3.8 THIRD AVENUE ULTIMATE

OVERVIEW

GENERAL

Third Avenue is a standard (66 ft / 20.11 m) public road right of way and designated a collector road for vehicles and active transportation. Zoning Bylaw Regulation 4.42 requires a 2.5 m building setback along any property fronting Third Avenue to support sufficient space for separated bike lanes along Third Avenue from Bailey Street to New Westminster Street. This streetscape standard shows the Adapted design (73.8 ft /22.5 m) where only one side of the street has a 2.5 m building setback. This application is only specific to properties along Third Avenue where the opposing property across the street has already built a building to a 0 m setback. A 2.5 m Public Right of Way will be required to use the additional space for public sidewalk use.

USE

The primary use of Third Avenue is for safe, separated, pleasant, and efficient cycling movement and collector vehicle movement. Secondary use is for pedestrian movement, on street -parking on one side of the road and commercial activation with wide sidewalks and some space for commercial focused streetscape furnishings (seating, bike racks, waste receptacles). Drive aisles should be designed wide enough to support current or future public transit use. Third Avenue is a main fire route to be designed with emergency vehicles and snow removal considerations.

LANDSCAPING

Third Avenue should support a rhythmic planting of street trees along grassed or low planting boulevards with clumping of street trees at mid-blocks and intersections where sightlines allow. Linear street trees should be medium to large columnar canopy deciduous trees to support shade while preserving space for unobstructed cycling movement. Clustered street trees should support variation in planting rhythm and support species diversity with selective confiner placements where sightlines allow. The grass boulevard can be broken up with paved space for streetscape furnishing and pathways where necessary. Where parking is not provided the boulevard can be designed with 50% evergreen planting with variation in low shrubs, grasses and pollinators. See Street Tree and Planting Guidelines for more details.

THIRD AVENUE ULTIMATE

OVERVIEW

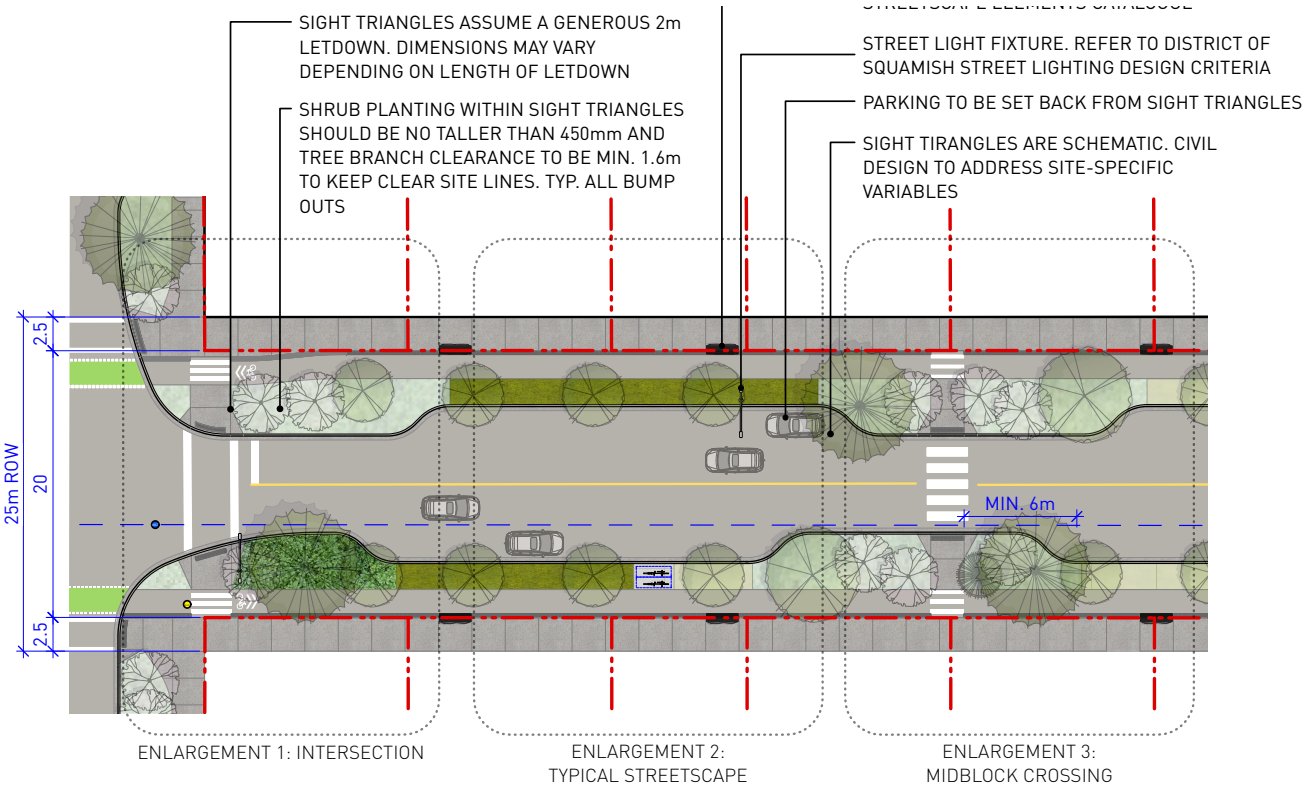
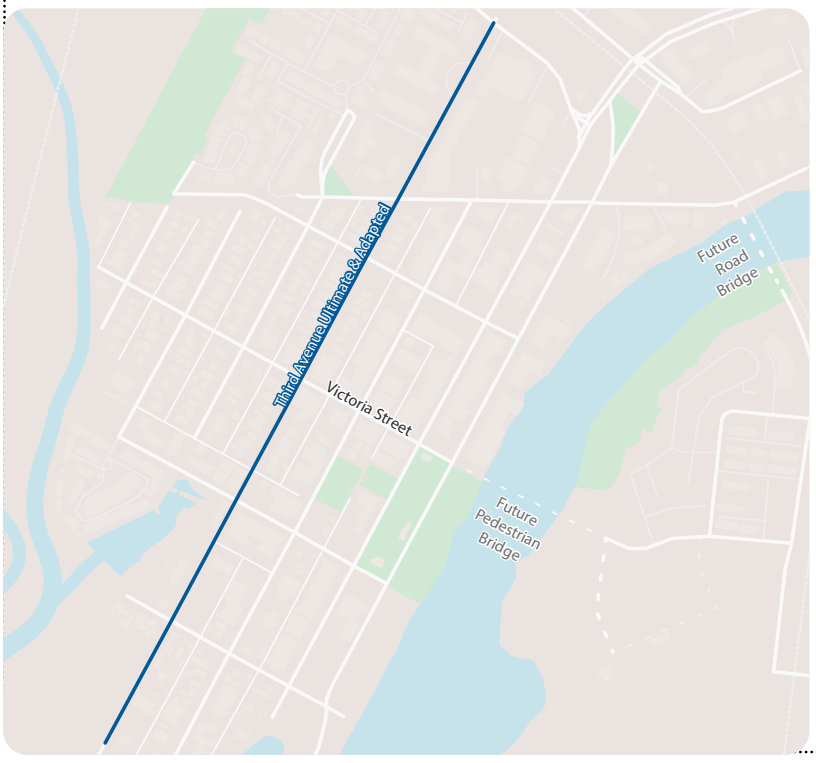


FIG. 1 3RD AVE. ULTIMATE DESIGN - OVERVIEW
Scale: 1:500

0 5 10m



THIRD AVENUE ULTIMATE

INTERSECTION

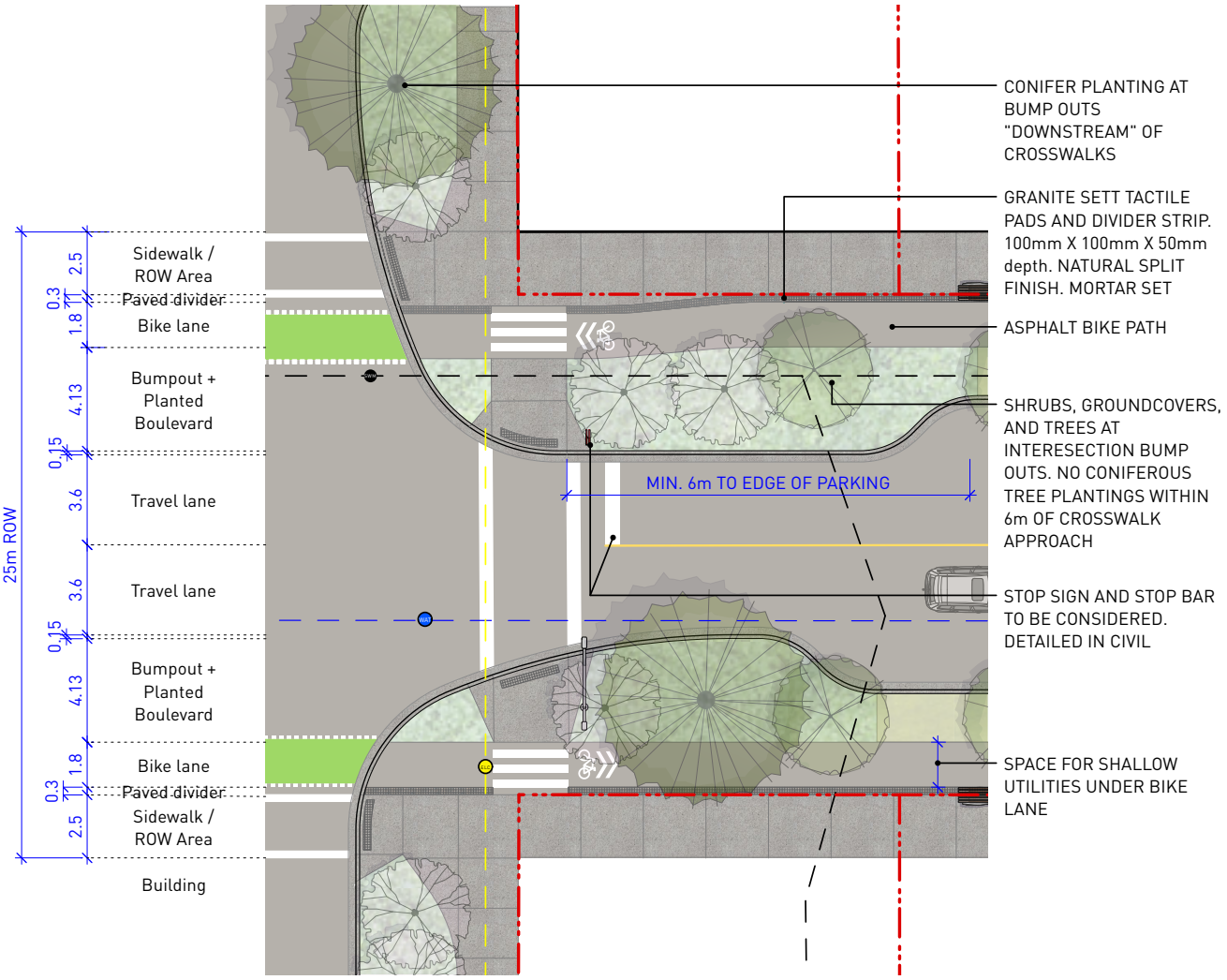


FIG. 2 3RD AVE. ULTIMATE DESIGN - INTERSECTION
Scale: 1:250

THIRD AVENUE ULTIMATE

TYPICAL STREETSCAPE

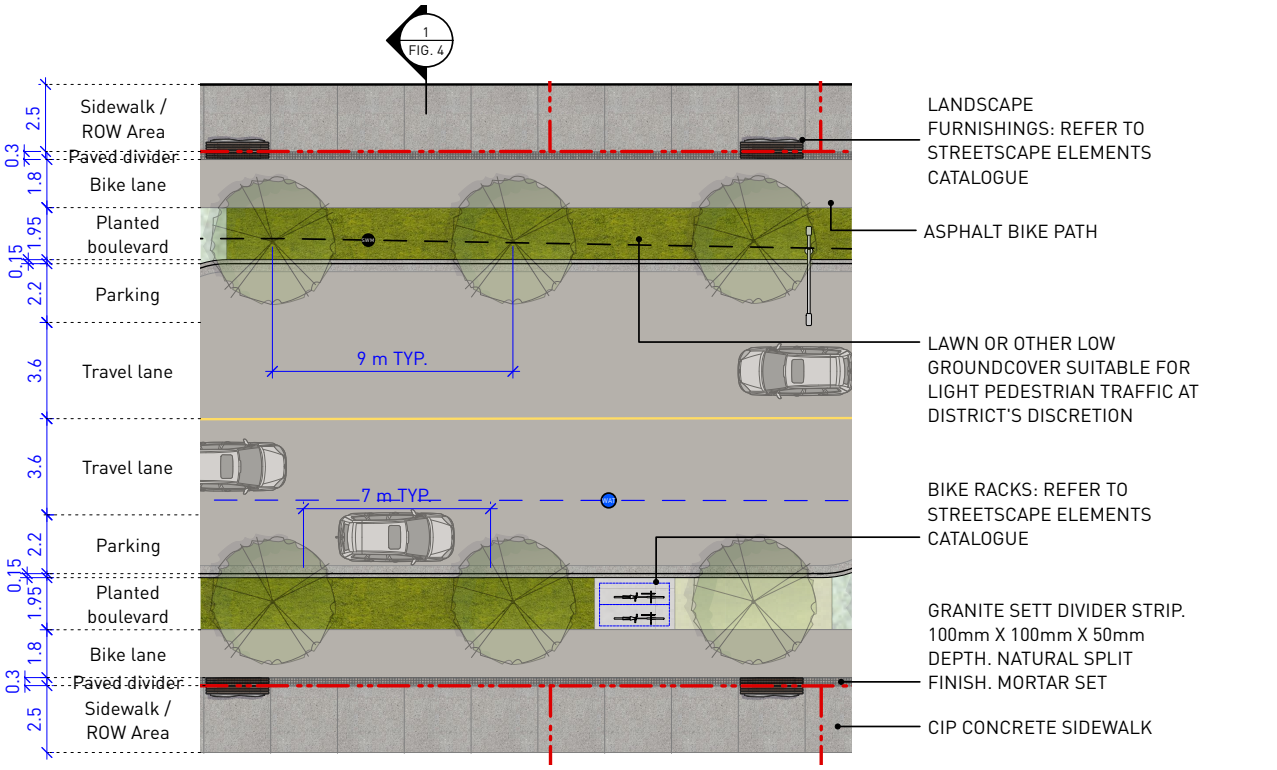
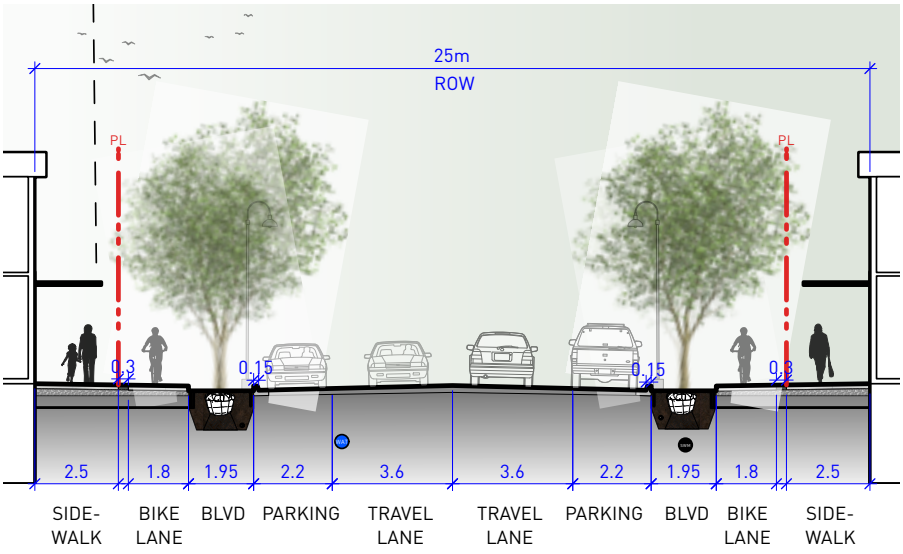


FIG. 3. 3RD AVE. ULTIMATE DESIGN - TYP. STREETSCAPE
Scale: 1:250



NOTE:
BUILDING FORM, HEIGHT AND LOCATION SUBJECT TO SITE-SPECIFIC ARCHITECTURAL DESIGN.

EXISTING UTILITIES - CIVIL TO CONFIRM. LOCATIONS MAY VARY BASED ON SITE.

FIG. 4 SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200

0 5 10m

THIRD AVENUE ULTIMATE

MID-BLOCK CROSSING

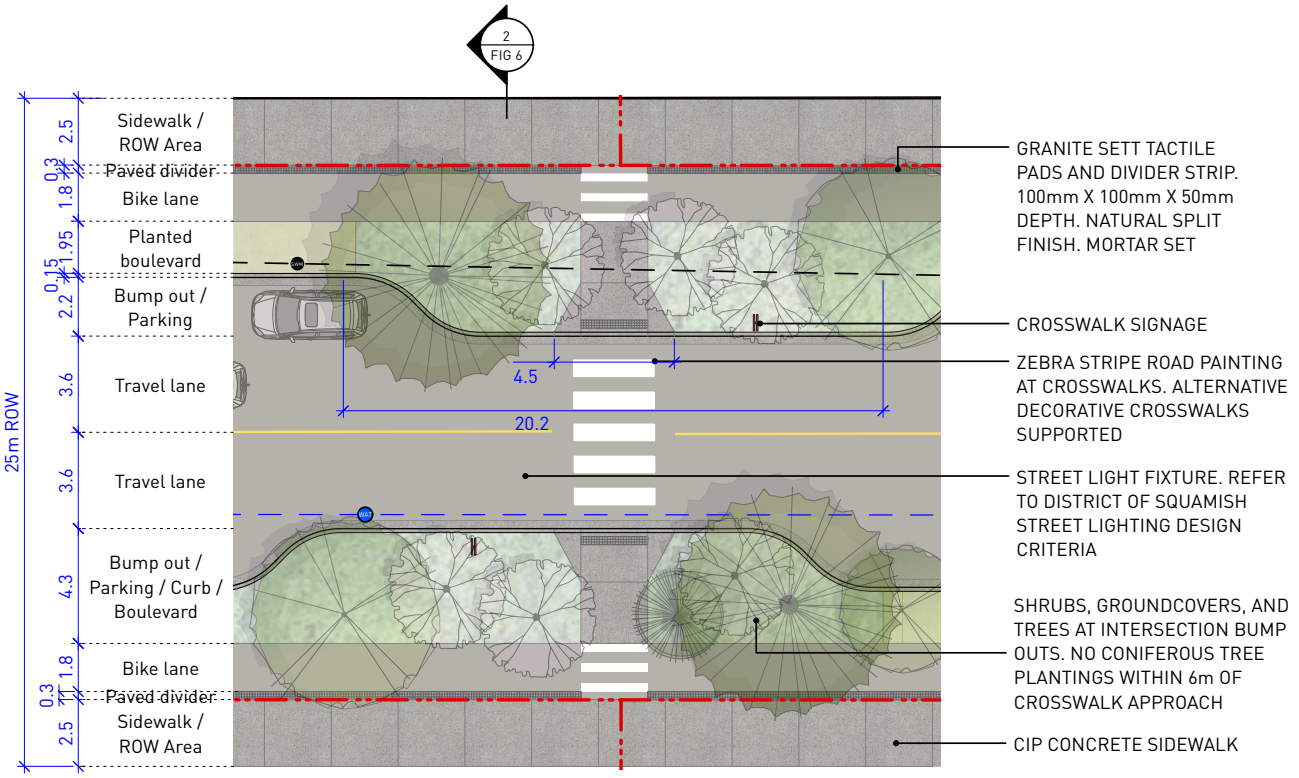


FIG. 5. 3RD AVE. ULTIMATE DESIGN - MIDBLOCK CROSSING
Scale: 1:250

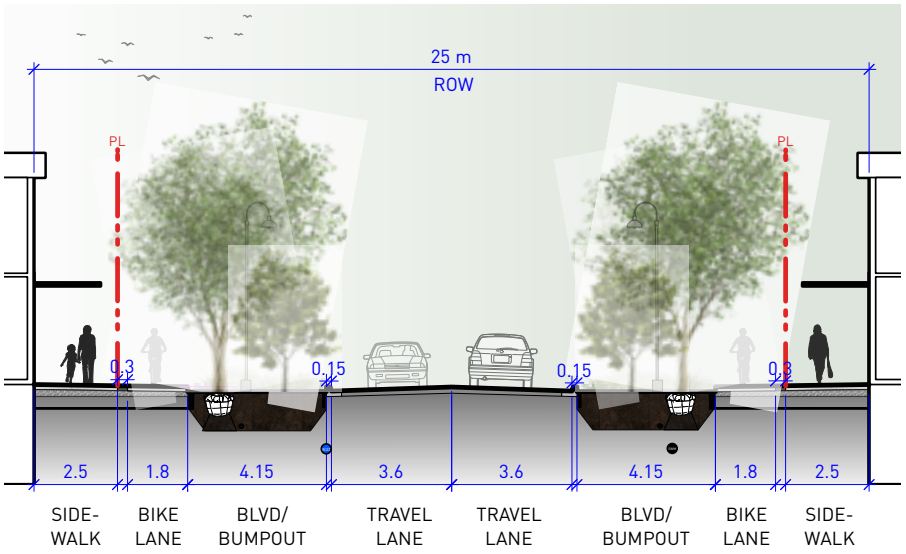


FIG. 6. SECTION 1 - TYPICAL STREETSCAPE
Scale: 1:200

NOTE: BUILDING FORM, HEIGHT AND LOCATION SUBJECT TO SITE-SPECIFIC ARCHITECTURAL DESIGN.

EXISTING UTILITIES - CIVIL TO CONFIRM.

THIRD AVENUE ULTIMATE

GROWING MEDIUM AND PAVING

NOTES:
1. SOIL CELLS TO BE ARRANGED IN BLOCKS THAT SUPPORT RADIAL ROOT GROWTH FROM CENTRE OF TREE.
2. SOIL CELLS TO SUPPLEMENT GROWING MEDIUM VOLUME TO ACHIEVE MINIMUM SOIL VOLUME REQUIREMENTS IN GENERAL NOTES.
3. STRUCTURAL SOIL UNDER ROADWAY RECOMMENDED IF GEOTECHNICAL AND CIVIL ENGINEERING CONDITIONS ALLOW IN ORDER TO PROVIDE MORE SYMMETRICAL ROOT GROWTH FOR TREES. GROWING MEDIA VOLUME CONTAINED IN STRUCTURAL SOIL CAN CONTRIBUTE TO SOIL VOLUME TARGETS. USE TO BE DETERMINED ON PROJECT-BY-PROJECT BASIS.

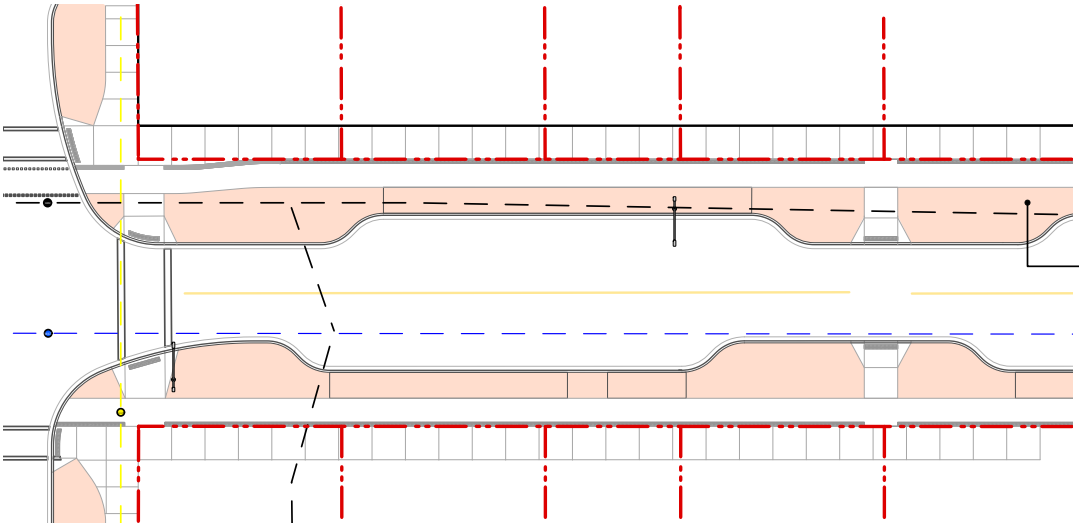
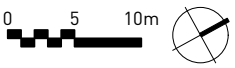
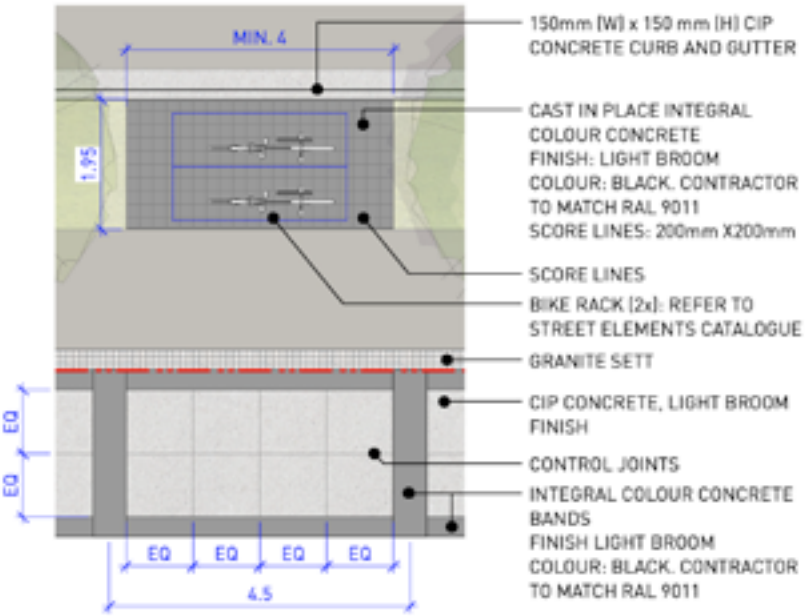


FIG. 7. 3RD AVE ULTIMATE DESIGN - GROWING MEDIUM
Scale: 1:500





NOTE:
EXPANSION JOINTS TO BE 9.0M MAX BETWEEN JOINTS IN BOTH DIRECTIONS ALONG PROPERTY LINE AND AT ALL VERTICAL FACES SUCH AS CURBS AND LIGHT STANDARDS.

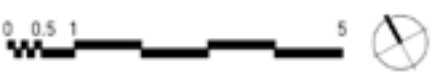


FIG. 8 PLAN ENLARGEMENT 4 - 3RD AVE. ULTIMATE - LAYOUT AND PAVING
Scale: 1:100