

Main Streets - 33rd and 34th Avenue

Main Streets Core Values:

Social & Healthy Lifestyle: Create a family-friendly and safe street environment that focuses on promoting sense of community.

Mobility & Functionality: Achieve a balance of multi-modal transportation options with a focus on pedestrian-friendly and inclusive design.

Character & Identity: Create a street that establishes a unique sense of place and offers memorable experiences for both residents and visitors.

Economic Vitality: Street improvements promote economic vitality by encouraging redevelopment opportunities and promoting investment.

Design Elements:

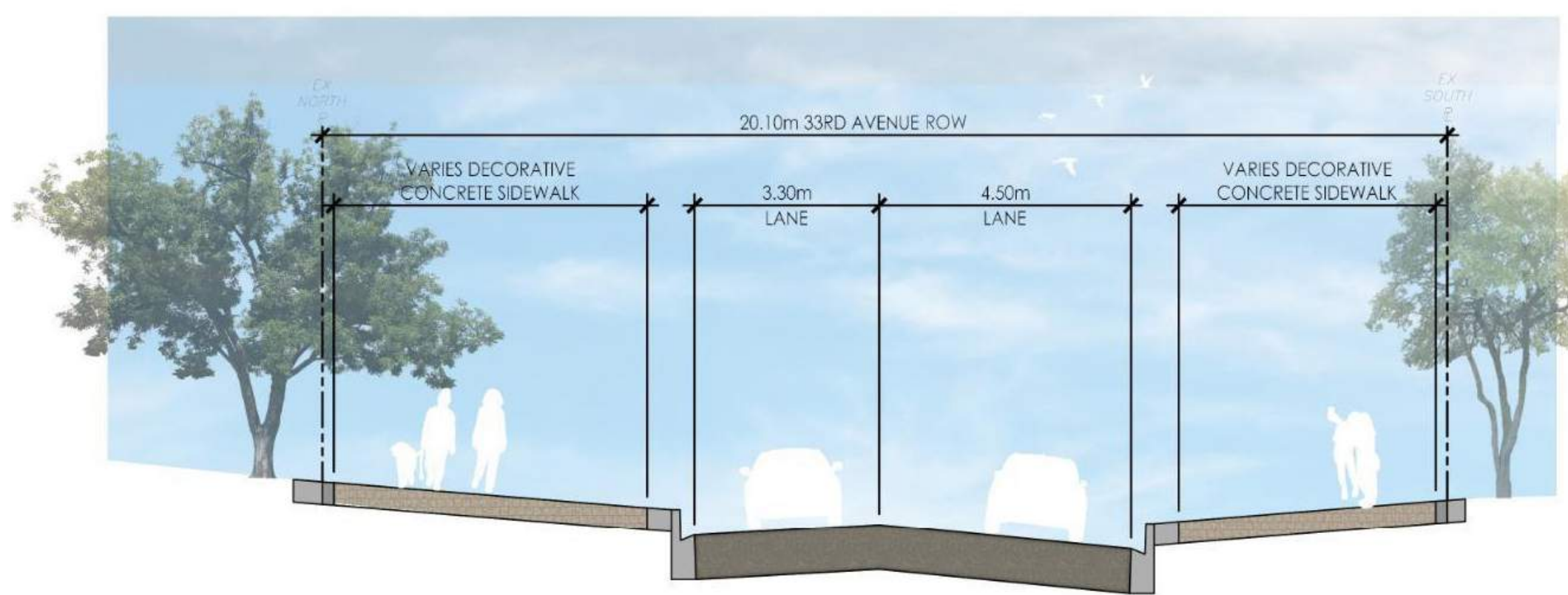
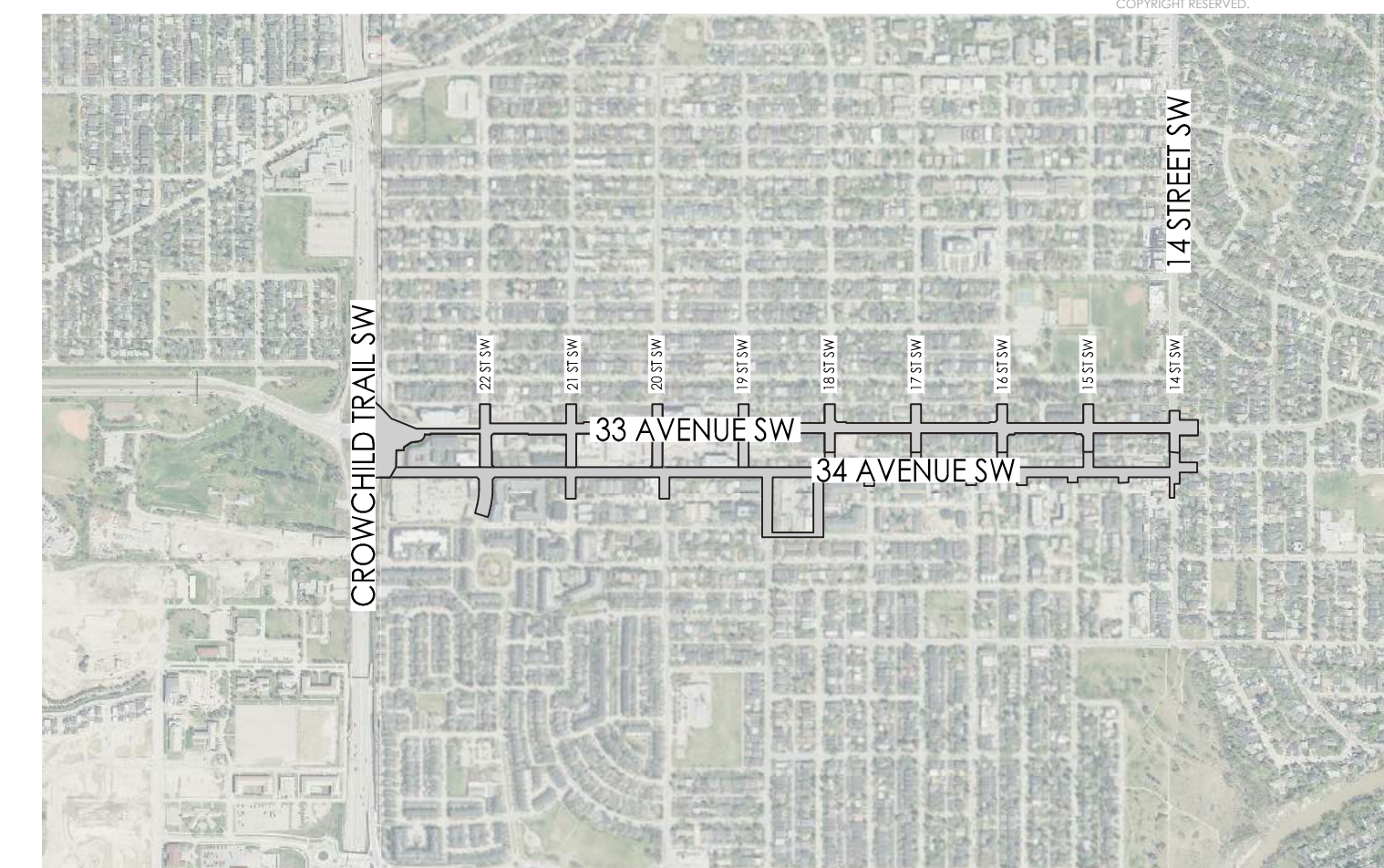
- Multi-Use Path (MUP)**
 - Physically separated infrastructure for all ages and abilities of people to walk and wheel in Marda Loop.
- Pedestrian Rest Areas**
 - Seating and landscaping provides an inviting place to rest and socialize within Marda Loop.
- Connection to MAX Yellow BRT Plaza**
 - Supports multi-modal access to and from Marda Loop for residents and visitors.
- Publicly Accessible Gathering Spaces**
 - Publicly accessible pedestrian gathering and event areas, subject to further collaboration with adjacent landowners.
- Streetcar Plaza**
 - Historically inspired community gathering space adjacent to unique local businesses will help to activate the precinct and support continued business vitality.

- Maximize On Street Parking Supply**
 - Selection of a multi-use pathway provides road right of way space to accommodate on street parking on both sides of the corridor.
- Truck Aprons**
 - Slows the speed of travel for turning motor vehicles, improving comfort and safety for people on crosswalks.
- Marda Loop Gateway Features**
 - Strategically placed theming and branding elements, and landscape nodes that help foster the site character to create a sense of place and community identity for the residents and visitors.
- Enhanced Landscape Features**
 - Increased planting and canopy for pedestrian comfort and climate resiliency.

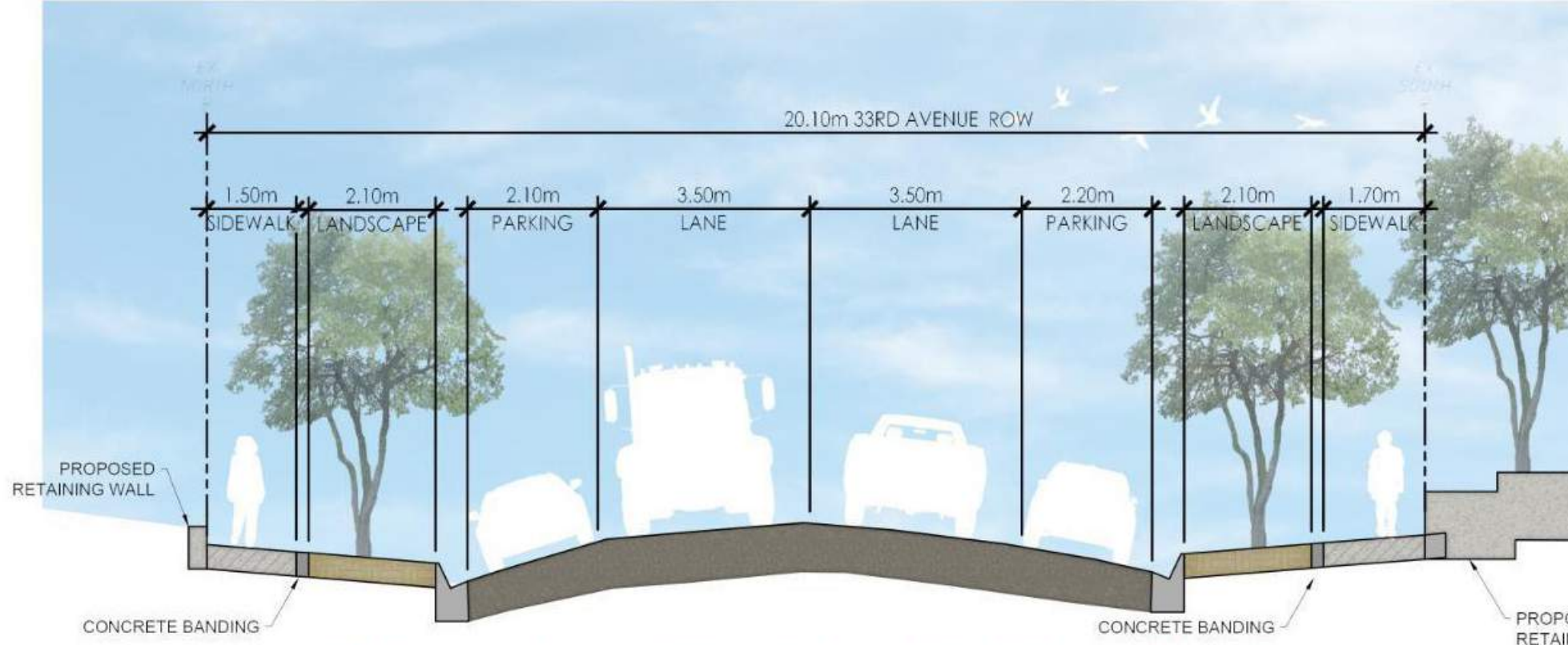
- Bikeway Switchback and Plaza**
 - Places priority on accessibility and comfort for wheeling users.
- Connection to Pedestrian Overpass**
 - Supports multi-modal access to and from Killarney, Currie, and Richmond-Knob Hill.
- Enhanced Transit Stop**
 - Shelter provides a comfortable space for people to wait.
- Protected Wheeling Lanes**
 - Separated lanes are more comfortable for all ages and abilities of people wheeling on 20th Street SW.
- Festival Space**
 - Enhanced finishin with pavers fosters a unique experience for markets and activities in the Marda Loop area.

Legend:

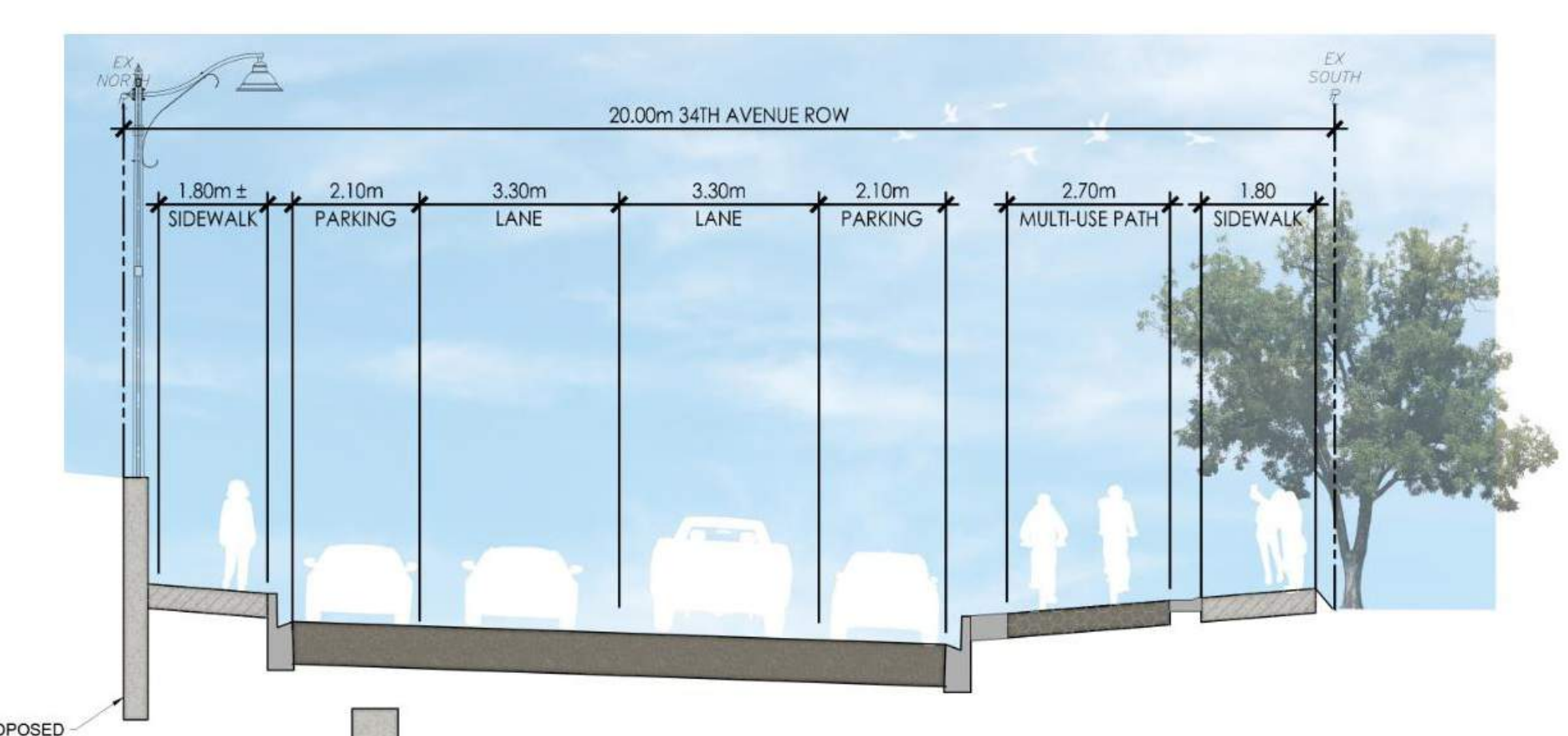
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|--|-------------------------------------|
| CONCRETE SIDEWALK, WIDTH VARIES | STREETLIGHTS |
| DECORATIVE CONCRETE | TRAFFIC SIGNALS |
| CONCRETE SHORELINE | EXISTING TREES TO REMAIN |
| CONCRETE PAVERS | EXISTING PRIVATE TREES TO REMAIN |
| MULTI-USE PATH (6A WHEELING STRUCTURE), WIDTH VARIES | RELOCATED HISTORICAL "TOLPOFF" SIGN |
| TRUCK APRON | DECORATIVE BANNER POLES |
| URBAN DRIVEWAYS | CLUSTER SEATING/PICNIC TABLES |
| RESIDENTIAL DRIVEWAYS | BENCHES |
| URBAN LANEWAYS | |
| RESIDENTIAL LANEWAYS | |



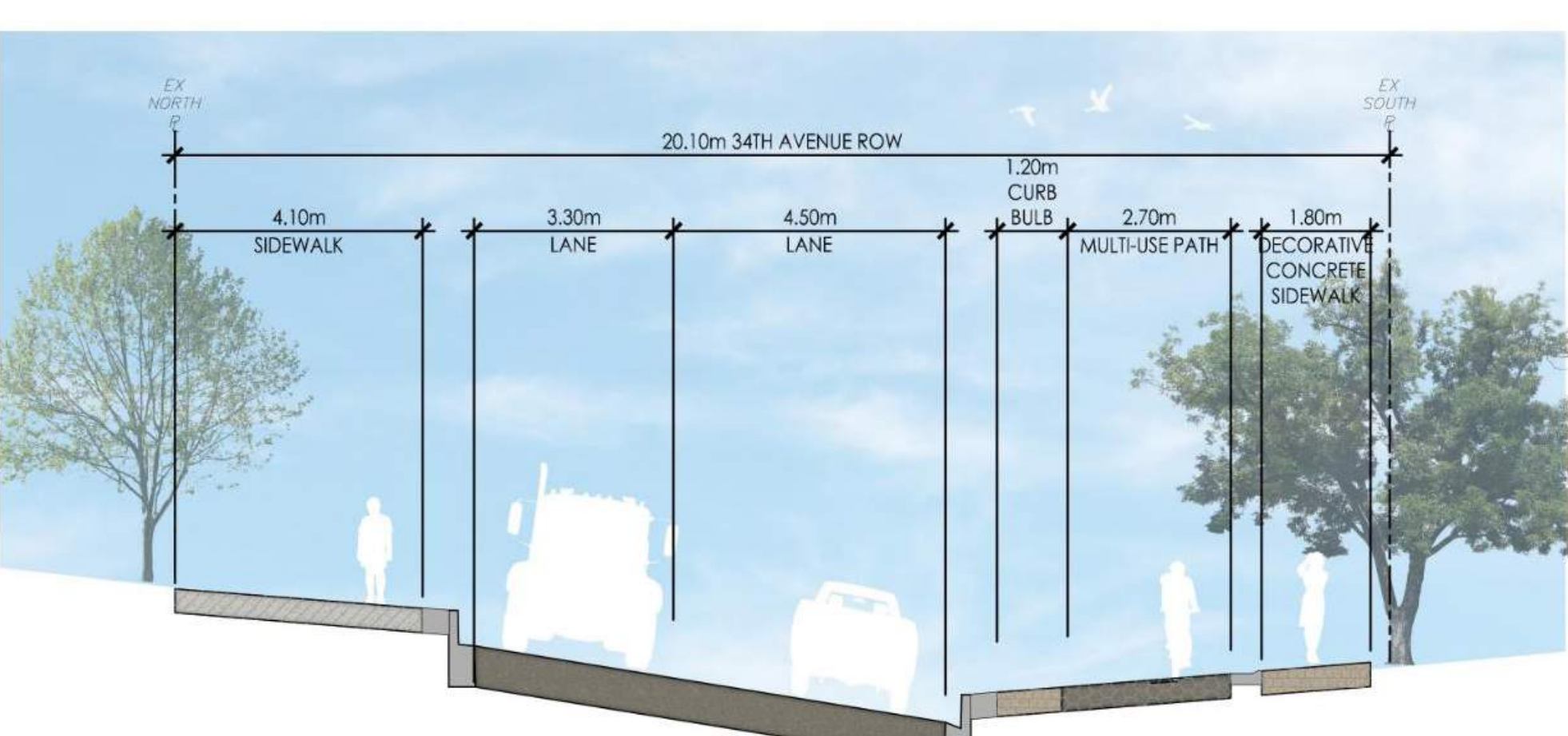
Section A - 33rd Avenue SW, with Curb Extension
Scale 1:100 (Horizontal), 1:50 (Vertical - road), 1:100 (Features)



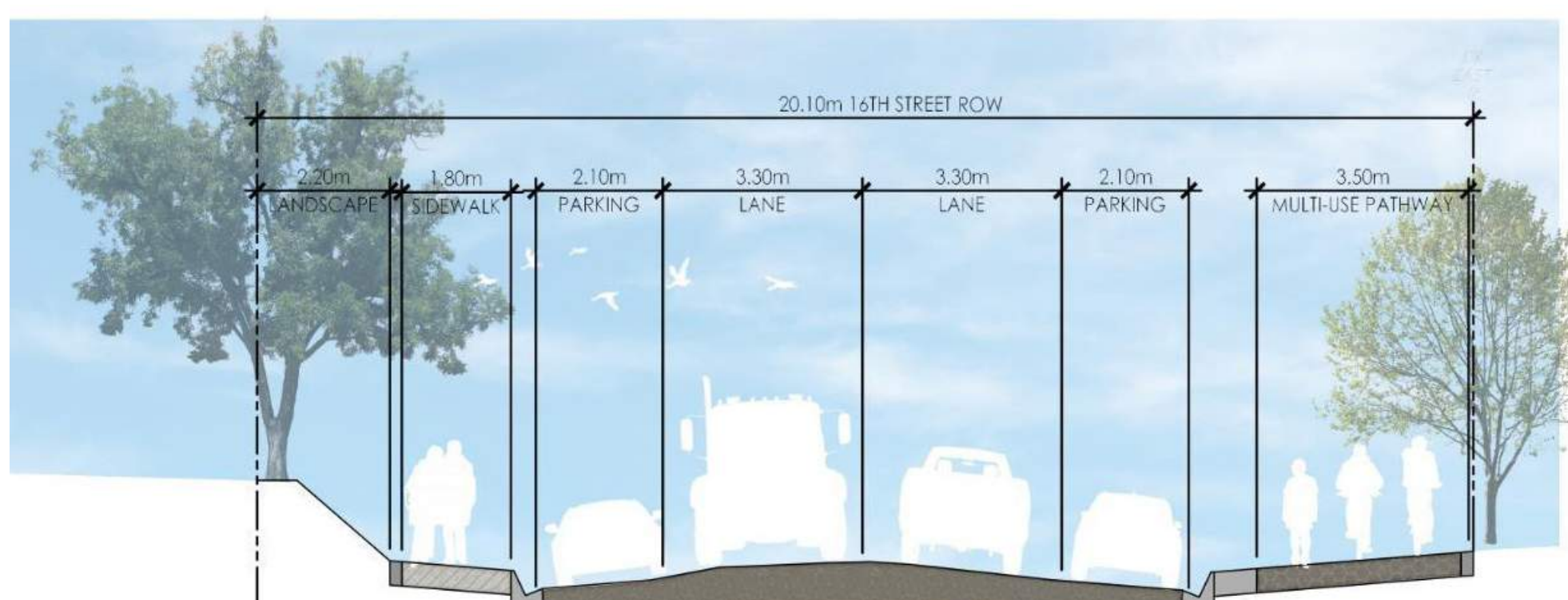
Section B - 33rd Avenue SW, Two Lanes with Parking
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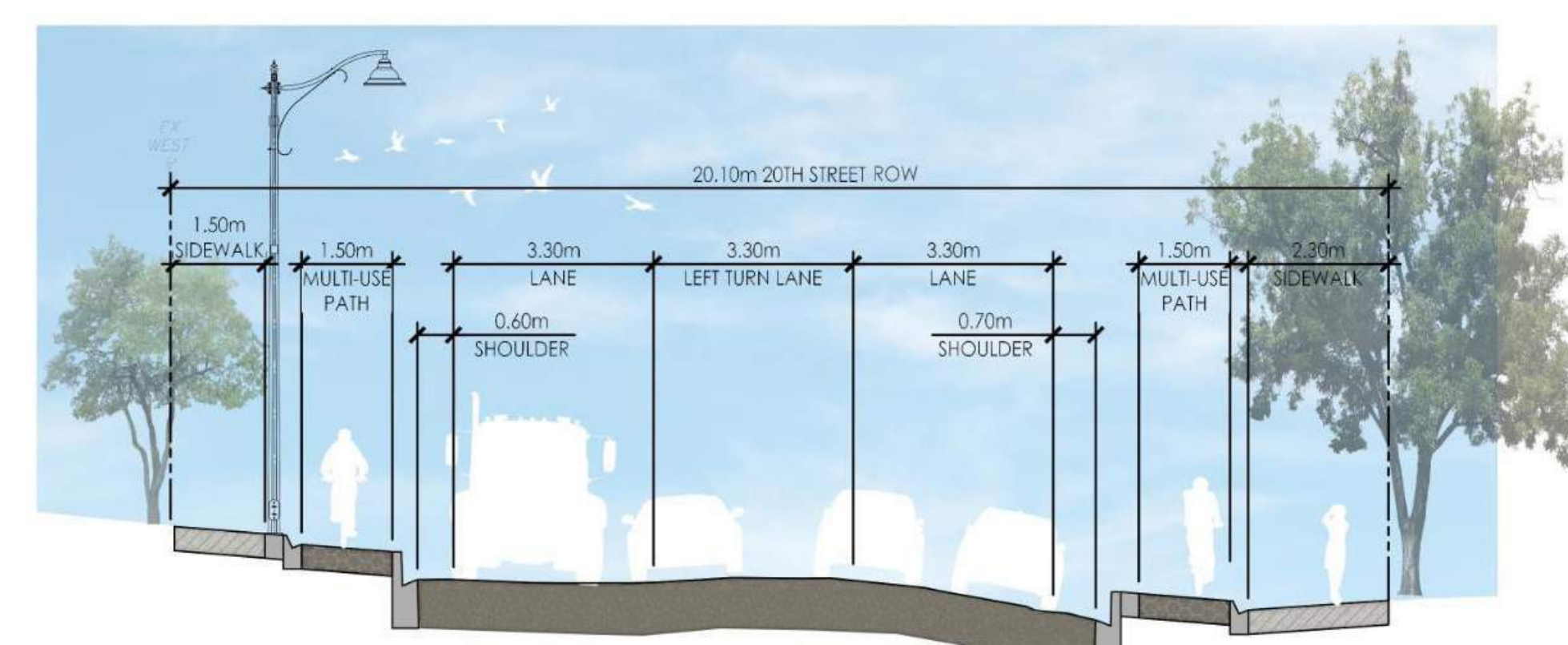
Section C - 34th Avenue SW, Between 22nd Street and 20th Street
Scale 1:100 (Horizontal), 1:50 (Vertical - road), 1:100 (Features)



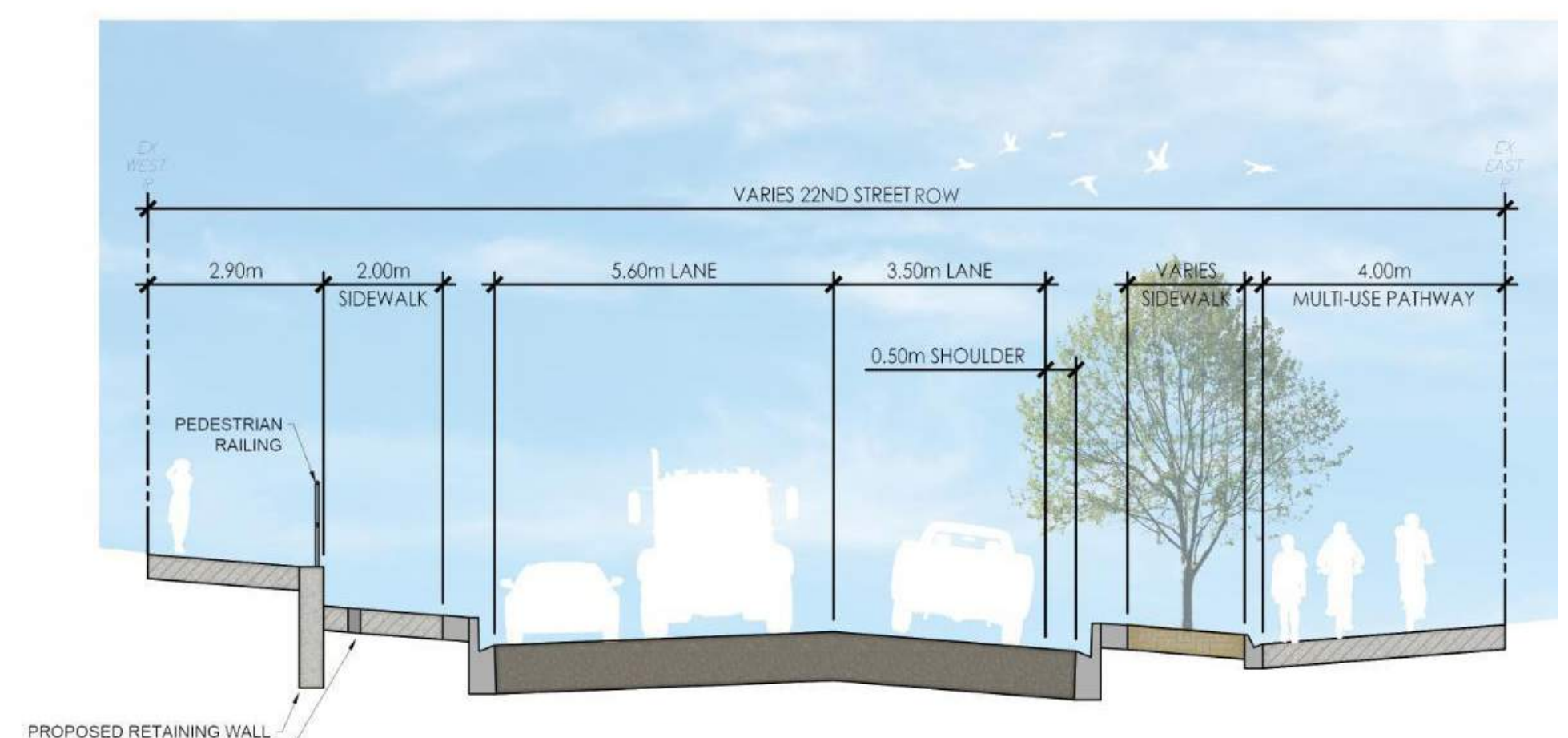
Section D - 34th Avenue SW, East of 20th Street
Scale 1:100 (Horizontal), 1:50 (Vertical - road), 1:100 (Features)



Section E - 16th Street SW, Between 33rd Ave and 34th Ave.
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Section F - 20th Street SW, Between 33rd Ave. and 34th Ave.
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Section G - 22nd Street SW, Between 33rd Ave. and 34th Ave.
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