# appendix 3 SIDEWALK WIDTH GUIDELINES

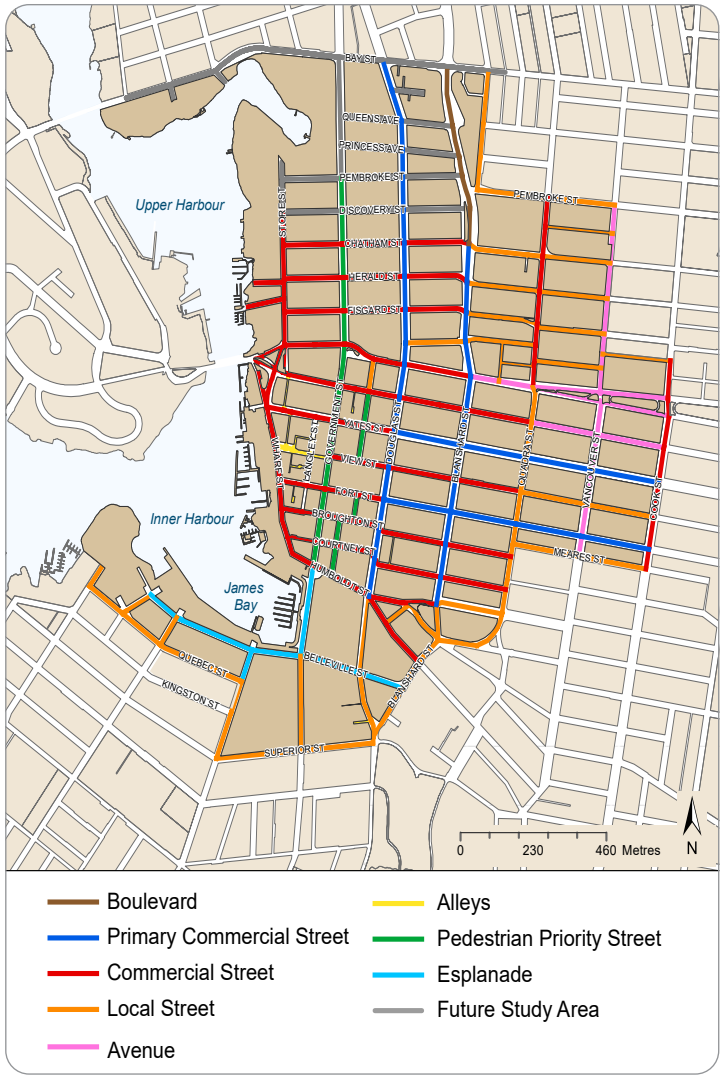
The following sidewalk width guidelines are based on accommodating frontage zones, pedestrian through zones, while also supporting a healthy urban forest through the provision of sufficient soil volumes and growing space within sidewalks appropriate to the different street types identified in Map 31. Desired dimensions for overall sidewalk widths and each zone are identified in Table A. Desired sidewalk widths will be achieved where opportunities allow through building siting and, in some cases, curb relocation and with opportunities evaluated and identified on a case-by-case basis.

## DESIGN GUIDELINES

1. Ensure that any roadway improvements to the public right-of-way or any private development adjacent to public right-of-ways within the Downtown Core Area consider the Public Realm Street Typology illustrated in Map 31 and the related Sidewalk Width Criteria described below in Table A.
2. Recognize that functional requirements, existing street dimensions and physical conditions may constrain achievement of the Sidewalk Width Criteria described in Table A. Improvements should also support the increase, maintenance of a healthy urban forest.


Illustration of sidewalk zones.

Diagram adapted from the British Columbia Active Transportation Design Guide.




**Map 31:** Public Realm Street Typology

**Table A:** Sidewalk Width Criteria

| Street Type | Total Width[5] | A. Frontage Zone [3] | B. Pedestrian Zone [1] | C. Furnishing Zone [2] | |
|---|---|---|---|---|---|
| | | | | Basic | Enhanced |
| | | Desirable Width | Desirable Width | Desirable Width | |
| Primary Commercial Street | 4.3 – 8.5m | 0.5 – 1.5m | 2.0 – 4.0m | 1.8m | 3.0m |
| Downtown Commerical Street | 4.1 – 6.3m | 0.5 – 1.5m | 2.0 – 3.0m | | |
| Pedestrian Priority Street[4] | 4.8 – 9.0m | 1.0 – 2.0m | 2.0 – 4.0m | | |
| Local Street | 3.6 – 4.5m | up to 0.5m | 1.8 – 2.2m | | |
| Esplanade | 3.8 – 7.0m | N/A | 2.0 – 4.0m | 1.8m | 3.0 – 5.0m |
| Avenues | 4.0 – 6.9m | 0.5 – 1.5m | 2.0 – 2.4m | 1.8m | 3.0m |
| Alleys | Minimum 6m mobility zone | N/A | N/A | N/A | N/A |
| Future Study Area | TBD | | | | |

[1] A Pedestrian Zone meeting desired widths is the priority. The next priority is a Furnishing Zone to create space for street trees, a buffer between pedestrians and motor vehicles, and street furnishings.

[2] If space for the Furnishing Zone is limited due to existing and non-remediable site constraints, a minimum of 0.5m is to be added to the Pedestrian Zone if it is adjacent to the roadway. A constrained width for the Pedestrian Zone (1.8m for Multi-Family Residential; 2.0m for Commercial) should only be considered when a Furnishing Zone and Frontage Zone meeting objectives are provided.

[3] The desired Frontage Zone width responds to adjacent land use, available right-of-way, existing and desired streetwall (building fronts) condition; 1.2 – 1.5m provides space for landscaping and retail signage, whereas greater widths can accommodate outdoor patios. A minimum Frontage Zone width of 0.3m is recommended. Where possible, the Frontage Zone is to be on private property.

[4] Areas of high pedestrian activity (peak volumes of 400 pedestrians per 15-minute period) as per Table 6.3.1. in the TAC Geometric Design Guide for Canadian Roads.

[5] Additional space is required for transit shelters and waiting bus patrons along transit routes. A 2.0m offset between trees and the curb edge reduces conflict with busses pulling into passenger loading/unloading areas. On non-transit routes reduced offsets between the tree grate and curb can be considered if existing and non-remediable site constraints exists.