



# CAMBIE STREET CORRIDOR

**Analysis,  
Assessment  
and  
Statement of  
Significance**



**RICHMOND • AIRPORT • VANCOUVER  
RAPID TRANSIT PROJECT**



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# TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>5</b>
1.1 Purpose	5
1.2 Project Methodology	6
1.3 Terminology	7
1.4 Evaluation Criteria	8
<b>2. HISTORICAL OVERVIEW</b>	<b>10</b>
2.1 Chronology of Events	10
2.2 1920s-1930s Parkway Design	12
2.3 The Bartholomew Plan	13
2.4 Other Vancouver Medians	16
2.5 Queen Elizabeth Park	18
2.6 Design Evolution	20
<b>3. CAMBIE BOULEVARD EVALUATION</b>	<b>24</b>
3.1 Heritage Evaluation	25
3.2 Landscape Evaluation	28
3.2.1 Central Median/Physical Form	28
3.2.2 Planting Density	29
3.2.3 Plant Species	30
3.2.4 Height	32
3.2.5 Planting Composition	33
3.2.6 Condition	34
3.2.7 Landscape Evaluation Conclusions	35

3.3 Urban Design Evaluation	36
3.3.1 Land-Use	36
3.3.2 Spatial Definition	37
3.3.3 Streetscape Components	39
3.3.4 Street Edge Boulevard/Physical Forms	40
3.3.5 Adjoining Landscapes	41
3.3.6 Alignment/Slopes and Views	42
3.3.7 Landmarks	44
3.3.8 Urban Design Evaluation Conclusions	45
3.4 Overall Evaluation	46
<b>4. CONCLUSIONS</b>	<b>48</b>
<b>5. STATEMENT OF SIGNIFICANCE</b>	<b>49</b>
<b>ACKNOWLEDGEMENTS</b>	<b>51</b>
<b>APPENDIX A – Reference Material</b>	<b>52</b>
<b>APPENDIX B – Landscape Evaluation +     Urban Design Evaluation</b>	<b>53</b>
<b>APPENDIX C – Photographic Survey</b>	<b>59</b>
<b>APPENDIX D – Overall Evaluation Chart</b>	<b>67</b>
<b>APPENDIX E – Designation Bylaw</b>	<b>69</b>
<b>APPENDIX F – Vancouver Park Board     Conceptual Design Plan for Cambie Street</b>	<b>72</b>



CVA 392-3 - 1958



# I. INTRODUCTION

## I.1 PURPOSE

The Cambie Street corridor, from King Edward Avenue to South West Marine Drive, is a City of Vancouver street right of way, which varies in width from approximately 45 to 60 metres. The streetscape varies throughout its length but generally includes side boulevards, sidewalks, street trees, vehicle moving and turning lanes, street parking and a central median referred to as the Cambie Heritage Boulevard. The Cambie Street corridor, including the central median, is owned by the City of Vancouver, managed by the General Manager of Engineering Services, and is currently maintained by the Vancouver Board of Parks and Recreation.

The Cambie Street corridor has been chosen as the alignment for the RAV (Richmond-Airport-Vancouver) rapid transit line between False Creek and the Fraser River. A portion of the corridor, from King Edward Avenue (25th Avenue) to South West Marine Drive, includes the Cambie Heritage Boulevard, the landscaped median centred in the street right of way.

The purpose of this study is to undertake a comprehensive analysis of the corridor to identify character elements and determine heritage value as a context for an assessment of the heritage resource. The central median (now known as the Cambie Heritage Boulevard) was designated by the City of Vancouver as a municipal heritage site in 1993, to allow the management of interventions to the heritage resource in a manner consistent with its heritage value. Despite this designation, the Cambie Heritage Boulevard has not been formally evaluated or analysed.

Ravco, at the request of, and in consultation with, the City of Vancouver, has commissioned this study, which will assess the heritage value and character-defining elements that define the road right of way, including the designated Cambie Heritage Boulevard. This assessment has resulted in the preparation of a Statement of Significance for the Cambie Heritage Boulevard portion of the work, within the context of the corridor as a whole.

## 1.2 PROJECT METHODOLOGY

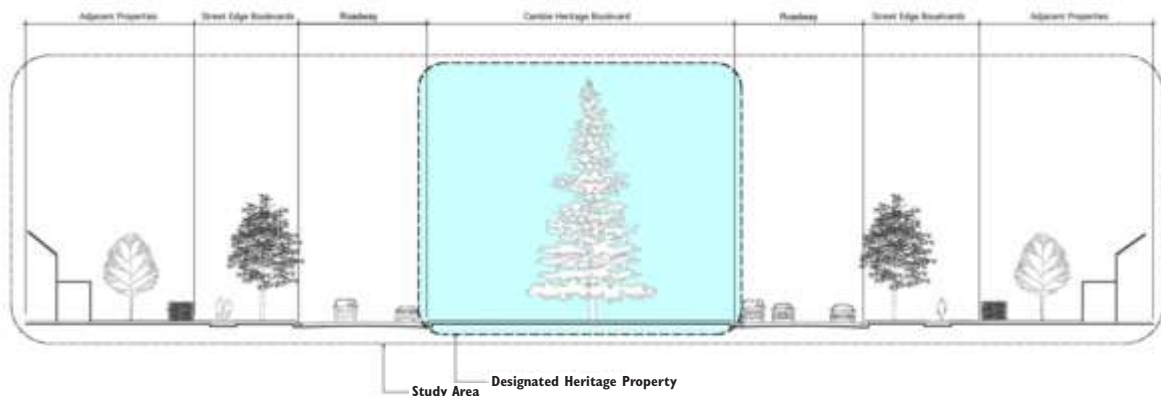
This project involved the following methodology:

1. A review of background material and new research, leading to the preparation of a comprehensive assessment of the heritage value, plantings and urban design characteristics of the corridor from property line to property line of the road right of way. This has included:
  - archival and historical photograph research in the City of Vancouver Archives, the Vancouver Public Library and in City documents
  - consultation with City Planning and Park Board staff
  - consultation with the City of Vancouver Heritage Commission
  - review and assessment of various versions of the “Bartholomew Plan” and its recommendations
  - review of the Arboricultural Survey and assessment of Existing Trees, 2003 by Arbortech Consulting Ltd.
  - review of information assembled by the Cambie Heritage Boulevard Society, available on their website ([www.savecambie.org/](http://www.savecambie.org/)). In some cases this information could not be verified by independent research.
  - on-site review of existing conditions
  
2. Preparation of a Statement of Significance for the Cambie Heritage Boulevard portion of the corridor consistent with the standards now set for the B.C. and Canadian Registers of Historic Places. These documentation standards define a consistent format in which historic sites are reviewed across Canada, based on an assessment of heritage value. In conjunction with the new national “Standards and Guidelines for the Conservation of Historic Places in Canada,” this forms the basis for the effective management of significant heritage resources. The City of Vancouver is in the process of preparing Statements of Significance for heritage resources on the Vancouver Registry so that these resources can be registered at the provincial and federal level.
  
3. Peer review of the final draft report was undertaken by Commonwealth Historic Resource Management Ltd. and Phillips Farevaag Smallemberg, Landscape Architects.

### I.3 TERMINOLOGY

The following terms have been used in this report:

- **Cambie Street Corridor:** the road right-of-way from property line to property line between 25th Avenue on the north and South West Marine Drive on the south.
- **Cambie Heritage Boulevard:** the central median between 25th Avenue and South West Marine Drive, which is now Protected Heritage Property.
- **Street Edge Boulevards:** the boulevards that flank the roadways on each side of the central median.
- **Bartholomew Plan:** refers to the consolidated report “A Plan for the City of Vancouver British Columbia 1930” prepared by Harland Bartholomew & Associates.
- **Major Street Plan:** refers to “A Preliminary Report Upon the Major Street Plan, 1947” prepared by Harland Bartholomew & Associates.



Typical section through the Cambie Street Corridor

## 1.4 EVALUATION CRITERIA

The following considerations were identified and discussed at the initiation of the project:

- the “Cambie Street Corridor” refers to all of the constituent elements which make up the general environment from property line to property line including the designated Cambie Heritage Boulevard, as well as contributing elements outside of the street right-of-way
- the corridor provides the context for the median in a similar way that adjacent buildings provide a context for any single building resource
- the assessment of the Cambie Street Corridor is a broad analysis which forms the basis for the Statement of Significance for the Cambie Heritage Boulevard
- unlike a building, which is relatively static or a landscape resource like Victory Square which has significant built components, the Heritage Boulevard is almost exclusively composed of vegetative materials and therefore is by definition not static but ever changing. Further, with respect of the materials, many are not even 20 years old – the qualifying age for heritage classification – in fact the Park Board is continually “managing” the change of the median by planting new and replacement materials

Given these considerations, the final evaluation was developed as a matrix of overlapping criteria, expressed through a mapping exercise based on visual analysis, existing arboricultural reports, and a review of historical development.

Although designated, the Cambie Heritage Boulevard has never been formally evaluated against the City of Vancouver’s Heritage Evaluation Criteria. This has been undertaken as part of this report (see Section 3.1 for further information).

This study also provides additional evaluation of the context of the Cambie Heritage Boulevard. The Landscape Assessment focuses on a review of the heritage median and its tree plantings (see Section 3.2). The Urban Design Assessment evaluates the character and quality of the overall street corridor (see Section 3.3).

The criteria used in each assessment and the findings are described in detail in this report.





CVA 392-3 – 1958

## 2. HISTORICAL OVERVIEW

### 2.1 CHRONOLOGY OF EVENTS

**1912:** Cambie Street south of False Creek acquires its name. Known earlier as Bridge Street, the name was changed to Cambie Street when the new Connaught Bridge connected it to Cambie Street north of False Creek, named in 1886 after Henry John Cambie, the first divisional engineer of the Canadian Pacific Railway in Vancouver.

**1926:** Initiation of the City of Vancouver Town Planning Commission. Harland Bartholomew & Associates of St. Louis is retained as the consultant firm to develop a Town Plan for Vancouver.

**1929:** Civic Amalgamation; the City of Vancouver and the district municipalities of Point Grey and South Vancouver are joined on January 1st to form a new expanded City of Vancouver. The Crash occurs in the fall, marking the onset of the Great Depression.



1936 Aerial Photo (UBC Collection)

**1930:** The consolidated “Plan for the City of Vancouver British Columbia 1930” is published with a number of sweeping recommendations. Part of the recommendations of the Plan include the establishment of a series of linked pleasure drives, one of which is Cambie Street north of Queen Elizabeth Park, then proceeding south along Ash Street. By this time there are a number of blocks of boulevards already established on Cambie both north and south of King Edward Avenue.

**1930s-1940s:** Development in the city languishes during the Depression and the Second World War. The blocks of Cambie Street between 25<sup>th</sup> and 29<sup>th</sup> were the only portion of the 1930 recommendations where the width was increased to 200 feet.

**1939:** Royal Visit to Vancouver. Little Mountain Park is planned to be renamed Queen Elizabeth Park in honour of the visit.

**1940:** The private road in the park is renamed Royal Drive at the April 12<sup>th</sup> and 16<sup>th</sup> meetings of the Parks Board. Little Mountain Park is officially rededicated as Queen Elizabeth Park on July 24<sup>th</sup>.

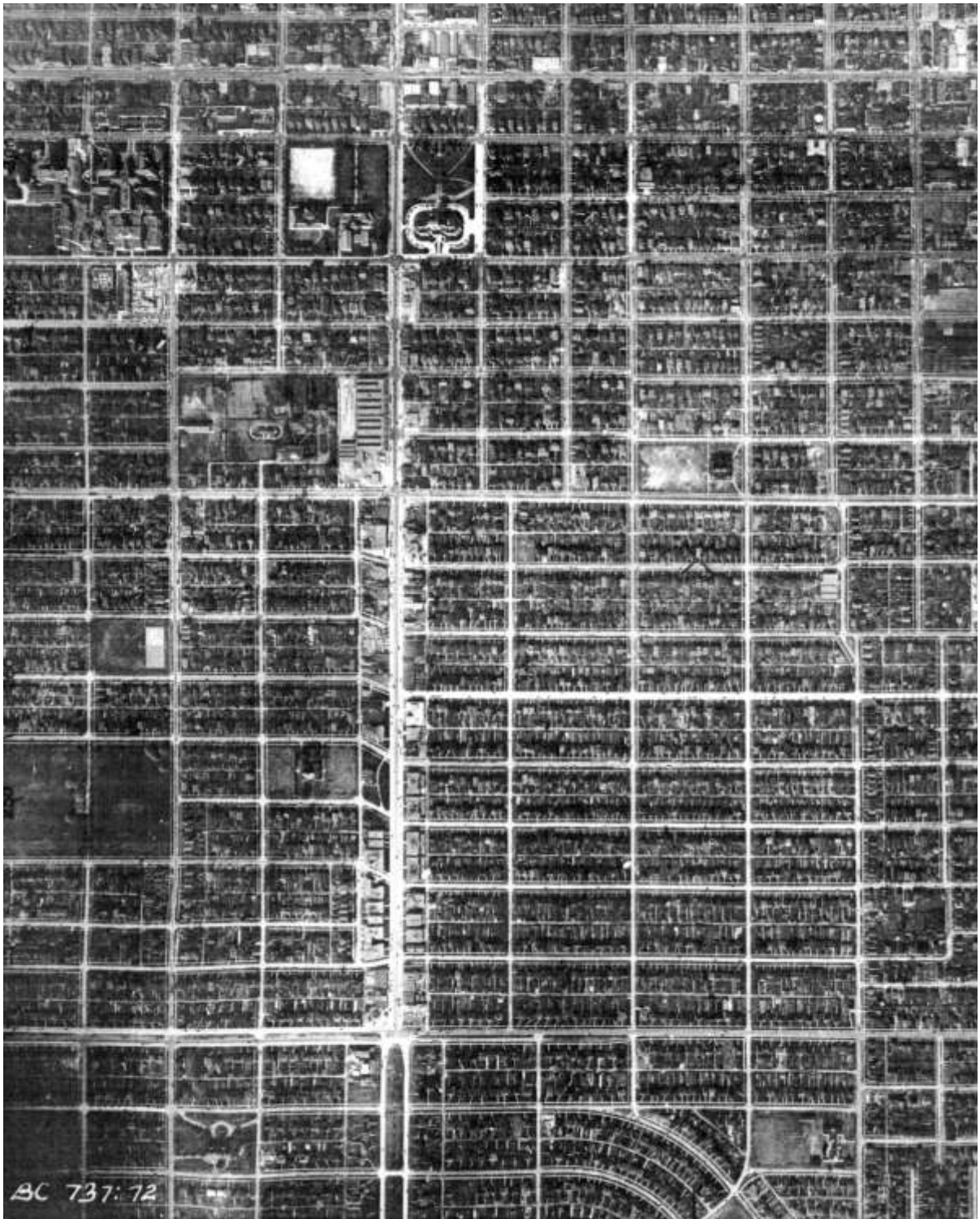


Boulevards visible north of 25th Avenue, 1936 (CVA VanSc PI35N75)





1946 Aerial Photo (UBC Collection)



1949 Aerial Photo (UBC Collection)



**1947:** Harland Bartholomew & Associates completes “A Preliminary Report upon the Major Street Plan” which incorporated revisions to their 1930 plan, recognizing the changing nature of the city in the intervening years.

**1949:** The extension of Cambie Street is approved from 33rd Avenue to 49th Avenue.

**1951:** Princess Elizabeth plants a Royal Oak in Queen Elizabeth Park on October 22<sup>nd</sup>.

**1952:** Bus service extended from 29th Avenue to 49th Avenue. Cambie Street has only been completed on the east side of the median. The contract is awarded for ornamental street lights between 29th Avenue and 41st Avenue. Hon. Vincent Massey plants a tree in Queen Elizabeth Park on October 14th.

**1958:** The last portion of Cambie Street is completed – the section from West 71st Avenue to Kent Avenue North. The boulevard is completed.

**1967:** Eighty cherry trees planted on Cambie Street between King Edward Avenue and South West Marine Drive to commemorate the Canadian Centennial.

**1993:** Cambie Boulevard receives municipal heritage site designation.

**1996:** A boulevard planting plan is developed by the City of Vancouver Board of Parks and Recreation.

## 2.2 1920s-1930s PARKWAY DESIGN

At the height of parkway and pleasure drive development in the 1920s and 1930s the automobile was still considered to be somewhat of a novelty. Not only did the automobile allow for practical transport and movement, but was also considered a pleasure-giving recreational device. During the period, many people used the automobile simply for leisure, riding for hours just for pleasure and enjoying this newfound freedom of movement. Parkways and pleasure drives were developed to combine this recreational motoring with the more utilitarian purpose of regular vehicular traffic movement.

Parkways and pleasure drives could take different forms. In topography where there was restriction due to previous property subdivision or an existing grid pattern, landscaped boulevards were incorporated into existing right-of-ways. Where planners were less restricted by existing subdivision of property and road patterns these routes often took a more informal naturalistic course following the contours of the geography.

Based on the influence of the City Beautiful Movement, during the 1920s and 1930s a variety of types of parkway evolved. This included the inter-urban parkway or “scenic drive,” essentially a landscaped freeway, as well as urban parkways that integrated landscaping into the street design.

Regarding planning and design of parkways and pleasure drives, several common characteristics can be identified. For example, it was typical practice for parkways to run parallel to arterial roads so that heavier truck and other utilitarian traffic would not be forced to use the parkway and alter its intended character. Another common planning feature for parkways was the tendency for these routes to act as a connector between recreational features such as city parks, historic sites, monuments, or other leisure areas. Detail of design was also of key importance in the planning procedure with careful attention paid to plantings, lighting, barriers, pavement and signage - all to support the overall design concept desired for the traveller.

Outstanding examples of this type parkway design include the George Washington Parkway in Washington, DC, and the Garden State Parkway in New Jersey. In Vancouver, the premier example of a driving greenway is the Stanley Park Causeway, developed as part of the construction of the Lions Gate Bridge in 1937-1938.

### 2.3 THE BARTHOLOMEW PLAN

The portion of Cambie Street between King Edward Avenue (25th Ave.) and South West Marine Drive was an undeveloped stretch when the “Plan for The City of Vancouver” was published in 1930. This plan, commissioned by the city, was drafted by the St. Louis city planning and landscape engineering firm of Harland Bartholomew & Associates, with the purpose of providing the city government with a grand master plan for future planning and development of Vancouver.

At that time the plan was developed, the transit line ran down Cambie Street only as far south as Broadway, and Cambie Street was paved only as far south as King Edward Ave. Beyond this, the street was projected to run through the yet undeveloped CPR lands. The Bartholomew Plan had grand visions for Cambie Street – it was proposed as part of an extensive pleasure drive and transit route system. The existing developed portion of Cambie Street, from False Creek to King Edward Avenue was to be widened from 80 feet to 100 feet, and from this point to Little Mountain (now Queen Elizabeth) Park it would widen into a 200 foot wide pleasure drive. The pleasure drive was intended to split off south of the park, turn west and follow Ash Street two blocks west of Cambie Street. Cambie Street south of the split was planned as a standard utilitarian city street, and was the proposed route for transit.

The Bartholomew Report was vague, even contradictory, as to what exactly was planned for the Cambie Street Corridor. Although verbally described as a “pleasure drive,” the Plan was unclear as to whether or not transit lines would be included on the central median. Also, the nature of the planting is only vaguely indicated in suggestions of cross-sections. It is therefore difficult to say that the Bartholomew Plan was entirely carried out in the corridor design, but it is fair to comment that the idea of a continuous north/south landscaped boulevard was a key concept of the Plan that was indeed realized over a period of time, albeit in altered form.

As a result of the Bartholomew Plan, a number of initiatives were undertaken to establish central medians on major streets. As much of the City’s west side was being developed at this time, the medians are most prevalent west of Main Street.

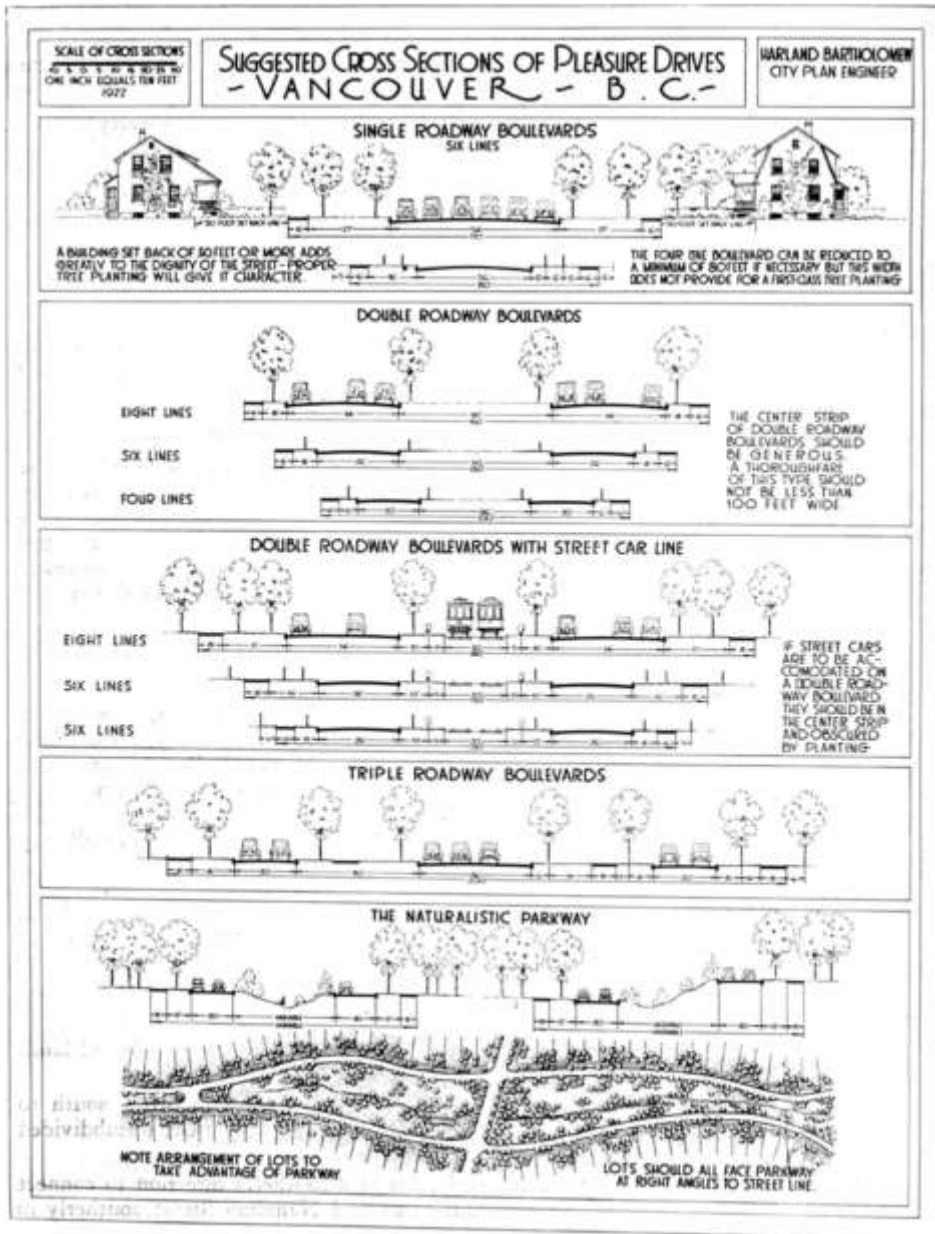
Between 1930 and 1947, when the Bartholomew Plan was updated, there was an intervening Depression and the Second World War. In 1947, Bartholomew & Associates issued “A Preliminary Report upon the Major Street Plan” which included revisions to the 1930 plan.



Pleasure drives system from The Bartholomew Plan, 1930



Cambie Street looking south to Little Mountain Park, 1930



Page 308

Plate 49

The Bartholomew Plan



Prior to 1947, the CPR, the largest land developer in the southern part of the city, had indicated that it no longer wished to participate in the original alignment of the pleasure drive down Ash Street as recommended in the 1930 plan; by 1947 a compromise was agreed to, whereby the Cambie Street right-of-way south of the Park was widened to 150 feet to allow the eventual construction of a central median that would be continuous between 25th Avenue and 59th Avenue. The Major Street Plan recommended that Cambie Street south of 59th be continued at the 150 foot width south to South West Marine Drive, which did eventually occur.



CVA 468-43 – suggested Van Horn [sic] Bowl, Little Mountain, c. 1936

## 2.4 OTHER VANCOUVER MEDIANS

Although not exhaustively surveyed, a number of other road medians throughout the City were examined to place Cambie Boulevard within a wider context. The following medians were identified and visually examined.

Significantly, the only location where east/west and north/south medians connect is at the corner of King Edward and Cambie Street.

### East/West Medians

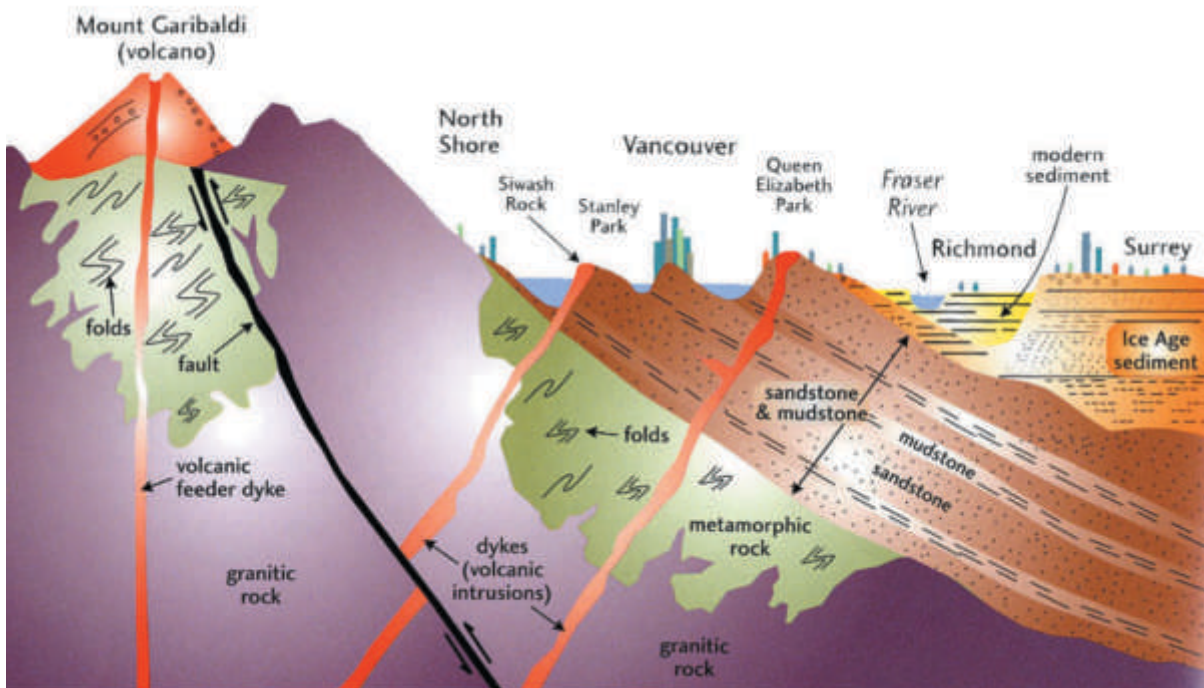
- King Edward Boulevard: runs continuously from 200 block West 25th (Columbia Street) to 3900 block West 25th (Crown Street)
- East 1st Avenue: runs continuously from 2400 block (Nanaimo) to 3300 block (Rupert)
- East 22nd Avenue: runs continuously from 2400 block (Nanaimo) to 2900 block
- West 4th Avenue: from 3800 to 4200 blocks West 4th, near Jericho lands, and then on UBC Endowment Lands, runs continuously starting several blocks west of Blanca to East Mall
- West 16th Avenue: runs continuously from West 2500 block (Trafalgar) to 4600 block (Blanca), then continues west to UBC
- West 10th Avenue: on UBC Endowment Lands: runs continuously from Blanca to East Mall
- Chancellor Boulevard: on UBC Endowment Lands: runs continuously west from Blanca
- South West Marine Drive: on UBC Endowment Lands: runs continuously from Stadium Road to Camosun

### North/South Medians

- Arbutus Corridor: intermittent railway corridor between West 16th Avenue and West 64th Avenue
- Rupert: runs continuously from 2600 block (Grandview Highway) to East 29th Avenue
- Boundary: intermittent north of Kingsway; continuous to the north and south ends

## 2.5 QUEEN ELIZABETH PARK

This park had been established prior to 1939, and was known as Little Mountain Park. The landform of the park is the result of a volcanic dyke, a linear volcanic intrusion that rises diagonally to the surface from the main volcanic feeder at Mount Garibaldi. The rock is basalt, and had been extensively quarried. It is the highest point of land in the City of Vancouver and offers views in all directions.



Source; "Vancouver, City on the Edge," by John Clague and Bob Turner.

As part of the Bartholomew Plan, and into the 1930s, Little Mountain Park was considered to be an ideal location for civic facilities, including stadiums and outdoor amphitheatres. The importance of the Park was increased when Strathcona Park, at the corner of 12th Avenue and Cambie Street, was chosen in 1935 by Mayor Gerry McGeer as the location for his new city hall, which opened the following year. A second, identical structure was planned to be built across the street, but never materialized. Much of the civic planning occurring at this time was based on the City's Jubilee celebrations of 1936. Cambie was proposed as a ceremonial street between downtown and Little Mountain Part within the context of the developing city during the 1930s. At this time, the Sequoias and Golden Elms were planted,

that have now achieved mature status. This was the start of the planting of the median with alternating coniferous and deciduous trees, that continues in modified form today.

The Royal Visit of King George VI and Queen Elizabeth (mother of the current Queen Elizabeth II) in 1939 was a major event, and drew record-breaking crowds. There were many commemorations of the visit, one of which was the announcement that the name of Little Mountain Park would be changed to Queen Elizabeth Park; the park was officially renamed and rededicated the following year. Given the outbreak of the Second World War in 1939, none of the proposed civic structures were built in the Park, and its development languished.

After the end of the War in 1945, there was renewed interest in beautification of the Park. Starting in 1947, the Canadian Pulp & Paper Association offered the City annual grants of \$5,000 towards the establishment of an arboretum in Queen Elizabeth Park. Princess Elizabeth (daughter of George VI and Elizabeth, and soon to ascend to the throne) visited the site in 1951 and planted a Royal Oak tree, which is still thriving. As part of the development of the arboretum, the Parks Board began landscaping the approaches to the Park, including the Cambie Street central median.



CVA Van Sc PI35 N75 – 16th to 27th Avenues looking north, 1934



## 2.6 DESIGN EVOLUTION

As noted, the original plan for the development of a grand pleasure drive running north/south along and near Cambie Street was only partially realized. The exception to this is the portion of Cambie Street between King Edward Avenue and 29th Avenue, which was widened to the recommended width of 200 feet. This portion of Cambie Street was laid out as a boulevard with a centre median during the 1930s.

Part of the reason this initial plan was never realized is that the CPR decided not to participate in the original plan where the parkway was to follow Ash Street, through its lands at a width of 200 feet. Instead, the CPR agreed that a widened street right-of-way would follow the southern extension of Cambie Street through their lands, and the CPR would dedicate a 150 foot street right-of-way to 59th Avenue to allow construction of a central median with flanking one-way streets. The portion of Cambie Street between 29th Avenue and 31st Avenue is where the parkway width was reduced from 200 feet to 150 feet. This compromise to the original Bartholomew Plan was agreed to, and the roadway was surveyed and registered.



CVA Str N247 – Looking south from 41st Ave, May 24<sup>th</sup>, 1952





**CVA Str N248 – Looking north from 45th Ave, May 24<sup>th</sup>, 1952**



**CVA Str N249 – Looking north from 49th Ave, May 24<sup>th</sup>, 1952**



CVA Str N250 – Looking north from 49th Ave, May 24<sup>th</sup>, 1952

Though Cambie Street was surveyed to South West Marine Drive, it would not be until 1949 that approval was finally granted to extend Cambie Street beyond 33rd Avenue to 49th Avenue at the recommended right-of-way width of 150 feet with a central median. While approved, the central median was not immediately constructed. In 1952, when the city buses began operating between 29th Avenue and 49th Avenue the street still was only half constructed. The same year a contract for ornamental street lights was awarded for the portion of Cambie Street from 29th Avenue to 41st Avenue. At 49th Avenue the street became a dead-end and the buses turned around just north of this location.



CVA Str N246 – Looking north from 41st Ave, May 24<sup>th</sup>, 1952

Permission was granted to extend the street at the same width south of 59th, and by 1958 the street and the median were completed in their current configuration; however planting south of Queen Elizabeth Park had not yet occurred. In the 1960s a number of cherry trees were planted south of the Park.

In 1996, the Parks Board researched and developed a planting plan for the Cambie median. This plan has resulted in a substantial number of new trees being planted on the Cambie Heritage Boulevard south of 37th Avenue. Although the number has not been recorded, the majority of the plantings south of the Park date from within the last eight years.

### 3. C A M B I E B O U L E V A R D E V A L U A T I O N

The main product of this study was to determine a rating for the various sections of the corridor in terms of Heritage, Landscape and Urban Design. Ratings from these separate assessments have also been combined to produce an Overall Rating. The findings of the following evaluations have also been recorded on a series of charts that provide a more graphic presentation of the assessment (see Appendix D).

The heritage evaluation was carried out using the existing City of Vancouver Heritage Evaluation Criteria. For the purposes of this evaluation, the Heritage Boulevard was assessed as one contiguous element, even though it was recognized that there are distinct sections involved. The evaluation was approached from the idea of the Boulevard as a complete realized form, not unlike the way a building with later alterations and additions would be evaluated. Despite this overall evaluation, there are parts of the Boulevard that may be considered to have greater heritage value, especially the portion from King Edward to the bend south of the Park. This is reflected in the overall evaluation which follows.

A wide range of values were identified in the course of the three studies and in order to differentiate these along the length of the corridor five ratings were established for the overall assessment:

- Exceptional Value
- High Value
- Better than Average Value
- Average Value
- Lower than Average Value

To simplify the evaluation and reporting process the road corridor has been broken down into thirteen sections. Each of the sections is in some way distinct from its neighbouring sections. Typically, the assessment found more variations in the urban design character of the corridor (land-use, building heights, etc.) than were found in the Landscape Assessment of the median and its plantings. Sample photographic images have been provided to illustrate the typical character of each section (see Appendix C).

### 3.1 Heritage Evaluation

The purpose of heritage evaluation is to rank sites in categories or groups of relative significance that correlate with the City’s conservation program. The City of Vancouver criteria were formulated after a review of existing evaluation systems used in other North American cities. The criteria developed for Vancouver consider a site’s merit in four sets of criteria:

#### A. Architectural/Design History

##### 1. Style and/or Type

A site’s style representative of a local area’s significant development periods; or a type associated with a significant industrial, commercial or transport activity.

##### 2. Design

A site’s notable or special attributes of an aesthetic and/or functional nature including massing, proportion, scale, layout, materials, detailing, colour, texture, fenestration, ornamentation or artwork.

##### 3. Construction

A site’s unique or uncommon building materials, or its historically early or innovative method of construction.

##### 4. Designer / Builder

A site’s architect, designer, engineer and/or builder who has made a significant architectural contribution to the city, province or nation.

#### B. Cultural History

##### 1. Historical Association

A site’s association with a person, group, institution, event or activity that is of historical significance to the local area, city, province or nation.

##### 2. Historical Pattern

A site’s association with broad patterns of local area or civic history including ecological, social, political, economic or geographic change.

#### C. Context

##### 1. Landscape / Site

An intact historical landscape or landscape features associated with an existing site, or a particularly notable historical relationship between a site and its immediate urban environment.



## **2. Neighbourhood**

A site's continuity and compatibility with adjacent sites and visual contribution to a group of similar sites.

## **3. Visual / Symbolic Importance**

A site's importance as a civic or local area landmark; a site's symbolic value to a neighbourhood, local area or the city.

## **D. Integrity**

A measure of the impact of changes to the building on the appreciation of its style, design and construction.

Each criterion is scored by considering one of four grades: excellent, very good, good, and fair/poor.

Based on these criteria, the overall heritage evaluation of the Cambie Boulevard would be:

## **A. Architectural History**

### **1. Style and/or Type - E (35)**

A rare, good surviving example of an early planning concept, the Pleasure Drive, and an indication of City development and beautification in the 1920s and 1930s, incomplete in its realization. Additionally, an indication of changing urban design concepts over time, and a realization of a less-formally planted 1950s concept throughout the southern portion.

### **2. Design - VG (15)**

Notable design landscape features at north end, employing planting concepts developed in concert with the Queen Elizabeth Arboretum.

### **3. Construction - N/A (0)**

### **4. Designer / Builder - E (15)**

Harland Bartholomew (concept); Vancouver Board of Parks & Recreation (realization)

[Maximum category score of 40]

**TOTAL SCORE: 65 - Maximum 40**

## **B. Cultural History**

### **1. Historical Association - E (35)**

Associated with the development and initial implementation of parts of the Bartholomew Plan; associations with City planning and the CPR

### **2. Historical Pattern - E (30)**

Directly linked to the history of the development of Queen Elizabeth Park and the southern reaches of the City.

[Maximum category score of 35]

**TOTAL SCORE: 65 - Maximum 35**

## **C. Context**

### **1. Landscape / Site - E (15)**

Notable historical relationship between the boulevard/median and its immediate urban environment and the neighbourhoods through which it passes

### **2. Neighbourhood - E (20)**

Continuous and compatible presence

### **3. Visual / Symbolic Importance (25)**

Civic landmark, city-wide importance and recognition

[Maximum category score of 25]

**TOTAL SCORE: 65 - Maximum 25**

## **D. Integrity - E (0)**

Minor alterations only; form intact

**TOTAL SCORE: 100 points out of possible 100**

This evaluation would qualify the Cambie Heritage Boulevard as a Heritage Register A resource (score between 70-100 for non-residential resources).

## 3.2 Landscape Evaluation

The Landscape Assessment has focused on the central median along the length of the Cambie Street corridor from King Edward Avenue to South West Marine Drive.

The median and tree plantings have been evaluated against a number of criteria based on a completed arboricultural study (Arbortech Consulting Ltd., *Arboricultural Survey and Assessment of Existing Trees within the RAV Project Corridor*, 2003), review of base plans / aerial photographs (Richmond / Airport / Vancouver Reference Alignment with Orthophotos, Contract T4 100), liaison with the City arborist and site observation. The criteria used in the evaluation are:

Although edge boulevard plantings are outside of this section of the assessment it should be noted that the maturing plantings of conifers that line the street are unusual in the City and contribute considerably to the overall composition.

Each of the criteria and the resultant findings are described below. The findings are graphically presented in chart format (see Appendix B).

- Central Median/Physical Form
- Planting Density
- Plant Species
- Height
- Planting Composition
- Condition

### 3.2.1 Central Median/Physical Form

#### **Evaluation Criteria:**

The width and continuity of the median have been assessed. The assessment records the frequency of cross streets, sidewalks, left turn lanes and other elements that disrupt the continuity of the median.

#### **Findings:**

The physical form of the central median varies along its length in a number of ways. The median is approx. 24m in width between King Edward Avenue and 29th

Avenue and then tapers in width from approx. 24m to 12m between 29th Avenue and 30th Avenues after which it continues at approx. 10-12m in width to South West Marine Drive.

The median is broken regularly along its length at alternate blocks by cross streets and by footpaths at the remaining alternate blocks. These interruptions reflect the pattern of the City street grid and the resultant massing of the buildings on each block and read as a part of the rhythm of the street corridor. The interruption by the cross streets are not considered to have a negative influence on the corridor.

In addition the median is interrupted by left-turn lanes fairly regularly along the length of the corridor at the more major intersections. The left turn lanes would likely have been added or enlarged over time and have a more disruptive impact on the scale of the median and the massing of the trees. The integrity of the median is impacted most by left turn lanes in the 39th Avenue to 43rd Avenue Ave sections in the vicinity of the Oakridge Shopping Centre.

The median is also tapered to a narrower width most significantly at the junctions with King Edward Avenue and South West Marine Drive. This has only a relatively localized impact.

### **3.2.2 Planting Density**

#### **Evaluation Criteria:**

The physical density of the planting has been evaluated by a visual assessment of the scale and massing of the plantings and by studying the number, size and type of trees. The plantings exist within a continuous grassed lawn that runs the length of the Boulevard. The lawn is the unifying element of the landscape plan. Plantings have been classified as:

- Strong Visual Density
- Average Visual Density
- Weak Visual Density

**Findings:**

Between King Edward and 29th Avenue the maturity and scale of the trees creates a dense planting effect although there are still gaps in the planting between King Edward and 26th Avenue. This section is classified as displaying Strong Visual Density.

Between 29th Avenue and the bend the trees are continuously planted and typically more mature in age creating a dense planting effect. One sparse section occurs just south of 29th. This section is also rated as having Strong Visual Density.

Between the bend and South West Marine Drive the bulk of the plantings originate from the same time period and the number of trees per given length are somewhat similar.

Variations in density occur due to the species selection and conditions, both contributing to the size and number of trees surviving today. Typically the plantings are rated as Average Visual Density with areas of Weak Visual Density around 41st Avenue. Refer to the Evaluation Charts.

The planting density has also been assessed numerically, by calculating the number of trees in each section and the average number of trees per 10m length of median.

**Findings:**

A total of 458 trees are recorded along the length of the median. The number of trees per typical 10m length of median ranges from approx. 0.50 to 1.80. These numbers need to be considered in conjunction with tree size and type in order to assess density. For example the lowest values occur in the section between King Edward Avenue and 29th Avenue where the mature scale of the trees results in fewer trees. The highest value of approx 1.80 occurs in a relatively short section between the bend and 37th Avenue where the plantings are unusually dense.



### 3.2.3 Plant Species

**Evaluation Criteria:**

The range of tree species has been cataloged from the completed arboricultural study to determine the species composition in each section.

**Findings:**

There are 37 existing tree species along the length of the median, but 11 species predominate. The assessment charts identify the quantity of each tree species in each section. This reveals the dominant species in each section and suggests the character that results. The tree species also correlates quite closely with typical size and condition.

*Prunus serrulata*: Flowering Cherry (19% of plantings) is the most common species occurring in many sections of the median with particular concentrations from 43rd Avenue south to South West Marine Drive. It should be noted that while Cherry Trees are much loved for their blossoms they are also known to suffer locally from pest and disease problems and frequently do not survive beyond 30-50 years.

*Chamaecyparis nootkatensis*: Alaskan Cedar (13% of plantings) is the second most common tree but occurs almost exclusively from 49th Avenue south to South West Marine Drive. This is large, upright, long-lived conifer growing up to 40m in the wild.

*Crataegus X lavellei*: Lavelle Hawthorn (10% of plantings) is the third most common species. This is a medium sized decorative flowering and fruiting tree occurring mostly between 33rd Avenue and 37th Avenue and between 49th Avenue and South West Marine Drive.

*Fagus sylvatica*: Common Beech (7.5% of plantings) is notable in that it occurs in all sections of the corridor except for the section between King Edward Avenue and 29th Avenue. This is a long lived, large deciduous canopy tree and assuming that they survive, would likely become one of the most dominant tree species along the corridor.

The species composition of the section between King Edward Avenue and 29th Avenue is unique and dramatic. Whereas most of the species in this section occur elsewhere along the corridor this composition is not repeated.

A relatively wide range of species is present between 29th Avenue and the bend reflecting the informal park-like nature of the plantings next to the park, the older age of these plantings and the addition of newer species as replacements over time.

The plantings between the bend and 37th Avenue are somewhat similar to the sections further to the south but with several additional species in significant numbers.

A fairly consistent range of species is used between 37th Avenue and 49th Avenue comprising predominantly of a combination of upright conifers, smaller flowering and fruiting trees and larger canopy trees (mostly Common Beech).

The species range shifts between 49th Avenue and South West Marine Drive with a different selection of species providing a similar range of types and forms. The Common Beech is also planted in all these sections.

### **3.2.4 Height**

#### **Evaluation Criteria:**

The approximate height of the trees has been recorded by section to determine the quantity and range of heights in each section. Heights have been taken from the completed arboricultural study. Heights have been divided into five groups between 2m and 19m with two further groups for the few trees in the 20m+ and 30m+ range.

#### **Findings:**

This assessment reveals the relatively young age and small size of many of the trees. Trees in the 2-4m height range account for the majority of the plantings. In the King Edward Avenue to 29th Avenue section their occurrence is lowest at 26% of the plantings. Between 29th Avenue and the bend 2-4m trees range from

58% to 73% of the plantings. From the bend to 41st Avenue 2-4m high trees account for 84-100% of the trees and 66-92% between 41st Avenue and South West Marine Drive. There are virtually no trees over 10m between the 37th Avenue and South West Marine Drive with most of the trees in this size occurring north of 37th Avenue.

### 3.2.5 Planting Composition

#### **Evaluation Criteria:**

The ratings for planting composition are determined by considering the range of species selected and their arrangement along the median. Composition includes the range and juxtaposition of forms, colours, textures and seasonal variations. This is a partly a subjective assessment although there are clear variations in the planting composition along the length of the corridor. Planting compositions have been rated as strong, moderate or weak.

#### **Findings:**

Between King Edward and 29th Avenue the maturing plantings have a very strong compositional value the impact of which is assisted by the age and scale of the trees. The principle trees are planted in a straight line down the centre of the boulevard and create a very formal character in this section of the street. The combination of upright, dark green conifers (*Sequoiadendron*) and deciduous, canopied, golden leaved elms (*Ulmus glabra*) creates a striking impact largely due to the simplicity and repetition of the planting pattern and massive scale of the trees.

Between 29th Avenue and the bend the planting comprises a relatively wide range of species and a much more informal character. Plantings in this section are thought to have originated from the planting of the arboretum at Queen Elizabeth Park and the medians are planted as if an extension of the park plantings. 23 tree species are included including 7 coniferous species that account for approx. 30-40% of the tree numbers. Deciduous trees include arrange of large deciduous trees and smaller flowering trees, The planting arrangement is random and informal. It is notable that only 2 *Sequoiadendron* and 1 *Ulmus glabra* are present in this section suggesting that there was not an intention to repeat the planting composition of the earlier plantings to the north.

The composition of the majority of the existing plantings from the bend south to South West Marine Drive originate from a concept developed by Vancouver Park Board in 1996 (see Appendix F). Prior to 1996 there had been a number of trees planted along the median, notably the cherry trees. The intent of the 1996 plan was to consolidate the intent of the plantings to date and “renew the spirit of the original vision” by Bartholomew, that a route west of Cambie be developed as a “pleasure drive” functioning as an informal picturesque landscape. This plan discounted the notion of installing “a continuous row of alternating species all the way down Cambie” as this was considered to be excessive and impossible due in part to the existence of some existing trees that were to be retained.

Instead the plan identified six zones along the length of the corridor relating to adjoining land uses and proposed a range of species for each zone. The species selected were chosen for their height, shape, foliage density, fall colours, and flowers to provide a wide range of interesting textures and colours and year round interest. The aim was to establish a strong central axis along the street corridor appropriate to the scale of the street.

A wide variety of tree species were selected to avoid potential management problems associated with monocultures. A focus was placed on deciduous canopy trees to provide shade and “greenness”.

The trees are arranged typically in groups staggered either side of the median centre line and demonstrate, despite the small size of the trees, a definite rhythm of plantings.

### **3.2.6 Condition**

#### **Evaluation Criteria:**

The condition of the trees was determined in the completed arboricultural assessment under the categories of poor, fair and good. The number of trees in each condition category has been calculated for each section.

#### **Findings:**

This assessment reveals variations in the condition of the trees in each section of the corridor. These variations may be the result of numerous factors including

species, age and soil conditions.

Trees in Good Condition occur typically in high proportions typically between 63% and 86%. 100% of the trees between King Edward Avenue and 29th Avenue are recorded in good condition. By contrast, approximately 40% are in good condition in the short section between 41st Avenue to 43rd Avenue and 59th Avenue to South West Marine Drive. Only 22% of trees between 46th Avenue and 49th Avenue are recorded in good condition.

Trees in Poor Condition make up 6.3% of the total plantings. Typically they occur at a rate of 3.7% to 7.3 % for most sections. Zero percentage occurrence is recorded in four sections between King Edward Avenue and 29th Avenue, 30th Avenue and 33rd, 37th Avenue to 39th Avenue and 39th Avenue to 41st Avenue. Higher concentrations of Poor trees occur between 41st Avenue and 43rd Avenue (25%) and 46th Avenue to 49th Avenue (9.38%) and 59th Avenue to South West Marine Drive (11%).

### **3.2.7 Landscape Evaluation Conclusions**

The landscape evaluation rates the value of the median and tree plantings in isolation from their urban context.

Exceptional Value was attributed to the section between King Edward Avenue and 29th Avenue. The scale, maturity and design strength of the median plantings are exceptional in comparison to street planting City wide and create a memorable landmark along the corridor.

High Value was attributed to the section between 30th Avenue and the bend. The scale, age, species and composition of the trees, the curving alignment, cross slope and the maturing informal plantings elevate the value of this section above that of the planting typically to the south.

Better than average value were attributed to the short section between 29th Avenue and 30th Avenue and the larger section between 45th Avenue and 49th Avenue.



Between 29th Avenue and 30th Avenue the overall urban design assessment is High Value but there are only sparse plantings in the central median in this section warranting a lower rating than adjoining sections.

Between 45th Avenue and 49th Avenue the tree plantings are more substantial in size and density and have warranted a higher rating than adjoining sections.

Average ratings apply to large sections of the median between the bend and 41st Avenue and 49th Avenue and South West Marine Drive. The median and boulevard configuration and the age and composition of the plantings is generally of similar value throughout these sections. The plantings are of relatively young age (approx. 1994) and include a large proportion of smaller trees.

A Lower Than Average rating has been applied to the section between 41st Avenue and 45th Avenue due to the fragmentation of the median and thinner median plantings.

### **3.3 Urban Design Evaluation**

The urban design character of the street corridor has been assessed against a number of criteria. Each of the criteria and the resultant findings are described below. The findings are graphically presented in chart format (see Appendix B).

- Land-use
- Spatial Definition
- Streetscape Components
- Side Boulevards/Physical Form
- Alignment/Slopes and Views
- Landmarks

#### **3.3.1 Land-use**

##### **Evaluation Criteria:**

The predominant land-use and typical building heights have been recorded along the length of the corridor. The relationship between building height and massing

provides the spatial definition of the edge of the corridor. In some cases, this edge is evident (e.g. south of 41st Avenue) but for most of the corridor it is defined by landscaping. The predominant land uses are;

- Single Family Residential (1-2 storey)

- Multi family Residential (2-6 storey)

- High Rise Residential Towers

- Retail Commercial (1-2 storey)

- Retail Commercial (2-6 storey)

### **Findings:**

The most common land use and building form is single family residential (1-2 storey). Some multi-family residential (2-6 storey) occurs around 41st Avenue, 43rd Avenue and 54th Avenue with retail /commercial uses occurring at 39th Avenue to 43rd Avenue, around 54th Avenue and around South West Marine Drive. High -rise residential towers occur between 54th Avenue and 59th Avenue.

### **3.3.2 Spatial Definition**

#### **Evaluation Criteria:**

The spatial definition provided by adjoining buildings and tree plantings in the central median, side boulevards and yards has been assessed. Building forms vary from 1-2 storey (mostly residential), 2-6 storey (residential or commercial) and high-rise towers between 54th Avenue and 59th Avenues. Variations in building heights along the length of the street affect the scale and character of the street corridor.

Variations in the age and density of tree planting also affect the extent to which the trees impact the spatial characteristics of corridor.

The designation of Strong Massing is given where the canopy of the central median trees (in summer) is dense enough that the trees divide the road corridor spatially into two linear spaces either side of the median. For boulevard plantings the designation is given where the trees are dense enough to define the street edges to the extent that the massing of the adjoining buildings is mostly second-

ary. The Strong Massing designation is reinforced by the occurrence of buildings over two storeys that define the street edge.

The designation of Average Massing is given where the median trees spatially divide the street into two parts but are not sufficiently dense to obscure the spatial influence of the buildings on the other side of the street. For boulevard plantings the designation is given where the trees create a definite edge to the street but are not sufficiently dense to obscure the spatial influence of the buildings beyond. Average Massing is applied where the combination of lower buildings and yard trees create a definite edge to the street.

Weak Massing describes median or boulevard tree plantings which are sufficiently sparse that there is no resultant spatial subdivision of the street. Equally this rating applies where only 1-2 storey buildings exist and there are few trees in front yards.

## **Findings:**

### **Median Plantings**

Strong Massing occurs only between King Edward Avenue and 29th Avenue where the mature planting completely divide the street into two sections. Average Massing occurs for large sections of the corridor. Weak massing occurs between 29th Avenue and 30th Avenue where plantings are very thin, between the bend and 37th Avenue and 46th Avenue and 49th Avenue. Very weak massing occurs between 41st Avenue and 46th Avenue where the tree planting has very little impact on the spatial character of the street.

### **Street edge and off site plantings**

Strong massing occurs between King Edward Avenue and 29th Avenue where mature planting completely defines the street edge and on the east side between 29th Avenue and 30th Avenue and 30th Avenue and 33rd. Strong massing also occurs between 49th Avenue and 59th Avenue as a result of dense plantings along the edge of the golf course and mature trees adjoining the hospital and high rise residential buildings. The scale of the buildings in these areas reinforce the sense of spatial definition.

Average massing occur on the west sides of the street between 29th Avenue and 33rd and continue of both sides to 37th Avenue.

### 3.3.3 Streetscape Components

#### **Evaluation Criteria:**

This section of the assessment looks at the contribution of various streetscape components in defining the character and quality of the Cambie Street corridor. The central median and side boulevards and their plantings have been evaluated separately above. This section focuses on paving treatments, lighting, street furniture, signage etc. The form, character, quality and uniqueness of the streetscape elements has been assessed.

#### **Findings:**

**Sidewalks:** Sidewalks run along both sides of the street and cross the central median regularly at alternate blocks. The width of the sidewalks is typically 1.2m to 1.5m along the length of the corridor with wider sections in front of retail buildings. In some locations hard surfacings extend from the face of commercial / retail buildings to the street curb. The surface of the sidewalks is typically broom finished concrete conforming to City of Vancouver standards. There are no special paving designs, patterns or paving finishes that enhance any section of the street or that distinguish Cambie Street from other typical City streets. Street lights are of the typical “swan neck” design and also conform with City standards. There are no special street furnishings except for the new bus shelters that have been recently installed.

Tram poles and guide wires run along the length of the corridor terminating at 65th Avenue.

Two signs are located in the central median, at the north and south end of the heritage median identifying the Cambie Heritage Boulevard. There are also public art works located on pole tops that mark the location of the bike route along 37th Avenue.

The conclusion of this assessment is that the streetscape components typically conform to City standards and do not vary significantly along the length of the

street so as to distinguish one section from another or to distinguish Cambie Street from any other City street. The absence of special streetscape elements, along this important artery, particularly in view of the heritage designation of the central median, downgrades the overall urban design assessment.

### **3.3.4 Street Edge Boulevards/Physical Form**

#### **Evaluation Criteria:**

The street edge boulevards are defined as the strip between the street curb and the sidewalk. Their continuity, width, surface finish and degree of tree planting has been evaluated.

#### **Findings:**

Grass boulevards with tree planting exist along the majority of the street corridor with hard paved boulevards with some trees between 39th Avenue and 43rd Avenue in front of retail buildings. Some paved sections also occur in front of retail buildings near the junction with South West Marine Drive.

There are no boulevard street trees on the east side between 29th Avenue and 33rd adjacent Queen Elizabeth Park, where the mature park trees extend out to and overhang the street. Similarly there are no trees on the east side between 49th Avenue and 59th Avenue adjoining the Golf Course where mature trees and scrub generally occur immediately adjoining the sidewalk.

Boulevard widths vary along the length of the corridor. The widest sections, in excess of 5m occur between King Edward Avenue and 29th Avenue. The boulevards vary between 29th Avenue and 37th Avenue between approx 5m and 3m. A very narrow boulevard occurs adjacent Queen Elizabeth Park where no street trees exist. For most of the remaining corridor the grass boulevards are approximately 3m in width with the exception of the Section adjacent the golf course and in the retail area between 41st Avenue and 43rd Avenue where they are somewhat smaller.

In general, the street edge boulevards are continuous and of sufficient width for street tree planting when compared to typical City street boulevards. The wider



boulevard width in the southern sections provide a more generous street section and have allowed for larger trees to develop including some conifers (*Chamaecyparis*) which would not normally be practical with boulevards of narrower widths.

### 3.3.5 Adjoining Landscapes

#### **Evaluation Criteria:**

The spatial definition and character of the street is partly affected by the nature of the gardens and frontages that line the street. These have been categorized as follows;

- Mostly open yards
- Mixed open and enclosed yards
- Mostly enclosed yards
- Dense tree planting and scrub
- Paved retail frontage

#### **Findings:**

The character and value of adjoining landscapes correlate closely with the adjoining land uses. Residential yards fronting 2 storey houses are the most common adjoining landscape type varying only in the density of plantings and the degree of openness.

The nature of the yards along the street varies from house to house but the study has attempted to define the typical nature of the yards per section of street.

“Mostly open yards” occur between South West Marine Drive and 59th Avenue on both sides of the street and between 43rd and 45th Avenue on the east side. In these areas front yards are mostly open grass yards with low foundation planting. Trees occur only sporadically. The relatively modest nature and scale of the houses and the openness of the yards tend to result in lower assessments of the urban design value.

“Mixed open and enclosed yards” are the more common condition with a good proportion of yards being defined by walls or hedges and a greater occurrence of trees. This condition typically creates a better defined street edge and attracts higher urban design values. Mixed open and enclosed yards occur between 45th Avenue and 49th Avenue and from 33rd Avenue to 39th Avenue.

“Mostly enclosed yards”, where most houses are enclosed by walls or hedges provide well defined street edge and softer greener character and attract higher evaluations. This condition occurs on the residential portions between 54th and 59th Avenues and on the west side between 49th Avenue and 54th Avenue. This condition also occurs between King Edward and 29th Avenue.

“Dense planting and scrub” occurs between 54th Avenue and 59th Avenue adjoining Langara Golf Course and “Parkland and mature tree stands” occur at Queen Elizabeth Park and adjoining the hospital and multi family developments between 54th and 59th Avenues. The scale and maturity of the trees associated with these two land uses attract higher urban design assessments.

Open paved retail frontages occur typically at South West Marine Drive, 39th Avenue to 43rd Avenue. The typically poor condition of these areas and the lack of street trees has typically contributed to lower values being attributed to these sections of the corridor.

### **3.3.6 Alignment/ Slopes and Views**

#### **Evaluation Criteria:**

The straight or curved alignment of the street, the inclination to the north or south or cross slopes from east to west and the views that result all influence the experience of traveling along the corridor. These have been recorded section by section.

#### **Findings:**

The Cambie Street corridor follows a straight north-south alignment from South West Marine Drive to the bend just north of 37th Avenue and then again from

29th Avenue to King Edward Avenue. Between the bend and 29th Avenue the road makes a relatively sharp curve to the east and back to the west as it curves around the sloping landform of the Queen Elizabeth Park. The curve is an anomaly in Vancouver's street grid and combined with a number of other factors creates a distinct landmark along this major artery.

The road rises from South West Marine Drive, from elevation 13m and continues to rise fairly consistently until it reaches a flatter zone between 45th Avenue and 41st Avenue. From this point it continues to rise up towards Queen Elizabeth Park where it reaches a high point of around 100m just north of 35th Avenue. From this point the road descends towards Vancouver providing open views of the City and Mountains as one moves around the curving landform of the park and rejoins the formality of the north south grid.

Between 35th Avenue and 30th Avenue the landform of Queen Elizabeth Park rises to the east of the road resulting in a change of grade across the width of the road corridor. The marked difference in elevation between the east and west driving lanes, the strong cross slope of the median and the elevation of the adjoining houses above the road on the east and below the road on the west all contribute to the distinctive visual character of this section of the corridor.

Views from the street corridor out to the surrounding landscape are typically best when traveling south, south of the bend, and when traveling north, north of the bend. The southern views tend to be more distant and less dramatic due to the more gradual sloping of the land towards and beyond the Fraser River. The views to the north (and west), from north of the bend are more dramatic due to height of the road at Queen Elizabeth Park (the highest point of land in the City) and the inherent drama of the Cityscape, Burrard Inlet and the North Shore Mountains.

Views along and within the corridor are most noteworthy when traveling south in the northern section of the street and north in the southern sections.

For south bound travelers the grandeur of the street and its plantings, with the backdrop of Queen Elizabeth Park provides a memorable view particularly from

the urban context of Cambie south of King Edward Avenue. Views along the road and of the treed slopes of the park when traveling south from King Edward to the bend provide a memorable visual sequence in strong contrast to the urban setting.

For north bound travelers, ascending towards the City from South West Marine Drive, slight variations in the slope of the road create a series of horizons that offer views of upcoming mature trees, higher buildings and, further north, of the peaks of the North Shore Mountains. North of 41st Avenue the densely treed form of the Queens Elizabeth Park and the bend in the road create a strong visual reference point along the road.

Views across the street corridor from adjoining properties were not studied at length but it is reasonable to assume that the wider width of the street right of way and the median tree plantings create a more open and spacious visual character than that experienced from properties adjoining streets of more typical width.

Despite the wider than average width of the Cambie corridor and the scale and continuity of the median and plantings the street has little or no visual influence on adjoining streets or lands. Traveling along any of the east west streets towards Cambie Street the increased scale of the street and its plantings are not typically apparent until one arrives at the junction with Cambie Street.

### **3.3.7 Landmarks**

#### **Evaluation Criteria:**

The study has identified notable elements of the streetscape or on adjoining properties that in some way create landmarks along the corridor. These include significant public gardens, public buildings, major junctions, and other minor streetscape elements. The occurrence and nature of the landmarks contribute to the overall urban design evaluation.

#### **Findings:**

The landmarks identified along the corridor include the major street junctions at South West Marine Drive, 41st Avenue and King Edward Avenue, the Oakridge Shopping Centre, the churches at 60th Avenue, 46th Avenue and 33rd Avenue,



Queen Elizabeth Park, Langara Golf Course, the bike route at 37th Avenue, the exposed rock outcrops at 33rd Avenue and the heritage signs at 29th Avenue and 65th Avenue.

### **3.3.8 Urban Design Evaluation Conclusions**

A range of factors was considered to determine Urban Design values along the length of the corridor. This assessment integrates the value of the median and its trees in the context of the broader street corridor and assesses the corridor in the context of the City wide public realm

Exceptional Values were attributed to King Edward Avenue to 29th Avenue where the scale, maturity and design strength of the median and boulevard plantings in combination with the processional character of the street, descending toward the City or rising up to the Queen Elizabeth Park create a streetscape that is exceptional in comparison to typical streets citywide.

High Values have been attributed to the adjoining section of the street from 29th Avenue to the bend and to the section between 49th Avenue and 59th Avenue. The northern of these sections has a broad central median and side boulevards and a wide range of maturing trees planted in the informal style of the adjoining parkland. The value of this section of the street is greatly enhanced by its curvature and inclination as it detours around the base of Queen Elizabeth Park. The physical and visual impact of the park on the City grid creates a memorable landmark along the road corridor. The curvature, inclination and cross slope of the land create an interesting spatial and visual sequential experience whether traveling north or south with particularly open panoramic views to the north-west when traveling north into the City. These factors have resulted in the rating of High Value for this section.

The section from 49th Avenue to 59th Avenue has a more typical cross section with an approx. 12m wide boulevard and younger tree plantings. This section is distinguished from other sections of the street by the mature tree plantings that flank much of the street, either in the grounds of the hospital at 59th Avenue, along the golf course frontage, the park at 54th Avenue and within the grounds of the multi residential development on the east side south of 49th Avenue.

Better than Average ratings were attributed to the sections of street from the bend to 39th Avenue, from 45th Avenue to 49th Avenue and from 59th Avenue to South West Marine Drive. These sections of the street exceed the average values for streetscape due to the continuity of the median and boulevards and the integrity of the tree plantings. These street sections are in straight alignment with only moderate views. The very typical scale and character of the adjoining properties do not add particular value to the rating for these sections.

An Average rating was attributed to the retail section between 39th Avenue and 41st Avenue. Lower values were attributed to this short section due to a combination of factors including the reduced width of the median for the left turn lane, the absence of boulevards, street trees or other appropriate streetscape detailing, some poor quality retail buildings, open parking lots adjoining the street and the frequency of vehicle crossing interrupting the sidewalks.

The lowest rating, Lower Than Average, was attributed to the mostly retail section between 41st Avenue and 45th Avenue. The factors cited above also contribute to this rating combined a greater fragmentation of the boulevard by turning lanes and relatively weak tree plantings.

### **3.4 Overall Evaluation**

The Overall Evaluation combines values attributed through the three Heritage, Urban Design and Landscape assessments. Of necessity this is a subjective process. In general the relative values attributed to each section of the road corridor have typically been consistent with each of the three assessments.

Higher Heritage values are typically attributed to older more mature planting which in turn result in higher Landscape and Urban Design values. Similarly, higher Landscape values typically result in higher Urban Design values.

Heritage Values are highest in the north between King Edward Avenue and 29th Avenue, in the central section between 29th Avenue and the bend and lower from the bend to South West Marine Drive.

Landscape Values are highest in the north to the bend and fairly constant from the bend to South West Marine Drive with the lowest values being around 41st Avenue.

The Urban Design assessment takes into account a wider range of issues, and therefore has resulted in more varied findings, but typically the findings follow the Landscape assessment but with more localized variations in ratings.

The Overall Evaluation rating is as follows:

- Exceptional Value was attributed to the section between King Edward Avenue and 29th Avenue.
  
- High Value was attributed to the section between 29th Avenue and the bend.
  
- Better than Average Value was attributed to the sections between the bend and 39th Avenues and between 45th and 59th Avenues.
  
- Average Values were attributed to the sections between 39th and 41st Avenues and between 59th Avenue and South West Marine Drive
  
- Lower than Average Values were attributed to the section between 41st and 45th Avenues.

The Overall Evaluation is shown graphically in Appendix D.

## 4 . C O N C L U S I O N

The overall analysis and assessment of the Cambie Street Corridor concludes that:

- The corridor is significant as an urban planning concept, realized over a period of time, and modified according to changing conditions. In addition to the importance of the corridor as a planning concept, there are contributing factors such as the adjacent plantings on the side boulevards.
- The corridor is important as one of the main variations in the regular street grid and pattern seen throughout the rest of the city. This is demonstrated in its greater-than-average width, central median and plantings of significant size and height.
- Although there is an overall value that can be assigned to the corridor, the relative value along its length varies. Some portions of the corridor may be considered to have greater Heritage, Landscape and Urban Design value than other portions.
- There is a lack of reliable documentation about the planning and development of the corridor. Available research information is fragmentary. This has led to incorrect references being circulated about the corridor, and especially the central median. This report has made every attempt to independently verify all research information, but other untapped sources may yet become available.

## 5. STATEMENT OF SIGNIFICANCE

### NAME OF HISTORIC PLACE

Cambie Heritage Boulevard

### DESCRIPTION OF HISTORIC PLACE

The Cambie Heritage Boulevard is the realization of a grand urban planning scheme, and is composed of a linear central median planted with approximately 450 trees, with two flanking one-way streets and street edge boulevards, that runs between King Edward Avenue on the north to South West Marine Drive on the south. The Cambie Street corridor is a major north-south transportation corridor for both private and public modes of transportation. The central median, now known as the Cambie Heritage Boulevard, received municipal heritage site designation from the City of Vancouver in 1993.

### HERITAGE VALUE OF HISTORIC PLACE

The Cambie Heritage Boulevard is valued as an early Canadian example of urban design and planning, influenced by principles of the English Garden City movement combined with the ideals of the U.S. City Beautiful movement. It is largely the product of the 1930 'Plan for the City of Vancouver' – a grand, urban master plan produced for the purpose of beautifying the city and improving its functionality – and the Plan's supplementary revision in 1947. Within these plans, Cambie Street was identified as a principle north-south route to downtown due to its central geographic location within the city, and because it passed or was close to such important sites as City Hall and several major hospitals – Vancouver General, Grace, Saint Vincent's and Shaughnessy Military. It also connected downtown to Queen Elizabeth Park, the highest point of land in the city. Beyond Queen Elizabeth Park, Cambie intersected South West Marine Drive, another link in the proposed chain of similar 'pleasure drives.' The Cambie Boulevard is significant due to the rarity of completed median boulevards in the city of this age, length, width and prominence.

Cambie Heritage Boulevard is additionally valued for its association with the planning firm of Harland Bartholomew and Associates, authors of 'The Plan for the City of Vancouver.' This firm was a leading force in city planning throughout much of the twentieth century. American-born Bartholomew (1889-1989) was the first full-time planner employed by an



American city. From the Bartholomew office came the designs for momentous city and transportation plans in the U.S. such as the George Washington Parkway in Virginia, considered one of the most venerable roads in America. The Bartholomew Plan for Vancouver, a visionary document, was significant for its considerable impact on the subsequent development of the City of Vancouver, with one of the most tangible components being the Cambie Heritage Boulevard.

Furthermore, the value of the Cambie Heritage Boulevard is also associated with its plantings. Several sections of the boulevard have been planted in zones in an organized method. Between 25th and 29th Avenues are some of the earliest plantings, which are formal, centred in the median and consist of alternating mature Sequoias and Golden Elms. The section of Cambie Heritage Boulevard adjacent to the quarry garden at Queen Elizabeth Park was planted in conjunction with the development of the Park as an arboretum during the 1940s and 1950s. South of Queen Elizabeth Park, the plantings are more informal, with a mixture of tall coniferous trees and lower deciduous ornamental plantings.

## **CHARACTER-DEFINING ELEMENTS**

Key elements that define the heritage character of the Cambie Heritage Boulevard include its:

- linear form, with forty-five uninterrupted blocks of grassed and tree planted median
- monumental scale; sixty-one metre width to 29th Avenue; narrowing from sixty-one metres at 29th Avenue to a forty-six metre width at 31st Avenue; south of 31st Avenue the street width is forty-six metres
- open views to the North Shore mountains
- three separate zones of planting: the section between 25th and 29th Avenues with its grand, formal, centred alternating Sequoias and Golden elms; the section adjacent to the Park, with plantings consistent with the Arboretum; and the section south of the Park, with its more informal mixture of tall coniferous trees and shorter deciduous trees with flowering canopies
- flanking one-way streets, serving as a major arterial route for both public and private modes of transit
- additional landscape resources on the street edge boulevards that contribute to the ambience of the corridor

# ACKNOWLEDGEMENTS

The Cambie Street Corridor Analysis, Assessment and Statement of Significance was undertaken in 2004 for Ravco by Donald Luxton & Associates and PWL Partnership Landscape Architects Inc.

## PROJECT TEAM

### Donald Luxton & Associates

- Donald Luxton, MRAIC. Project Coordinator
- Scott Barrett
- Susan Boissonneault
- Emma Hall
- Clint Robertson
- Leon Phillips

### PWL Partnership

#### Landscape Architects Inc.

- Chris Sterry, BCSLA CSLA
- Jeff Philips, FCSLA BCSLA, I.S.A. Certified Arborist

### For RAV Project Management Ltd (RAVCO)

- Scott Hanna, Vice President Environmental and Regulatory Affairs
- Edward LeFlufy, Municipal Liaison and Public Consultation Consultant

### For City of Vancouver

- Wayne Pledger, Manager, Richmond-Airport-Vancouver Rapid Transit Office

### For City of Vancouver continued

- Michael White, Planner II, Richmond-Airport-Vancouver Rapid Transit Office
- Lon LaClaire, Transportation Engineer, Richmond-Airport-Vancouver Rapid Transit Office
- Anita Molard, Planner—Urban Designer, Richmond—Airport—Vancouver Rapid Transit Office
- Hugh McLean, Planning Analyst, Heritage Group
- Bill Stephen, Urban Forestry Technician, Evans Yard Major Maintenance, Board of Parks and Recreation

### Peer Review

- Harold Kalman, Commonwealth Historic Resource Management Ltd.
- Marta Farevaag, Phillips Farevaag Smallenberg, Landscape Architects

# APPENDIX A:

## REFERENCE MATERIAL

Arbortech Consulting Ltd., *Arboricultural Survey and Assessment of Existing Trees within the RAV Project Corridor*, Draft Rev 1, Oct 27, 2003.

Harland Batholomew & Associates, *A Plan for the City of Vancouver, British Columbia, including Point Grey and South Vancouver and a General Plan of the Region*, City of Vancouver, 1930.

Harland Bartholomew & Associates, *A Preliminary Report upon the Major Street Plan*, City of Vancouver, 1947.

Richmond / Airport / Vancouver Reference Alignment with Orthophotos,  
Contract T4 100

**APPENDIX B:**  
**LANDSCAPE EVALUATION +**  
**URBAN DESIGN EVALUATION**

<b>Cambie Corridor Assessment Study</b>																									
<b>30th September 2004</b>																									
	DENOTES OCCASIONAL																								
	DENOTES PREDOMINANT																								
	DENOTES OCCASIONAL																								
<b>King Edward</b>																									
<b>to 29th</b>																									
West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East										
29th to 30th		30th to 33rd		33rd to bend		bend to 37th		37th to 39th		39th to 41st		41st to 43rd		43rd to 45th		45th to 49th		49th tp 54th		54th to 59th		59th to Marine			
<b>Median / Boulevards and Tree Planting Evaluation</b>																									
<b>Central Median:Physical Form</b>																									
Physical form																									
Aver 24 m wide																									
Tapers from 12-24m wide																									
Aver 10-12 m wide																									
Unbroken Median																									
Median broken by alternate cross streets																									
Crosswalks only at alternate cross streets																									
One left turn lanes																									
Two left turn lanes																									
Median tapers at junction																									
<b>Tree Plantings</b>																									
<b>Planting Density</b>																									
Strong Visual Density																									
Average Visual Density																									
Weak Visual Density																									
<b>Tree Quantities</b>																									
Number of trees (total = 458)																									
Distance (m)																									
Number of trees per 10m																									



<b>Cambie Corridor Assessment Study</b>																										
<b>30th September 2004</b>																										
<b>King Edward</b>																										
<b>to 29th</b>																										
<b>29th to 30th 30th to 33rd 33rd to bend to 37th 37th to 39th 39th to 41st 41st to 43rd 43rd to 45th 45th to 49th 49th tp 54th 54th to 59th Marine</b>																										
<b>Species</b>																										
<b>Species by quantity and % per segment</b>																										
	West	East	West	East	West	East	West	East	West	East	West	East	West	East												
Qty	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%												
Prunus serrulata Kwanzen	2	10.53			1	5.263	6	31.58	5	23.81	2	10	6	22.22	9	28.13	18	34.62	12	17.65	28	34.15	89			
Chamaecyparis nootkatensis					1	5.263	1	5.263									19	36.54	18	26.47	23	28.05	61			
Crataegus X lavellei					6	12.5	2	10.53			2	10					5	9.615	19	27.94	13	15.85	47			
Fagus sylvatica			2	10.53	3	6.25	4	21.05	2	9.524	2	10	2	7.407	4	12.5	4	7.692	5	7.353	3	3.659	35			
Picea omorika			2	10.53	7	21.88	6	12.5	2	9.524	2	10	7	25.93	3	9.375								33		
Magnolia kobus (and Moonbeam)			5	26.32	1	3.125	2	4.167	2	10.53	2	10	1	3.704	1	3.125								26		
Sequoiadendron giganteum	7	36.84							3	15.79	2	9.524	1	3.704	2	6.25									23	
Malus Redbud									2	10.53	5	23.81	1	5	8	25									21	
Sorbus aria			2	10.53	3	9.375	2	4.167			6	30													13	
Cedrus deodara	3	15.79	2	10.53	1	3.125	3	6.25	2	10.53			1	3.704											12	
Cornus nuttallii / kousa					2	6.25	5	10.42	2	10.53	1	5.263					1	1.923							11	
Quercus alba																	3	5.769	4	5.882	2	2.439			9	
Ulmus americana																									9	
Chamaecyparis lawsoniana					1	2.083					2	9.524	1	3.704	4	12.5									9	
Liquidambar					3	6.25	4	21.05																	7	
Styrax japonica																									6	
Thuja plicata Zebrina																	1	3.125							6	
Ulmus glabra	4	21.05							1	2.083															5	
Pinus sylvestris																									4	
Pinus ponderosa					4	12.5																			4	
Gleditsia triacanthos									1	5.263	1	4.762														3
Acer griseum																									3	
Acer circinnatum																									3	
Larix decidua																									2	
Crataegus monogyna																	2	7.407							2	
Metasequoia																									2	
Pinus nigra									1	5.263	1	4.762													2	
Picea pungens	2	10.53																							2	
Quercus palustris																									1	
Quercus robur																									1	
Sophora																							1	1.22	1	

Cambie Corridor Assessment Study																											
30th September 2004																											
King Edward																											
DENOTES PREDOMINANT																											
DENOTES OCCASIONAL																											
59th to																											
to 29th																											
29th to 30th 30th to 33rd 33rd to bend to 37th 37th to 39th 39th to 41st 41st to 43rd 43rd to 45th 45th to 49th 49th tp 54th 54th to 59th Marine																											
West	East	West	East	West	East	West	East	West	East	West	East	West	East														
Chamaecyparis obtusa												1	1.471														
Abies concolor	1	5.263																									
Taxodium distichum						1	5.263																				
Tilia platyphyllos Laciniata																											
Carpinus betulus						1	5																				
Liriodendron tulipifera	1	10.53																									
<b>Total per segment</b>	<b>19</b>	<b>100</b>	<b>32</b>	<b>100</b>	<b>48</b>	<b>100</b>	<b>19</b>	<b>100</b>	<b>19</b>	<b>100</b>	<b>21</b>	<b>100</b>	<b>20</b>	<b>100</b>	<b>27</b>	<b>100</b>	<b>32</b>	<b>100</b>	<b>52</b>	<b>100</b>	<b>68</b>	<b>100</b>	<b>82</b>	<b>100</b>	<b>458</b>		
<b>Height</b>																											
<b>Height by percentage</b>	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	
2-4m (quantity / percent)	5	26.32	14	73.68	19	59.38	28	58.33	16	84.21	19	100	14	70	25	92.59	26	81.25	37	71.15	45	66.18	55	67.07			
5-7m (quantity / percent)	2	10.53	0	0	4	12.5	6	12.5	2	10.53	0	0	5	25	1	3.704	1	3.125	9	17.31	17	25	16	19.51			
8-10m (quantity / percent)	1	5.263	2	10.53	5	15.63	10	20.83	0	0	1	4.762	1	5	1	3.704	5	15.63	6	11.54	5	7.353	11	13.41			
11-13m (quantity / percent)	2	10.53	0	0	2	6.25	4	8.333	1	5.263	0	0	0	0	0	0	0	0	0	0	0	1	1.471	0	0		
14-19m (quantity / percent)	2	10.53	0	0	2	6.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20m + (quantity / percent)	4	21.05	3	15.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
30m + (quantity / percent)	3	15.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Planting Composition</b>																											
Exceptional Planting Composition																											
Strong planting composition																											
Moderate planting Composition																											
<b>Condition</b>																											
<b>Condition by percentage</b>	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	Qty	%	
Poor	0	0	1	5.263	0	0	2	4.167	1	5.263	0	0	5	25	1	3.704	3	9.375	2	3.846	5	7.353	9	10.98			
Fair	0	0	6	31.58	6	18.75	15	31.25	5	26.32	4	21.05	7	35	9	33.33	22	68.75	8	15.38	18	26.47	38	46.34			
Good	19	100	12	63.16	26	81.25	31	64.58	13	68.42	15	78.95	8	40	17	62.96	7	21.88	42	80.77	45	66.18	35	42.68			





**A P P E N D I X C :**  
**P H O T O G R A P H I C S U R V E Y**





King Edward to 29th Avenue, looking North



29th Avenue to 30th Avenue, looking North



30th Avenue to 33rd Avenue, looking North



33rd Avenue to the bend, looking North





The bend to 37th Avenue, looking North



37th Avenue to 39th Avenue, looking North



39th Avenue to 41st Avenue, looking North



41st Avenue to 43rd Avenue, looking North



43rd Avenue to 45th Avenue, looking North



45th Avenue to 49th Avenue, looking North





49th Avenue to 54th Avenue, looking North



54th Avenue to 59th Avenue, looking North





59th Avenue to Marine Drive

**A P P E N D I X D :**  
**O V E R A L L E V A L U A T I O N C H A R T**



**APPENDIX E:  
DESIGNATION BYLAW**

**BY-LAW NO. 7162**

**A By-law to designate certain buildings, structures and lands as heritage buildings, structures and lands and to amend By-law No. 4837, being the Heritage By-law**

**THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting assembled, enacts as follows:**

**1. The central median of Cambie Street between King Edward Avenue and South West Marine Drive in the City of Vancouver is hereby designated as a municipal heritage site.**

**2. Schedule A to By-law No. 4837 is amended by adding the following:**

**"95. Central Median Vancouver, B.C.  
of Cambie Street  
between King  
Edward Avenue  
and South West  
Marine Drive**

**3. The building once tenanted as Jones Tent and Awning and having the civic address of 2034 West 11th Avenue in the City of Vancouver is, as to the westerly 46.5 metres of its north facade only, hereby designated as a municipal heritage site.**

**4. Schedule B to By-law No. 4837 is amended by adding the following:**

**"12. Industrial Building 2034 West 11th Avenue Vancouver, B.C. Lot A Westerly 46.5 metres Block 385, of the north facade District Lot 526 except portions in Plan 9573 and LMP887 and part in Reference Plan 5178 (PID: 013-975-064)**

**5. Schedule A to By-law No. 4837 is further amended in Schedule A by deleting from item No. 46 the words "Canadian National".**

**6. This By-law comes into force and takes effect on the date of its passing.**

7.  
1993.

DONE AND PASSED in open Council this 2nd day of September ,

(signed) Gordon Campbell  
Mayor

(signed) Maria C. Kinsella  
City Clerk

"I hereby certify that the foregoing is a correct copy of a By-law passed by the Council of the City of Vancouver on the 2nd day of September 1993, and numbered 7162.

CITY CLERK"



**APPENDIX F:**  
**VANCOUVER PARK BOARD CONCEPTUAL**  
**DESIGN PLAN FOR CAMBIE STREET**

## CONCEPTUAL DESIGN PLAN FOR CAMBIE STREET

### Objectives

- Establish a Central Axis
- Establish Massing and Height
- Ensure Species Diversity
- Provide Year Round Interest
- Introduce More Deciduous Trees
- Separate Pedestrians from Vehicular Traffic

### Considerations

- Recognize Context of Cambie Street
- Sense of History - Pleasure Drive Concept
- Gateway to the City
- Distinction From Other North-South Streets
- Minimize Maintenance Costs

Harland Bartholomew, the American engineer who was responsible for the development of the Town Plan for Vancouver originally intended Cambie Street to be what he termed a '*pleasure drive*'. It was to function as a picturesque landscape that provided a pleasant, tranquil view for those who wanted to drive by for leisure. A separate lane was to be designated specifically for this purpose. He envisioned an informal, irregular parkway with varying widths that meandered like a country road.

This design plan seeks to renew the spirit of the original vision by using diverse species to provide interesting textures and colours, creating niches to evoke mystery and other design interventions. The result will be to aesthetically strengthen and distinguish Cambie from other streets and to truly qualify it as a gateway to the City. This design also uniquely embodies the principles of landscape architecture and urban forestry in the hopes of setting a new precedent in street tree maintenance and planting. Consequently, the aesthetic and horticultural issues have been equally addressed to provide a well-rounded, realistic design.

## Median Trees

A *central axis* needs to be established to unify the existing and future tree plantings between and within medians. Taking advantage of the many planting opportunities, a more ordered and stronger visual statement will be achieved by using large species such as *Fagus sylvatica* and *Robinia pseudoacacia* to punctuate the centerline of the medians.

Respectful of the changing *context* of the median, the plantings vary because of the 6 zones identified along Cambie:

1. 25th to 29th: **Residential** - *single family*
2. 29th to 33rd: **Queen Elizabeth Park**
3. 33rd to 39th: **Residential** - *mixed density*
4. 40th to 49th: **Oakridge** - *commercial center*
5. 49th to 57th: **Residential** - *high density*
6. 57th to Marine: **Langara** - *mixed use*

In addition to the concern for alignment, there is a lack of definition or presence from the trees currently in the median. The issues of scale and proportion need to be addressed. The large width of Cambie Street needs to be counterbalanced by *massing and height* in the median. Therefore, trees were selected for their height, shape, foliage density, fall colour, distinctive features such as flowers and of course, size. Due to the different limitations and species variation of each zone, the corresponding planting plans are also different.

Another objective is to achieve a *diversity in species* to prevent monocultures that encourage disease. Complexity in colour and texture are additional results of species diversity. *Year round interest* is also a concern in order that the pedestrian or driver continually view something of interest as they walk or drive along Cambie. Flowering periods are staggered intentionally by locating trees in different parts of the median as well as using different species such as crabapple, cherry, magnolia, pear, dogwood and plum.

There is also an emphasis on using *deciduous trees* to provide the 'greenness' and shade that is currently lacking in the median. In addition, the seasonal variability of deciduous trees which includes their striking fall colour is another reason for their selection.

Lastly, a common element is used throughout all the medians to achieve a sense of unity to Cambie. The species *Fagus sylvatica* is used on every possible median. But respectful of the changing zones, different cultivars are used such as 'Asplenifolia' and 'Atropunicea' to denote a new zone.

## Boulevard Trees

The primary influence on species selection was the presence of existing trees on the boulevard. Cambie Street is currently predominated with different cultivars of Dogwood. Although beautiful when they are in flower, the remainder of the year, the tree is weak in appearance. Weak meaning the tree is relatively small with respect to the scale of Cambie which at some points of the street can be up to 150 ft. wide. As well, the tree has a ragged nature that has no definite shape. As a result, the tree does not visually offer much reinforcement to the idea of Cambie being a major street in Vancouver.

Therefore, the species selected are based on the following qualities: strong shade of green that is noticeable and refreshing to the eye, a definite shape that adds presence to the street, compatibility with tree species in the adjacent median and density of foliage which contributes towards a strong barrier between pedestrian and vehicle. Size was also a consideration given site limitations that include overhead wires and boulevard width.

Planting patterns were dictated by existing trees and an allowance of space for access and sunlight. It was decided that a continuous row of alternating species all the way down Cambie from King Edward to Marine Drive would be excessive and impossible. The long length of the street and variability of existing tree species would diminish the impact of such a pattern. As a result, the approach is to introduce a new species whenever the identified zone changes. That way, boulevard trees will complement median trees as well as incorporate the variability of existing species on the boulevard. This pattern is further enhanced by alternating the zones with 3 species and then 2 species as exemplified in the following listing:

Street Tree Schedule:

### **25th to 29th - both sides**

- Juniperus communis
- Thuja plicata
- Cornus nuttallii

### **29th to 33rd - west side**

- Acer campestre 'Queen Elizabeth'
- Pyrus calleryana 'Chanticleer'

### **33rd to 40th- both sides**

- Acer platanoides 'Emerald Queen'
- Acer campestre 'Queen Elizabeth'
- Cornus kousa 'Chinensis'

### **41st to 49th**

*West side:*

- Prunus serrulata 'Kwanzan'
- Fagus sylvatica 'Dawykiei'



*East side:*

- Prunus cerasifera 'Pissardii Nigra'
- Fagus sylvatica 'Dawykiei'

**49th to 57th- west side**

- Carpinus betulas 'Fastigiata'
- Cornus kousa 'Chinensis'

**57th to Marine Drive- both sides**

- Acer rubrum 'Karpick'
- Acer freemanii 'Scarlet Sentinel'
- Cornus kousa 'Chinensis'

## Maintenance Issues

Our mandate is to consider the future maintenance implications after the tree has been planted. There is a concern for the entire life of the tree; its longevity as well as replacement plans and impact after its decline and removal.

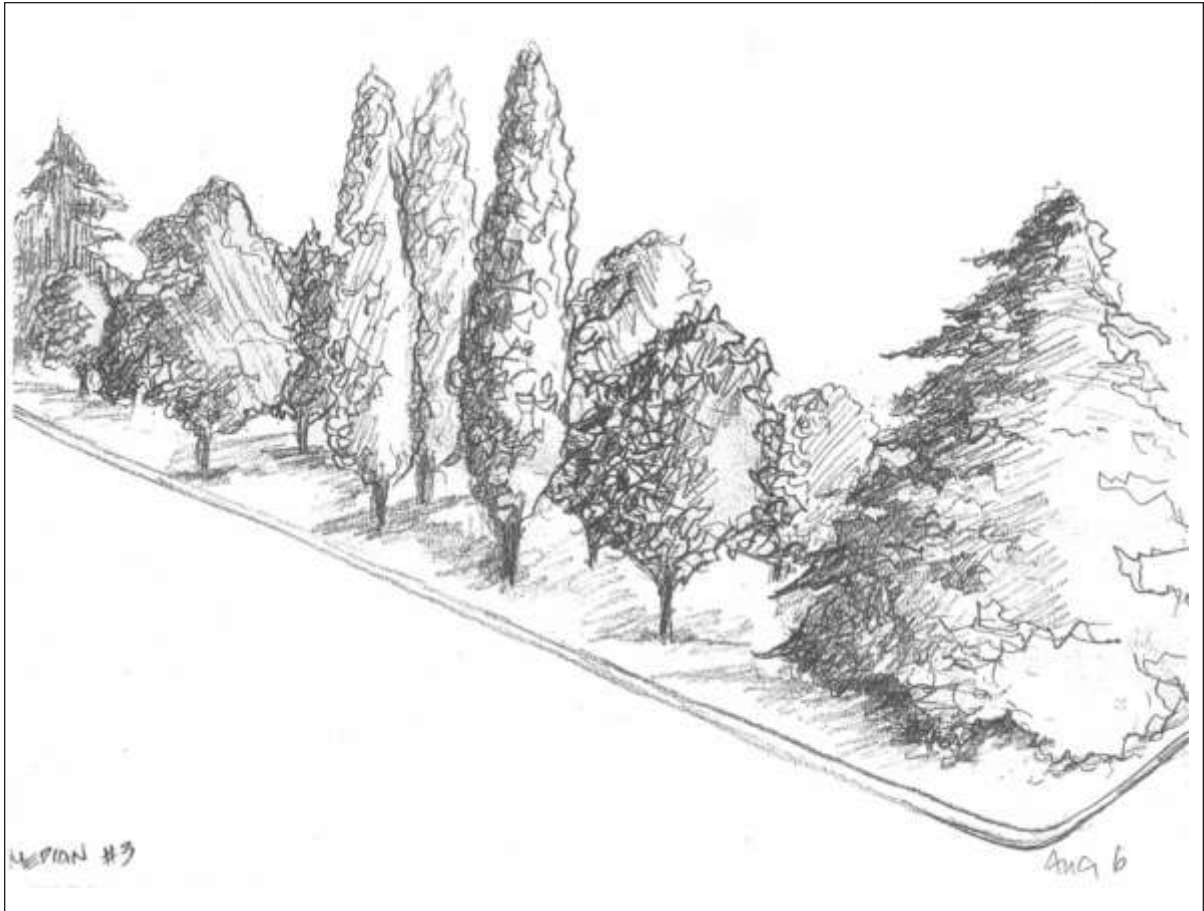
There are two primary maintenance concerns. Firstly, maintenance begins with proper species selection. The criteria used is based on size, pest resistancy, pruning requirements and tolerance of urban conditions. Specifically, urban environments are more stressful for trees due to the high rate of soil compaction, the often hot, dry microclimate (as exemplified by the south facing slope of Cambie) and the high rate of pollution, particularly, from car exhaust. If a tree species meets the acceptable standards of the aforementioned conditions then it is expected maintenance costs will be minimized.

The second issue is the location of the tree's planting site. Consideration has been given to provide enough space between mature sized trees to allow for efficient mowing by a ride-on mower. If the space is wide enough, not only will mowing be done more efficiently but also, the health of the tree is preserved from cuts and dents caused by mowers.



Parks Board Conceptualization Design Plan





**Parks Board Conceptualization Design Plan**