

## LS-R3: Transit Supportive Practices & Connectivity

**Intent** To improve health, enhance mobility and encourage pedestrian movement and bicycle use.

### Credit Requirements

#### GENERAL

Demonstrate that the public realm design connects to existing and planned public transit, pedestrian and bicycle networks, and key destinations and amenities through the following:

- Provide pedestrian walkways and entrance points which connect the site and its key amenities to:
  - o Public transit stops located on and adjacent to the site;
  - o Public transit stations located within a 350m catchment area; and
  - o Key amenities and facilities located within a 350m catchment area.
- Provide safe crossing points where pedestrian walkways cross streetscapes within the site boundary.

#### Bicycle Parking

Demonstrate that accessible bicycle parking facilities in accordance with Table LS-R3a are provided within 30m walking distance of primary entrance points and key amenities on site. All bicycle parking spaces must comply with the following:

- The stands must be solid (and securely fixed to the ground) and allow both the wheel and the frame of the bicycle to be locked safely to the structure (ideally u-shaped structure type 'Sheffield' stands or similar);
- Each bicycle space must have a minimum width of 0.75m, length of 1.8m and vertical clearance of 2m;
- Have an aisle at least 1.5m wide behind all required bicycle parking to allow room for bicycle manoeuvring (where the parking is adjacent to a sidewalk, the manoeuvring area may extend into a right of way);
- Where bicycle parking is not visible from primary entrance points, clear directional signage must be provided; and
- The minimum cycle requirements should be shared appropriately between all primary entry points and key amenities, according to anticipated demand.

Table LS-R3a: Minimum Bicycle Parking Requirements

Public Open Space Hierarchy	Minimum Bicycle Parking Spaces
Local	6 spaces (3 racks) expansion space required for additional 6 spaces
Neighbourhood	10 spaces (5 racks) expansion space required for additional 10 spaces
District	20 spaces (10 racks) expansion space required for additional 20 spaces
Municipality	Based upon a Pedestrian and Cyclist Movement Analysis*
Emirate	Based upon a Pedestrian and Cyclist Movement Analysis*
Network of Streetscapes	Based upon a Pedestrian and Cyclist Movement Analysis*

\*The Pedestrian and Cyclist Movement Analysis must be provided by an appropriate project team member such as a Transport Consultant or Urban Planner.

Where requested by the UPC, projects must provide a letter of commitment to participate in public bicycle sharing schemes to be implemented in the future.