



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Date: May 26, 2005  
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RTS No.: 04596  
CC File No.: 5501  
Meeting Date: June 28, 2005

TO: Vancouver City Council

FROM: General Manager of Engineering Services, Director of Current Planning and  
General Manager, Parks and Recreation

SUBJECT: Pacific Boulevard Streetscape Design: Completion of Beach Neighbourhood  
Roadworks - Seymour Street to Homer Street

#### **RECOMMENDATION**

- A. *THAT staff instruct Concord Pacific to construct the Beach Neighbourhood portion of Pacific Boulevard, from Seymour Street to Homer Street, as per the final detailed streetscape design described in this report.*
- B. *THAT if Council approves A, Council authorize the Director of Legal Services to amend the Stadium Parking Agreement, on terms and conditions satisfactory to the Director of Legal Services, to reduce the pay-in-lieu spaces attributed to Concord Pacific's 900 Beatty site (5EF) by 50 spaces, representing an approximate amount of \$534,550.*
- C. *THAT staff report back on the final conceptual plan, and implementation and funding strategy for the remaining blocks of the Pacific Boulevard Streetscape Design from Burrard Street to Nelson Street.*

#### **CITY MANAGER'S COMMENTS**

The City Manager RECOMMENDS approval of A, B and C.

#### **COUNCIL POLICY**

On April 10, 1990, Council adopted an "overall pedestrian and boulevard area treatment scheme for False Creek North" that included portions of Pacific Boulevard between Richards Street and Griffiths Way.

On December 12, 1989, Council approved the use of funds to be provided by Concord Pacific in-lieu of parking spaces (GreenLinks funds) to be applied to pedestrian, cycling and transit related improvements in the downtown.

## **PURPOSE**

The purpose of this report is to seek Council approval for the final streetscape design and funding strategy for Pacific Boulevard adjacent Concord Pacific's Beach Neighbourhood, Seymour Street to Homer Street.

## **BACKGROUND**

In May 2002, staff presented Council with the Urban Design and Streetscape Principles for the re-design of Pacific Boulevard along with a preferred schematic design for the study area. The concept adopted for Pacific Boulevard from Burrard Street to Nelson Street (figure 1) included such unifying elements as a continuous centre median, narrower travel lanes, large closely spaced trees in the centre median and the boulevards, commuter bike lanes throughout and where possible, corner bulges at intersections to improve pedestrian crossings. Council adopted this schematic design subject to costing and design details, the review of revenue sources, public input, and discussion with adjacent property owners, residents, and businesses on detailed design.

Also in May 2002, Council approved a budget for a consultant and associated resources to finalize the design for Pacific Boulevard from Burrard to Nelson Streets. Local landscape architect, Stacy Moriarity, was retained to complete the detailed landscape plans, while Allan Jacobs and Elizabeth Macdonald continued to be consulted on the development of the design.

In August 2002, Council approved the geometric design for the Beach Neighbourhood sub-area (Seymour Street to Homer Street) with a requirement that prior to the start of street works, staff report back on design details including the identification of tree species, costs, and funding sources.

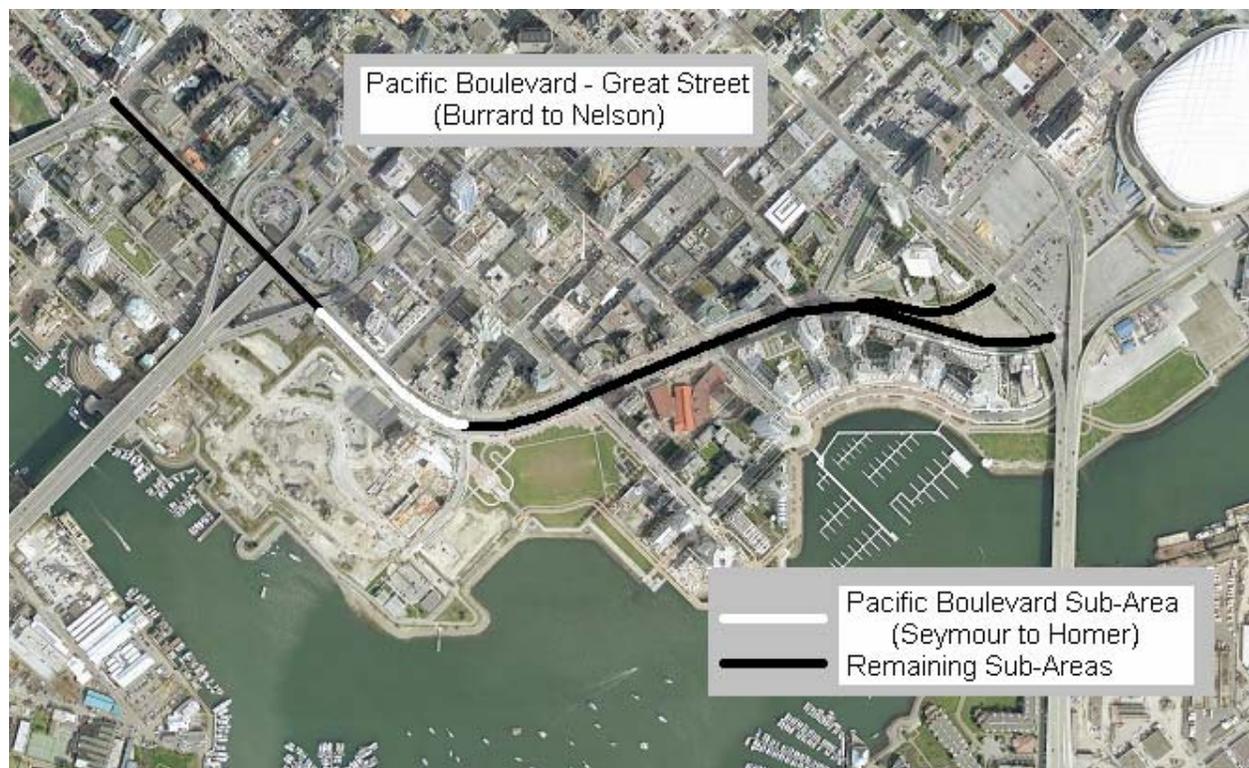


Figure 1: Pacific Boulevard from Burrard Street to Nelson Street (2002 airphoto)

## DISCUSSION

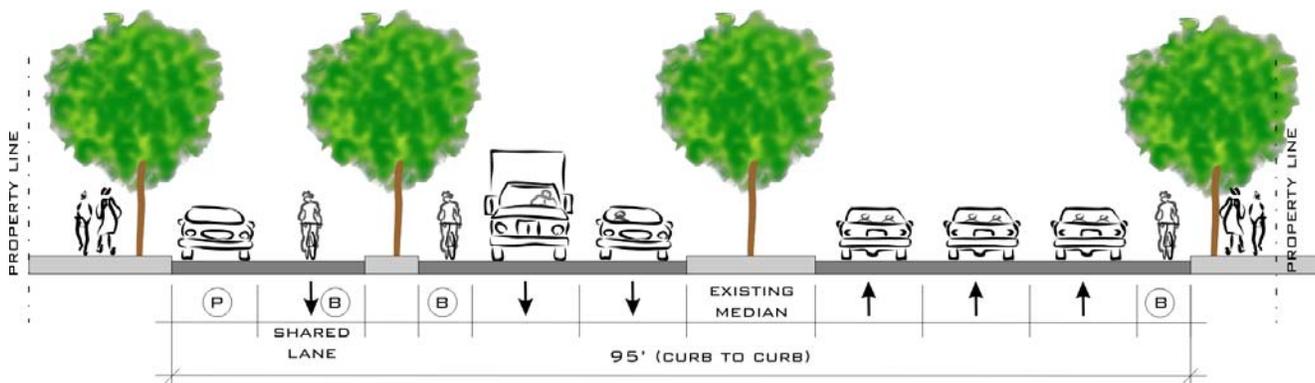
The Beach Neighbourhood sub-area of the Pacific Boulevard redesign is ready to be implemented. Council approved the preliminary design of this area in August 2002 and asked staff to report back with details of the design and funding options. The preliminary concept has been finalized for this section between Seymour and Homer, as outlined in Appendix A.

The proposed design is consistent with the preliminary design and street geometric previously approved by Council, and provides a multi-way boulevard on the south side, dedicated bike lanes, corner bulges and a treed central median. The proposed multi-way boulevard street design (see illustration below) is suited to residential frontages such as the Beach Neighbourhood, creating a buffer between the faster moving traffic and the buildings, and providing a calmed access to the residences and a facility for slower moving recreational cyclists, in-line skaters/rollerbladers and skate-boarders, in addition to the dedicated bike lanes for commuting or faster moving cyclists. The proposed works have been designed to easily transition to the existing conditions at the intersections of Seymour Street and Homer Street.

The multi-way boulevard concept is considered an important element of the “Great Streets” design. The two blocks of Pacific Boulevard adjacent the Beach Neighbourhood will be the first area of the City in which this unique multi-way boulevard design will be implemented. This will be a good opportunity to test this design prior to its implementation in other parts of Pacific Boulevard or elsewhere in the City.

Staff will report back on the final design, and implementation and funding strategies for the remaining blocks of Pacific Boulevard between Burrard and Nelson Streets. Similar to the approach taken with the Beach Neighbourhood sub-area, the other Pacific Boulevard sub-areas will be completed over the long term with a phased approach as opportunities arise in adjacent developments or projects, to take advantage of construction or funding synergies.

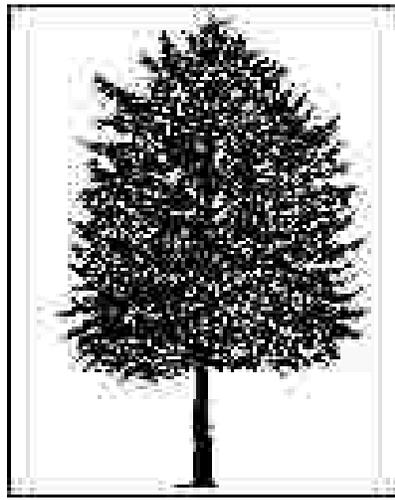
**Beach Neighbourhood (This section represents the block from Richards Street to Seymour Street) looking west:**



### Tree Species

The concept plan for Pacific Boulevard calls for the greening of the street with closely spaced, large trees to provide a grand impact. Not only will this goal be met by adding many more trees, over 100 in this two block stretch of Pacific Boulevard. To ensure this goal is met, the species were carefully selected by staff and the consultants based on their shape, size at maturity, resilience to common pests, fall colour and suitability next to moving traffic.

The tree species being recommended for the sidewalk and the multi-way boulevard areas is the Cleveland Norway Maple (*Acer platanoides* 'Cleveland') due to its oval upright habit, rapid growth rate and showy yellow fall colour.



Cleveland Norway Maple



Max height ~ 40 to 50 feet

The tree species being recommended for the central median is the Scarlet Sentinel Maple (*Acer rubrum* 'Scarsen') for its dark green foliage and yellow-orange to red-orange fall colour. Its tall upright structure also makes it a practical choice next to moving traffic.



Scarlet Sentinel Maple



Max height ~ 40 feet

The tree planting details were reviewed to ensure there would be enough soil volume for each tree to reach its full potential. Continuous trenches along new boulevards and engineered gap graded material under sidewalks and in roadways, where practical, will provide ample room for tree roots, promote healthy growth, and help reduce sidewalk heave, thus reducing future maintenance costs.

A spacing of approximately 5.0m is recommended to create a grand wall of greenery. However, in some places the spacing may need minor modification due to street lighting, fire hydrant, or other physical obstructions that are too costly or impractical to move.

### ***PUBLIC INVOLVEMENT***

Three public open houses were held at the Roundhouse Community Centre for this stage of the design work. In addition, staff met with community groups including the Yaletown Business Improvement Association, the Westend Residents Association including the Bicycle Advisory Committee, and other stakeholders.

There has been overwhelming public support for implementation of this project. People are very excited about the greening of the street, the proposed streetscape improvements for pedestrians and cyclists, particularly the reduced crossing distances and the dedicated cycling lanes, and opportunities for animating the street.

The two blocks next to the Beach Neighbourhood will be the first to be implemented and will provide an opportunity to test and receive feed back on the project, especially the unique multi-way boulevard concept.

### ***FINANCIAL IMPLICATIONS***

Concord Pacific has agreed to complete the final road design and construct the section of Pacific Boulevard adjacent the Beach Neighbourhood sub-area as outlined in this report in exchange for a reduction of 50 Stadium Parking Pay-in-Lieu spaces attributed to its 900 Beatty development site, under the Stadium Parking Agreement. The value of this reduction is \$534,550, and represents the approximate incremental cost to Concord of constructing the proposed design. As GreenLinks funds are to be used to improve pedestrian, bicycle and transit links in the downtown, this is an appropriate use of these funds to achieve the recommended streetscape design for these two blocks of Pacific Boulevard.

### ***CONCLUSION***

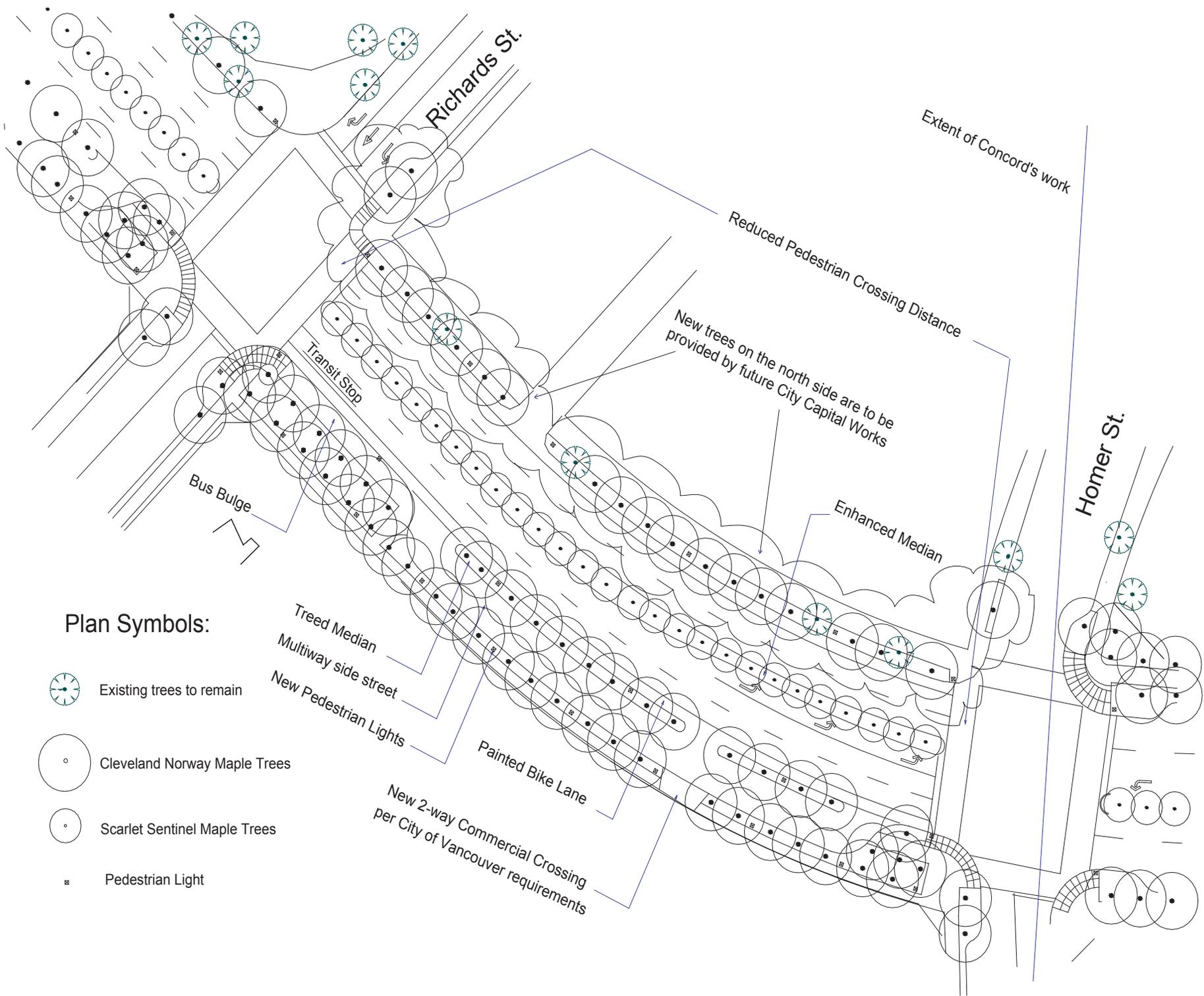
This report proposes that the Pacific Boulevard streetscape design for the Beach Neighbourhood sub-area be constructed by Concord Pacific in exchange for relief of Concord Pacific's obligation to provide payment-in-lieu for 50 Stadium Parking Stalls attributed to its 900 Beatty development site, at an approximate value of \$534,550.

The two block sub-area adjacent Beach Neighbourhood will be the first sub-area of the Pacific Boulevard Streetscape design to be constructed, and is an opportunity to test the multi-way boulevard concept. Staff will report back on the final streetscape design and implementation strategy for the remaining blocks of Pacific Boulevard between Burrard Street and Nelson Street.

\* \* \* \*

# Pacific Boulevard Street Improvements

Beach Neighbourhood Sub Area - Richards to Homer



### Plan Symbols:

-  Existing trees to remain
-  Cleveland Norway Maple Trees
-  Scarlet Sentinel Maple Trees
-  Pedestrian Light

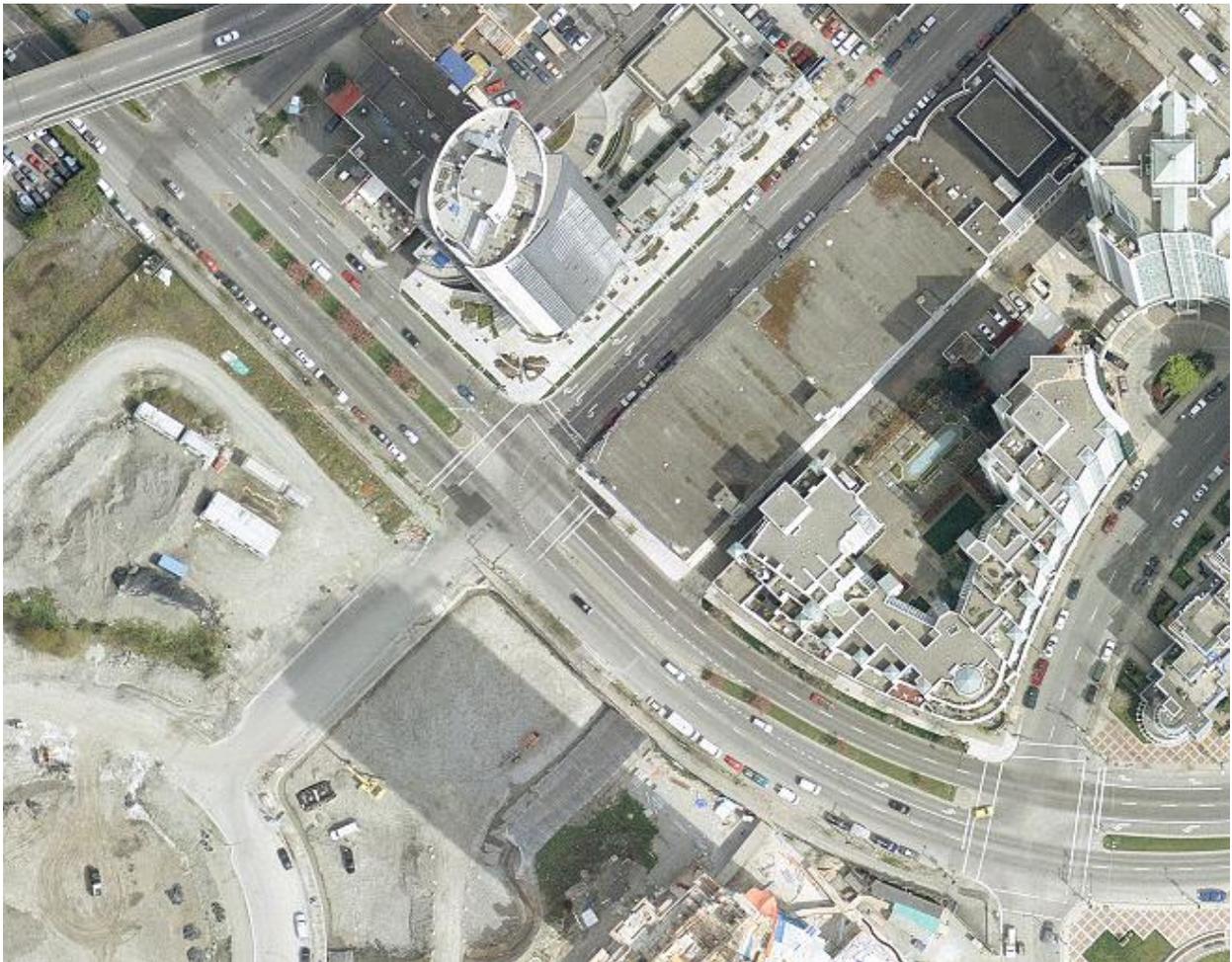


**Plan Symbols:**

-  Existing trees to remain
-  Cleveland Norway Maple Trees
-  Scarlet Sentinel Maple Trees
-  Pedestrian Light

# Pacific Boulevard Street Improvements

Beach Neighbourhood Sub Area - Seymour to Richards



An Airphoto of Pacific Boulevard – Seymour Street to Homer Street taken in 2002.

Note the current lack of greenery. The newly design road will host a multi-way side street, dedicated bike lanes, reduced pedestrian crossing distances and over 100 new trees.