

8.0 GENERALIZED LAND USE TYPOLOGIES

Recognizing the strong relationship between land use and transportation planning, five typologies were developed. These five typologies represent different contexts reflecting various land use/transportation characteristics which need to be considered when applying the preferred cross-section to actual situations. The five typologies are residential, urban mixed use, commercial, employment campus and industrial.

8.1 RESIDENTIAL

Roadways in the residential typology category typically have limited access points connecting to the residential developments. Direct accesses from individual residential developments onto Regional streets are not encouraged. Rather, access is usually provided via cross-streets and/or service roads. Traffic volumes tend to be dispersed to a few surrounding major roadways from the community and therefore there are relatively low to moderate turning traffic volumes.

An attractive, aesthetically pleasant walking environment is essential in the residential typology to create a pedestrian friendly environment to residents in the area. Natural or soft landscaping is thus preferred, particularly along the boulevards. There is also a need to accommodate cyclists, primarily recreational cyclists. In addition, lower speeds are desirable so as to increase the walkability and create a more safe environment for recreational cyclists. Transit or HOV lanes are also desirable to encourage people to use transit services to/from their homes.

Parking for residents is accommodated on the residential premises, whereas parking for visitors is either accommodated on the residential properties or along local streets. Thus, there is no need for on-street parking along Regional streets.

8.2 COMMERCIAL

Commercial uses can take a variety of forms including larger enclosed shopping malls, strip malls, community shopping centres, etc. Buildings are typically set back some distance from the street, although more recently municipalities are encouraging owners to locate at least some buildings closer to the street rather than allocating this space to parking. Traffic generation is usually moderate to high, particularly on Friday and on weekends. In addition, pedestrian crossings are usually frequent. Thus, design for low to moderate speeds is appropriate due to the high activity levels.

Sufficient parking is usually provided on the site since adequate parking space is usually viewed as being essential in attracting tenants to the site. In addition, the building entrances are usually some distance from street edge, separated by parking. Thus, there is little, if any, need for on-street parking.

8.3 URBAN MIXED USE

For the Urban Mixed Use typology, access to/from the Regional streets are either via side streets, or by means of direct access. Turning traffic volumes tend to be moderate to high. Pedestrian activities are usually high and pedestrian crossings tend to be frequent.

An attractive, aesthetically pleasant walking environment is essential in the urban mixed use typology to create a pedestrian friendly environment. Hard landscaping with possible inclusion of public street art can be considered. There is also a need to accommodate cyclists, primarily utilitarian cyclists. In addition, design for lower speeds is recommended because of the high pedestrian activities. Transit or HOV lanes are also desirable to enhance the attractiveness of alternative modal choices.

On-street parking spaces are sometimes viewed as being important since the convenient on-street parking locations next to the sidewalk is seen as important to business vitality where buildings are located next to the edge of the street.

8.4 EMPLOYMENT CAMPUS

For employment campuses, buildings are typically set back from the street, with groupings of one or more buildings within an attractive campus setting. Access is usually limited to/from the Regional streets, usually via driveways directly onto the Regional street and/or onto cross-streets. Traffic volumes associated with these uses are usually low to moderate. Pedestrian volumes are usually low and pedestrian crossings are primarily related to transit stops. Travel speed tends to be moderate. Transit or HOV lanes are desirable to enhance the attractiveness of alternative modal choices to/from work. Sufficient parking is usually provided on the site. Thus, there is no need for on-street parking.

8.5 INDUSTRIAL

Industrial uses can take a variety of forms including single and multiple tenant buildings, or heavy industry, with or without outdoor storage. They are typically smaller sites than those found in employment campuses. Traffic volumes tend to be low to moderate, with a high percentage of truck traffic. There are typically individual driveways for each site. Pedestrian and cyclist activities are usually low. Often little landscaping is provided. Travel speed tends to be moderate. Transit or HOV lanes are desirable to enhance the attractiveness of alternative modal choices to/from work, although transit ridership is generally low since employment densities for industrial uses are lower than in the case of employment campuses. Sufficient parking is usually provided on the site. Thus, there is no need for on-street parking.