

## Recommended Health Precinct 10<sup>th</sup> Ave Design Concept Drawings

### 10<sup>th</sup> Ave Health Precinct (Oak St to Cambie St) Design Highlights

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Realign, reconstruct, and widen older sidewalks on 10 <sup>th</sup> Ave, including new pedestrian ramps	<ul style="list-style-type: none"> <li>• To improve accessibility for vulnerable people walking in the precinct</li> <li>• To eliminate sidewalk heaving from tree roots</li> <li>• To meet the Vancouver General Hospital Master Plan public realm vision</li> </ul>
	Install corner bulges and pedestrian refuges where feasible	<ul style="list-style-type: none"> <li>• To improve sightlines at corners</li> <li>• To shorten Oak St pedestrian crossings</li> <li>• To provide safe areas for people waiting to cross the street</li> </ul>
	Complete the 10 <sup>th</sup> Ave lighting upgrades, including improving intersection lighting and installing pedestrian-scale lighting	<ul style="list-style-type: none"> <li>• To improve existing street lighting levels that do not currently meet industry illumination guidelines</li> <li>• To complete pedestrian-scale lighting on the south side of 10<sup>th</sup> Ave</li> <li>• To upgrade lighting infrastructure on 10<sup>th</sup> Ave in the Health Precinct, much of which is relatively old</li> </ul>
☑	Bend some segments of sidewalk onto VCH or PHSA private property, within a statutory right-of-way	<ul style="list-style-type: none"> <li>• To retain mature trees</li> <li>• To accommodate sufficient width for passenger loading zones and disability parking</li> <li>• To accommodate 2-way traffic on 10<sup>th</sup> Ave as well as protected bike lanes</li> </ul>
	Install 15 - 20 new benches on 10 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>• To provide more space for visitors and patients to rest or relax, particularly those with mobility issues who require frequent rests, complementing the roughly 25 existing benches on private property along the corridor</li> </ul>
	Clearly paint all crosswalks and install improved signage.	<ul style="list-style-type: none"> <li>• To provide better clarity to all road users on where to expect each other</li> <li>• To remind people driving or biking that they are required to yield to crossing pedestrians</li> </ul>

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Shorten ramps and/or build roll curbs at driveways	<ul style="list-style-type: none"> <li>To slow down and increase awareness of conflicts at driveways</li> </ul>
	Install a raised one-way protected bike lane on either side of 10 <sup>th</sup> Ave (uni-directional)	<ul style="list-style-type: none"> <li>To separate and clarify where all road users should be to improve comfort and safety for everyone</li> <li>To avoid safety concerns at intersections, driveways, and passenger zones as compared to the bi-directional design options (a two-way bikeway on one side of 10<sup>th</sup> Ave)</li> </ul>
	Install special bikeway yield paint and signage at pedestrian crossings next to passenger loading zones, where the bikeway will also narrow to single-file	<ul style="list-style-type: none"> <li>To notify people biking that they are to yield to crossing pedestrians</li> </ul>
	Install green paint and bike stencils at driveway and intersection crossings	<ul style="list-style-type: none"> <li>To increase awareness of drivers crossing the bikeway</li> </ul>
<input checked="" type="checkbox"/>	<p>Make changes to on-street parking spaces:</p> <ul style="list-style-type: none"> <li>Increase disability parking on 10<sup>th</sup> Ave from 1 space to 13 spaces</li> <li>Increase passenger loading and vehicle staging space from 8 spaces to 20 spaces</li> <li>Retain 62 meter parking spaces on side streets</li> <li>Remove 77 meter parking spaces from 10<sup>th</sup> Ave, and 18 metered spaces from side streets</li> <li>116+ surface lot spaces added by Provincial Health Services Authority (PHSA)</li> </ul>	<ul style="list-style-type: none"> <li>To prioritize the most vulnerable patient access to the precinct, including generous passenger zones, while slightly increasing the overall parking supply in the precinct</li> <li>To improve sightlines at intersections</li> <li>To reduce traffic on 10<sup>th</sup> Ave from people searching for parking</li> <li>To restore blocked crosswalks</li> <li>To reduce collisions between people driving and biking on 10<sup>th</sup> Ave</li> </ul>

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Build new or improved tree boulevards, with room for 50 new trees	<ul style="list-style-type: none"> <li>• To help support the City's Urban Forest Strategy goals to protect, grow, and maintain a healthy and resilient urban forest for future generations</li> <li>• To address the area's Wellness Walkway goals</li> <li>• To reduce conflicts between people walking and biking</li> </ul>
☑	Remove 11 mature and healthy trees	<ul style="list-style-type: none"> <li>• To accommodate vehicles exiting the Vancity parkade, given the conversion of this block of 10<sup>th</sup> Ave to one-way</li> <li>• To provide flat accessible sidewalks and address maintenance concerns</li> <li>• To accommodate a new traffic signal at Ash St</li> <li>• To accommodate the proposed bend in the travel lanes between Heather St and Cambie St, which helps to save several mature Elm trees at BCCA</li> <li>• To accommodate the introduction of a uni-directional bike lane and maintaining loading zones</li> </ul>
	Upgrade the Oak St/10 <sup>th</sup> Ave traffic signal to separate the signal phases for people driving westbound from the signal phase for people walking or biking east-west	<ul style="list-style-type: none"> <li>• To eliminate conflicts between turning motorists and people crossing Oak St by foot or by bike</li> <li>• To improve the safety of this intersection</li> </ul>
☑	Reduce on-street residential permit parking spaces adjacent to the 900 W 10 <sup>th</sup> block from 21 spaces to 17 spaces	<ul style="list-style-type: none"> <li>• To accommodate other adjacent street uses (i.e. protected bike lanes, crosswalks and pedestrian refuges, dedicated left- and right-turn lanes at Oak St and street trees)</li> </ul>
	New crosswalk treatments at Laurel St (west leg)	<ul style="list-style-type: none"> <li>• To enable pedestrians to cross more comfortably at these legal crosswalks</li> <li>• To shorten pedestrian crossings on 10<sup>th</sup> Ave</li> <li>• To provide safe areas for people waiting to cross the street</li> <li>• To improve sightlines for all road users</li> </ul>

New Since Last Open House (Nov 2016)	Design Elements	Rationale
☑	Install special paint and signage at ER driveways	<ul style="list-style-type: none"> <li>To improve awareness of people driving and biking through these two high-priority conflict points</li> </ul>
	Raise the intersections at Willow St/10 <sup>th</sup> Ave and Heather St/10 <sup>th</sup> Ave to sidewalk height, as well as a pedestrian crossing at Laurel St	<ul style="list-style-type: none"> <li>To slow motor vehicle traffic through these unsignalized intersections</li> <li>To provide street crossings that are more level for vulnerable pedestrians</li> <li>Discourage people driving from using 10<sup>th</sup> Ave as a shortcut</li> </ul>
☑	Postpone consideration of possible car-free space on Heather St north of 10 <sup>th</sup> Ave as part of VGH Master Plan update or nearby development	<ul style="list-style-type: none"> <li>To reduce conflicts and anxiety between all road users crossing the intersection</li> <li>To orient the stop sign on 10<sup>th</sup> Ave to favour the dominant flow of people on 10<sup>th</sup> Ave</li> <li>To expand public green space, while still allowing laneway access from Broadway</li> </ul>
	Install a new accessible full traffic signal at Ash St/10 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>To improve comfort and clarity for people walking, biking, and driving through the intersection</li> <li>To help manage high traffic volumes at Ash St</li> </ul>
☑	Convert 10 <sup>th</sup> Ave to one-way westbound from Cambie St to Ash St, except for bikes	<ul style="list-style-type: none"> <li>To provide room for protected bike lanes and to retain mature trees</li> <li>To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike</li> <li>To help traffic clam 10<sup>th</sup> Ave</li> <li>To maintain/improve efficient and intuitive access to Vancouver General Hospital Emergency Room entrance</li> </ul>

The following design concept drawings highlight the key design elements agreed upon as a result of the Collaborative Engagement Process between the City, Vancouver Coastal Health (VCH), and BC Cancer Agency (BCCA). This includes illustrating the potential alignment of the sidewalk, bike lanes, curb, and crosswalks for each block between Oak St and Cambie St. As such, the drawings do not include all of the elements of the final design concept listed in the chart above, such as improvements to lighting, benches, shelters, pavement treatment and markings.

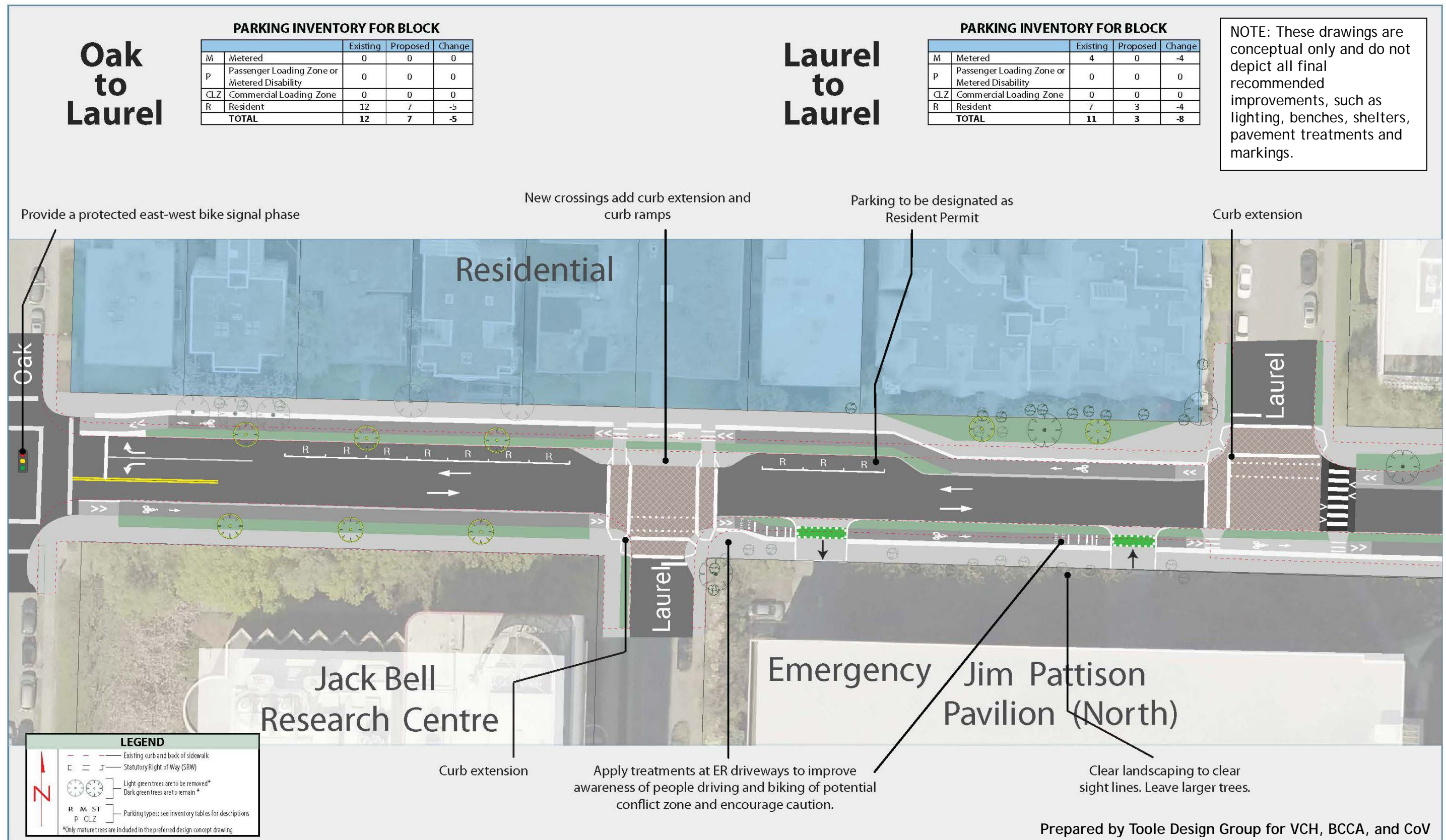


Figure 1. Oak St to Laurel St preferred design resulting from Collaborative Process with Health Partners

# Laurel to Willow

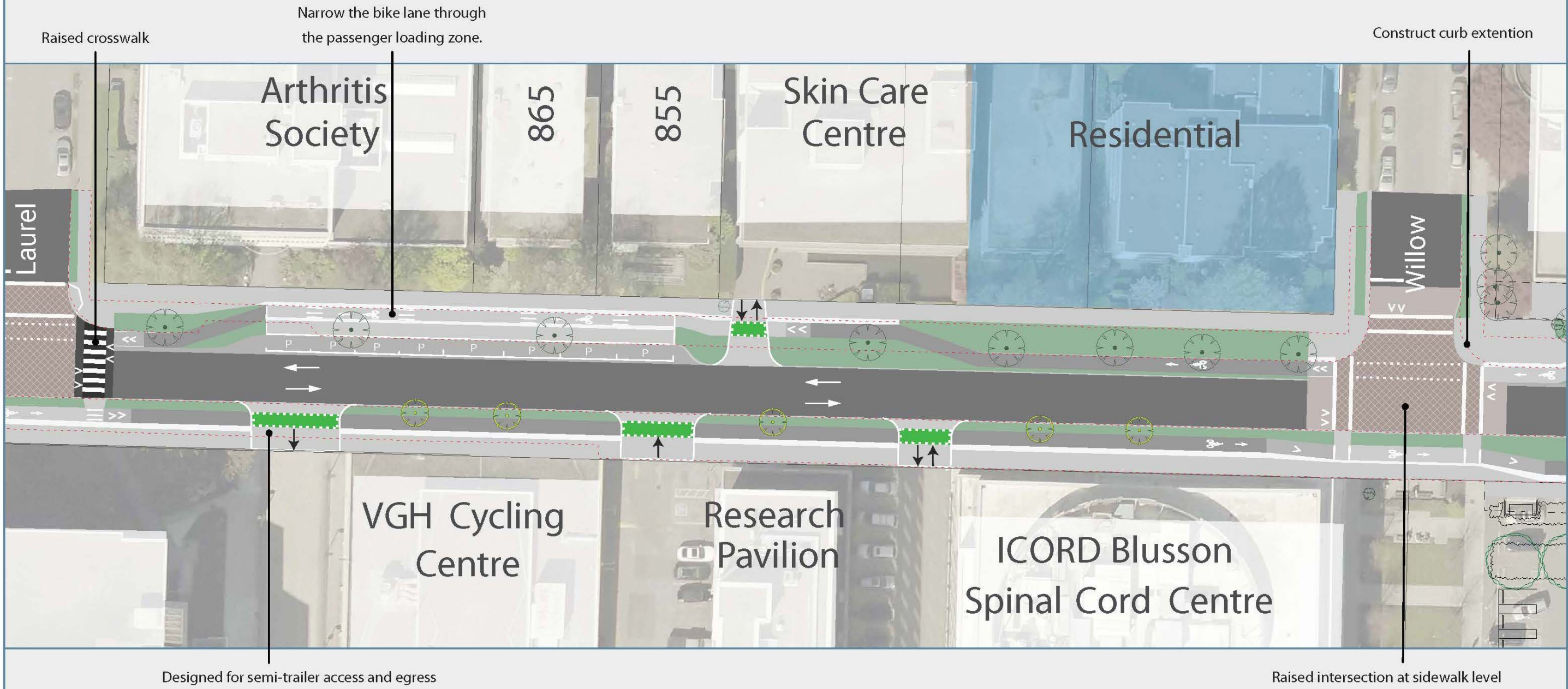
NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

**PARKING INVENTORY FOR BLOCK**

	Existing	Proposed	Change
M Metered	17	0	-17
P Passenger Loading Zone or Metered Disability	2	8	+6
CLZ Commercial Loading Zone	0	0	0
R Resident	0	0	0
<b>TOTAL</b>	<b>19</b>	<b>8</b>	<b>-11</b>

**LEGEND**

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed\*
- Dark green trees are to remain\*
- Parking types: see Inventory tables for descriptions
- \*Only mature trees are included in the preferred design concept drawing



Prepared by Toole Design Group for VCH, BCCA, and CoV

Figure 2. Laurel St to Willow St preferred design resulting from Collaborative Process with Health Partners

# Willow to Heather

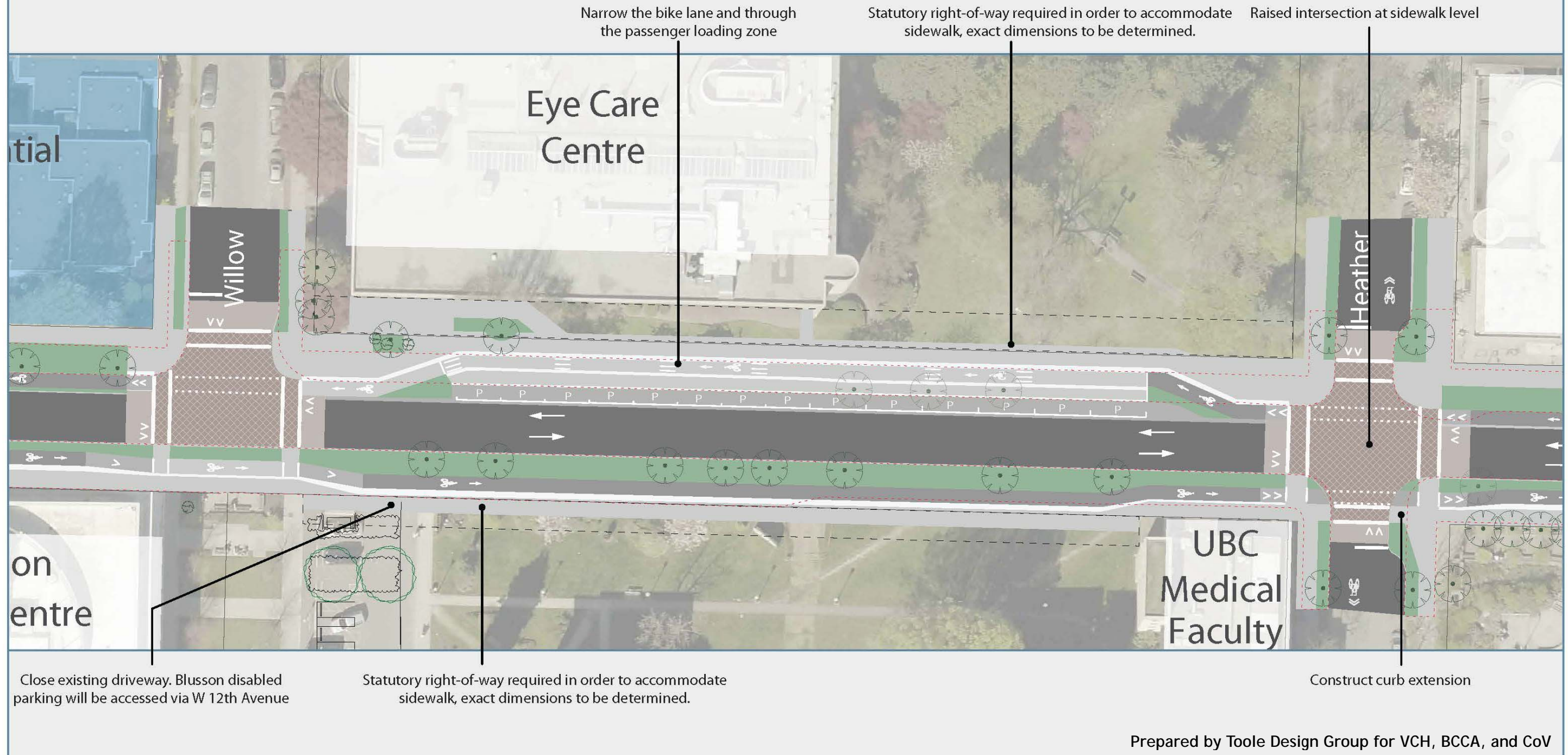
NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

### PARKING INVENTORY FOR BLOCK

	Existing	Proposed	Change
M Metered	14	0	-14
P Passenger Loading Zone or Metered Disability	3	14	+11
CLZ Commercial Loading Zone	0	0	0
R Resident	0	0	0
<b>TOTAL</b>	<b>17</b>	<b>14</b>	<b>-3</b>

**LEGEND**

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed\*
- Dark green trees are to remain\*
- Parking types: see inventory tables for descriptions
- \*Only mature trees are included in the preferred design concept drawing



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Figure 3. Willow St to Heather St preferred design resulting from Collaborative Process with Health Partners

# Heather to Ash

NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

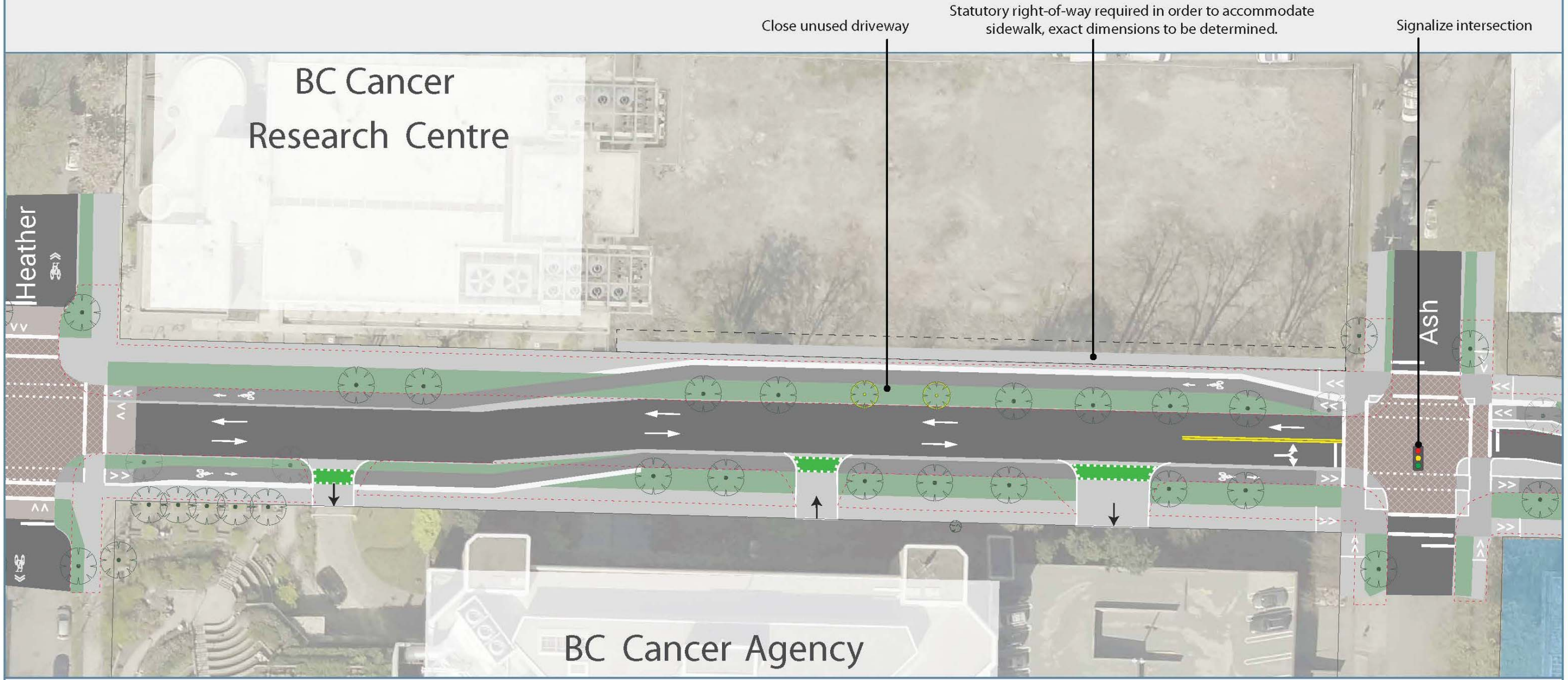
### PARKING INVENTORY FOR BLOCK

		Existing	Proposed	Change
M	Metered	21	0	-21
P	Passenger Loading Zone or Metered Disability	1	0	-1
CLZ	Commercial Loading Zone	0	0	0
R	Resident	0	0	0
<b>TOTAL</b>		<b>22</b>	<b>0</b>	<b>-22</b>

#### LEGEND

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed\*
- Dark green trees are to remain\*
- Parking types: see inventory tables for descriptions

\*Only mature trees are included in the preferred design concept drawing.



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Figure 4. Heather St to Ash St preferred design resulting from Collaborative Process with Health Partners



# Ash to Cambie

NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

**PARKING INVENTORY FOR BLOCK**

		Existing	Proposed	Change
M	Metered	21	2	-19
P	Passenger Loading Zone or Metered Disability	0	0	0
CLZ	Commercial Loading Zone	1	1	0
R	Resident	0	0	0
<b>TOTAL</b>		<b>22</b>	<b>3</b>	<b>-19</b>

**LEGEND**

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed\*
- Dark green trees are to remain\*
- Parking types: see inventory tables for descriptions
- \*Only mature trees are included in the preferred design concept drawing

Reconstruct driveway to Vancity parkade  
Reconstruct curb radius to direct southbound right-turning vehicle into the westbound travel lane



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Figure 5. Ash St to Cambie St preferred design resulting from Collaborative Process with Health Partners