

## **Transportation: Mode Shifting Rail-based System**

The district will continue to be served by the LRT with a third station located at approximately 50<sup>th</sup> Avenue. The backbone of the transit system will be a streetcar grid spaced at approximately 1 kilometre. As is currently the case in for the LRT, the rail system will be powered by renewable (likely wind) energy. All streets will be high quality walking environments. The street pallet will include pedestrian, streetcar, green, bicycle exclusive and integrated streets. Some residential neighbourhoods will be carfree pedestrian environments.

The LRT nodes will host the highest mixed use densities will emphasis on residential with a retail/commercial mix.

Streetcar lines will host predominantly retail/commercial activity with a residential and light industrial mix.

The streetcar grid will also double as a materials movement system for industrial, retail and commercial activity.

Truck traffic will be aggressively restricted. A multi-modal rail and truck terminal will facilitate goods and material movement into and out of the district. Material movement through the district will be via a combination of rail, light electric truck (perhaps utilizing airport styles baggage movement systems), and human powered modes.

The district will feature a Manchester Community Carshare system operated either by a private provider as does the current Car2Go or as a cooperative venture of the Community Association similar to the current Calgary Carshare. It will comprise a diverse array of vehicles from bicycles, dual passenger, sedan, family van, and pick up. Construction will be financed by a one-time levy on businesses and households. Operation cost recovery for the systems will be through user fees and an annual local tax levy.

Private auto ownership will be accommodated predominantly via neighbourhood-scale parking facilities.