

3.5 LANEWAY

OVERVIEW

GENERAL

Downtown Laneways are a narrow (20 ft / 6.09 m) public road right of way (ROW).

USE

The primary use of laneways are for vehicle access to off-street developments which include: driveway access; off-street perpendicular vehicle parking access; off-street commercial/or residential loading access; and off-street or temporary on-street central waste removal*. Laneways need to be designed with emergency vehicles and snow removal considerations. The secondary use of laneways should consider shared activation of the space with cyclists or pedestrians. Laneway entrances and mid-block crossings should be designed to prioritize pedestrian and cycling needs. Adjacent off-street areas beside laneways should consider a balance of perpendicular only larger vehicle parking stalls, waste collection space needs*, landscaping, and activation space near mid-blocks, dead ends, and intersections (when a laneway meets a road). *See Waste Collection Guidelines for more detail.

LANDSCAPING

There is no room for landscaping in the laneway right of way. All landscaping adjacent to the laneway should be considered off-street at Development Permit review and should not impact laneway function.

LANEWAY

OVERVIEW

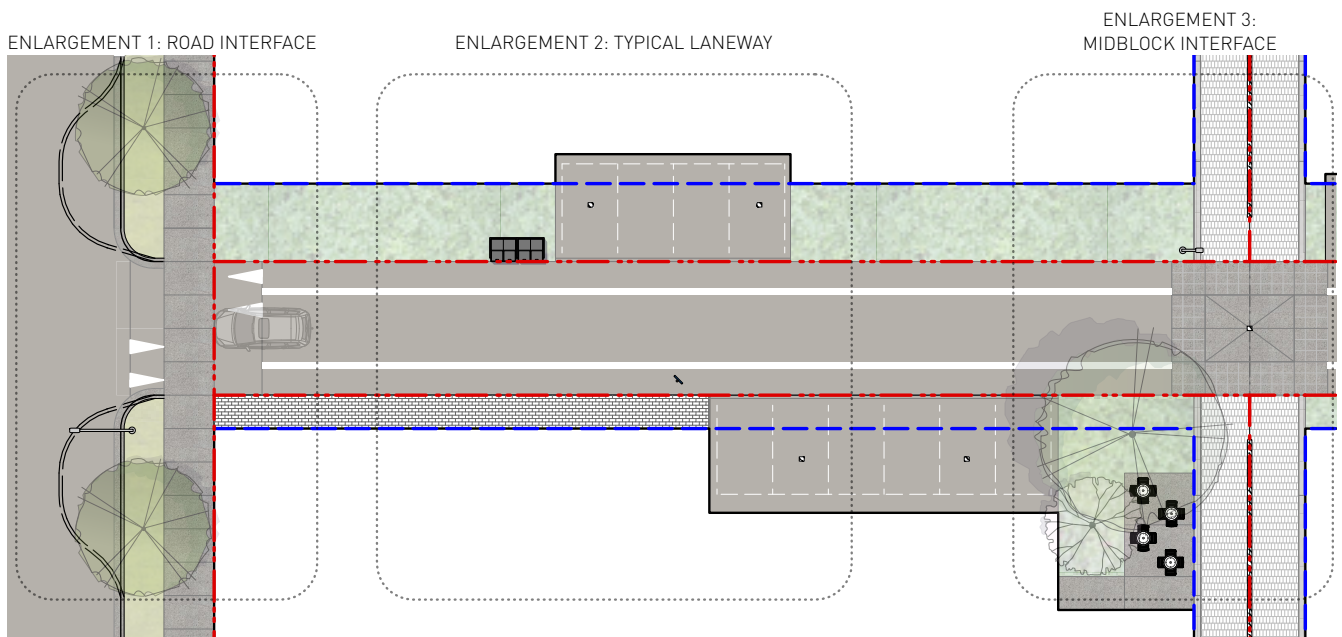


FIG. 1 LANEWAY - OVERVIEW
Scale: 1:300



LANEWAY

ROAD INTERFACE

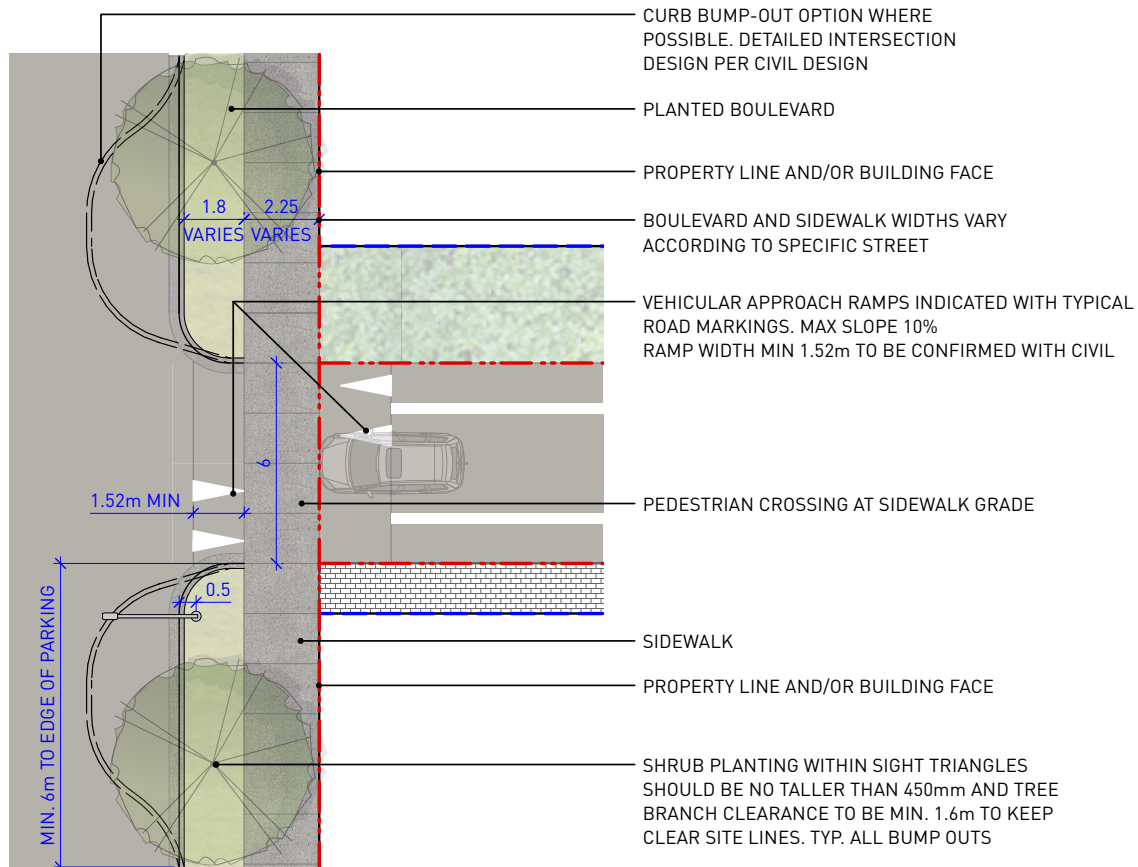


FIG. 2 ENLARGEMENT 1 - ROAD INTERFACE
Scale: 1:200



LANEWAY

TYPICAL LANEWAY

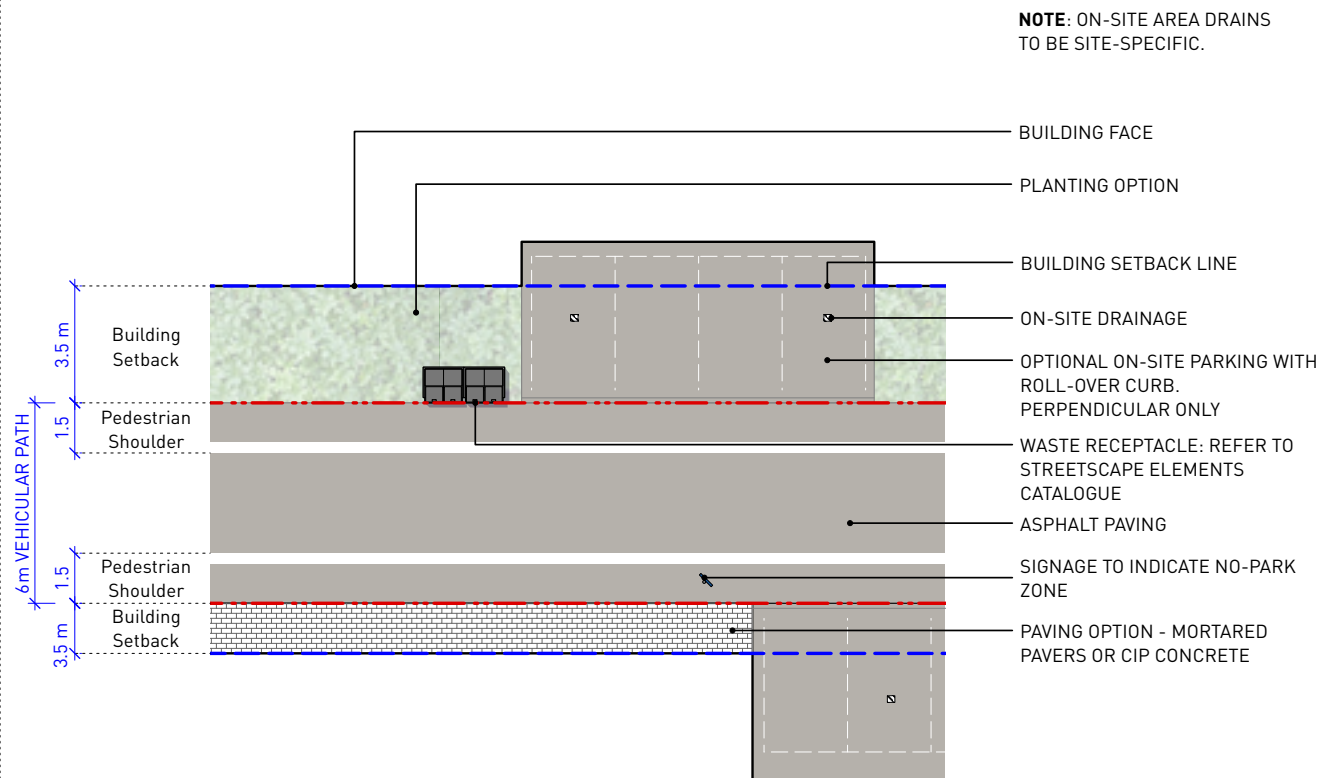


FIG. 3 ENLARGEMENT 2 - TYPICAL LANEWAY
Scale: 1:200



LANEWAY

MID-BLOCK INTERFACE

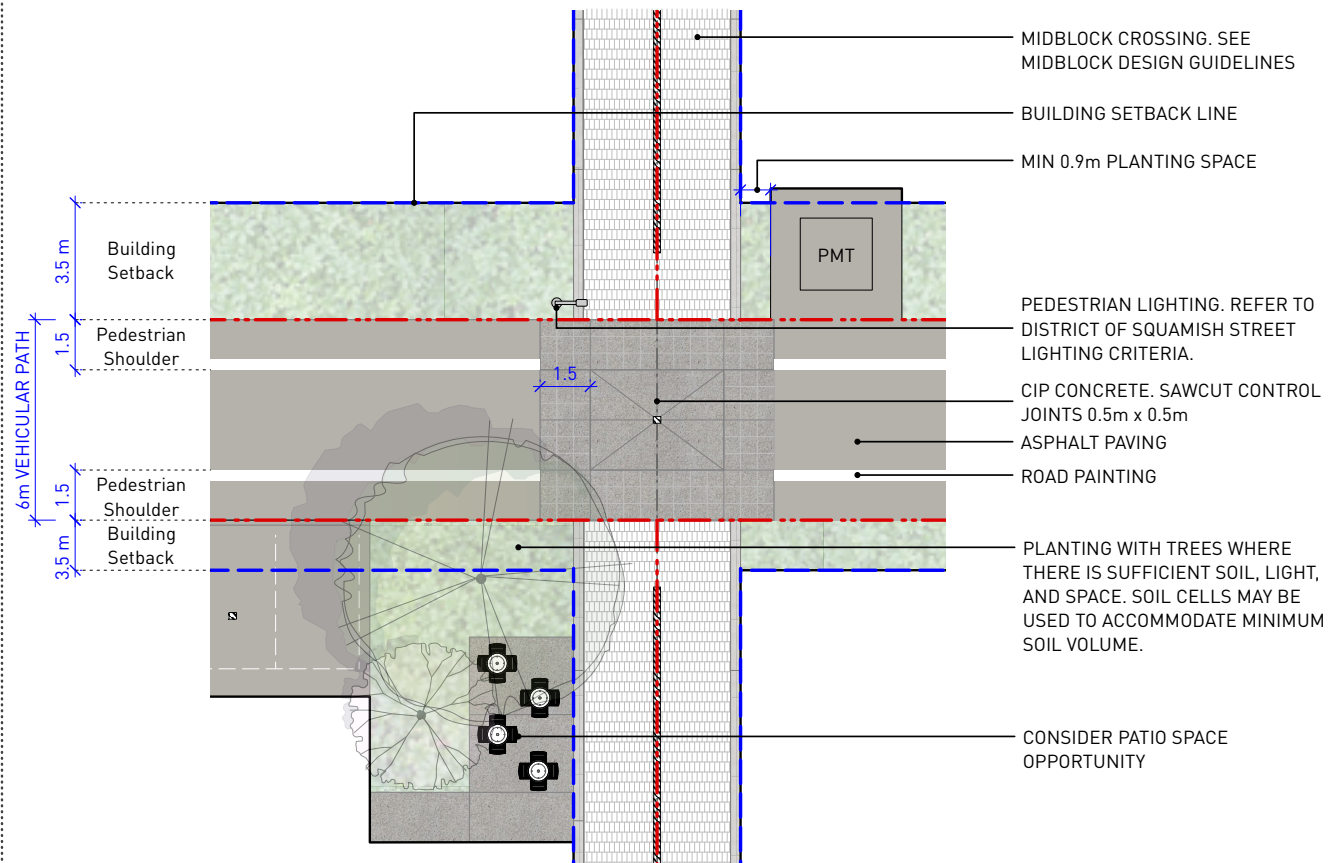


FIG. 4 ENLARGEMENT 3 - MIDBLOCK INTERFACE
Scale: 1:200

