06 Landscape Design

Immediately bordering the north side of the site, the road dedication of Kent Avenue South will be developed to form a 6 m wide, bi-directional, landscaped bike and pedestrian path. The 3 m wide transition between this path and the project property line will entail soft landscaping elements such as shrubbery, bio swales, and smaller-scaled trees to negotiate the height difference between the built-up project elevation of +4.6 m, and the elevation of the path at +2.55 m. The incorporation of this groundcover may mitigate against the profile of the north perimeter retaining wall supporting the 2 m high project superdyke. The north side of the path is bound by the CP Rail right-of-way, and Kent Avenue North beyond that.

At the west perimeter of the site, Laurel Street is planned to be extended south toward riverfront to allow agency buses to access the campus. There is currently a row of 14 existing deciduous trees on the west side of Laurel Street right-of-way that we seek to mirror and line the western perimeter of our site.

On the south perimeter of site, the construction of the superdyke will facilitate landscape reclamation along the water lots owned by FLNRO, with the goals of riparian habitat restoration and foreshore remediation.

On the east perimeter, public foreshore access is allocated by 10 m wide dedication for landscaped buffer zone between MTC campus and the SkyTrain elevated guideway.

The bus fleet assigned to the MTC facility will initially include diesel hybrid buses and battery electric buses (BEBs), with the balance shifting toward a majority of BEBs. Because diesel buses carry 400 litres of diesel fuel, the site surface features impervious paving, with an underground storm water system designed to collect potential spills and to control the quality of water discharged to the Fraser River. The site also has a Certificate of Compliance to industrial standards, and a high groundwater table. Combined with the flood wall and the requirements to raise the site to 4.6 m elevation, opportunities for rainwater infiltration are limited. However, the incorporation of bio-swales, permeable surfaces, and ground cover plantings will be employed where practical to infiltrate rainwater. These approaches are also incorporated on the third level of the Operations Building/ Parkade where plantings and greenery define pedestrian access routes through parking areas, while facilitating opportunities for respite for employees.