5.3.3 City Context

The City Context includes mixed-use central business districts, urban core areas and high-density neighbourhoods with high levels of pedestrian activity, where buildings are typically five storeys and higher.

The typical utility corridors arrangement cross sections are illustrated on the following page. Full arrangements are provided in Appendix C.

Table 5.2: Typical Service Corridor Allocations – City Context

Street Family	Side 1													Middle			Side 2											
	Public Realm									Traveled Way				Median			Traveled Way					Public Realm							
	HC	WD.	Power Dist.	SL.	SL./ Tree	Tree	IRR.	Tel.	ST. Inlet	Power Dist. **	WW.	ST.	DCP.	Power Trans.	SL./ IRR. Tree	IRR.	TS.	HS	Gas	ST.	WW.	ST. Inlet	Tel.	IRR.	Tree	SL./ Tree	Power Dist.	WD.	HC
Boulevard ǂ	1000	1000	3000		1500		1300	1200	1000		1050	3000	3100	4000	2000		700	500	1500	1500	2300 1050 *	1000	1200	700		1500	3000	1800	1000
Avenue ǂǂ	1000	1000	2000		1500	1000	700	800	1000		1050	2500	2000	2000	1500	1100	700	500	1500		2300	1000	800	700	1000	1500	2000	1300	1000
Street ǂǂǂ	1000	1000	1500		1500		700	800	1000		1050		1500						1000	1500		1000		700		1500	1500	1000	1000
Access Lane	1000	1000	500	500						500			1500						1000		1050	750	500				1000	1000	1000

ǂ With Frontage Lane. ǂǂ With parking and cycle tracks on both sides. ǂǂǂ With parking on both sides.

* Wastewater on Side 2 may alternatively be located within the Frontage Lane.

** Where Power Distribution is located under a Travel Lane, block paving shall be adopted.