

Carra Amendment
distributed

Pedestrian Realm

25. To ensure a comfortable pedestrian realm adjacent to Arterial streets, the following elements should be provided adjacent to Arterials consistent with the Complete Streets Guide:

- a) a continuous clearly delineated pedestrian environment ; and
- b) enhanced landscaping.

Internal Arterial Streets (does not apply to 212 Avenue SE, 88 Street SE, and 196 Avenue SE):

Arterial Streets internal to the Plan Area must serve multiple functions. They need to provide for an active pedestrian environment and integrate into the community street network, while still safely accommodating forecast traffic volumes of cycling, transit, passenger vehicle and commercial truck traffic.

INTENT

To promote an active pedestrian realm along arterial streets internal to the Plan Area

Policies

- 26. To promote an active pedestrian realm on arterial streets located internally within the plan area buildings should be oriented with windows and doors facing towards the street.
- 27. To complement the active street frontage and support the pedestrian realm adjacent to internal arterial streets, the following design strategies should be evaluated where applicable, at the Outline Plan/Land Use Amendment stage, and implemented within the right-of-way if deemed appropriate by the Transportation department (subject to the Approving Authority):
 - a) allowing on-street parking within the typical arterial right-of-way to complement adjacent proposed land uses (provided the anticipated traffic capacity can still be accommodated);
 - b) separation of through-traffic from local traffic via liner streets or other design solutions;
 - c) street and street-side design elements that reinforce transition into an urban area with consistent and appropriate design speed such as gateway features;
 - d) Intersection designs that increase pedestrian safety and security such as avoidance of right turn channels, smaller corner radii and coloured pavement markings in crossings;
 - e) Allowing reduced spacing of full access intersections and/or mid-block right-in/right-out access points to create shorter blocks and better integrate with the surrounding street networks.; and
 - f) Maximum design speed of internal arterial streets shall be 50km/h.
- 28. Design innovations for internal arterial streets must be to the satisfaction of all stakeholders, including the General Manager of Transportation.



Figure 1: Building frontage contributes to an active pedestrian realm along an arterial street. This is an illustrative example of potential Arterial interface. Actual cross section will be determined at the Outline Plan/Land Use Amendment Stage.





Figure 2: An example of a residentially-fronted arterial street.