Street Design Guidelines for Lower Twelfth Street

May 2013

These text guidelines supplement the general street design concepts identified within the Lower Twelfth Street Plan. Supporting drawings, which include a key plan and detailed sections, show how the guidelines are to be applied within specific locations in the study area.

Right of Ways and Dimensions

1. The following widths are to be observed wherever possible:

ROW, from Stewardson Way to Third Avenue	24 m
ROW, from Third Avenue to Fourth Avenue	20 m
Mews	10 m
General Purpose Traffic Lanes	3.5 m
Parking Lanes	2.2-2.4 m
Bike lanes	1.5-1.7 m
Sidewalks, Twelfth Street and Third Avenue	2 m
Sidewalks, Mews (one side only)	1.5 m
Boulevards	2.75-3.5 m
Building Setbacks	3.0 m

2. Dedications required to achieve the 24m Right of Way on Twelfth Street between Queens Avenue and Third Avenue will be taken from the east side of the street and utilities will be focused on this side of the street over time.
3. All lighting, signage, transit passenger amenities and parking meters will be located within boulevards where possible, leaving sidewalks clear of obstacles.
4. Frontage features that increase the animation of the street, such as café patios and sitting areas, will be considered in building setbacks between Third Avenue and Fourth Avenue provided that these support the commercial objectives of this area, do not negatively impact nearby properties, are well landscaped and are consistent with an attractive pedestrian realm.

Utilities and Lighting

5. Overhead electrical wires will be undergrounded along the frontages as properties redevelop. Electrical wires within Mews will be undergrounded as adjacent properties are developed.
6. Street level and pedestrian level lighting will be provided on Twelfth Street and Third Avenue. Only one level of lighting is required in Mews to illuminate lanes and the sidewalk. Light poles will be located within boulevards on Twelfth Street and Third Avenue and on building faces within Mews wherever possible.

7. Street light fixtures will provide a white light source and be fitted with sharp cutoff filters that focus illumination on roadways and sidewalks, minimize light falling onto adjacent properties and protect the night sky.
8. New development sites along Stewardson Way and the west side of Twelfth Street will take their services from connections within Mews where possible.
9. Electrical kiosks will be integrated into building setbacks.

Gateways

10. Special Gateway treatment will be established at two locations:
    a. Twelfth Street at Stewardson Way. An "Allee" (double row of trees) will be provided on Twelfth Street between Stewardson Way and an extended pocket park with a signature Gateway feature will be located at the western end in the Auckland Street cul-de-sac.
    b. Twelfth Street at Third Avenue. A resting area and Gateway feature will be provided on the west side of this intersection.
11. The Gateway identified at Fourth Avenue and Thirteenth Street will be maintained as a natural area with mature trees and landscaping.

Street Furnishings and Public Art

12. City standard benches will be considered at main intersections and at Gateways.
13. City standard solid waste receptacles will be provided at all transit stops and at other locations where there is likely to be a demand.
14. City standard bus shelters will be provided at all stops where possible and integrated into building setbacks to avoid blocking sidewalks or diverting pedestrians.
15. Mounts for banner holders, festive lighting and hanging baskets will be provided on light poles within the study area.
16. Where feasible and budgets permit, public art that celebrates the area's cultural and heritage features will be incorporated into streetscape elements after community consultation. These elements could be included as:
    a. Murals;
    b. Mosaics or other art forms incorporated into sidewalks;
    c. Historic elements, such as railway rails and industrial artifacts;
    d. Decorative plantings in boulevards and curb extensions, including trees;
    e. Innovative transit shelters at key locations;
    f. Sculptures within rain gardens;
    g. Utility box wraps;
    h. Banners; and
    i. Special Gateway features.

Sustainability Features

17. Boulevards with swales and rain gardens will be used to the extent possible to reduce runoff entering the sewer system and filter water naturally.
18. Excess stormwater from streets will be intercepted and filtered.
19. The majority of street trees will be deciduous and drought resistant, providing shade in summer and allowing sunlight penetration at street level in winter.
20. Clusters of coniferous trees and other indigenous plantings that retain their foliage throughout the year, such as Salal, will also be provided in order to provide colour in the area throughout the year.
21. Curb extensions with low ground cover and rain garden features where possible, will be installed at regular intervals (30 m as a maximum) to visually narrow the street, delineate parking lanes and separate pedestrians from traffic.
22. Lighting fixtures will be selected to be durable, with low maintenance and minimal energy consumption.
23. Parking facilities should be accessed from Mews wherever possible to minimize the number of driveway crossings and create a more attractive pedestrian environment.
24. Pavers or textured asphalt should be considered for Mews and parking lanes.

Greenway Features

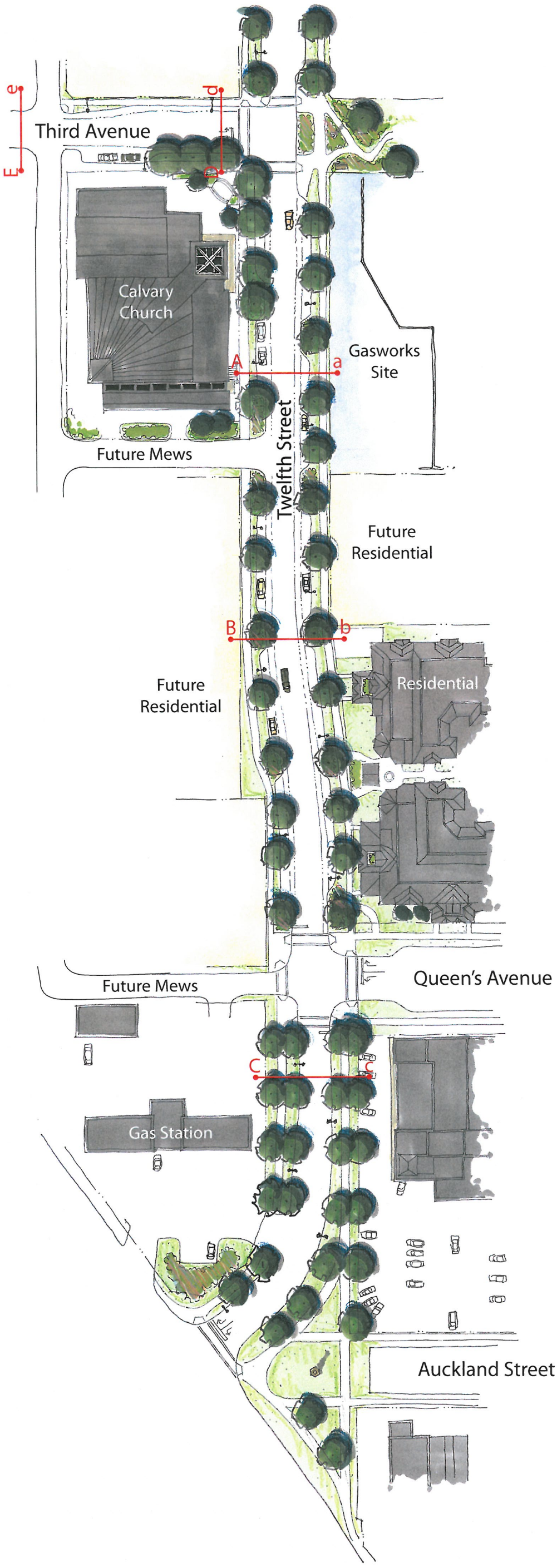
25. Wayfinding signage will be provided to assist users of the Queens, Twelfth Street and BC Parkway Greenways.
26. Signage will be provided to direct cyclists along the alternate low-level route to the Downtown via Twelfth Street, Queens Avenue and Eleventh Street.
27. Bike boxes, bike channels and special pavement colour treatments should be provided to assist cyclists with turning movements and proceeding through intersections where there is a right turn bay.
28. Public art and seating will be considered at Gateways and along Greenway routes.

Supporting Drawings

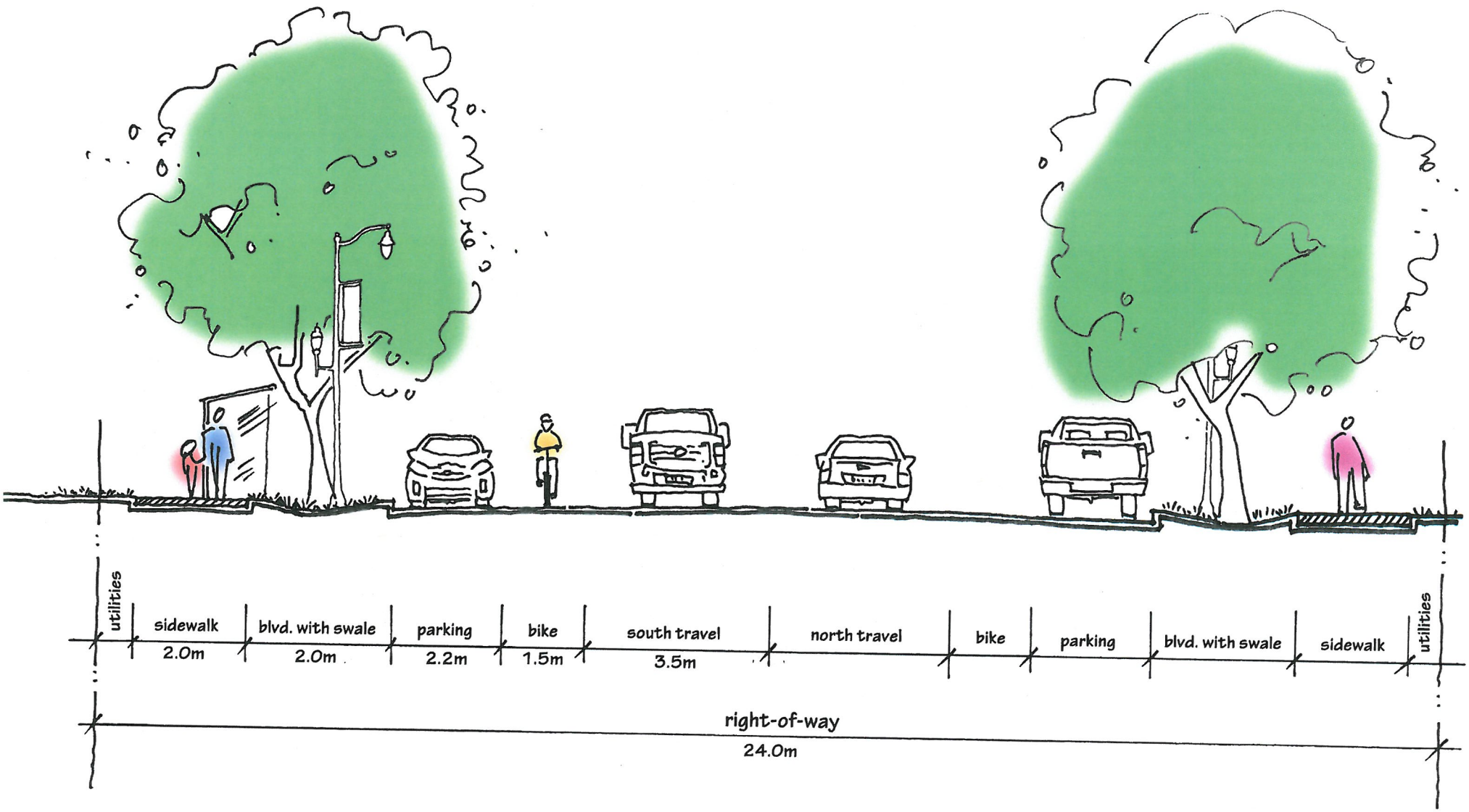
Illustrative Key Plan
Section A-a –Twelfth Street, Third Avenue to Queens Avenue (with parking)
Section B-b – Twelfth Street, Third Avenue to Queens Avenue (with bump outs)
Section C-c – Twelfth Street, Queens Avenue to Stewardson Way
Section D-d – Third Avenue at Twelfth Street
Section E-e – Third Avenue at Stewardson Way
Sample Mews Section

Note: Minor utilities, such as cable and telephone, are shown in boulevards. Larger utility infrastructure, including water, sanitary sewer and storm sewer, is proposed to be within the northbound travel lane, with the exact location to be determined.

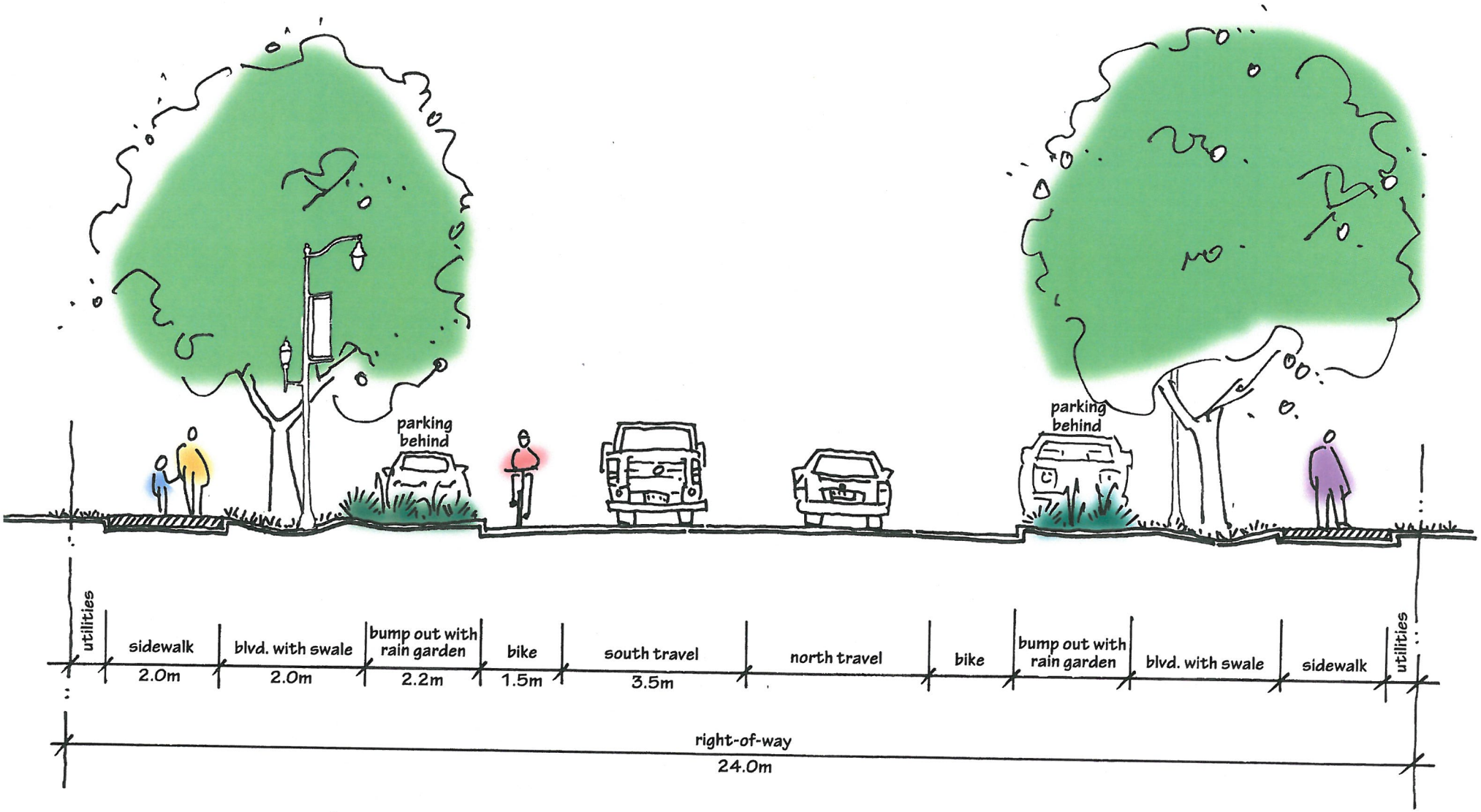
Lower Twelfth Street Design Guidelines
Illustrative Key Plan



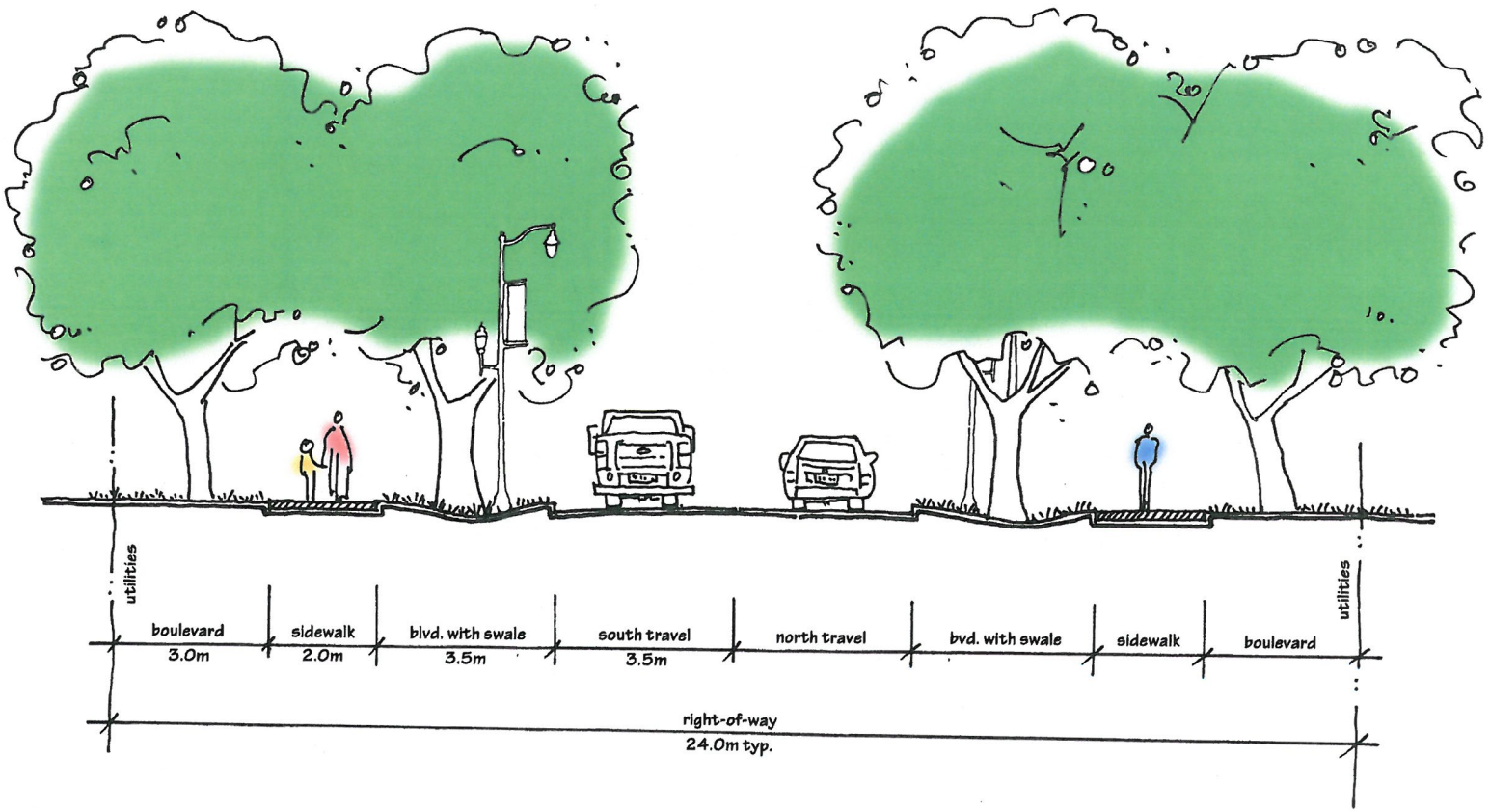
Lower Twelfth Street Design Guidelines
Twelfth Street - Third Avenue to Queen's Avenue
Section A-a (through parking)



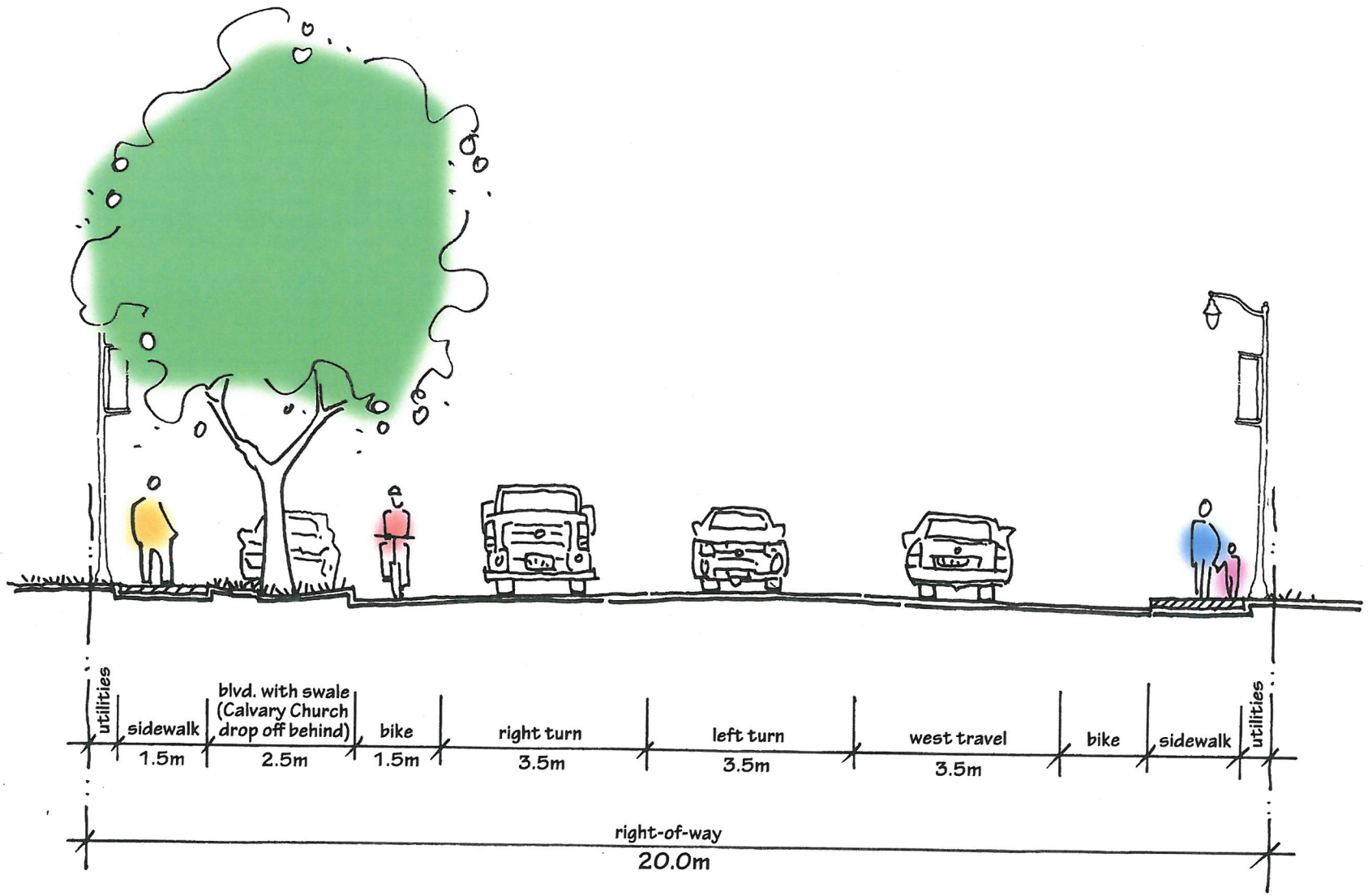
Lower Twelfth Street Design Guidelines
Twelfth Street - Third Avenue to Queen's Avenue
Section B-b (through bump outs)



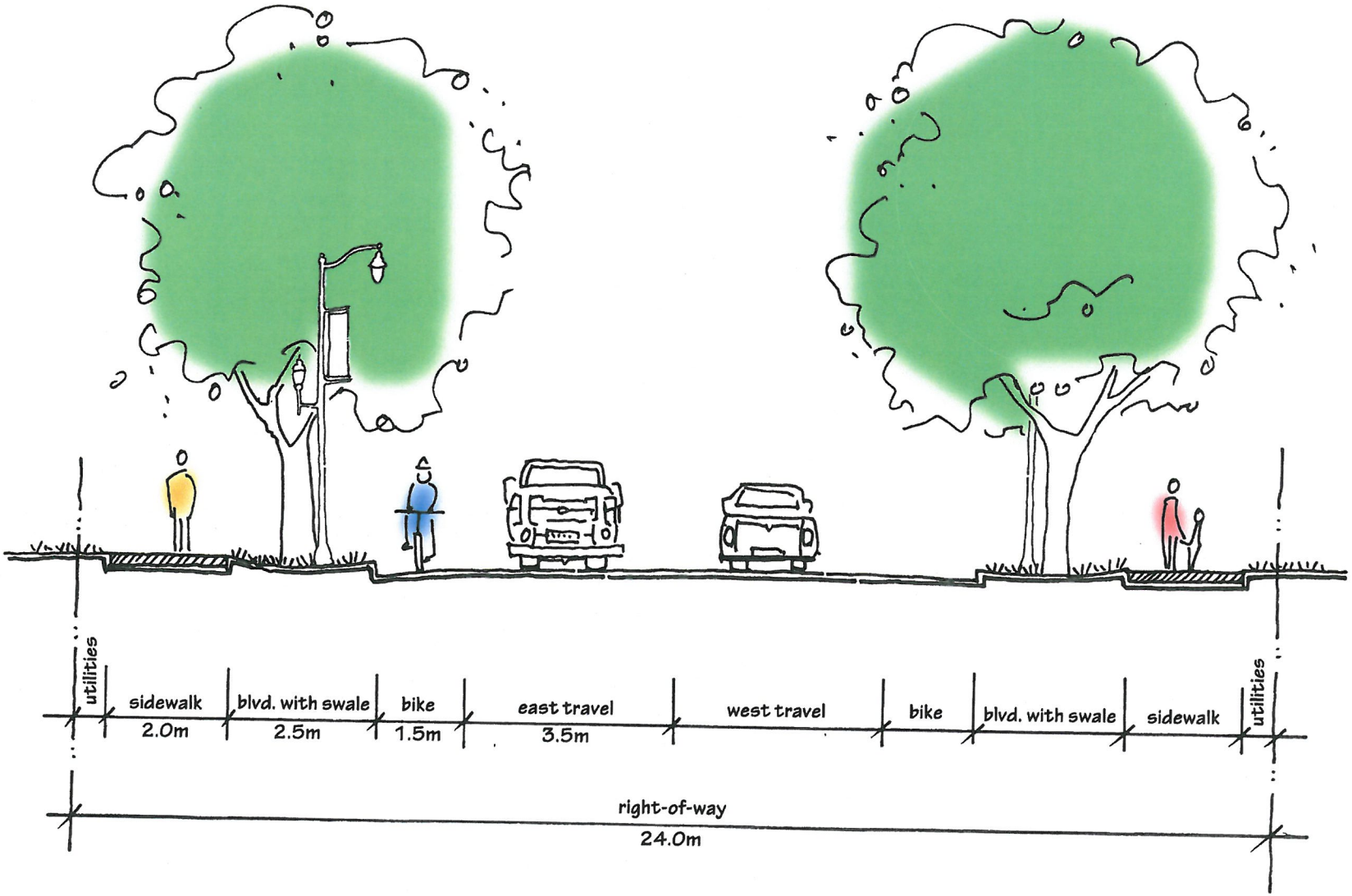
Lower Twelfth Street Design Guidelines
Twelfth Street - Queen's Avenue to Stewardson Way
Section C-c



Lower Twelfth Street Design Guidelines
Third Avenue - at Twelfth Street
Section D-d

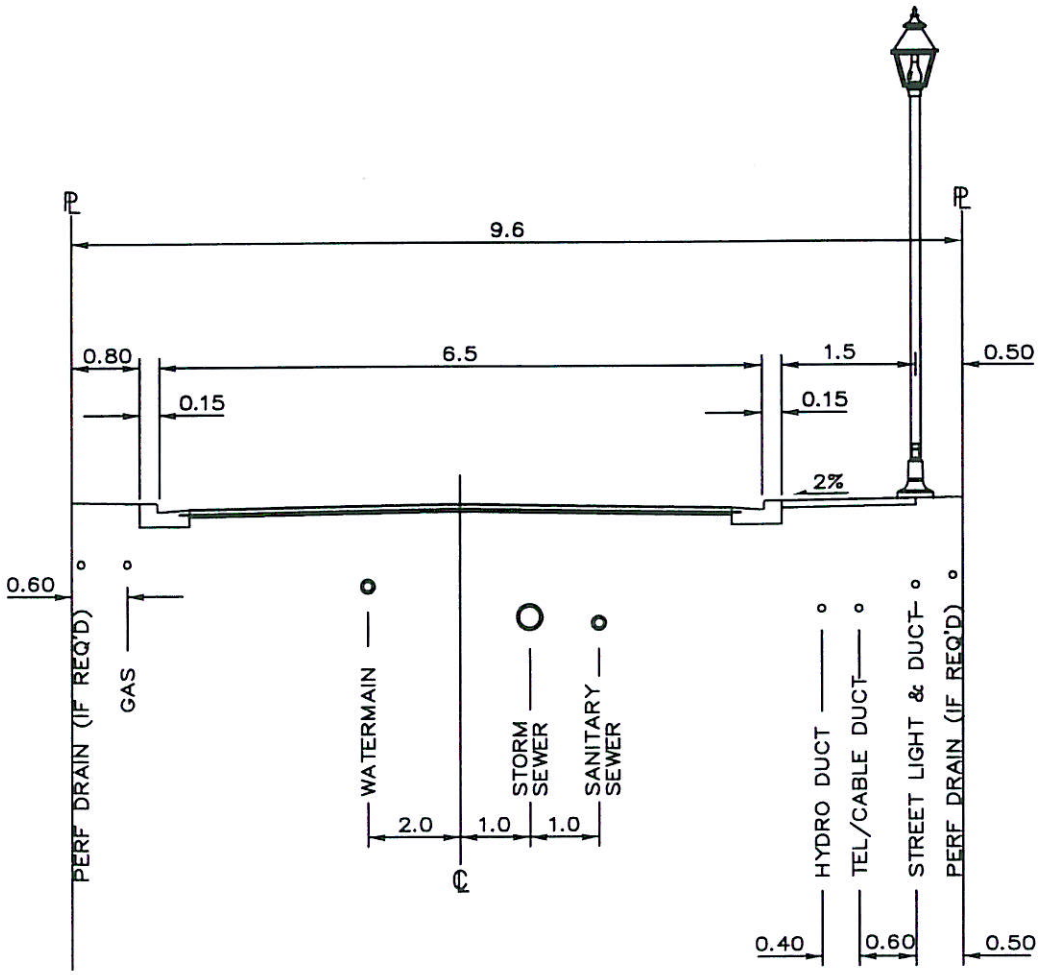


Lower Twelfth Street Design Guidelines
Third Avenue - at Stewardson Way
Section E-e



NOTE:

NARROW SECTION ONLY USED ON STEEP CROSS SLOPES WITH NO LOT FRONTAGE, NO ACCESS & NO PARKING



NOTE: All dimensions in metres

FILE: COQ-R6

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