HIGH STREET (19.5 - 21.0m Wide)

There are two High Streets in the study area, Carlisle Street and Chapel Street. They are similar in scale to the Connector Boulevards; however, they are destination streets connecting the major activity centres of the area. This means they are busy with all modes of transport – including trams. They have low canopy cover (6-8%) and are managed by the State Government.

Footpaths	Typically 2.4-2.7m on both sides, with tree cutouts or planted 1m verges further reducing this width in some streets.
Bike Lanes	Varies, ~1.6m each side
Traffic Lanes	2 marked lanes (approx 6.5m trafficable width), shared with trams
Parking Arrangement	Marked parallel parking both sides of street (2.3m each side)
Verges	Carlisle Street generally features no verges, Chapel Street has an inconsistent 1m planted verge.
Existing Trees	Generally regular trees on both sides located in footpath zone
Powerlines	Power and lighting typically both sides of the street, which help with tram overhead infrastructure
Lighting	Alternating sides or both sides
Building Interfaces	Buildings in several areas have minimal or zero setbacks, particularly in activity areas. Elsewhere setbacks can be as large as 12m with well-sized front gardens. More frequent low-rise apartment buildings.



Figure 27: The two High Streets in the neighbourhood, shown in yellow, are Carlisle Street and Chapel Street.



Figure 25: Carlisle Street in Balaclava is an example of a High Street.

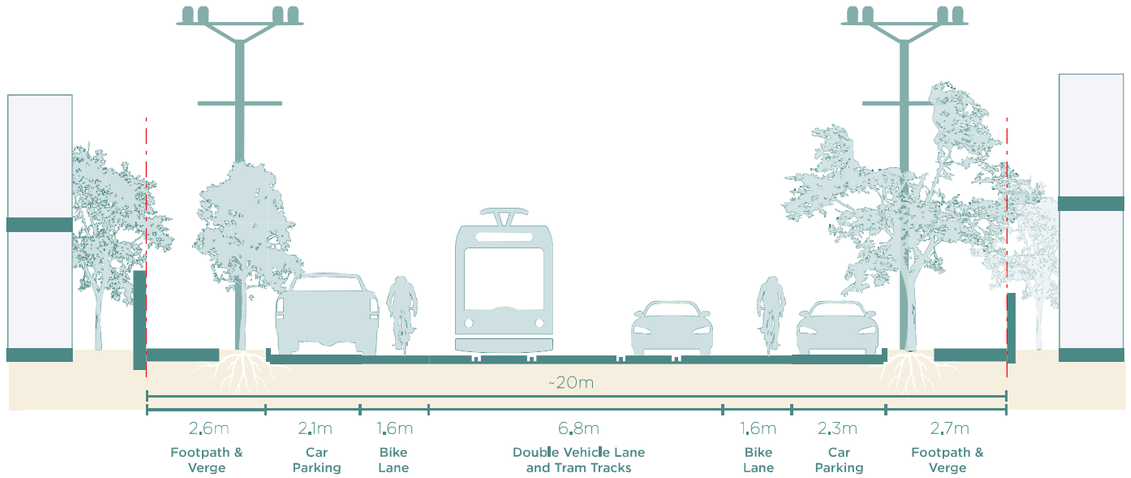

Figure 26: A typical cross section of a High Street.

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