

Neighbourhood Mixed-Use Streets

Priorities

Given the lower traffic volumes on Neighbourhood Streets, there is typically enough space within the right-of-way to accommodate each of the design zones, even when bus routes or cycle facilities are present.

In order to maximize pedestrian use and commercial retail activity, the Frontage Zone is prioritized over the Ancillary Zone. This allows for the passive functions of the street: cafes, patios, seating areas; to be located further away from traffic. If an Ancillary Zone cannot be accommodated due to a cycle facility or a bus route, on-street parking should be accommodated on the nearby side streets.

Constrained Locations

There are some instances, when the right-of-way is 20.12m (66 ft), where there are constraints in the Neighbourhood Mixed-Use Street Type:

- 103 Avenue from 96 Street to 97 Street
- 102A Avenue from 96 Street to 97 Street
- 101A Avenue from 96 Street to 97 Street

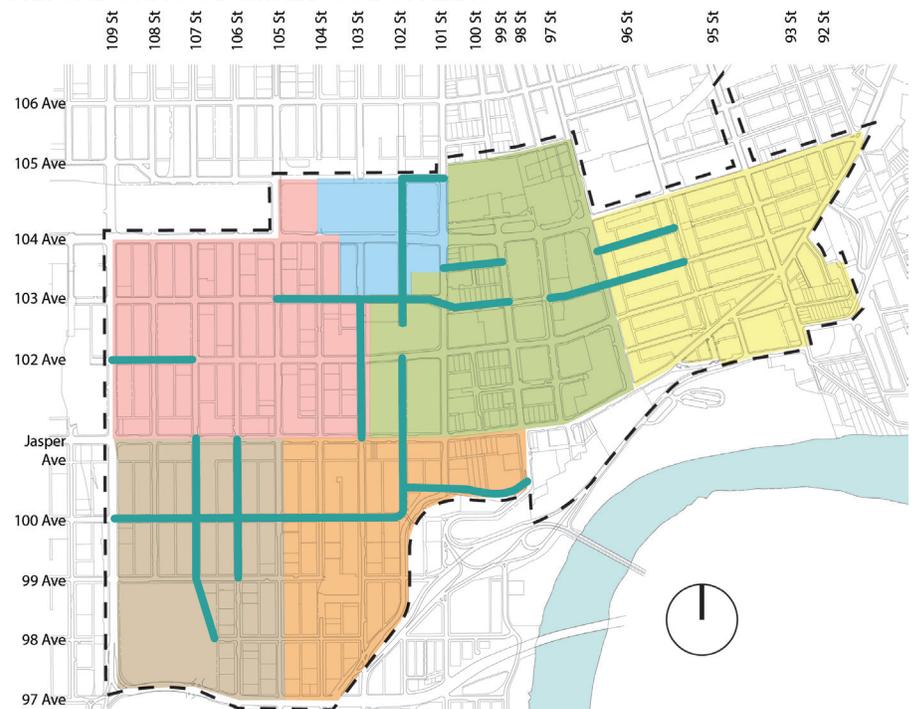
In these locations, the Through Zone is constrained, and choices may need to be made to create the best possible scenario. The following options are available to maximize the public realm:

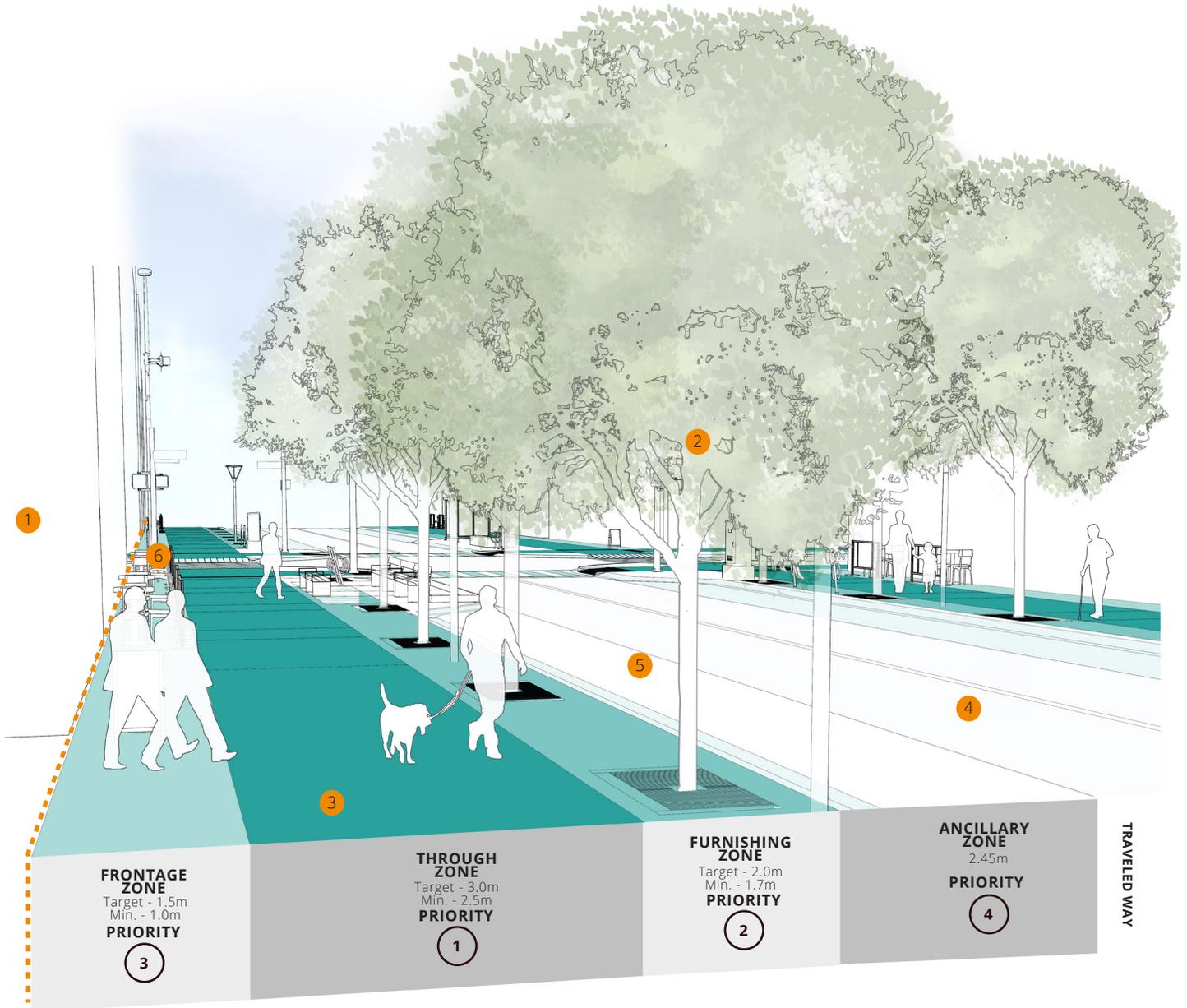
- Reduce or eliminate the Frontage Zone. The function of the Frontage Zone (patios, cafes, etc.) may be provided within a setback located on the adjacent property if the zoning allows.
- Narrow the Furnishing Zone to 1.7m.

Modal Overlays

Neighbourhood Streets within the study area contain both cycle facilities and bus routes. Specific requirements will be determined by the City and ETS during the Concept Design process.

NEIGHBORHOOD MIXED USE STREETS





Neighbourhood Mixed-Use Streets have lower traffic volumes though may have significant pedestrian volumes depending upon the adjacent land uses. They facilitate active uses of ground floor commercial and live/work spaces. These human-scale streets are comfortable, and create spaces to linger and connect with the local community.

These streets are characterized by:

- 1 Mixed-use buildings, with tall, transparent, ground-floor live/work and commercial spaces.
- 2 Generous tree-lined sidewalks.
- 3 Because traveled way on Neighbourhood streets is limited in size, where ROW is generous, pedestrian realm may be very wide.

- 4 Recommend no more than one travel lane in either direction with left turn lanes at locations with high numbers of turning movements. Right turn movements should be accommodated in a shared through/right turn lane.
- 5 On-street parking and ancillary zones should be provided where space permits.
- 6 A common setback or build-to line (with occasional interruptions).