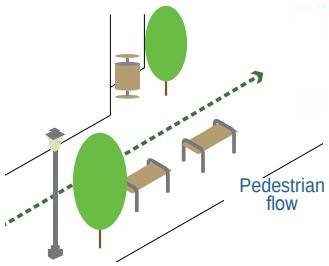
PUBLIC ART

- Elements of Distinction
- Elements of Consistency



URBAN ELEMENTS

- Lighting
- Seating + Benches
- Waste Receptacles
- Bike Racks
- Drinking Fountains



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2 CHARACTER AREAS

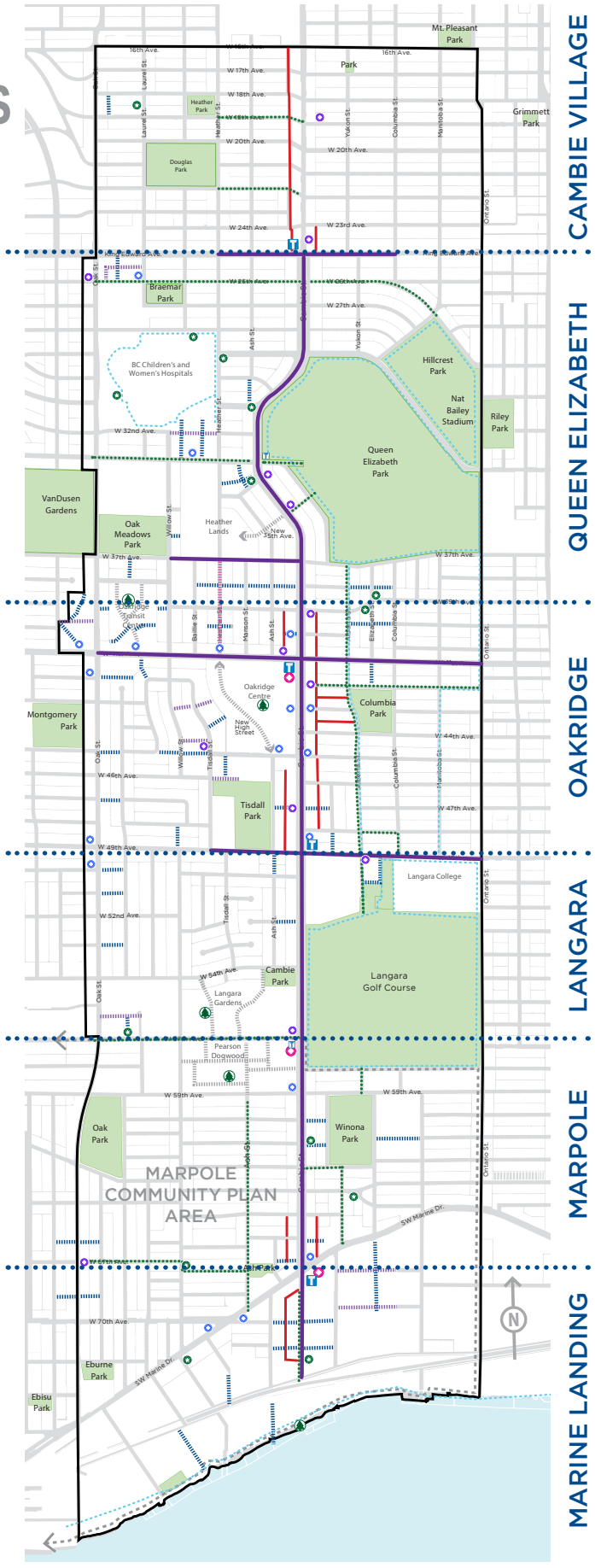
2.0 Character Areas

Along the length of the Cambie Corridor are six distinct character areas. The goal of the Public Realm Plan is to enhance the unique feel of each area while maintaining common elements between them that knit the Corridor together.

The Public Realm Plan is divided according to these six sub-areas— a finer-grain structure than the *Cambie Corridor Plan* (2018) itself. Each sub-area identifies an over-arching theme, unique elements, and its relationship to existing facilities and open spaces in the Corridor. The six sub-areas are:

- Cambie Village
- Queen Elizabeth Park
- Oakridge Town Centre
- Langara
- Marpole
- Marine Landing

The Public Realm Plan focuses on the neighbourhood nodes around existing and future Canada Line stations as well as the materials, lighting, planting and other elements that should be consistent throughout the Corridor.



2.1 Geographic Scope

The Public Realm Plan covers the area roughly spanning from 16th Avenue to Kent Avenue North, and from Oak Street to Ontario Street, referred to herein as the Cambie Corridor. Within this area, the primary focus on the neighbourhood nodes around existing and future Canada Line stations.

Within these boundaries are major projects and unique sites, which include additional direction on site connections, plazas, and other public realm features; however, these should be consistent with the overall vision for the Corridor, the material palette, planting lists, and—in particular—provide consistent treatments along arterial connections.

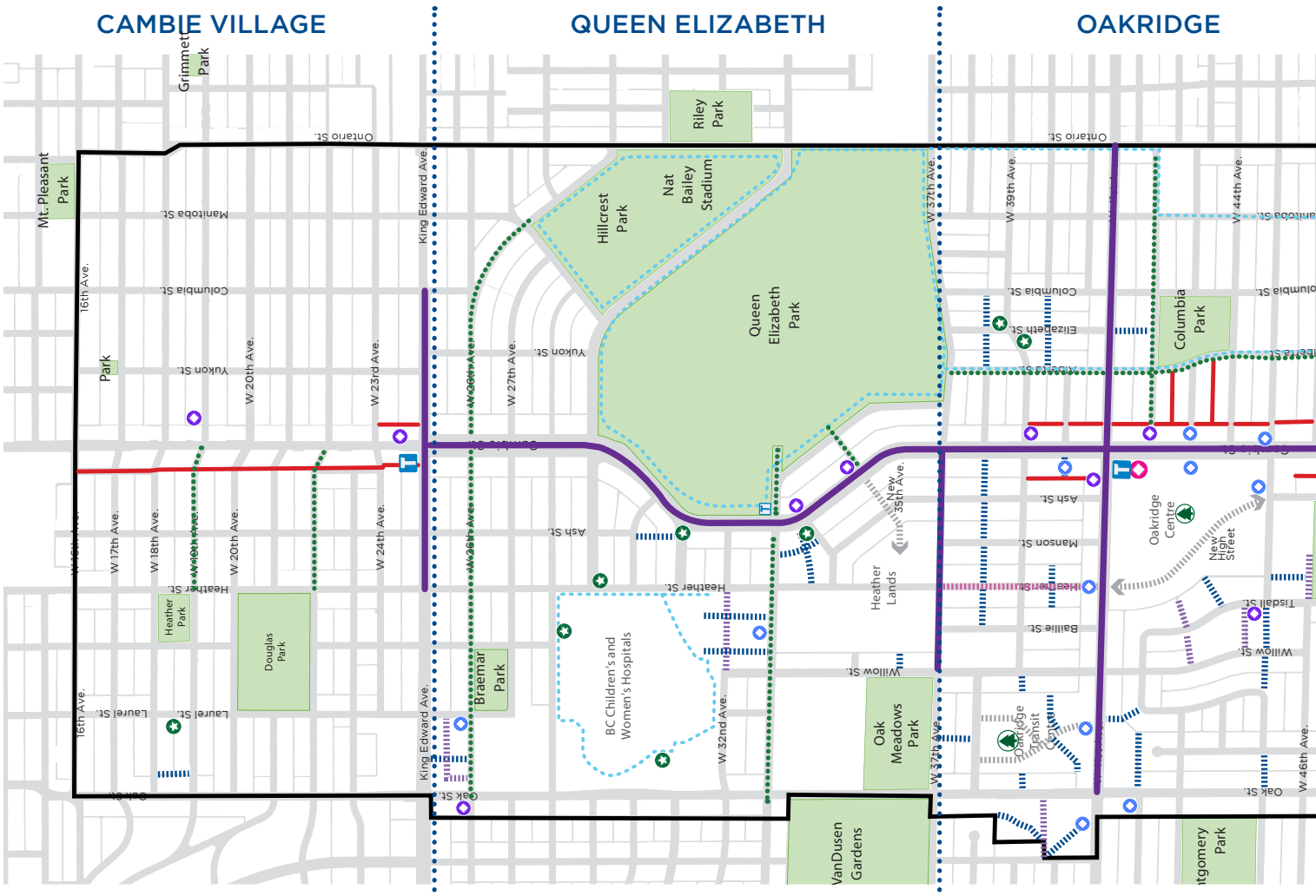
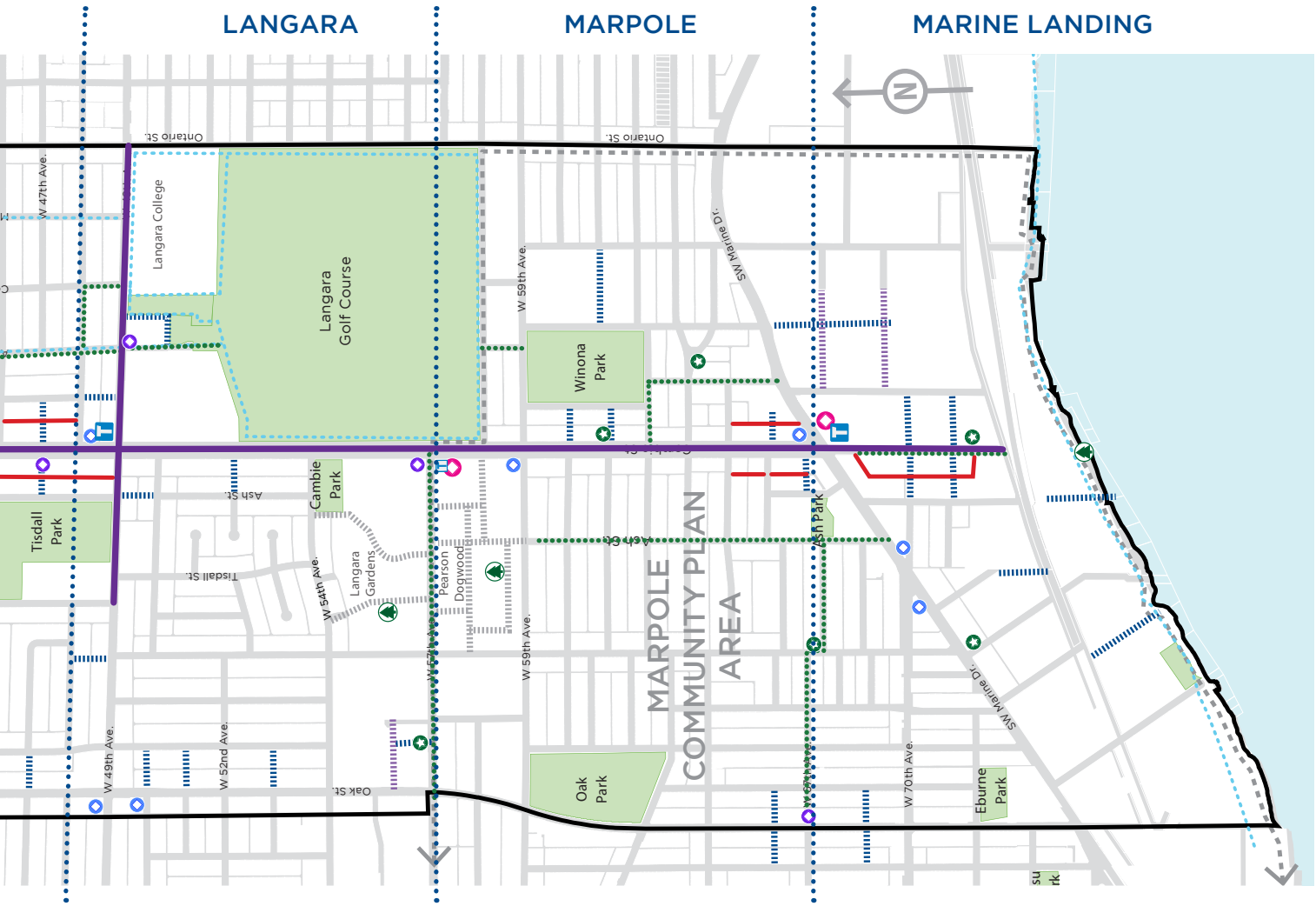


Figure 2.1: Overview of the Cambie Corridor

LEGEND

- Plaza (Major) – *Section 3.8*
- Plaza (Minor) – *Section 3.8*
- Plaza (Sidewalk) – *Section 3.8*
- Public Art Opportunity – *Chapter 5*
- Enhanced Open Space – *Section 3.8*
- New park
- Active Link (Primary) – *Section 3.9*
- Active Link (Secondary) – *Section 3.9*
- Car-light Connection – *Section 3.9*
- Park Connector Street –*Section 4.2*
- Urban Trail
- Complete Street – *Section 3.6*
- Connector Lane – *Section 3.10*
- Transit Station (Existing)
- Transit Station (Future potential)



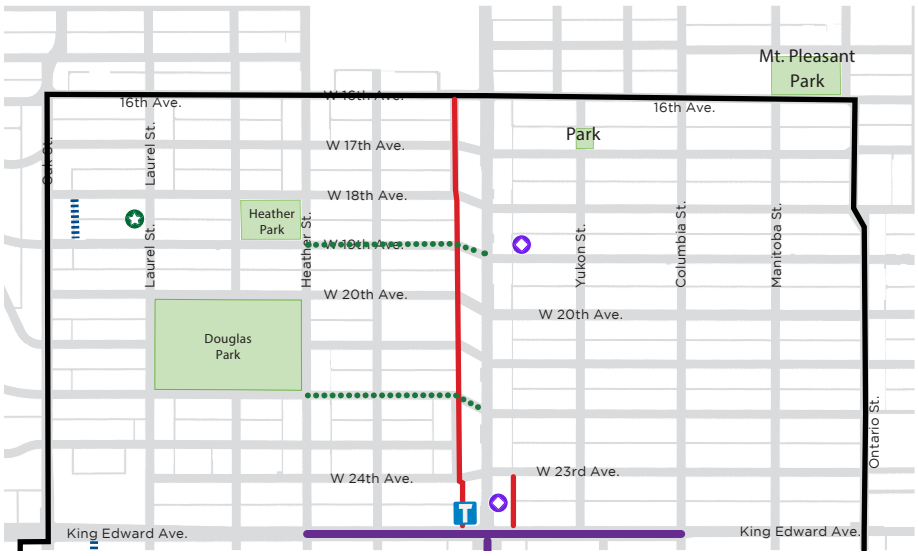
2.1.1 Cambie Village

The Cambie Village is an established, walkable, mixed-use neighbourhood.. Low-rise apartments with large green setbacks are prominent along Cambie Street itself. Minimal change is expected for the existing public areas; however, any improvements should be coordinated with the Cambie Village Business Improvement Area.

LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Primary)
- Active Link (Secondary)
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Figure 2.1.1: Overview of Cambie Village



Plazas:

Sidewalk plazas

- **Northeast corner of 19th Avenue (Cambie Street to the lane):** Small scale space; wide sidewalk with benches; hardscape; retail activity wrapping from Cambie Street
- **24th Avenue at Cambie Street:** Corner plazas; soft/ hardscape; potential for opportunities within geometry on SW and SE corners

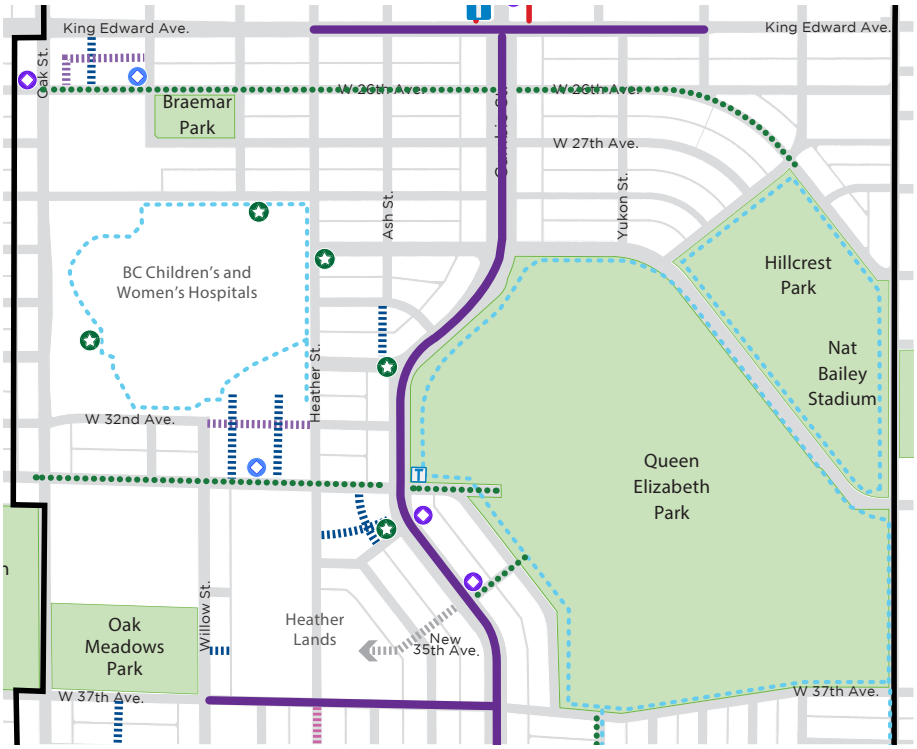
2.1.2 Queen Elizabeth Neighbourhood

Harland Bartholomew's "A Plan for the City of Vancouver" (1928) identified Cambie as a significant north-south ceremonial boulevard leading to the downtown with the portion of Cambie along Queen Elizabeth (QE) Park being a pleasure drive. The area is primarily residential, bordered by QE Park to the east. The Public Realm Plan will affirm the existing character of this area, enhancing east-west connections and looking for interventions to support gathering space in the neighbourhood. The arboretum character of the Heritage Boulevard will be maintained, ensuring the manicured spaces retain their unique character.

LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Primary)
- Active Link (Secondary)
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Figure 2.1.2: Overview of Queen Elizabeth



Plazas:

Minor Plazas

- **33rd Avenue, at southern edge of St. Vincent Heather site:** Hard/softscape plaza marking entrance to St. Vincent campus of care and connection to Heather Lands
- **Southwest corner of 33rd Avenue and Cambie Street (corner):** Should institutional development occur in the future, seek minor plaza on Cambie Street

Sidewalk plazas

- **Southeast corner of 33rd Avenue and Cambie Street:** Small plaza; adjacent to local commercial space
- **Southeast corner of 35th Avenue and Cambie Street:** Small plaza; hardscape; seating

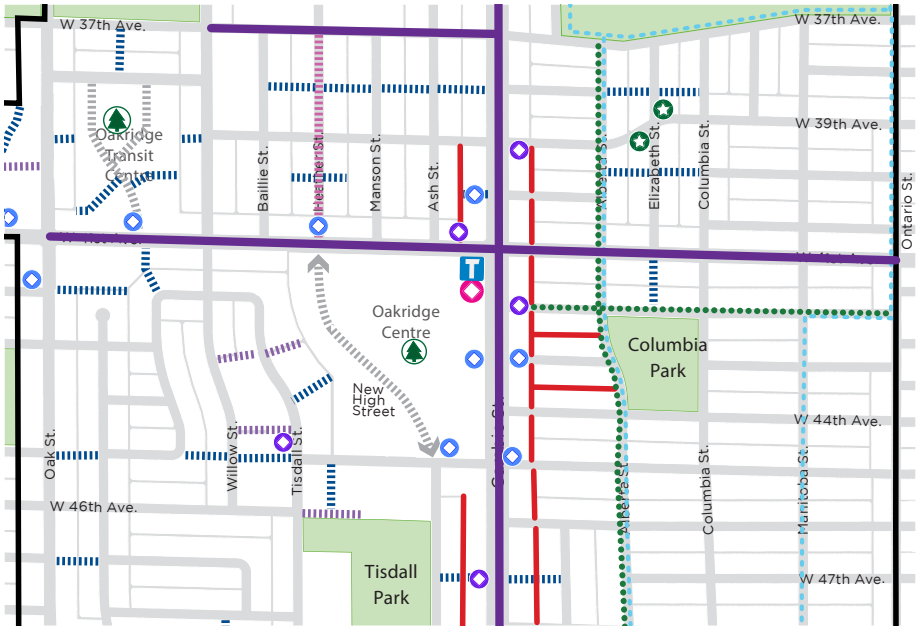
2.1.3 Oakridge Town Centre

This area is expected to transition to a vibrant urban hub with significant commercial and residential development concentrated around Cambie Street and 41st Avenue. Identified as a Municipal Town Centre, this segment of the Corridor will evolve to a bustling neighbourhood with increased residential density, an urban feel, and a range of services to support active street life. Public spaces such as plazas and wide sidewalks will support pedestrian volumes, encourage a walkable area, and ensure residents have spaces to gather, socialize, and celebrate. High-quality, durable finishes will also ensure that this area is resilient over the coming years.

LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Primary)
- Active Link (Secondary)
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Figure 2.1.3: Overview of Oakridge Town Centre



Plazas:

Major plazas

- **Southwest corner of 41st Avenue (Oakridge Centre redevelopment):** Major urban plaza at 41st Avenue and Cambie Street; station plaza with amenities including seating, lighting, public art; hardscape; retail activity/ transit station at edge. A series of minor plazas will be developed on the site

Minor plazas

- **Lane west of Cambie Street, north of 41st Avenue:** Pavement-to-plaza opportunity; plaza next to potential future Canada Line access.
- **Heather Street at 41st Avenue:** Corner plaza marking entrance to Heather Street
- **Oakridge Transit Centre:** Opportunities for a series of public spaces along 41st Avenue and the new north-south street, as identified in the *Oakridge Transit Centre Policy Statement* (2015)
- **Northwest corner of Oak Street and 41st Avenue (Louis Brier site):** Corner plaza; retail activity at edge and engaged with plaza
- **Northeast and Southeast corners of 43rd Avenue:** Marking entrance to 43rd Avenue and connection to Columbia Park; retail activity at edge and engaged with plaza
- **Northeast corner of 45th Avenue and Cambie Street:** Corner plaza; retail activity at edge and engaged with plaza

Sidewalk plazas

- **Mid-block west of Cambie Street, between 45th Avenue and lane north of 49th Avenue:** Small plaza; passage, visibility, local identity, lighting, seating, public art; hardscape; retail activity at edge and engaged with plaza

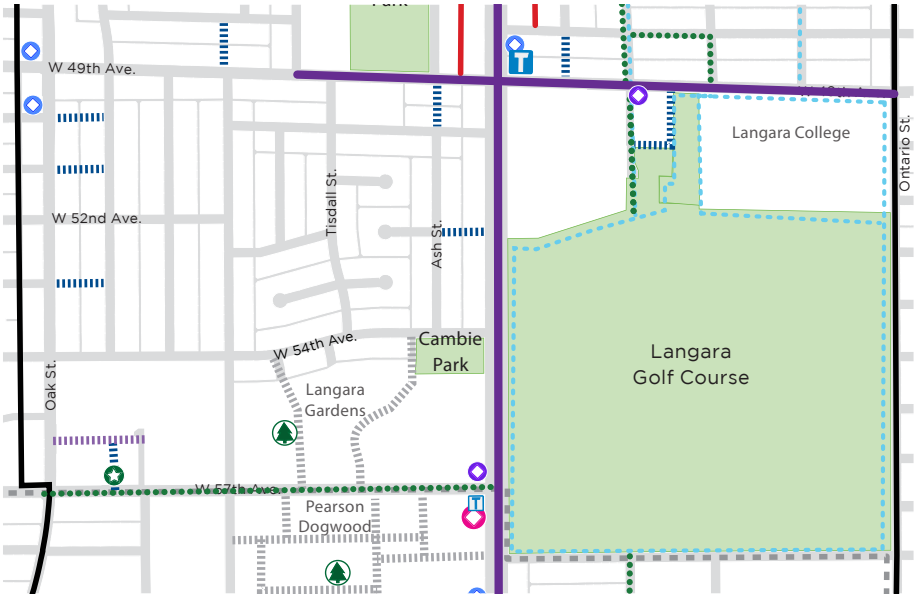
2.1.4 Langara

Langara is a predominantly residential neighbourhood with a green character due to the significant large parks and open spaces—including Langara Golf Course. The Pearson Dogwood and Langara Gardens redevelopments are expected to create a more urban character in this segment of the Corridor, providing shops, services, and spaces to gather. Enhancing and expanding the green character of the neighbourhood will be explored through the creation of new parks in major projects, enhancements to existing spaces, and infill planting along the Heritage Boulevard.

LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Major)
- Active Link
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Figure 2.1.4: Overview of Langara



Plazas:

Major plazas

- **Pearson-Dogwood Lands:** One major and two minor urban plazas; major plaza central to the site; hardscape, event space with stage. Minor plaza at entrance to the site at 57th Avenue and Cambie Street at potential future transit station, and minor plaza adjacent to the urban farm.

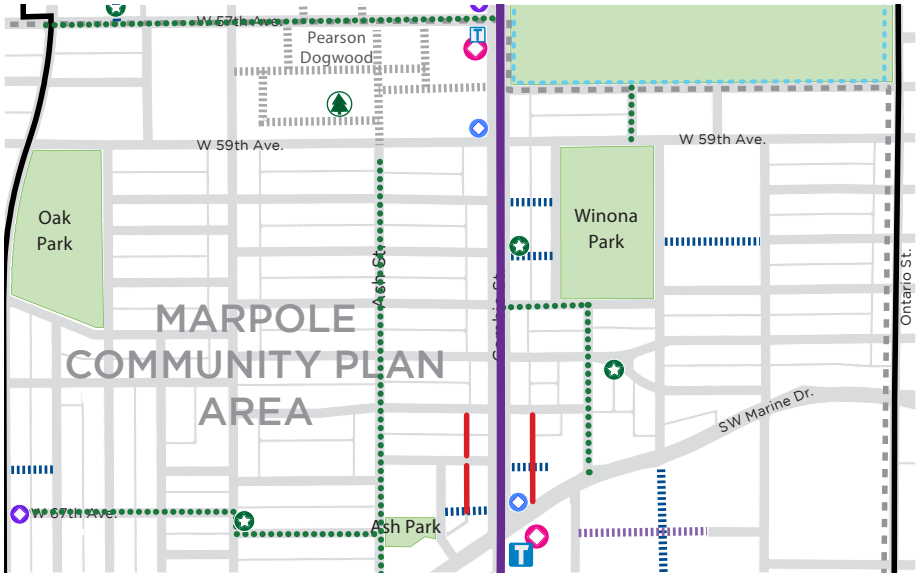
Minor plazas

- **Northeast corner of 49th Avenue and Cambie Street (station, lane and space north of lane):** Station plaza; visibility, local identity, lighting, seating, public art; hardscape; retail activity/transit station at edge and engaged with plaza.
- **49th Avenue at Oak Street:** Corner plaza; retail activity at edge and engaged with plaza.

2.1.5 Marpole

The Marpole community is one of the city's oldest communities with characteristics that vary significantly throughout the area. The area north of Marine Drive is predominantly residential. The focus of this segment of the Corridor will be to better connect the neighbourhood through an improved walking and cycling network, and to provide clear access to transit hubs to the north and south.

Figure 2.1.5: Overview of Marpole



LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Primary)
- Active Link (Secondary)
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Plazas:

Minor plazas

- **Northeast corner of Marine Drive (corner):** Completed – prominent public art; hardscape; retail activity along edge engaged with plaza.

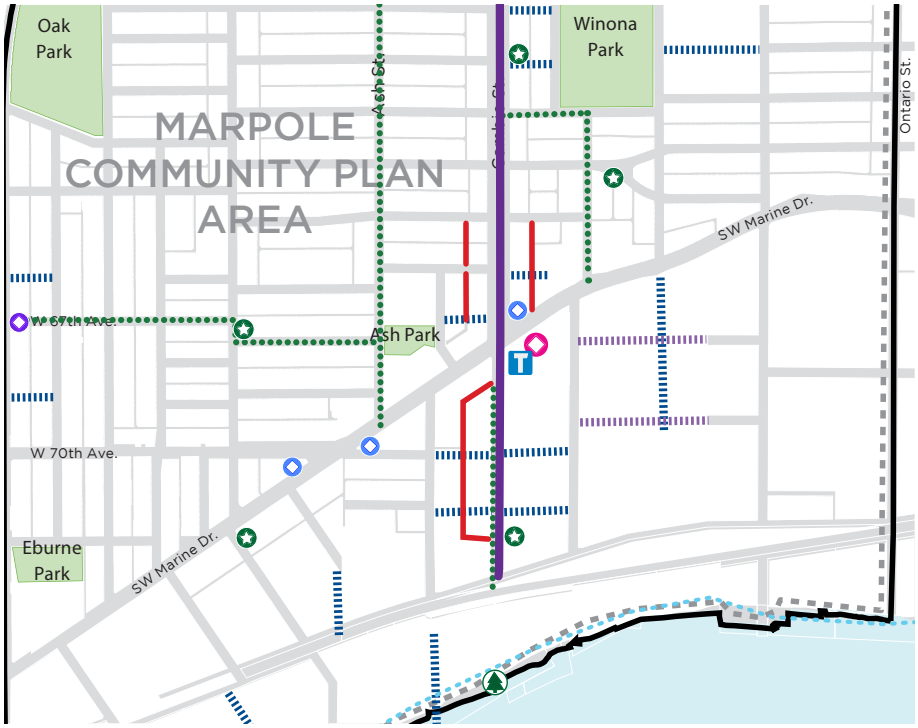
Sidewalk plazas

- **East of Cambie Street between 60th/61st Avenue (mid-block):** Small plaza; marking mid-block connection through to Winona Park; eating, local identity, lighting; softscape; residential at edge engaged with plaza.

2.1.6 Marine Landing

The Marine Landing area is dominated by high-density, mixed-use towers and the elevated Canada Line, which serves as a major transit gateway to Vancouver. The area south of Marine Drive extending to the Fraser River is predominantly industrial and commercial except for a few blocks that consist of unique pockets of residences. The Plan's focus will be to stitch this neighbourhood together by connecting the area to the Fraser River, transit, and to the commercial hub at Marine Drive. The eclectic, gritty feel should be maintained and enhanced through new development and improvements to the public realm.

Figure 2.1.6: Overview of Marine Landing



LEGEND

- Major Plaza (1,000 sq. m)
- Minor Plaza (300 sq. m)
- Sidewalk Plaza (variable)
- Public Art Opportunity
- Enhanced Open Space
- New park
- Active Link (Primary)
- Active Link (Secondary)
- Car-light Connection
- Park Connector Street
- Urban Trail
- Complete Street
- Connector Lane
- Transit Station (Existing)
- Transit Station (Future potential)

Plazas:

Major plazas

- **Southeast corner of Marine Drive:** Completed - visibility, local identity, lighting, seating, public art; hardscape; retail activity at edge and engaged with plaza.

Minor plazas

- **Northeast corner of Marine Drive (corner):** Completed – prominent public art; hardscape; retail activity along edge engaged with plaza.

Sidewalk plazas

- **South of Marine Drive (mid-block)**: Two sidewalk plazas; associated with future mid-block crossings.

3 PUBLIC SPACES

3.0 Public Spaces

Public spaces, including sidewalks, lanes, mid-block connections and public plazas of various scales, will establish a socially-vibrant public realm, facilitating social gathering and community events, and supporting businesses by animating commercial areas of the Corridor.

Streets will be enhanced for people walking and cycling by including amenities such as wide sidewalks, street trees, street furniture, weather protection, cycling lanes, and bike parking. Lanes will also be activated to improve circulation and better connect the streets and neighbourhoods adjacent to Cambie Street and other arterials.

Plazas will form the social hearts of the Corridor, encouraging residents to gather, socialize, interact, and foster a sense of community.

3.1 Locations of Public Spaces and Connections

The public spaces outlined in the following pages will form the basis of community-building elements. These include streets, sidewalks, lanes, plazas, enhanced open spaces, and mid-block active links. Each component is described in detail and specific requirements for space, dimensions, materials, and installation are included in the following sections.

All final designs are to meet current City standards and performance criteria.

3.2 Streetscape Elements

The Cambie Corridor streetscape will improve the pedestrian realm by providing gathering areas and enhanced spaces for people walking and cycling. The streetscape will also be enhanced through improving planting conditions for trees throughout the Corridor. This goal, aligned with other city-wide policies, will improve the appearance and contribute to a more environmentally-sustainable place.

1. Sidewalks

Three primary materials will be used to create a unique and dynamic sidewalk environment:

- cast-in-place concrete
- coloured cast-in-place concrete
- basalt bands

Sidewalks should be widened through the course of new development and reflect the expected pedestrian volumes of the area. Residential areas of Cambie Street, Oak Street, 41st Avenue and other arterials should have minimum sidewalk widths of **2.1 m**. Streets within the MTC should also include more generous sidewalks of **2.1 m**. Local residential side streets will be rebuilt or implemented at **1.8 m** in width.

2. Boulevards

Where possible, and considering needs for parking and access, front boulevards will be maintained or integrated to improve separation between the sidewalk and vehicular traffic and provide a safer and more enjoyable pedestrian experience. Grass boulevards will be the standard for residential areas. Commercial areas should have a more urban treatment, integrating tree grates at busy pedestrian points adjacent to parking or shrubs and other planting types where appropriate. Boulevards widths should be retained or increased in all locations. Along Oak Street and other arterials, boulevards should be a minimum of **1.8 m** in width. On Cambie Street, boulevards should be retained at their current width where possible and, if necessary, expanded to a minimum width of **2.0 m** in residential areas.

3. Street Trees

A major initiative of this Public Realm Plan is to optimize canopy cover by planting large-scale trees in improved soil conditions in the boulevards and median. Street trees will be selected from specified planting lists (Section 4.1) and planting plans to reinforce the character of each area and prioritize the right tree for the right space.

4. Bike Lanes

Bike facilities are to be integrated along arterial routes identified in Section 3.6. Lanes will vary in width based on context and function.

Table 3.2: Summary of dimensions with unit conversions

Typical sidewalk dimensions		
Residential (side street)	1.83 m	6.0 ft
Residential (arterial)	2.14 m	7.0 ft
Residential (MTC)	2.14 m	7.0 ft
Commercial	5.5 m	18.0 ft
Boulevard dimensions		
Oak Street (and other arterials)	1.83 m	6.0 ft
Cambie Street	2.0 m	6.56 ft

STREETSCAPE ELEMENTS:

1. City Sidewalk
2. Street Trees
3. Front Boulevard
4. Cycling Lane

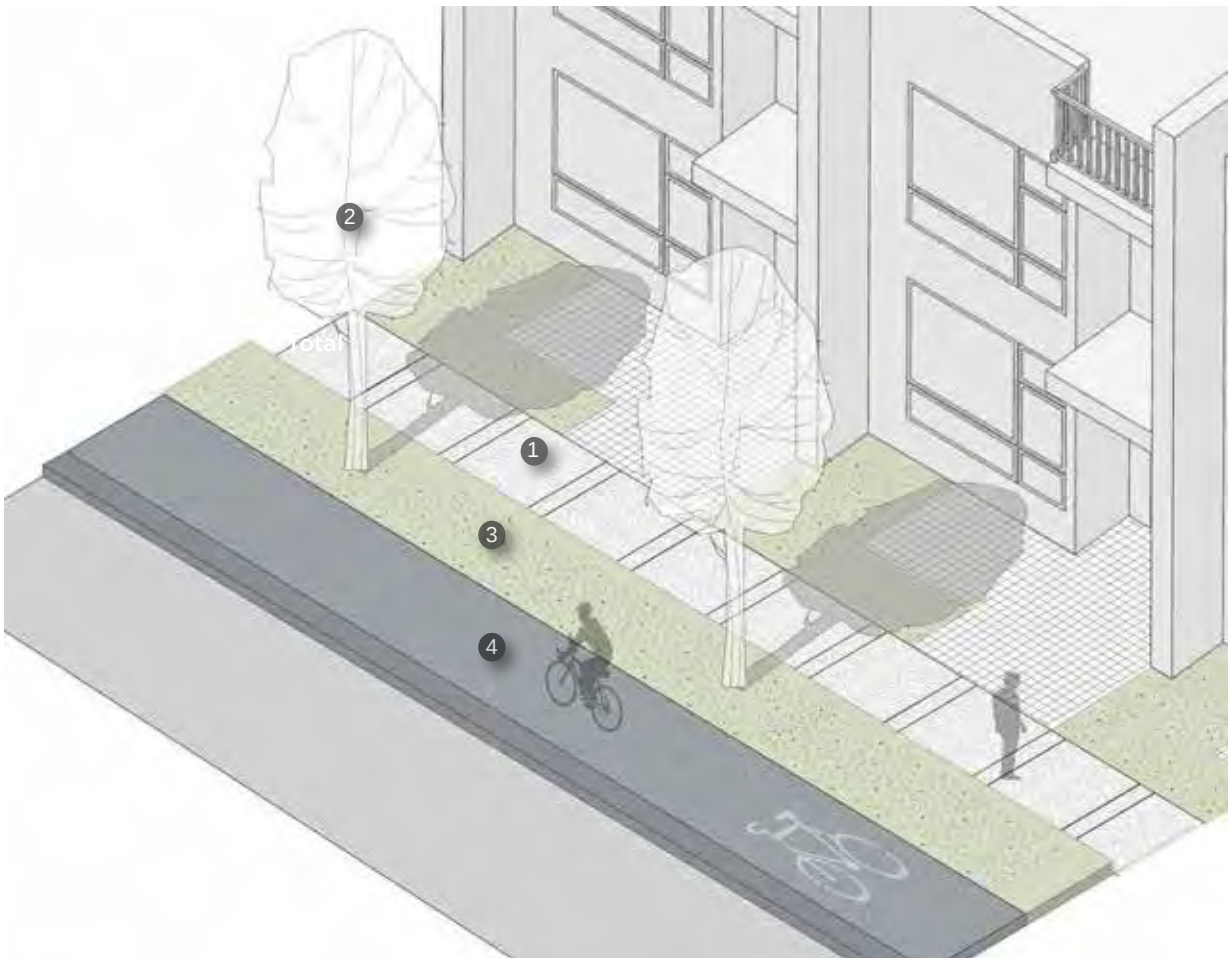


Figure 3.2.1: Streetscape elements

3.3 Paving Strategy

Basalt and coloured concrete bands will form a rhythm and legibility along the Corridor. The bands will be placed at increasing frequencies to signal the proximity to transit stations and significant public gathering spaces. This embedded directionality will act as a wayfinding device and create interest in the ground plane. The simple palette of materials and consistent ground treatment will form a strong base for the pedestrian network of the Corridor.

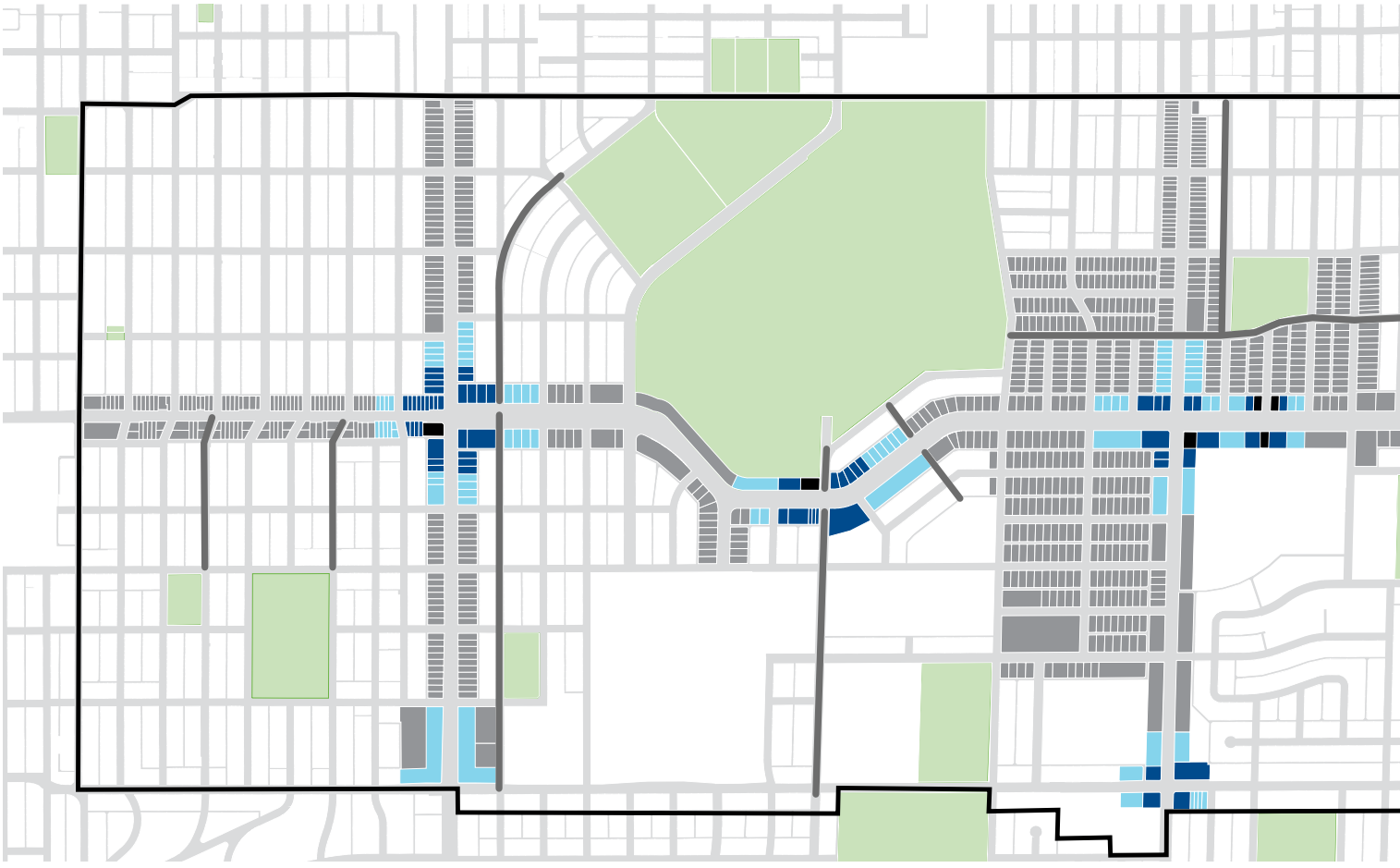
Sections 3.3.1 and 3.3.2 provide detailed information for typical layout, application, size, finish, and installation of these materials within typical sidewalk conditions. Figure 3.3.1 outlines the location of sidewalk patterns.

3.3.1 Material Elements

SAW-CUT CONCRETE

Sidewalks along Cambie Street and all other arterials in the Corridor should include additional perpendicular saw cuts 0.45 m from each joint of a standard sidewalk panels. This saw-cut pattern will create rhythm and reinforce the inlaid basalt or coloured concrete closer to plazas and stations. Refer to Figure 3.3.1 for pattern zones. Perpendicular saw cuts will be incorporated in all **Pattern D** locations and along one side of park connector streets. In commercial areas, concrete should be extended from sidewalk to building face with consistent saw-cut patterns. Concrete should be light **broom finished with no trowel marks**.

Figure 3.3.1: Sidewalk Treatment in the Corridor

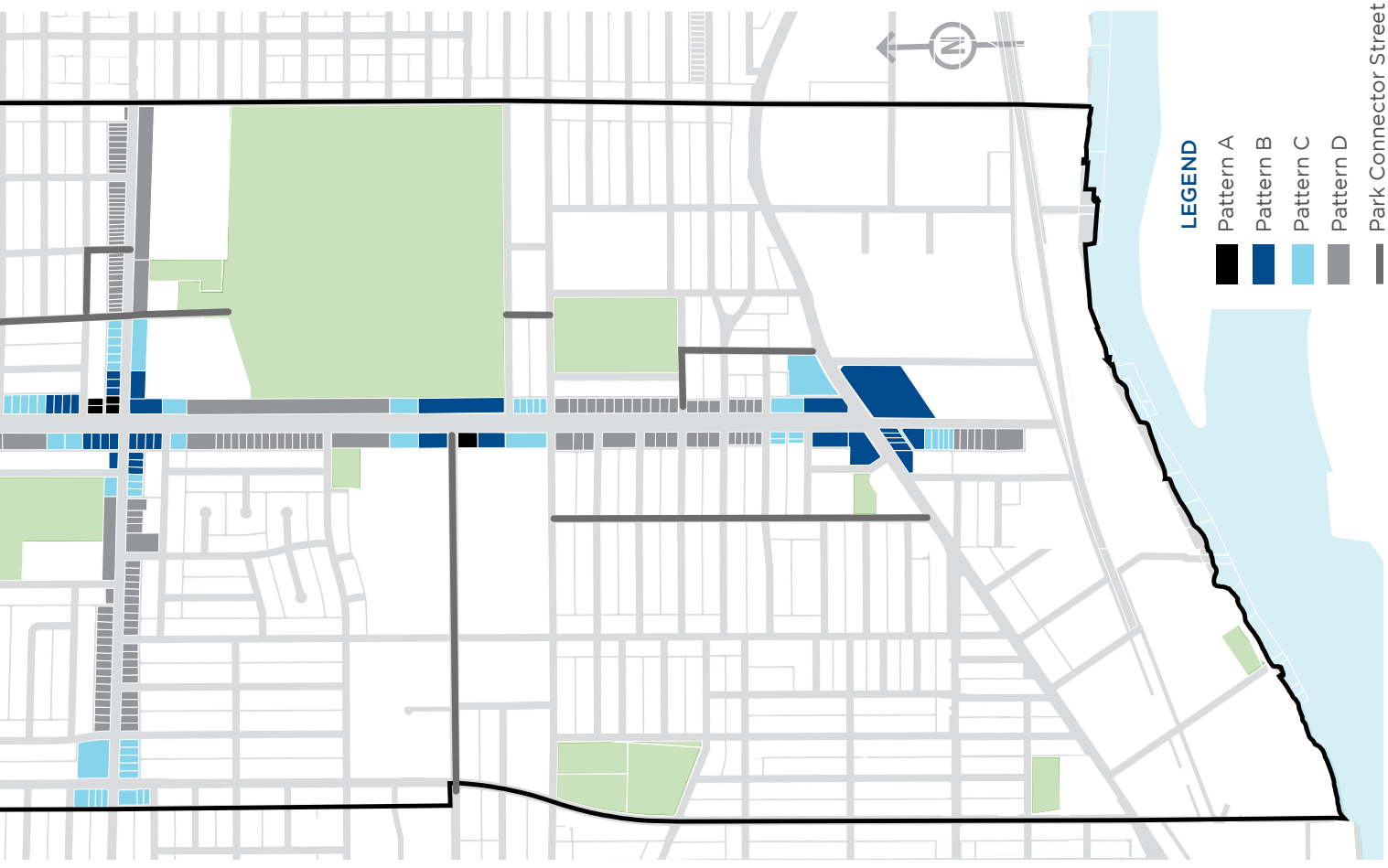


COLOURED CONCRETE BANDS

Coloured concrete banding should be incorporated in all **Pattern C** locations and, where retrofitting is required, in **Pattern B** locations. These bands should be consistent in colour and dimension to the basalt banding found at other nodes. Bands should be 0.45 m wide and running perpendicular to the street and building face. Where applicable, coloured concrete bands should extend into mid-block active links and to set-back building faces. Coloured concrete bands should also be integrated along the edges of cycling lanes at commercial locations. See Figure 3.6.3.

BASALT BANDS

Basalt has been chosen as an accent material to reflect the history of the basalt quarry at Queen Elizabeth Park. This material should be integrated in perpendicular bands, 0.45 m in width at varying spacing along key blocks throughout the Corridor. The bands will signal proximity to Canada Line stations, plazas, and other major nodes. These bands should be integrated in newly-built sidewalks and plazas in all **Pattern A** locations. Basalt bands will also act as the delineating material for cycling lanes in plaza locations. Basalt material should be slip resistant and smooth. See Figure 3.6.6.



3.3.2 Banding Application

Coloured concrete bands and basalt bands should continue from sidewalk to building face in commercial areas. Property lines should not be marked with a material change, but should instead be consistent in treatment demarcated only by a construction joint.
The banding treatment should also continue into mid-block active links. Basalt slabs will vary in lengths (approximately 0.75 m), but should have a consistent 0.45 m width.

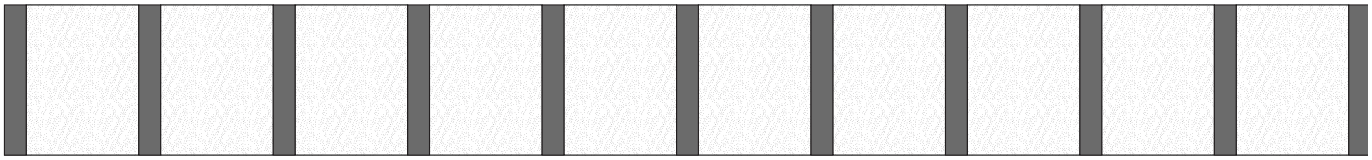
These paving patterns and accent bands should be consistently applied in all new developments. Retrofits will take place as opportunities arise or in coordination with other road, sidewalk, or plaza improvements.

RECOMMENDATIONS:

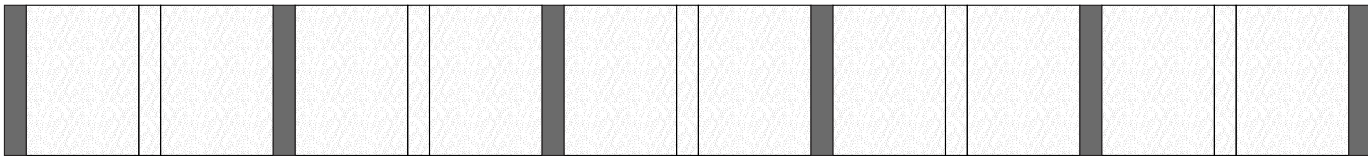
- **Integrate basalt, or coloured concrete** features within blocks that include a Canada Line station or plaza
- Integrate basalt bands and coloured concrete as a unifying paving material at all plazas along Cambie Street
- Integrate coloured concrete at bus stops and along cycling lanes at the intersection of public plazas

PAVING PATTERNS:

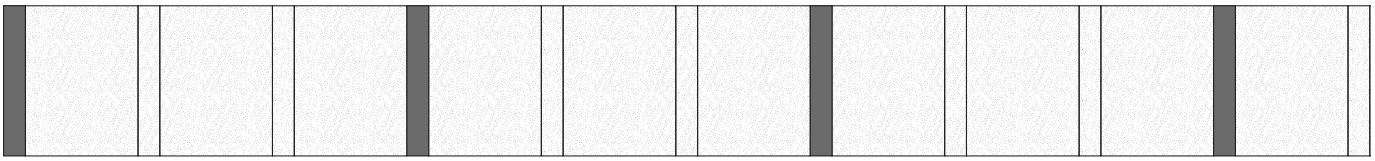
Pattern A: Plaza or Canada Line station. *0.45 m basalt inlays or 0.45 m coloured concrete in retrofit conditions inlaid into each band*



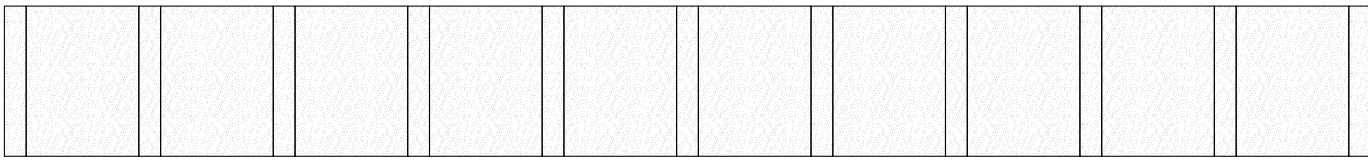
Pattern B: Block including a plaza or Canada Line station. *0.45 m coloured concrete every second band with additional saw cut adjacent all other joints*



Pattern C: Block adjacent to a block including a plaza or Canada Line station. *0.45 m coloured concrete every third band with additional saw cut adjacent all other joints*



Pattern D: Typical residential block. *Standard sidewalk panels (typically 1.8 m) with 0.45 m additional saw cut adjacent to joint (see Figure 3.2.1)*



3.4 Street Frontage

(For Complete Streets see Section 3.6)

3.4.1 Typical Residential Street Frontage

Residential streets and residential segments of arterial streets should have a softer landscape treatment, provide a buffer from traffic with grass or planted front boulevards, and integrate opportunities for rainwater management where possible. Plants should be selected from the neighbourhood-specific plant lists in Section 4.1.

Sidewalk and front boulevard dimensions are included in the following recommendations as a minimum development standard. Trees are, and will continue to be, a key element of residential streets and significant trees should be retained whenever possible. New trees should be planted in suitable soil volumes to ensure for maximum canopy cover, longevity and overall tree health.

Intent:

- To improve tree health and maximize canopy cover
- To soften the streetscape
- To provide opportunities for ground-level planting
- To create a safer and more open pedestrian experience within the sidewalk realm

Application:

Applicable to residential streets in the Corridor and to segments of arterials that are residential.
Opportunities for on-street parking should be maintained with the integration of corner bulges where development opportunities present.

Dimensions:

- 1.52 m minimum boulevard standard; 1.83 m minimum on arterials
- 1.83 m - 2.14 m sidewalk standard
- Tree Spacing: 8-10 m or City standard (with ultimate discretion by City arborist)

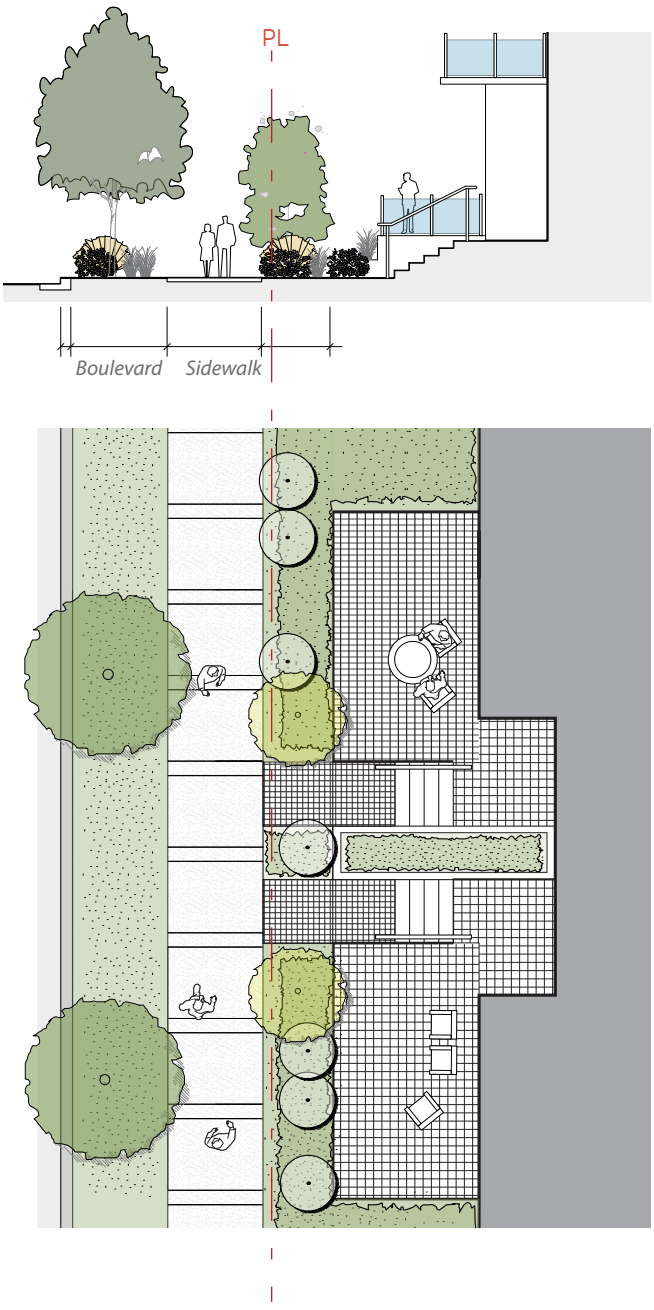


Figure 3.4.1(a): Boulevard Treatment: Soft urban edge with grass and ground level planting.

Materials:

- Broom-finished saw-cut concrete with no trowel edge marks
- Additional perpendicular saw cut 0.45 m from standard panel joints
- Coloured concrete bands where applicable—see Figure 3.3.1
- Grass boulevard or ground-level planting where opportunities present
- Green infrastructure integrated at key locations and prioritized at corner bulges

RECOMMENDATIONS:

1. **Provide a minimum 1.83 m sidewalk** on all residential streets and a minimum 2.14 m sidewalk on arterial residential streets or in the MTC

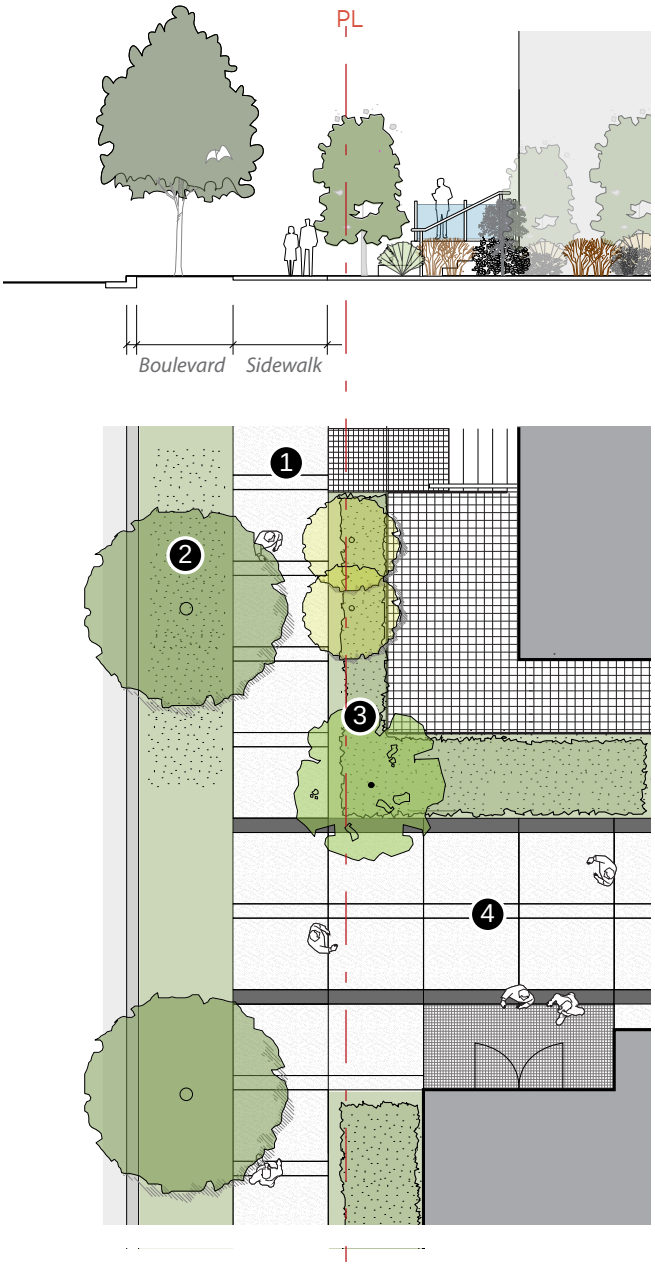
2. **Boulevards should not be reduced** in width through the redevelopment process

   - Narrow boulevards should be improved and **widened to a minimum of 1.52 m** on residential streets and **1.83 m** on arterials
   - Front boulevards should be **planted with grass**

3. The buffer between the sidewalk and property line should be **fully planted with consistent plant selection**; shrubs and trees should be integrated where possible to provide separation between the public realm and private patio space

   - Planting in the right-of-way is dependent on adjacent owner(s) commitment to maintaining the planting
   - All tree plantings in the right-of-way to follow current version of the City's *Streetscape Design Guidelines*

Example Residential Frontage at Mid-Block Active Link



4. Refer to Section 3.9 for active link dimensions and further details

Figure 3.4.1(b): Boulevard treatment: Soft urban edge with grass and ground-level planting with mid-block connection to break up larger blocks

3.4.2 Commercial Street Frontage

Commercial streets, including Oak Street, 41st Avenue, 49th Avenue, Marine Drive, and segments of Cambie Street, will play a vital role in the Cambie Corridor. Commercial areas will provide amenities and services to residents—allowing them to shop locally, walk to destinations, gather, socialize, and establish a complete community. To support this, commercial and retail sidewalks must be wider, providing space for cafe seating, patios, and increased foot traffic.

Intent:

- To emphasize urban centers of the Corridor
- To provide more pedestrian permeability
- To create a safer and more open pedestrian experience within the sidewalk realm
- To support businesses and retail spaces

Application:

- Applicable to both mixed-use and commercial developments on arterial streets including Oak Street, 41st Avenue, 49th Avenue, Marine Drive, and Cambie Street
- Should be limited to urban and high foot-traffic areas. Opportunities for on-street parking should be evaluated on an individual development application basis

Dimensions:

- 1.83 m minimum boulevard
- 3.05 m minimum unobstructed sidewalk space
- 1.98 m minimum additional flexible space
    - Articulated setbacks of 1.83 m to 4.57 m should be included at corners of key intersections with greater pedestrian volumes, resulting in an overall sidewalk width no less than 4.87 m
- Adjacent buildings should have consistent setbacks at the abutting property line to form a consistent streetwall, ensuring continuity within each block
- Commercial areas on Cambie Street between 39th and 45th Avenue will require a 3.0 m setback from the property line to provide a consistent streetwall and substantial pedestrian space

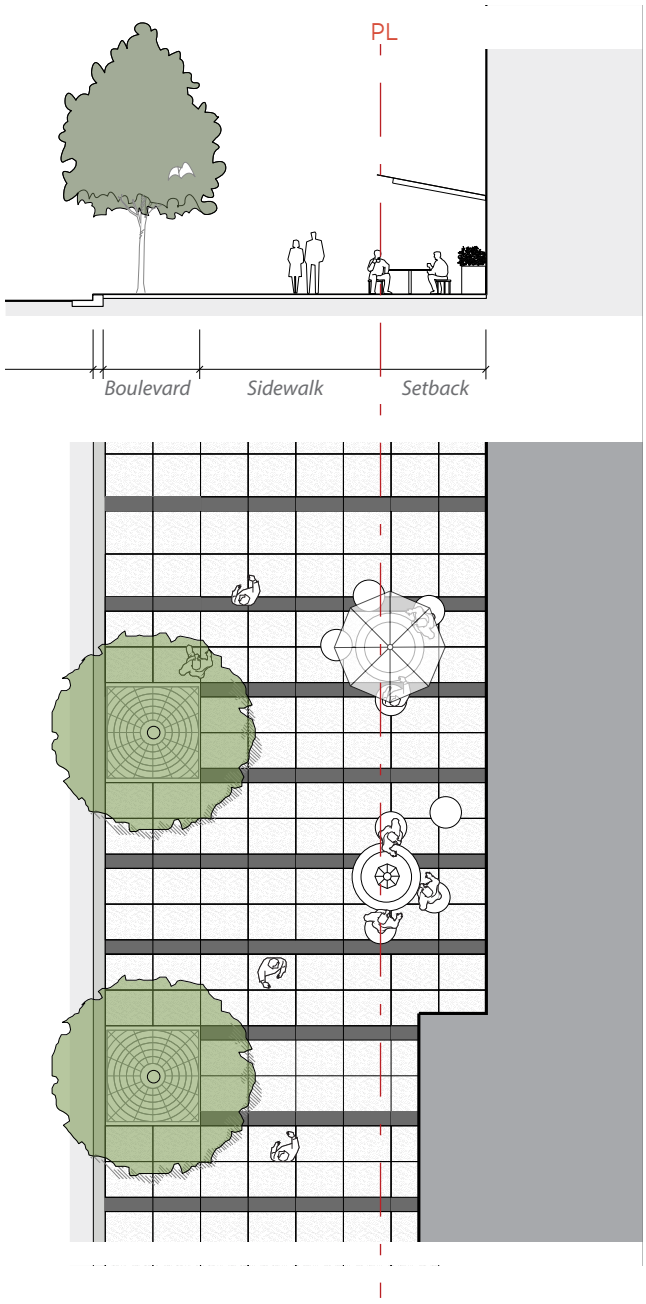


Figure 3.4.2(a): Boulevard treatment option: street trees with tree grate

Materials:

- Broom-finished saw-cut concrete with no trowel edge marks
- Additional perpendicular saw cut 0.45 m from standard panel joints
- Coloured concrete bands where applicable - see Figure 3.3.1
- Planted boulevard or boulevard with tree grates and street trees

RECOMMENDATIONS:

- **Provide a continuous sidewalk treatment** from curb to building face with building access provided at grade. The clear sidewalk width should be a minimum of 3.05 m with additional 1.52 m - 1.83 m minimum boulevard space
- **Create an more urban boulevard** through three optional approaches

  1. Incorporate tree pits with **tree grates** to create a uniform urban condition where street parking is provided—Figure 3.4.2(b)
  2. **Include seatwalls** where more intensive boulevard planting is appropriate as a buffer from vehicular traffic—Figure 3.4.2(c)
  3. Incorporate **ground-level planting**, including shrubs, where large format retail is located and no street parking provided—Figure 3.4.2(d)

- **Provide greater setbacks from the front property line at certain locations along the front building face to allow for "spillover" activities** (e.g., fruit stands, restaurant seating, etc). These setbacks should range between 1.83 m and 4.57 m
- **Provide a continuous streetwall along the block** to give the public realm a defined edge

Commercial Boulevard Options

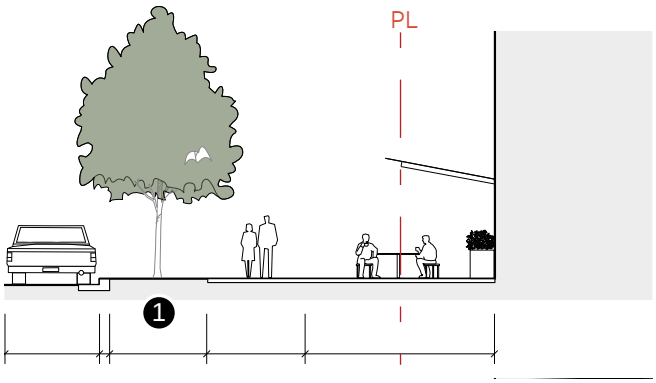


Figure 3.4.2(b): Boulevard treatment option: street trees with tree grate

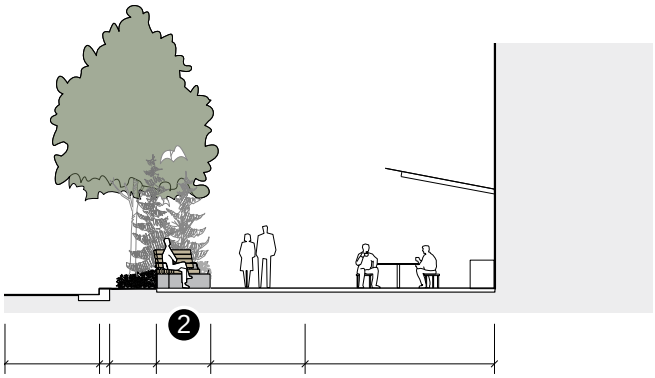


Figure 3.4.2(c): Boulevard treatment option: seatwall and raised planters

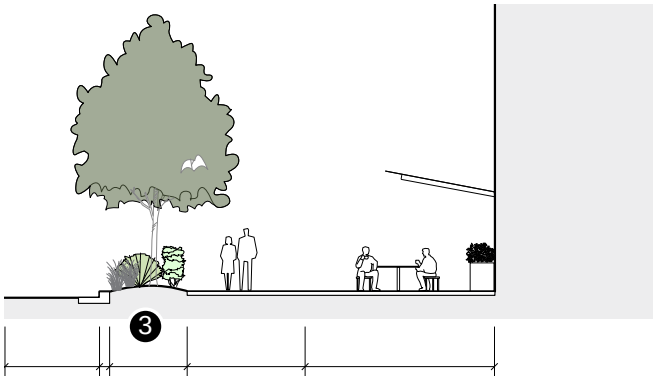


Figure 3.4.2(d): Boulevard treatment option: ground-level planting

3.5 General Pedestrian Improvements

A series of consistent interventions will be integrated throughout the Cambie Corridor to create a more pedestrian and cycling-oriented environment.

RECOMMENDATIONS:

- **Implement new mid-block crossings** to improve pedestrian safety and neighbourhood connectivity within long blocks or where necessary
- Mid-block crossings should include planted bulges whenever possible to **decrease the distance between refuge points**
- Where street improvements occur as a result of development, **corner bulges should be integrated** to slow traffic, improve planting conditions and narrow pedestrian crossing points
- Corner bulges and mid-block bulges should be **coordinated with rainwater management** strategies (Section 4.3) when opportunities for infiltration are identified
- Corner and mid-block bulges can be integrated with complete streets and cycling lanes to provide pedestrian refuge areas

Mid-block crossing example integrated with cycling facilities

3.5.1 Mid-Block Pedestrian Crossings

To create greater porosity and access to commercial services, mid-block crossings may be implemented in key locations associated with improved pedestrian-activated signals. These mid-block crossings will create safer walking environments by reducing crossing distance where possible. In addition to the safety benefits, these locations will be opportunities to integrate rainwater management and ground-level planting.

Intent:

- To support pedestrian movement
- To create a safer and more walking-focused experience
- To integrate planting and rainwater management at key locations

Application:

Applicable to residential, mixed-use, and commercial areas where identified or where opportunities present. Priority mid-block crossings should be limited to urban and high pedestrian-traffic areas. Although full signalization or pedestrian-activated signalization is the preferred improvement, mid-block crossings may also be implemented or improved in areas without intended signal improvements. Mid-block crossings may provide an extension of active links in some instances.

Minimum dimensions:

- Minimum 2.1 m typical pedestrian crossing
- Alternate pedestrian crossing materials or marking to be considered on an individual basis in neighbourhood improvement areas or as part of public art proposals.

Materials:

- Planting species to be selected from plant lists (Section 4.1)
- Rainwater management to be integrated where opportunities present and designed to a consistent standard outlined in Section 4.3

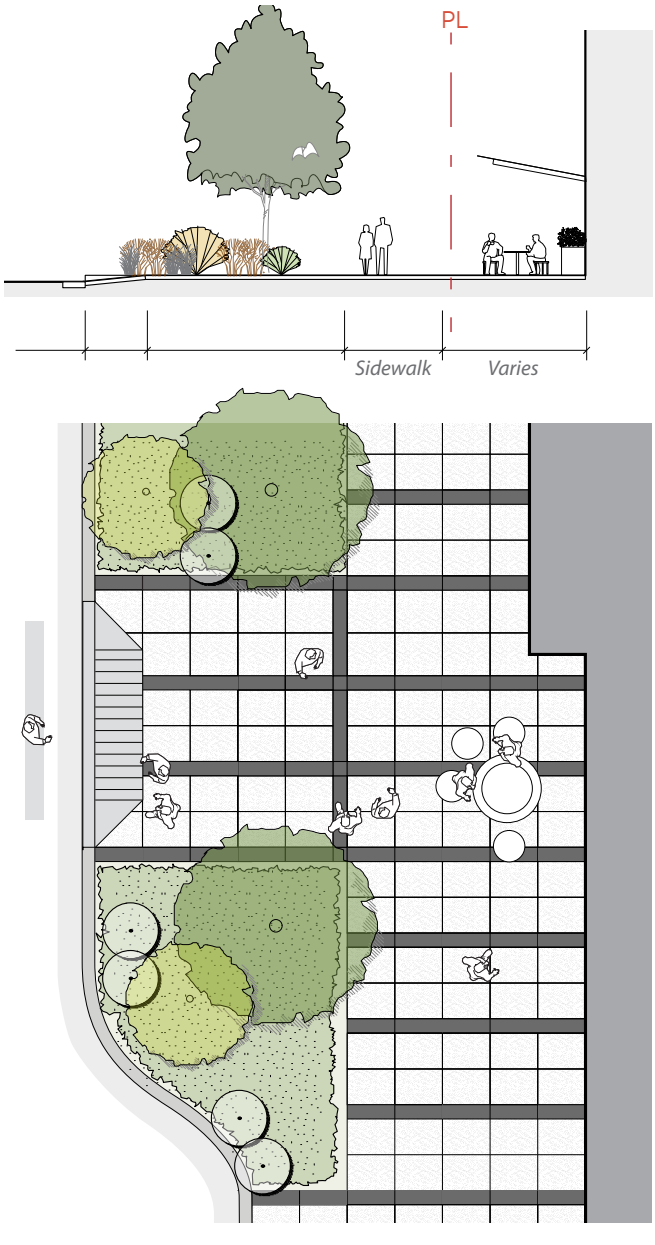
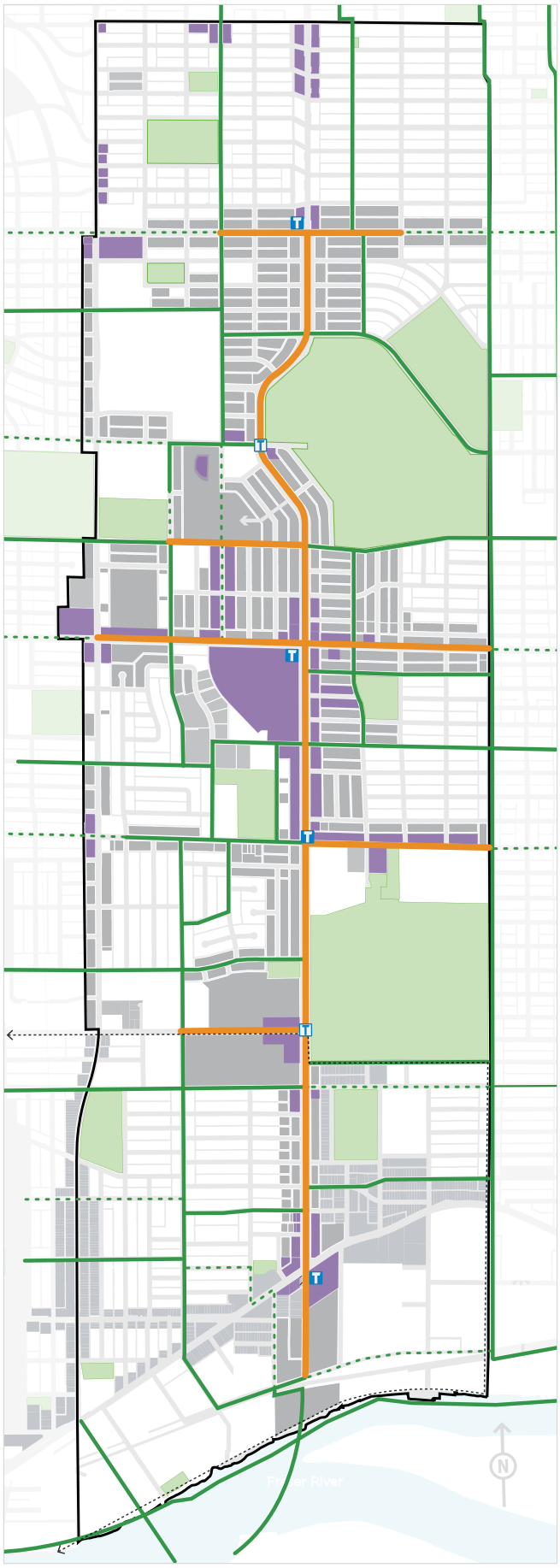


Figure 3.5.1: Mid-block crossings may be located in commercial or residential areas. The illustrated setback would be consistent with the relevant street type

3.5.2 Pocket Parking

Where street improvements occur as a result of development, corner bulges should be integrated to slow traffic, improve planting conditions, and narrow pedestrian crossing points where necessary. These corner bulges should integrate rainwater management whenever possible as outlined in Section 4.3.

Parking pockets on Comox Street in the Vancouver West End



3.6 Complete Streets

The Cambie Corridor will include the integration of complete streets on Cambie Street and other arterials (see Figure 3.6). Complete Streets are streets that have been designed having fully taken into account all travel modes and their place within the local street hierarchy. Complete streets can best deliver an appropriate balance of function and providing communities with a wide range of transportation choices. These streets can also contribute to healthy and livable neighbourhoods, deliver memorable experiences, and create vibrant public spaces. Complete streets are designed holistically, where aspects of street function are well-integrated and thoughtfully respond to the surrounding land use context and the street's role within a broader transportation network to ensure safe and accessible streets for all users.

To accommodate the integration of complete streets some dedications may be required.

Figure 3.6: Overview of proposed complete street improvements

LEGEND

- Proposed complete street improvements
- Proposed walking & cycling route
- Existing bikeway / greenway
- Existing and future commercial / shops
- Existing station
- Future potential station
- Parks

3.6.1 Complete Street: Residential

Residential complete streets should reallocate existing space to improved cycling facilities, increased boulevards and wider sidewalks. Existing boulevards should be maintained and improved; a second boulevard may be added at street edge. Continuous tree trenches should be incorporated whenever possible.

RECOMMENDATIONS:

- **Integrate complete streets** on arterial streets connecting key destinations, bike routes, and services
- **Preserve valuable trees,** as defined by City arborist, and improve planting conditions through the redevelopment process
- Look for opportunities to i**ntegrate a secondary row of trees** as a buffer between cycling facilities and vehicle travel lanes
- **Utilize appropriate materials** for the location, including the transition of cycling lanes to concrete at plazas and Canada Line areas
- **Co-locate amenities and services** including bus stops, bike share stations, bike racks, drinking fountains, and seating to provide for all modes and movements
- Ensure the design of the complete street for each block **supports the land use, businesses, and residents**

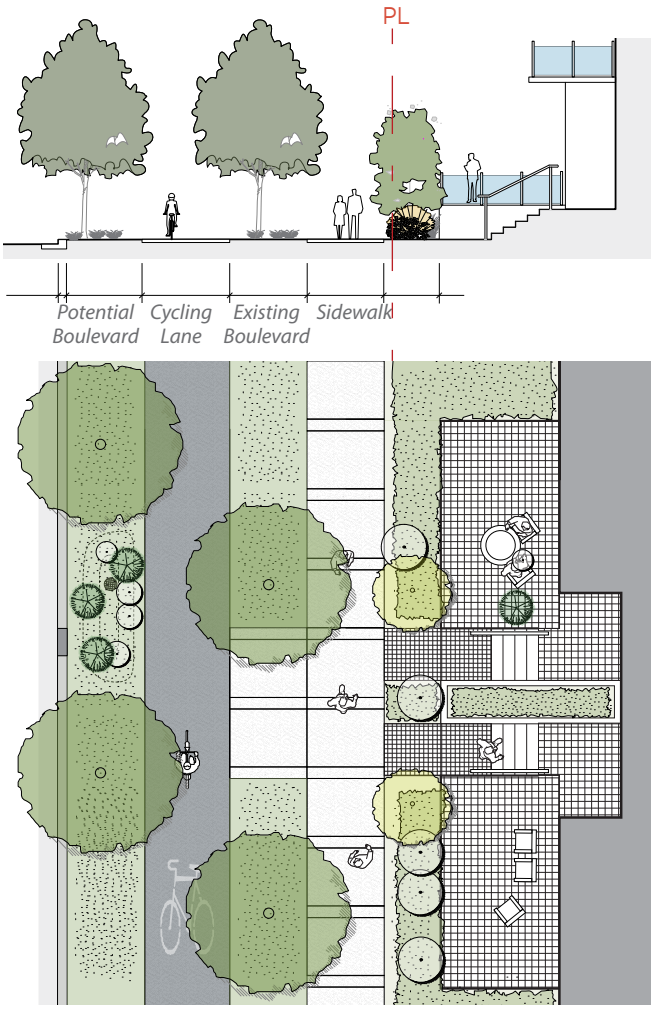


Figure 3.6.1: Residential complete street

3.6.2 Complete Street: Residential (Constrained)

In areas with existing well-established trees and limited road space, complete streets may reallocate existing space by locating cycling facilities behind existing boulevards and creating wider sidewalks separated by a roll curb or vertical transition. Existing boulevards should be maintained and improved.

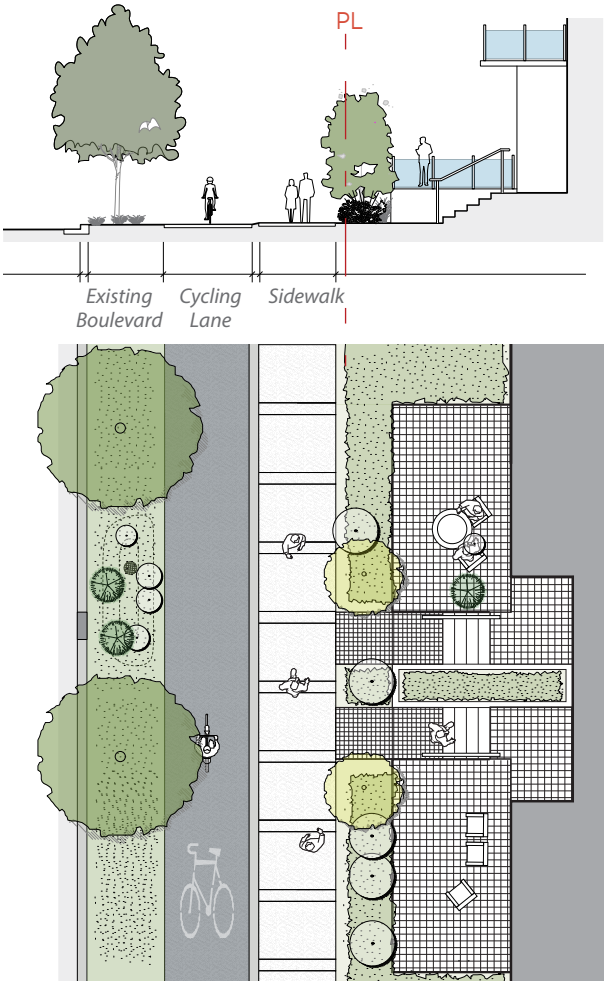


Figure 3.6.2: Residential (constrained) complete street

3.6.3 Complete Street: Commercial

Commercial complete streets should facilitate access to local services by people of all ages, abilities, and modes of travel. This will require the continued integration of short-term on-street parking, pick up and drop off locations at key locations, as well as sufficient bike parking. The urban boulevard between the cycling lane and street should be planted when appropriate except in instances where on-street parking exists.

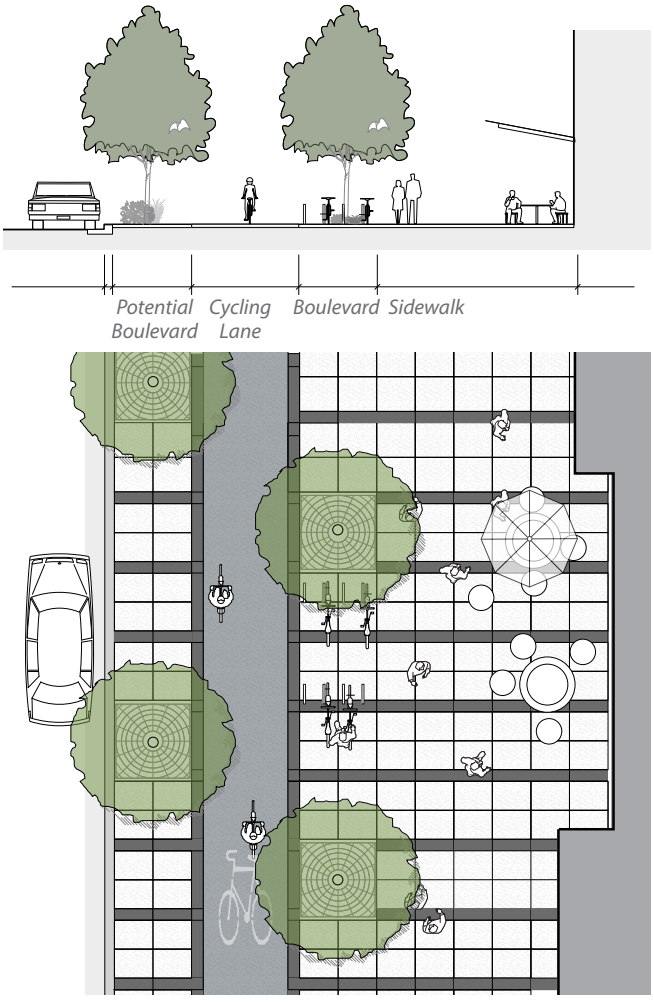


Figure 3.6.3: Commercial complete street

3.6.4 Complete Street: Constrained Parking

Where space is constrained in complete streets and parking remains a priority to serve local businesses or residential pick-up and drop-off, walking, cycling and boulevard space will need to be balance. Some standards may need to be reduced to ensure the needs of all users are met. The removal of the boulevard to accommodate pocket parking should only be done in areas where no current trees exist, or where trees can be easily relocated. Any changes to the boulevard should be done in conjunction with an arborist report and with oversight from Planning, Parks, and Engineering.

Where boulevard space is removed to accommodate parking, the integration of more substantial trees and ground-level planting should be sought within setback requirements.

STREETSCAPE COMPONENTS:

1. Typical width pocket parking
2. Minimum 0.9 m concrete median for vehicle access and door space
3. Reduced-width cycling lane, if necessary
4. Minimum 1.8 m clear sidewalk space

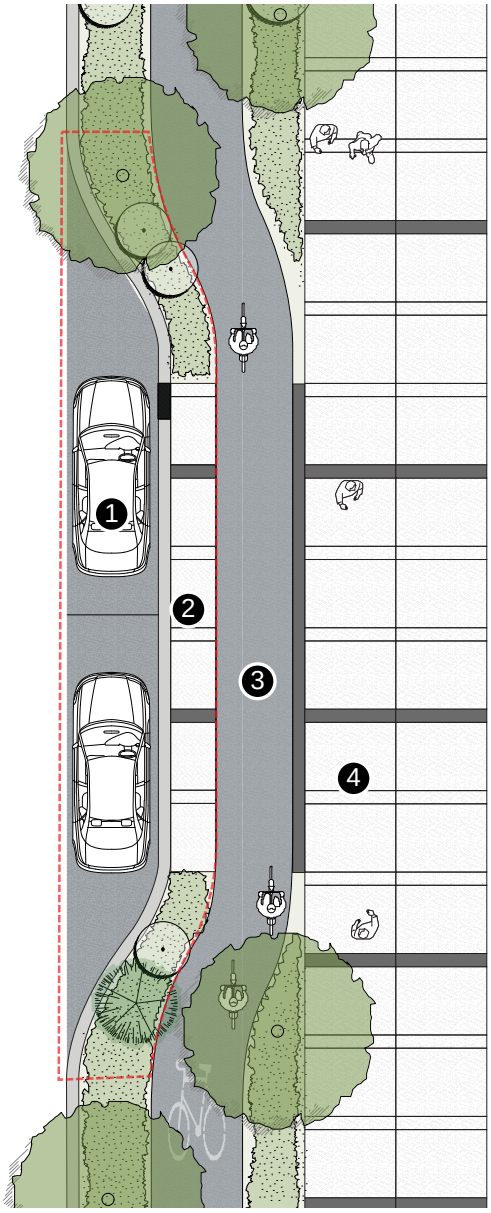


Figure 3.6.4: Example of constrained complete street conditions for integration of pocket parking

3.6.5 Complete Street: Parking Pockets Over Time

Parking will continue to be an important feature within the complete street design. Short-term parking, along with pick-up and drop-off locations, will continue to support local businesses, provide for accessible design, and support visitors to the area. As the Corridor transitions to a series of urban nodes with more access to local services, parking may become less necessary and may be transitioned to meet the needs of future residents.

Future needs for parking may focus on electric charging stations, car-sharing spaces or bike share stations. Parking pockets may also be transitioned to rainwater management facilities where opportunities exist.

Figure: 3.6.6 Pocket parking over time including rainwater management and charging stations, and retained short-term parking

3.6.6 Complete Street: Plaza Transitions

Where cycling lanes run adjacent to commercial spaces, coloured concrete bands should be integrated along the edge of the asphalt cycling surface. This added detail will signal arrival at a busier location and begin the transition to shared space.

Where cycling facilities cross a plaza or run adjacent to a plaza or Canada Line station, basalt banding or coloured concrete should act as the delineating material through these shared spaces. Cycling lanes should transition from asphalt surfaces to concrete at these significant public spaces with the path of movement for cyclists deliniated by material colours. These shared spaces should encourage cyclists to reduce their speed and yield to people walking in adjacent areas.

STREETSCAPE COMPONENTS:

1. Concrete sidewalk (3.0 m minimum width)
2. 0.45 m basalt banding perpendicular to road and building face
3. 0.45 m saw-cut extensions of basalt banding across concrete cycling lane
4. Optional added saw cuts centred in both directions between bands at plaza locations.
5. Cast-in-place concrete cycling lane delineating plaza crossing (darker than adjacent concrete)
6. 0.45 m basalt band marking cycling zone through shared environment
7. Typical asphalt cycling lane
8. Planted boulevard (minimum 1.5 m width)
9. Plaza paving may vary based on design but should utilize the basalt banding as a material transition and accent element

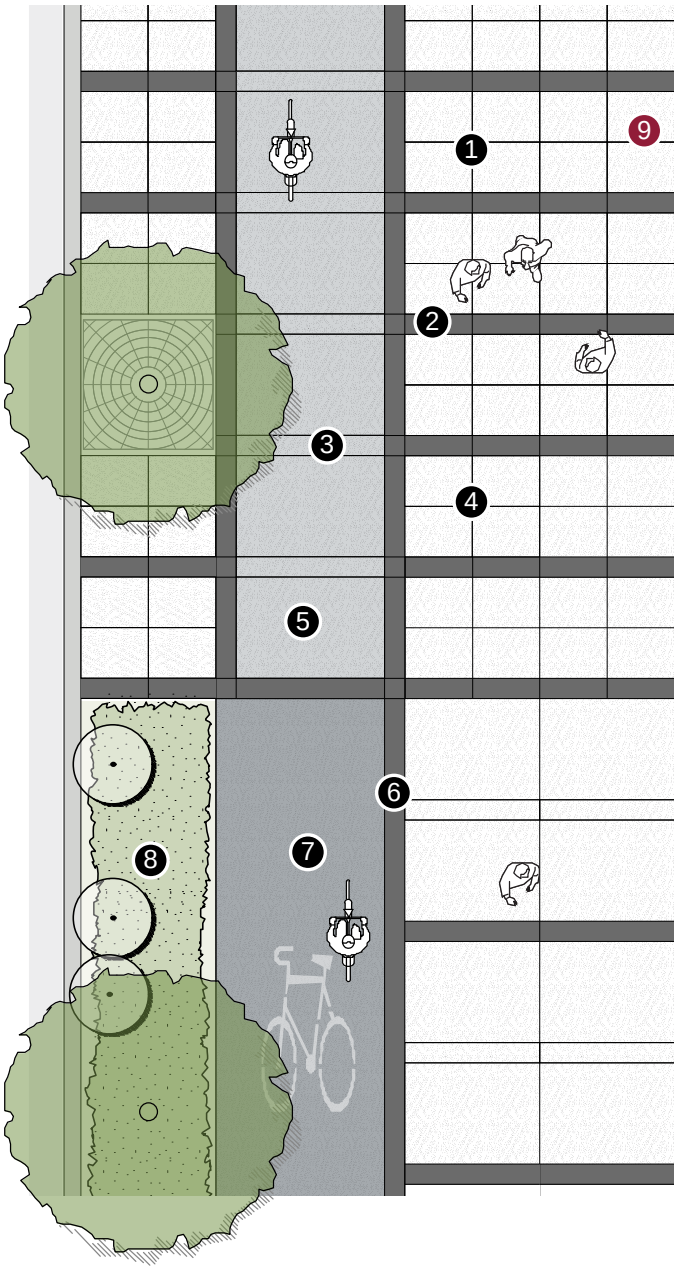


Figure 3.6.5: Example of a cycling lane transitioning to a shared space in a plaza location

3.6.9 Complete Street: Neighbourhood Identity

The installation of separated cycling lanes presents an opportunity for graphics that serves both functional and aesthetic purposes, and highlights the Corridor's significant role within the city.

Graphics will be painted on key sections of the separated cycling lanes. A detailed implementation guide is provided in Chapter 7 (Appendix).

The graphic approach will be used to communicate two pieces of information:

- Wayfinding
- Neighbourhood Identity

3.6.9.1 Wayfinding

Colours will be incorporated into consistent markings to help cyclists and pedestrians orient themselves within the Cambie Corridor and navigate the five complete street neighbourhoods (Queen Elizabeth, Oakridge Town Centre, Langara, Marpole, and Marine Landing).

Colour System:

Each neighbourhood within the complete street network will have its own colour. The colours will occur at the arrival area of each neighbourhood and in certain wayfinding markings, and will inform cyclists and pedestrians where they are within the Corridor. The exact colours and palette have been carefully selected to represent each neighbourhood and ensure legibility on an asphalt surface. Additional colours—white and grey—will also be incorporated into the markings.

Neighbourhood Colours

Queen Elizabeth
C:2 M:96 Y:22 K:0
PANTONE 213

Oakridge Town Centre
C:0 M:83 Y:100 K:0
PANTONE Orange 021

Langara
C:34 M:12 Y:100 K:0
PANTONE 390

Marpole
C:74 M:11 Y:17 K:0
PANTONE 285

Marine Landing
C:88 M:52 Y:0 K:0
PANTONE 3125

Additional Colours

White
C:0 M:0 Y:0 K:0

Grey
K:20 K:40 K:60 K:80

Wayfinding Markings:

Primary Entrance Signs
The complete street along Cambie Street will be bookended with markings at its entrance in both the northbound and southbound directions (Queen Elizabeth and Marine Landing areas).

These Primary Entrance Signs will signal the beginning of the complete street network and serve as a navigational guide to both cyclists and pedestrians as they travel through the area.

Neighbourhood Entrance Signs
The beginning of each neighbourhood, following a main intersection on Cambie Street, will be marked with a consistent graphic treatment. The treatment will consist of a neighbourhood's name, arrows signalling the direction of movement, and a series of rhythmic lines in the neighbourhood's colour. The Neighbourhood Entrance Signs will communicate to cyclists and pedestrians where they are within the complete street network.

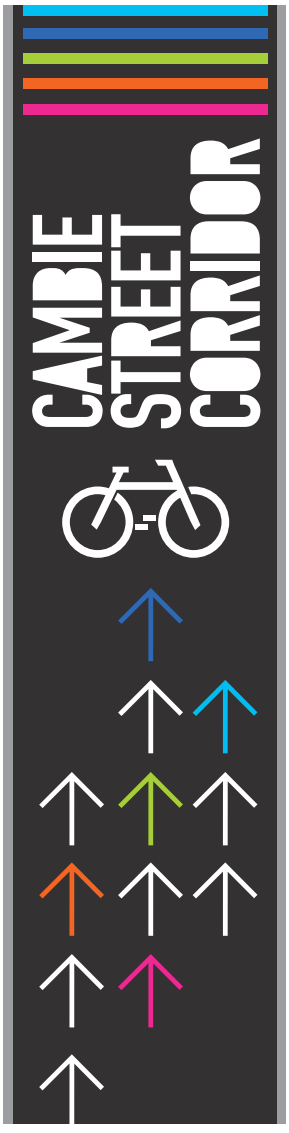


Figure 3.6.9(a): Primary Entrance Signs signalling the complete street network

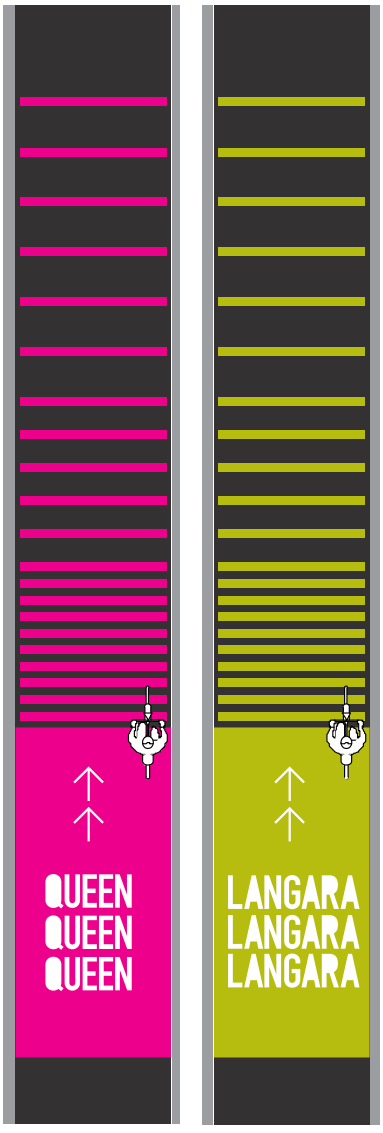
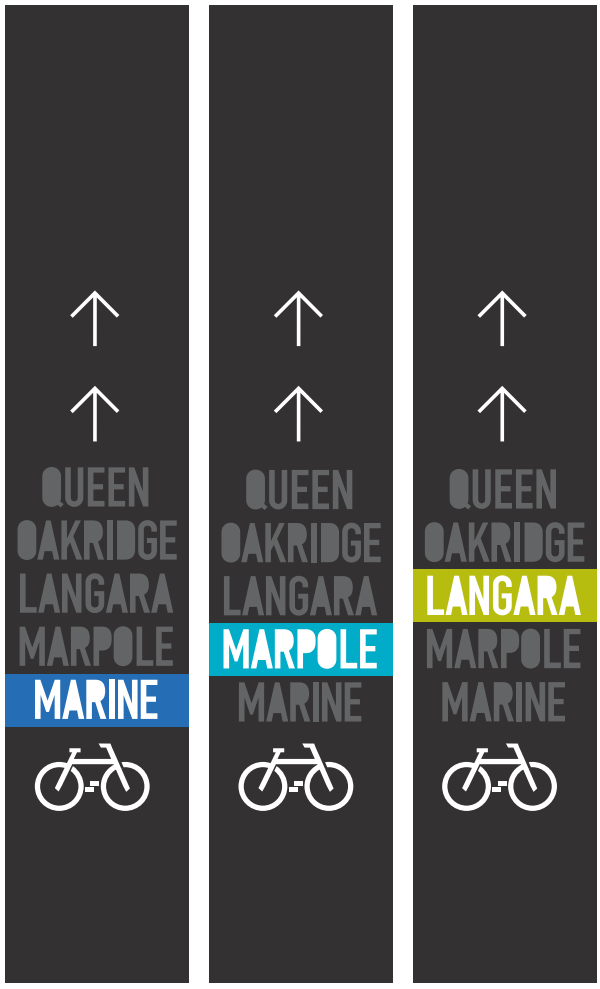


Figure 3.6.9(b): Neighbourhood Entrance Signs for the Queen Elizabeth and Langara neighbourhoods

Orientation Signs
Within neighbourhoods, opportunities exist for additional wayfinding. Orientation Signs will be particularly important to new visitors to the path that did not previously cross a neighbourhood entrance marking.

An intuitive typographic hierarchy, combined with the neighbourhood colours, will communicate to cyclists and pedestrians where they are in relation to other neighbourhoods in the Corridor.

Figure 3.6.9(c): Sample Orientation Signs



3.6.9.2 Neighbourhood Identity

In addition to wayfinding, creative designs (as shown on the following page) will be used to communicate a sense of place to residents and visitors alike as they travel through the complete street network.

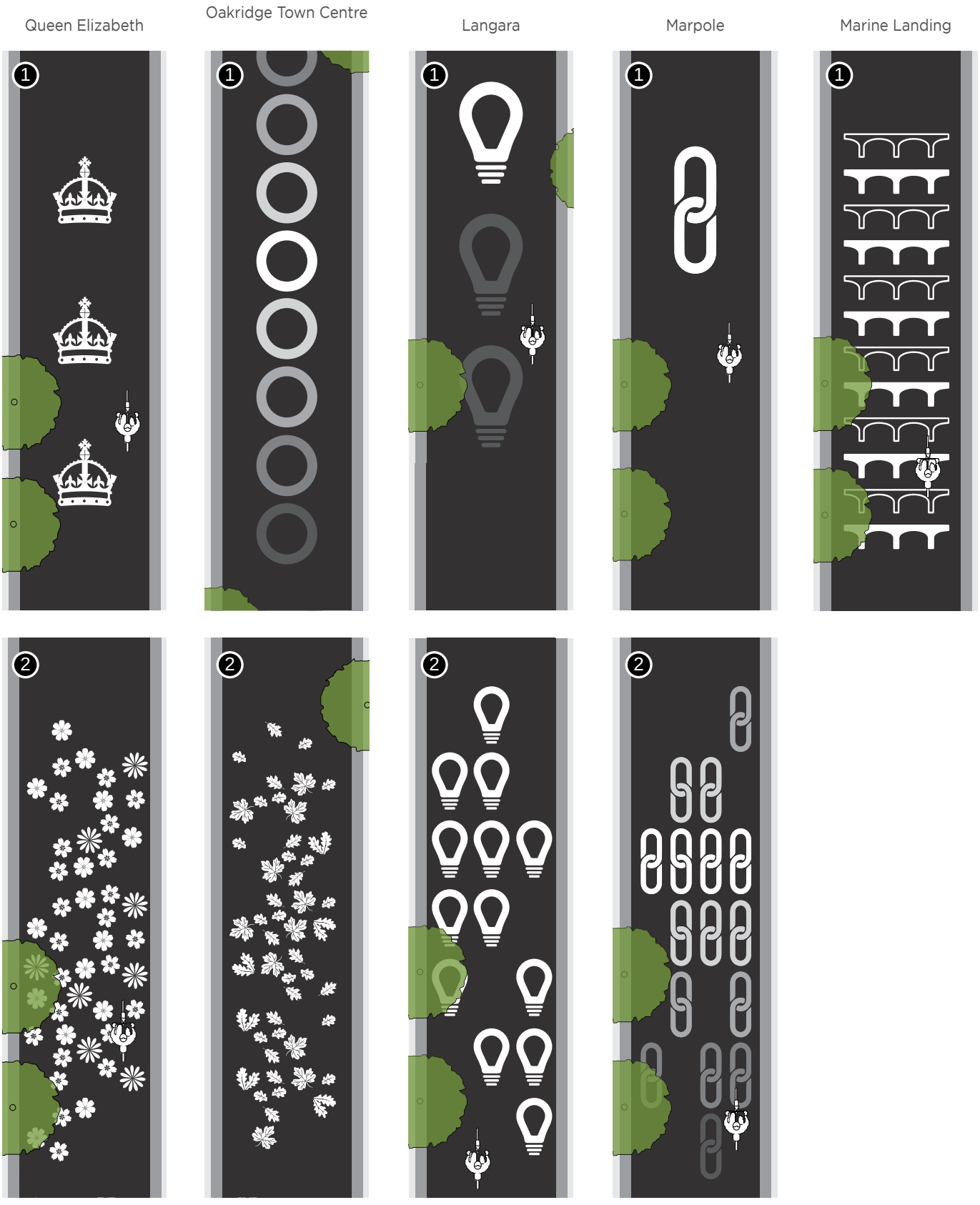
Identity Markings:

Neighbourhood Identity Graphics
Each neighbourhood the complete street passes through will have at least one unique graphic—these graphics were carefully designed to allude to a neighbourhood's name or history in an interesting and thought-provoking manner.

In several locations on the complete street, the graphics of a particular neighbourhood will repeat in a clustered manner. As pedestrians and cyclists move along the complete street, the clustered graphics will convey a sense of animation and progression.

The implementation guide in Chapter 7 (Appendix) specifies the placement of the Neighbourhood Identity Graphics and identifies locations where graphics should be clustered.

Figure 3.6.9(d): Neighbourhood Identity markings



3.7 The Heritage Boulevard

The Heritage Boulevard is a key feature that distinguishes the Cambie Corridor. This wide landscaped median—extending from King Edward Ave in the north to Marine Drive in the south—has played an important role in creating a pleasure drive experience when entering Vancouver from the South. As the Corridor transforms from a car-oriented environment to a more walkable urban place, the Heritage Boulevard will continue to play an important role in defining neighbourhood character.

3.7.1 Heritage Boulevard History and Context

The Heritage Boulevard's creation is rooted in the 1920s and 1930s, when the newfound freedom of movement provided by the automobile led to the pleasure drive movement. Parkways and pleasure drives that combined recreational motoring with regular traffic movement were developed throughout North America.

In 1930, engineer Harland Bartholomew produced a grand master plan for the City of Vancouver, in which he envisioned Cambie Street as a picturesque and extensive pleasure drive within the city. A landscaped centre median was a primary component of his vision.

Construction of the pleasure drive began shortly after the plan was produced. Harland Bartholomew's vision was fully realized in 1958 with the final extension of Cambie Street south of 59th Avenue.

The centre median, which consists of diverse deciduous and coniferous plantings, is now known as the Heritage Boulevard following its designation as a municipal heritage site in 1993. A boulevard planting plan was developed in 1996 and resulted in a substantial number of new plantings that enhanced the Boulevard and led to its current appearance.

Mature trees on the Heritage Boulevard

3.7.2 Vision for the Heritage Boulevard

As the Cambie Corridor grows and evolves, the preservation and enhancement of the iconic Heritage Boulevard becomes paramount.

Today, as residents move along the Corridor, they pass through four neighbourhoods that contain sections of the Heritage Boulevard:

- **Queen Elizabeth Park**: King Edward to 39th Avenue
- **Oakridge Centre**: 39th to 49th Avenue
- **Langara**: 49th to 59th Avenue
- **Marpole**: 59th Avenue to Marine Drive

While each neighbourhood maintains the common theme of the Boulevard, they simultaneously offer a unique character that relates to their local and surrounding environment.

Careful and considerate improvements will strengthen the character of each neighbourhood and contribute to the Boulevard's status as a celebrated heritage icon. Retention of mature trees and the addition of new, compatible plantings will improve the aesthetic appeal and ecological resiliency of the Boulevard, while simultaneously preserving its common elements that provide a sense of continuity along Cambie Street. Public realm enhancements, such as places of refuge and pedestrian crossings, will allow visitors to fully appreciate the Heritage Boulevard and the Cambie Street public realm.

This vision will be achieved through a comprehensive **planting strategy** outlined in Section 3.7.5 that provides planting character and spot improvements for the Boulevard. Tree and understory planting will define the character of the neighbourhoods, while **spot improvements** will focus on the integration of improved pedestrian crossings, refuge points, public art and enhancing the character of heritage elements. Spot improvements should be implemented at the time of adjacent redevelopment or as part of major street improvements and in coordination with new and improved signal installation.

RECOMMENDATIONS:

- **Preserve and Protect Existing Mature Trees** deemed valuable by City arborist
- **Improve Soil Quality and Tree Health** ensuring that all new changes to the median significantly improve soil volumes, soil quality, and overall tree health, per current City streetscape guidelines. This will allow trees to reach a mature canopy cover with root systems that can sufficiently filter rainwater
- **Integrate Rainwater Management** by identifying areas for rainwater integration in two forms: sub-surface improvements with no visual change, and visual rain-gardens with understory planting. To be focused in primarily residential areas
- **Establish Gateways** at major intersections and nodes that are the focus of more substantial change and higher quality planting. These will act as gateways to the neighbourhoods and integrate public art whenever possible
- **Meet Tree Planting Objectives** by identifying opportunities for infill planting in the median. Identify locations suitable for clustered planting, higher-density planting, and locations for significant tree species. Trees should be at a relatively significant size (7–10 cm caliper for deciduous and 3–4 m height for coniferous)when they are planted. Plantings should not interfere with sightlines
- **Minimize Adverse Effects on Pedestrian and Vehicle Infrastructure** by ensuring trees and their root systems are protected with barriers
- **Improve East-West Pedestrian Crossing Points** associated with new and improved signal locations to create a more pedestrian-friendly environment that improves safety and accessibility, creates areas of refuge, provides opportunities to enjoy the Boulevard, and forms a more significant buffer from adjacent traffic. Sidewalks across the Heritage Boulevard should be a consistent 1.8–2.1 m width depending on adjoining sidewalk width

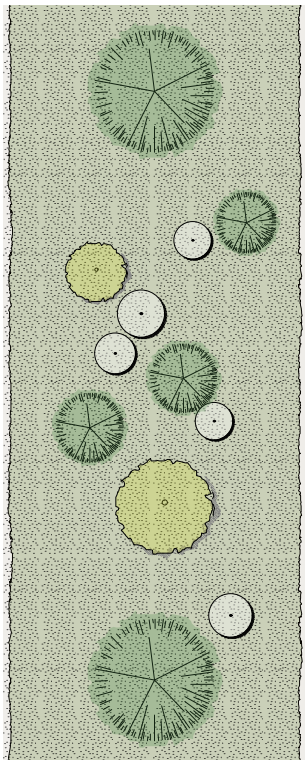
3.7.3 Planting Type

The Heritage Boulevard maintains a centre spine of large, maturing conifers, interspersed with wide-canopy deciduous trees that provide continuity within the Corridor. However, within this general theme, the spatial arrangement of planting varies for one or more reasons, including the tree or plant type, engineering considerations, or a particular design intent that relates to the neighbourhood character and surrounding environment.

The planting types can be broadly classified into three spatial arrangements: formal, clustered, and linear.

Each neighbourhood vision will reference one or more of these spatial arrangements depending on the area's character. Accordingly, future plantings on the Heritage Boulevard should correspond to the prescribed spatial arrangement while maintaining the coniferous spine and sightlines.

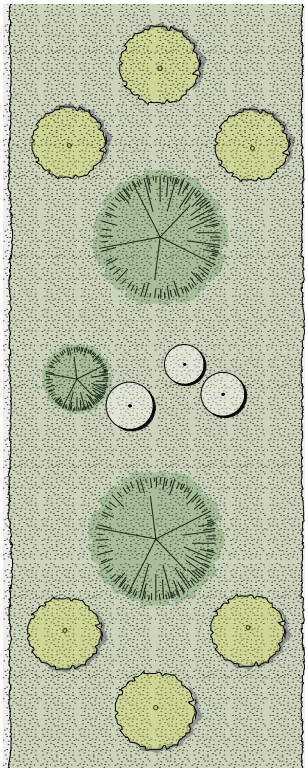
Final planting species and spacings to be approved by City arborist.



CLUSTERED

The clustered type is defined by groups of plantings with no evident spatial pattern situated between the mature coniferous trees that form the centre spine. Clustered plantings can incorporate a greater diversity of species, increase canopy cover and expand wildlife habitat. This planting type is particularly appropriate for areas with a natural or wild appearance.

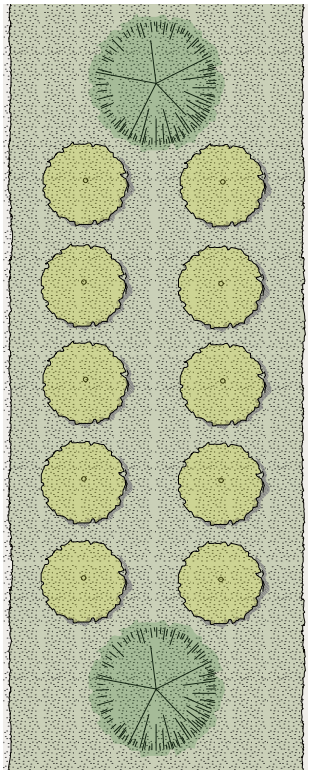
Figure 3.7.3(b): Clustered planting type



FORMAL

The formal planting type is defined by groups of organized plantings that intentionally mix tree species and types for aesthetic purposes. Formal plantings help frame views in the Corridor and are able to highlight large, mature coniferous trees that form the centre spine and rise above the lower-level deciduous plantings.

Figure 3.7.3(a): Formal planting type



LINEAR

The linear type is a highly-structured approach to planting, characterized by rows of consistent, evenly-spaced plantings that rely heavily on a specific tree species. Deciduous trees with defined shapes are appropriate. This planting type complements urban areas with taller buildings. The regularity of the planting pattern will be highlighted by the integration of regularly-spaced, large coniferous trees along the centre spine, offering sequenced variety in this consistent approach.

Figure 3.7.3(c): Linear planting type

3.7.4 Maintenance and Access

Maintenance of the Heritage Boulevard must meet the needs of improved planting areas, pedestrian spot improvements, and any rainwater management integration. Providing maintenance vehicle access through the pedestrian spot improvements will make maintenance access easier. This will include wider curb let-downs at pedestrian access points as well as grass-grids adjacent to sidewalk areas to ensure vehicle access does not damage the lawn or planted areas. These pedestrian areas will double as maintenance staging areas.

As Cambie Street transitions from a suburban thoroughfare to an urban set of nodes, the maintenance budgets must also transition to meet the demands, increased population, and intensity of interaction with the Heritage Boulevard. The success of all proposed landscape improvements is dependent on a sufficient, stable, long-term operations budget.

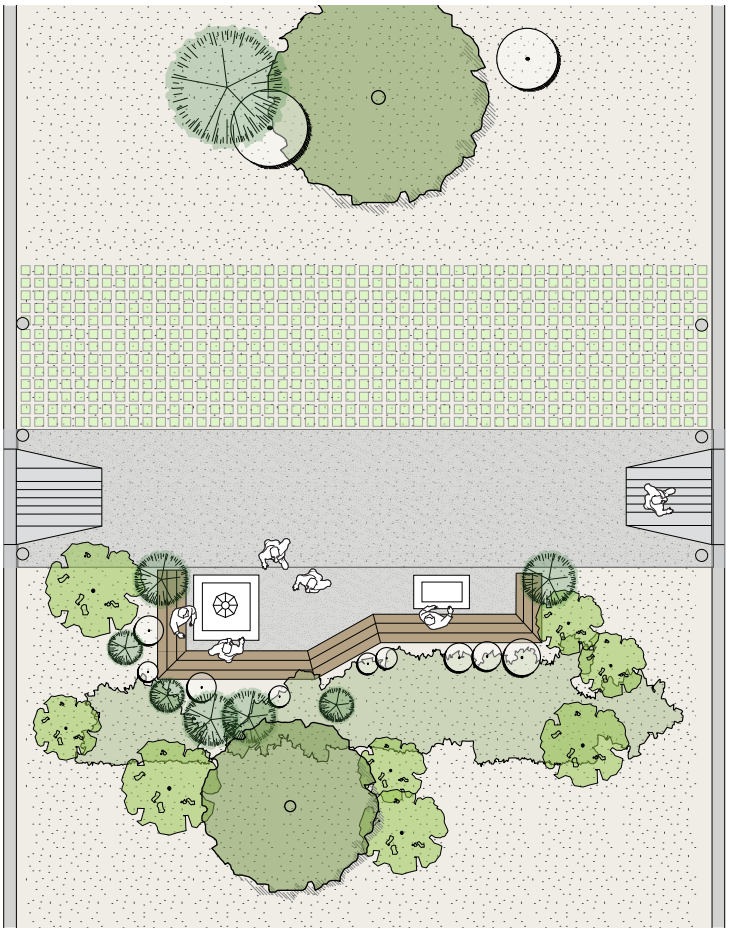


Figure 3.7.4(a): Example pedestrian and maintenance access with improved planting and public seating

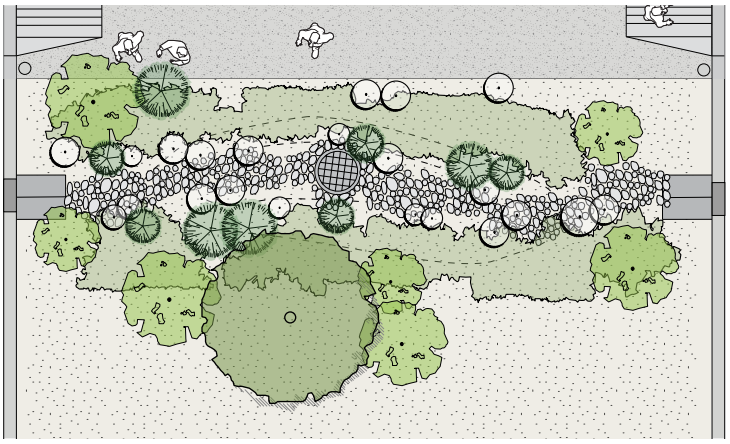


Figure 3.7.4(b): Example pedestrian and maintenance access with rainwater management integration

3.7.5 Planting and Spot Improvement Strategy

QUEEN ELIZABETH

King Edward Avenue to 39th Avenue

History and Context

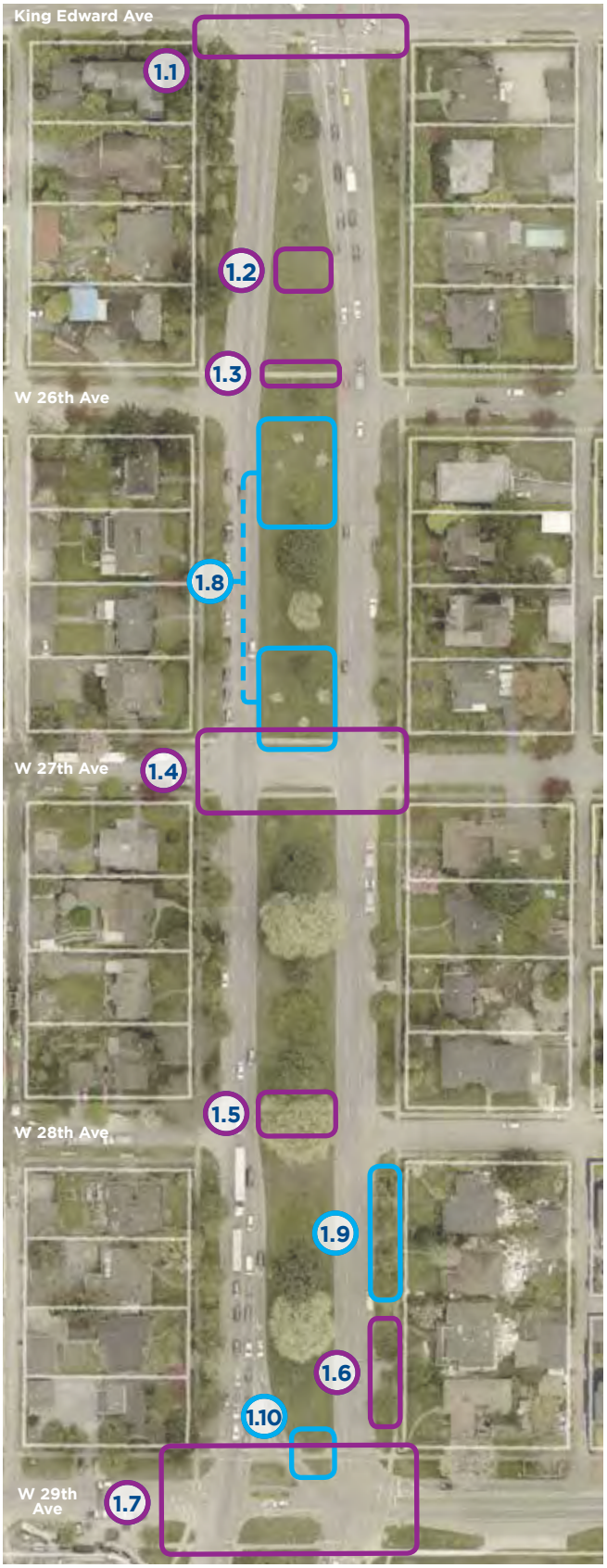
The northern section of the boulevard near Queen Elizabeth Park contains some of the earliest and most visually-striking plantings. Between King Edward Avenue and 29th Avenue, mature trees are planted in a straight line down the centre axis of the Boulevard. A consistent repetition of large, dark green conifers (Sequoias) and canopied, deciduous Golden Elms create a very formal character that emphasizes the scale and age of the trees in this section (the tallest in the Heritage Boulevard).

The section adjacent to Queen Elizabeth Park, south of 29th Avenue, contains a wider range of species with a more informal planting arrangement. Its planting character is the result of a desire to extend the planting of Queen Elizabeth Park, which was simultaneously developed as an arboretum during the 1940s and 1950s, As a result, a total of 25 specimen tree species can be found in this section of the boulevard.

Vision

The northernmost section of the Heritage Boulevard, situated in the Queen Elizabeth neighbourhood, will continue to serve as a key feature of the area and mark the beginning of the Boulevard. The centre median will act as an extension of Queen Elizabeth Park and preserve the area's unique residential character and park-like setting.

A mown lawn will continue to extend the length of the centre median, preserving views of the Park and communicating a pastoral feel. A formal planting arrangement, emphasized by one major evergreen and three minor deciduous trees at each intersection, will define the area (see Section 3.7.3). Plantings will use a number of different tree species to complement the original idea of an arboretum extending from the Park. Gateway treatments at King Edward Avenue and 29th Avenue will celebrate arrival, and pedestrian crossings and refuge points will provide ample opportunity to appreciate the scenery.



QUEEN ELIZABETH
King Edward Avenue to 29th Avenue

The overall feel is pastoral and the median generally contains manicured mown lawn.

RECOMMENDATIONS:

Spot improvements

1.1 Upgrade the pedestrian crossing by adding seating at the southwest and southeast corners, widening the median sidewalk as well as coordination with protected cycling intersection design

1.2 At this ceremonial beginning of the Heritage Boulevard, an improved gateway with a Cambie Heritage Boulevard sign should be integrated. Signage should be consistent with the southern gateway (recommendation 14.3), readable to passing vehicles, scaled to respond to the width of the boulevard, and respectful of the significance of the historic nature of the median. Ground-level planting should be integrated to further highlight the signage and the beginning of the boulevard

1.3 Improve the pedestrian crossing with upgrades that accommodate vehicle access for maintenance (i.e., widen the walkway with curb letdowns and grass grids)

1.4 Provide corner improvements that enhance the public realm

1.5 Create focal refuge point with seating for pedestrians

1.6 Install a root bridge system to narrow boulevard and accommodate cycling lanes

1.7 Improve crossing in all directions for people walking and cycling at 29th Avenue

Planting character

1.8 Extend planting arrangement of one major evergreen tree accompanied by three minor deciduous trees to each intersection in the neighbourhood as space permits

1.9 Based on outcome of arborist report, remove trees of poor health

1.10 Integrate a significant planted area to highlight the beginning of Queen Elizabeth Park. This should include seasonal colours in large groupings

See Section 4.1 for tree species that are recommended for the median

QUEEN ELIZABETH 29th Avenue to 31st Avenue

The overall feel is pastoral and the median contains manicured, mown lawn. A range of tree species are planted in a formal arrangement, with one major evergreen framed by three deciduous trees at each intersection.

RECOMMENDATIONS:

Spot improvements

2.1 Upgrade the intersection to serve as a ceremonial entrance to Queen Elizabeth Park. Explore opportunities for improved pedestrian crossings including pedestrian activated signals

2.2 Establish an enhanced open space for public use with connectivity to Queen Elizabeth Park. Explore the potential for closure of 31st Avenue vehicular access from Cambie street

General

Improve boulevard drainage throughout this section

Planting character

2.3 Integrate ground-level planting in coordination with recommendation 1.10 to mark the arrival at Queen Elizabeth Park. Further improve ground planting to delineate the transition from public to private space

2.4 Highlight the ceremonial access to Queen Elizabeth Park

See Section 4.1 for tree species that are recommended for the median

QUEEN ELIZABETH
31st Avenue to 33rd Avenue

The overall feel is pastoral and the median contains manicured mown lawn. A range of tree species are planted in a formal arrangement, with one major evergreen framed by three deciduous trees at each intersection.

RECOMMENDATIONS:

Spot improvements

3.1 Establish an enhanced open space for public use with connectivity to Queen Elizabeth Park. Explore the potential for closure of 31st Avenue vehicular access from Cambie Street

3.2 Sidewalks across the Heritage Boulevard should be a consistent 1.8–2.1 m width, depending on adjoining sidewalk width. Explore separated crossing movements for people walking and cycling as part of future upgrades to 33rd Avenue

General

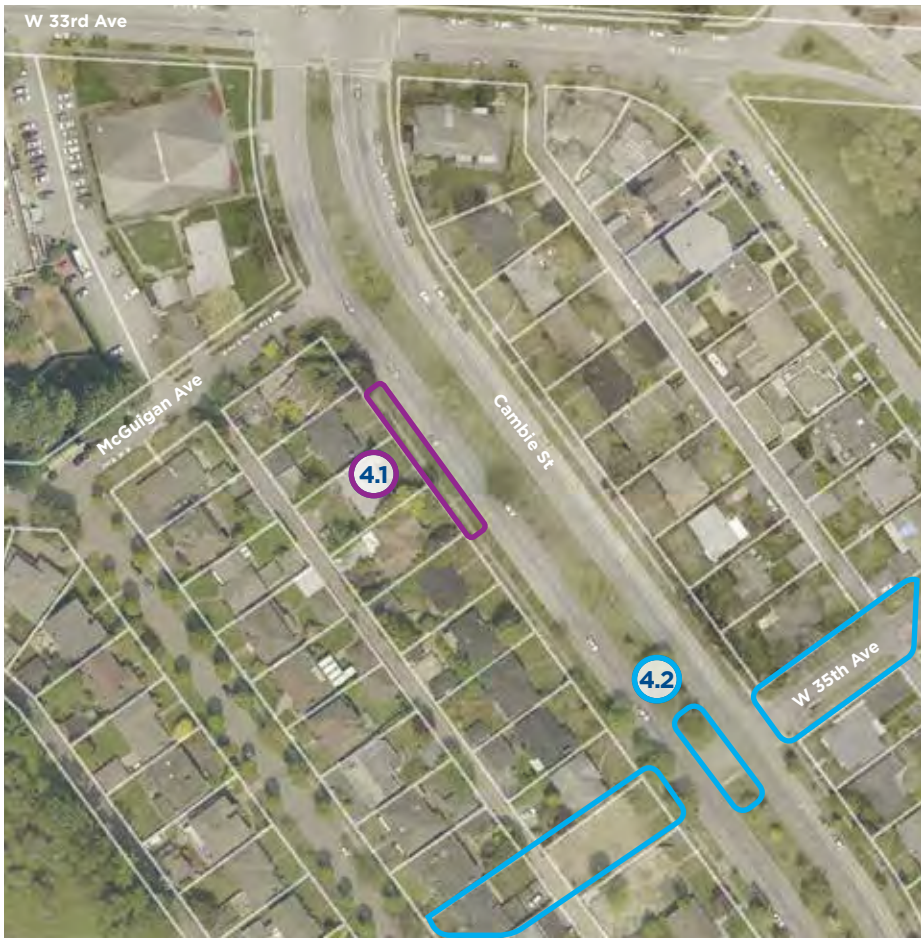
Future potential Canada Line station should integrate unique plant species to reflect the arboretum qualities of the park and Heritage Boulevard. Any open space associated with the Canada Line should carefully reflect the Heritage character

Planting character

3.3 Explore opportunities for infill planting of trees in existing space along the median

3.4 Create a focal planting area that incorporates native species on the unique rock outcrops, that further highlights the rock formation

See Section 4.1 for tree species that are recommended for the median



QUEEN ELIZABETH
33rd Avenue to 35th Avenue

The overall feel is pastoral and the median generally contains low-manicured, mown lawn.

RECOMMENDATIONS:

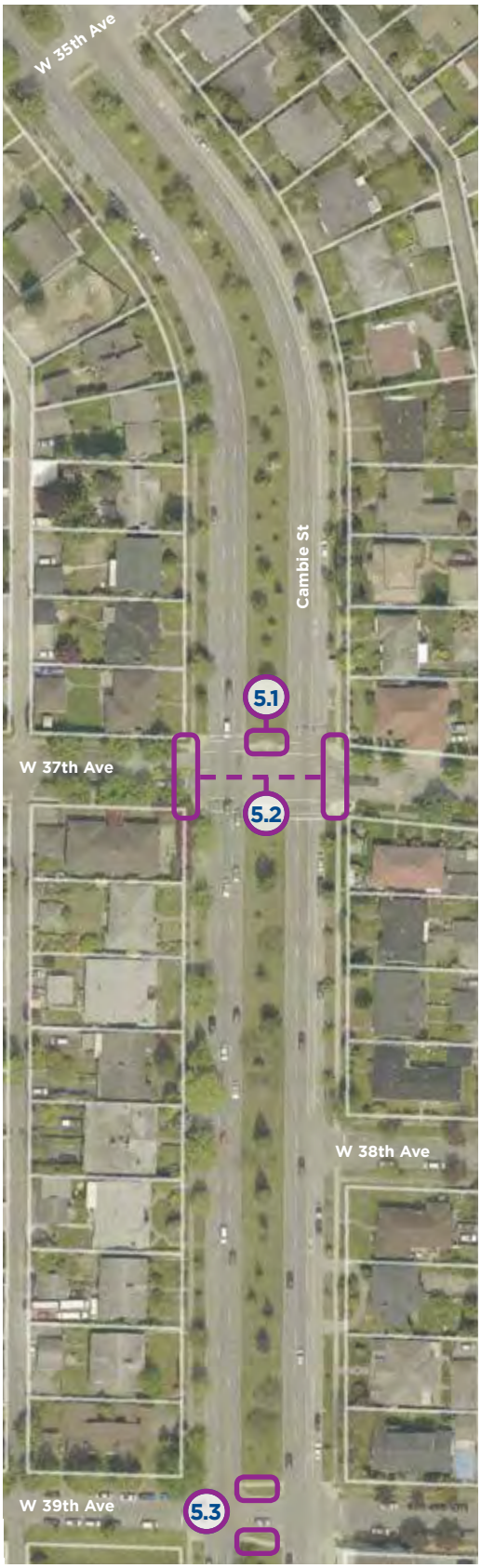
Spot improvements

4.1 Area of no existing significant boulevard trees. Parking integration may be prioritized in this location through the Complete Street functional design process

Planting character

4.2 Extend the 'Pollinator Highway' concept, connecting Van Dusen Botanical Gardens to Queen Elizabeth Park. Explore opportunities to extend this treatment beyond the crossing. See specific pollinator species in Section 4.1.3.3

See Section 4.1 for tree species that are recommended for the median



QUEEN ELIZABETH
35th Avenue to 39th Avenue

The overall feel is pastoral and the median generally contains manicured, mown lawn.

RECOMMENDATIONS:

Spot improvements

5.1 Create a refuge point for pedestrians that complements the park connector street (37th Avenue). Integrate seating and limited ground-level planting

5.2 Upgrade crossing design for enhanced east-west cycling and pedestrian connection

5.3 Create refuge points for pedestrians that provide pleasant rest stops between the large blocks and crossings

Planting character

Planting should be consistent with the character of the neighbourhood and follow a formal planting arrangement

See Section 4.1 for tree species that are recommended for the median

OAKRIDGE CENTRE

39th Avenue to 49th Avenue

History and Context

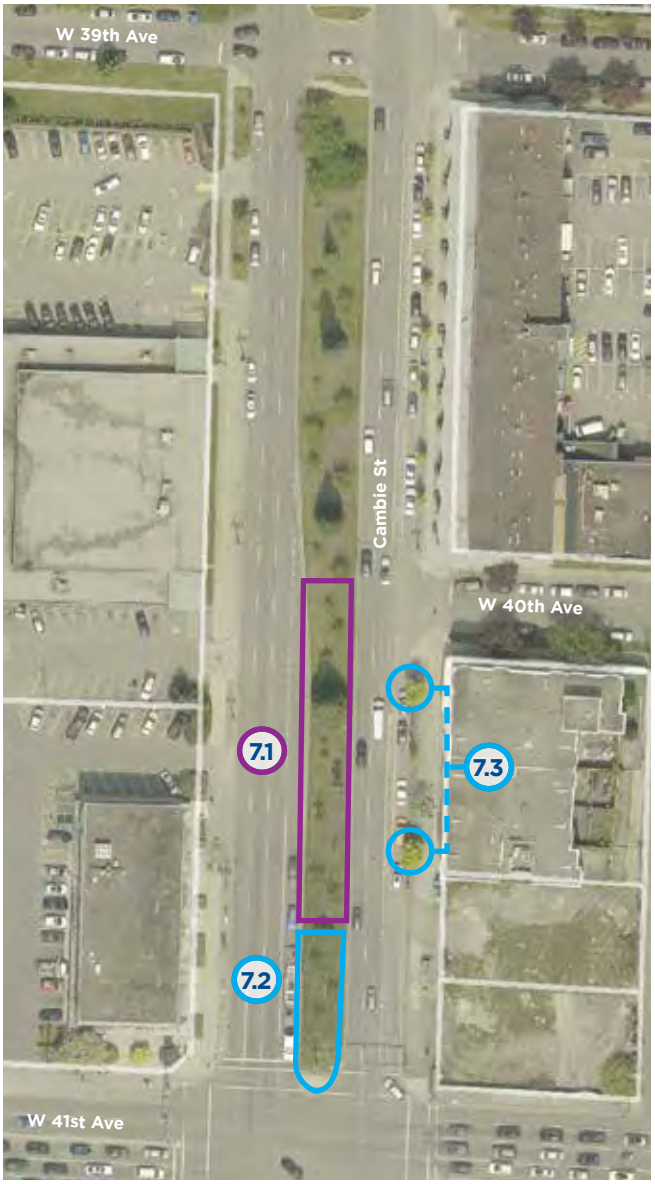
Many of the plantings south of the Queen Elizabeth Park originate from the same time period and share similar densities and planting arrangements. This is largely the result of the 1996 planting plan, which resulted in the planting of a wide variety of tree species to avoid management problems associated with monocultures. Particular emphasis was placed on deciduous trees with flowering canopies to provide shade in an otherwise exposed boulevard.

The Oakridge Centre area in particular is characterized by a diversity of younger plantings with lower heights and more informal planting arrangements. A total of 15 tree species are planted in this area, of which the Japanese cherry (*Prunus serrulata)*, redbud crabapple (*Malus x zumi*), and Serbian spruce (*Picea omorika*) are the most prevalent. Plantings in this section are typically arranged in groups staggered on either side of the median centre line. Overall massing is low relative to other sections of the Boulevard, due in part to the centre median's narrow width. Soil quality and volumes are low in this segment and should be improved through any changes to the boulevard.

Vision

Oakridge Town Centre will continue its evolution as a lively urban area with considerable pedestrian traffic and other movements coming to and from retail and office space and denser residential areas. This area will represent the most significant concentration of urban uses and density in the Corridor.

The highly urban built form will be complemented by a structured public realm and enriched Heritage Boulevard. The Boulevard should read as an urban green space and visual amenity, with tree and plant species that are aesthetically appropriate for a highly urban area. Deciduous trees with a very defined shape will be planted in a linear arrangement (see Section 3.7.3) along the median and provide a sense of consistency. Occasional mature evergreens will provide a striking visual contrast to the pattern and allude to the more natural planting arrangements found throughout the rest of the Heritage Boulevard.



OAKRIDGE CENTRE
39th Avenue to 41st Avenue

This area has an urban character with significantly more pedestrian traffic accessing commercial retail places and denser residential areas. The median will read as an urban green space and visual amenity.

RECOMMENDATIONS:

Spot improvements

7.1 Improve soil quality with treatments (e.g., air-spading, addition of mulch or organics)

Planting character

7.2 Incorporate groundcover planting that highlights the arrival to Oakridge Centre and the transition to this highly urban area

7.3 Where possible, plant Oak or similar tree species to provide canopy and mark the transition to Oakridge Centre

General

Throughout the area, plant the median with two linear rows of deciduous trees with a defined shape and retain mature evergreen trees to provide contrast

See Section 4.1 for tree species that are recommended for the median

OAKRIDGE CENTRE
41st Avenue to 45th Avenue

This area has an urban character with significantly more pedestrian traffic accessing commercial retail places and denser residential areas. The median will read as an urban green space and visual amenity.

RECOMMENDATIONS:

Spot improvements

8.1 Improve soil quality with treatments (e.g., air-spading, addition of mulch or organics)

8.2 Improve the mid-block crossing for pedestrians

8.3 Create a significant pedestrian crossing linking new plazas on the east and west sides of Cambie Street. The crossing should integrate areas of refuge, seating, and planting

8.4 Create a pedestrian crossing in coordination with the Oakridge redevelopment process

General

Fill in sections of vehicle access across the Heritage Boulevard in coordination with the Oakridge redevelopment process

Planting character

8.5 Integrate new ground-level planting to highlight this important intersection and gateway

8.6 Create areas of new ground-level planting to highlight this important pedestrian connection

8.7 Explore opportunities for protecting mature oak trees near Cambie Street and 45th Avenue

General

Throughout the area, plant the median with two linear rows of deciduous trees with a defined shape and retain mature evergreen trees to provide contrast and structure

See Section 4.1 for tree species that are recommended for the median

OAKRIDGE CENTRE
45th Avenue to 49th Avenue

This area has an urban character with significantly more pedestrian traffic accessing commercial retail places and denser residential areas. The median will read as an urban green space and visual amenity.

RECOMMENDATIONS:

Spot improvements

9.1 Consider reconfiguration of northbound left-turn lane to consolidate centre median through future road works

9.2 Create a public plaza that provides an active pedestrian space adjacent to the Canada Line station

Planting character

9.4 Use ground-level planting and entrance features to highlight the transition between the Langara and Oakridge neighbourhoods. This segment of the boulevard should be densely planted with large groupings of seasonal colour. This will act as a gateway and signal the importance of this node within the Corridor

General

Consider new, better performing species when replacing trees

See Section 4.1 for tree species that are recommended for the median

LANGARA

49th Avenue to 59th Avenue

History and Context

The Langara neighbourhood is defined by a more natural planting character relative to other sections of the Heritage Boulevard. Its aesthetic appeal is derived by the varied plantings along the centre median, framed against a backdrop of dense planting and mature trees along the street edge.

Flowering cherry trees (*Prunus serrulata*) are particularly concentrated in this area and date to the original planting of the Boulevard. These are complemented by a strong presence of the yellow cedar (*Chamaecyparis nootkatensis*) and lavalle hawthorn (*Crataegus x lavellei*).

Vision

Langara will evolve as a walkable, mixed-use urban environment that offers strong connections to its open spaces and parks.

The Heritage Boulevard will have a meadow-like setting that complements the character of the Langara neighbourhood and its natural appearance at street-edge. Grasses, wildflowers, and clustered tree plantings will define this section of the Boulevard and offer a more natural and organic appearance. Plantings in the centre median will be in a clustered arrangement (see Section 3.7.3) that complements the mature, street edge trees that line the Langara Golf Course. Pollinator species and increased plant diversity will visually extend the adjacent park spaces and contribute to habitat diversity in the Corridor. A mow strip will be maintained around the perimeter of the centre median.

LANGARA
49th Avenue to 54th Avenue

A meadow-like setting is sought for this portion of the median, with grasses and wildflowers encouraged, and tree plantings in clustered arrangements throughout.

RECOMMENDATIONS:

Spot improvements

10.1 Consider reconfiguration of northbound left-turn lane to consolidate centre median through future road works

10.2 Create a mid-block crossing for pedestrian access and integrate pedestrian seating amongst limited ground-level planting

10.3 Improve the centre median and establish a pedestrian crossing

Planting character

10.4 Add tree planting to sparse areas to achieve massing consistent with the rest of the neighbourhood

See Section 4.1 for tree species that are recommended for the median

LANGARA
54th Avenue to 57th Avenue

A meadow-like setting is sought for this portion of the median, with grasses and wildflowers encouraged, and tree plantings in clustered arrangements throughout.

RECOMMENDATIONS:

Spot improvements

11.1 Improve the intersection and create a pedestrian crossing that links Cambie Park and the Langara Trail

11.2 Upgrade the intersection and crossing to support 57th Avenue as a new high street key gateway, and site of a potential future Canada Line station. Also better connect with potential protected cycling lanes on 57th Avenue.

Planting character

11.3 To encourage plant diversity and habitat extension, maintenance practices for this segment of the Boulevard should encourage flowering species and seasonal colours to be interspersed in this more naturalized setting

See Section 4.1 for tree species that are recommended for the median

LANGARA
57th Avenue to 59th Avenue

A meadow-like setting is sought for this portion of the median, with grasses and wildflowers encouraged, and tree plantings in clustered arrangements throughout.

RECOMMENDATIONS:

Spot improvements

12.1 Create an enhanced separated crossing for people walking and cycling

12.2 Develop a Major Urban Plaza (see Section 3.8.1)

12.3 Improve the mid-block crossing that connects to the North Arm Trail (i.e., widening, marked crosswalk)

12.4 Improve intersection to a protected design and integrate refuge areas and ground-level planting on the centre median to mark neighbourhood gateway

Planting character

12.5 To encourage plant diversity and habitat extension, maintenance practices for this segment of the Boulevard should encourage opportunities for native grass species and creation of a natural meadow setting.

Flowering species and seasonal colours are encouraged to be interspersed in this naturalized setting

See Section 4.1 for tree species that are recommended for the median

MARPOLE

59th Avenue to Marine Drive

History and Context

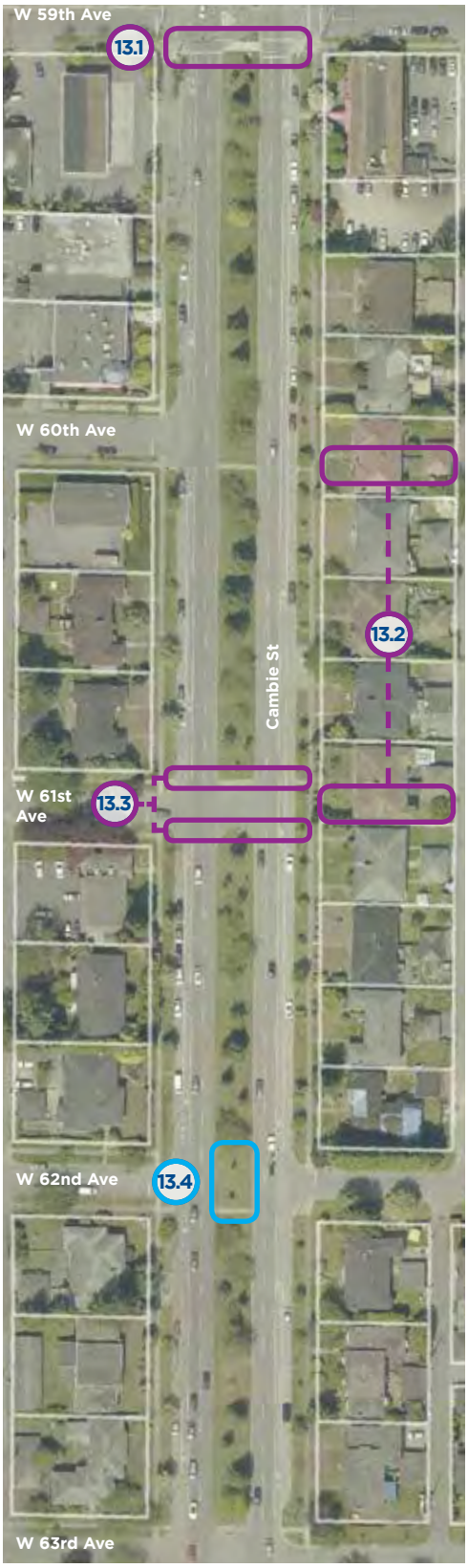
The Marpole area was the final extension of the Heritage Boulevard and its completion marked the fulfillment of the original 'pleasure drive' vision. The centre median is mainly comprised of younger, shorter trees planted in a consistent and orderly manner, with some more mature coniferous trees found in the northern section.

The highest concentration of flowering cherry trees (*Prunus serrulata*) and yellow cedar (*Chamaecyparis nootkatensis*) are found in this section of the boulevard. Lavalle hawthorn (*Crataegus x lavellei*) are also prevalent.

Vision

The Marpole area and Marine Landing will be a vibrant, walkable, high-density urban area that serves as the southern entrance to the City. The area will respond to its connections to a residential community, an adjacent industrial area, and the Fraser River.

Improvements to the Boulevard will reflect and enhance the unique character of Marpole. The approach to the median will incorporate the area's connection to the Fraser River and will be carefully planted with species that reflect a riparian feel and complement the natural environment. A mix of shrub and deciduous tree species common to the region's riparian zones will be strategically used throughout. Rushes will be planted in key locations—such as places of refuge, intersections, and mid-block crossings—to provide groundcover and contribute to the riparian feel of the Boulevard. Deciduous trees with a defined shape will be heavily relied upon and planted between mature conifers in a linear arrangement of one row (south of 64th Avenue) or two rows (north of 64th Avenue) to help frame the structured urban form (see Section 3.7.3).



MARPOLE
59th Avenue to 63rd Avenue

The approach to the median will incorporate the area's connection to the Fraser River and will be planted with a mix of shrub, rushes, and deciduous tree species common to the region's riparian zones.

RECOMMENDATIONS:

Spot improvements

13.1 Improve the crossing and provide gateway treatments to the median that celebrate the arrival to the Marpole neighbourhood

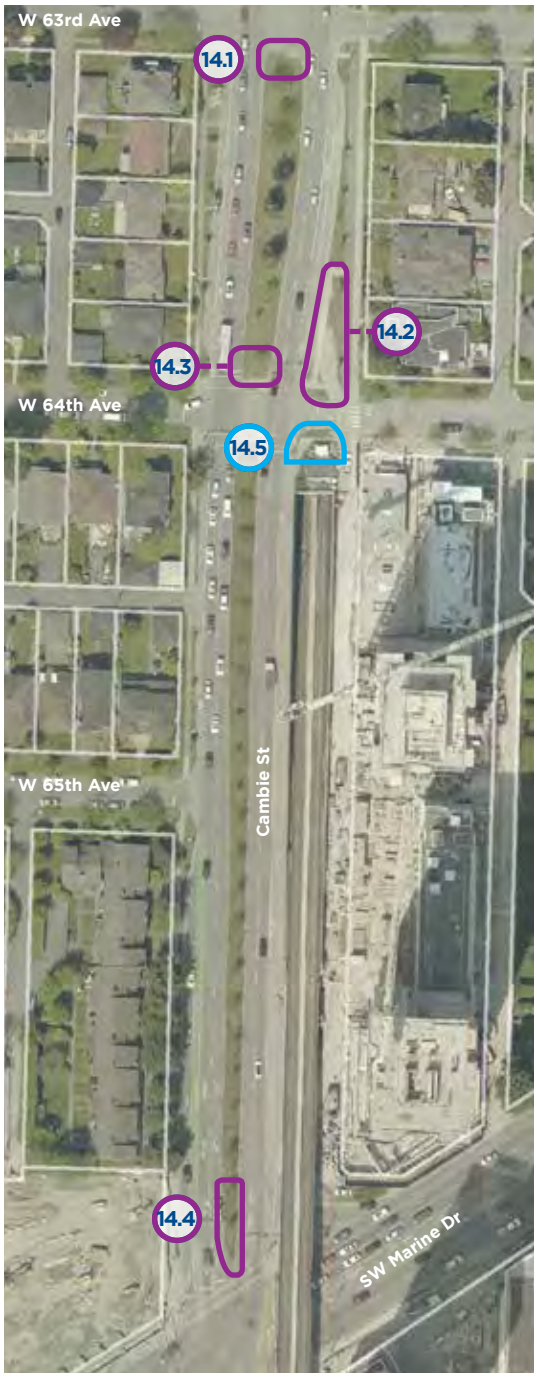
13.2 New active links (see Section 3.9)

13.3 Install signalized crosswalks at the intersection to connect to the mid-block active link

Planting character

13.4 Add planting to sparse areas to achieve massing consistent with the rest of the neighbourhood

See Section 4.1 for tree species that are recommended for the median



MARPOLE
63rd Avenue to Marine Drive

The approach to the median will incorporate the area's connection to the Fraser River and will be planted with a mix of shrub, rushes, and deciduous tree species common to the region's riparian zones.

RECOMMENDATIONS:

Spot improvements

14.1 Provide gateway treatments to the median

14.2 Opportunity for ground-level planting

14.3 At this ceremonial beginning of the Heritage Boulevard, an improved gateway with a Cambie Heritage Boulevard sign should be integrated. Signage should be consistent with the northern gateway (recommendation 1.2), readable to passing vehicles, scaled to respond to the width of the boulevard, and respectful of the significance of the historic nature of the median. Ground-level planting should also be integrated to further highlight the signage and the beginning of the boulevard.

14.4 Provide gateway treatments to the centre median

Planting character

14.5 Plant existing lawn with plantings that reflect the urban character of the intersection

See Section 4.1 for tree species that are recommended for the median

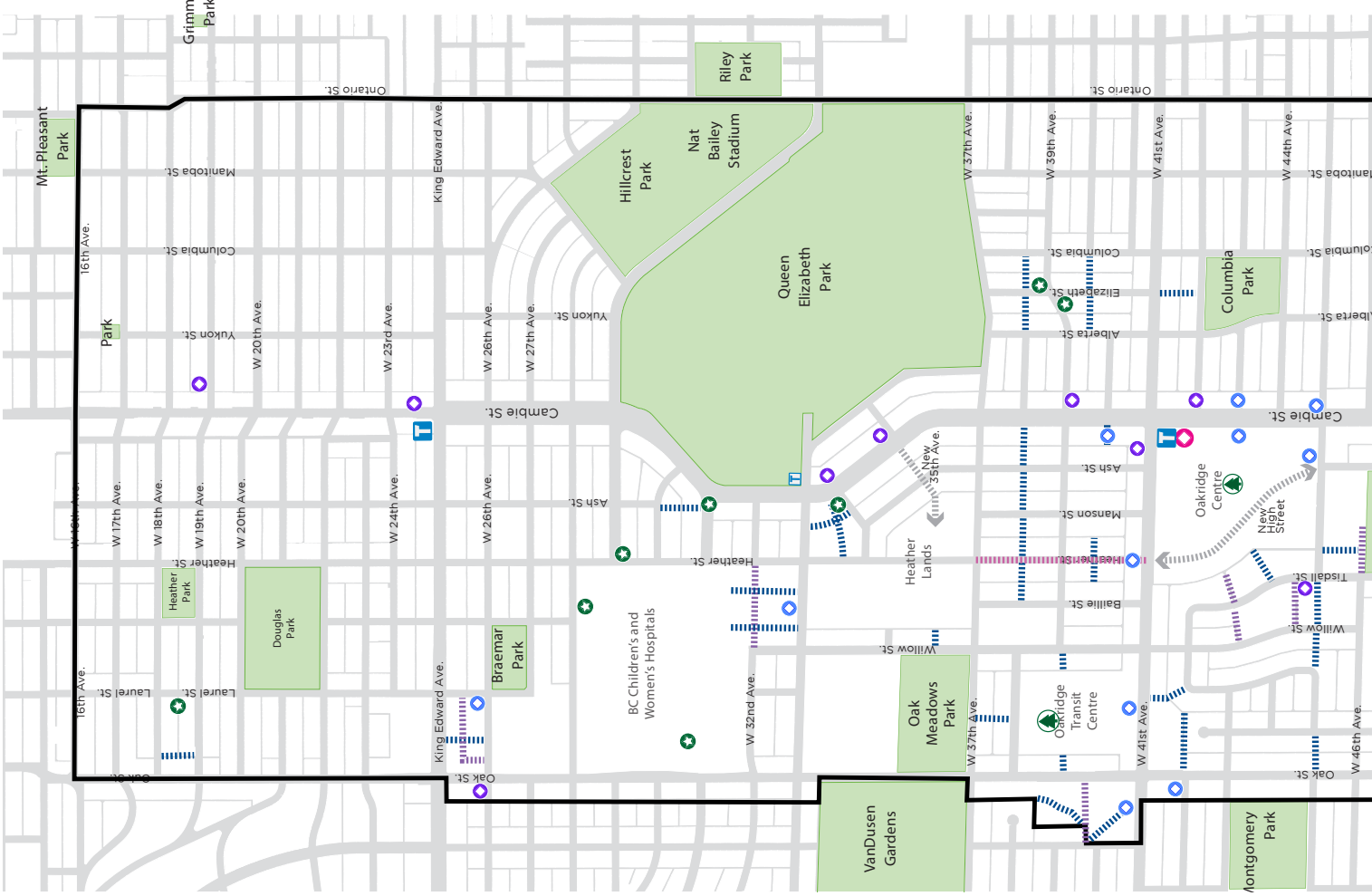
3.8 Urban Plazas and Enhanced Open Spaces

A series of individually-unique urban plazas of varying sizes will be located throughout the Corridor. Each plaza will reflect the immediate neighbourhood character and contribute to a socially-vibrant place.

General parameters such as overall location, intended role, character, range of potential programmable activities the plaza might host, and expected edge conditions are set out in the following pages. However, detailed design development will take place through the redevelopment process and should be informed by these guidelines as well as the character of each neighbourhood.

In general opportunities for cultural use of parks, green space, and plazas should be maximized through the provision of festival/event infrastructure such as power, water, grey water disposal, and good access to loading, secure storage, and back of house space. Appropriately site outdoor cultural performance space through careful consideration of noise impact to adjacent resident

Figure 3.8: Overview of plazas, enhanced open spaces, and public realm improvements

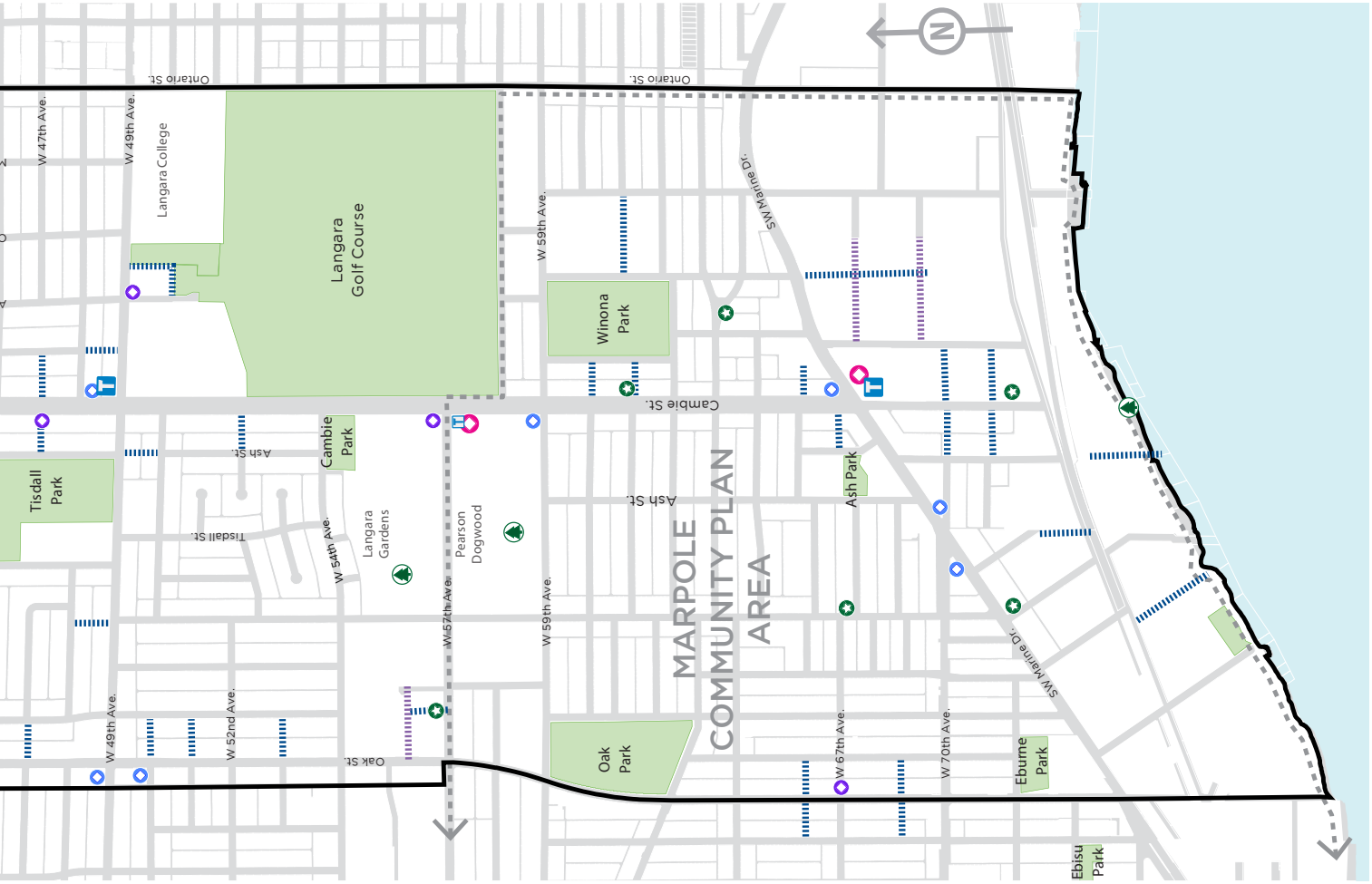


RECOMMENDATIONS FOR ALL PLAZAS:

- **Incorporate urban plazas as adjacent redevelopment occurs** throughout the Corridor
- **Vary in scale, interest and usage** to reflect the local neighbourhood it is situated within
- **Provide active ground-level edges** (e.g., retail front doors) to animate plazas

A HIERARCHY OF PLAZA AND OPEN SPACE TYPES ARE PROPOSED

- 3.8.1 Major Plazas
- 3.8.2 Minor Plazas
- 3.8.3 Sidewalk Plazas
- 3.8.4 Enhanced Open Spaces



3.8.1 Major Plazas

Major plazas are anticipated at key locations along the Corridor where significant changes to land use and building scale are proposed (see Figure 3.8). They are mostly hardscaped (i.e., concrete or other material) and large enough to host large social gatherings and celebrations.

Major plazas will feature a combination of quality paving, custom furnishings, feature lighting, large trees, public art, landscaping, and flexible open spaces for various activities to express their role in the urban environment.

The two major plazas proposed are associated with existing or planned transit stations at:

- Oakridge Shopping Centre
- Pearson Dogwood

(Please refer to their site-specific policy statements, design conditions, and guidelines for details).

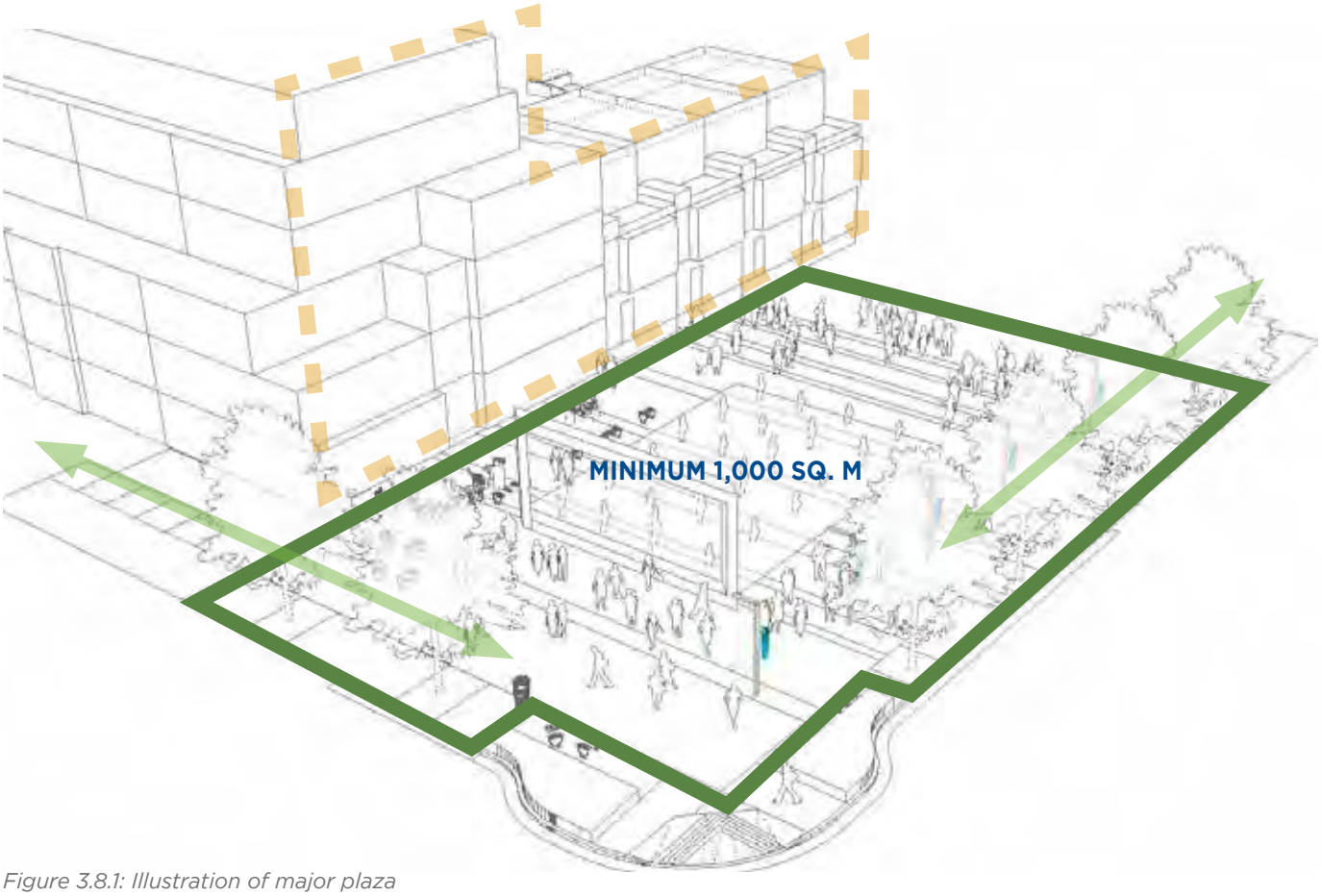


Figure 3.8.1: Illustration of major plaza

RECOMMENDATIONS FOR MAJOR URBAN PLAZA

Role

- **Primary public space** for gathering, community events, and informal enjoyment

Spatial Requirements

- **At least 1,000 sq. m**, preferably in a 1:1 or 1:2 aspect ratio
- **Flexible open space**, generally hardscaped, that can accommodate large groups of people and formal events

Edges

- **Visual and physical openness** to Cambie Street
- **Active edges at grade** with retail unit entries and frontages oriented toward the plaza
- **Minimise shadowing on the plaza** from adjacent developments to allow year-round usage when possible
- **Extend plaza over the sidewalk** and boulevards to maximize the size
- Carefully i**ntegrate proposed cycling facilities** with materials and banding as delineation

Public Space Elements

- Customised furniture and seating areas are encouraged through the use of seat walls and other informal seating arrangements
- Trees and other planting should frame plaza
- Ensure barrier-free design for universal access
- Provide flexible areas that could accommodate a stage for performances (can be co-located with areas designed to host special events)
- Integrate public art that express the area's uniqueness
- Encourage rain protection along adjacent building edges
- Integrate water features (e.g., drinking fountains, interactive recirculating elements, potable water standpipes or underground hose bibbs to support events)
- Integrate bike parking and bike share stations at the edges of the plazas ensuring their placement does not compromise the flexible use of the space
- Include wayfinding signage
- Integrate lighting elements (e.g., ground lights, lamp-posts, banners and special festival/seasonal lights)

Potential Programming

- Major neighbourhood festivals or concerts
- Farmers Market
- Night market
- Outdoor movie night

Major Plaza Suggested Materials:

- Concrete or unit pavers as the main surface material
- Basalt as a highlight—contrasting accent material consistent with the overall material approach
- Plaza materials and sidewalk materials should be seamless in their integration creating a blending of spaces

3.8.2 Minor Plazas

Minor plazas share many similar characteristics with the major plazas, but they respond to a more local context, are typically smaller in size, and reinforce the neighbourhood character. These plazas are intended to have quality paving, furnishings, lighting, and landscaping.

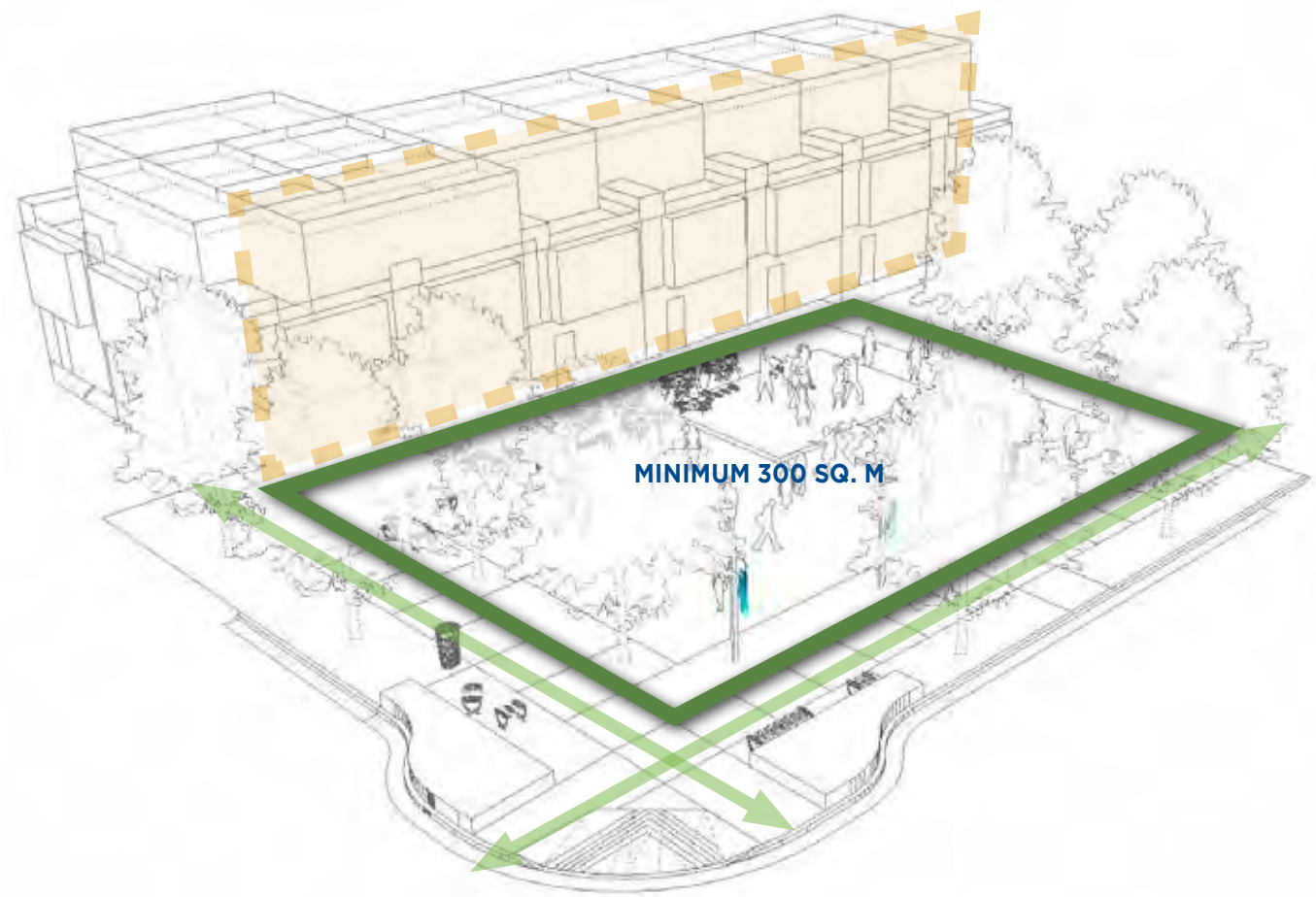


Figure 3.8.2: Illustration of minor plaza

RECOMMENDATIONS FOR MINOR URBAN PLAZA

Role

- **Secondary public space** for informal gathering

Spatial Requirements

- **At least 300 sq. m**, preferably in a 1:2 or 1:4 aspect ratio
- **Flexible open space**, generally hardscaped, that can accommodate up to 400 people

Edges

- **Visual and physical openness** to major street(s)
- **Active edges at grade** with retail unit entries, frontages, residential patios, etc., oriented toward the plaza
- **Minimise shadowing on the plaza** from adjacent developments to allow year-round usage when possible
- Carefully i**ntegrate proposed cycling facilities** with materials and banding as delineation

Public Space Elements

- Customised furniture and seating areas are encouraged through the use of seat walls and other informal seating arrangements
- Trees and other planting should frame plaza
- Ensure barrier-free design for universal access
- The plaza should be flexible in design to accommodate a variety of uses
- Integrate public art that express the location's uniqueness
- Encourage rain protection along adjacent building edges
- Integrate water features (e.g., drinking fountain or interactive recirculating elements)
- Integrate bike parking and bike share stations at the edges of the plazas ensuring their placement does not compromise the flexible use of the space
- Include wayfinding signage
- Integrate lighting elements (e.g., ground lights, lamp-posts, banners and special festival/seasonal lights)

Potential Programming

- Everyday, small neighbourhood gatherings; informal social space
- Local events and performances
- Outdoor exercises

Minor Plaza Suggested Materials:

- Concrete or unit pavers as the main surface material
- Basalt as a highlight, contrasting accent material consistent with the overall material approach
- Basalt sidewalk banding should be incorporated and integrated with adjacent plaza spaces
- Plaza materials and sidewalk materials should be seamless in their integration creating a blending of spaces

3.8.3 Sidewalk Plazas

Sidewalk plazas are small spaces that read as extensions of the city sidewalk, created by atypical building setbacks or other urban features that create a particular site-specific opportunity. Nonetheless, they are part of bigger network of public spaces that help connect the neighbourhood and foster an engaged public life.

Two sidewalk plaza typologies are suggested:

- Corner Plaza
- Pocket Plaza

Sidewalk plazas will be located in Cambie Village and on other mixed-use arterial sites (see Figure 3.8).

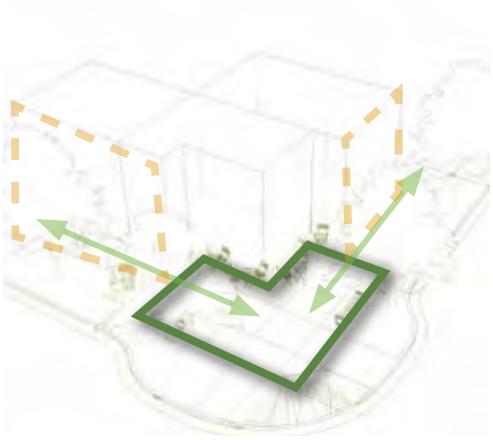


Figure 3.8.3(a): Corner Sidewalk Plaza

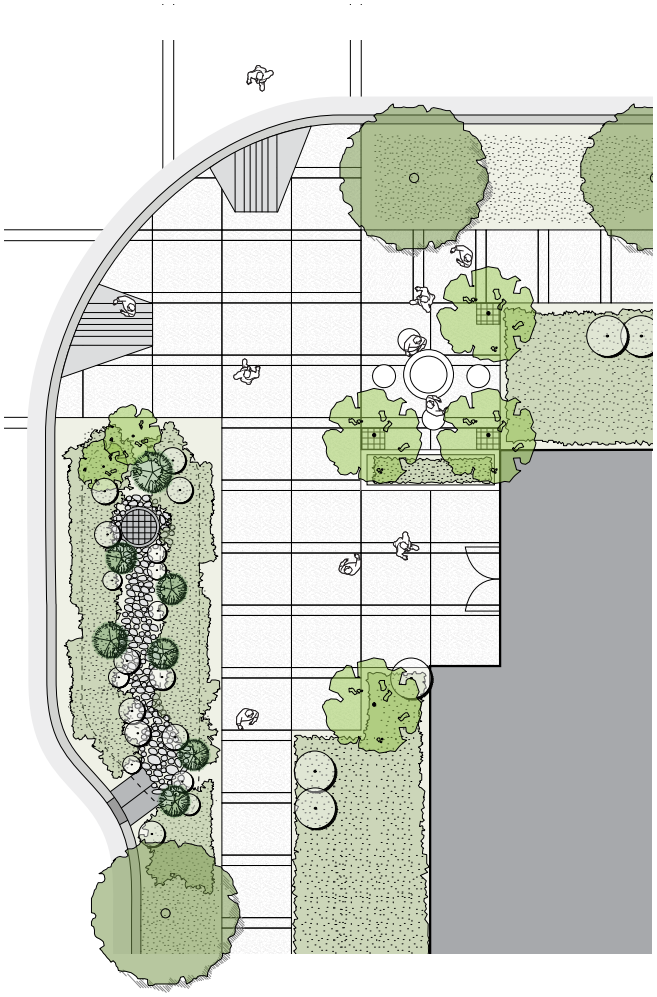


Figure 3.8.3(b): Example of corner sidewalk plaza

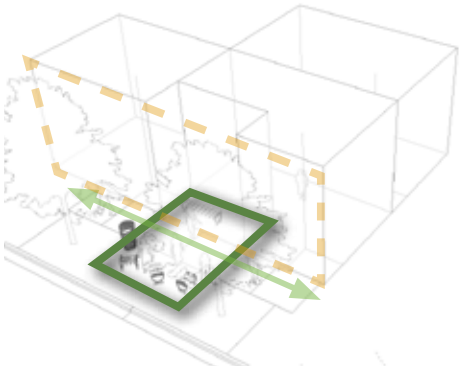


Figure 3.8.3(c): Pocket Sidewalk Plaza

Figure 3.8.3(d): Example of pocket sidewalk plaza

RECOMMENDATIONS FOR SIDEWALK PLAZA

Role

- **Small public spaces that provide intimate character** for rest and repose

Spatial Requirements

- **Variable** (depends on specific site and development conditions), but an additional extension of the required and typical setbacks or use of boulevard
- Full block sites should provide a minimum of 75 sq. m unless otherwise noted

Public Space Elements

- Standard benches or customised furniture (Section 6.2)
- Seat walls and other informal seating arrangements
- Trees and other planting consistent with street character (Section 4.1)
- Barrier-free design for universal access
- Public art that express the vicinity's uniqueness

Potential Programming

- Outdoor cafe seating
- Spillover
- Place for respite
- Small-scale public art

Edges

- **Visual and physical openness** to street
- **Active edges at grade** with retail unit entries and frontages oriented toward the plaza
- **Minimise shadowing on the plaza** from adjacent developments when possible
- **Extend plaza over the sidewalk and boulevards** to maximize the size

Sidewalk Plaza Suggested Materials:

- Saw-cut concrete consistent with the sidewalk pattern should extend across the sidewalk plazas
- Basalt or coloured concrete should be used as the accent material

3.8.4 Enhanced Open Spaces

Enhanced open spaces are opportunities for softer public spaces, often incorporating rainwater management opportunities, active play elements, gathering space, or community gardening opportunities.

These enhanced open spaces will be site-specific, and may utilize excess rights-of-way or residual space in atypical lot assemblies to form public spaces that meet the needs of the adjacent community and residents.

RECOMMENDATIONS FOR ENHANCED OPEN SPACES

Role

- **Small public spaces that provide flexible use** for play, programming, or passive use

Spatial Requirements

- **Variable** (depends on specific site and development conditions and utilization of residual rights-of-way or irregular shaped development assemblies), but a minimum of 75 sq. m in all instances

Public Space Elements

- Standard benches or customised furniture
- Seat walls and other informal seating arrangements
- Trees and other planting

Potential Programming

- Community gardens
- Passive open space
- Children play areas
- Rainwater management

Edges

- **Visual and physical openness** to street and adjacent developments
- Opportunities to invite pedestrians into or through the space

Enhanced Open Space Suggested Materials:

- Saw-cut concrete consistent with the sidewalk pattern should extend pedestrian connections through the site
- Basalt or coloured concrete should be used as the accent material
- Planted areas

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3.9 Active Links

Active links play an important role in increasing connections and porosity of blocks improving overall walking and pedestrian options within the Corridor. These connections will help break down longer blocks to achieve a finer grain streetscape and easier access to buildings and spaces off Cambie and other arterials.

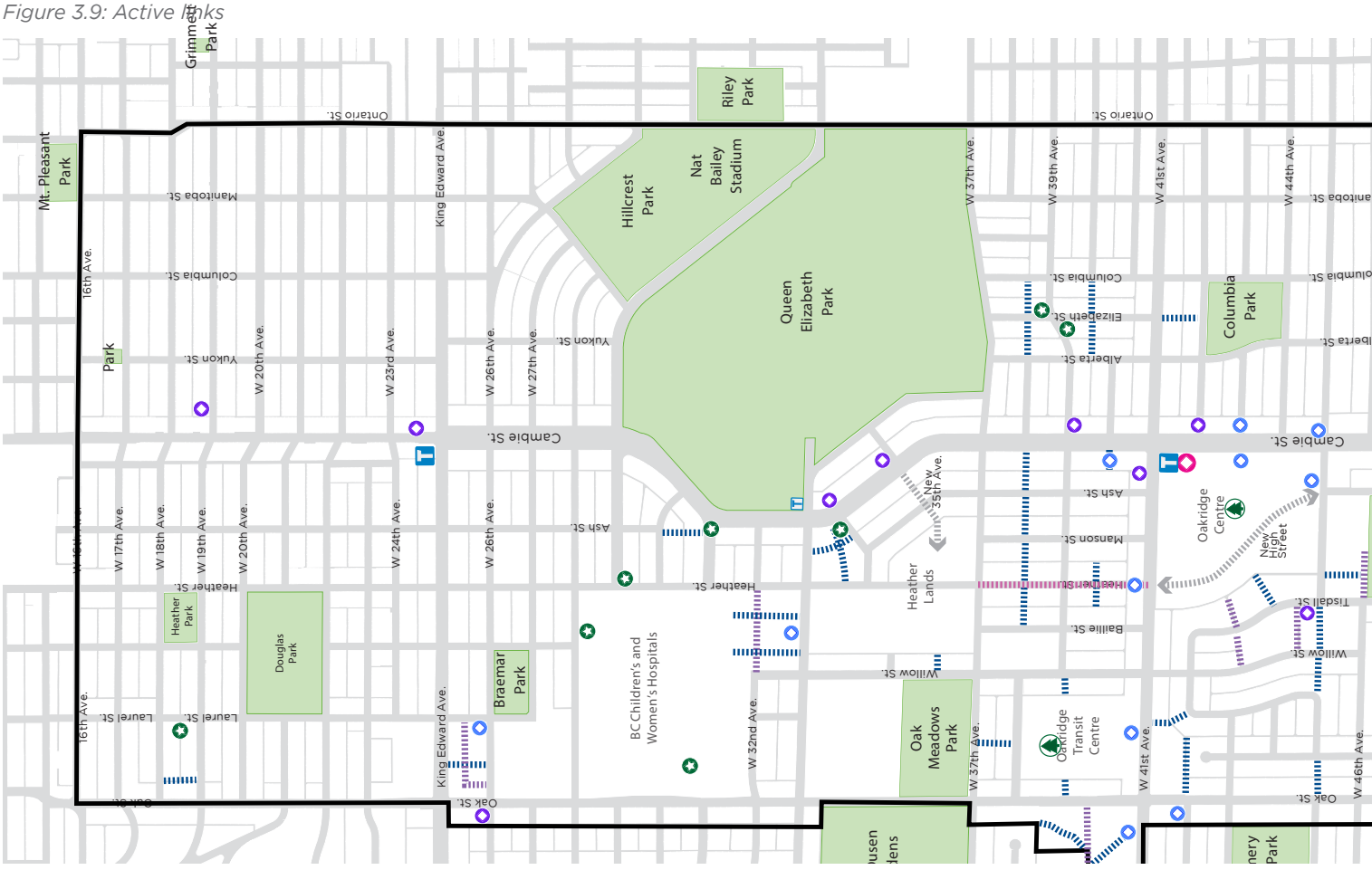
Active links should ideally provide a direct axial connection from the street to amenities (e.g., parks) a few blocks off these streets. However, depending on the size, nature of land assembly and redevelopment, an offset condition may arise. Vertical design features (e.g., trees, lights, or other elements) that help to connect offset paths are strongly encouraged as well as connecting the ground treatment across lanes.

Active links should reflect the local context. For example, links flanked by mixed-use buildings can be more urban, while those flanked by residential buildings should have a softer landscaped response. In both cases, it is important that the adjacent ground-floor uses respond accordingly—front steps, front doors, and retail entrances framing the links will help to create safe, well-used, and defined public spaces.

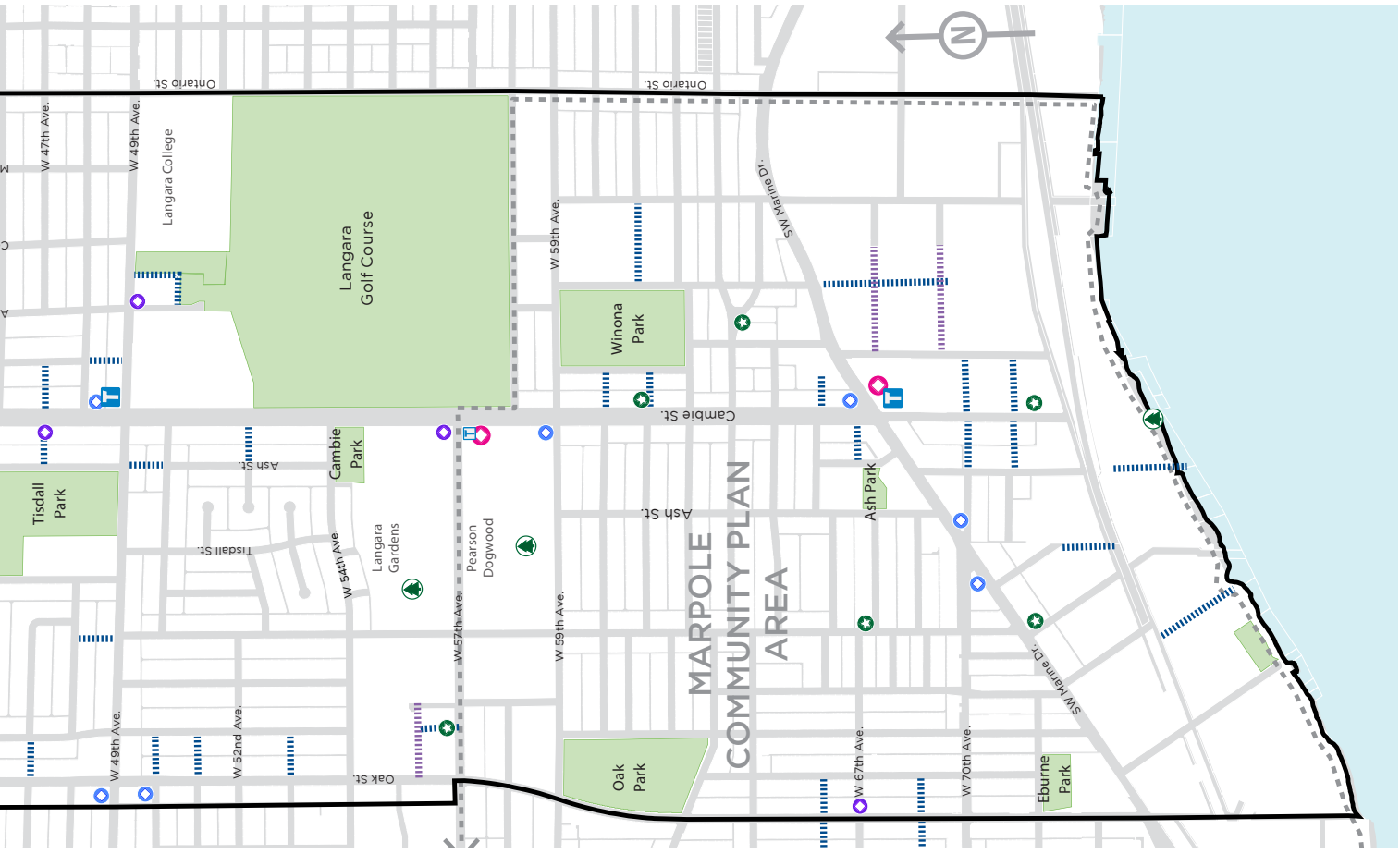
ACTIVE LINK TYPOLOGIES:

- 3.9.1 Primary Active Links (15.0 m wide)
- 3.9.2 Secondary Active Links (9.1 m wide)
- 3.9.2 Potential Car-light Connections

Figure 3.9: Active links



Examples of active links



3.9.1 Primary Active Links and Car-Light Connections

Primary active links provide connections between two key public spaces and/or to major destinations in the Corridor. More than just a connection, it serves to extend the public realm from the sidewalk perpendicularly to the lane and beyond. Primary active links can be designed to accommodate vehicle traffic or can accommodate pedestrian and cycling movements only. Non-motorized connections should be design as shared, slow spaces to allow for gathering and flexible-use space. Car-light streets may feature similar characteristics, but within existing rights-of-way. Designs for these streets will be determined at the time of implementation.

RECOMMENDATIONS FOR PRIMARY LINKS:

Role

- **Connectivity:** motorised or non-motorised
- Can be configured for pedestrian use only or as a more typical street
- Additional space should be given to pedestrians, gathering space, and planting
- Parking should be limited to achieve greater space for pedestrians

Spatial Requirements

- **15 m total width:** 7.5 m dedication from property on either side (in some cases, the dedication may be entirely from a single assembled site). Additional setback beyond the dedication should be included to minimise shadowing on the link and to create the feeling of a more expansive public realm.

Edges

- **Activated edges fronting the link:** Links at mixed-use locations should have active exposure (windows and doors) from adjacent businesses
- Links at residential locations should have patios, steps, and front doors facing onto the link.

Materials:

- Consistent materials with street treatments
- Integration of raised crossing at entry point when designed to accommodate vehicles

Public Space Elements

- Trees planted in wide boulevards with tree trenches for full growth
- Low-maintenance planting
- Informal seating arrangements
- Barrier-free design for universal access
- Bike parking and bike share stations should be integrated to complement the public space
- Wayfinding signage and structures

Potential Programming

- Passive zones for respite
- Well connected to adjacent developments and ground-oriented units

Locations

- On Unique Sites, as required
- Segments of the following streets may include car-light design
  - Heather Street

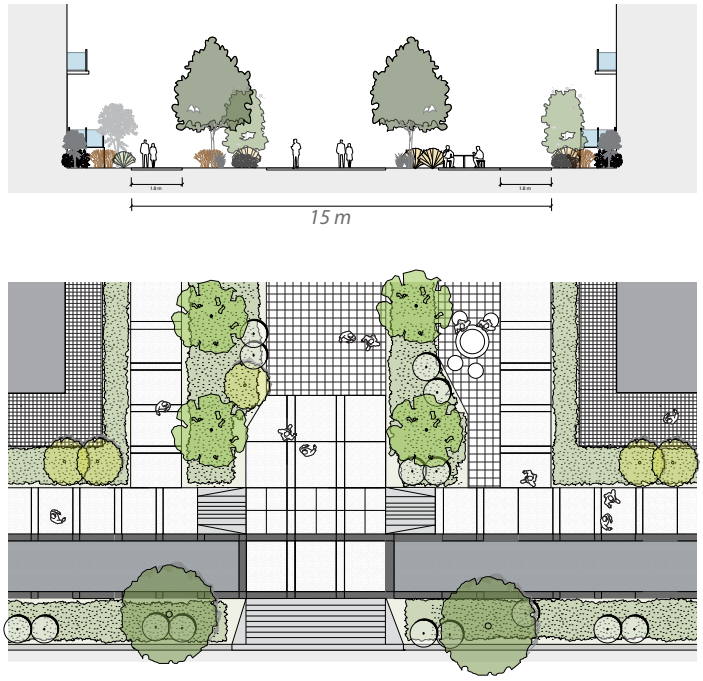


Figure 3.9.1(a): Non-motorised primary active link

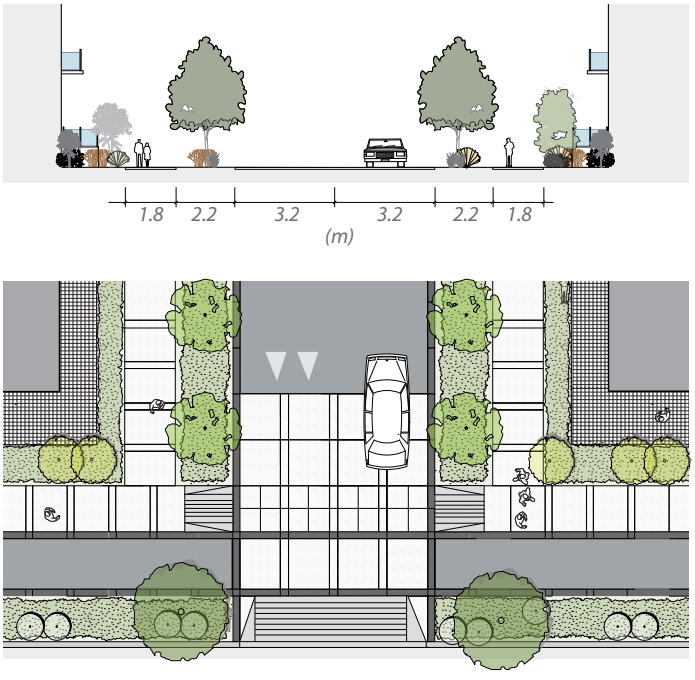


Figure 3.9.1(b): Primary active link including vehicle access and wide boulevards

3.9.2 Secondary Active Links

Secondary active links provide public connections from the street to destinations (usually smaller-sized parks) a few blocks east or west. The links are also used to break up the longer blocks along Cambie Street.

RECOMMENDATIONS FOR SECONDARY LINKS:

Role

- **Connectivity:** For pedestrians and other non-motorized users
- Space should be designed to be shared, slow, and flexible

Spatial Requirements

- **9.1 m total width:** 4.6 m setback from property on either side (in some cases, the setback may be entirely from a single assembled site). Typically, of the 4.6 m setback on each side, 1.8–2.8 m would be for patios and/or other programming. The remaining 1.8 - 2.6 m would be a pedestrian statutory right-of-way
- Active links should be constructed with careful consideration of building grades to ensure alignment at the property line

Edges

- **Activated edges fronting the link:** Links at mixed-use locations should have exposure (windows and doors)
- Links at residential locations should have patios, steps and front doors facing them
- Public and private space should be defined with landscaped elements. Gates and fences should not exceed 1.2 m in height

Materials:

- Saw-cut concrete consistent with sidewalk should extend into the active links
- Basalt bands should be used as accent material
- Concrete unit pavers are encouraged within the active transportation link to define the character of the space

Public Space Elements

- Low-maintenance trees and other planting
- Informal seating arrangements
- Barrier-free design for universal access
- Bike parking and bike share stations should be integrated near active links to compliment the public space
- Wayfinding signage and structures

Potential Programming

- Passive zone for respite

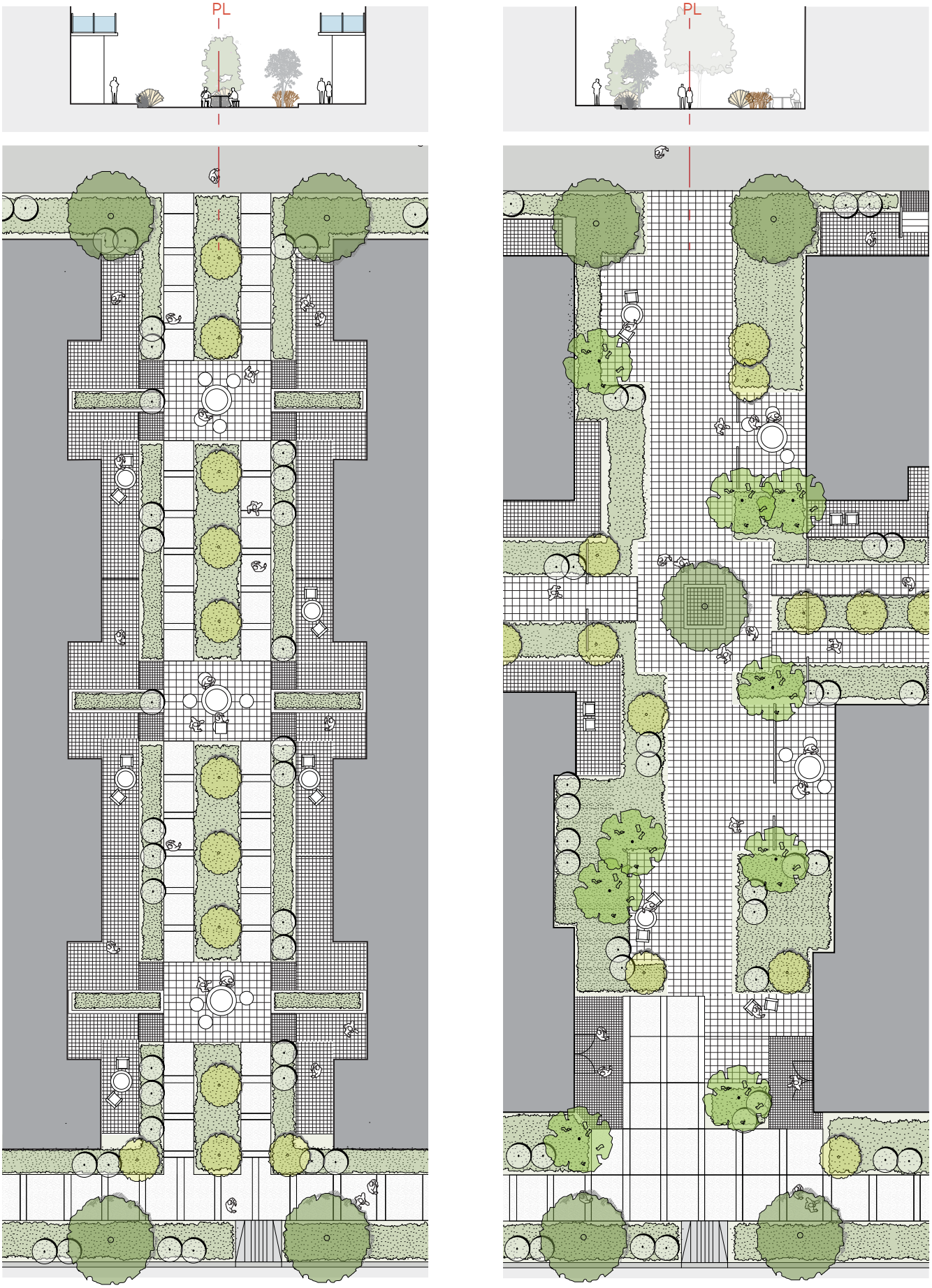


Figure 3.9.2: Examples of possible designs for Active Links

3.10 Lanes

By treating the lanes as public space, they can become a common area for enjoyment. In addition, local neighbourhood identity can be reinforced by how the lanes are treated and detailed. Lane usage, however, would still be secondary in function to the street but would augment the functions and experience of the fronting street.

There are generally two types of lanes:

Lane Connectors

Lanes within one block of Cambie Street and associated with commercial uses could be activated in a variety of ways, including: promoting secondary entries on the lane, community activities in off hours, and secondary public spaces in the neighbourhood.

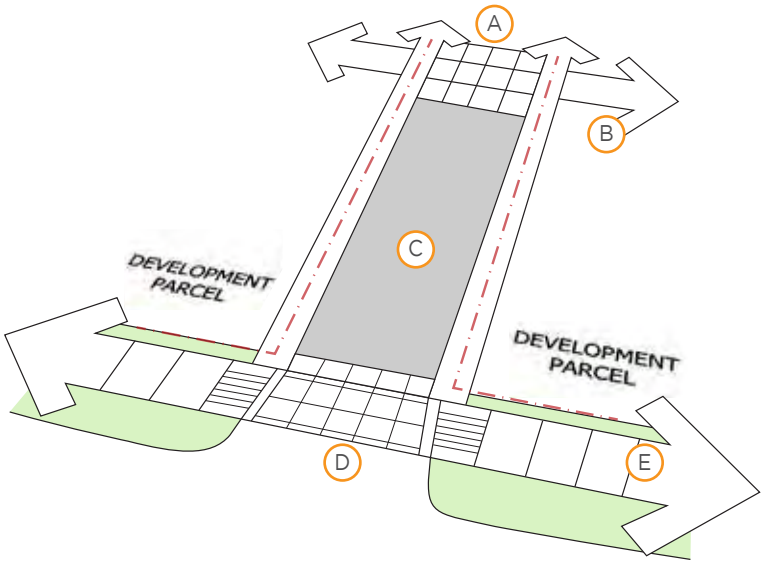
Consider adding design elements (e.g., landscaping, etc.) in strategically-located lanes that enliven the ground plane and create more usable common space. This will foster the creation and expansion of public space in key areas around each station.

Lanes (General)

All other lanes mostly associated with residential neighbourhood could be improved in a variety of ways to become secondary public connector in the neighbourhood.

Consider providing improvements in lanes such as lighting and signage in order to create an expanded pedestrian network around stations. Improvements would augment existing lanes in key locations with direct connections to transit or community facilities. Improvements would generally be located on private property adjacent to a lane.

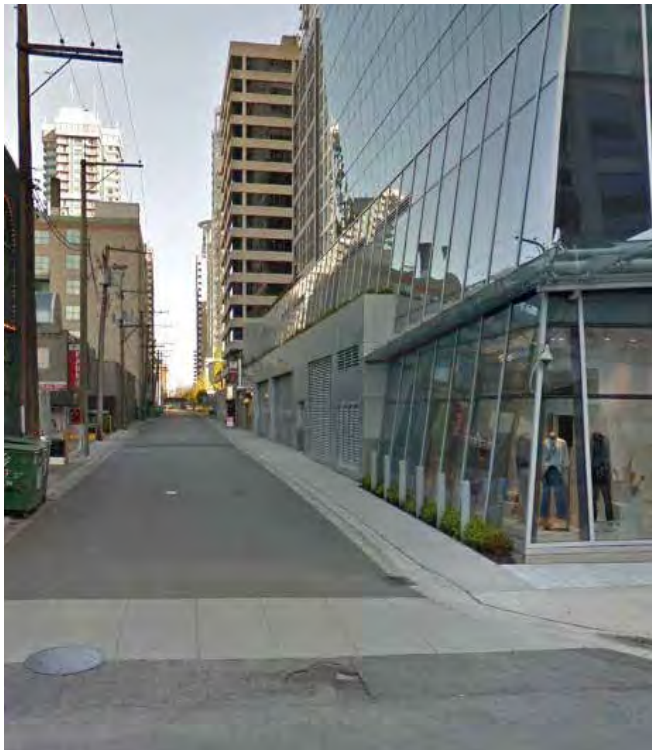
Figure 3.10: Laneway diagram and recommendations



- (A) Saw-cut, raised concrete crossing at associated with connecting active links to allow for safe pedestrian crossing
- (B) Active links to key destinations
- (C) Asphalt lane
- (D) Saw-cut, raised concrete crossing with additional width to improve pedestrian safety
- (E) Typical saw-cut concrete sidewalk

3.10.1 Lane Connectors

Lane Connectors are typically the lanes immediately at the rear of mixed-use developments. Their proximity to Cambie Street make them part of the expanded movement network to and from key transit nodes and arterials.



RECOMMENDATIONS:

- **Provide greater setbacks on the mixed-use side of the lane connector to allow for some "spillover" activities to take place lane-side**. This is especially the case for corner lots where there are opportunities to wrap commercial usage around the side street to the lane. The setbacks should range from 1.2–1.8 m
- **Provide greater setbacks on the residential side of the lane connector to allow for the installation of amenities that can improve the public realm**. This must include publicly-accessible sidewalks and planting on private property. Deeper patios may also be incorporated. The setbacks should range from 3.0–4.5 m with 1.2–1.5 m of walkway space
- **Provide a lane-crossing band at lane entries** to be visual cues for people walking across the lane connector. The band can be cast-in-place concrete
- **Provide additional lighting at lane entries** to improve pedestrian safety and visibility
- **Provide a raised lane-crossing band at active links**. The band can be cast-in-place concrete
- **To facilitate convenient servicing and passenger drop-offs to mixed-use buildings on Complete Streets, at-grade loading bays will be required**. These should be treated with high-quality materials (e.g., concrete pavers) and softened with landscaping

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4 GREEN NETWORK

4.0 Green Network

Establishing a cohesive approach to planting in the Corridor will improve sustainability, increase habitat, and create visual interest.

The Cambie Corridor Public Realm Plan supports city-wide policy with the aim of improving sustainability, creating habitat, and increasing tree canopy cover. Relevant policies include:

- *Biodiversity Strategy* (2016)
- *Bird Strategy* (2015)
- *Urban Forest Strategy* (2014)
- *Food Strategy* (2013)
- *Greenest City Action Plan* (2011)

The Cambie Corridor Public Realm Plan aims to:

- **Improve overall biodiversity** within the Corridor
- **Increase biodiversity within the planting areas** along greenways, bikeways, and park connector streets
- **Improve overall habitat** conditions by connecting parks and open spaces
- Integrate plants that attract **birds and pollinator species**

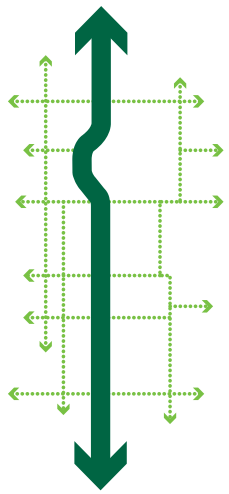
4.1 Planting

4.1.1 Overall Planting Strategy

Street trees, understory planting, and an enhanced Heritage Boulevard will play a critical role in defining the Cambie Corridor. These assets will improve habitat diversity, strengthen habitat corridors for birds, act as an integral part of the integrated rainwater management strategy, and create vibrant public spaces for local neighbourhoods to enjoy.

Planting will reinforce a sense of progression along the length of the Corridor, creating distinct neighbourhood character through variation in plant selection that highlights colour and seasonal change. Planting palettes will be consistent across public and semi-public spaces to further enhance the sense of place and neighbourhood character.

Increasing tree canopy, implementing improved planting conditions, and providing habitat diversity aligns closely with the *2020 Greenest City Action Plan, Urban Forest Strategy, Vancouver Bird Strategy,* and *Biodiversity Strategy*. The Public Realm Plan is complementary to these policies, reinforcing their goals through specific implementation objectives.



Green Corridor

4.1.2 Street Trees

Street trees play an important urban design function by providing shade, visual interest, a pedestrian-scale canopy, and variety within an urban form. They also play a critical role in improving habitat, air quality and rainwater management. As the Cambie Corridor transitions to an urban setting, street trees will enhance the character and soften the urban context.

Street trees should be integrated with redevelopment, retaining valuable trees—as defined by a City arborist—and planting new trees where trees do not currently exist. Tree permits and removal should be done in alignment with city-wide processes.

Street trees should be selected to suit the existing street typology and complement existing species. However, on arterial streets, trees should be selected from neighbourhood and street-specific tree lists (Section 4.1.4). These lists will ensure continuity of the public realm, reinforce prominent streets' character, and ensure the appropriate species are selected for the right space.

The primary trees for each neighbourhood should be planted along arterial streets including King Edward Avenue, 41st Avenue, 49th Avenue, Oak Street, and Cambie Street. These large trees should also be integrated along park connector streets including 29th, 33rd, and 37th Avenue. Medium and small trees can be integrated in public spaces, semi-public spaces, mid-block active links, and plazas.

Columnar trees should be used in constrained environments where there is potential for clipping to occur from adjacent traffic. Examples of columnar use would be adjacent to bus stops and adjacent turn lanes where sight lines may be limited.

Conifers are encouraged throughout the Corridor as a secondary tree species. Conifers will provide year-round colour and support birds and other species in all seasons. Conifers should be integrated within setbacks as part of redevelopment. Conifers should not be used in the boulevard as a street tree unless specified.

RECOMMENDATIONS:

- **Preserve and protect valuable trees,** as defined by a City arborist, on the Heritage Boulevard (centre median) and the side boulevards
- **Plant large deciduous and coniferous trees** on the Heritage Boulevard and street boulevards where there are gaps and/or where there are opportunities to increase overall tree canopies
- Select **street trees** for arterial streets from neighbourhood-specific plant lists
- **Utilize neighbourhood-specific species** to support the character and identity of unique and distinct neighbourhoods within the Corridor

4.1.2.1 Tree Planting

Planting conditions for street trees should be improved through all redevelopment. Street tree spacing should be consistent with city-wide street tree guidelines and soil volumes should meet or exceed these specifications. In situations where existing boulevard trees are healthy, soil spading should be undertaken through the development process to improve soil quality.

New or upgraded boulevards should integrate linear soil trenches with structural soil under sidewalks and cycling lanes whenever possible. Careful consideration of utility placement should be considered wherever future conflicts may arise.

4.1.3 Planting along Complete Streets

Complete Streets in the Cambie Corridor offer a unique opportunity to improve planting conditions through road reconstruction, integrate the right tree species for the right location, and identify opportunities for rainwater management and ground-level planting.

In locations where there is an opportunity for a second boulevard located between the bike and vehicle travel lanes, trees must be chosen from the selection of columnar forms within the neighbourhood plant lists. Where trees are not integrated into the second boulevard, low-maintenance shrubs and grasses should be integrated. This planted buffer will improve the look and feel and offer further physical separation from adjacent traffic.

Examples of secondary planted boulevards

4.1.3.1 Planting Lists and Application

Plant lists have been selected from City planting lists used elsewhere in the city. These species represent suitable, proven-resilient species that are suited to the Vancouver climate. For use in the Cambie Corridor, these species have been grouped into themes based on colour and seasonal variation. Each colour selection is unique to the neighbourhood—creating variety and a distinct character. Plant lists may be updated over time to reflect city-wide best practices, but should continue to reflect the colour groupings for each neighbourhood.

Ground-level planting should be **established in large clusters or groupings**, creating swathes of colour at key moments throughout the Corridor.

The following plant lists are divided into:

- General species selected for their habitat value, which can be utilized throughout the Corridor
- Neighbourhood-specific plant lists to form colour themes in each neighbourhood

RECOMMENDATIONS:

- **General plant species** should be used throughout the Corridor
- **Neighbourhood-specific species** should be used to support the character and identity of unique and distinct neighbourhoods within the Corridor.

City-wide policies should also be followed in all planting locations, including:

- *Water Wise Landscape Guidelines* (2009)
- *Boulevard Gardening Guidelines* (n.d.)

Planting standards, including soil and irrigation should align with city-wide best practices.

4.1.3.2 Ornamental Grasses

Ornamental grasses should be used throughout the Corridor as part of planting palettes on both private and public space. Grasses are resilient, drought-resistent, and create seasonal colour and interest.

Scientific Name	Common Name	Height	Colour	Seasonality
Carex buchananii	Leatherleaf Sedge	0.70	n/a	
Carex flacca	Blue Sedge	0.70	n/a	
Festuca glauca 'Pepindale Blue'	Blue Fescue	0.64	n/a	winter interest
Helictotrichon sempervirens	Blue Oat Grass	0.60	n/a	winter interest
Imperata cylindrica 'Rubra'	Japanese Blood Grass	0.40	n/a	winter interest
Liriope muscari	Lilly Turf	0.46	n/a	winter interest
Molinia caerulea 'Moorhexe'	Molinia Moorhexe	0.46	n/a	winter interest
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	0.70	n/a	winter interest
Sisyrinchium douglasii	Blue Eyed Grass	0.30	n/a	winter interest
Stipa tenuissima	Mexican Feather Grass	0.60	n/a	winter interest

Japanese Sedge

Japanese Sedge

Blue Fescue

Molinia Moorhexe

Blue Eyed Grass

Mexican Feather Grass

4.1.3.3 Pollinator- and Bird-Friendly Plant List

Bees and butterflies in the city rely on our gardens and green spaces for food and shelter. In return, these beneficial insects pollinate our plants, crops, and fruit trees, giving us beautiful flowers, fruits, nuts, and honey.

Including pollinator-friendly plants in all areas of the Corridor with long bloom times over spring and summer will help support overall biodiversity. Plants that produce flowers of different shapes, sizes, and colours to attract many kinds of bees and butterflies should be encouraged in public, semi-public, and private outdoor spaces.

The following species should be considered in planting plans and in public spaces throughout the Corridor.

Scientific Name	Common Name
Lavendula	Lavender
Rhododendron	Rhododendron
Trifolium repens	White Clover
Cotoneaster	Cotoneaster
Calluna	Heather
Ceanothus	California Lilac
Centaurea	Bachelor's Button
Campanula	Bellflower
Thymus	Thyme
Brassica	Yellow Mustard
Salvia	Sage
Escallonia	Redclaws
Geranium	Cranesbill
Aster	Aster
Rosmarinus	Rosemary
Calendula	Pot marigold
Ribes sanguineum	Red flowering current
Ericaceae	Blueberry / Huckleberry
Rosa nutkana	Noutka rose
Rubus parviflorus	Thimbleberry

4.1.4 Neighbourhood Character and Plant Lists

QUEEN ELIZABETH
King Edward Avenue to 39th Avenue

The overall feel is pastoral and reflective of the local context. Trees and plant selection should be more formal in groupings with significant coniferous species intersperced.

OAKRIDGE CENTRE
39th Avenue to 49th Avenue

This area has a more urban character with significantly more pedestrian traffic and other movements associated with the many commercial retail spaces and denser residential areas. This section of the Corridor should read as an urban park.

LANGARA
49th Avenue to 59th Avenue

A meadow-like planting selection is sought for this portion of the Corridor with a more naturalized planting structure and native ground-level planting.

MARPOLE / MARINE LANDING
59th Avenue to Marine Drive

Due to its proximity to the Fraser River, the plant selection will reflect a more riparian feel. Trees will be planted in a more regular structure and ground level planting will be integrated at key intersections.

4.1.4.1 Queen Elizabeth Park

The predominant colours for the Queen Elizabeth Park neighbourhood should be white, pink, and purple.

Street and boulevard trees for the Queen Elizabeth neighbourhood reflect the iconic Heritage Boulevard and the park itself. Large Oak trees, Dove cherry and Bird cherry should be used as the primary street trees for this neighbourhood.

Large Trees

Q cerris , Q petrea, Q garryana, Q suber, Q ellipisoides	Oak (wide variety)
Davidia involucrata	Dove tree
Prunus padus	Bird cherry

Medium Trees

Cornus controversa	Giant dogwood
Corylus colurna	Turkish Hazelnut
Sorbus aria	Whitebeam

Small Trees

Cercis Canadensis	Redbud
Acer griseum	Paperbark maple
Crataegus phaenopyrum ‘Washington thornless’	Washington thornless hawthorn

Columnar Trees

Parrotia persica ‘ Ruby Vase”Vanessa’
Carprinus betulus ‘Fastigiata’

Conifers

Cedrus leybani	Cedar of Lebanon
Cedrus atlantica ‘Glauca’	Atlas blue cedar
Araucaria araucana	Monkey puzzle

Broadleaf Evergreens - Median Only

Magnolia virginiana	Sweetbay magnolia
Quercus x turneri	Turner oak
Cotinus obovatus	American smoketree

Bird Cherry

Upright Stonecrop

Atlas Blue Cedar

Scientific Name	Common Name	Height	Colour	Seasonality
Herbaceous Perennials				
Agastache cana	Hummingbird's mint	0.70	pink/purple	
Arabis procurrens	Rock Cress	0.08	white	
Armeria maritima	Sea Thrift	0.20	white, pink	
Centranthus ruber	Red Valerian	0.60	varies	
Cerastium tomentosum	Snow in Summer	0.08	white	
Echinacea purpurea 'Kim's Knee High'	Dwarf Purple Coneflower	0.60	pink	
Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	0.60	pink/white	
Iris tenax	Oregon Iris	0.36	varies	
Leucanthemum x superbum	Snow Cap Daisy	0.60	white	
Sedum 'Autumn Joy'	Autumn Joy Stonecrop	0.58	pink/purple	winter interest
Groundcovers				
Erica sp.	Spring Flowering Heather	0.60	n/a	winter interest
Euonymous fortunei 'Coloratus'	Purple-leafed Wintercreeper	0.60	white	winter interest
Phlox subulata	Creeping Phlox	0.15	pink	winter interest
Sedum telephium 'Xenox'	Upright Stonecrop	0.25	pink	winter interest
Thymus pseudolanuginosus	Wooly Thyme	0.10	pink	
Shrubs for traffic circles and corner bulges				
Daphne cneorum	Rose Daphne	0.20	white/pink	winter interest
Hebe pinguifolia 'Pagei'	Pagei Grey Hebe	0.30	white	winter interest
Lonicera pileata	Privet honeysuckle	0.60	white	winter interest
Rosa 'Simon Fraser'	Simon Fraser Rose	0.60	pink	
Rosa meidiland 'Pearl'	Pearl Meidiland Rose	0.60	pastel ochre	
Rosa meidiland 'White'	White Meidiland Rose	0.60	white	
Spirea japonica 'Magic Carpet'	Magic Carpet Spirea	0.46	pink	
Shrubs for corner bulges only				
Cistus 'Silver Pink'	Silver Pink Rock Rose	0.90	silver/pink	winter interest
Daphne cneorum	Rose Daphne	0.20	white/pink	winter interest
Hebe rakaiensis	Hebe	0.90	white	winter interest
Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	1.00	white	winter interest
Rosa explorer 'Frontenac'	Frontenac Explorer Rose	0.90	pink	
Phygelius rectus 'Salmon Leap'	Cape Fuchsia	1.00	salmon	

Spring Flowering Heather

Rose Daphne

Snow in Summer

4.1.4.2 Oakridge

The predominant colours for the Oakridge neighbourhood should be yellow, gold and red.

Street and boulevard trees in the Oakridge neighbourhood should reflect the urban character by selecting species of significant stature with Scarlet Oak trees being the predominant species. Japanese flowering cherry trees should be a continued feature within this neighbourhood and along Cambie Street between 45th and 49th Avenue.

Large Trees

Acer cappadocicum	Coliseum maple
Tilia tomentosa	Silver linden
Quercus coccinea	Scarlet oak

Medium Trees

Fraxinus ornus ‘Aries petre’	Manna ash
Acer truncatum	‘Pacific sunset’
Stewartia pseudocamelia	Japanese stewartia

Small Trees

Amelanchier Canadensis	Cultivated variety that is treeform
Prunus serrulata ‘Shirofugen’’, Akebono’’ Ukon’ or ‘Kwanzan’	“Shirotae’’ Japanese flowering cherry

Columnar Trees

Prunus sargentii ‘Rancho’
Acer truncatum ‘Norwegian sunrise’

Conifers

Calocedrus decurrens	Incense cedar
Cedrus libani	Cedar of Lebanon

Cedar of Lebanon

Manna Ash

Coliseum Maple

Scientific Name	Common Name	Height	Colour	Seasonality
Herbaceous Perennials				
Artemesia stelleriana 'Boughton Silver'	Boughton Silver Wormwood	0.20	yellow	
Artemesia arborescens 'Powis Castle'	Powis Castle Wormwood	0.50	yellow	
Bergenia cordifolia	Heartleaf Bergenia	0.60	pale red	
Centranthus ruber	Red Valerian	0.60	varies	
Coreopsis verticillata 'Moonbeam'	Tickseed	0.46	yellow	
Coreopsis rosea 'American Dream'	Pink Coreopsis	0.60	pale red	
Helianthemum nummularium	Sun Rose	0.15	yellow	
Hemerocallis stella d'oro	Daylily	0.30	yellow	
Rudbeckia fulgida 'Goldsturm'	Orange coneflower	0.60	yellow	winter interest
Tanacetum coccineum	Painted Daisy	0.76		
Groundcovers				
Sedum acre 'Aureum'	Golden Stonecrop	0.08	gold	winter interest
Sedum spurium	Two-row Stonecrop	0.15	red	winter interest
Shrubs for traffic circles and corner bulges				
Erica x darleyensis 'Kramer's Rote'	Kramer's Red Heath	0.30	red	winter interest
Euonymous fortunei 'Emerald and Gold'	Emerald and Gold Wintercreeper	0.60	n/a	winter interest
Genista pilosa 'Vancouver Gold'	Woodwaxen	0.60	yellow	winter interest
Helianthemum nummularium	Sun Rose	0.15	yellow	winter interest
*Mahonia nervosa	Longleaf Mahonia	0.46	yellow	winter interest
Rosa meidiland 'Red'	Red Meidiland Rose	0.60	red	
Santolina chamaecyparissus	Cotton Lavender	0.50	yellow	winter interest
Shrubs for corner bulges only				
Cistus x corbariensis	Rock Rose	0.90	white-yellow	winter interest
Escallonia 'Newport Dwarf'	Newport Dwarf Escallonia	1.00	red	winter interest
Ilex crenata 'Green Thumb'	Japanese Holly	1.00	white/yellow	winter interest
*Mahonia aquifolium 'Compacta'	Dwarf Oregon Grape	0.90	yellow	winter interest
Rosa meidiland 'Scarlet'	Scarlet Meidiland Rose	1.00	scarlet	

Golden Stonecrop

Red Meidiland Rose

Cotton Lavender

4.1.4.3 Langara

The predominant colour for the Langara neighbourhood should be green; however, a diversity of colours should be included to reflect the more naturalized character.

Street and boulevard trees in the Langara neighbourhood reflect a more pastoral setting with natural ground-level planting of informal grasses. The Heritage Boulevard will reflect this character integrating a new maintenance regime and a variety of naturalized planting areas.

Large Trees

Fagus sylvatica	European beech
Cercidipyllum japonica	Katsura

Medium Trees

Carpinus caroliniana	American hornbeam
Acer campestre ' Queen Elizabeth'	Campestre maple

Small Trees

Cornus kousa	Japanese dogwood
Prunus serrulata 'Shirofugen"Shirotae" Akebono" Ukon' or 'Kwanzan'	Japanese flowering cherry
Crataegus monogyna	Single seed hawthorn

Columnar Trees

Carpinus betula 'Franz Fontaine'	Upright European hornbeam
Fagus sylvatic 'Dawyckii'	Upright beech

Conifers

Pseudotsuga menziesi	Douglas fir
Abies grandis	Grand fir
Thuja plicata	Red cedar

Broadleaf Evergreens for Heritage Boulevard only

Mangletia insignis	Mangletia
Lithocarous ellipsiodes (tan oak)	Tan Oak

Katsura

Upright Beech

Japanese Dogwood

Scientific Name	Common Name	Height	Colour	Seasonality
Herbaceous Perennials				
Alchemilla mollis	Lady's mantle	0.60	green/yellow	
Aquilegia caerulea 'Dragonfly'	Colombine Dragonfly hybrids	0.46	various	
Erysimum 'Bowles Mauve'	Wallflower	0.60	varies	
Euphorbia x martinii	Martin's Spurge	0.60	yellow/green	winter interest
Euphorbia myrsinites	Donkey-Tail Spurge	0.10	yellow/green	winter interest
Iris tenax	Oregon Iris	0.36	varies	
Stachys byzantina	Lamb's Ear	0.46	varies	
Groundcovers				
Lithodora 'Grace Ward'	Grace Ward Lithodora	0.10	varies	winter interest
Shrubs for traffic circles and corner bulges				
Calluna vulgaris var.	Heather	0.30	varies	winter interest
Nandina domestica 'Fire Power'	Fire Power Heavenly Bamboo	0.60	n/a	winter interest
Rosa meidiland 'Pearl'	Pearl Meidiland Rose	0.60	pastel ochre	
Shrubs for corner bulges only				
Euonymus fortunei 'Emerald Gaiety'	Emerald Gaiety Wintercreeper	1.00	green/white	winter interest

Lady's mantle

Martin's Spurge

Lamb's Ear

4.1.4.4 Marpole and Marine Landing

The predominant colours for the Marpole and Marine Landing neighbourhoods should be blue and purple.

Street and boulevard trees and plant lists for the Marpole and Marine Landing neighbourhoods should be consistent. These species represent a transition to the riparian area at the base of Cambie Street. Flowering trees and lilacs will add colour and seasonal interest in these neighbourhoods.

Large Trees

Gingko biloba	Ginkgo Tree
Quercus palustris	Pin oak

Medium Trees

Nyssa sylvatica	Tupelo
Fraxinus ornus	Manna ash
Sophora japonica	Pagodatree

Small Trees

Acer griseum	Paperbark maple
Prunus serrulata	'Shirofugen''Shirotae''
Akebono''Ukon' or 'Kwanzan'	Japanese flowering cherry

Columnar Trees

Gingko biloba	Upright cultivars
Syringar reticulate ' Ivory Silk'	Tree lilac
Querucs palustris 'Crownright'	Upright pin oak

Conifers

Metasequoia glyptostroboides	Dawn redwood
Larix decidua	Japanese large
Abies grandis	Grand fir

Pin Oak

Ginkgo Tree

Tree Lilac

Scientific Name	Common Name	Height	Colour	Seasonality
Herbaceous Perennials				
Amsonia tabernaemontana	Willow Blue-Star	0.60	pale blue	
Echinops ritro	Small Globe Thistle	0.60	blue	
Eryngium planum 'Sapphire Blue'	Sapphire Blue Flat Sea Holly	0.70	blue	
Geranium 'Philippe Vapelle'	Cranesbill	0.38	purple	
Liatris spicata 'Kobold'	Blazing Star	0.50	purple	
Penstemon 'Purple Haze'	Purple Haze Beardtongue	0.76	magenta	
*Polystichum munitum	Western Swordfern	0.70	n/a	winter interest
Groundcovers				
Erica sp.	Spring Flowering Heather	0.60	n/a	winter interest
Iberis sempervirens	Candytuft	0.30	blue	winter interest
Laurentia fluviatilis	Blue Star Creeper	0.05	blue	
Shrubs for traffic circles and corner bulges				
Lavandula angustifolia 'Hidcote'	English Lavender	0.60	purple	winter interest
Lavandula angustifolia 'Munstead'	Munstead Lavender	0.46	blue/purple	winter interest
Rosmarinus officinalis 'Prostratus'	Creeping Rosemary	0.15	blue	winter interest
Shrubs for corner bulges only				
Buxus microphylla 'Winter Gem'	Littleleaf Boxwood	1.00	n/a	winter interest
Ceratostigma willmottianum	Chinese Plumbago	1.00	blue	
Hebe x franciscana 'Blue Gem'	Blue Gem Hebe	1.00	pink/purple	winter interest

English Lavendar

Blue Star Creeper

Sapphire Blue Flat Sea Holly

4.2 Park Connector Streets

Clear connections to and from parks and key destinations will be an important feature of an improved green network in the Cambie Corridor.
Park connector streets will link Cambie Street and other arterials directly to parks and open spaces. These streets may often be joined with bikeways and other active transportation infrastructure. The park connector streets will also provide improvements to habitat and planting diversity along the routes to support birds, pollinators, and overall diversity in the Corridor.

Park connector streets should include wayfinding elements at arterials and at the park access points for easy navigation by residents. Park connector streets should integrate green infrastructure, public seating, and improved planting where appropriate.

The primary feature of park connector streets will be planted corner bulges with opportunities for green infrastructure. These corner bulge features will also integrate seating areas and should be similar in character to Comox Street in the West End. Where possible, park connector streets should have wider sidewalks (2.1 m) achieved through adjacent development. These sidewalks should integrate the Pattern C paving type specified in Section 3.3.2.

Connections to and from parks should be informed by the Park Board's *Parks and Recreation Services Master Plan*, to be completed in 2018. Ongoing collaboration with Engineering and Park Board staff will be necessary to ensure success of these features.

Park connector streets should also create a stronger connections between VanDusen Botanical Garden and Queen Elizabeth Park as part of the Pollinator Highway across the city. This is a key location to encourage more robust ground level planting utilizing the pollinator and bird-friendly plant lists (4.1.3.3)

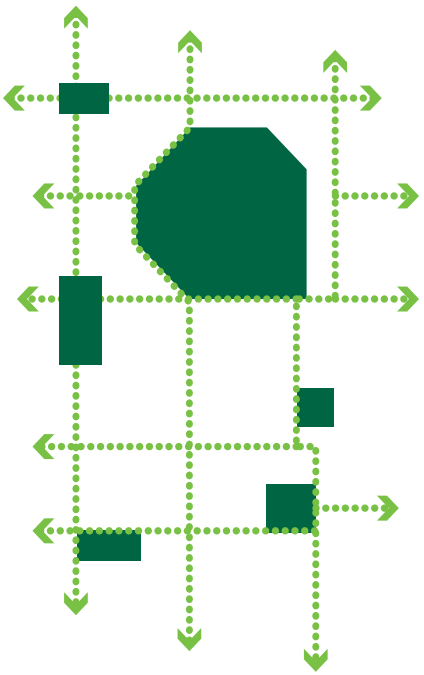


Figure 4.2: Park connector streets concept

RECOMMENDATIONS:

- **Provide curb bulges where possible** on park connector streets at each intersection off arterials. Bulges should reduce crossing distances, provide space for rain gardens and additional planting, and signal the importance of the park connector street
- **Include wayfinding, lighting, and signage elements** to highlight passage to nearby parks (see Section 6.1 for lighting details)

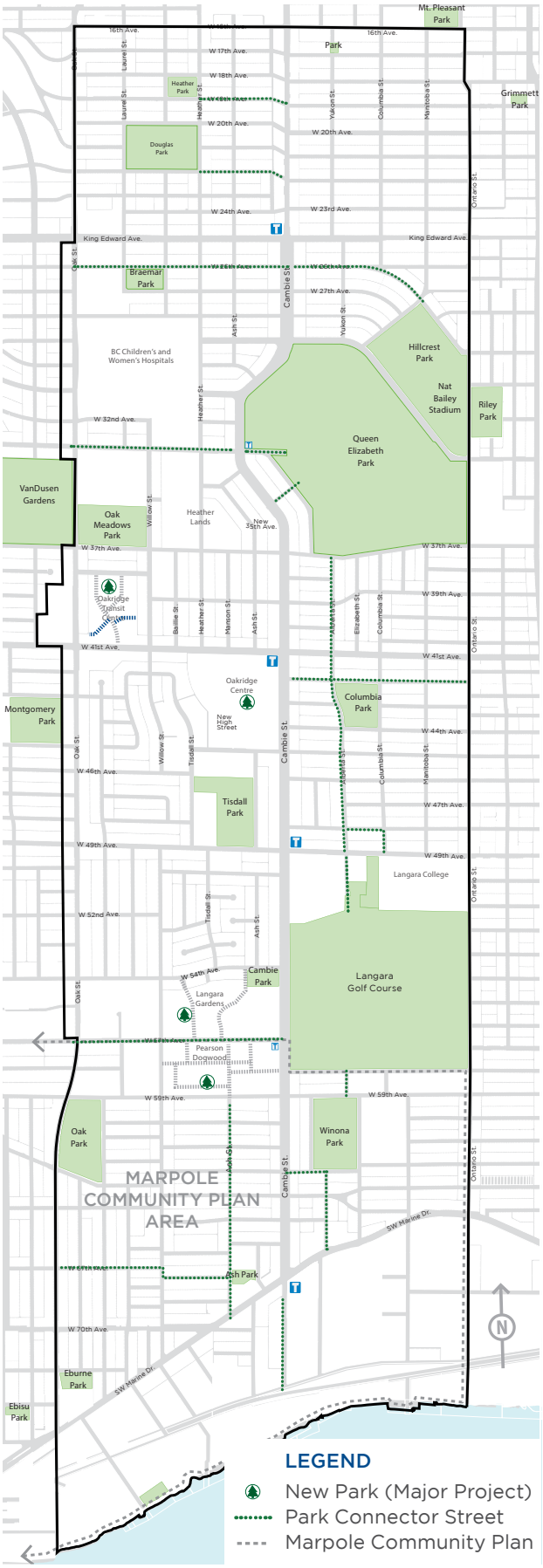


Figure 4.2.1: Map identifying park connector streets

4.2.1 Park Connector Gateway Signage

At the arterial access to park connectors, interpretive directional signage should be integrated. These should be used as destination markers to identify the park or open space that they connect to.

Art can be produced with community input and reflect the namesakes of the various parks. Gateways should be integrated into the ground plane as metal panels.

Gateway signage may also be an opportunity for public art, Corridor identity, or other creative solutions marking connections to parks. The City and Park Board should work together to establish new gateway signage in the Corridor through the implementation phase.

RECOMMENDATIONS:

- **Establish new gateway signage** in the Corridor through the implementation phase

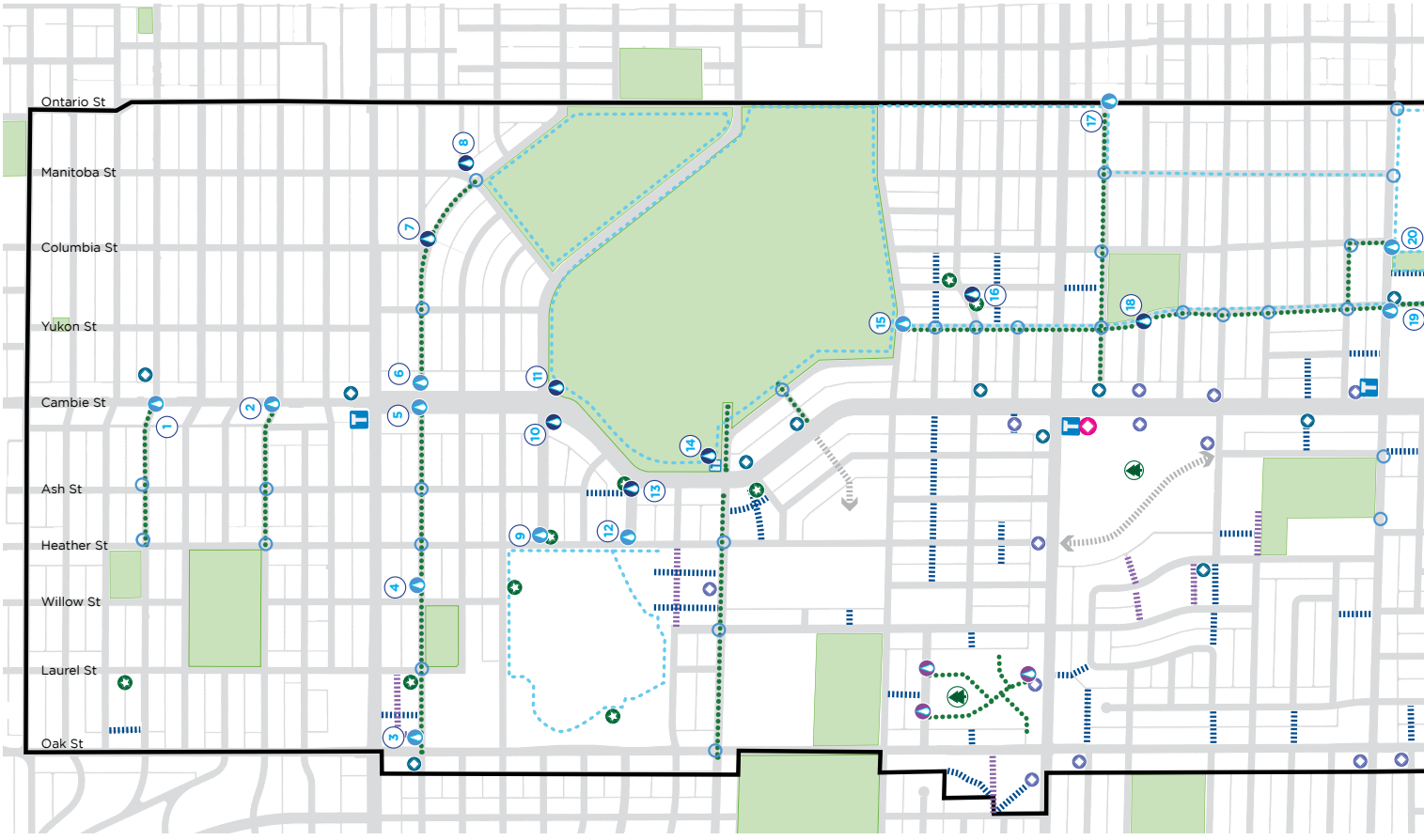
4.3 Integrated Rainwater Management

The Public Realm Plan aligns with the City's Integrated Rainwater Management Plan (IRMP) to better manage rainwater run-off through various rainwater management facilities. Implementing rainwater management will also help to achieve the goals of the Greenest City 2020 Action Plan as well as the Climate Change Adaptation Strategy.

The city-wide IRMP is a long-term green infrastructure strategy to protect and improve the water quality of receiving waterbodies surrounding Vancouver. Green infrastructure will also bring about significant environmental and social benefits, including reducing rainwater runoff and creating recreational opportunities. The IRMP strategy has established a target for capturing and treating 90% of Vancouver's average annual rainfall by implementing green infrastructure tools and design guidelines on public and private property throughout the city.

Throughout the Cambie Corridor, various rainwater management facilities are to be utilized. Rain gardens are to be implemented in the forms of infiltration bulges, corner bulges, and linear boulevard infiltration. Improvements to the Heritage Boulevard provides an opportunity for collecting and infiltrating rainwater from Cambie Street. Permeable pavement and permeable laneways are to be utilized where possible. These opportunities are complimentary to other city-wide initiatives and directions stemming from IRMP work.

Figure 4.3: Locations for rainwater management



4.3.1 Location Strategy

The approach to integrated rainwater management in the Cambie Corridor public realm will focus on:

- Major project sites
- Minor site opportunities
- Major site opportunities
- Park connector streets

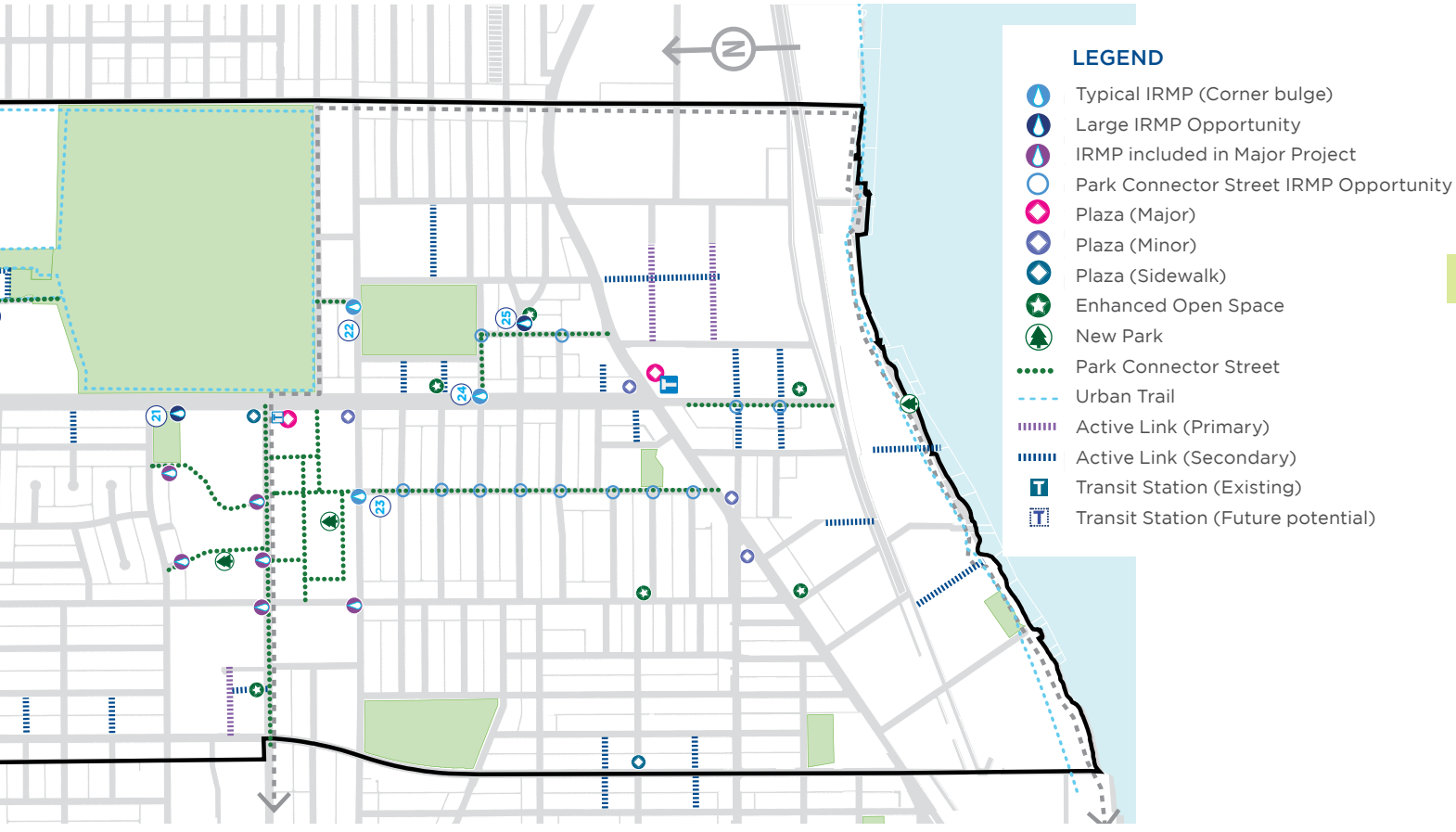
Major project sites—including Oakridge Centre, Pearson Dogwood, Langara Gardens, and the Oakridge Transit site—will all look to integrate rainwater management on various scales as outlined in their respective policy statements, contributing to the overall rainwater management approach for the Corridor. These opportunities are outlined in the *Rezoning Policy for Sustainable Large Developments* (2010).

Minor site opportunities have been identified throughout the Corridor where space is available, where added green space and pedestrian interest would support the public realm, and where infiltration or filtration opportunities exist. These priorities should be pursued through redevelopment and in coordination with city-wide priorities.

Major site opportunities have been identified based on the availability of residual rights-of-way and other under-utilized open space. These spaces are optimal for investment in rainwater management as they offer potentially wider catchment areas and infiltration capacity. These major site opportunities should further enhance the public realm, provide planting interest, and encourage a better public understanding of rainwater management. These major project sites should balance technical infiltration needs, public use and overall maintenance.

IRMPs may be developed to have a purely technical function without the visual appearance of a planted open space. This may support other community uses over time while still improving rainwater infiltration.

Park connector streets (Section 4.2) will aim to connect Cambie Street to adjacent parks and open spaces and improve habitat connections. Through redevelopment, corner bulges should be integrated to improve pedestrian conditions, provide traffic calming, and, where possible, integrate rainwater management.



1. Underutilized open space at the southwest corner of 19th Avenue and Cambie Street
2. Underutilized open space at the southwest corner of 22nd Avenue and Cambie Street
3. Underutilized open space at 26th Avenue and Oak Street
4. Street right-of-way at 26th Avenue and Willow Street
5. Street right-of-way at the west side of 26th Avenue and Cambie Street
6. Street right-of-way at the east side of 26th Avenue and Cambie Street
7. Centre median at 26th Avenue and Columbia Street
8. Residual space at 27th Avenue and Manitoba Street
9. Underutilized open space at 29th Avenue and Heather Street
10. Underutilized open space at the west side of 29th Avenue and Cambie Street
11. Underutilized open space at the east side of 29th Avenue and Cambie Street
12. Underutilized open space at 31st Avenue and Heather Street
13. Underutilized open space at the southwest corner of 31st Avenue and Cambie Street
14. A portion of Queen Elizabeth Park at the northeast corner of 33rd Avenue and Cambie Street
15. Underutilized open space at 37th Avenue and Alberta Street
16. Underutilized open space at the southwest corner of 39th Avenue and Elizabeth Street
17. Street right-of-way at 42nd Avenue and Ontario Street
18. Underutilized open space at 43rd Avenue and Alberta Street
19. Street right-of-way at 49th Avenue and Alberta Street
20. Street right-of-way at 49th Avenue and Columbia Street
21. Southeast corner of Cambie Park
22. Underutilized open space at 59th Avenue and Alberta Street
23. Street right-of-way at 59th Avenue and Ash Street
24. Underutilized open space at 62nd Avenue and Cambie Street
25. Y intersection splitting 63rd and 64th Avenue (triangle boulevard on southwest corner)

4.3.2 Rainwater Management Facilities

4.3.2.1 Mid-block Bulges along Street Boulevards

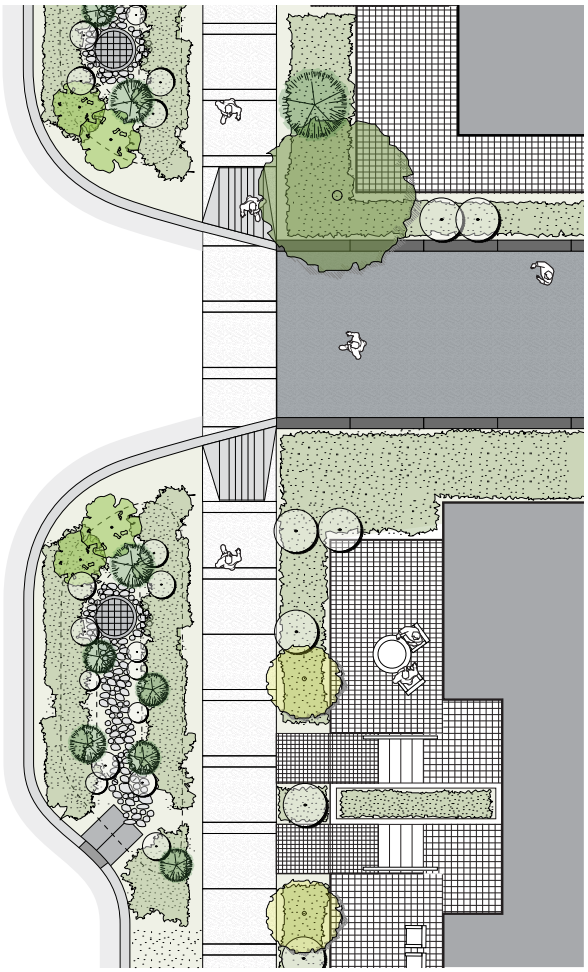
Street boulevards create opportunities to intercept rainwater runoff from roadways and help improve water quality. Mid-block infiltration bulges are to be implemented at portions of the street boulevards that are wider or can be widened through the replacement of on-street parking. Typical boulevard planting can be replaced with rain garden plantings and facilities.

Solutions not immediately reliant on traditional infrastructure may also be integrated within existing boulevard space. This option does not require parking removal and can be done without the relocation of catch-basin. This option should be considered to reduce costs of infrastructure relocation.

Figure 4.3.2(a): Individual mid-block bulge

Mid-block bulges with infiltration functions can be implemented at different locations along the boulevard, such as individual mid-block bulges adjacent to sidewalks or as mid-block bulges framing the entrances to lanes or key pedestrian connections.

Figure 4.3.2(b): Mid-block bulge at lane



4.3.2.2 Corner Bulges at Street Intersections

Corner bulges with infiltration functions at street intersections not only help capture and treat rainwater runoff from roadways, but also act as a traffic-calming measure.

At street intersections corner bulges can increase pedestrian safety by reducing crossing distance between curbs while encouraging vehicles to reduce speeds as they travel through intersections. They can also be utilized at intersections with north-south pedestrian crossings only where arterial crossing is limited or not signalized.

Figure 4.3.2(c): Corner bulge - Crosswalks on both directions

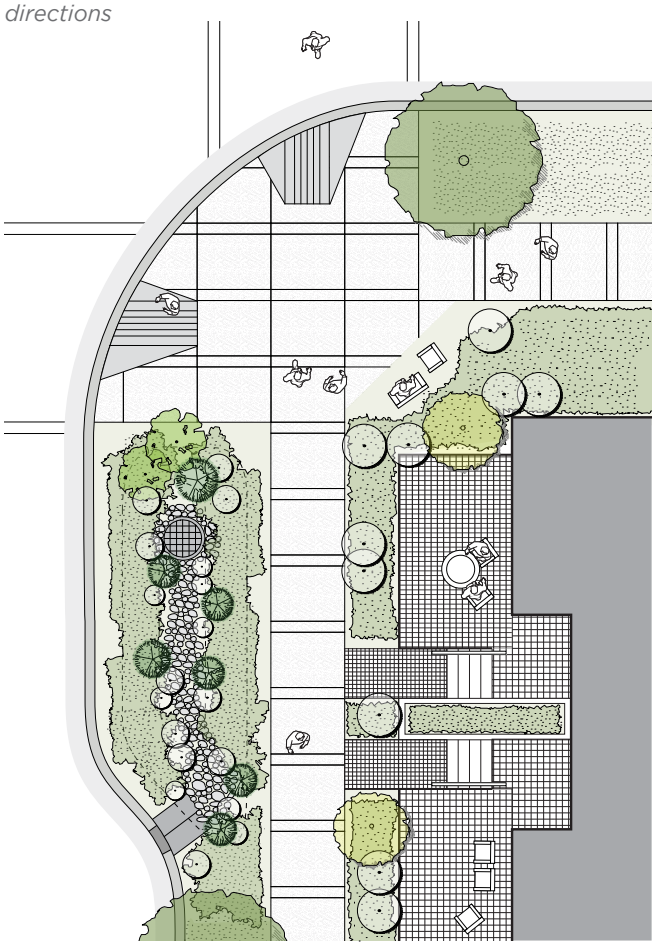


Figure 4.3.2(d): Corner bulge - North-south Crosswalk

4.3.2.3 Heritage Boulevard

The Heritage Boulevard runs along Cambie Street from King Edward Avenue in the north to Marine Drive in the south. The Heritage Boulevard varies in width (10–24 m) and provides opportunities for rainwater management facilities along its length. By adding rainwater inlets through key curb-cuts of the Heritage Boulevard, rainwater could be directed into the median and infiltrate through the soil.

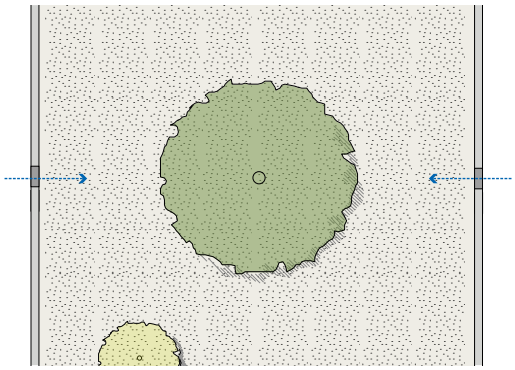
Soil improvement

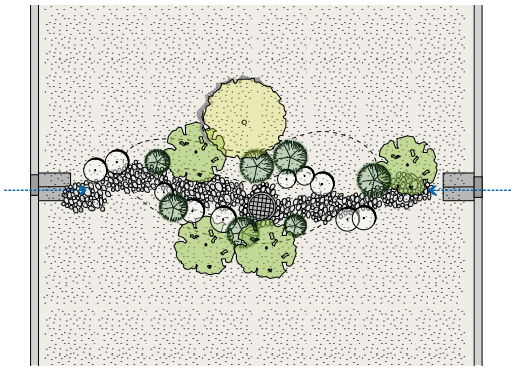
- In some areas of the Heritage Boulevard, soil improvement can help to increase infiltration capability without replacing existing trees. Rainwater directed into the Boulevard can infiltrate the ground through improved soil, providing rainwater management and irrigation for Heritage Boulevard trees

Rain garden

- Some existing lawn areas of the Heritage Boulevard in the Langara, Marpole, and Marine Landing neighbourhoods provide opportunities for visible rain gardens with natural plantings. Rainwater from Cambie Street can be directed into the rain garden for infiltration while providing a visual presence within the Boulevard. This important component would provide rainwater benefits while complementing the existing Heritage aesthetic as well as providing visual cues to the public about the rainwater management strategy

In areas where Canada Line's infrastructure is directly below the Heritage Boulevard, infiltration is not encouraged.





Examples of potential sub-surface and visible rain garden

4.3.3 Planting

Planting material for infiltration bulges needs to be selected based on site conditions, infiltration capabilities, maximum height/spread, planting zones, etc. In general, the bottom channel of the infiltration bulge may be inundated with water for extended periods of time during rain events, while side slope areas experience less frequent saturation.

Bottom Channel

- The planting strategy for the bottom channel of the infiltration bulge is to provide plant material that facilitates water infiltration and is adapted to prolonged periods of water inundation during the rainy season

Side Slopes

- The planting strategy for the side slope areas is to provide plants that help stabilize the slope and delineate the edge of the infiltration bulge. Plants that can grow in drier soil can be utilized to transition the infiltration bulge into the surrounding landscaping

The following page provides planting lists for rain gardens with recommended plant material for bottom channel and side slopes. Plants identified with a ● symbol are recommended for use in the visibility clearance areas adjacent to corners where visibility of pedestrians to vehicle traffic is necessary.

Planting, maintenance, and construction standards should align with evolving city-wide green infrastructure policies. Standards may evolve over-time and with best practice standards

Plant List

Bottom Channel

Botanical Name	Common Name	Size/Specification	Height	Spread	Visibility Cone*	Flower Colour
GRASSES						
Carex flacca	blue sedge	#2 pot @ 50 cm o.c.	16-30″	36″		n/a
Carex oshimensis 'Evergold'	variegated Japanese sedge	#2 pot @ 40 cm o.c.	8-12″	12-18″	●	n/a
Carex stipata	sawbeak sedge	#2 pot @ 45 cm o.c.	24-36″	18″		n/a
Carex tumulicola	berkeley sedge	#2 pot @ 40 cm o.c.	12-18″	18″	●	n/a
Juncus inflexus	hard rush	#1 pot @ 50 cm o.c.	18-30″	24″		n/a
Juncus effusus 'Spiralis'	corkscrew rush	#2 pot @ 30 cm o.c.	16-24″	12″	●	n/a
Juncus patens	california grey rush	#1 pot @ 50 cm o.c.	18-30″	24″		n/a
FERNS						
Blechnum spicant	deer fern	#2 pot @ 50 cm o.c.	20″	24″	●	n/a
Polystichum munitum	western sword fern	#2 pot @ 60 cm o.c.	30-48″	4′		n/a
PERENNIALS						
Camassia quamash	common camas	#2 pot @ 30 cm o.c.	24″	8″	●	blue
Liatris spicata 'Kobold'	blazing star	#2 pot @ 50 cm o.c.	18-30″	18″		purple
Phlox adsurgens 'Wagon Wheel'	wagon wheel phlox	#2 pot @ 30 cm o.c.	8″	12″	●	pink
Phlox divaricata	wild phlox	#2 pot @ 30 cm o.c.	12″	12″	●	blue

*Plants identified with a ● are recommended for use in the visibility clearance areas.

Carex stipata

Blechnum spicant

Camassia quamash

Side Slopes

Botanical Name	Common Name	Size/Specification	Height	Spread	Visibility Cone*	Flower Colour
SHRUBS						
Daphne cneorum	rose Daphne	#3 pot @ 50 cm o.c.	8-12″	5′	●	white/pink
GRASSES						
Carex comans 'Bronze'	New Zealand hair sedge	#2 pot @ 40 cm o.c.	12-18″	12-16″	●	n/a
FERNS						
Athyrium felix-femina	lady fern	#1 pot @ 50 cm o.c.	12-30″	18″		n/a
PERENNIALS						
Aquilegia formosa	western columbine	#2 pot @ 45 cm o.c.	30″	18″		red
Aster chilensis	common california aster	#2 pot @ 30 cm o.c.	18-30″	12″		blue
Aster subspicatus	douglas' aster	#2 pot @ 30 cm o.c.	18-30″	12″		blue
Echinacea purpurea 'Kim's Knee High'	dwarf purple coneflower	#2 pot @ 50 cm o.c.	18-24″	24″	●	clear pink
Iris tenax	oregon iris	#2 pot @ 40 cm o.c	12″	3″	●	varies
Penstemon 'Red Rocks'	red rocks beardtongue	#2 pot @ 50 cm o.c.	15-18″	24″	●	magenta
Rudbeckia fulgida 'Goldsturm'	orange coneflower	#2 pot @ 60 cm o.c.	24-30″	18″		yellow
GROUNDCOVER						
Laurentia fluviatilis	blue star creeper	#1 pot @ 40 cm o.c.	2″	18″	●	blue
Saxifraga ardensii 'Spring Snow'	spring snow saxifraga	#1 pot @ 30 cm o.c.	9″	12″	●	red/pink/white
Trifolium repens 'Purpurascens'	purple leaf clover	#1 pot @ 40 cm o.c.	4″	Unlimited	●	red/pink/white

*Plants identified with a ● are recommended for use in the visibility clearance areas.

Daphne cneorum

Aquilegia Formosa

Laurentia fluviatilis

4.3.4 Recommendations

Design and Construction

- Enforce quality control of topsoil to be free of weed seeds and to meet specs for texture and hydraulic properties. Use of non-angular sand (e.g., Fraser River pump sand) is encouraged for the sand component. Native topsoil will rarely be suitable, having too low an infiltration rate

- Include compost to increase percolation and reduce need for water and fertilizer inputs. Greater growing medium depth equals greater storage and treatment of rainfall. Include an organic mulch layer to surface

Planting

- In considering shrub and tree planting, ensure there is sufficient room for mature plant growth and that sightlines for pedestrians and vehicles will not be compromised.

- Within visibility clearance areas on level roadways, keep vegetation below 0.75 m relative to adjacent roadway grade

- If there are significant vertical curves that restrict sightlines, the height of plant material will likely need to be reduced. This should be assessed on a site by site basis

Maintenance

The first one to three years after construction of the proposed infiltration bulges are known as the establishment period, and are critical for ensuring the health of vegetation. The required maintenance in a plant's establishment period is more intensive than the rest of its life cycle. Key maintenance practices during this period include general maintenance activities (e.g., weed removal, watering, and some fertilization), erosion control, rainwater inflow control, etc. Consider alternative ways to "water" planted areas including alternate sources of water such as rain barrels.

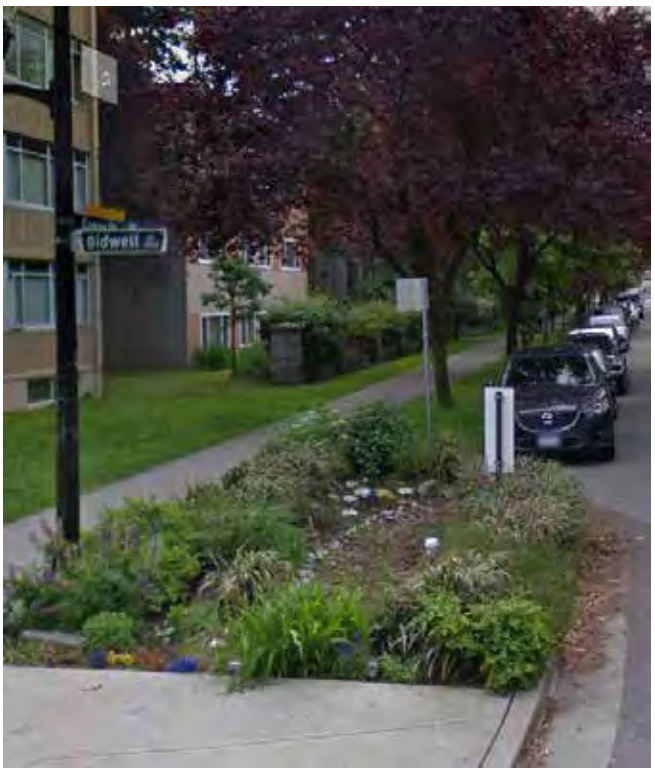
After the establishment period, the intensity of maintenance can be reduced, but regular inspection is still necessary. There will be a shifting focus from planting establishment (e.g., watering, fertilizing) to planting area maintenance (e.g., weeding, trash removing).

- Inspect and clean the inlet twice per year, at minimum (spring and fall)
- In planting beds, cultivate surfaces 25 mm deep between plants each spring to reduce crusting. Ensure regular spring weeding to avoid weeds going to seed
- Remove and replace surface mulch between plants in ponding areas once every three years

Some routine maintenance activities, such as removing trash and weeds from infiltration bulges, could be accomplished by local property owners and volunteering groups with a focus on improving landscaping aesthetic quality. This could be achieved by continued partnership through the Green Streets program and the Street Horticulture Maintenance Program.

Monitoring

A comprehensive, long-term monitoring program is also important for completed green infrastructure treatments. It would play a significant role in identifying the effectiveness of these treatments in reducing rainwater runoff and improving water quality. Data and information collected from these projects would be beneficial for the design, construction, and maintenance of future projects. Monitoring programs could be achieved through partnership with volunteering or stewardship groups.



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5 PUBLIC ART

5.0 Public Art

The Cambie Corridor offers a model of urban life, with a grand arboretum boulevard—an outdoor museum of trees—dividing movement in and out of the city past residential sites, major parks, transit hubs, and urban centres. As development progresses, repeated design elements and a stimulating program of contemporary public art will enrich public space and build the Corridor as a destination for viewing public art.

Public art will play a primary role within the Corridor. It will establish continuity through repeated elements and consistent features. It will also highlight change and progression through the Corridor with elements of distinction.

GENERAL RECOMMENDATIONS

- Celebrate the **natural, historic, and formal** aspects of the Corridor
- Explore the potential of **unifying elements** such as plantings, wayfinding, and lighting
- Explore themes related to **connectivity** and movement
- **Enliven public plazas** and throughways with temporary and permanent art installations
- Explore opportunities for **monumentality in scale** and/or scope of artworks
- Reinforce the **Corridor's identity** and how it relates to the wider city and global networks
- Animate major urban shopping and transit centres with **significant public art**
- Explore the potential for **major artwork** at Queen Elizabeth Park or in the Heritage Boulevard
- Identify opportunities to work in concert with **TransLink and Canada Line** to develop artworks

5.1 Elements of Continuity

Elements of continuity such as plantings, material use, wayfinding, signage, and lighting will provide a visual design narrative throughout the length of the Corridor and reinforce the green boulevard. A single design idea could be expressed in multiple locations along the Corridor, with each piece or installation contributing to the overall design concept.

Suggested elements of continuity:

- Signage
- Wayfinding
- Streetscape furniture (e.g., benches, bike racks, drinking fountains)
- Lighting

Ideas to inform an approach to the urban elements include:

- Movement associated with a historic north-south spine connecting the Fraser River and False Creek
- Urban centres and sites of exchange like Oakridge Centre, Marine Gateway, Cambie Village, and City Hall Campus that punctuate Cambie Street
- Habitat and an integrated, sustainable green network ("nature as infrastructure")

5.2 Elements of Distinction

Elements that speak of the place or are site-specific give prominence to individual areas or sites along the Corridor.

Distinct elements may mark key areas, explore unique attributes or history, reflect or interpret local identity, or play on a particular aspect of the community and place.

A stimulating program of contemporary art is envisioned throughout the Corridor, including major international-calibre artworks at major sites as well as more intimate-scale artworks that animate the experience of the Corridor for walking, cycling, and driving. Art will play a significant role in the identity of the Corridor as a whole, from artist and design team collaborations to artworks that engage distinct public places and local habitats.

The Public Art Program produces new commissions through civic capital initiatives as well as private development requirements for major rezonings. It also supports community public art through grants. The scale of development at key hubs such as Marine Drive, Broadway, 41st Avenue, and other sites offers substantial opportunities and budgets for artworks. As well, Queen Elizabeth Park may offer the potential for a major civic commission in the park along Cambie Street. There may also be opportunities to work in concert with Canada Line and TransLink to develop artworks.

5.3 Primary Locations

5.3.1 Canada Line Stations

Movement is a key theme for the Corridor. As such, areas around transit stations and bus stops where there are higher frequencies of bus users and pedestrians could be potential locations for plazas, seating, and public art. The existing station areas at King Edward Avenue, 41st Avenue, 49th Avenue, and Marine Drive, as well as future station areas, offer opportunities for significant art pieces that mark the importance of the area.

5.3.2 Heritage Boulevard and Queen Elizabeth Park

The median may offer potential locations for art—both permanent and temporary installations—while remaining respectful of the existing heritage arboretum. Highly visible artwork sites could mark major locations such as the entrance of Queen Elizabeth Park at Cambie Street and 33rd Avenue. The artwork approach will consider the overall public art context for Queen Elizabeth Park as well as the preservation of trees and naturalised open spaces.

5.4 Secondary Locations

5.4.1 Transit Stops and Walking/Cycling Routes

Smaller hubs can include public art or design elements integrated into new or existing infrastructure. Existing and new pedestrian and cycling routes, especially at areas where they intersect with the Heritage Boulevard or are aligned with public plazas and mini parks, are opportunities. These locations mark important connections for people walking, cycling, and driving, add creative markers in the Corridor's landscape, and reinforce connections along the entire length of the Cambie Corridor.

RECOMMENDATIONS

- Identify opportunities to work in concert with TransLink to develop artworks
- Prioritise primary public art installations around key nodes
- Explore monumental scales
- Engage with, complement, and enhance the Heritage Boulevard
- Intersect public transit and public art

5.5 Funding Strategies and Opportunities

The Public Art Program aims to engage residents and visitors through a stimulating program of public art throughout the city. Contemporary art is incorporated into city planning and development through civic and community art initiatives, required private-development artist commissions, temporary projects, and donations.

New developments greater than 9,290.3 sq. m (100,000 sq. ft) are required to contribute public art funding based on a set amount per buildable square foot.

Developers may fulfill the public art commitment in one of two ways:

Option A: If the developer chooses to produce artwork for the site, they are required to engage an experienced public art consultant, and the Public Art Committee reviews the Public Art Plan for recommendation to the Managing Director of Cultural Services. Ten per cent of Option A budgets are paid to the City towards artworks in all areas of the city

Option B: For developers not wanting to provide art on site, 80% of the required art budget is paid to the City as a contribution to the Signature Projects Fund. These contributions are pooled with other contributions to commission artworks of major significance at key city sites

Other opportunities include:

- Community-based public art initiatives or murals in strategic locations within neighbourhoods can be considered through Community Arts, Community Public Art, or Project Grants.
- The City assists the creation of murals and street art through collaboration with property owners and other interested parties. A mural program is operated through the Integrated Graffiti Management Program (Engineering Services) as a multi-faceted approach to managing graffiti

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6 URBAN ELEMENTS

6.0 Urban Elements

The Cambie Corridor offers an opportunity to integrate consistent furnishing, lighting, and urban elements that will help create continuity in public space. These elements provide utilitarian functions, but are also a critical part of creating a vibrant and functional public realm.

6.1 Lighting (Street and Lane)

The lighting strategy for Cambie Street proposes using site-specific, unique lighting as a highlight element within the standard City of Vancouver lighting framework. The goal is to have consistency along the entire street while allowing for special lighting as a marker to denote a public space or feature that should be celebrated.

In this case, special lighting should be used in the following ways:

- In plazas as a way to announce the public nature of the plazas or to bring life to certain plazas in the evenings
- On park connector streets to improve the pedestrian experience
- In lanes as part of redevelopment to encourage safe use of lanes by pedestrians and by focusing on pedestrian-scaled lighting

Energy-efficient LED lights should be installed in all new locations, while older HPS luminaires should be replaced with newer LED lights. Special consideration should be placed on lighting solutions with low light pollution, and ensuring lighting adds to the public realm experience.

Typical box light pedestrian standard

RECOMMENDATIONS

- Lighting should be consistent along the Corridor
  - Light pole standard colour: **Black**
- Use special lighting to mark important neighbourhood places and community gathering spaces
- Introduce pedestrian-scale lighting in close proximity to transit stations (i.e., within a 200 m radius), along park connector streets and along complete streets with a consistent style and colour
  - Pedestrian-scale lighting to be integrated on existing and future standard poles
  - Additional pedestrian-scale lighting to be integrated between typical poles
    - **Standard pedestrian Shoe Box light standard on octagonal pole**
  - Spacing to be determined by illumination requirements
    - Pedestrian lighting should be at a minimum accommodated on one side of street
- **Implementation**
  - New poles and light head standards to be installed as specified
  - New poles and light standards to be required as part of frontage improvements at the **time of redevelopment**
  - Existing poles to be **repainted as adjacent development occurs** or at the time of major road works
  - Light standards not associated with adjacent development should be painted to the corresponding colour as city-wide painting opportunities arise.
  - At lanes, lights may need to be **affixed to buildings**
  - For active lanes, alternate **low-level lighting** can be incorporated

6.2 Seating and Benches

Seating will be an important element to facilitate gathering and enjoyment of public spaces. Seating is encouraged throughout the Cambie Corridor as an integrated element within plazas and parks. Retaining walls and planter walls should double as seatwalls wherever possible, and seating should be considered integral to the design of plazas, parks, and active links. Custom seating at plazas is encouraged; it should be durable and, if possible, reflect or use the wood seat elements of the standalone benches recommended for the rest of the Corridor. Unique, non-traditional seating solutions may be considered as placemaking elements.

Where standalone benches are required, including park connector streets (Section 4.2), the Neoliviano bench by Landscape Forms should be used. This bench can be selected with or without a back rest depending on its placement and is available in varying lengths.

The Neoliviano bench should be used consistently on public and semi-public spaces—ensuring that active links and communal residential spaces have consistent features—to reinforce the coordination with the broader Corridor.

RECOMMENDATIONS

- **Integrate seating** in plazas, parks, and active links as well as at key points along commercial streets
- Integrate custom, durable seating in public spaces whenever possible
- **Utilize the Neoliviano bench** wherever standalone benches are required in public space within the Corridor
- Utilize the Neoliviano bench in semi-private spaces within new developments

Neoliviano bench with backrest

Neoliviano bench without backrest

Examples of Neoliviano benches and custom seating elements

6.3 Waste Receptacles

City of Vancouver standard waste receptacles should be integrated at plazas and where deemed necessary along commercial areas of the Corridor.

Pending the results of the City and MMBC partnership pilot project (2017), implementation of separated mixed paper, compost, containers, and garbage should be considered within the Corridor. This improved separation aligns with other city-wide policies aimed at reducing waste and helps raise awareness with the public about waste diversion. Separated facilities should be prioritized near major plazas and transit stations along the Corridor if they are deemed appropriate.

6.4 Bike Racks

City of Vancouver standard bike racks should be integrated at plazas and along commercial areas. These bike racks are flexible and can be placed individually as needed.

Bike racks should be placed outside of the sidewalk area between trees and parking meters. This will ensure adequate sidewalk space for people walking.

Standard City of Vancouver waste receptacle (example)

Separated waste facilities pilot project (example)

City of Vancouver standard bike rack

6.5 Drinking Fountains

City of Vancouver drinking fountains should be integrated at plazas throughout the Corridor and where else deemed necessary. Drinking fountains in the Corridor should be **black and utilize consistent City standard** at time of placement.

The City prefers drinking fountains be serviced directly from water mains and remain City property. Each drinking fountain location must be reviewed by Water and Sewers to determine if there are adequate services to support installation without compromising water quality.

City of Vancouver standard drinking fountain

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APPENDIX