DISTRICT OF CLEARWATER

BYLAW NO. 111, 2013

A Bylaw to Establish Subdivision and Development (Highway Standards)

WHEREAS pursuant to the *Local Government Act* [RSBC 1996] c. 323, the *District* may, by bylaw, regulate and require the provision of *works and services* in respect of the *subdivision* or *development* of land.

AND WHEREAS pursuant to the *Community Charter* [SBC 2003] c. 26 and the *Motor Vehicle Act* [RSBC 1996] c. 318, the *District* may, by bylaw, regulate and prohibit in relation to all uses of or involving a *highway* or part of a *highway*;

PURPOSE

The purpose of this bylaw is to classify all *highways* within the *District* and to regulate and establish minimum standards for the dimensions, locations, alignment, gradients and cross-section design of *highways* in connection with any *subdivision* or *development* of land.

1. TITLE

This bylaw may be cited as the District of Clearwater Subdivision and Development (Highway Standards) Bylaw No. 111, 2013.

2. INTERPRETATION

2.1 Definitions

In this bylaw:

"Active transportation" means human-powered modes of transportation including walking, cycling, in-line skating, skateboarding and other forms of non-motorized transport;

"Administrator" means the *District* official appointed by Council to administer this bylaw or any person designated or retained by the Administrator to act on his or her behalf from time to time;

"Applicant" means a person applying for the approval of a *subdivision* or a *development*, whether as the *Owner* of the property proposed to be subdivided or as agent for the *Owner*;

"Approving Officer" means the person appointed by Council as the municipal approving officer for the District under the *Land Title Act;*

"Boulevard" means that portion of a *highway or road* between the curb lines, shoulder line, or the lateral boundary lines of a *highway* and the adjoining property or between curbs on median strips or islands;

"CITE" means the Canadian District of the Institute of Transportation Engineers;
"Consultant" means an Engineer, contractor or other person approved by the Administrator who is appointed by the Owner, Developer or Applicant;

"Cross-Section(s)" means the design of the elements of a *highway* to accommodate different uses including the operation of motor vehicles, walking, cycling, in-line skating and other modes of *active transportation*;

"Development" or ***"Developed"*** means the construction, alteration or extension of a building or structure that requires issuance of a building permit;

"District" means the District of Clearwater or the area within the municipal boundaries, as the context may require;

"Engineer" means a professional engineer, registered under the *Engineers and Geoscientists Act* of British Columbia;

"Frontage lot" means a lot with driveway access to a *frontage road*;

"Frontage road" means a local *road* running parallel to a higher speed, limited access *road* often used to provide driveway access to *frontage lots;*

"Highway" or ***"road" includes*** a public street, path, walkway, trail, lane, bridge, thoroughfare and any other public way but does not include a private right-of-way on private property;

"ITE" means the Institute of Transportation Engineers;

"Lane" means a *road* intended to furnish secondary access to a lot*;*

"MUTCDC" means the latest edition of the Manual of Uniform Traffic Control Devices for Canada, published by the Transportation Association of Canada

"MMCD" means the latest edition of the Master Municipal Construction Documents including the standard documents, general conditions, specifications and drawings for the construction of *roads*, sidewalks, sewers, water, traffic signals and street lighting;

"Official Community Plan" or "OCP" means the *District*'s Official Community Plan as adopted in Bylaw No. 93, 2012, as amended or replaced;

"Owner" has the same meaning as ascribed to it in the *Community Charter*, as amended or replaced;

"Parcel" means any lot, block or other area in which land is held or into which land is subdivided, but does not include a *highway* or *road;*

"Right of way" includes land or any interest in land acquired for the purpose of:

a) public rights of passage with or without vehicles;

b) constructing, maintaining or operating any railway, street railway, tramway or aerial tramway;

c) erecting and maintaining any pole line, wood or timber chute;

d) laying, placing and maintaining drains, ditches, ducts, pipes, lighting, traffic control devices, transit shelters, transmission lines or wires for the conveyance, transmission or transportation of sewage, potable and storm water, electric power or telecommunications, or for medians and roadside vegetation.

"Statutory right of way" means a *right of way* registered in the Land Title Office pursuant to Section 218 of the *Land Title Act* [SBC 2002] c.36;

"Subdivision" or "***subdivided" means*** the division of land into 2 or more *parcels*, whether by plan, apt descriptive words or otherwise;

"TAC Geometric Design Guide" means the most recent version of the Transportation Association of Canada Geometric Design Guide for Canadian roads;

"TAC Pavement Management Guide" means the most recent version of the Transportation Association of Canada Canadian Long Term Pavement Performance (C-LTPP) database user's guide;

"Works and Services" means all works and services as described in Sections 938 and 940 of the *Local Government Act*, as amended or replaced, and as required under this bylaw.

3.0 GENERAL REQUIREMENTS

3.1 Compliance with Bylaw

No *parcel* may be *subdivided* or *developed* unless the *subdivision* or *development* conforms to the provisions of this bylaw and all other bylaws pertaining to *development* and *subdivision* within the *District* boundaries. In the event of a conflict between this bylaw and the District's Zoning Bylaw, this bylaw shall take precedence.

3.2 Schedules

All schedules to this bylaw are incorporated into and form an integral part of this bylaw as if they had been set out in full within the body of the bylaw. The following schedules are attached to this bylaw:

1. Schedule A - Road Network Classification;

2. Schedule B - Road Cross-Section Framework;

3. Schedule C - Road Cross-Sections.

3.3 Ministry of Transportation and Infrastructure and Other Agencies

3.3.1 This bylaw outlines the minimum requirements and regulations pertaining to the *subdivision* and *development* of lands within the *District*. It is the *Applicant's* responsibility to ensure that the requirements, regulations and approval procedures of all agencies having jurisdiction are met. If requirements and regulations of other agencies conflict with this bylaw, the more stringent requirements and regulations will apply.

3.3.2 The *Administrator* will not issue a Final Acceptance Certificate for the *works and services* until the *Applicant* has provided the *Administrator* with confirmation acceptable to the *Administrator* that the *Applicant* has received approval of the *works and services*, if required, from the applicable irrigation districts, private water utilities, the BC Ministry of Transportation and Infrastructure and all other agencies having jurisdiction.

3.4 Statutory Rights of Way

3.4.1 *Works and services* constructed and installed under this bylaw must be located within a dedicated *highway* or within a *statutory right of way* granted by the *Owner* to the *District* or other agency or utility having jurisdiction, pursuant to Section 218 of the *Land Title Act*.

3.4.2 Every *statutory right of way* granted to the *District* must be in a form acceptable to the *District*, be registered in priority to all financial and other charges as required by the *District* and signed by the authorized signatories of the *District*.

3.4.3 Upon registration of the *statutory right of way* in the Land Title Office and before release of any security being held by the *District*, the *owner* must submit a registered copy of the *statutory right of way* plan and accompanying agreement to the *District*.

3.4.4 All costs pertaining to the acquisition, surveying and registration of a *statutory right of way* shall be at the expense of the *Owner*.

3.5 Cash in Lieu

3.5.1 Where the *District* anticipates upgrading or realigning a *highway*, the *Administrator* may require an *Owner* to provide to the *District*, cash in lieu of the *works and services* which are required to be constructed or installed on the *highway*. The amount of cash in lieu for *works and services* shall be 100% of the value of the design, construction, and installation of the *works and services*, as estimated and submitted by the *Owner's Consultant* and approved by the *District*.

4.0 TECHNICAL REQUIREMENTS

4.1 Standards

4.1.1 Every *road* to be constructed in the *District* in respect of a *subdivision* or *development* must comply with:

a) all applicable dimensions, locations, standards and policies of the OCP; and

b) the design standards, *Cross-Sections* and other specifications for *roads* prescribed in this bylaw.

4.2 Designs

4.2.1 Road design shall be based upon this bylaw and where supplementary information is required, the latest *TAC Geometric Design Guide*.

4.3 Pavement

4.3.1 Pavement design shall include consideration of sub grade soil type, frost, moisture, and drainage and shall be based upon the *TAC Pavement Management Guide*.

4.3.2 If the standards and specifications of other agencies having jurisdiction conflict with this bylaw, the more stringent standards and specifications shall apply.

4.4 General

4.4.1 The *Administrator* may require an *Applicant* for *subdivision* to provide *frontage roads*, double *frontage lots*, deep lots with rear service *lanes* or such other layout and design requirements as the *Administrator* considers necessary, in the public interest, for the adequate protection of residential properties and to afford separation of through and local traffic.

4.4.2 In reviewing engineering plans, the *Administrator* will consider the sufficiency and suitability of the proposed *road* system including, but not limited to the arrangement, *cross-sections*, grade and location of all *roads* in relation to the requirements of this bylaw and the following:

a) existing and planned *roads*;

b) topographical features;

c) public convenience and safety; and

d) the proposed uses of the land to be served by such *roads*.

4.4.3 The arrangement of *roads* in a *subdivision* must either:

a) provide for the continuation or appropriate projection of existing *roads* in surrounding areas; or

b) where topographic or other conditions make continuation or projection of existing *roads* impractical, provide an adequate and suitable *road* system having regard to the uses of the land to be served, mobility and safety of the intended users and ongoing operations and maintenance.

4.4.4 The arrangement, dimensions, locations and standards of all *roads* in a proposed *subdivision* must conform substantially to the applicable *OCP* and the following general requirements:

a) local *roads* must be designed to encourage a reduction in vehicle operating speeds discourage their use by through traffic;

b) cul-de-sac *roads*, designed to be permanent, must be provided at the closed end with an area designed to permit safe and adequate space for the turning of motor vehicles and the passage of *active transportation* users;

c) *active transportation* connections shall be provided for access through the *subdivision* to schools, playgrounds, parks, shopping centres, transit, beaches and other community facilities or for proper circulation of active transportation traffic;

d) for *active transportation* modes, as good or better connections must be provided compared to motor vehicle travel, such that distances for *active transportation* modes must be equal or less than distances for motor vehicle traffic between the same two points;

e) all *Cross-Sections* must be designed for positive drainage away from the *road* through a water collection system consisting of. ditches, catch basins, drywells, soak ways or water courses;

f) intersections must be designed and located within a range of angles between 80° and 100° except that, angles between 70° and 110°,may be used in exceptional circumstances as approved by the *Administrator;*

g) the design of all *road* intersections, including those with *lanes* and walkways, must provide adequate sight and stopping distances for conflicting traffic streams involving pedestrians, bicycles and/motor vehicles;

h) if reversed curves are required in a *road* alignment, the *Administrator* may require that they be separated by means of tangents of sufficient length;

i) where angular deflections occur in a *road* alignment, the *Administrator* may require that the angle be replaced by a curve of suitable radius;

j) *road* name signs and traffic signs required as a result of constructing or improving *road*s must be provided by the *District* at the expense of the *Owner;*

k) transit bays must be provided where required by the *Administrator;* and

l) all *road*s must be designed and built for a minimum 20 year service life.

4.5 Roads

4.5.1 The design, construction and installation of all *roads* (including the widening of *roads*), *lanes*, walkways, bicycle lanes, *boulevard*s, bicycle trails and other trails must be in accordance with the standards and requirements of Schedules B and C and all other requirements of this bylaw.

4.5.2 No *road* proposed to be dedicated by a plan of *subdivision* shall be shown on the *subdivision* plan, dedicated, laid out or constructed unless the dimensions, locations, *Cross-Sections* alignment and gradients meet the requirements for *roads* prescribed in Schedules B and C and all other requirements of this bylaw.

4.5.3 Where the *Administrator* is of the opinion that, due to terrain and soil conditions, a *road* meeting the required *Cross-Section* under this bylaw cannot be supported, protected, or drained, the *Administrator* may require the *Owner* to provide, at the *Owner*'s expense, land of a width that, in the *Administrator's* opinion, will permit the *road* to be supported protected, or drained.

4.6 Road Classification

4.6.1 The existing *road* network for the *District*, as of the date of this bylaw, is hereby classified in accordance with Schedule A.

4.6.2 Prior to the final design of a *road* network for a *subdivision*, the *Administrator* will classify each *road* within the proposed network and the standards for each such *road* shall be in accordance with the requirements of Schedules B and C and all other requirements of this bylaw.

4.6.3 Where topographical or other conditions make continuation or projection of an existing *road* impractical, the *Administrator* may approve an alternative.

4.7 Cross-Sections

4.7.1 *Cross-Sections* shall be designed in accordance with Schedules B and C.

4.7.2 Where conditions within existing and substantially "built-up" areas require it, the *Administrator* may apply the standards in Schedules B and C as the *Engineer* considers appropriate in the circumstances.

4.8 Sidewalks, Curbs, and Gutters

4.8.1 All sidewalks, curbs and gutters required under Schedules B and C of this bylaw must be constructed and installed in accordance with the standards prescribed by the current editions of *TAC Geometric Design Guide* and the *MMCD*.

4.8.2 The type and width of the curb, gutter and sidewalk shall be in accordance with Schedules B and C.

4.8.3 Overland storm water drainage shall be provided via groundwater discharge within all areas of the District, except:

a) in the North Thompson flood plain where a design standard detail for a soak away system is required; and

b) in exceptional circumstances where groundwater discharge will cause unnecessary environmental impacts to adjacent lots in which case the *Administrator* may require such additional infrastructure to control drainage flows and conveyance in an alternate fashion, as the *Administrator* considers appropriate.

4.9 Boulevards

4.9.1 *Boulevard*s must be designed and constructed in accordance with the requirements of Schedules B and C.

4.9.2 Upon completion of *road*, curb, gutter and sidewalk construction, *boulevard*s must be landscaped (shaped, rough graded and dry land seeded) from the back of the curb or sidewalk to the property line.

4.10 Driveway Access

4.10.1 The maximum slope on a driveway access for all *boulevard*s must be at 2% for six (6) metres from the back of curb or edge of shoulder in accordance with the specifications of the *MMCD*.

4.10.2 All residential driveway accesses shall have a minimum width of four (4) metres and a maximum width of six (6) metres.

4.10.3 Each property may have only one (1) driveway access per *road* frontage. Combined driveways between adjacent properties are strongly recommended to minimize the number of access points.

4.10.4 Where the *Administrator* considers it necessary, the *Administrator* may permit more than one (1) driveway access for service stations or major commercial or other developments through use of a combined driveway common to the adjacent properties.

4.10.5 Where a lot abuts a *lane* or *road* of different classifications, the driveway shall be located to access the *lane* or *road* of the lower classification.

4.10.6 Access from a residential driveway onto a collector *road* is not permitted unless alternate access is physically impossible. Wherever possible, access in such circumstances shall be by means of a local *road* or *lane* or by a combined driveway among multiple lots.

4.10.7 Residential driveway access serving a corner lot shall be a minimum of seven (7) metres from the lot corner nearest the intersection.

4.10.8 Driveway access to a commercial or industrial corner lot shall be a minimum of fifteen (15) metres from the property line of the adjoining *road*. The maximum width of a driveway to a commercial or industrial property having only one access shall be eight (8) metres. The maximum width of each driveway to a commercial or industrial property having more than one access shall be six (6) metres.

4.11 Wheelchair Ramps

4.11.1 Wheelchair ramps are required at all intersections where curbs separate sidewalks from the *road*. Wheelchair ramps must be located in line with the pedestrian crossing lines.

4.12 Barrier Curb Crossings

4.12.1 Barrier curb crossings must be provided at all access locations where barrier curb exists.

4.13 Appurtenances

4.13.1 All proposed traffic islands, retaining walls, breakaway retaining structures, guard-rails and permanent barricades must be designed in keeping with good engineering practices under the supervision of an *Engineer*.

4.13.2 Traffic control devices shall be designed and installed in accordance with all applicable and current requirements of the *District*, the *MUTCDC*, *TAC Geometric Design Guide*, and applicable *ITE* and *CITE* guidelines.

4.13.3 Where utility poles and tie-downs require relocating prior to *road* construction, the responsible utility must confirm the feasibility of their relocation prior to design completion.

4.13.4 All new *Cross-Section* designs shall incorporate underground utility services.

5.0 WORKS AND SERVICES

5.1 Construction

5.1.1 All *works and services* required to be constructed and installed at the expense of the *Owner*, must be constructed and installed to the standards established in this bylaw before the *Approving Officer* approves the *subdivision* or the District's building official issues the building permit for a *development*.

5.1.2 As an exception, *subdivision* approval may be given or the building permit issued if the *Owner*:

a) deposits with the *District*, security in the form of an irrevocable letter of credit in an amount equal to one hundred and fifty percent (150%) of the *Administrator's* estimate of the cost of the *works and services* required for the proposed *subdivision* or *development* to meet the requirements of this bylaw, including, without limitation, supervision, legal survey and other costs in connection therewith; and

b) enters into an agreement with the *District* to construct and install the required *works and services* by a specified date or forfeit the amount secured under Section 5.2 (a).

5.1.3 Despite Section 5.1.2 (a), the Owner shall be responsible for the actual cost of the *works and services* regardless of the adequacy of the security deposited with the *District*.

5.2 Maintenance Period

5.2.1 Upon completion of the *works and services* to the approval of the *Administrator*, the *District* will return the security required pursuant to Section 5.2 (a) of this bylaw, less ten percent (10%) to cover deficiencies during the one-year maintenance period.

5.2.2 All *works and services* required to be constructed or provided pursuant to the provisions of this bylaw shall remain the sole responsibility of the Owner until a Construction Completion Certificate has been issued by the *Administrator*. The Owner must maintain the *works and services* and repair or replace any defective *works or services* during the one year maintenance period, at the *Owner's* expense. Should the Owner fail to maintain, repair or replace said *works and services*, the *District* may undertake such maintenance, repairs or replacement using the ten percent (10%) security provided for herein.

5.2.3 The maintenance period will terminate upon issuance of an approved Final Acceptance Certificate, by the *Administrator* confirming that no deficiencies remain to be completed or corrected.

5.2.4 All *works and services* constructed and installed under this bylaw become the property of the *District* or the agency having jurisdiction, subject to no encumbrances, on issuance of the Final Acceptance Certificate

5.2.5 No *subdivision* will be approved or building permit issued if the proposed *development* or *subdivision* would have the effect of causing any existing building, structure, sewage or water installation or other facility to be in contravention of any building, zoning, or other regulation, or adversely affect the quality of the source of potable water used on that parcel.

5.2.6 During construction of the *works and services*, the *Owner* shall be responsible for contacting the *District* for periodic inspections of the *works and services* at the following stages, without exception:

1. prior to covering any underground utilities or services;
2. at the completion of sub grade preparations;
3. at the completion of base compaction;
4. prior to curb and sidewalk construction;
5. prior to paving; and
6. after paving.

5.2.7 The Owner, at its expense, shall retain an Engineer to design, inspect, test and certify all works *and services.*

5.2.8 At any time during the construction or installation of the *works and services*, the *Administrator* or the *District's* building official may order:

a) a person who contravenes this bylaw to comply with the bylaw within a time limit specified in the order;

b) a person to stop construction on the *works and services*, or any part thereof, if such work is proceeding in contravention of this bylaw.

5.2.9 The *Owner* of property on which a Stop Work Order has been posted, and every other person, shall cease all construction work immediately and shall not do any work until all applicable provisions of this bylaw have been substantially complied with and the Stop Work Order has been rescinded in writing by the *Administrator* or a *District* building official.

6.0 ENFORCEMENT

6.1 The *Administrator* or the *District's* building official may enter at all reasonable times upon the lands for which an application for *development* or for *subdivision* has been made, for the purpose of administering or enforcing this bylaw. No person shall prevent or obstruct any such official from the carrying out of these duties under this bylaw.

7.0 OFFENCE

7.1 Every person who contravenes or violates any provision of this bylaw, or who causes, suffers or permits any act or thing to be done in contravention or in violation of any provision of this bylaw, or who neglects to do or refrains from doing anything required to be done by any provision of this bylaw, commits an offence and, upon prosecution and conviction under the *Offence Act*, shall be liable to a fine not exceeding $10,000 together with the costs of such prosecutions and, where the offence is a continuing one, each day the offence continues shall be a separate offence.

8.0 SEVERABILITY

8.1 If any section, subsection, clause, sub clause, or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, it shall be severable from the remaining parts of this bylaw.

9.0 BYLAW ADOPTION

9.1 This bylaw shall take effect upon adoption by the Municipal Council of the *District* of Clearwater.

READ A FIRST TIME THIS 5th day of November, 2013.

READ A SECOND TIME THIS 19th day of November, 2013.

READ A THIRD TIME THIS 19th day of November, 2013.

ADOPTED THIS 3rd day of December 2013.

John Harwood, Mayor

Leslie Groulx, Chief Administrative Officer

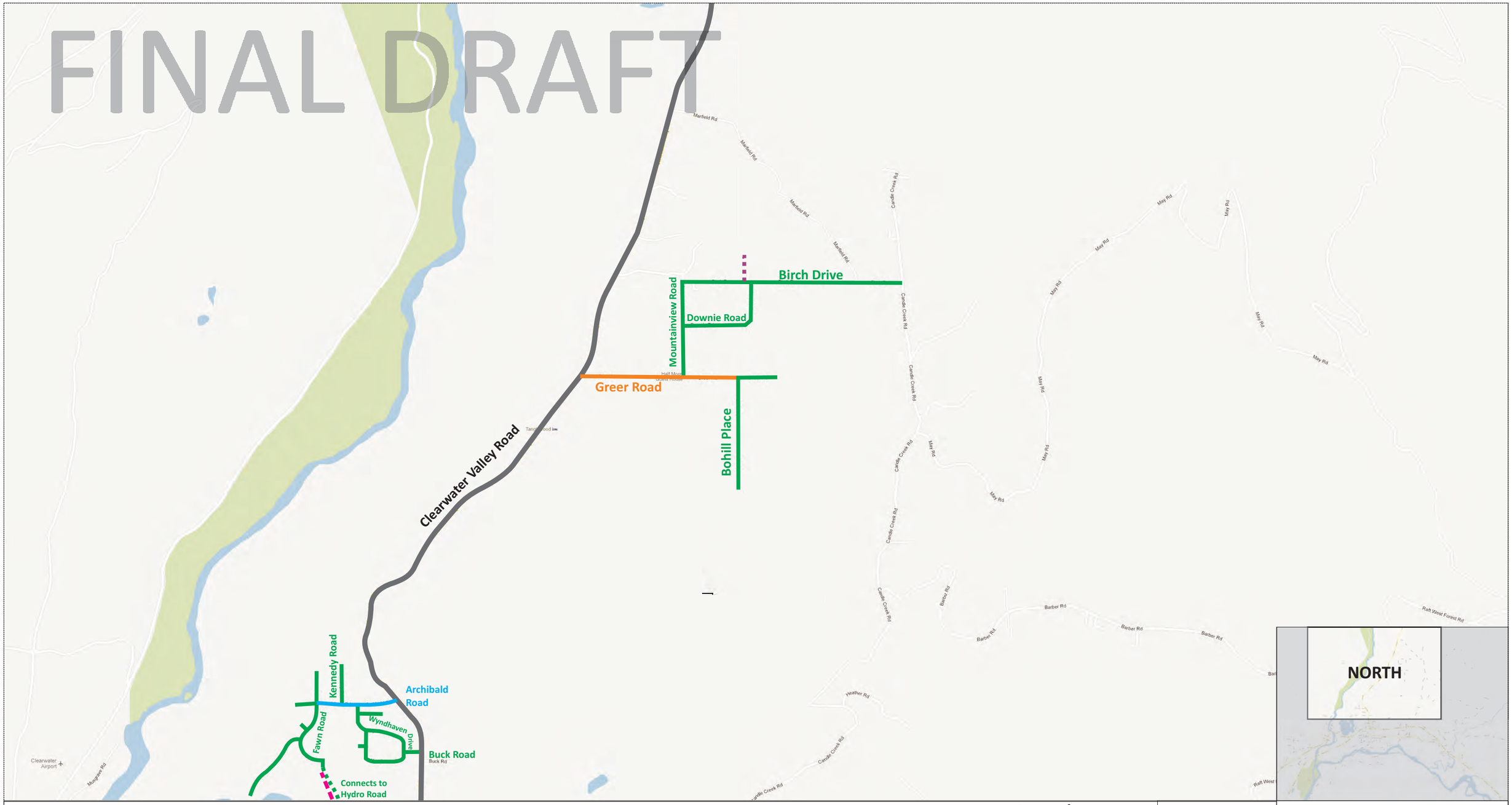
Certified to be a true and correct copy of Bylaw No. 111, 2013 cited as "District of Clearwater Subdivision and Development (Highway Standards) Bylaw No. 111, 2013 adopted by the Council of the District of Clearwater on this 3rd day of December, 2013.

Leslie Groulx, Chief Administrative Officer

SCHEDULE A

ROAD NETWORK CLASSIFICATION

FINAL DRAFT



Proposed Road Classification

- MoTI Highway
- Urban Collector
- Rural Collector
- Local
- Dedicated Roadway
- Planned Future Urban Collector
- Planned Future Rural Collector
- Planned Future Local Collector

Proposed Auto Network Connections

- Urban Collector
- Rural Collector
- Local

Active Network Corridors

- Active Network

Legend

- Existing Roundabout
- Proposed Roundabout
- Right in Right Out Access Only
- Proposed Right in Right Out Access Only (none shown)

NTS

CLEARWATER ROAD NETWORK CLASSIFICATION RATIONALIZATION

FRONT/BACKAGE PREFERRED OPTION

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OPUS

FINAL DRAFT

Gill Creek Road
Elliot Road
Wadlegger Road
Ogden Road
Dunlevy Road
Richie Road
Sunshine Valley Road
Old North Thompson Highway
Kershaw Road
Schmidt Road
Donchi Place
Riverview Crescent
Dutch Lake Road
Lakeview Road
Dutch Lake
Connects to Fawn Road
Milleen Drive
Glen Road
Tarren Drive
Lodge Drive
Old North Thompson Highway
Beach Road
Small Road
Roy Road
Harby Road
Southern Yellowhead Highway No. 5
Grant Road
Hydro Road
Wildwood Road
Eden Road
Joyce Lane
Murtle Crescent
Helmcken Street
Robson Street
Azure Drive
Blair Place
Murtle Crescent
Murtle Road
Robson Place
Park Drive
Clearwater Village Road
Defosses Road
Webber Road
Capostinsky Rd
Clearwater Station Road
Truth Road
Blanchard Road
Cameron Road
Evergreen Place
Hospital Access
Norfolk Road
Haywood Road
Woreby Road
Candle Creek Road
Hillside Road
Village Road
Clearwater
Swanson Road
Clearwater Station Road
Dunn Lake Road
Russell Road
Swanson Rd
Dunn Lake Rd
North Thompson River Provincial Park
Riverside Adventures and Fitness Centre
Night Sky B&B
Canadian Bear Guesthouse B&B
Clearwater Substation
Wells Gray Golf Resort & RV Park
District of Clearwater

1 A proposed collector road intersection at Highway 5 will require an offset between the service road/collector road intersection and the collector road/Highway 5 intersection. The service road should be designed to mitigate impacts to properties by following as close as possible to the property line; however, the offset is subject to MoTI Intersection Spacing and Geometric Design.

2 Consider realigning intersection and changing major direction of travel to maintain Candle Creek Road and Norfolk Road as local roads providing residential access

3 Consider connecting Small Road in a loop to Roy Road - Spacing between Roy Road and Highway 5 needs to be reviewed

4 Connecting this propsed collector road to Hydro Road may be difficult due to topography - feasibility should be reviewed including the benefits it would bring to the community.

5 Active Corridor could follow the Hydro Utility Right of Way

6 There is an existing active network connection between Donchi Place and the Provincial Park; however, it is across private property.

7 Active Corridor could follow the Kinder Morgan Pipeline Right of Way or another route

8 A connection between Harby Road and Eden Road is desired; however, the topography may make this difficult for designing a roadway for automobile usage.

WEST

Proposed Road Classification

- MoTI Highway
- Urban Collector
- Rural Collector
- Local
- Dedicated Roadway
- Planned Future Urban Collector
- Planned Future Rural Collector
- Planned Future Local Collector

Proposed Auto Network Connections

- Urban Collector
- Rural Collector
- Local

Active Network Corridors

- Active Network

Legend

- Existing Roundabout
- Future Intersection Improvements
- Right in Right Out Access Only
- Proposed Right in Right Out Access Only (none shown)

NTS

CLEARWATER ROAD NETWORK CLASSIFICATION RATIONALIZATION

FRONT/BACKAGE PREFERRED OPTION

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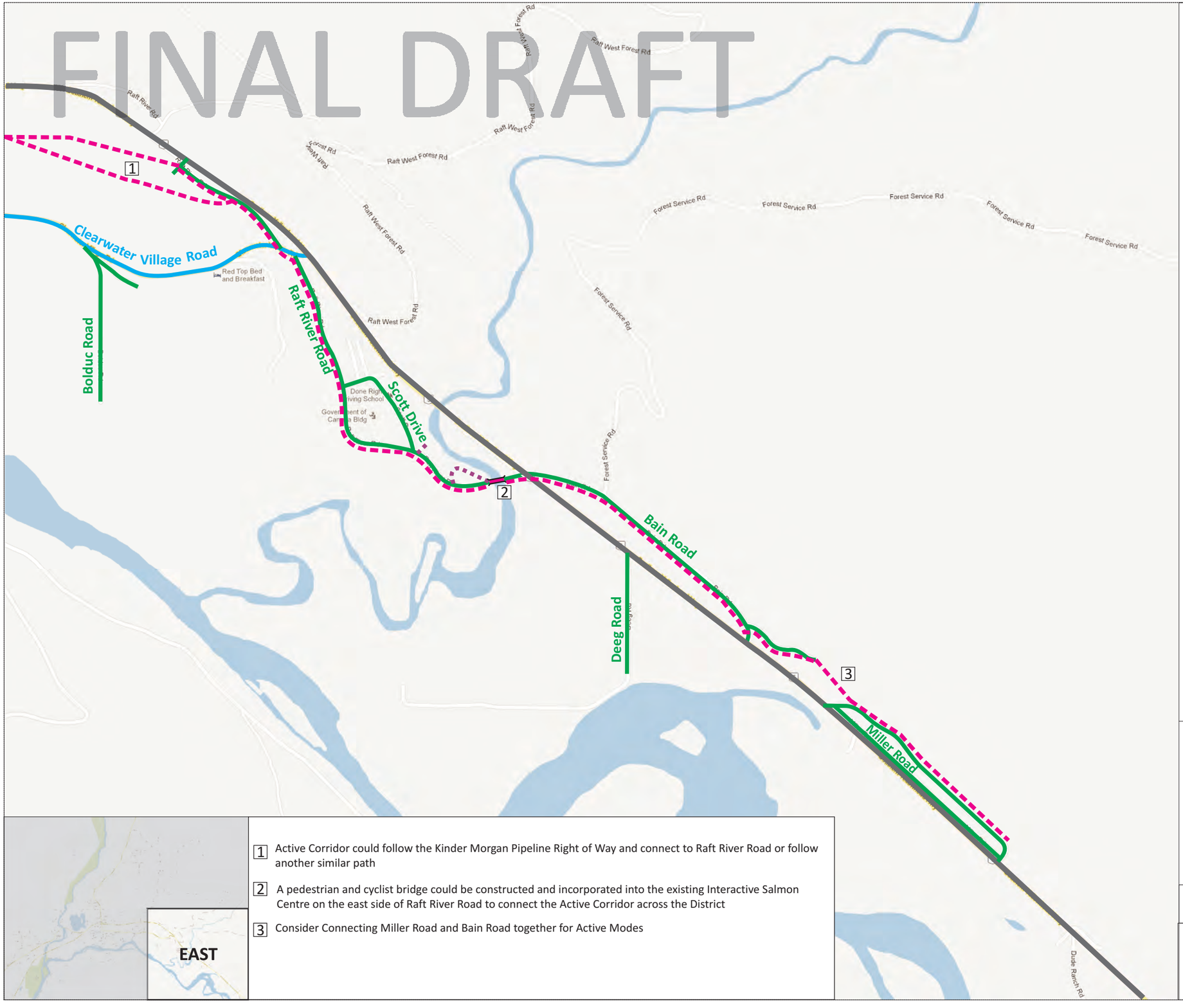
OPUS

FINAL DRAFT



Proposed Road Classification

- MoTI Highway
- Urban Collector
- Rural Collector
- Local
- Dedicated Roadway
- Planned Future Urban Collector
- Planned Future Rural Collector
- Planned Future Local Collector

Proposed Frontage/Backage Roads

- Urban Collector
- Rural Collector
- Local

Active Network Corridors

- Active Network
- Existing Roundabout
- Future Intersection Improvements
- Right in Right Out Access Only
- Proposed Right in Right Out Access Only (none shown)

EAST

1 Active Corridor could follow the Kinder Morgan Pipeline Right of Way and connect to Raft River Road or follow another similar path

2 A pedestrian and cyclist bridge could be constructed and incorporated into the existing Interactive Salmon Centre on the east side of Raft River Road to connect the Active Corridor across the District

3 Consider Connecting Miller Road and Bain Road together for Active Modes

NTS

CLEARWATER ROAD NETWORK
CLASSIFICATION RATIONALIZATION
FRONT/BACKAGE PREFERRED OPTION

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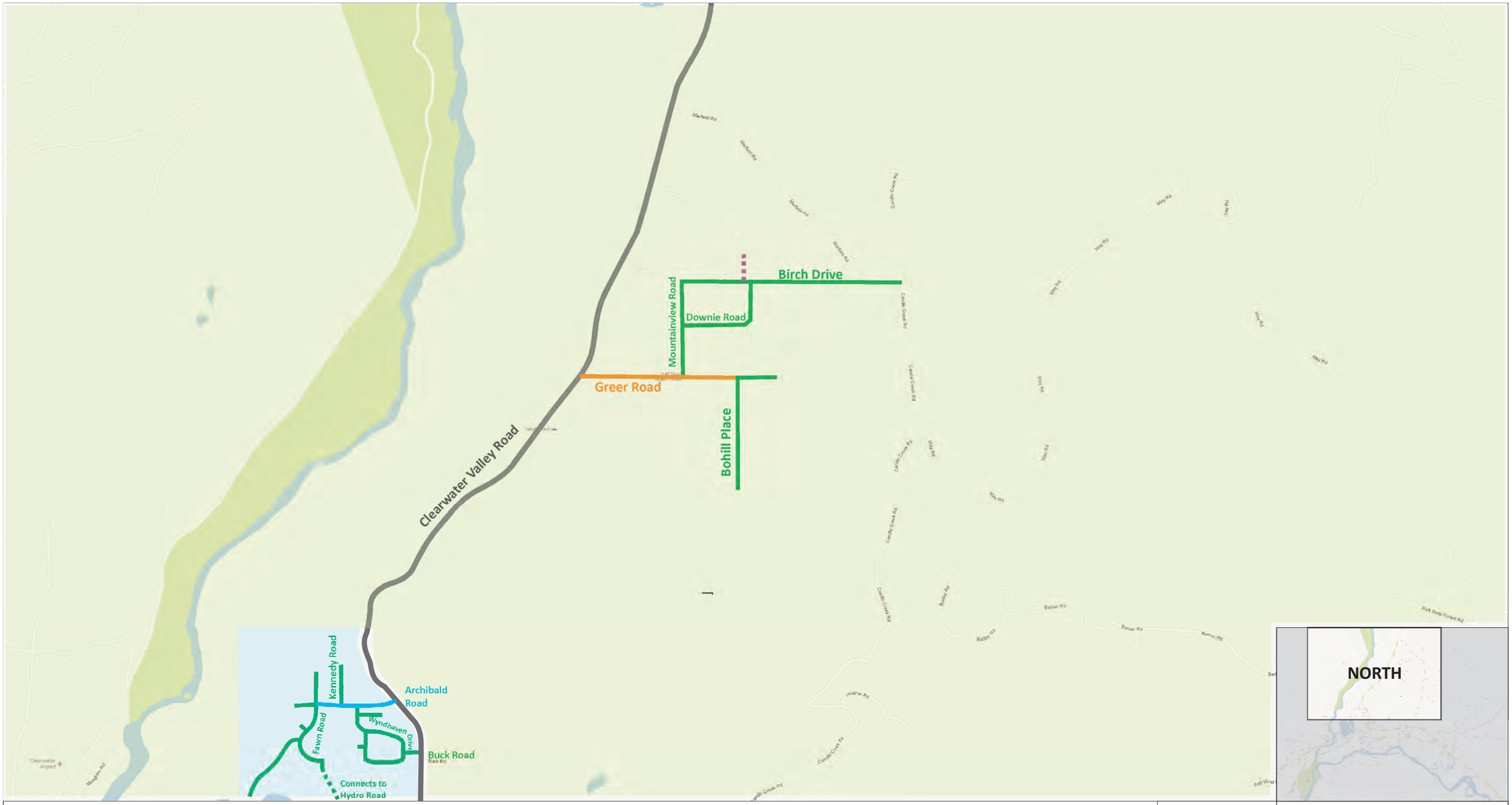
SCHEDULE B

ROAD CROSS-SECTION FRAMEWORK



Proposed Road Classification

- MoTI Highway
- Urban Collector
- Rural Collector
- Local
- Dedicated Roadway
- Planned Future Urban Collector
- Planned Future Rural Collector
- Planned Future Local Collector

Context Zones

- Natural, Rural
- Suburban
- Core Area
- Village Center

NTS

CLEARWATER BYLAW FRAMEWORK CONTEXT ZONES

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July, 2013	Draft	H-90530.00

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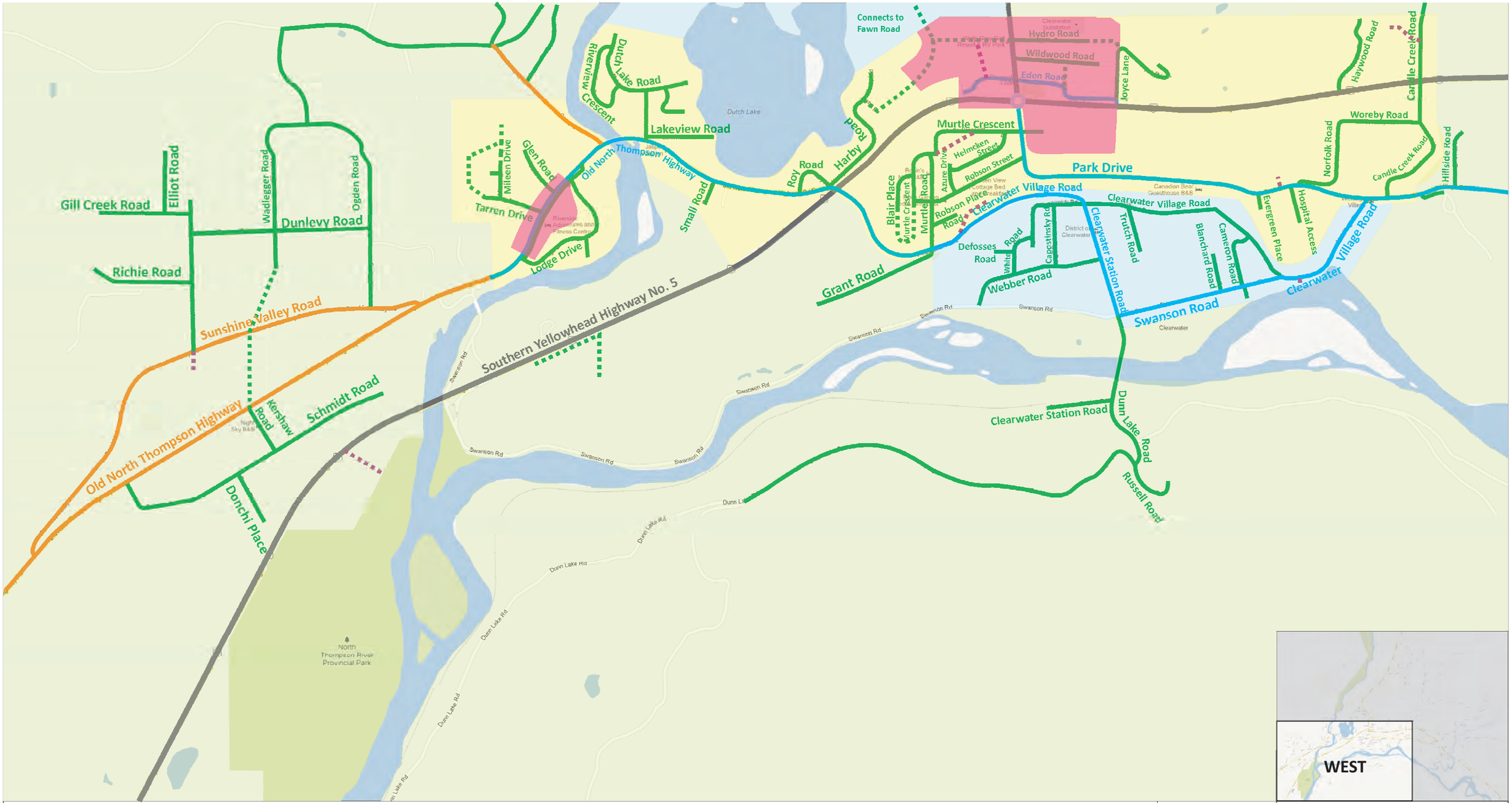

Proposed Road Classification

- MoTI Highway
- Urban Collector
- Rural Collector
- Local
- Dedicated Roadway
- Planned Future Urban Collector
- Planned Future Rural Collector
- Planned Future Local Collector

Context Zones

- Natural, Rural
- Suburban
- Core Area
- Village Center

NTS

CLEARWATER BYLAW FRAMEWORK CONTEXT ZONES

Date:	Version:	Job No.
July, 2013	Draft	H-90530.00

CLEARWATER BYLAW FRAMEWORK
CONTEXT ZONES

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CLEARWATER adventure starts here

OPUS

Framework for Walking Spaces

District of Clearwater

Space Types	Context Zones	Adjacent Land Use[1]	Primary Function	Functional Classification	Design Users	Total Walking Space (one Side)	Clear Walking Width[2]	Surface Material	Adjacent Space Types	Interface Space (metres)		Interface Character	
						(metres)	(metres)		Public Side	Private Side	Public Side	Private Side	Public Side
W1	Natural, Rural	Agricultural, Rural Residential, Industrial, Public & Institutional	Access[5]	Local Active	Pedestrians & Wheelchairs	2.8	1.5	Asphalt[3]	C1, C3, D1, D2, D4, CD-S1, CD-S3, CD-S5	0.65	0.65	0.15 m Concrete edging, 0.5 m Grass[3]	0.15 m Concrete edging, 0.5 m Grass[3]
W2	Suburban, Core Area	Urban Residential, Industrial, Public, & Institutional	Access[5] or Mobility[4]	Arterial Active, Collector Active, Local Active		2.1	1.8	Concrete (preferred), Asphalt (alternate)	C2, C4, D1, D2, D3, D4, CD-S1, CD-S2, CD-S3, CD-S4, CD-S5, CD-S6,	0.3	0	Pavers or Concrete	N/A
W3	Core Area, Village Center	Urban Residential, Commercial, Public & Institutional	Mobility or Access[5]	Arterial Active, Collector Active		3.5	2.5	Concrete (preferred), Asphalt (alternate)	C2, C4, C5, D2, D3, D4, CD-S1, CD-S2, CD-S3, CD-S4, CD-S5, CD-S6	0.5	0.5	Paved offset with Urban Braille	Paved Clearance with Urban Braille
W4	Village Center	Urban Residential, Commercial, Public & Institutional, Health District	Access[5] or Destination[6]	Collector Active, Local Active		4.7	3.2	Pavers (preferred), Concrete (alternate)	C4, C5, D2, D3, D4, CD-S1, CD-S2, CD-S3, CD-S4, CD-S5, CD-S6	1	0.5	Paved offset with Urban Braille	Paved Clearance with Urban Braille

Footnotes for Walking Spaces	
1	Comprehensive Development Zone can be used as per the most relevant land use that is available.
2	Clear Walking Width is meant to be free of all obstructions including lighting poles, fire hydrants, traffic signals, signs, mailboxes, and other street hardware; Basic Physically Occupied Space plus no Touch Zone = 0.9 m; Basic Wheelchair Dimensions = 0.75 m wide, 1.27 m long, 0.56 m high; A minimum clear sidewalk width of 1.5 m is required to allow two pedestrians to pass without physically touching each other; A minimum clear sidewalk width of 1.8 m is required for each pedestrian to feel unimpeded or in situations where one of the pedestrians is carrying shopping bags or pushing a stroller; Each additional lane of pedestrian travel to pass stopped or moving pedestrians and to walk to or more abreast requires a minimum 0.7 m clear sidewalk width (Source: TAC).
3	Gravel may be used under certain circumstances.
4	Mobility: uninterrupted maximum speed movements over long distances.
5	Access: partially interrupted moderate speed movements over short distances.
6	Destination: Substantially interrupted low speed movements over short distances.
Note:	Any land use, that does not have any access to a road Right of Way and is fully separated/barricaded, can be treated as rural residential or urban residential depending upon the surrounding context zone.

Framework for Cycling Spaces

District of Clearwater

Space Types	Context Zones	Adjacent land Use[1]	Primary Function	Functional Classification	Speed (km/hr)		Design Users	Total Cycling Space (metres)			Clear Cycling Width[2] (metres)			Surface Material	Adjacent Space Types	Interface Requirements	
					Posted	Design		One-Way	Two-Way	Two-Way -	One-Way	Two-Way	Two-Way -			Space (metres)	Character
C1	Natural, Rural	Agricultural, Rural Residential, Industrial, Public & Institutional	Mobility[3]	Arterial Active	50	50	Advanced Commuter & Recreation Cyclists	5.2	6.4	N/A	2.4	3.6	N/A	Asphalt	W1, WC-S1 (Private Side) and D1, D2, D4 (Public Side)	2.8	1.5 m drainage swale / boulevard on private side, 0.5 gravel / natural grass clearance on each side & 0.15 m flush concrete curbs on each side.
C2	Suburban, Core Area	Urban Residential, Industrial, Public & Institutional	Mobility[3]	Arterial Active	40	40	Advanced Commuter & Recreation Cyclists	3.9	5.1	N/A	2.4	3.6	N/A		W2, W3, WC-S1, WC-S2 (Private Side) and D1, D2, D3, D4 (Public Side)	1.5	1.2 m boulevard / planter separation on private side & 0.15 m barrier concrete curbs on each side.
C3	Natural, Rural	Agricultural, Rural Residential, Industrial, Public & Institutional	Mobility[3] or Access[4]	Arterial Active, Collector Active	30	30	Intermediate Commuter & Recreation Cyclists	4.6	5.8	N/A	1.8	3	N/A		W1, WC-S1 (Private Side) and D1, D2, D4 (Public Side)	2.8	1.5 m drainage swale / boulevard on private side, 0.5 gravel / natural grass clearance on each side & 0.15 m flush concrete curbs on each side.
C4	Suburban, Core Area, Village Center	Urban Residential, Industrial, Commercial, Public & Institutional	Mobiltiy[3] or Access[4] or Destination[5]	Arterial Active, Collector Active	20	20	Intermediate Commuter & Recreation Cyclists	3	4.2	4.8	1.8	3	3.6		W2, W3, W4, WC-S1, WC-S2 (Private Side) and D1, D2, D3, D4 (Public Side)	1.2	0.9 m delineation (grass / flower / shrub planter, raised median or bollard) on private side & 0.15 m flush concrete curbs on each side.
C5	Village Center	Urban Residential, Commercial, Public & Institutional	Destination[5]	Collector Active	20	20	Intermediate Commuter & Recreation Cyclists	2.7	4.2	4.8	1.5	3	3.6		W3, W4, (Private Side) and D2, D3 & D4 (Public Side)	1.2	0.9 m delineation (grass / flower / shrub planter, raised median, bollard or rollover curb) from parking or traffic lane (painted lines alone are not acceptable).

Footnotes for Cycling Spaces

[1] Comprehensive Development Zone can be used as per the most relevant land use that is available.

[2] Clear Cycling Width is meant to be free of all obstructions including lighting poles, fire hydrants, traffic signs, mailboxes, and other street hardware; Bicycle Design Envelope = 1 m wide, 2.2 m high & 1.75 m long; Bicycle Clearance Requirements (horizontal) = 0.2 - 0.5 m to the wall, fence, barrier or other fixed objects, 1 m to unfenced drop-off such as embankment, river, etc, additional 0.5 m to 60 km/hr traffic, additional 1 m to 80 km/hr, additional 1.5 m to 100 km/hr traffic, additional 0.5 m to 10% or more truck traffic; Bicycle Clearance Requirements (overhead) = 0.2 m; In-Line Skater Envelope = 1.5 m wide, 2 m high; In-Line Skating Clearance Requirements = 0.4 m lateral, 0.5 m overhead (Source: TAC): Minimum width requirements for In-Line Skating = 2.45 m for one-way, 3.7 m for two-way (Source: International In-Line Skating Association); Minimum width requirement for In-line Skating = 1.8 m for one way, 2.8 - 3.7 m for two-way (Source: Lorne Milne's Inline Skating, Vancouver).

[3] Mobility: Uninterrupted high speed movements over long distances.

[4] Access: Partially interrupted moderate speed movements over medium distances.

[5] Destination: Substantially interrupted low speed movements over short distances.

Note: Any land use, that does not have any access to a road Right of Way and is fully separated/barricaded, can be treated as rural residential or urban residential depending upon the surrounding context zone.

Framework for Driving Spaces

District of Clearwater

Space Types	Context Zones	Adjacent Land Use[1]	Primary Function	Functional Classification	Speed km/hr		Design Users	Clear Driving Width (m)							Surface Material	Adjacent Space Types	Interface Requirements	
					Posted	Design		Through Traffic Lane	Right Turn Lane	Left Turn Lane w/ Raised Median	Left Turn Lane without Raised Median	Two-Way Left Turn Lane (TWLTL)	Gravel Shoulder[3]	Parking[13] (optional)			Space[2] (metres)	Character
D1.1	Natural, Rural	Agricultural, Rural Residential, Public & Institutional	Mobility[4] or Access[5]	Collector Auto	60	60 with 70 sight-lines	WB20[7], B12[8], HSU[9], MSU[10]	3.35	3	3	N/A	4.2	0.5	N/A	Asphalt or Concrete	W1, C1, C3, WC-S1	2.05	Planted Boulevard with drainage swale and 0.5 m grass / gravel clearance on each side.
D1.2	Suburban	Industrial, Urban Residential, Public & Institutional						3.35	3	3	N/A	4.2	0.5	N/A		W2, C2, C4, WC-S1	2.1	Planted boulevard with barrier curb & gutter or planted boulevard with drainage swale and 0.5 m gravel/grass clearance on each side.
D1.3	Core Area	Industrial, Urban Residential, Public & Institutional						3.35	3	3	N/A	4.2	0.5	N/A		W2, W3, C2, C4, WC-S2	2.1	Planted boulevard with barrier curb & gutter.
D2.1	Natural, Rural	Agricultural, Rural Residential, Public & Institutional	Mobility[4] or Access[5]	Collector Auto	40, 50	40, 50	WB20[7], B12[8], HSU[9], MSU[10], LSU[11]	3.35	3	3	3.3	3.5	0.5	N/A	Asphalt or Concrete	W1, C1, C3, WC-S1	1.7	Planted boulevard with drainage swale and 0.5 m grass/gravel clearance on each side.
D2.2	Suburban	Industrial, Urban Residential, Public & Institutional						3.35	3	3	3.3	3.5	0.5	2.1		W2, C2, C4, WC-S1	1.75	Planted boulevard with barrier curb & gutter or planted boulevard with drainage swale and 0.5 gravel/grass clearance on each side.
D2.3	Core Area	Industrial, Urban Residential, Public & Institutional						3.35	3	3	3.3	3.5	0.5	2.1		W2, W3, C2, C4, WC-S2	1.75	Planted boulevard with barrier curb and gutter.
D2.4	Village Centre	Urban Residential, Commercial, Public & Institutional						3.35	3	3	3.3	3.5	0.5	2.1		W3, W4, C4, C5, WC-S2	1.75	Planted boulevard with barrier curb and gutter.
D3.1	Suburban, Core Area	Urban Residential, Commercial, Public & Institutional	Access[5]	Collector Auto, Local Auto	40	40	P[12]	3.05	N/A	N/A	3	3.3	N/A	In Interface	Asphalt	W2, W3, C2, C4, WC-S1, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter & 0.25 m concrete or paver splash alongside parking.
D3.2	Village Centre	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3	3.3	N/A	In Interface		W3, W4, C4, C5, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter & 0.25 m concrete or paver splash alongside parking.
D4.1	Natural, Rural	Agricultural, Rural Residential, Public & Insitutional	Access[5]	Collector Auto, Local Auto	40	40	P[12]	3.05	N/A	N/A	3	3.3	0.5	N/A	Asphalt	W1, C1, C3, WC-S1	1.45	Planted Boulevard with drainage swale.
D4.2	Suburban, Core Area	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3	3.3	N/A	2.1	Asphalt or Pavers	W2, W3, C2, C4, WC-S1, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
D4.3	Village Centre	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3	3.3	N/A	2.1		W3, W4, C4, C5, WC-S2	1.5	Planted boulevard with barrier curb & gutter.

Footnotes for Driving Spaces

[1] Comprehensive Development Zone can be used as per the most relevant land use that is available; Any land use that doesn't have any access to a road ROW is fully separated/barricaded, can be treated as rural residential or urban residential depending upon the surrounding context zone.

[2] 0.5 m interface space should be added for every additional through/TWLT traffic lane; 0.45 hard surface splash should be provided on boulevard adjacent to curb & on central median for design speeds 80 km/hr or more.

[3] Required only where drainage swale is provided without any curb & gutter.

[4] Mobility: Uninterrupted maximum speed movements over long distances.

[5] Access: partially interrupted moderate speed movements over medium distances.

[6] Destination: Substantially interrupted low speed movements over short distances.

[7] WB20: Tractor Semitrailer Truck (L = 22.7 m, W = 2.6 m, H = 4.1 m, R = 10.7 m for 90 degree Outer Front Wheel Turn with 0-15 km/hr Turning Speed).

[8] B12: Standard Single Unit Bus (L = 12.2 m, W = 2.4 m, H = 4.1 m, R = 12.9 m for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).

[9] HSU: Heavy Single Unit Truck (L = 11.5 m, W = 2.6 m, H = 4.1 m, R = 14.1 for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).

[10] MSU: Medium Single Unit Truck (L = 10 m, W = 2.6 m, H = 4.1 m, R = 11.1 m for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).

[11] LSU: Light Single Unit Truck (L = 6.4 m, W = 2.6 m, H = 4.1 , R = 6.3 m 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).

[12] P: Passenger Car (L = 5.6 m, W = 2.1 m, H = 1.3 m, R = 6.3 m 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).

[13] Curb extensions must be provided at intersections, laneways, driveways & mid-block pedestrian crossings, where on-street parking exists.

Note: Vehicles larger than design vehicles can be assumed to encroach opposing / adjacent lanes to make turning movements on roads with design speed 50 km/hr or less; For design speeds > 80 km/hr, Provincial / national standards should be used.

Note: On-Street parking is always optional (by default, parking is not an essential component of any driving spaces except D$); No on-street parking shall be allowed with posted (design) speed 50 km/hr or more; No angular parking is allowed on City right of way.

Note: D3 with design speeds 40 km/hr & D5 can have an option for 2.1 m (excluding gutter) on-street parking; Boulevard width for D4 can be reduced to 1.5 m, if alternative parking is not required; if there is no on-street parking, traffic lane width adjacent to gutter can be reduced by 0.15 m.

Note: Gutter Width = 0.3 m, Curb Width = 0.15 m, Minimum Raised Median Width = 1.2 m; Additional land may be required to accommodate steep side slopes or driveway transition (no driveway transition will be allowed on public right of way).

Framework for Shared Cycling and Driving Spaces

District of Clearwater

Space Types	Context Zones	Adjacent Land Use[1]	Primary Function	Functional Classification	Speed km/hr		Design Users	Clear Driving Width (m)								Surface Material	Adjacent Space Types	Interface Requirements	
					Posted	Design[17]		Through Traffic Lane	Right Turn Lane	Left Turn Lane w/ Raised Median	Left Turn Lane without Raised Median	Minimum Two-Way Left Turn Lane (TWLTL)	Bike Lane	Gravel Shoulder[3]	Parking[13] (optional)			Space[2] (metres)	Character
CD-S1.1 (40 or 50)	Natural, Rural	Agricultural, Rural Residential, Public & Institutional	Mobility[4] or Access[5] or Destination[6]	Collector Auto, Local Auto, Collector Active, Local Active	30, 40, 50	30[14], 40, 50	WB20[7], B12[8], HSU[9], MSU[10], LSU[11], Advanced Intermediate Commuter & Recreation Cyclists	3.35	3	3	3.3	3.5	1.8	0.5	N/A	Asphalt or Concrete	W1, WC-S1	1.7	Planted boulevard with drainage swale and 0.5 m grass/gravel clearance on each side.
CD-S1.2 (40) (40)	Suburban	Industrial, Urban Residential, Public & Institutional						3.35	3	3	3.3	3.5	1.8	0.5	2.1		W2, WC-S1	1.75	Planted boulevard with barrier curb & gutter or planted boulevard with drainage swale and 0.5 grass/gravel clearance on each side.
CD-S1.3 (30) (30)	Core Area	Industrial, Urban Residential, Public & Institutional						3.35	3	3	3.3	3.5	1.8	N/A	2.1		W2, W3, WC-S2	1.75	Planted boulevard with barrier curb & gutter.
CD-S1.4	Village Centre	Urban Residential, Commercial, Public & Institutional						3.35	3	3	3.3	3.5	1.8	N/A	2.1		W3, W4, WC-S2	1.75	Planted boulevard with barrier curb & gutter.
CD-S2.1	Suburban, Core Area	Urban Residential, Commercial, Public & Institutionalt	Access[5]	Collector Auto, Local Auto, Collector Active, Local Active	40	40	P[12], Advanced / Intermediate Commuter & Recreation Cyclists	3.05	N/A	N/A	3.3	3.3	1.65	N/A	In Interface	Asphalt	W2, W3, WC-S1, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m splash alongside parking.
CD-S2.2	Village Centre	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3.3	3.3	1.65	N/A	In Interface		W3, W4, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m splash alongside parking.
CD-S3.1	Natural, Rural	Agricultural, Rural Residential, Public & Institutional	Access[5]	Collector Auto, Local Auto, Collector Active, Local Active	40	40	P[12], Advanced / Intermediate Commuter & Recreation Cyclists	3.05	N/A	N/A	3	3.3	1.65	0.5	N/A	Asphalt	W1, WC-S1	1.45	Planted boulevard with drainage swale and 0.5 m grass/gravel clearance on both sides.
CD-S3.2	Suburban, Core Area	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3	3.3	1.65	N/A	N/A	Asphalt	W2, W3, WC-S1, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
CD-S3.3	Village Centre	Urban Residential, Commercial, Public & Institutional						3.05	N/A	N/A	3	3.3	1.65	N/A	2.1		W3, W4, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
CD-S4.1	Suburban, Core Area	Urban Residential, Commercial, Public & Institutional	Destination[6]	Local Auto, Local Active	30	30[14]	P[12], Advanced / Intermediate Commuter & Recreation Cyclists	2.9	2.9	N/A	N/A	N/A	N/A	N/A	In Interface	Asphalt or Pavers	W2, W3, WC-S1, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m splash alongside parking
CD-S4.2	Village Centre	Urban Residential, Commercial, Public & Institutional						2.9	2.9	N/A	N/A	N/A	N/A	N/A	In Interface		W3, W4, WC-S2	2.75	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m splash alongside parking.
CD-S5.1	Natural, Rural	Agricultural, Rural Residential, Public & Institutional	Destination[6]	Local Auto, Local Active	30	30[14]	P[12], Advanced / Intermediate Commuter & Recreation Cyclists	2.9	N/A	N/A	N/A	N/A	N/A	0.5	N/A	Asphalt	W1, WC-S1	1.45	Planted boulevard with drainage swale and 0.5 m gravel/grass clearance on both sides.
CD-S5.2	Suburban, Core Area	Urban Residential, Commercial, Public & Institutional						2.9	N/A	N/A	N/A	N/A	N/A	N/A	2.1	Asphalt, Concrete, or Pavers	W2, W3, WC-S1, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
CD-S5.3	Village Centre	Urban Residential, Commercial, Public & Institutional						2.9	N/A	N/A	N/A	N/A	N/A	N/A	2.1		W3, W4, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
CD-S6.1[15]	Suburban, Core Area	Urban Residential	Destination[6]	Local Auto, Local Active	30	30[14]	P[12], Advanced / Intermediate Commuter & Recreation Cyclists	3.5							2.1	Asphalt or Pavers	W2, W3, WC-S1, WC-S2	1.5	Planted boulevard with barrier curb & gutter.
CD-S6.2[15]	Village Centre	Urban Residential						3.5							2.1		W3, W4, WC-S2	1.5	Planted boulevard with barrier curb & gutter.

Framework for Shared Walking and Cycling Spaces

District of Clearwater

Space Types	Context Zones	Adjacent Land Use[1]	Primary Function	Functional Classification	Speed km/hr		Design Users	Total Shared Space (metre)		Clear Shared Space (metre)		Surface Type	Adjacent Space Types	Interface Space (metre)		Interface Character
					Posted	Design		Two Way	Two Way plus Passing	Two Way	Two Way plus Passing			Private Side	Public Side	
WC-S1	Natural, Rural, Suburban	Agricultural, Rural Residential, Industrial, Public & Institutional	Mobility[4] or Access[5]	Arterial Active, Collector Active	30	30	Pedestrians & Advanced / Intermediate / Novice commuter & Recreation cyclists	4.3	N/A	3	N/A	Asphalt	C1, C2, C3, C4, D1, D2, D3, D4, CD S1, CD-S2, CD-S3, CD-S4, CD-S5, CD-S6 (Public Side)	0.65	0.65	0.15 m flush curb, 0.5 m clearance.
WC-S2	Core Area, Village Centre	Industrial, Urban Residential, Commercial, Public & Institutional	Mobility[4] or Access[5] or Destination[6]	Arterial Active, Collector Active	20	20	Pedestrians & Advanced / Intermediate / Novice commuter & Recreation cyclists	3.45	4.05	3	3.6		C2, C4, C5, D1, D2, D3, D4, CD-S1, CD-S2, CD-S3, CD-S4, CD-S5, CD-S6	0.3	0.15	0.3 offset with 0.15 m flush curb (private side) & 0.15 m flush curb (public side).
WC-S3	Any	Any	Mobility[4] or Access[5]	Arterial Active, Collector Active	30	30	Pedestrians & Advanced / Intermediate / Novice commuter & Recreation cyclists	6	6.6	3	3.6		N/A	1.5	1.5	Flush curb, streetscaping, planted boulevard & fencing / railing as necessary (outside of road ROW).
WC-S4	Any	Any	Access[5]	Collector Active	20	20	Pedestrians & Intermediate / Novice Commuter and Recreation cyclists	4	N/A	2.5	N/A			0.75	0.75	Hard surface, fencing / railing as necessary (outside of road ROW).

Framework for Shared Walking, Cycling, and Driving Spaces

Space Types	Context Zones	Adjacent Land Use[1]	Primary Function	Functional Classification	Speed km/hr		Design Users	Total Shared Space (metre)	Surface Material	Interface Requirements
					Posted	Design				
WCD-S1	Rural, Natural, Suburban, Core Area	Rural Residential, Industrial, Urban Residential, Public & Institutional	Destination[6]	Local Auto, Local Active	20	20	MSU[10], LSU[11], P[12], Advanced / Intermediate / Novice commuter and Recreation cyclists, pedestrians	5.8	Asphalt and Compacted Gravel	3.0 m paved and shared traffic lane with 1.4 m compacted gravel (both sides). No parking.
WCD-S2[16]	Rural, Natural, Suburban, Core Area	Rural Residential, Industrial, Urban, Residential, Public & Institutional						6 - 8	Compact Gravel or Asphalt	Parking may be allowed where width is 8 m.
WCD-S3	Suburban, Core Area	Urban Residential, Public & Institutional						13.2	Asphalt	5.8 m of paved traffic lane with 1.0 m planter, concrete, or hatch marking and bollard buffer between traffic lane and 2.5 m two way shared walking and cycling lane. 1.45 m drainage swale with 0.5 m grass/gravel clearance on both sides or 1.5 m planted boulevard with curb and gutter both sides.
WCD-S4[16]	Village Centre	Commercial, Public & Institutional						8 - 10	Concrete or Pavers	Maximum 2.5 m space for parking; Traffic calmed both in terms of speed & volume; Landscaping as required.
WCD-S5[16]	Village Centre	Commercial, Public & Institutional						> 10		Maximum 6 m space for parking; Traffic calmed both in terms of speed & volume; Landscaping as required.

Footnotes for Shared Spaces
[1] Comprehensive Development Zone can be used as per the most relevant land use that is available; Any land use, that does not have any access to a road ROW and is fully separated/barricaded, can be treated as rural residential or urban residential depending upon the surrounding context zone.
[2] 0.5 metre interface space should be added for every additional through/TWLT traffic lane.
[3] Required only where drainage swale is provided without any curb and gutter.
[4] Mobility: Uninterrupted maximum speed movements over long distances.
[5] Access: Partially interrupted moderate speed movements over medium distances.
[6] Destinations: Substantially interrupted low speed movements over short distances.
[7] WB20: Tractor Semitrailer Truck (L = 22.7 m, W = 2.6 m, H- 4.1 m, R = 10.7 m for 90 degree Outer Front Wheel Turn with 0-15 km/hr Turning Speed.
[8] B12: Standard Single Unit Bus (L = 12.2 m, W = 2.4 m, H = 4.1 m, R = 12.9 m for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).
[9] HSU: Heavy Single Unit Truck (L = 11.5 m, W = 2.6 m, H = 4.1 m, R = 14.1 for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).
[10] MSU: Medium Single Unit Truck (L = 10 m, W = 2.6 m, H = 4.1 m, R = 11.1 m for 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).
[11] LSU: Light Single Unit Truck (L = 6.4 m, W = 2.6 m, H = 4.1 , R = 6.3 m 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).
[12] P: Passenger Car (L = 5.6 m, W = 2.1 m, H = 1.3 m, R = 6.3 m 90 degree Outer Front Wheel with 0-15 km/hr Turning Speed).
[13] Curb extensions must be provided at intersections, laneways, driveways & mid-block pedestrian crossings where on-street parking exists.
[14] Traffic calmed with regards to speed & volume (exception: Natural/Rural context zones) & no bike lanes are needed for posted (design) speeds 30 km/hr or less.
[15] Must have parking at least on one side and applicable only to cul-de-sacs or non-through local roads with intersection spacing 150 m or less & serving not more than 250 dwellings.
[16] Applicable to laneways & roadways with restricted vehicular access and cross-section design customized.
[17] Maximum speed for cycling = 50 km/hr.
Note: CD-S2 with design speeds 30 & 40 km/hr, CD-S4 & CD-S6 can have an option for 2.1 m (excluding gutter) on-street parking; boulevard width for CD-S3 & CD-S5 can be reduced to 1.5 m, if alternative parking is not required.
Note: Gutter + Curb Width = 0.45 m; Minimum Raised Median Width = 1.2 m; Vehicles larger than design vehicles can be assumed to encroach 50 km/hr or less opposing/adjacent lanes to make turning movements; Additional land may be required to accommodate steep side slopes or driveway transition (no driveway transition will be allowed on public ROW).
Note: If there is no on-street parking, traffic lane width adjacent to gutter can be reduced by 0.15 m; On-Street parking is always optional (by default, parking is not an essential component of any shared driving & cycling spaces except CD-S3, CD-S5, & CD-S7); No on-street parking shall be allowed with posted (design) speed 50 km/hr or more; no angular parking is allowed on City ROW).

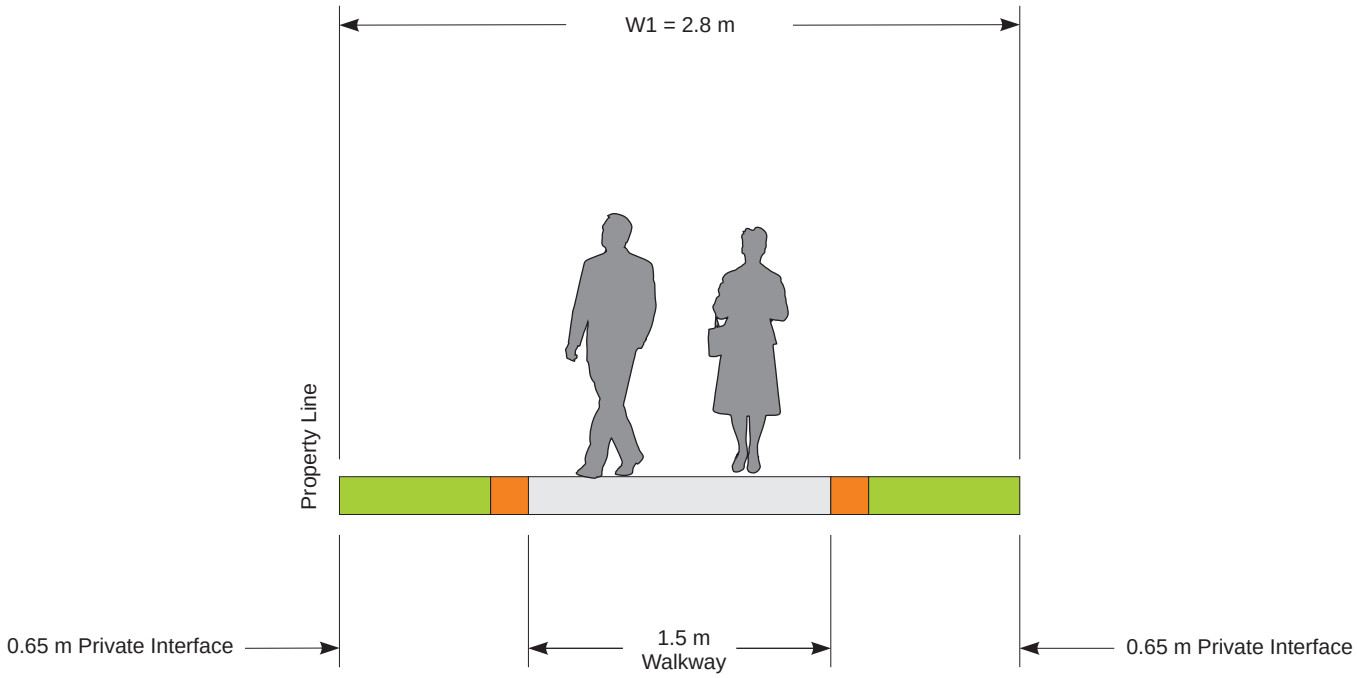
Intersection Priority Matrix

District of Clearwater

Intersecting Corridors & Functional Classification			Corridor II					
			Arterial Active (AAC)		Collector Active (CAC)		Local Active (LAC)	
			Collector Auto (CAU)	Local Auto (LAU)	Collector Auto (CAU)	Local Auto (LAU)	Collector Auto (CAU)	Local Auto (LAU)
Corridor I	Arterial Active (AAC)	Collector Auto (CAU)	AAC, CAU	AAC, CAU, LAU	AAC, CAC, CAU	AAC, CAC, CAU, LAU	AAC, CAU, LAC	AAC, CAU, LAC, LAU
		Local Auto (LAU)	AAC, CAU, LAU	AAC, LAU	AAC, CAC, CAU, LAU	AAC, CAC, LAU	AAC, CAU, LAC, LAU	AAC, LAC, LAU
	Collector Active (CAC)	Collector Auto (CAU)	AAC, CAC, CAU	AAC, CAC, LAU	CAC, CAU	CAC, CAU, LAU	CAC, CAU, LAC	CAC, CAU, LAC, LAU
		Local Auto (LAU)	AAC, CAC, CAU, LAU	AAC, CAC, LAU	CAC, CAU, LAU	CAC, LAU	CAC, CAU, LAC, LAU	CAC, LAC, LAU
	Local Active (LAC)	Collector Auto (CAU)	AAC, CAU, LAC	AAC, CAU, LAC, LAU	CAC, CAU, LAC	CAC, CAU, LAC, LAU	CAU, LAC	CAU, LAC, LAU
		Local Auto (LAU)	AAC, CAU, LAC, LAU	AAC, LAC, LAU	CAC, CAU, LAC, LAU	CAC, LAC, LAU	CAU, LAC, LAU	LAC, LAU

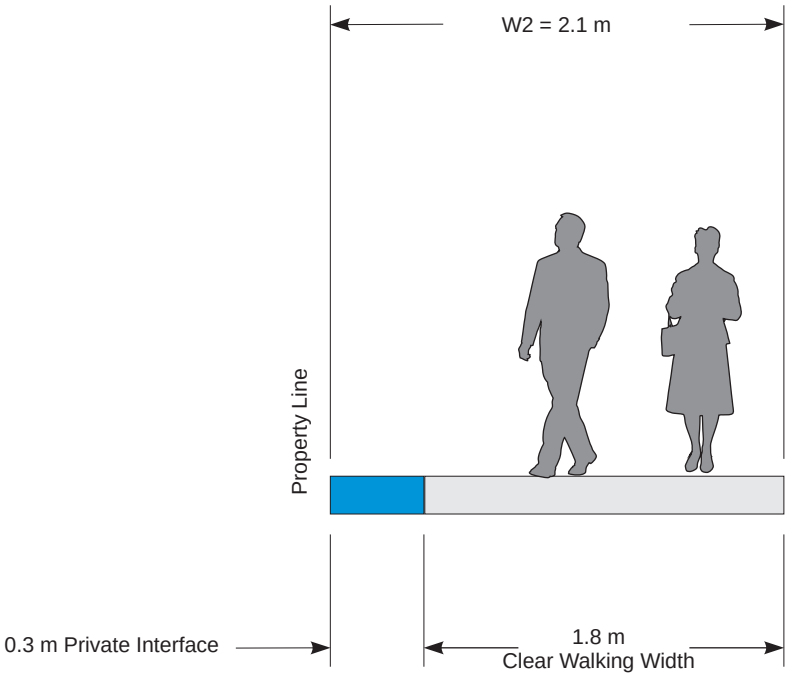
SCHEDULE C

ROAD CROSS-SECTIONS



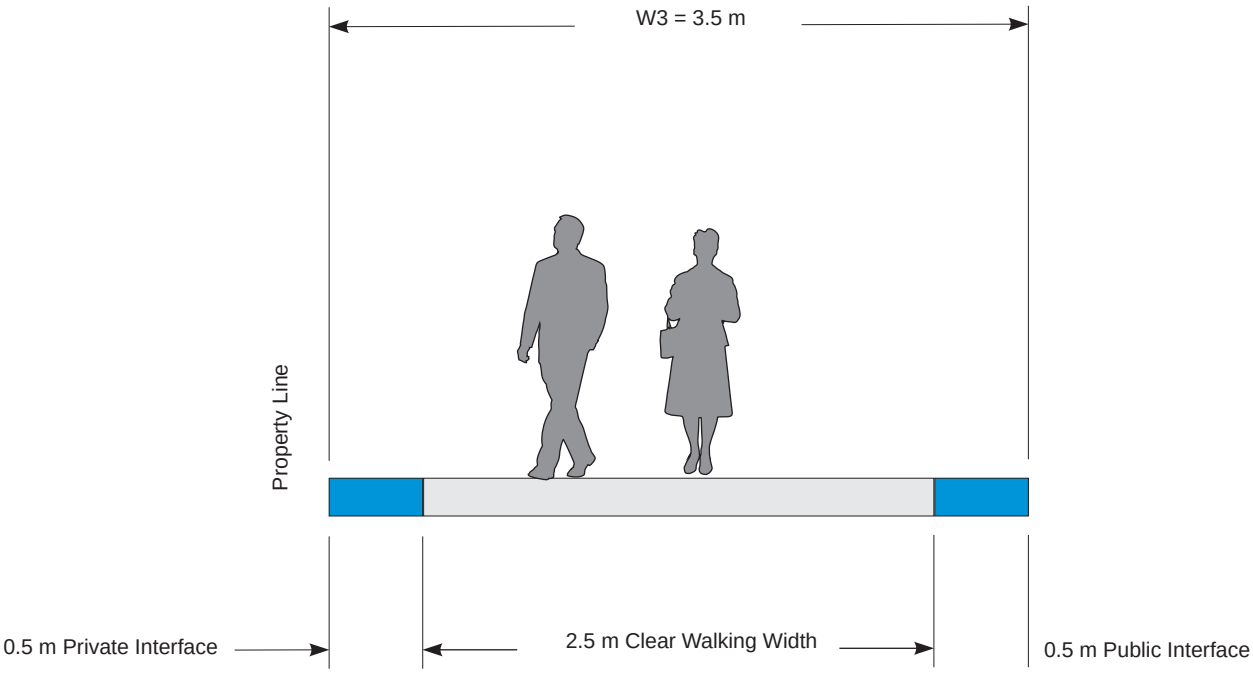
Walking Space	**W1**
User Type	Pedestrians and Wheelchairs
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Industrial, Public & Institutional
Primary Function	Access
Functional Classification	Local Active
Surface Type	Asphalt (preferred), Compact Gravel (alternative)
Interface	0.5 m Grass or Gravel Clearances & 0.15 m Concrete Curbs (Private & Public Sides)

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: W1** Allocation of Road Right of Way For Walking	Date: August 21, 2013 Revisions: Final Draft



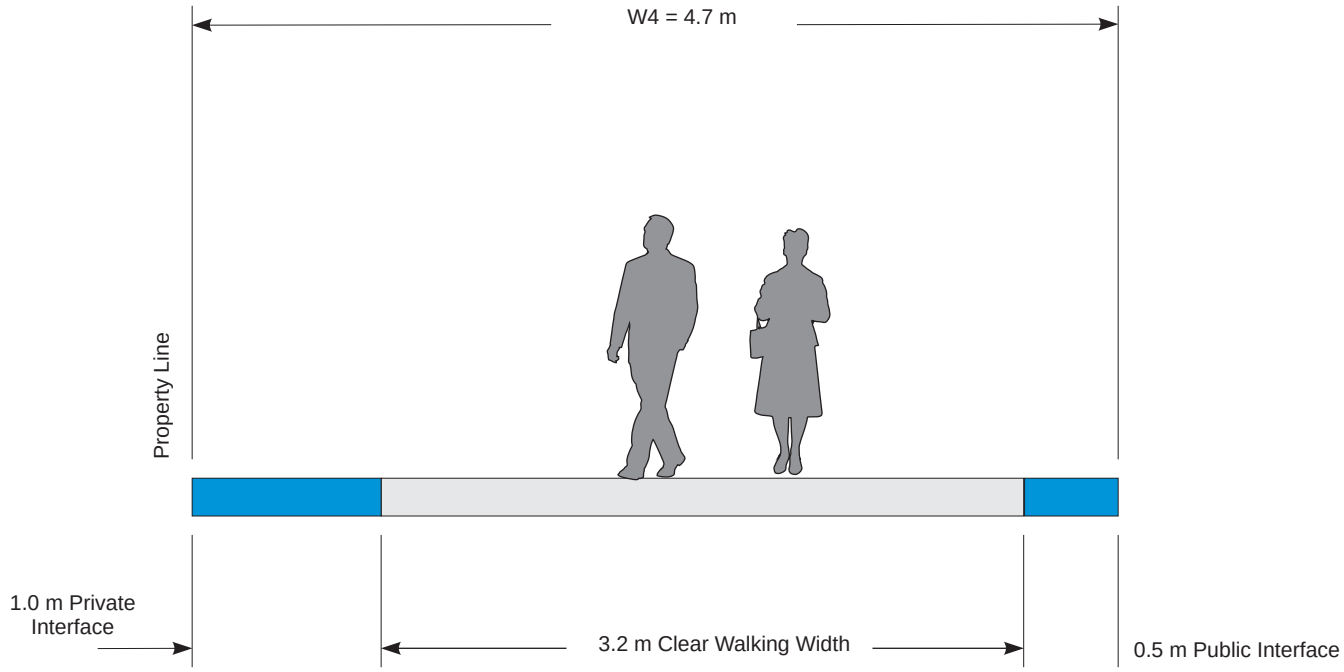
Walking Space	**W2**
User Type	Pedestrians and Wheelchairs
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Industrial, Public & Institutional
Primary Function	Access or Mobility
Functional Classification	Arterial Active, Collector Active, Local Active
Surface Type	Concrete (preferred), Asphalt (alternative)
Interface	Pavers or Concrete (Private Side)

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: W2** Allocation of Road Right of Way For Walking	Date: August 21, 2013 Revisions: Final Draft



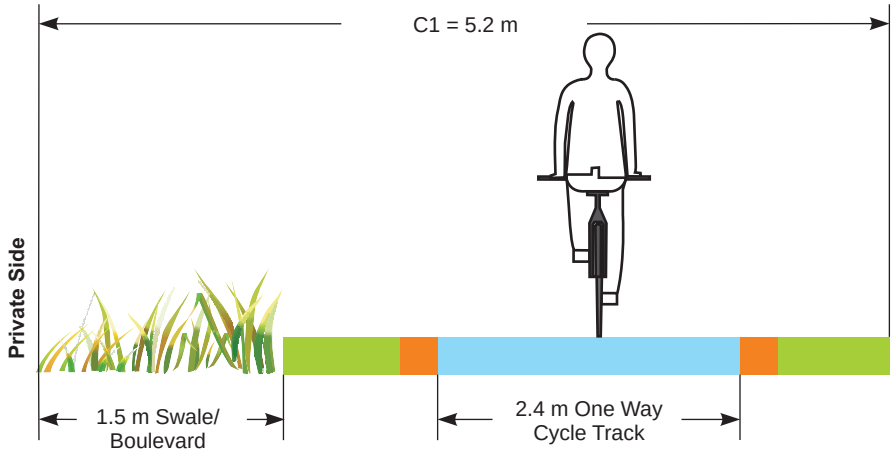
Walking Space	**W3**
User Type	Pedestrians and Wheelchairs
Context Zone	Core Area, Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Arterial Active, Collector Active
Surface Type	Concrete (preferred), Asphalt (alternative)
Interface	0.5 m Paved Offset with Urban Braille (Private Side) and 0.5 m Paved Offset with Urban Braille (Public Side)

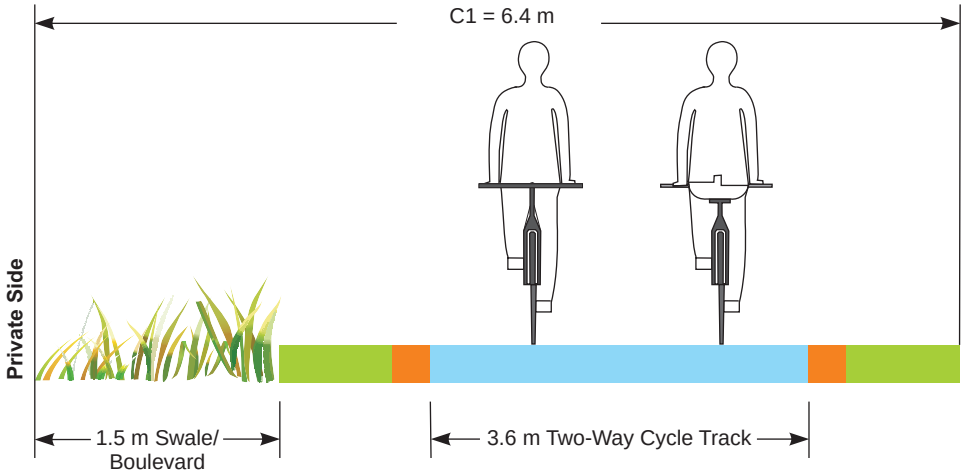
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: W3** Allocation of Road Right of Way For Walking	Date: August 21, 2013 Revisions: Final Draft



Walking Space	**W4**
User Type	Pedestrians and Wheelchairs
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access or Destination
Functional Classification	Collector Active, Local Active
Surface Type	Pavers (preferred), Concrete (alternative)
Interface	1.0 m Paved Offset with Urban Braille (Private Side) and 0.5 m Paved Offset with Urban Braille (Public Side)

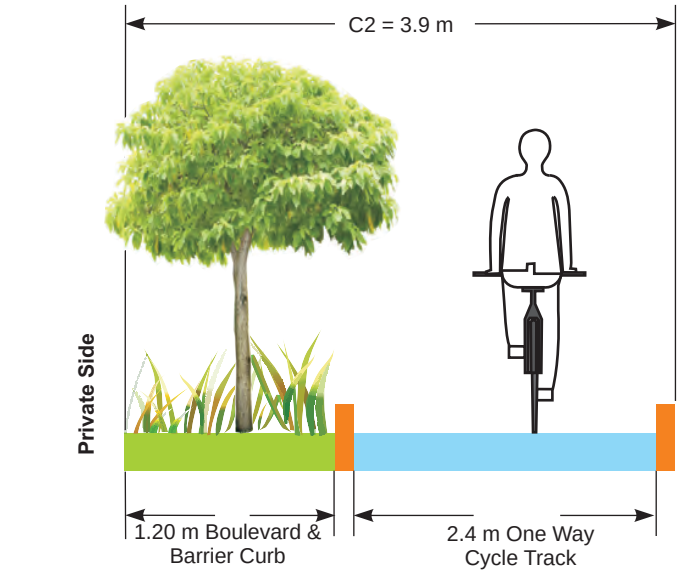
Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: W4** Allocation of Road Right of Way For Walking	Date: August 21, 2013 Revisions: Final Draft

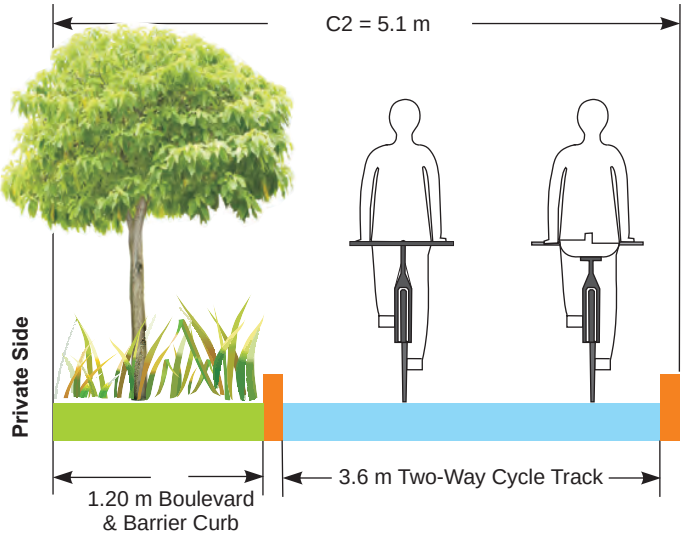




Cycling Space	**C1**
User Type	Advanced Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Industrial, Public & Institutional
Primary Function	Mobility
Functional Classification	Arterial Active
Design Speed	50 km/hr
Surface Type	Asphalt
Interface	1.5 m Planted Boulevard or Drainage Swale (Private Side) with 0.5 m Grass or Gravel Clearance & 0.15 Flush Concrete Curbs (Both Sides)

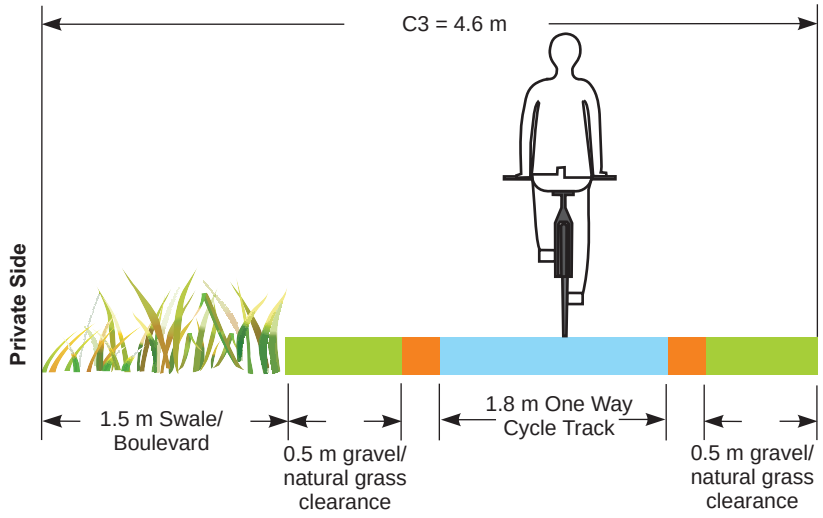
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: C1** Allocation of Road Right of Way For Cycling	Date: August 21, 2013 Revisions: Final Draft

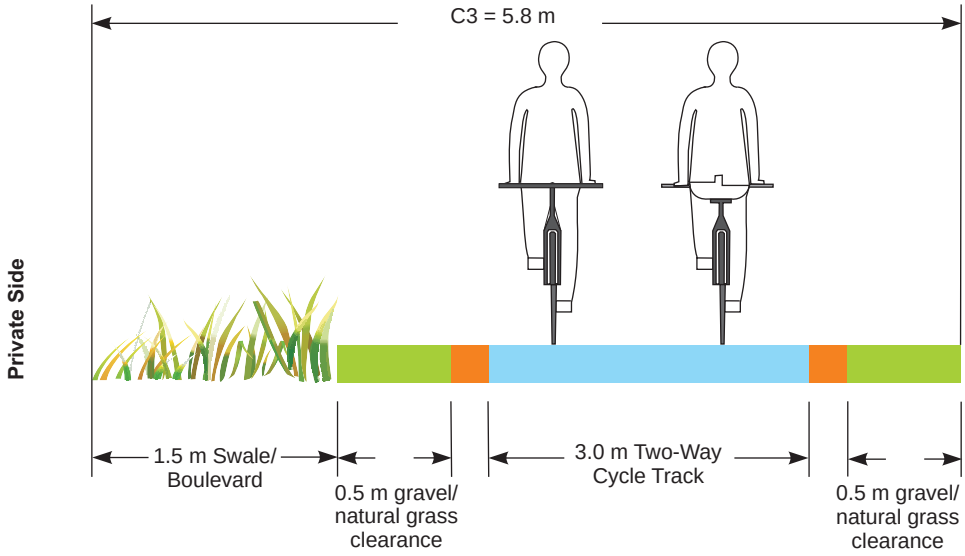




Cycling Space	**C2**
User Type	Advanced Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Industrial, Public & Institutional
Primary Function	Mobility
Functional Classification	Arterial Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.5 m Drainage Swale/Boulevard (Private Side), 0.5 m gravel/natural grass clearance each side and 0.15 m flush concrete curb each side

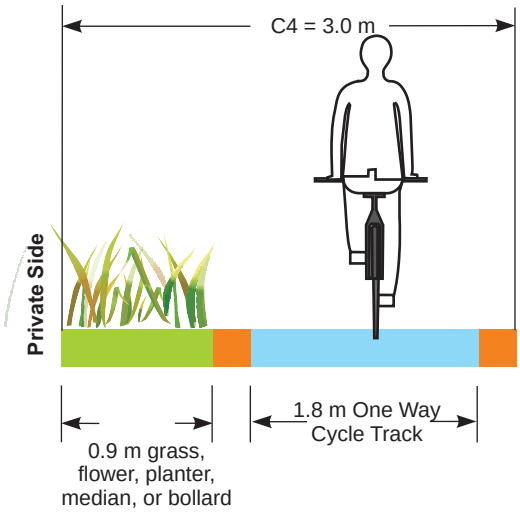
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: C2** Allocation of Road Right of Way For Cycling	Date: August 21, 2013 Revisions: Final Draft

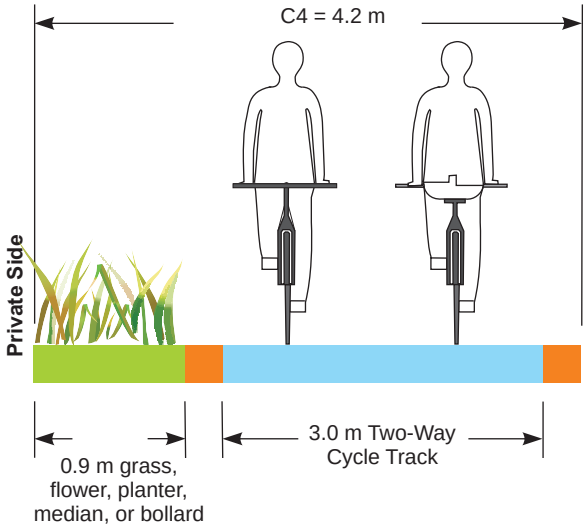




Cycling Space	**C3**
User Type	Intermediate Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Industrial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Arterial Active, Collector Active
Design Speed	30 km/hr
Surface Type	Asphalt
Interface	1.5 m Drainage Swale/Boulevard Separation (Private Side) with 0.5 m gravel/natural grass clearance both sides and 0.15 m Barrier Curb (Both Sides)

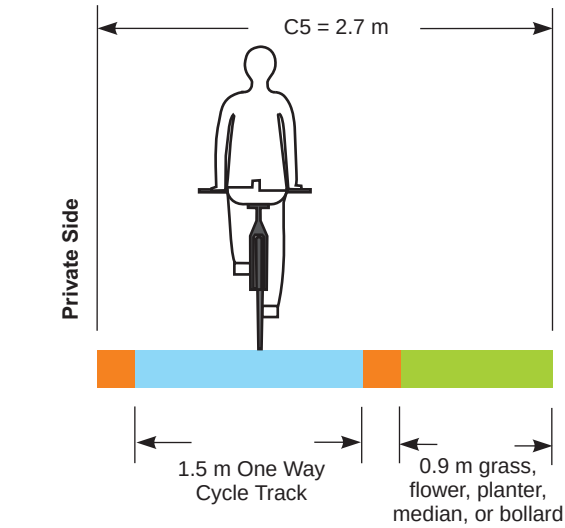
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: C3** Allocation of Road Right of Way For Cycling	Date: August 21, 2013 Revisions: Final Draft

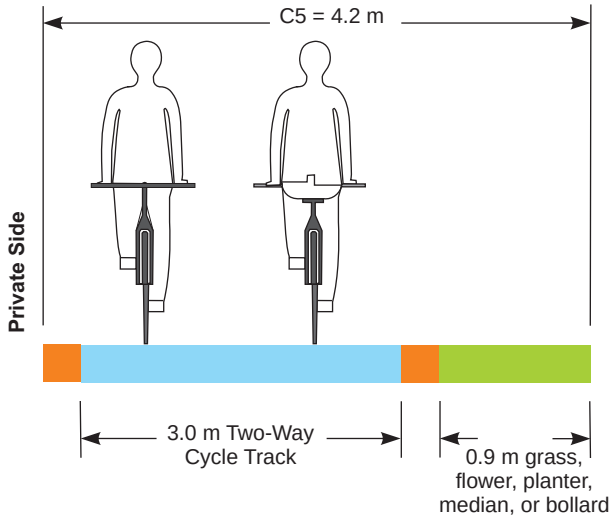




Cycling Space	**C4**
User Type	Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area, Village Centre
Land Use	Urban Residential, Industrial, Commercial, Public & Institutional
Primary Function	Mobility, Access, or Destination
Functional Classification	Arterial Active, Collector Active
Design Speed	20 km/hr
Surface Type	Asphalt
Interface	0.9 m Delineation(grass / flowers / shrub planter / raised median / or bollard) (Private Side), 0.15 m flush concrete curbs (Both Sides)

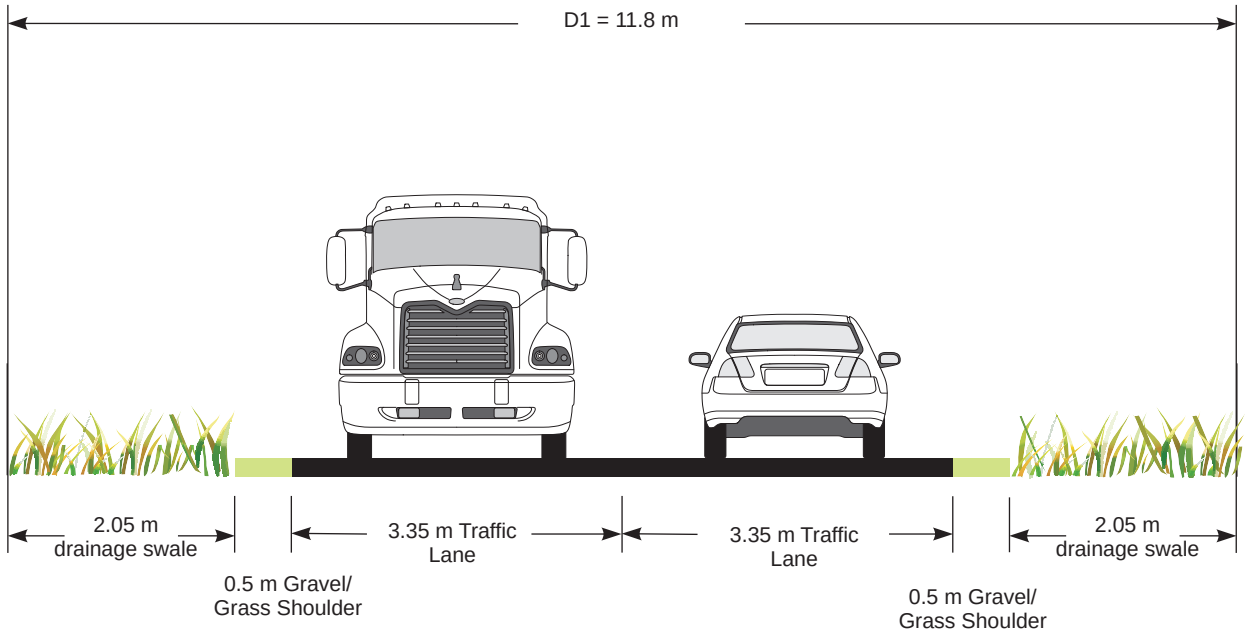
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: C4** Allocation of Road Right of Way For Cycling	Date: August 21, 2013 Revisions: Final Draft





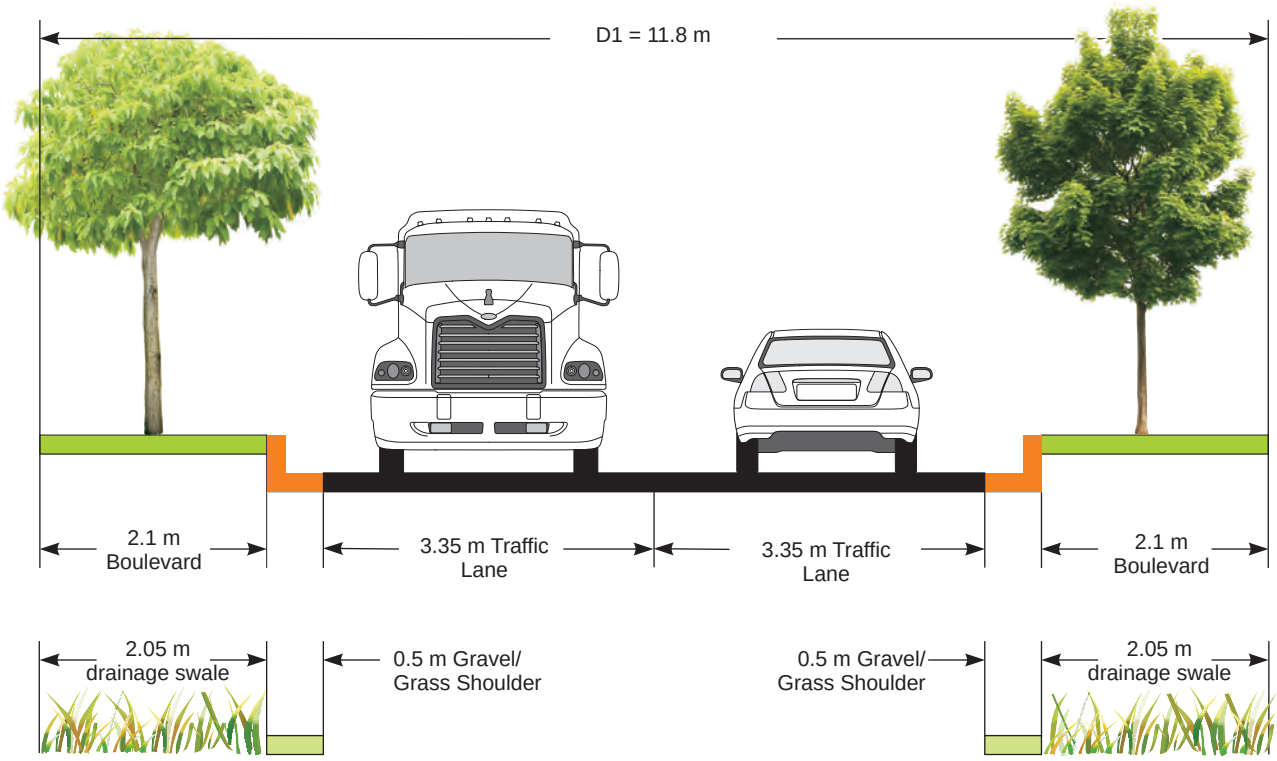
Cycling Space	**C5**
User Type	Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Industrial, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Collector Active
Design Speed	20 km/hr
Surface Type	Asphalt
Interface	0.9 m Delineation(grass / flowers / shrub planter / raised median / bollard, or rollover curb) from parking or traffic lane & 0.15 m flush concrete curbs

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: C5** Allocation of Road Right of Way For Cycling	Date: August 21, 2013 Revisions: Final Draft



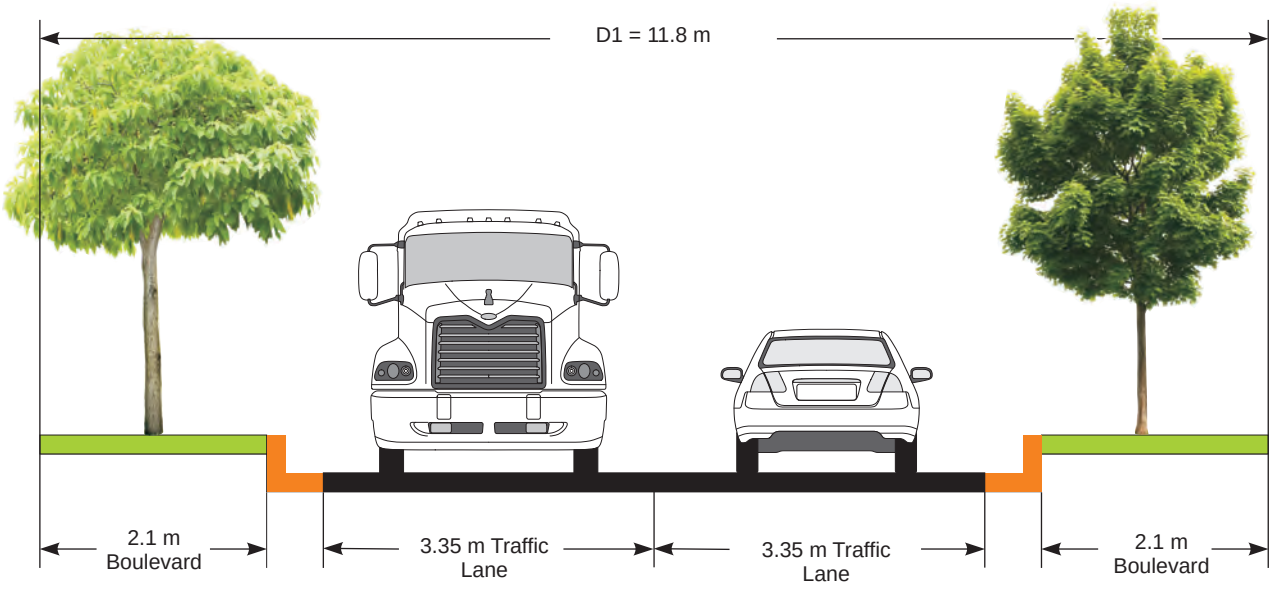
Driving Space	**D1.1**
User Type	WB-20, B-12, HSU, MSU
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	60 km/hr (with 70 km/hr sightlines)
Surface Type	Asphalt or Concrete
Interface	2.05 m Planted Boulevard with Drainage Swale & 0.5 m Gravel / Grass Shoulder

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D1** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



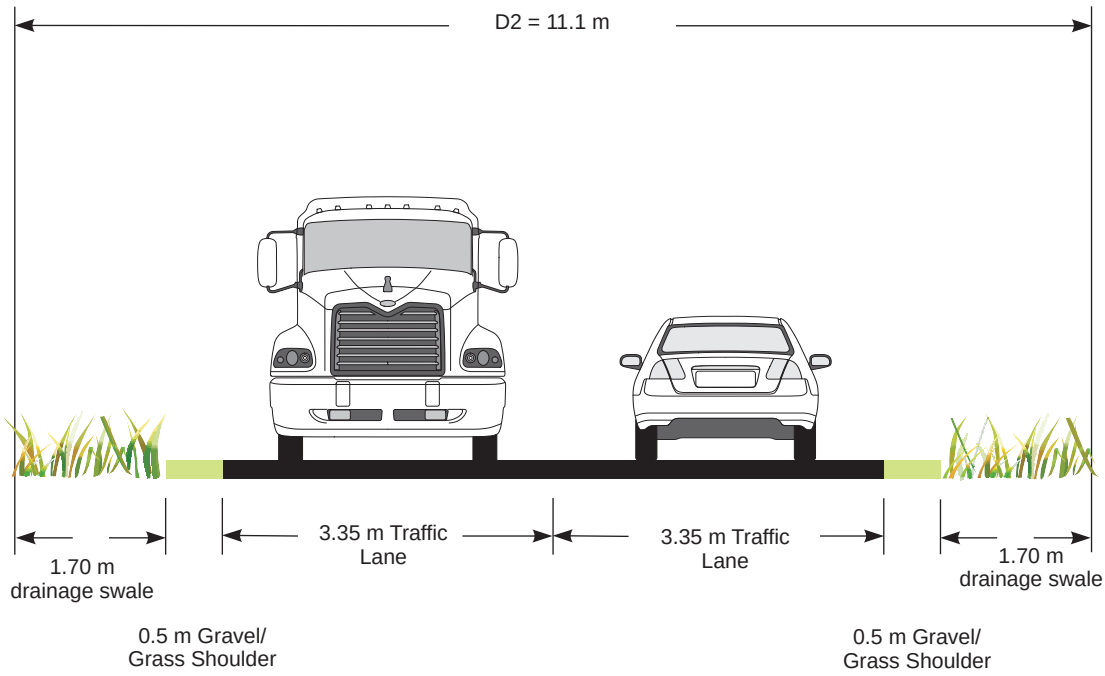
Driving Space	**D1.2**
User Type	WB-20, B-12, HSU, MSU
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	60 km/hr (with 70 km/hr sightlines)
Surface Type	Asphalt or Concrete
Interface	2.1 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 2.05 m Drainage Swale & 0.5 m Gravel / Grass Shoulder

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D1** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



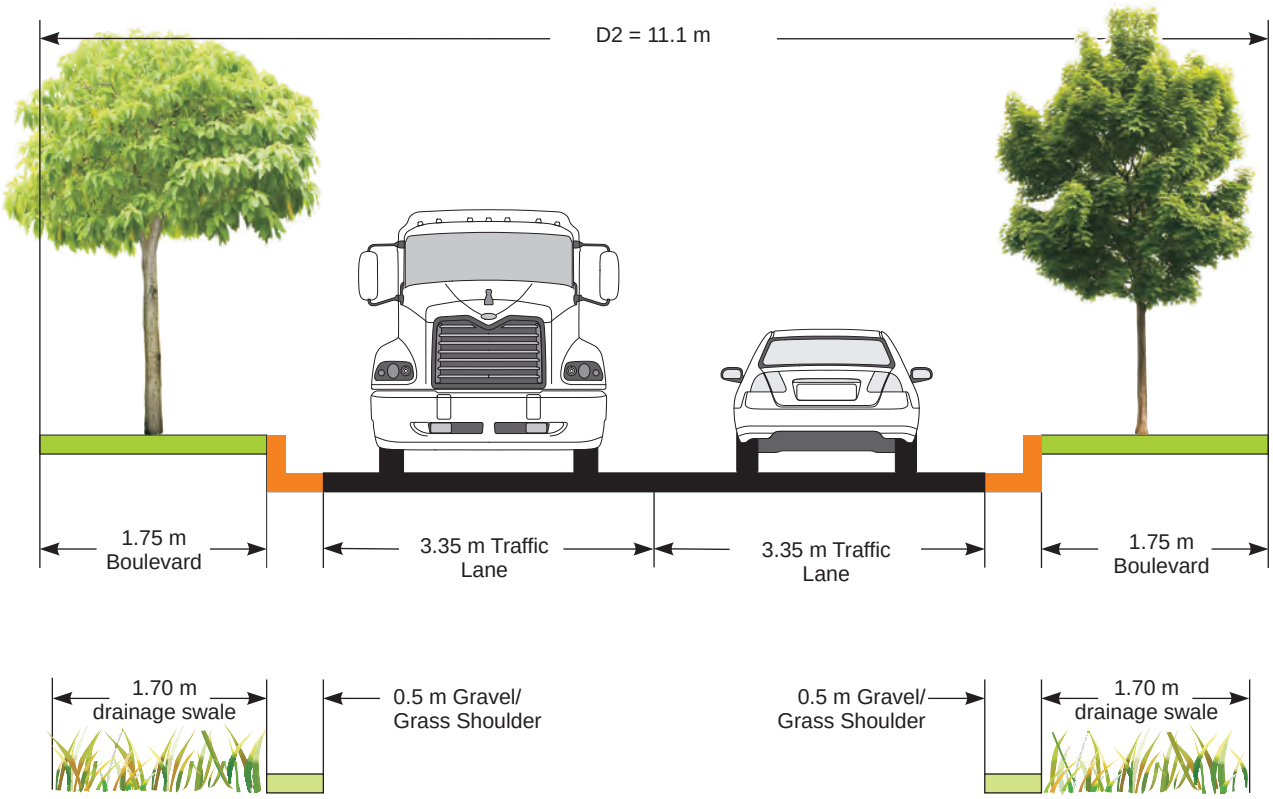
Driving Space	**D1.3**
User Type	WB-20, B-12, HSU, MSU
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	60 km/hr (with 70 km/hr sightlines)
Surface Type	Asphalt or Concrete
Interface	2.1 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D1** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



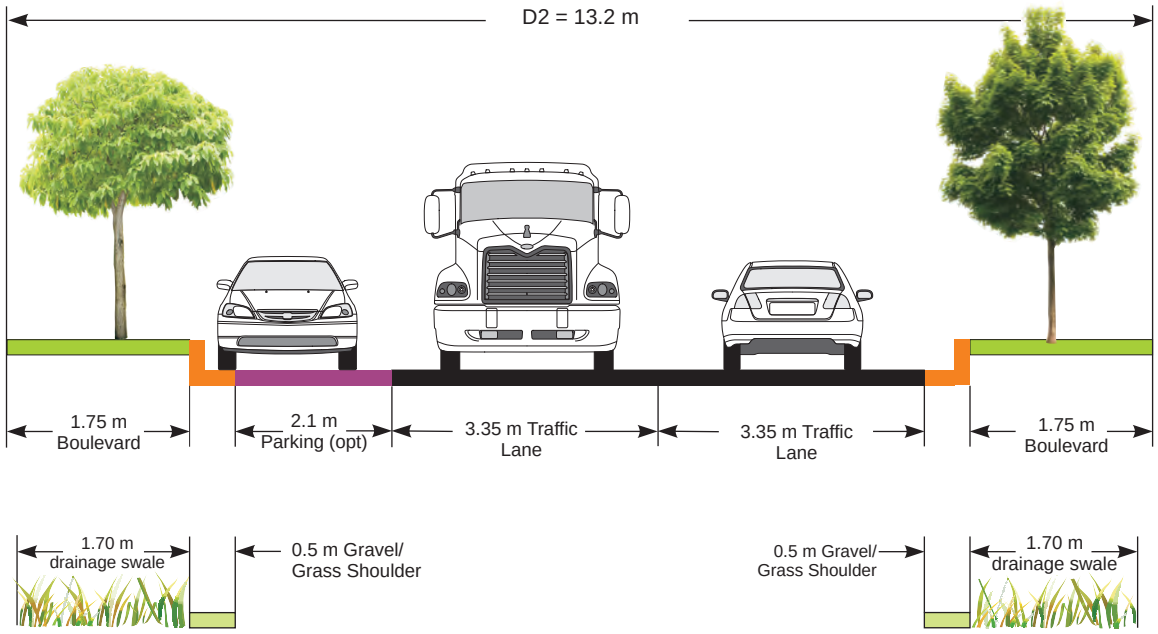
Driving Space	**D2.1**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.7 m Drainage Swale & 0.5 m Gravel / Grass Shoulder

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



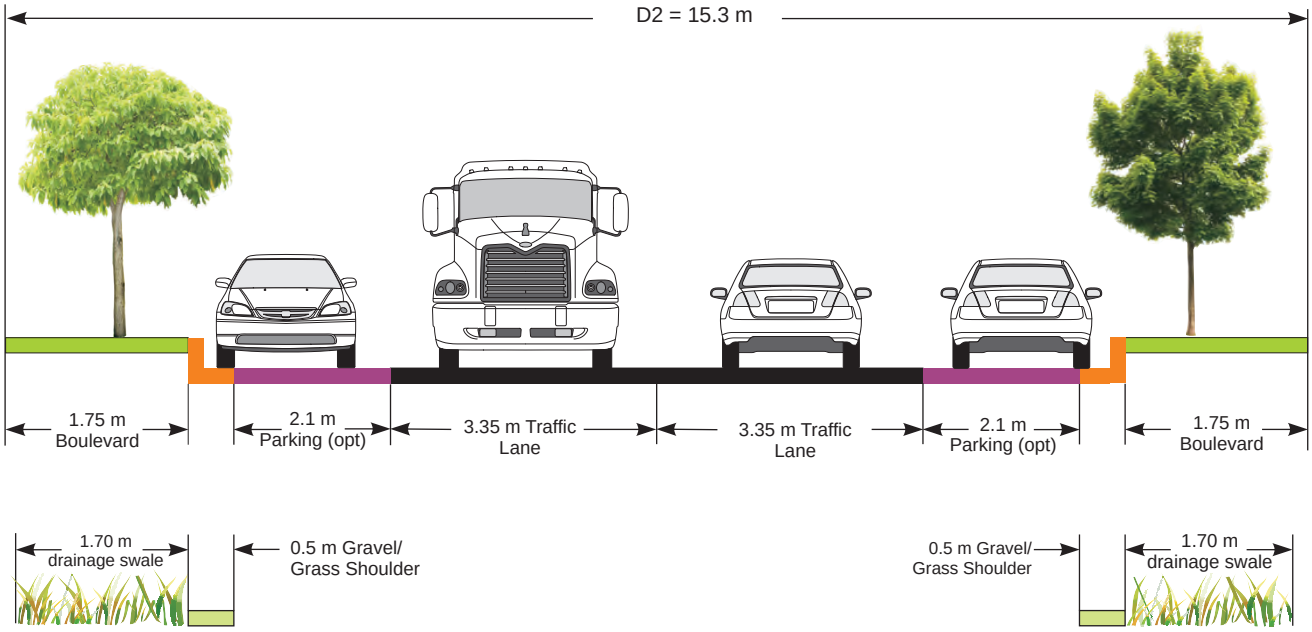
Driving Space	**D2.2 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.7 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



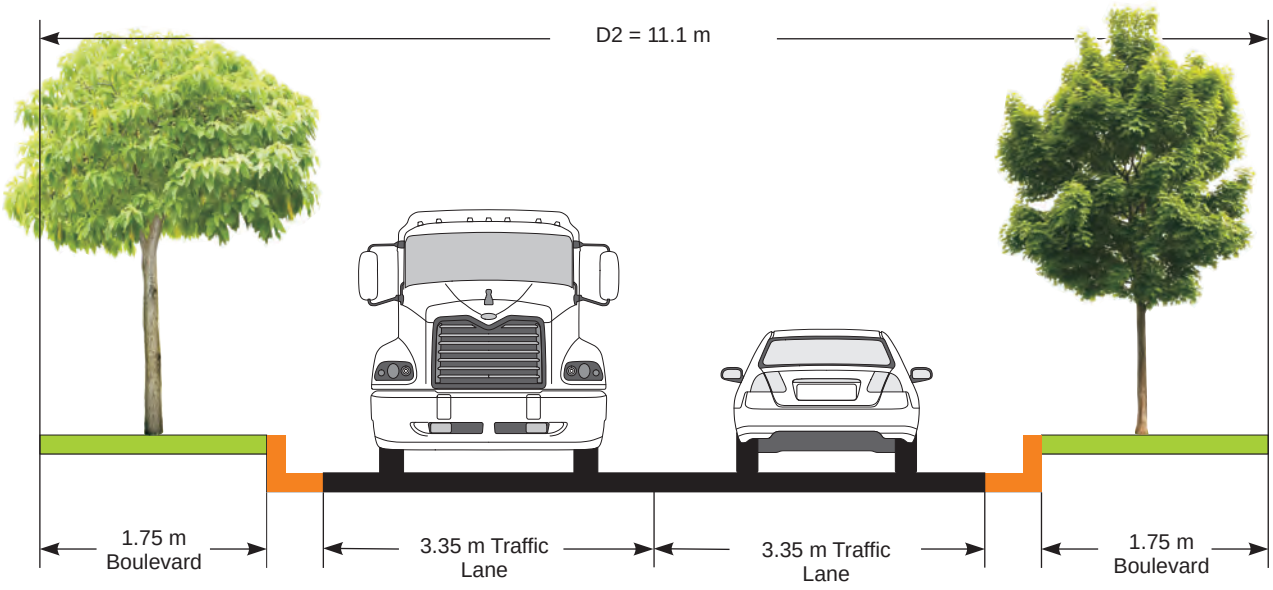
Driving Space	**D2.2 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.7 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



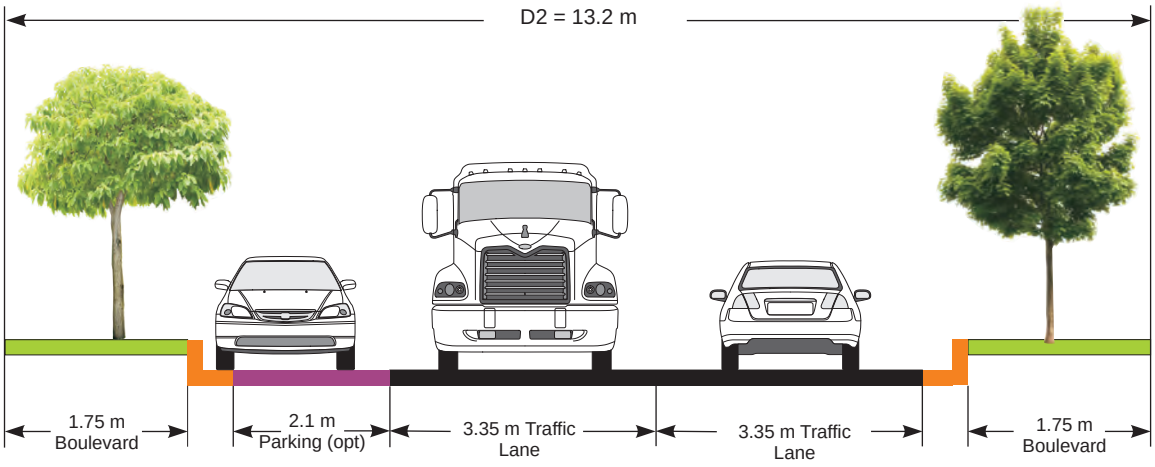
Driving Space	**D2.2 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.7 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



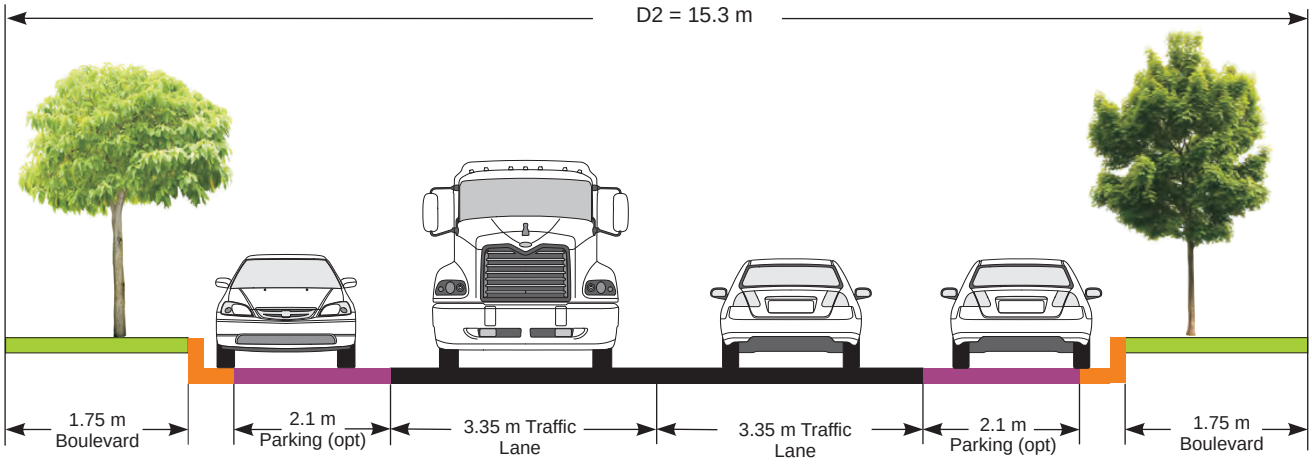
Driving Space	**D2.3 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



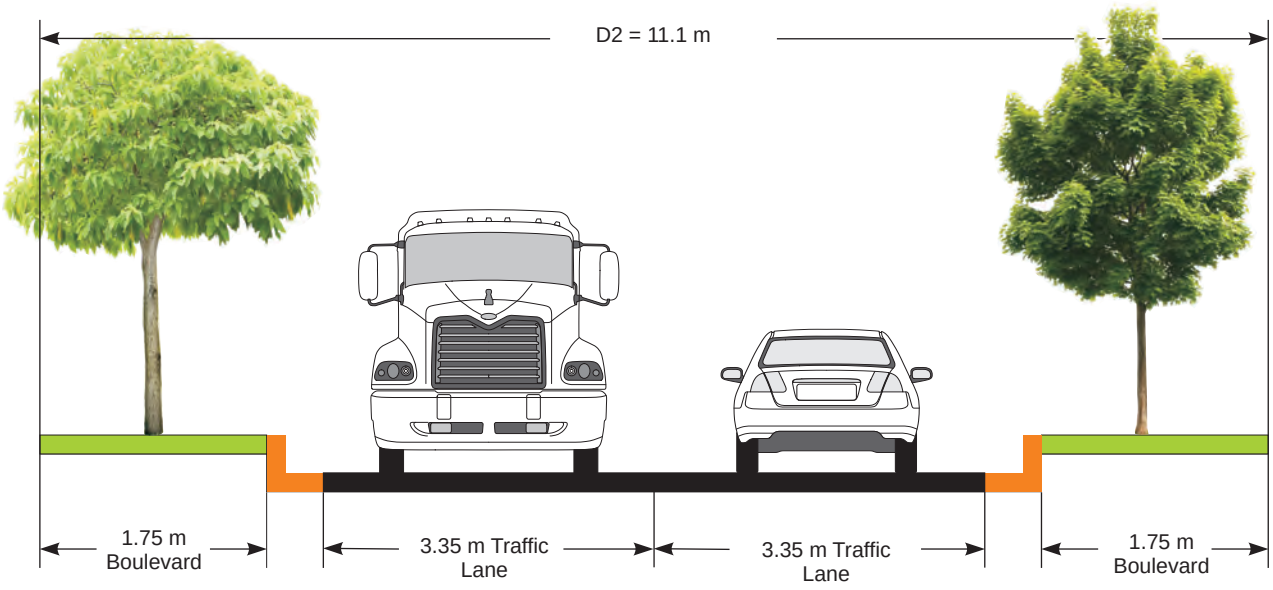
Driving Space	**D2.3 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



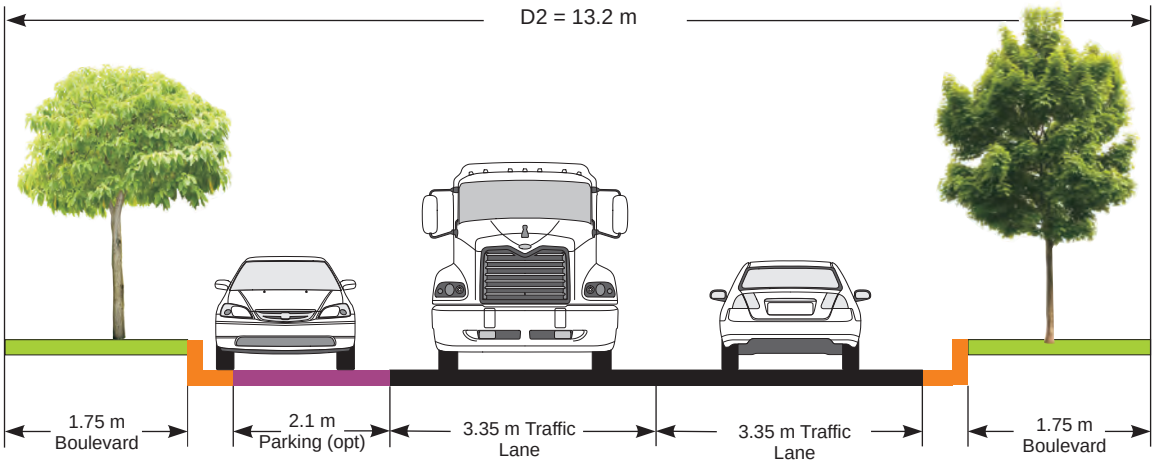
Driving Space	**D2.3 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



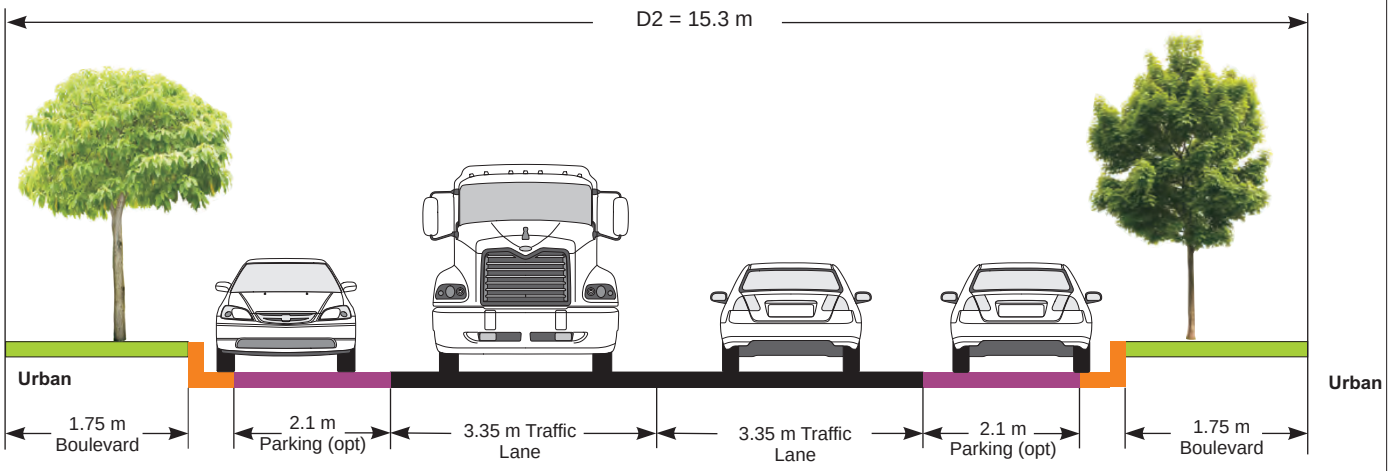
Driving Space	**D2.4 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



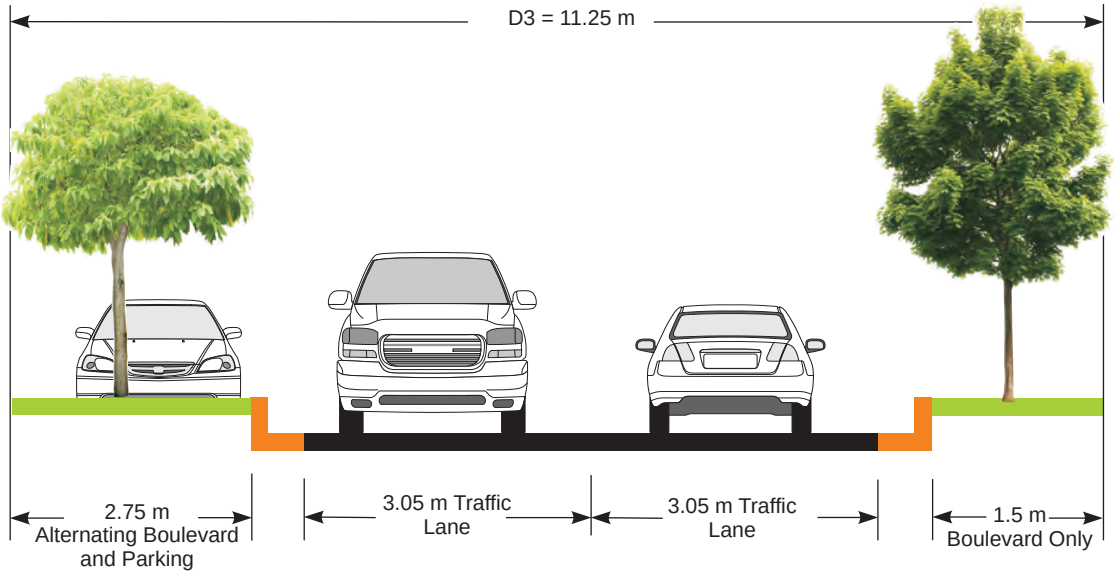
Driving Space	**D2.4 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



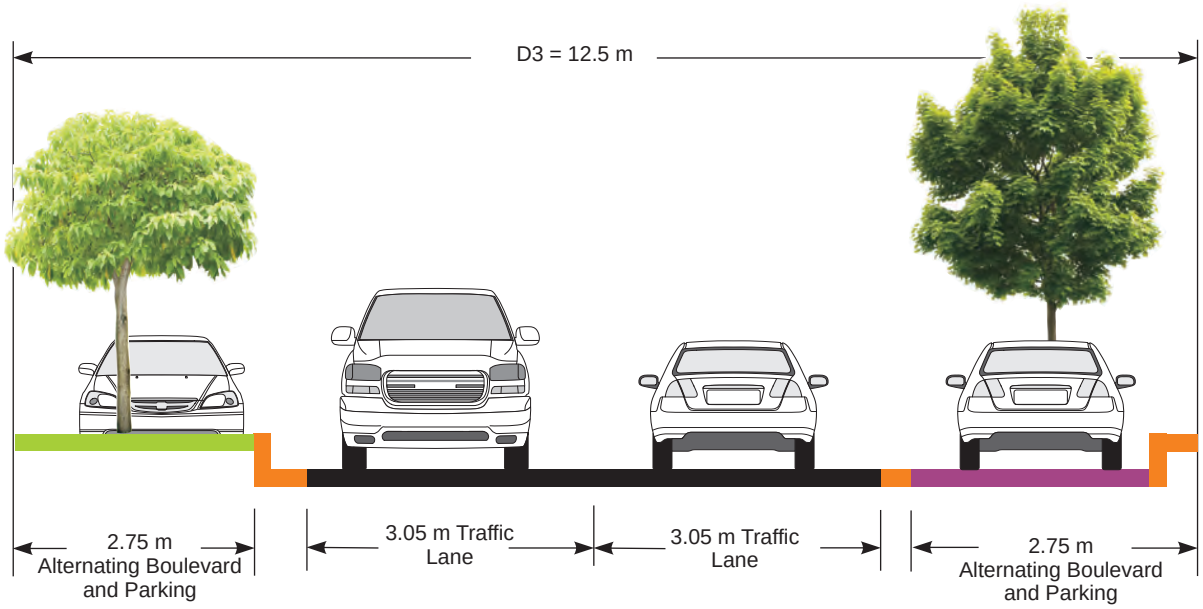
Driving Space	**D2.4 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Collector Auto
Design Speed	40 km/hr, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: D2** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



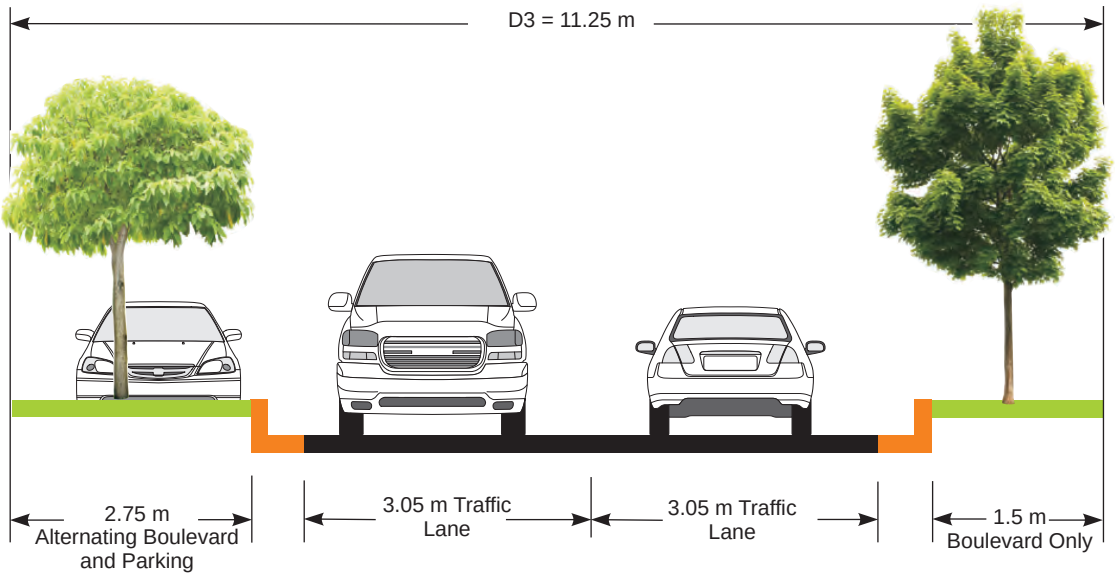
Driving Space	**D3.1 (Parking One Side)**
User Type	P
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D3** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



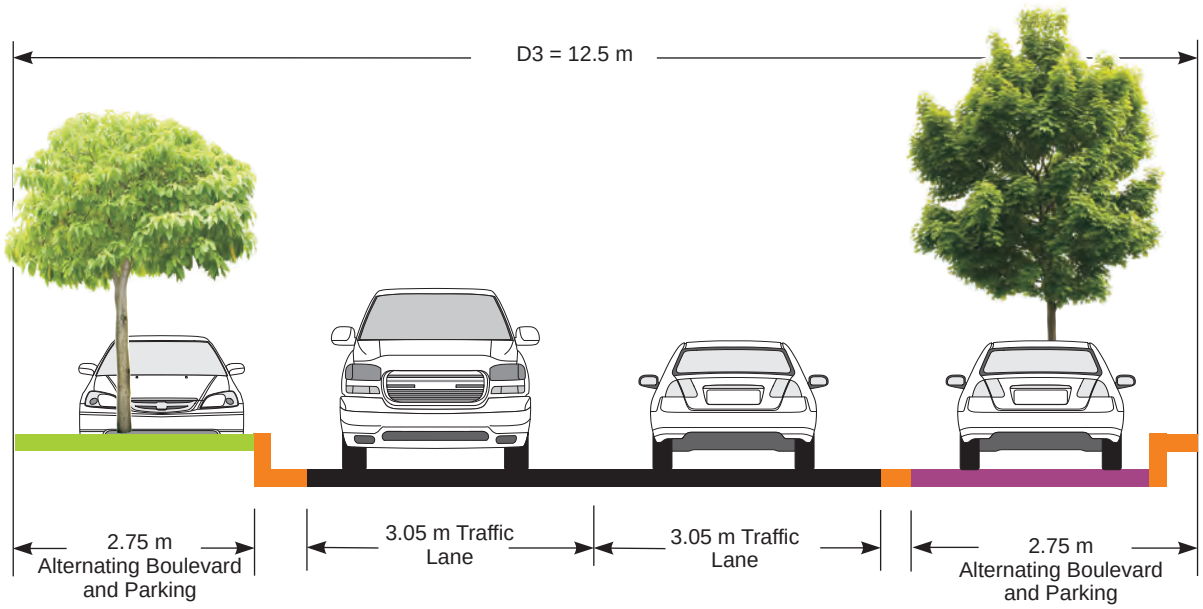
Driving Space	**D3.1 (Parking Both Sides)**
User Type	P
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D3** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



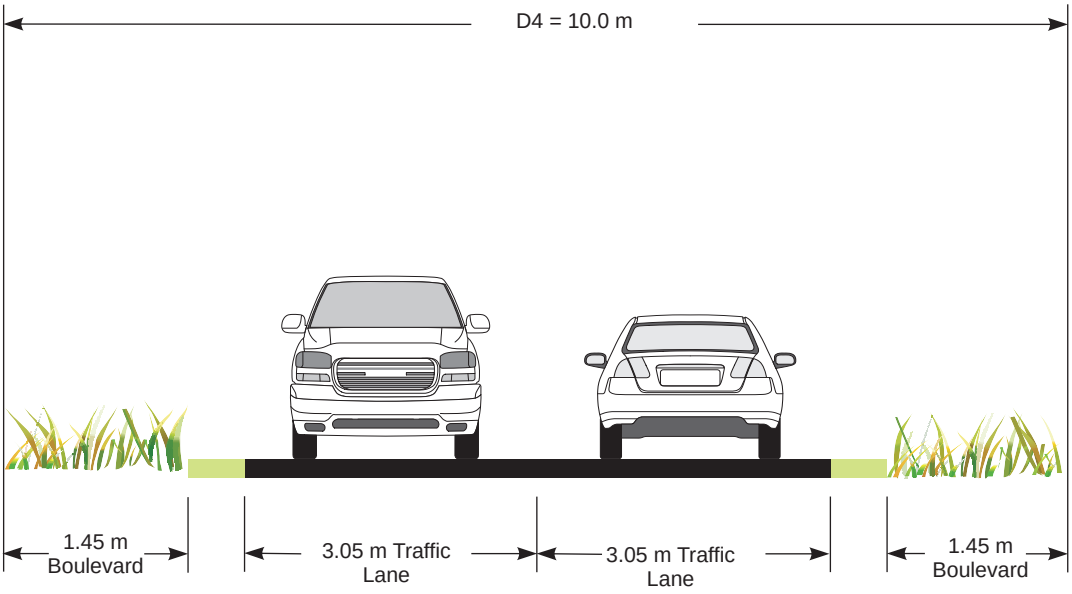
Driving Space	**D3.2 (Parking One Side)**
User Type	P
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: D3** Allocation of Road Right of Way For Driving	Date August 21, 2013 Revisions Final Draft



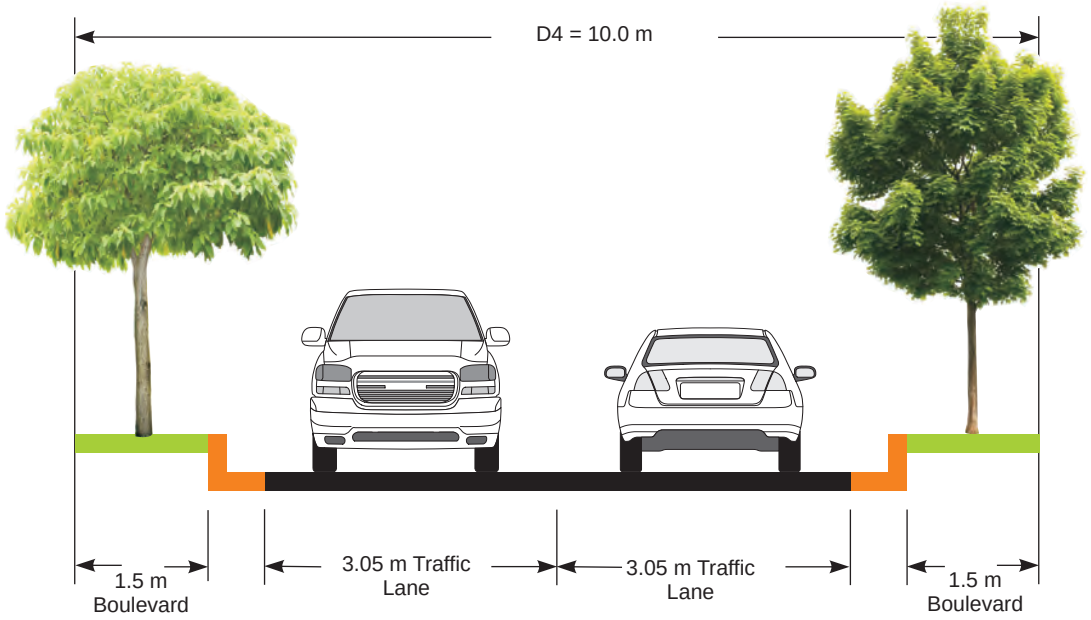
Driving Space	**D3.2 (Parking Both Sides)**
User Type	P
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D3** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



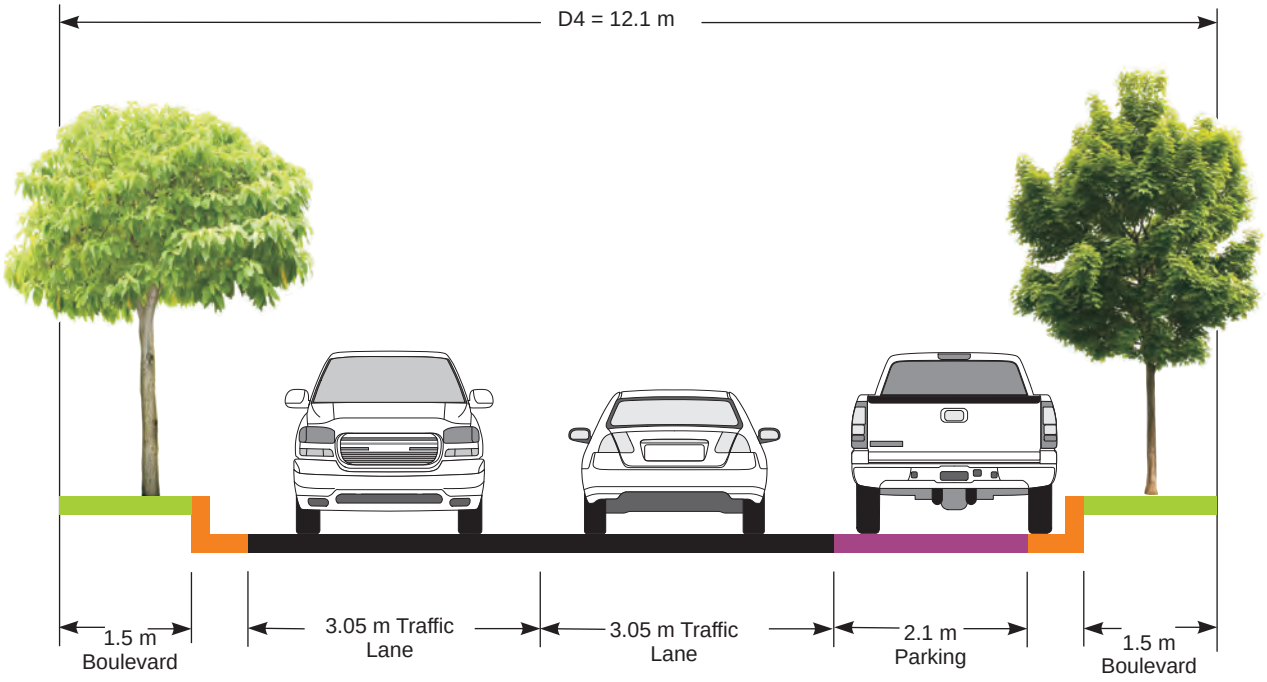
Driving Space	**D4.1**
User Type	P
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.45 m Planted Boulevard with Drainage Swale and 0.5 m grass/gravel clearance on each side

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



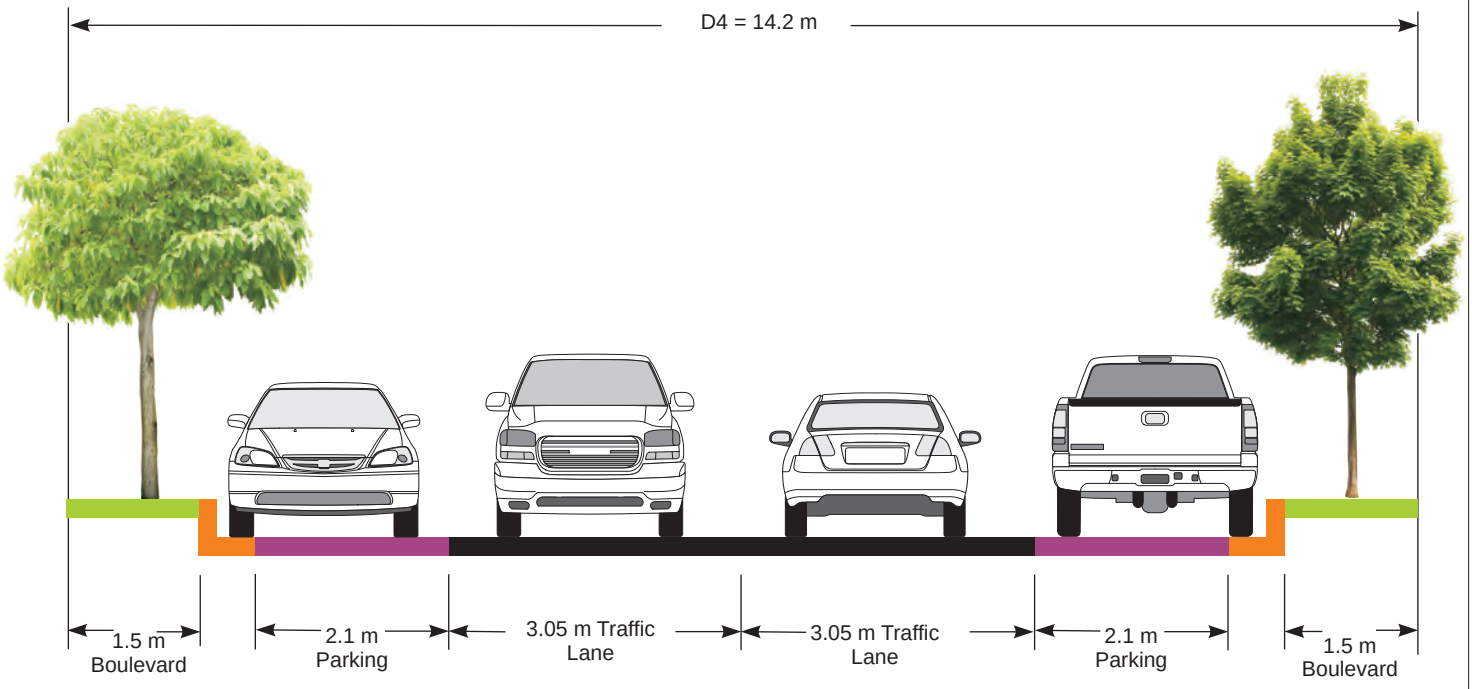
Driving Space	**D4.2 (No Parking)**
User Type	P
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date August 21, 2013 Revisions Final Draft



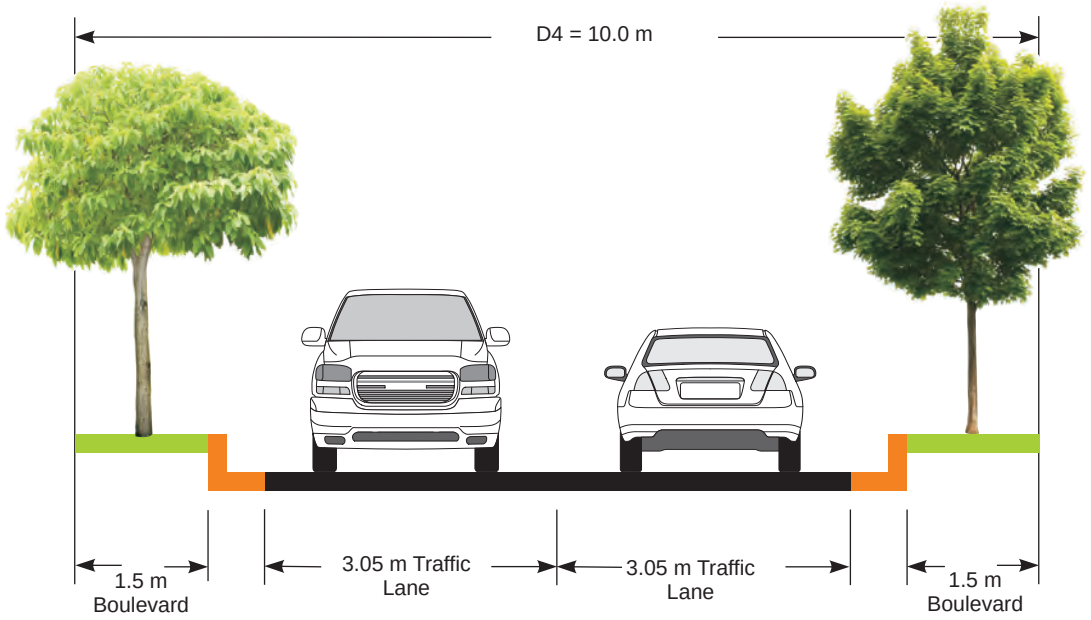
Driving Space	**D4.2 (Parking One Side)**
User Type	P
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



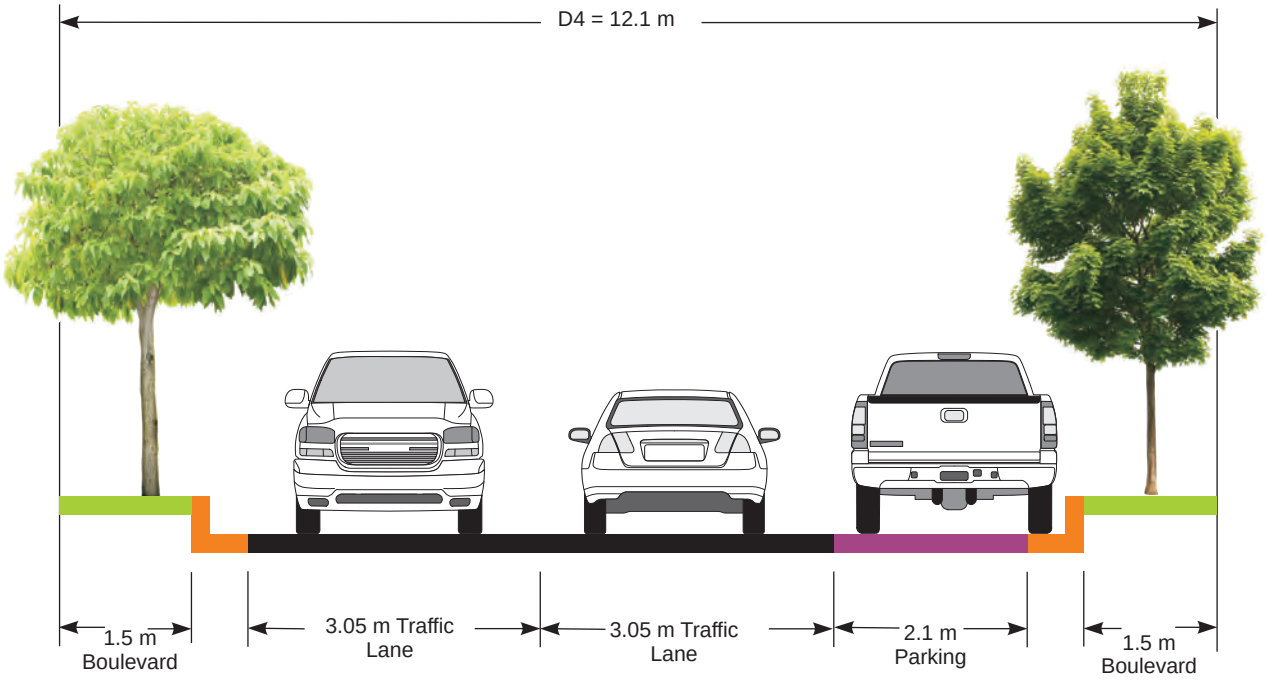
Driving Space	**D4.2 (Parking Both Sides)**
User Type	P
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



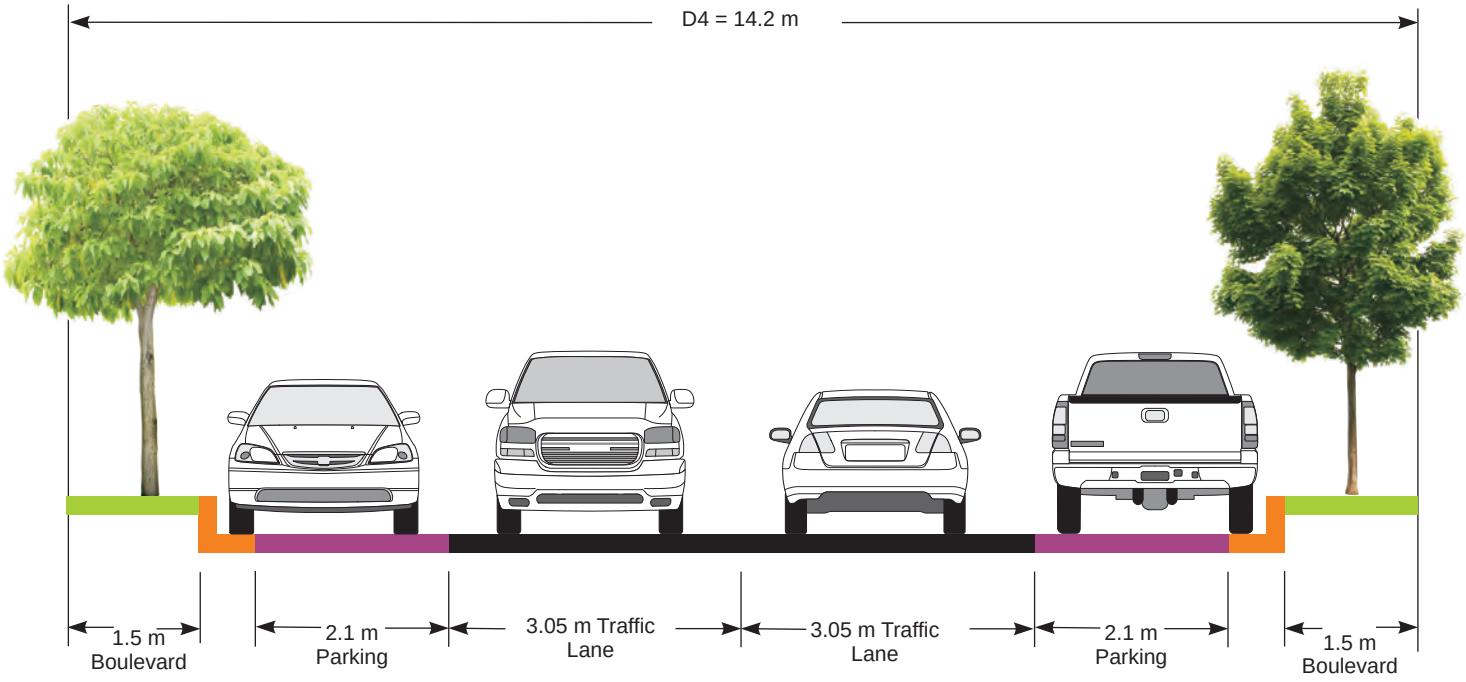
Driving Space	**D4.3 (No Parking)**
User Type	P
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



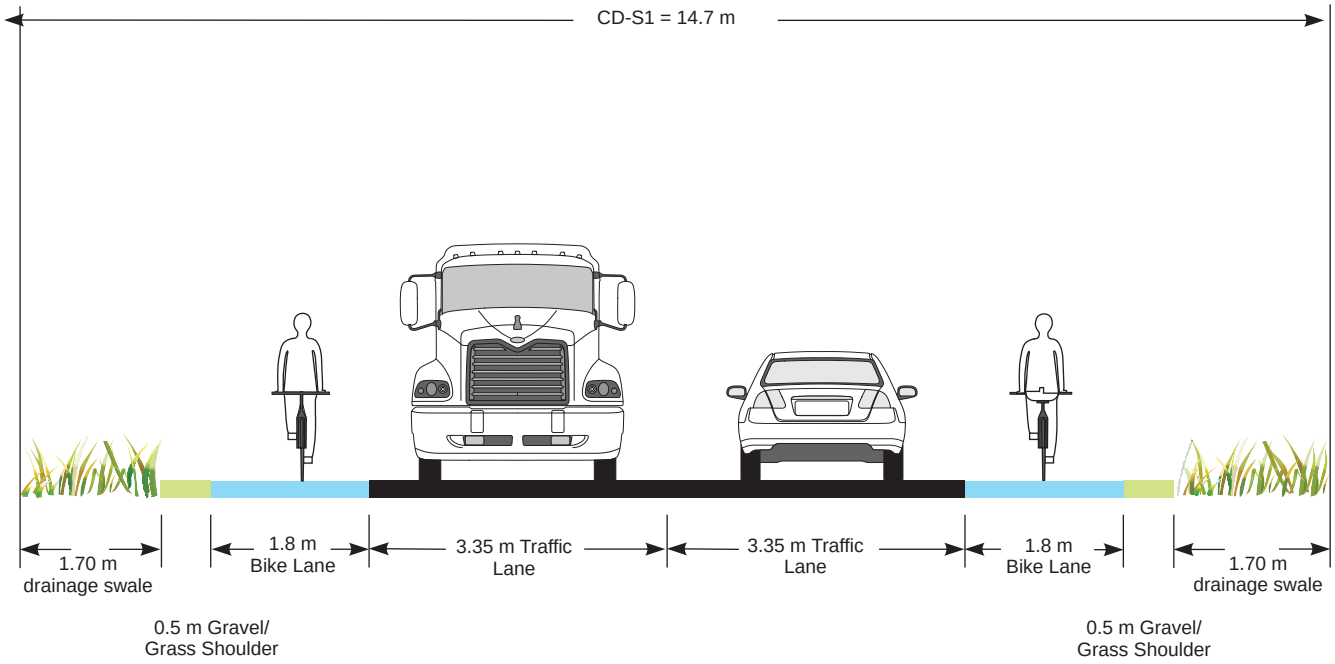
Driving Space	**D4.3 (Parking 1 Side)**
User Type	P
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



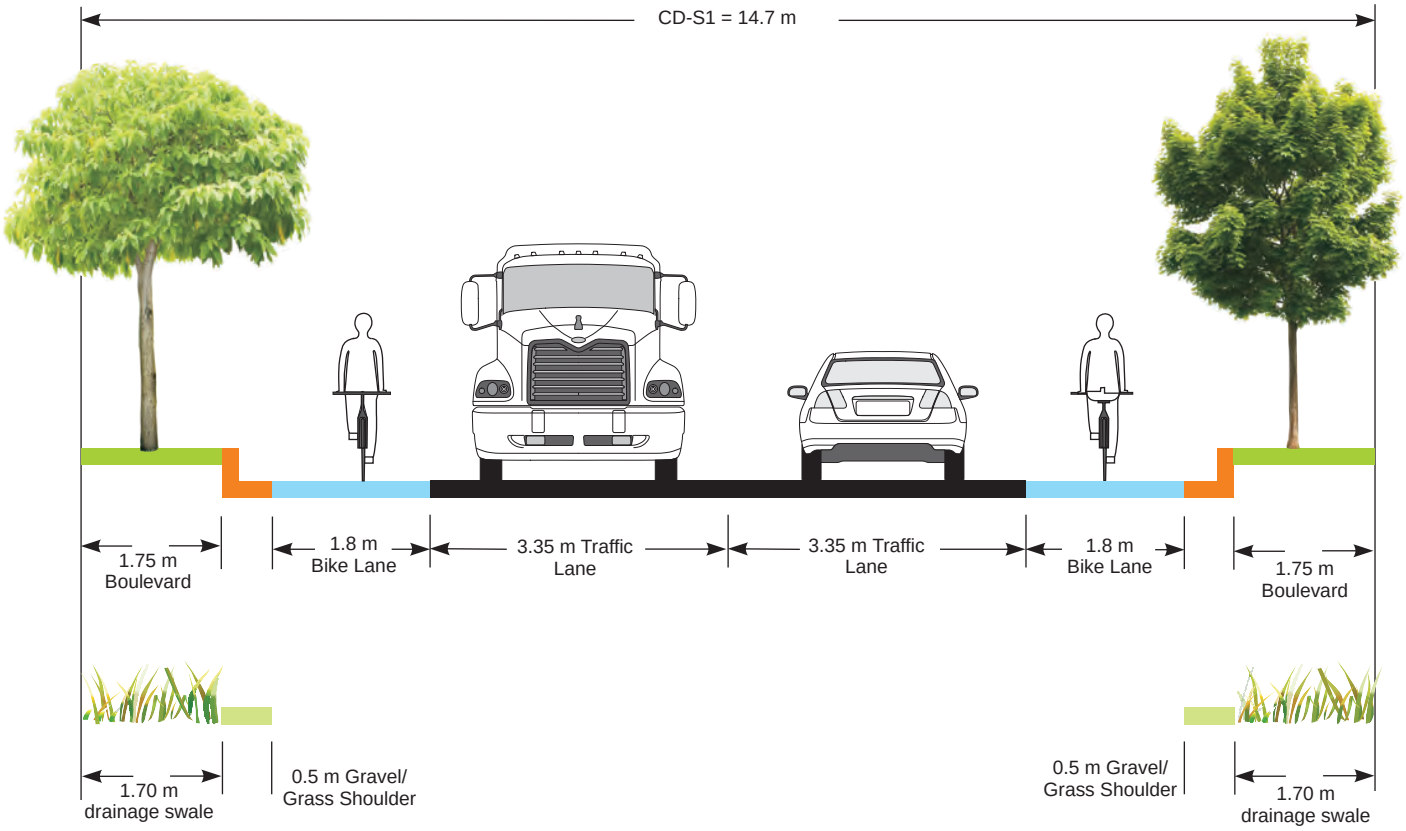
Driving Space	**D4.3 (Parking Both Sides)**
User Type	P
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto
Design Speed	40 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: D4** Allocation of Road Right of Way For Driving	Date: August 21, 2013 Revisions: Final Draft



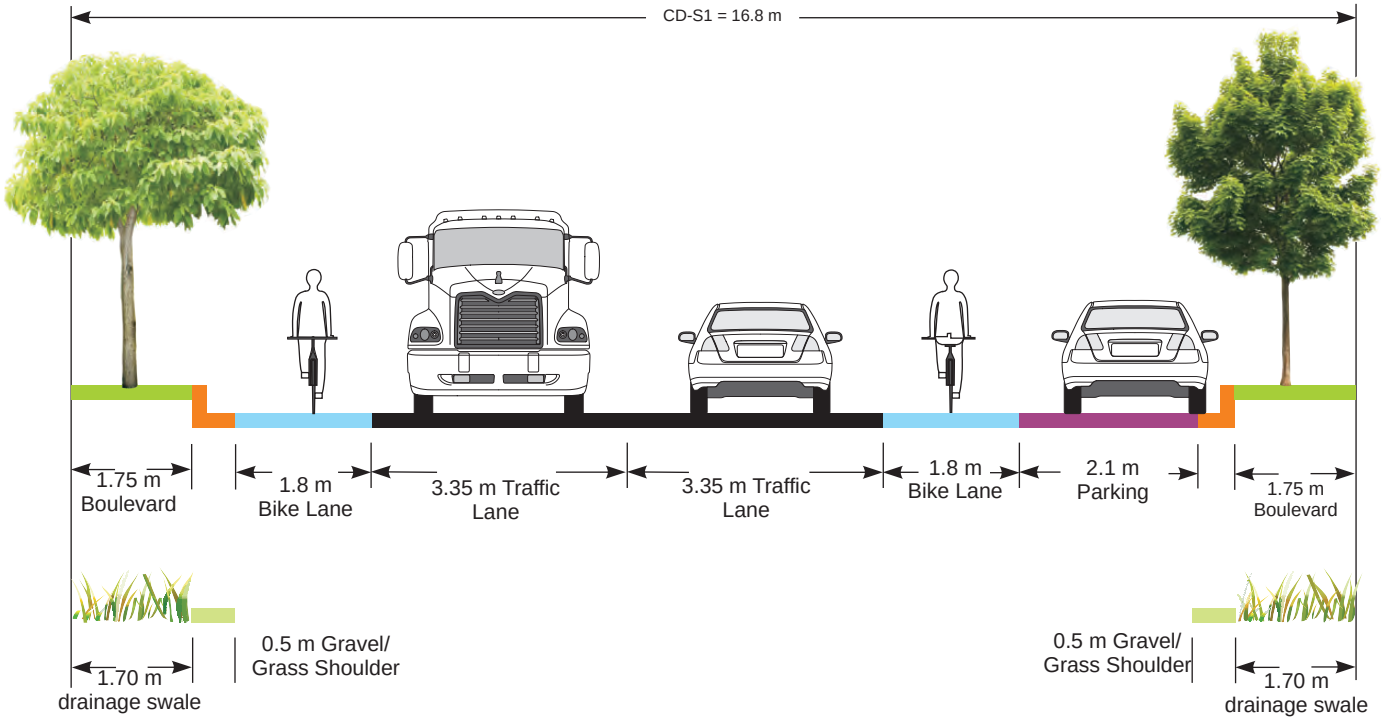
Shared Space	**CD-S1.1**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 or 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.70 m Drainage Swale & 0.5 m Gravel / Grass Clearance on each side

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



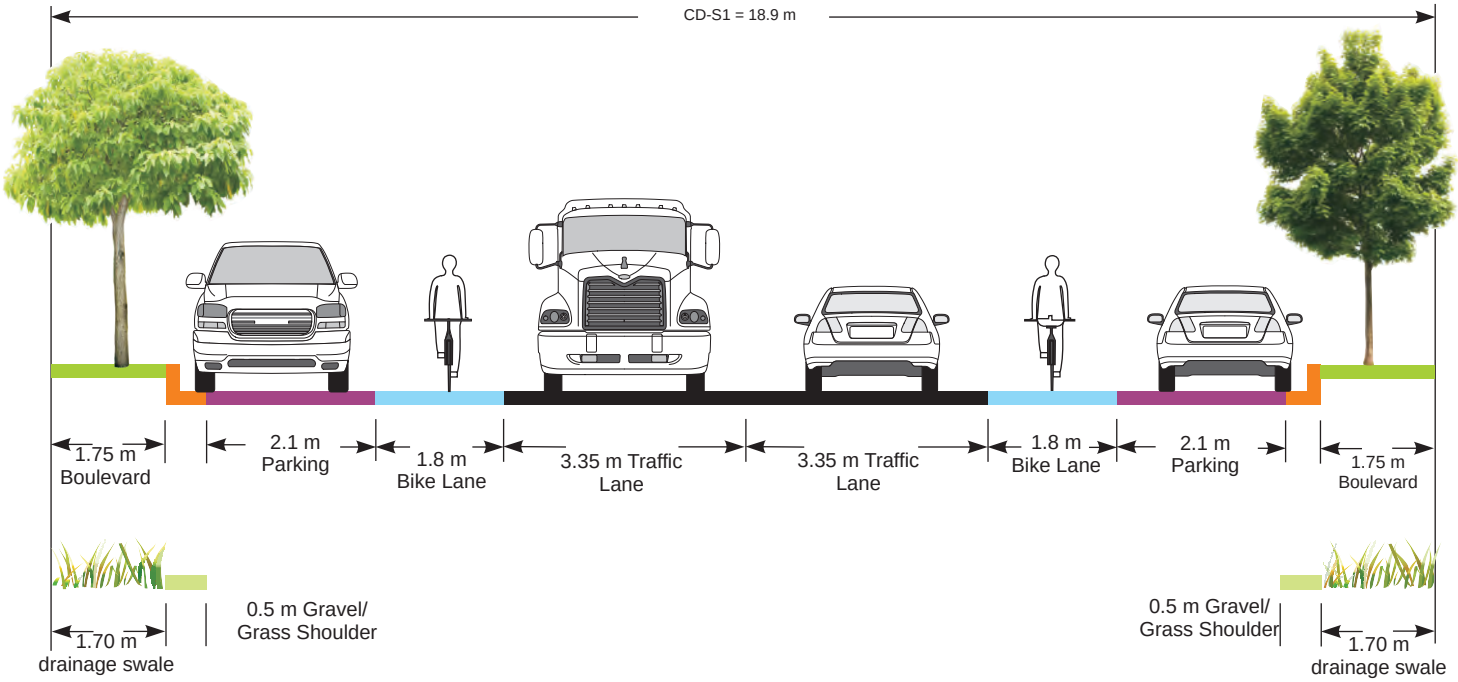
Shared Space	**CD-S1.2 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.70 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



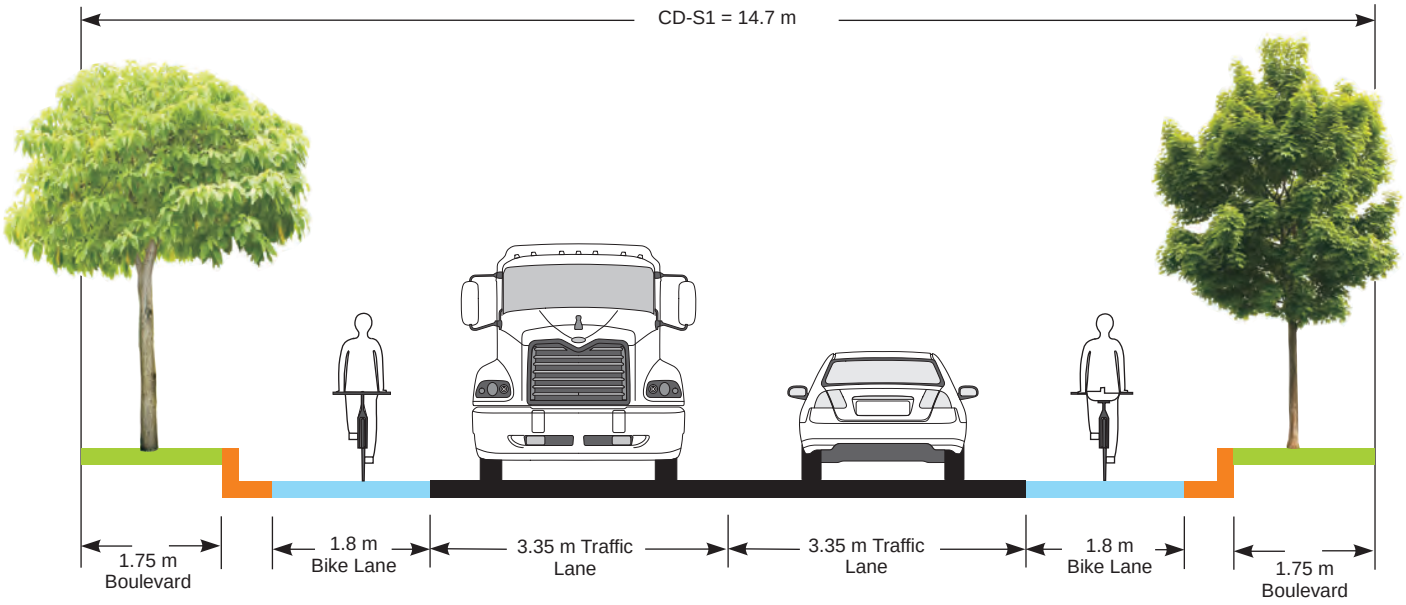
Shared Space	**CD-S1.2 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.70 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



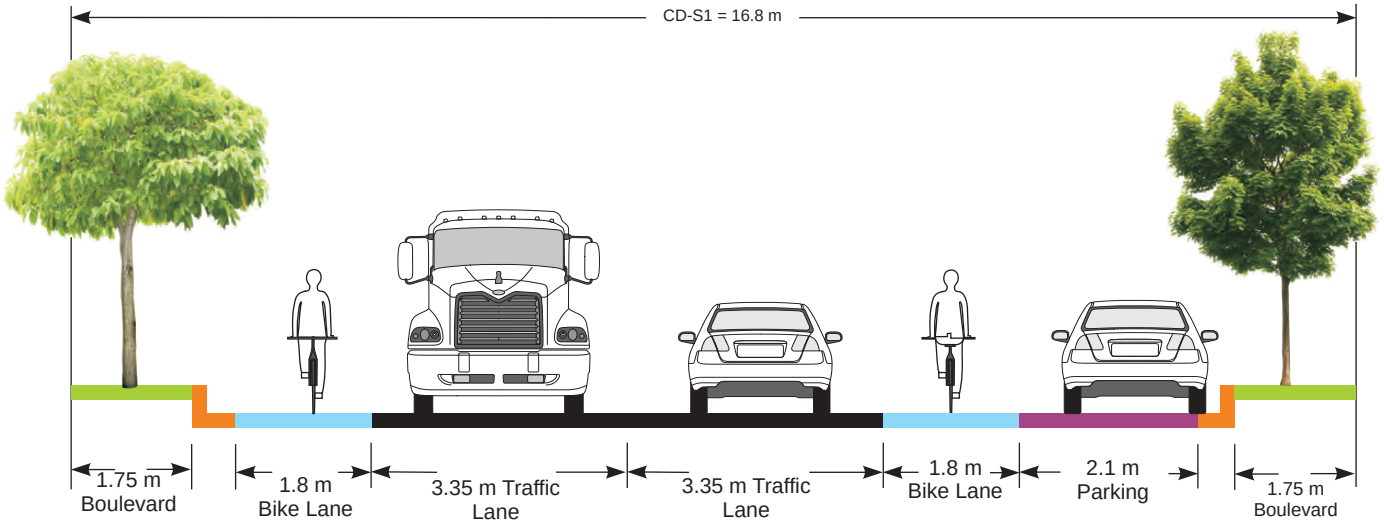
Shared Space	**CD-S1.2 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter or 1.70 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



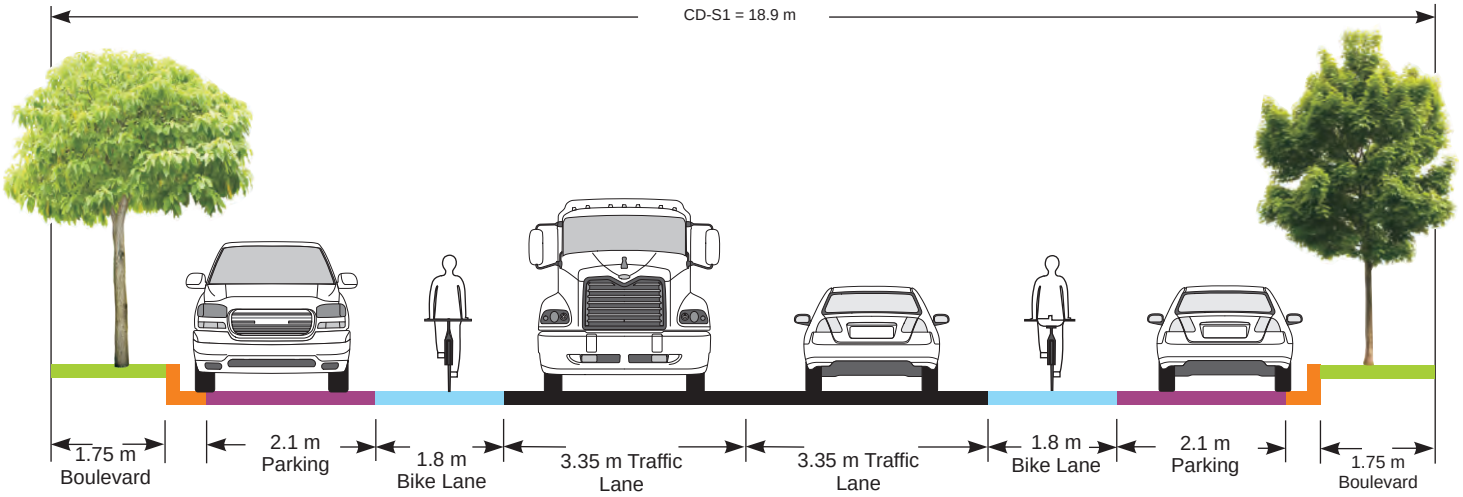
Shared Space	**CD-S1.3 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



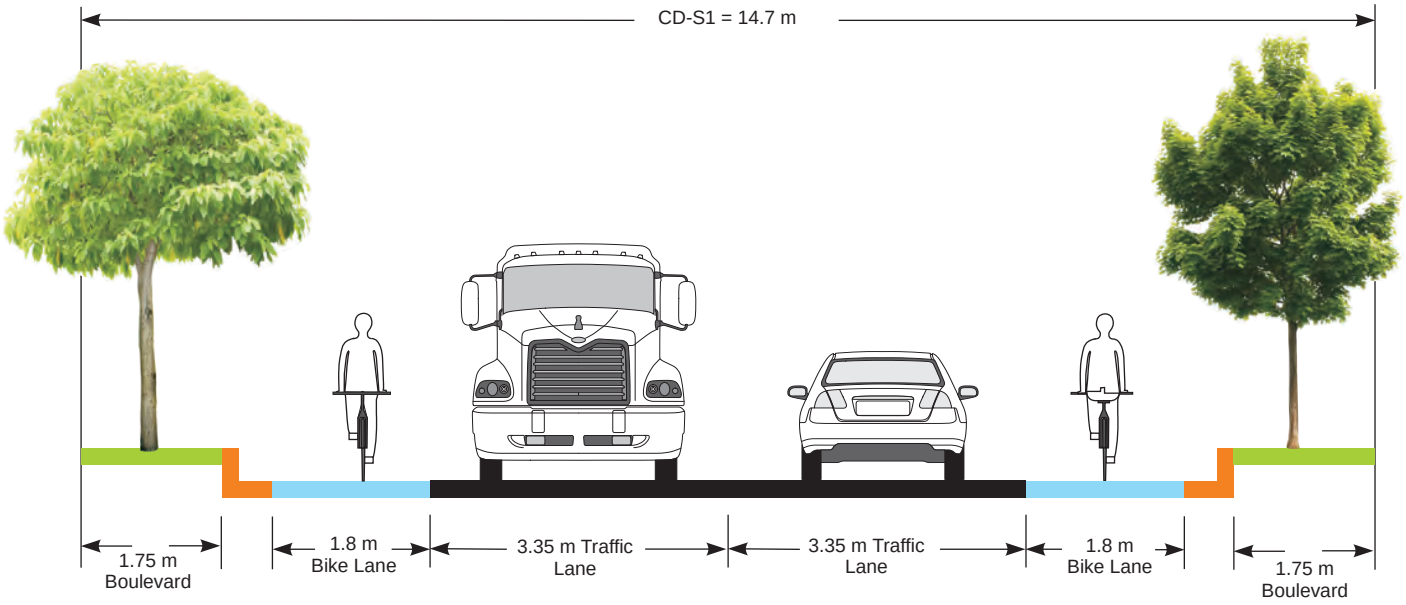
Shared Space	**CD-S1.3 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



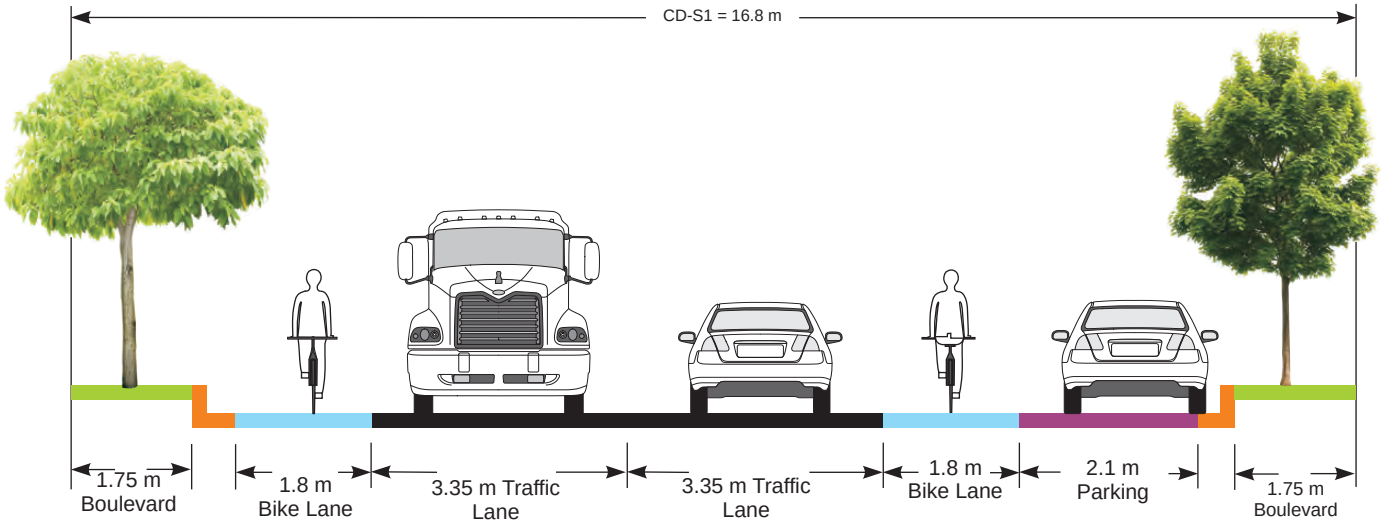
Shared Space	**CD-S1.3 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Core Area
Land Use	Industrial, Urban Residential, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



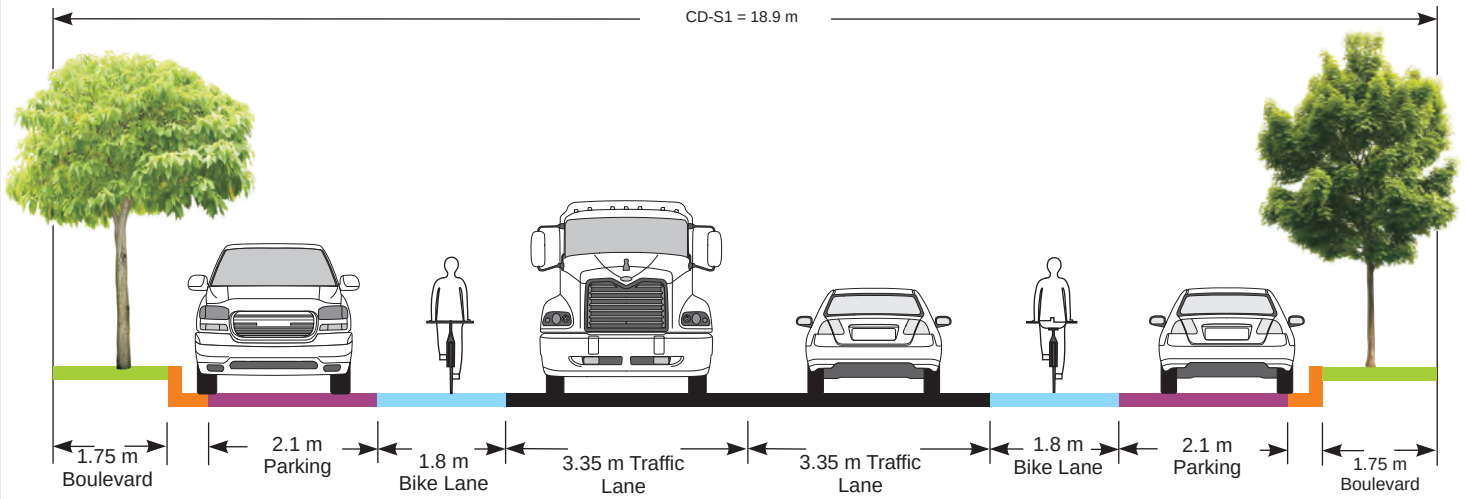
Shared Space	**CD-S1.4 (No Parking)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30, 40, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



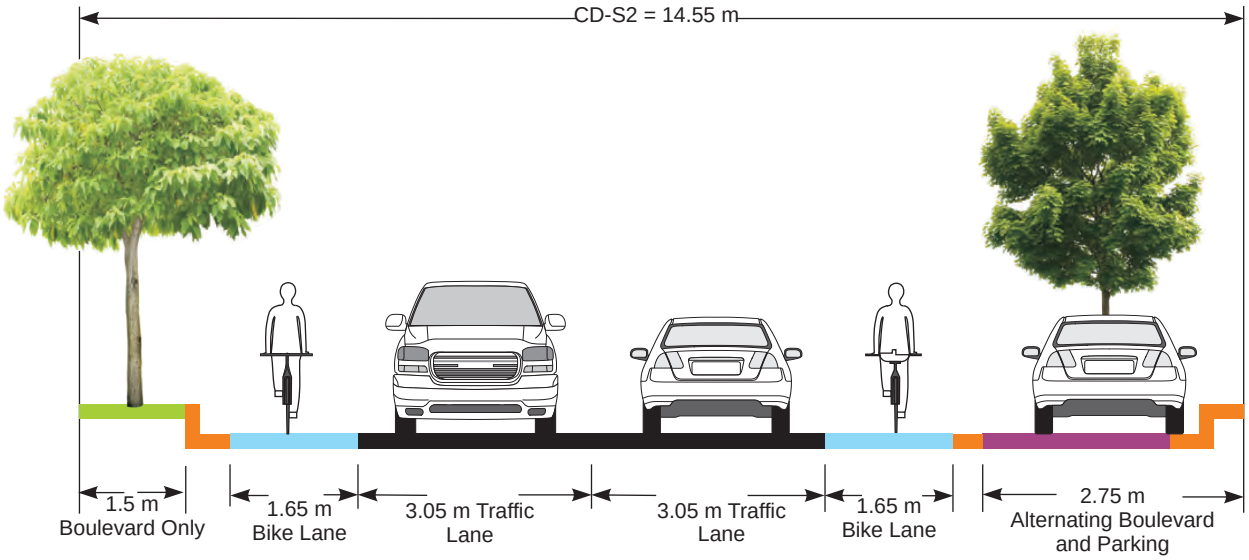
Shared Space	**CD-S1.4 (Parking One Side)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30, 40, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



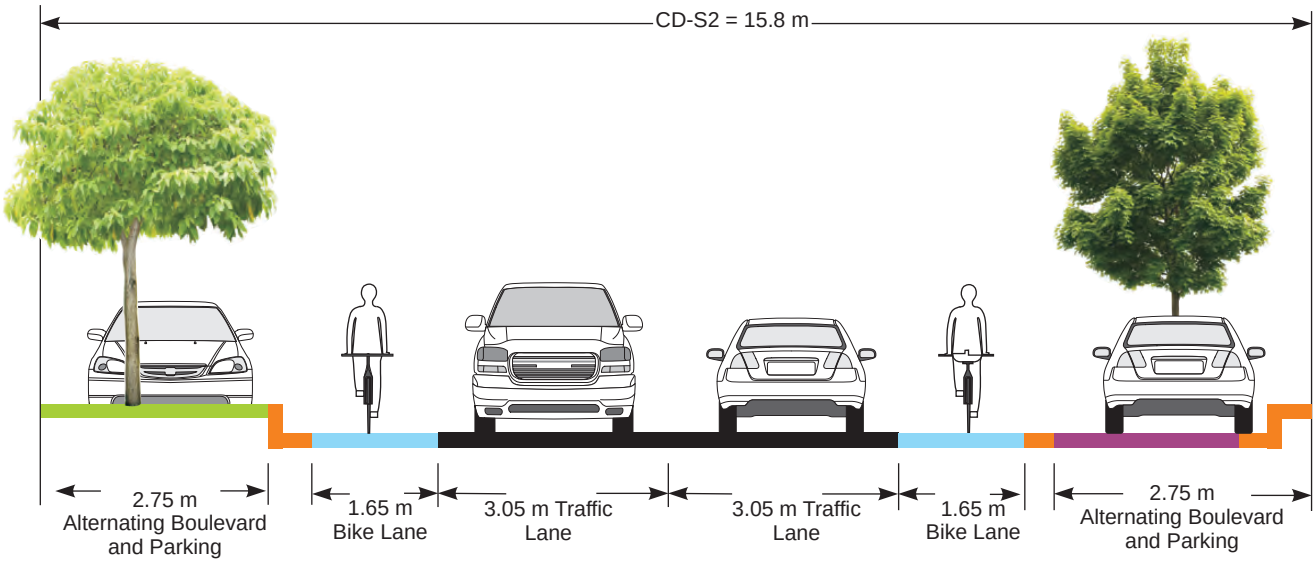
Shared Space	**CD-S1.4 (Parking Both Sides)**
User Type	WB-20, B-12, HSU, MSU, LSU, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility or Access or Destination
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	30, 40, 50 km/hr
Surface Type	Asphalt or Concrete
Interface	1.75 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S1** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



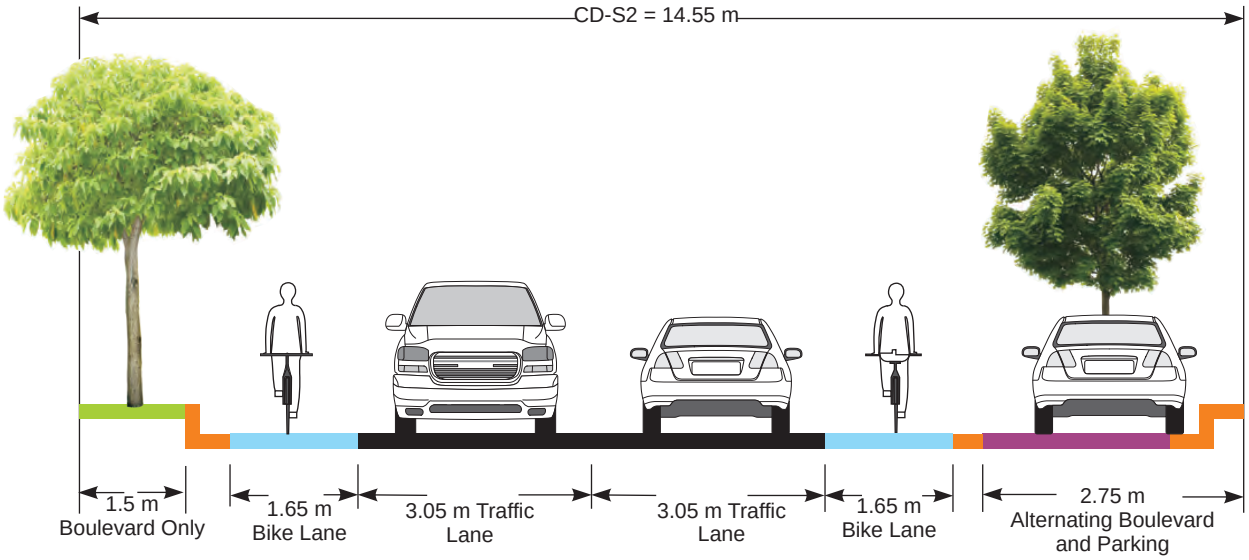
Shared Space	**CD-S2.1 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S2** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



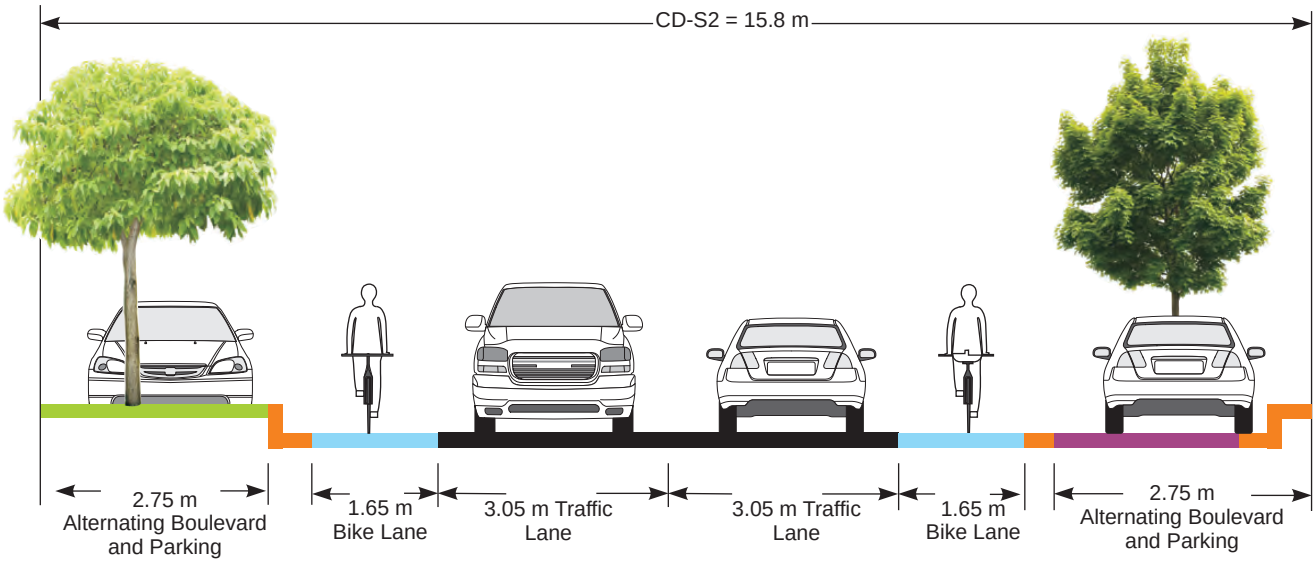
Shared Space	**CD-S2.1 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S2** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



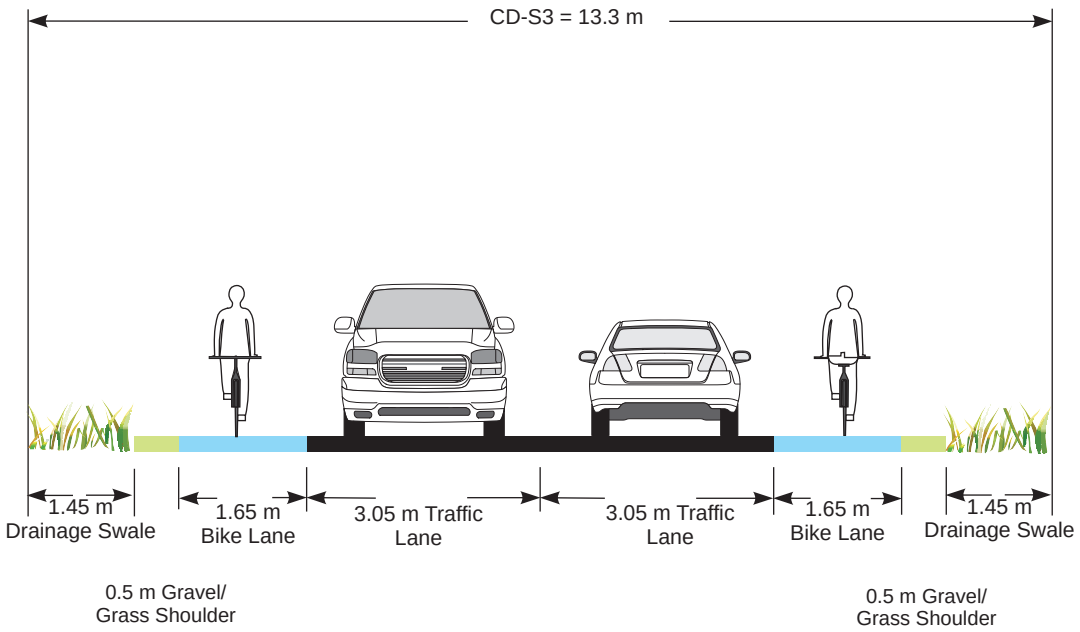
Shared Space	**CD-S2.2 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Center
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S2** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



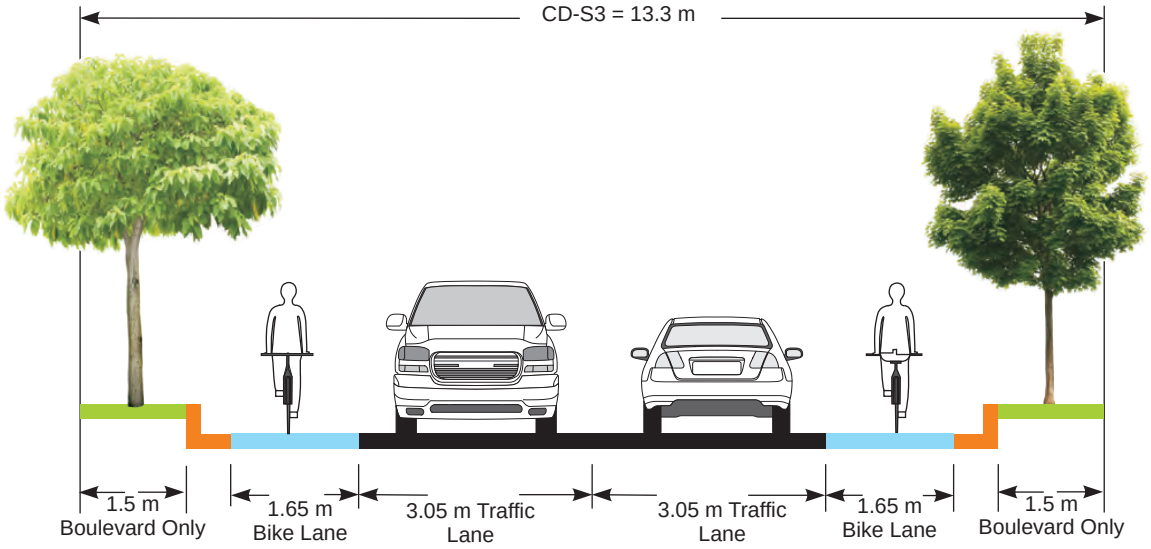
Shared Space	**CD-S2.2 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Center
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S2** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



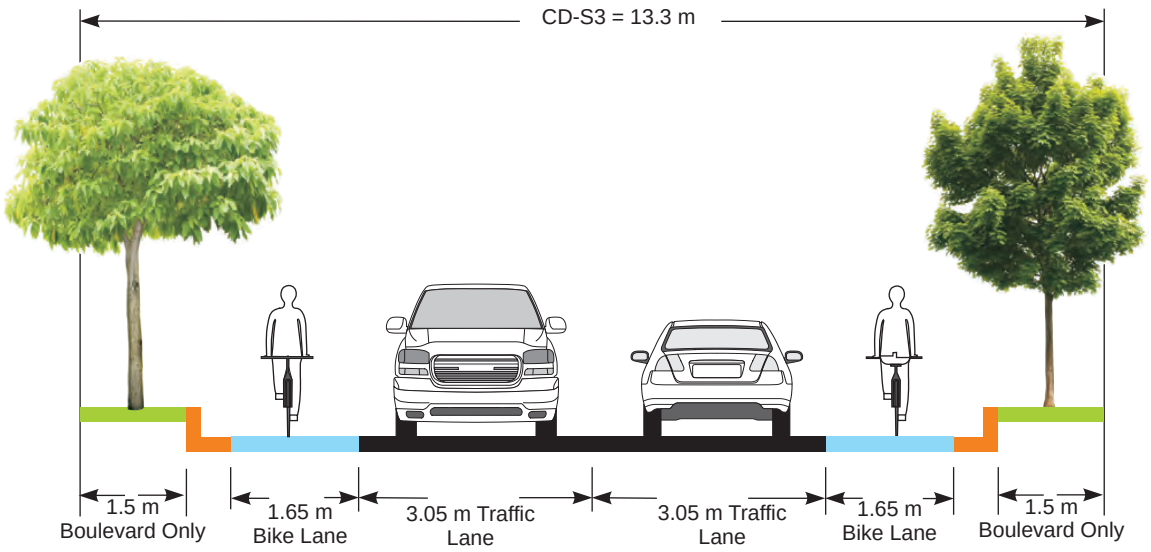
Shared Space	**CD-S3.1**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.45 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



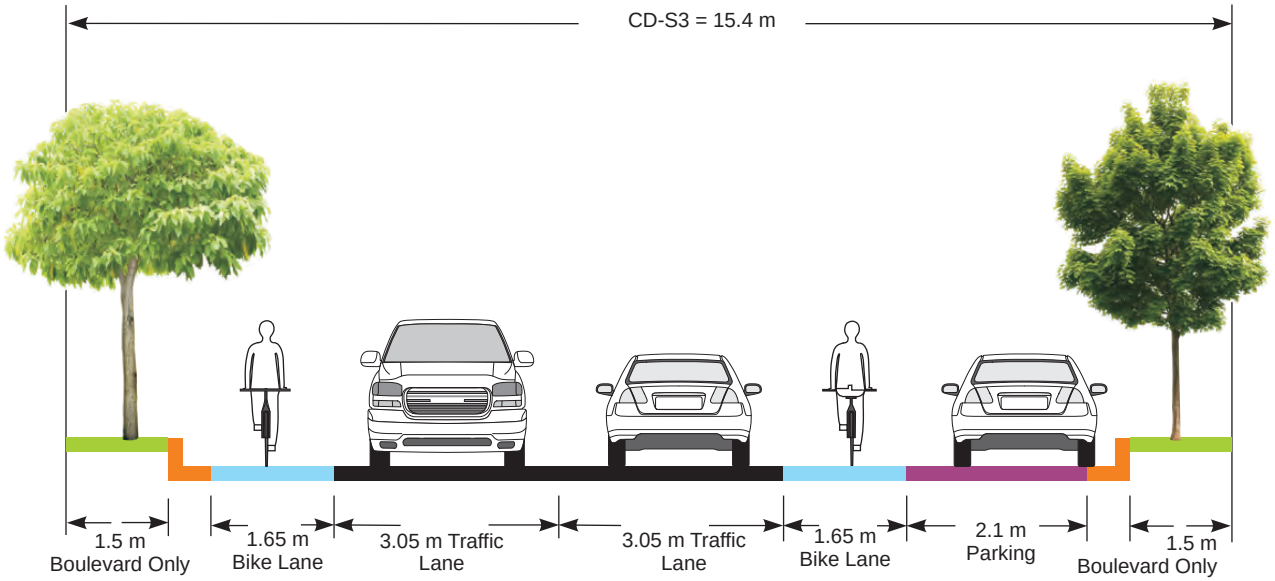
Shared Space	**CD-S3.2**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



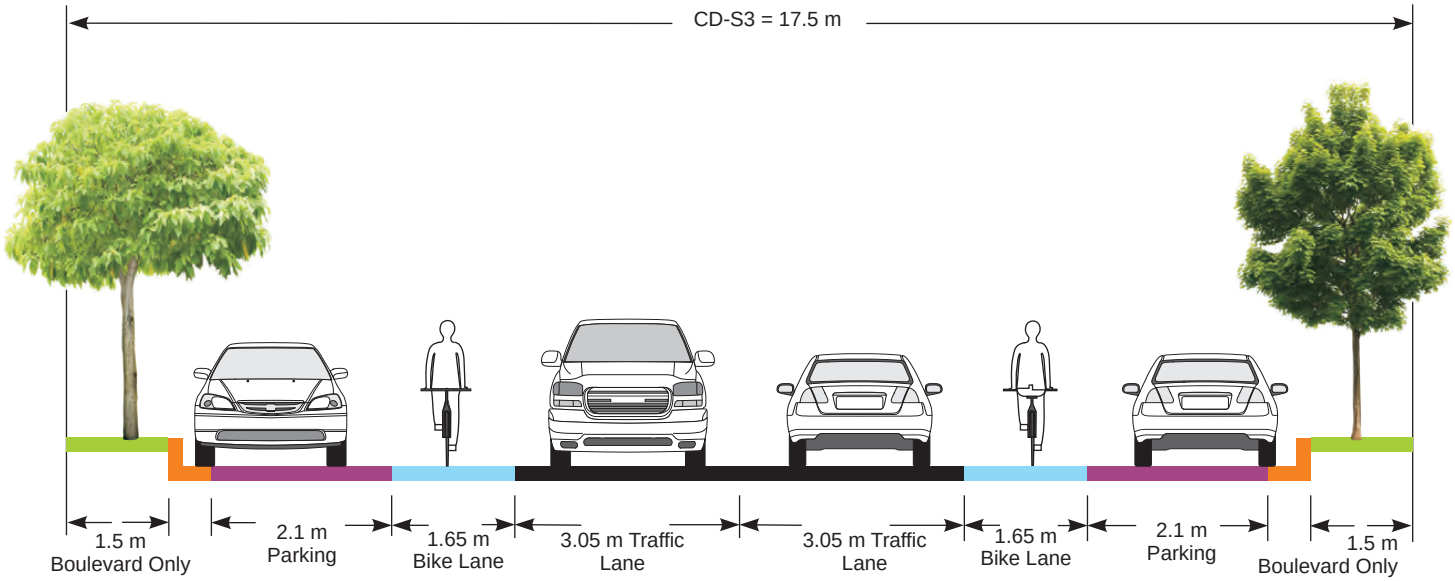
Shared Space	**CD-S3.3 (No Parking)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



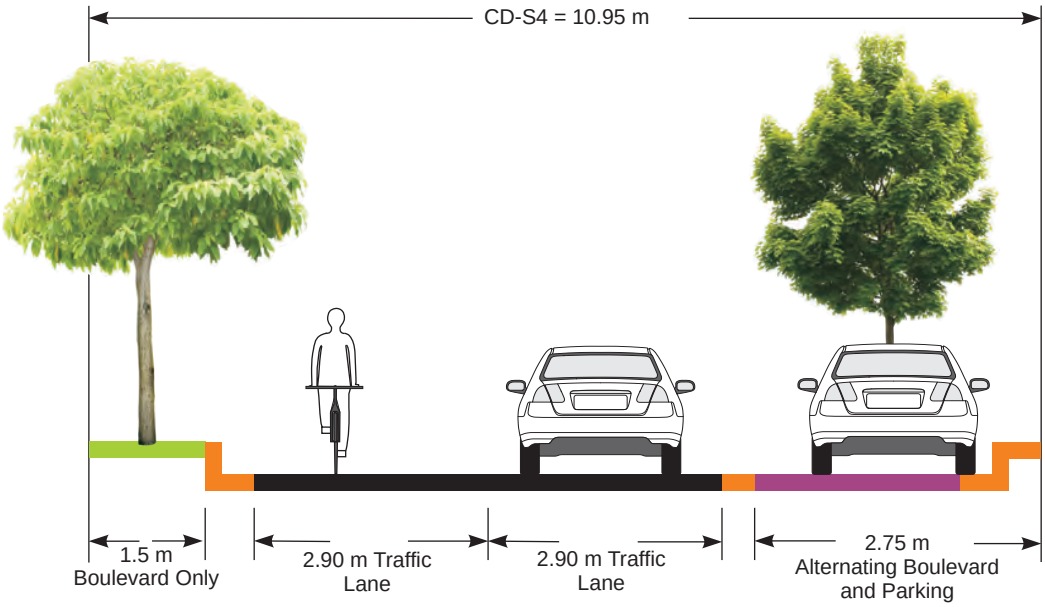
Shared Space	**CD-S3.3 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



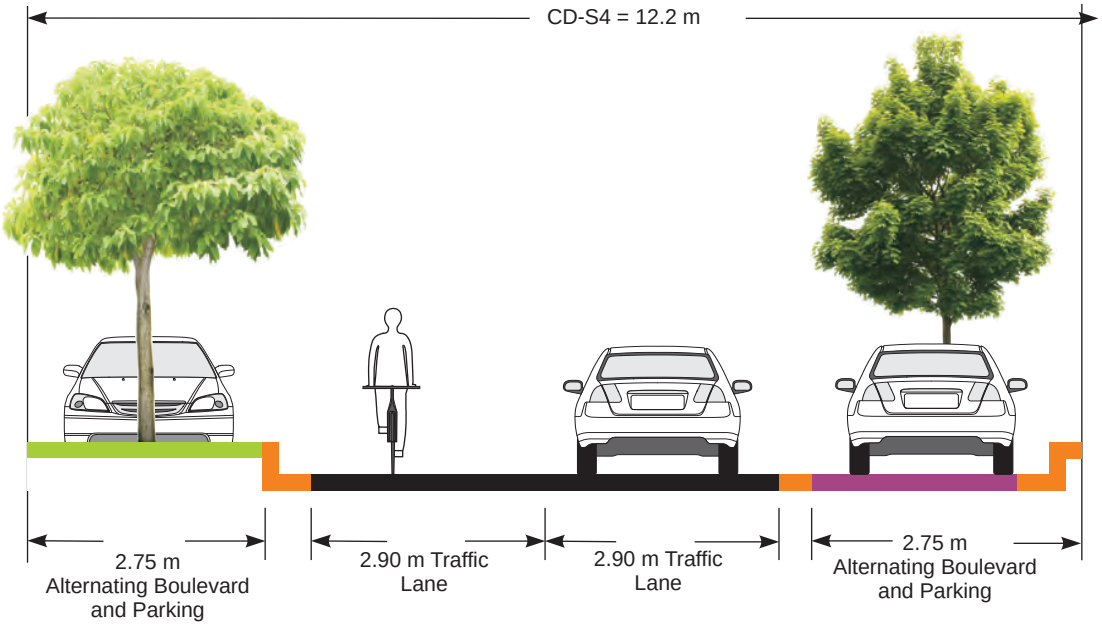
Shared Space	**CD-S3.3 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Access
Functional Classification	Collector Auto, Local Auto, Collector Active, Local Active
Design Speed	40 km/hr
Surface Type	Asphalt
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



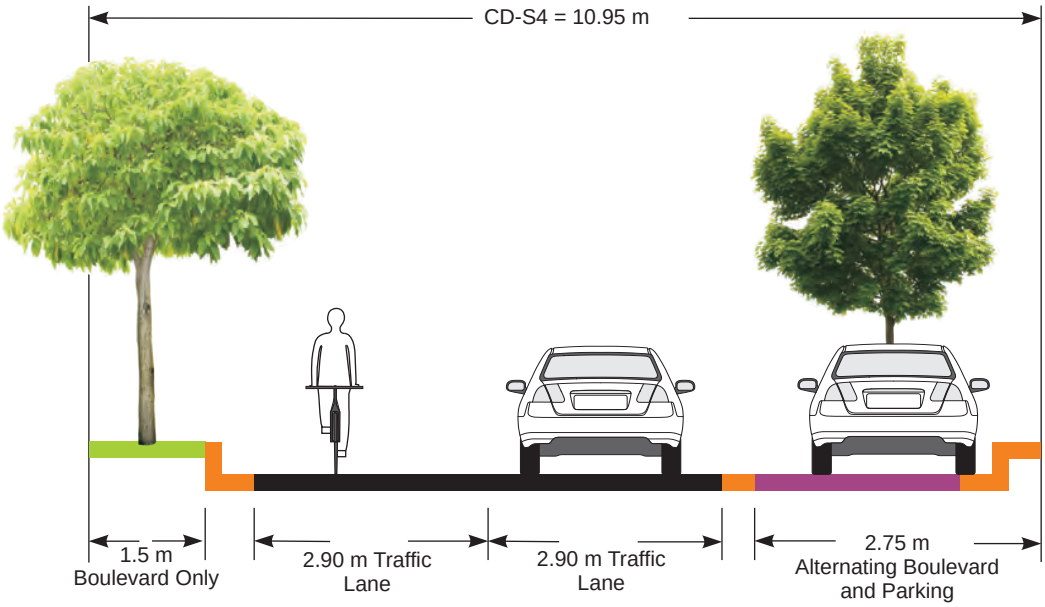
Shared Space	**CD-S4.1 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S4** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



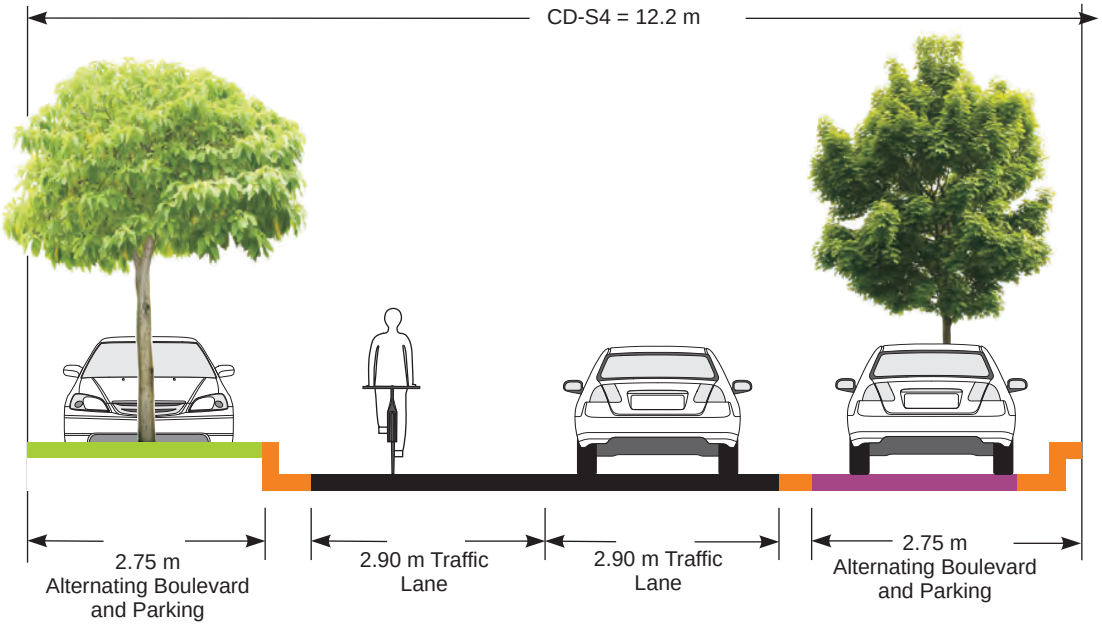
Shared Space	**CD-S4.1 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S4** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



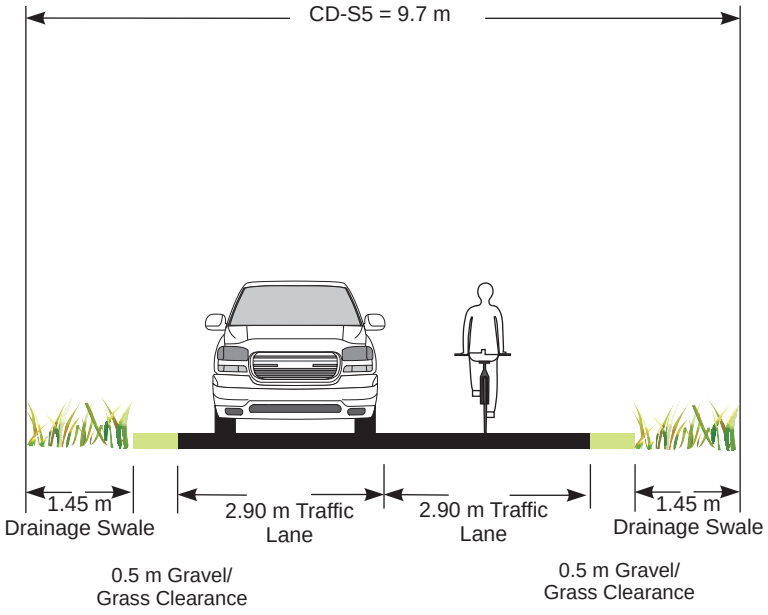
Shared Space	**CD-S4.2 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S4** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



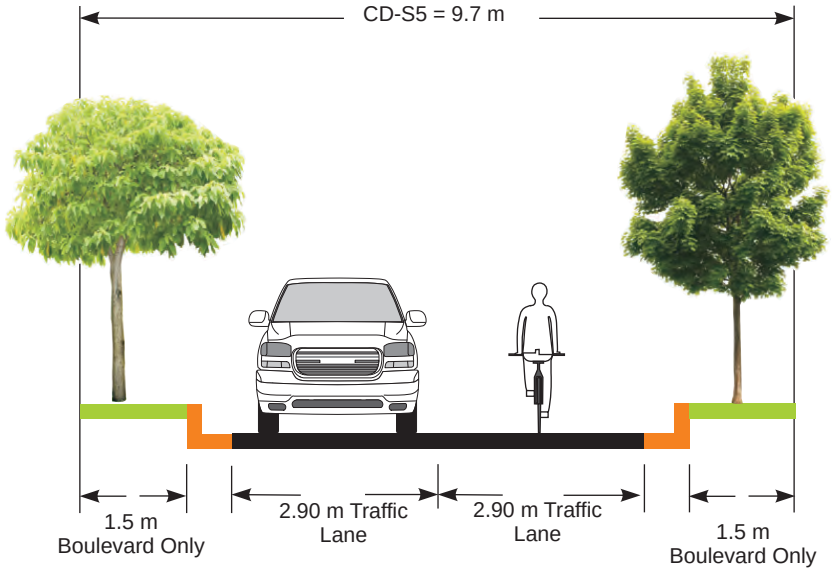
Shared Space	**CD-S4.2 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	Alternate planted boulevard / parking with barrier curb, gutter, & 0.25 m concrete or paver splash on boulevard alongside parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S4** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



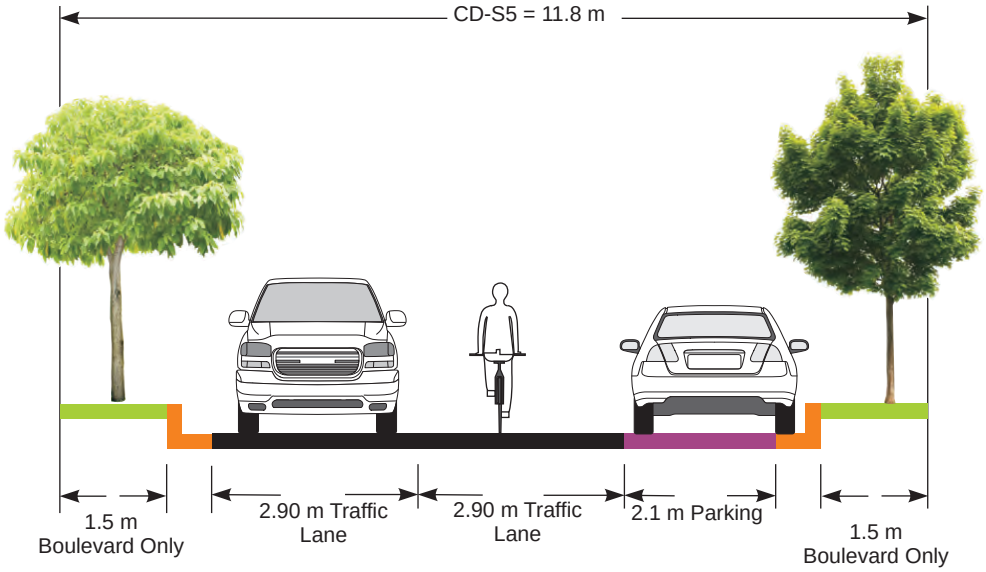
Shared Space	**CD-S5.1**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt
Interface	1.45 m Drainage Swale & 0.5 m Gravel / Grass Clearance

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



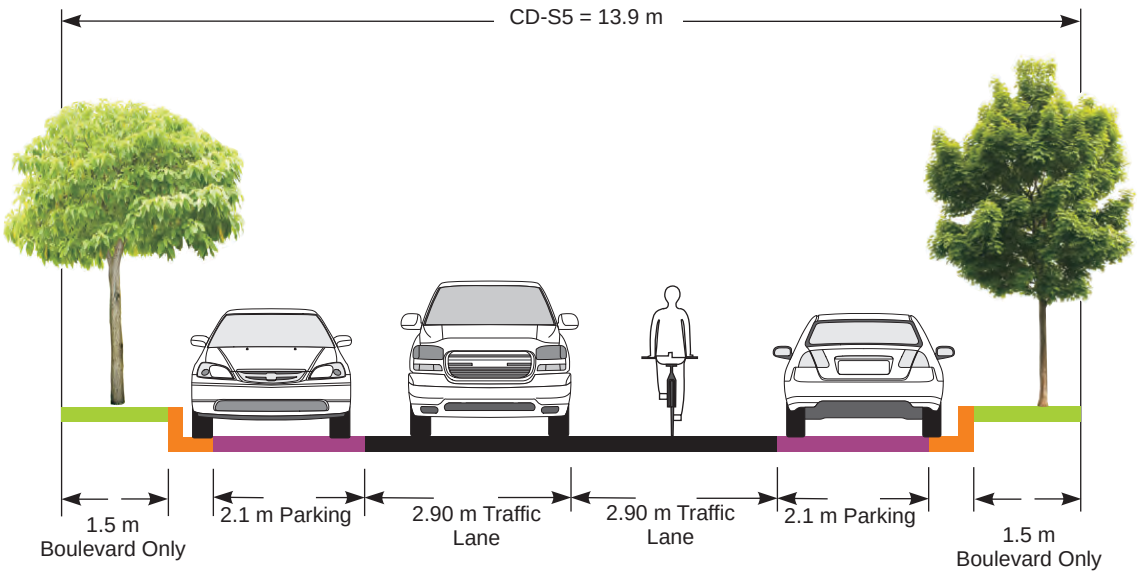
Shared Space	**CD-S5.2 (No Parking)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



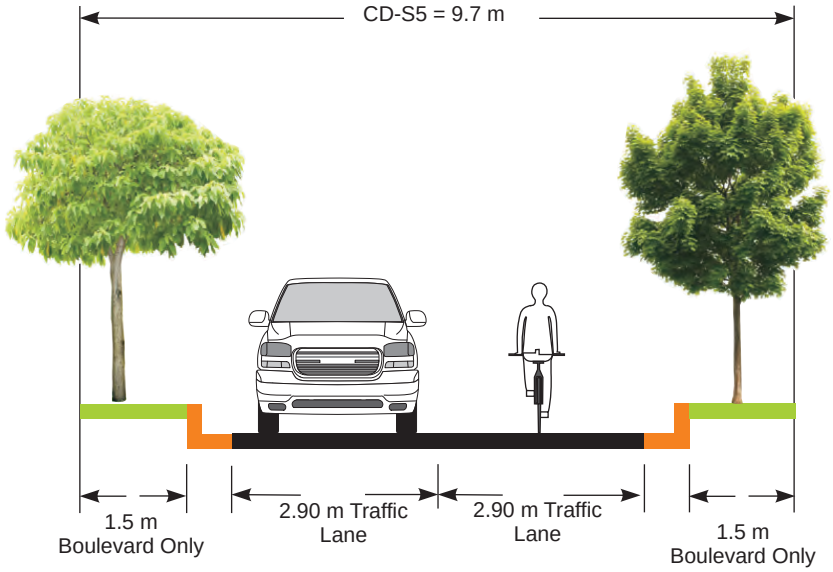
Shared Space	**CD-S5.2 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



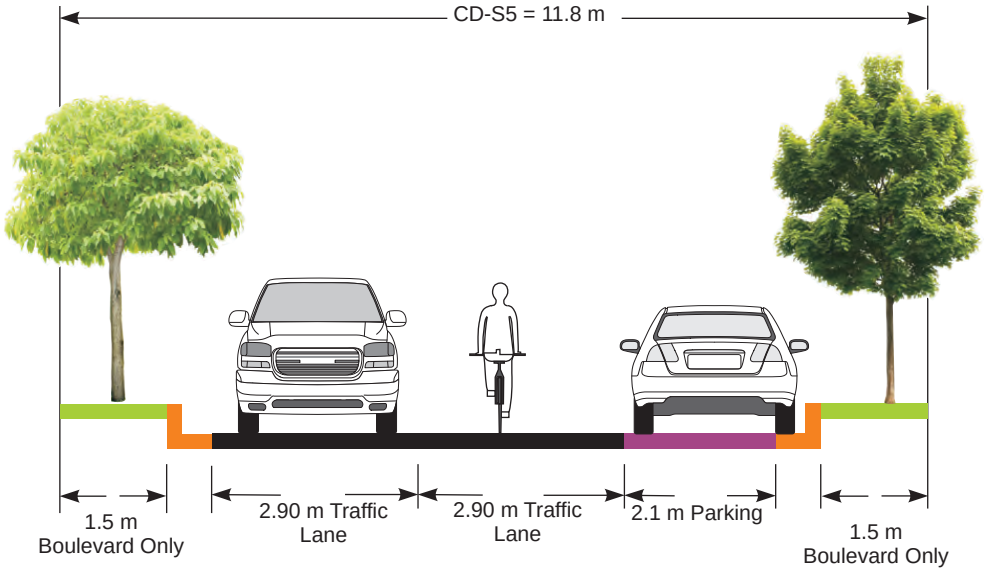
Shared Space	**CD-S5.2 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



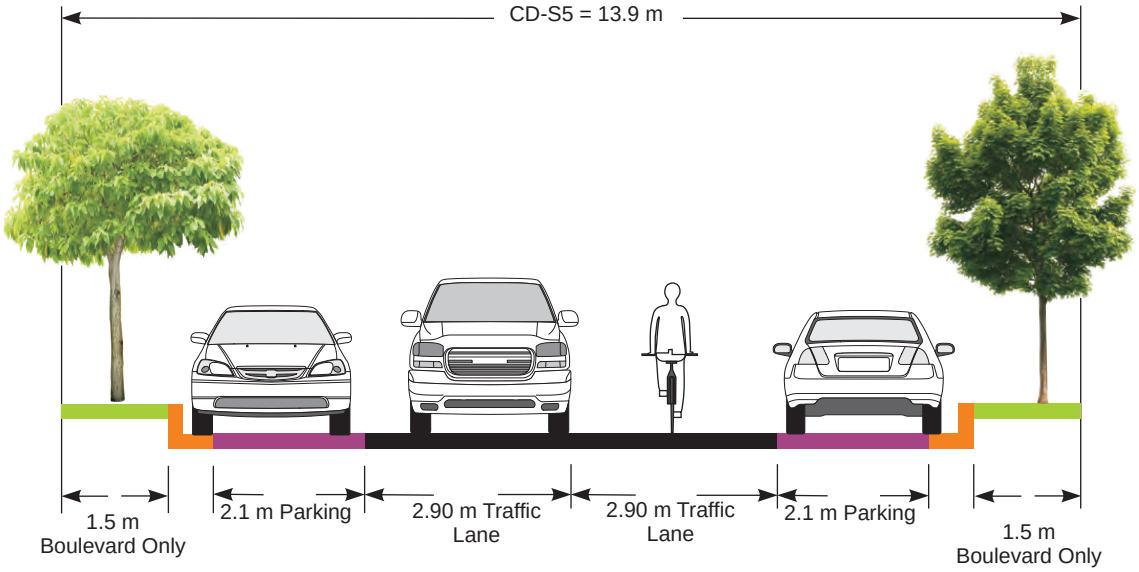
Shared Space	**CD-S5.3 (No Parking)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



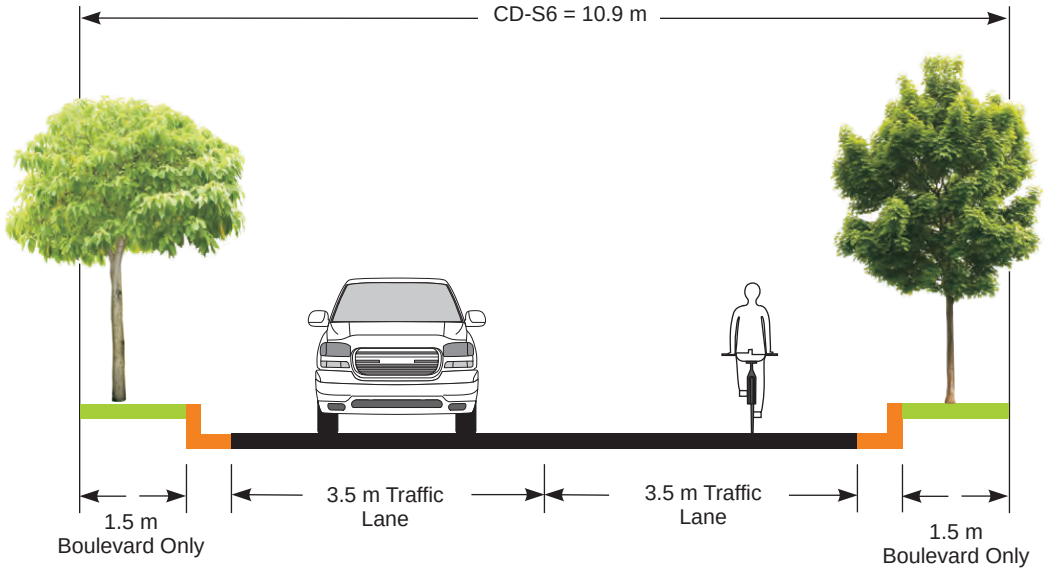
Shared Space	**CD-S5.3 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



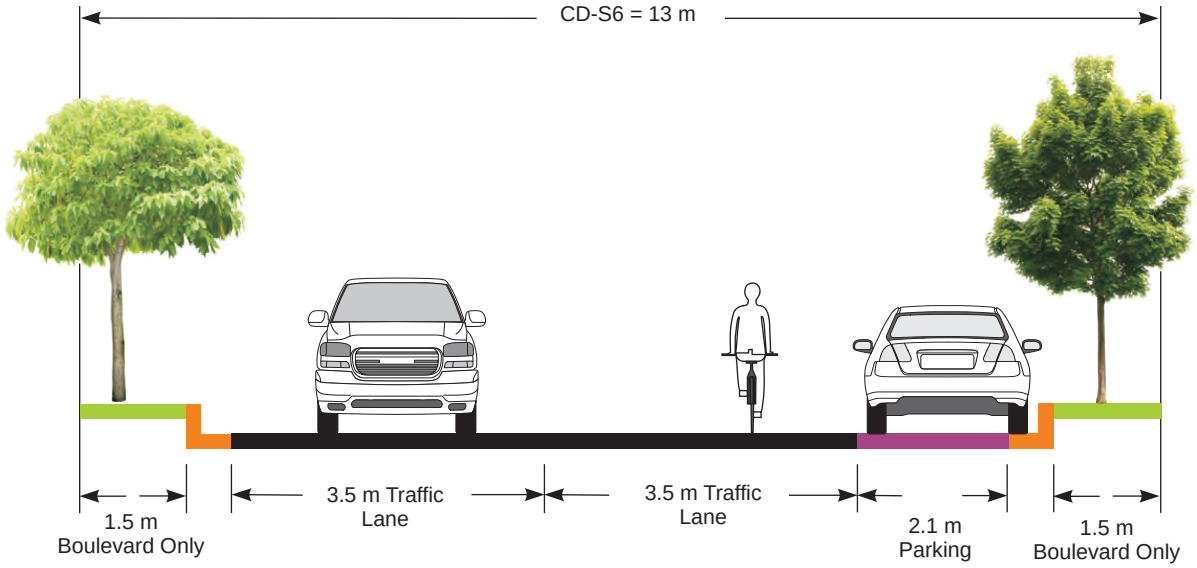
Shared Space	**CD-S5.3 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential, Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt, Concrete, or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S5** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



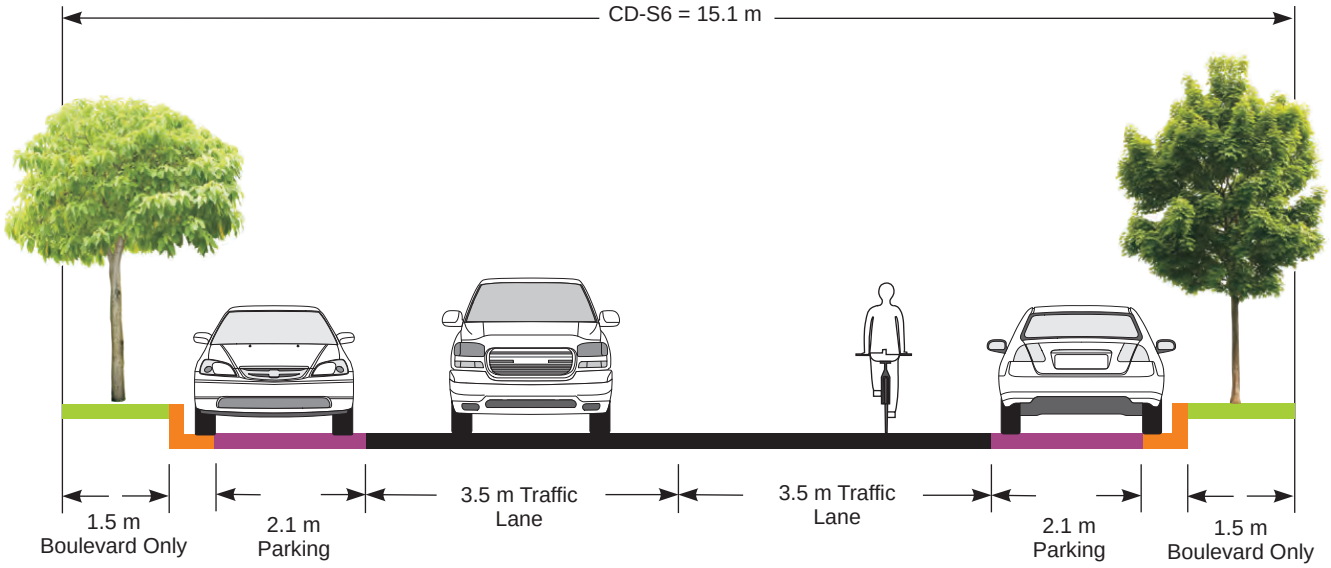
Shared Space	**CD-S6.1 (No Parking)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



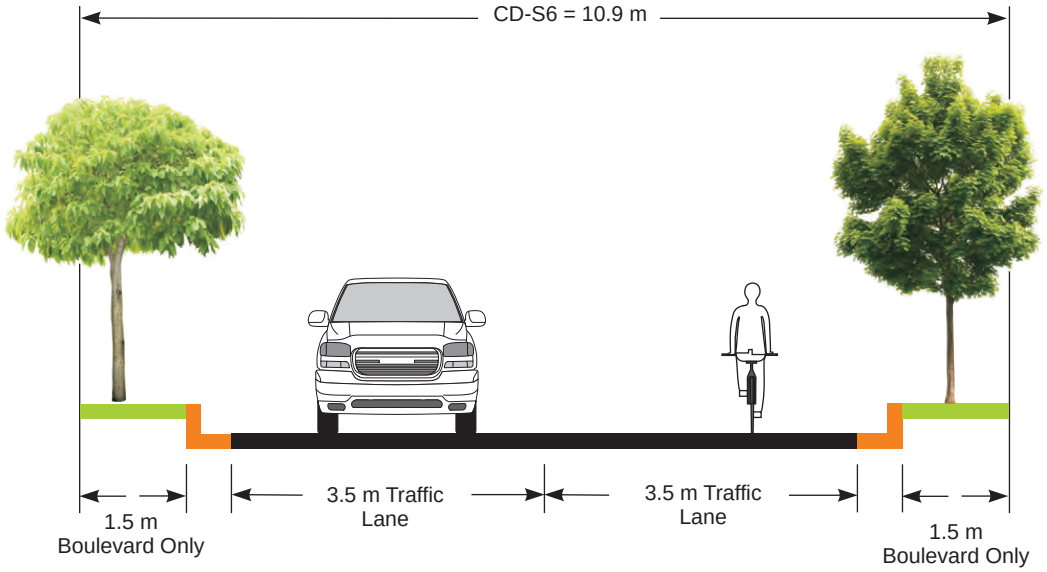
Shared Space	**CD-S6.1 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



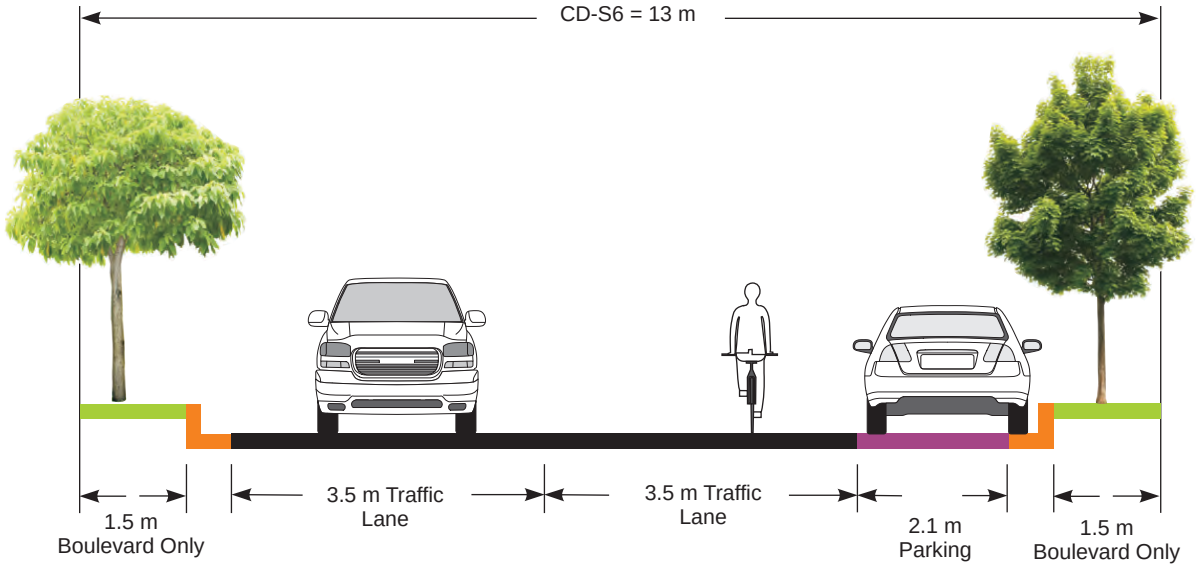
Shared Space	**CD-S6.1 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Suburban, Core Area
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



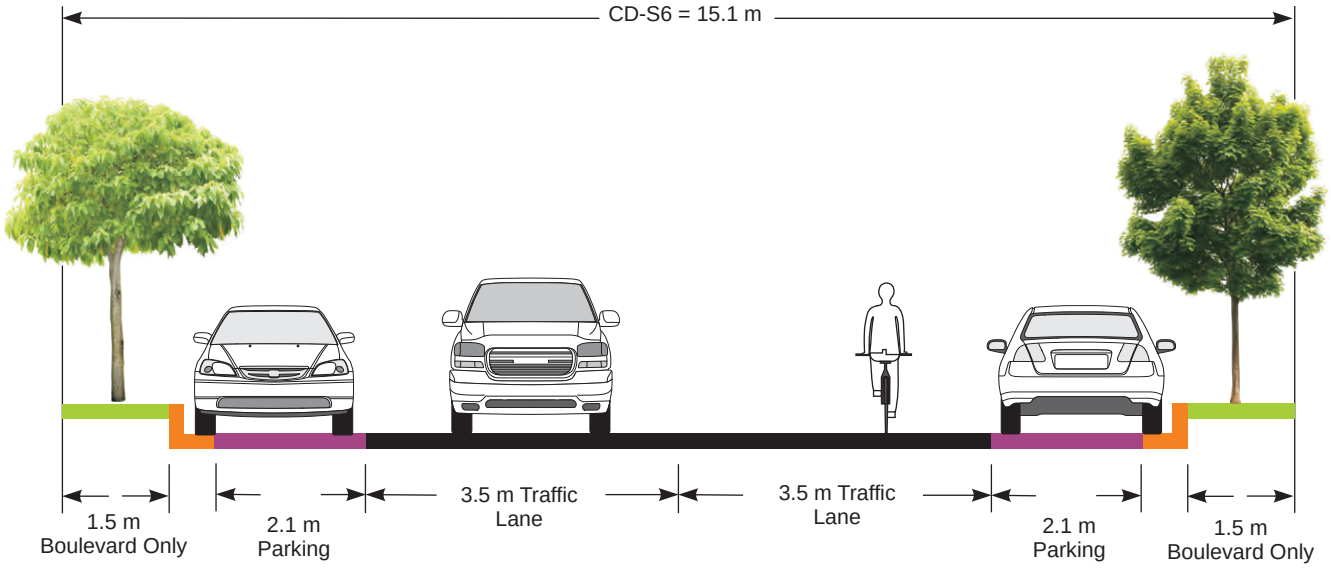
Shared Space	**CD-S6.2 (No Parking)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



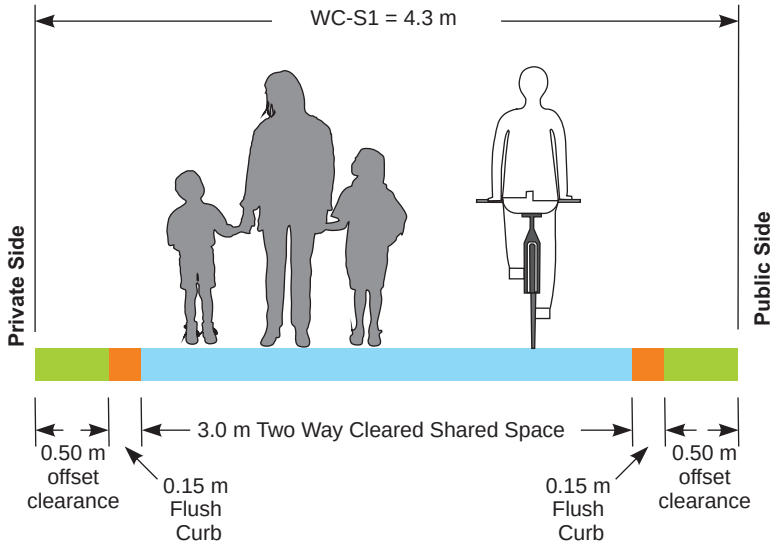
Shared Space	**CD-S6.2 (Parking One Side)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



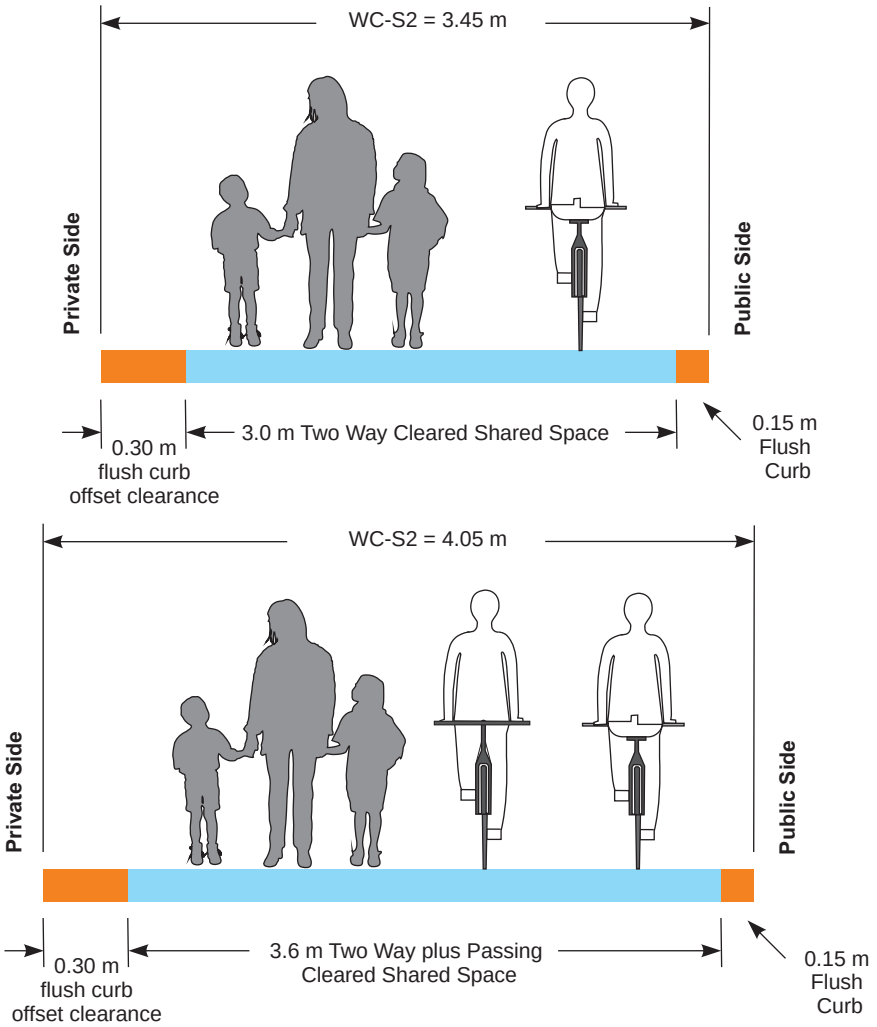
Shared Space	**CD-S6.2 (Parking Both Sides)**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Village Centre
Land Use	Urban Residential
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr
Surface Type	Asphalt or Pavers
Interface	1.5 m Planted Boulevard with 0.15 m Barrier Curb & 0.3 m Gutter

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S6** Allocation of Road Right of Way For Shared Cycling and Driving	Date: August 21, 2013 Revisions: Final Draft



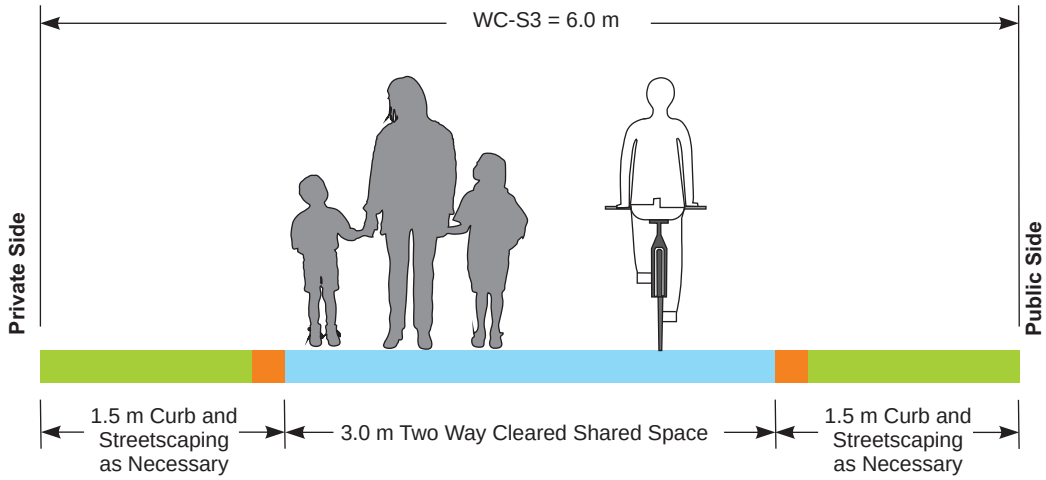
Shared Space	**WC-S1**
User Type	Pedestrians & Advanced / Intermediate / Novice Commuter & Recreation Cyclists
Context Zone	Natural, Rural, Suburban
Land Use	Agricultural, Rural, Residential, Industrial, Public & Institutional
Primary Function	Mobility or Access
Functional Classification	Arterial Active, Collector Active
Design Speed	30 km/hr
Surface Type	Asphalt
Interface	0.15 m flush curb and 0.5 m clearance (Private and Public Sides)

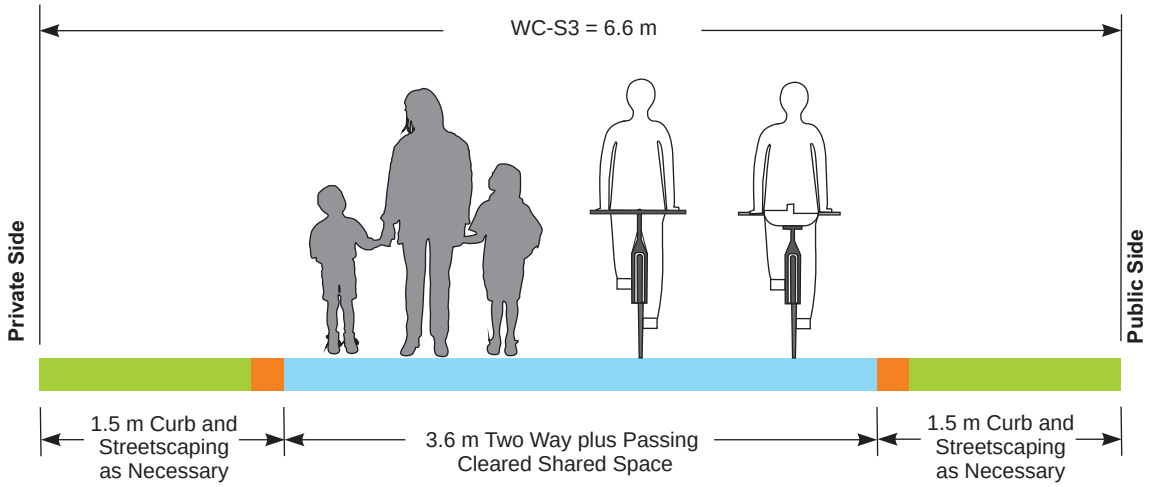
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: WC-S1** Allocation of Road Right of Way For Shared Walking and Cycling	Date: August 21, 2013 Revisions: Final Draft



Shared Space	**WC-S2**
User Type	Pedestrians & Advanced / Intermediate / Novice Commuter & Recreation Cyclists
Context Zone	Core Area, Village Centre
Land Use	Industrial, Urban Residential, Commercial, Public & Institutional
Primary Function	Mobility, Access, or Destination
Functional Classification	Arterial Active, Collector Active
Design Speed	20 km/hr
Surface Type	Asphalt
Interface	0.3 m Offset with 0.15 m Flush Curb (private side) & 0.15 m Flush Curb (public side)

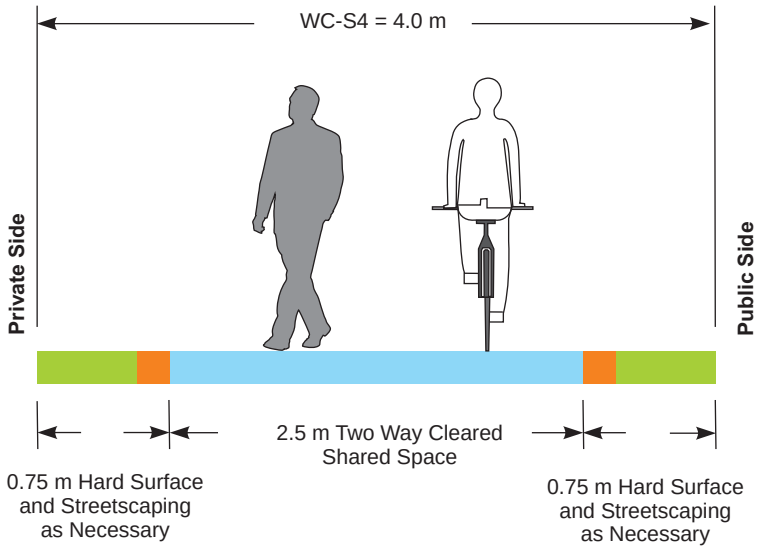
Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: WC-S2** Allocation of Road Right of Way For Shared Walking and Cycling	Date: August 21, 2013 Revisions: Final Draft





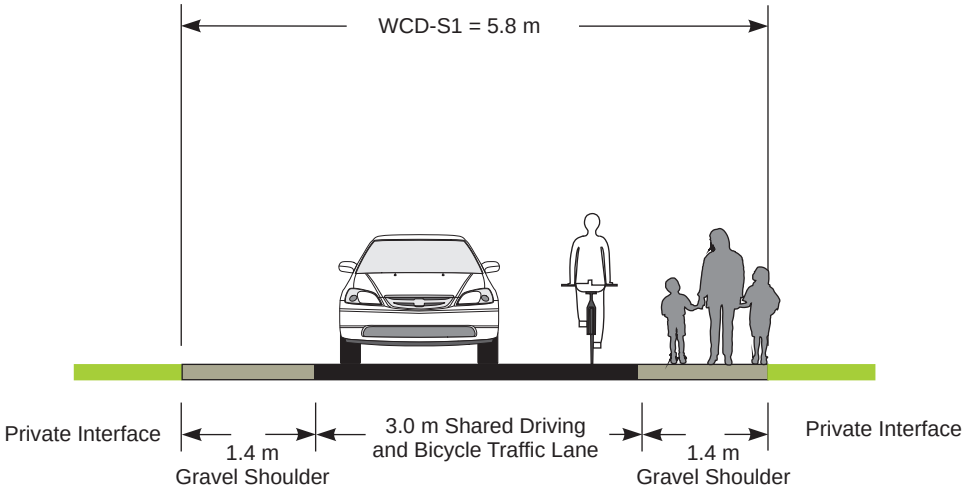
Shared Space	**WC-S3**
User Type	Pedestrians & Advanced / Intermediate / Novice Commuter & Recreation Cyclists
Context Zone	Any
Land Use	Any
Primary Function	Mobility or Access
Functional Classification	Arterial Active, Collector Active
Design Speed	30 km/hr
Surface Type	Asphalt
Interface	1.5 m Flush Curb, Streetscaping, Planted Boulevard & Fencing/Railing as Necessary (Outside Road R.O.W)

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: WC-S3** Allocation of Road Right of Way For Shared Walking and Cycling	Date: August 21, 2013 Revisions: Final Draft



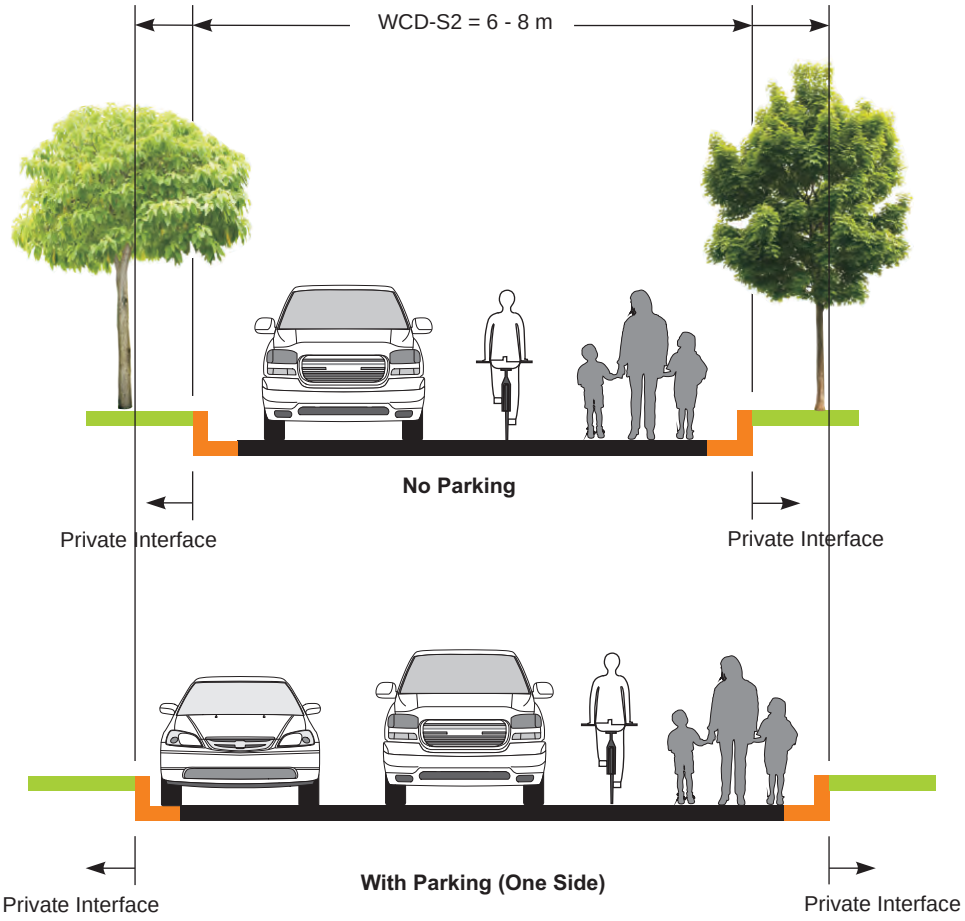
Shared Space	**WC-S4**
User Type	Pedestrians & Intermediate / Novice Commuter & Recreation Cyclists
Context Zone	Any
Land Use	Any
Primary Function	Access
Functional Classification	Collector Active
Design Speed	20 km/hr
Surface Type	Asphalt
Interface	0.75 m Hard Surface, Fencing/Railing as Necessary (Outside Road R.O.W)

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: WC-S4** Allocation of Road Right of Way For Shared Walking and Cycling	Date: August 21, 2013 Revisions: Final Draft



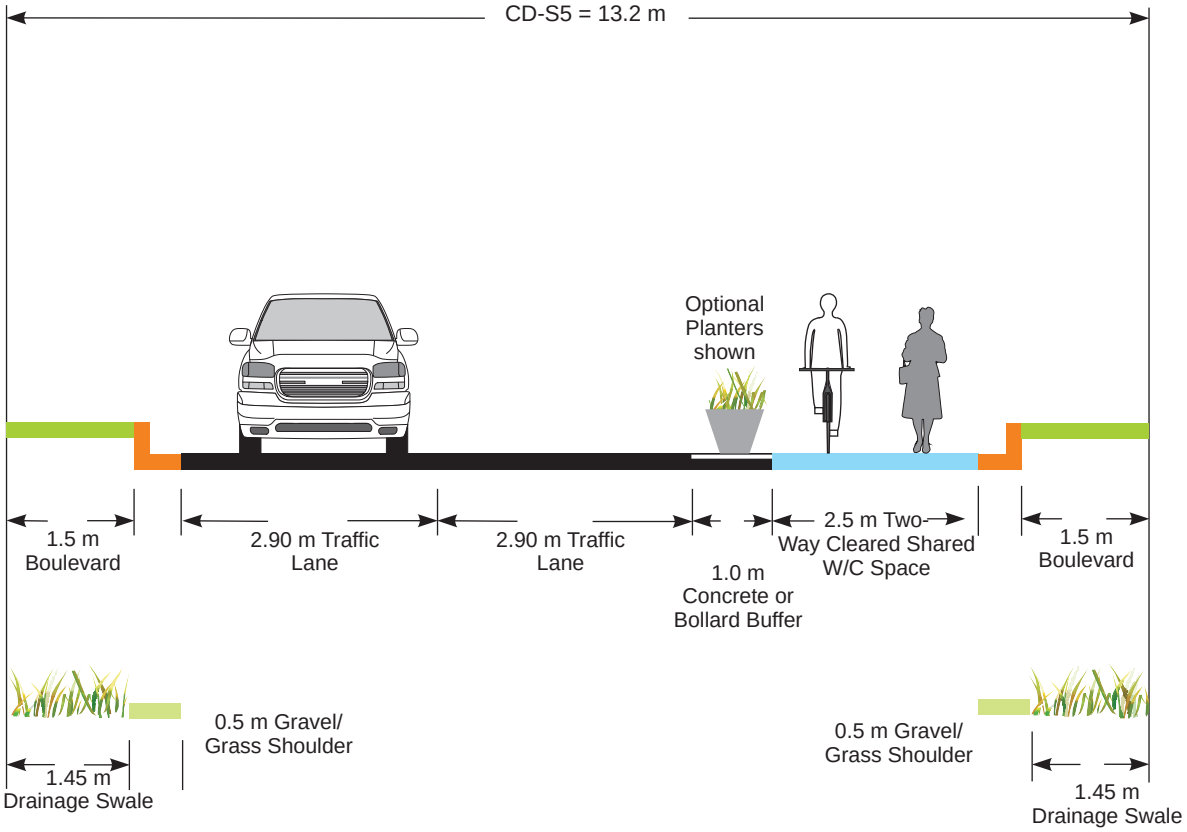
Shared Space	**WCD-S1**
User Type	MSU, LSU, P, Advanced / Intermediate / Novice Commuter and Recreation Cyclists, Pedestrians
Context Zone	Rural, Natural, Suburban, Core Area
Land Use	Rural Residential, Industrial, Urban Residential, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	20 km/hr
Surface Type	Asphalt and Compact Gravel
Interface	3.6 m paved and shared traffic lane with 1.8 m compacted gravel (both sides). No parking on either side.

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: WCD-S1** Allocation of Road Right of Way For Shared Walking, Cycling, & Driving	Date: August 21, 2013 Revisions: Final Draft



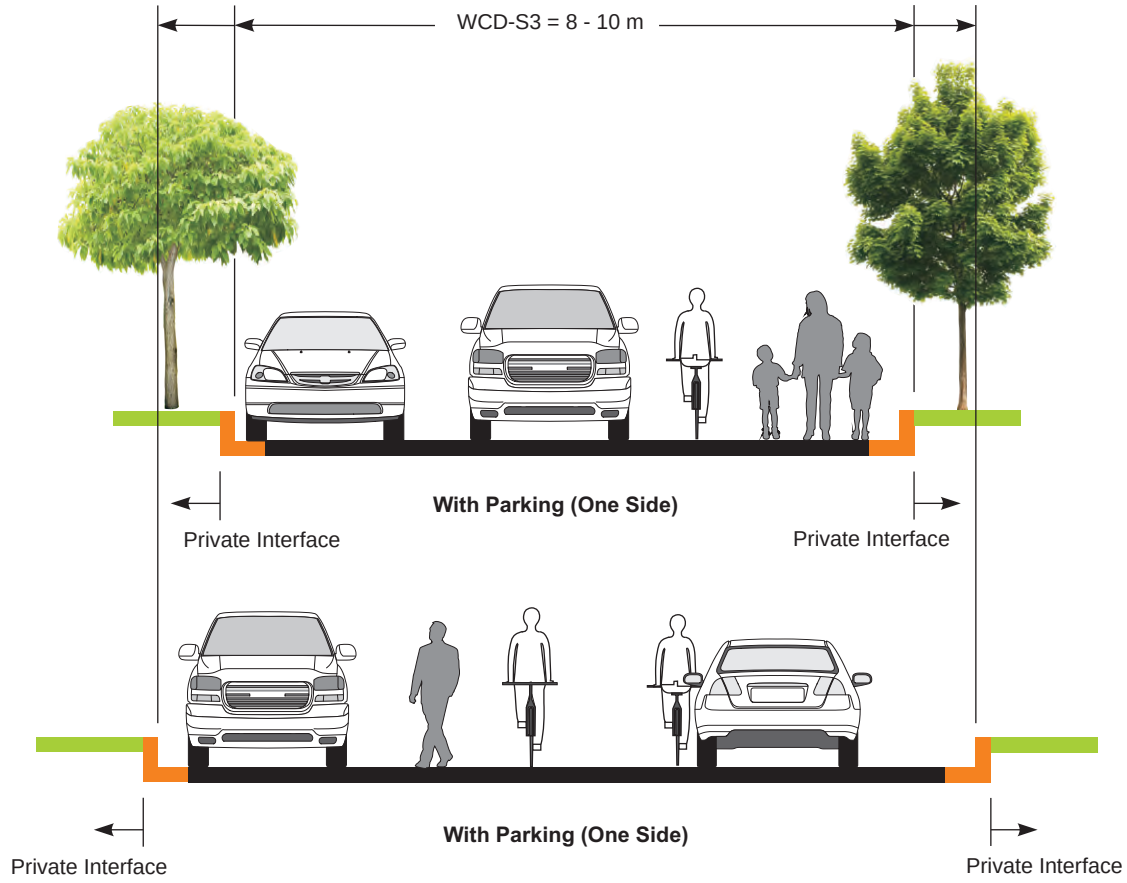
Shared Space	**WCD-S2**
User Type	MSU, LSU, P, Advanced / Intermediate / Novice Commuter and Recreation Cyclists, Pedestrians
Context Zone	Rural, Natural, Suburban, Core Area
Land Use	Rural Residential, Industrial, Urban, Residential, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	20 km/hr
Surface Type	Compact Gravel or Asphalt
Interface	Parking may be allowed where width is 8 m

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: WCD-S2** Allocation of Road Right of Way For Shared Walking, Cycling, & Driving	Date: August 21, 2013 Revisions: Final Draft



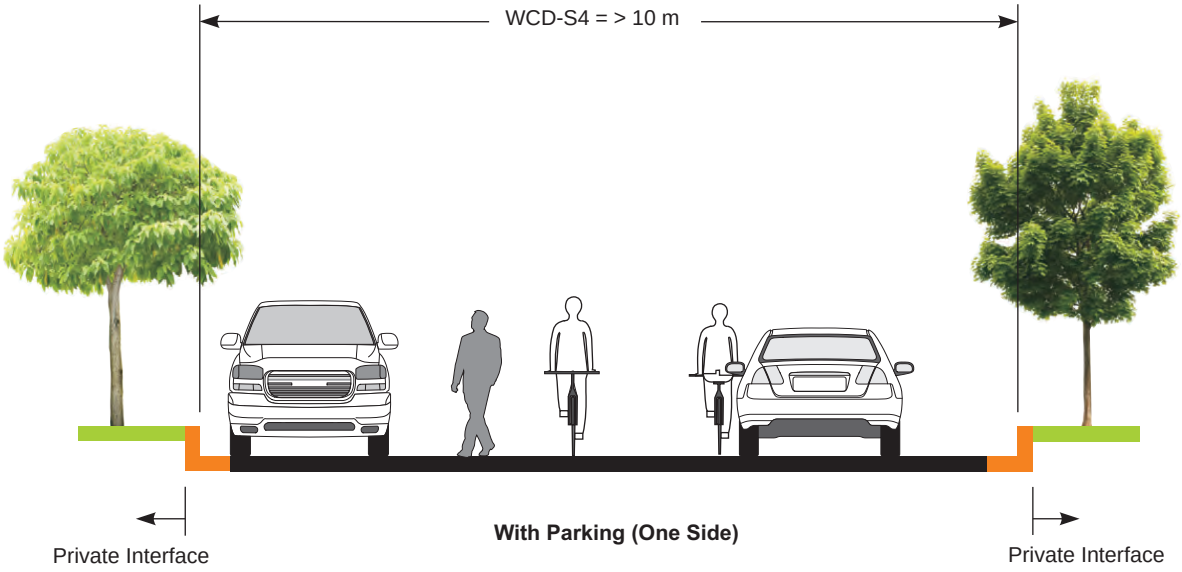
Shared Space	**WCD-S3**
User Type	P, Advanced & Intermediate Commuter & Recreation Cyclists
Context Zone	Natural, Rural
Land Use	Agricultural, Rural Residential, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	30 km/hr Auto (20 km/hr Cycle/Walking)
Surface Type	Asphalt
Interface	1.45 m Drainage Swale & 0.5 m Gravel / Grass Clearance and a 1.0 m Concrete/Bollard Buffer between Driving and Walking/Cycling Spaces. No Parking

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: CD-S3** Allocation of Road Right of Way For Shared Walking, Cycling, & Driving	Date: August 21, 2013 Revisions: Final Draft



Shared Space	**WCD-S4**
User Type	MSU, LSU, P, Advanced / Intermediate / Novice Commuter and Recreation Cyclists, Pedestrians
Context Zone	Village Centre
Land Use	Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	20 km/hr
Surface Type	Concrete or Pavers
Interface	Maximum 2.5 space for parking, traffic calmed both in terms of speed and volume; landscaping as required

Computer File:	MUNICIPAL STANDARD	DWG. No.
CLEARWATER adventure starts here **DISTRICT OF CLEARWATER** PROVINCE OF BRITISH COLUMBIA	**Space Type: WCD-S4** Allocation of Road Right of Way For Shared Walking, Cycling, & Driving	Date: August 21, 2013 Revisions: Final Draft



Shared Space	**WCD-S5**
User Type	MSU, LSU, P, Advanced / Intermediate / Novice Commuter and Recreation Cyclists, Pedestrians
Context Zone	Village Centre
Land Use	Commercial, Public & Institutional
Primary Function	Destination
Functional Classification	Local Auto, Local Active
Design Speed	20 km/hr
Surface Type	Concrete or Pavers
Interface	Maximum 6 m space for parking, traffic calmed both in terms of speed and volume; landscaping as required

Computer File:	MUNICIPAL STANDARD	DWG. No.
DISTRICT OF CLEARWATER PROVINCE OF BRITISH COLUMBIA	**Space Type: WCD-S5** Allocation of Road Right of Way For Shared Walking, Cycling, & Driving	Date: August 21, 2013 Revisions: Final Draft