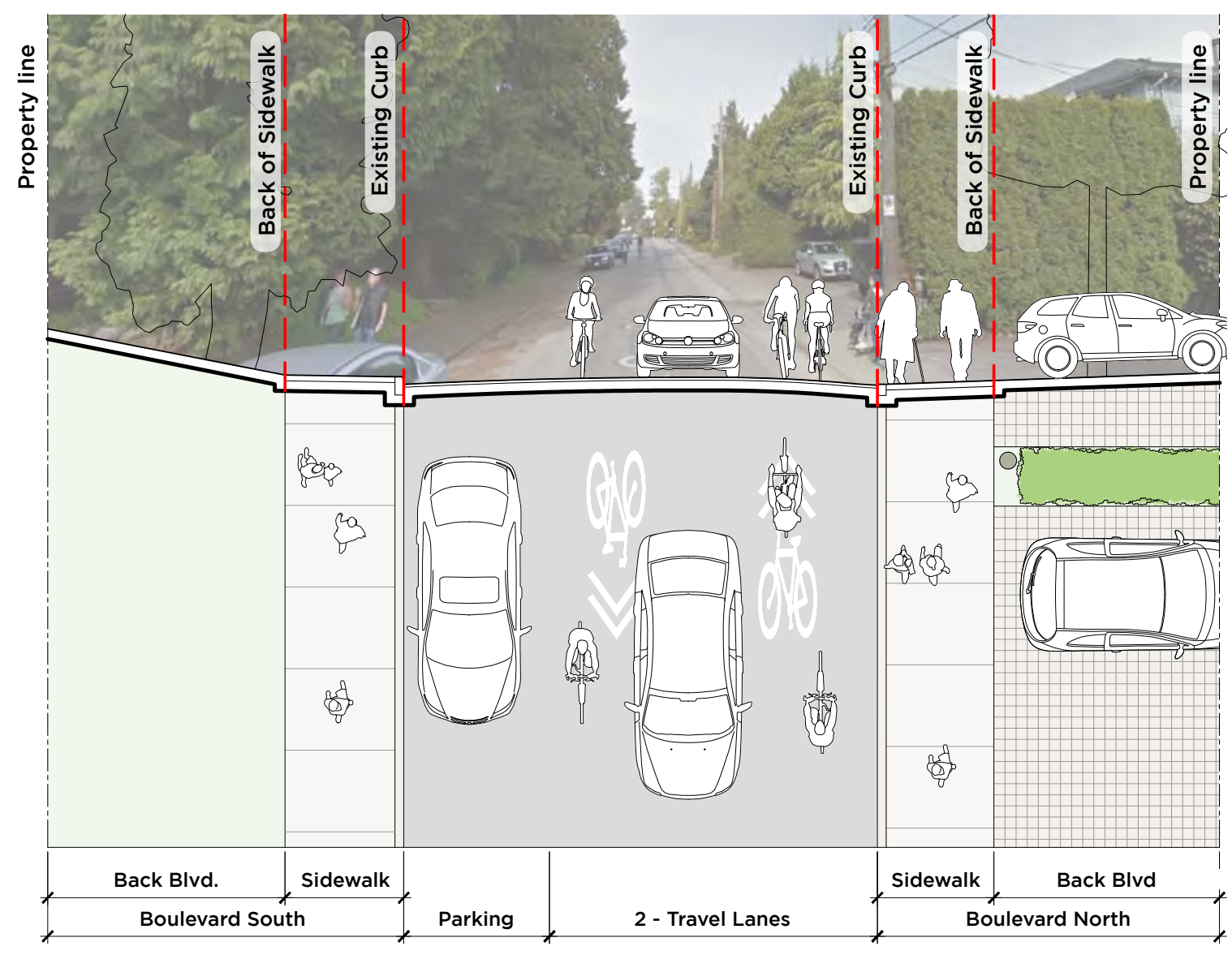
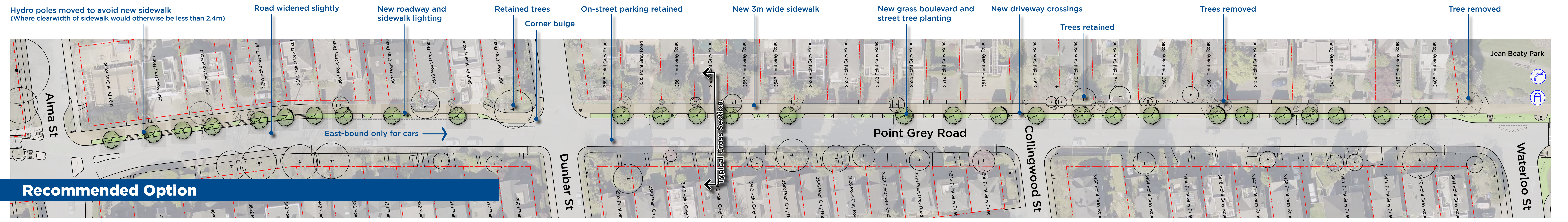
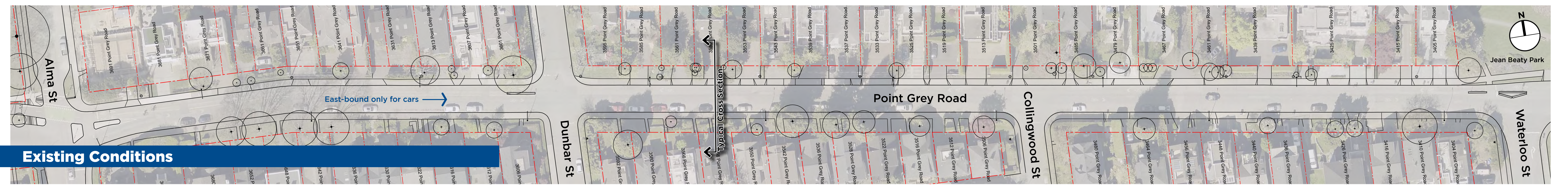


Alma to Waterloo - Final Recommendations

- Widen the south sidewalks
- There should not be impacts to existing gardens
- There is not enough separation between the sidewalk and roadway
- The recommended sidewalk is too close to private property
- Use the right-of-way for wider sidewalks
- There are conflicts between vehicles and people walking and biking at the driveways
- The effects on local parking on Point Grey Road are too great
- Finish the seawall between Kits Beach and Jericho
- We like the wider sidewalks
- There is no need for these changes
- We like the increase to public green space
- We like the separation between sidewalk and roadway



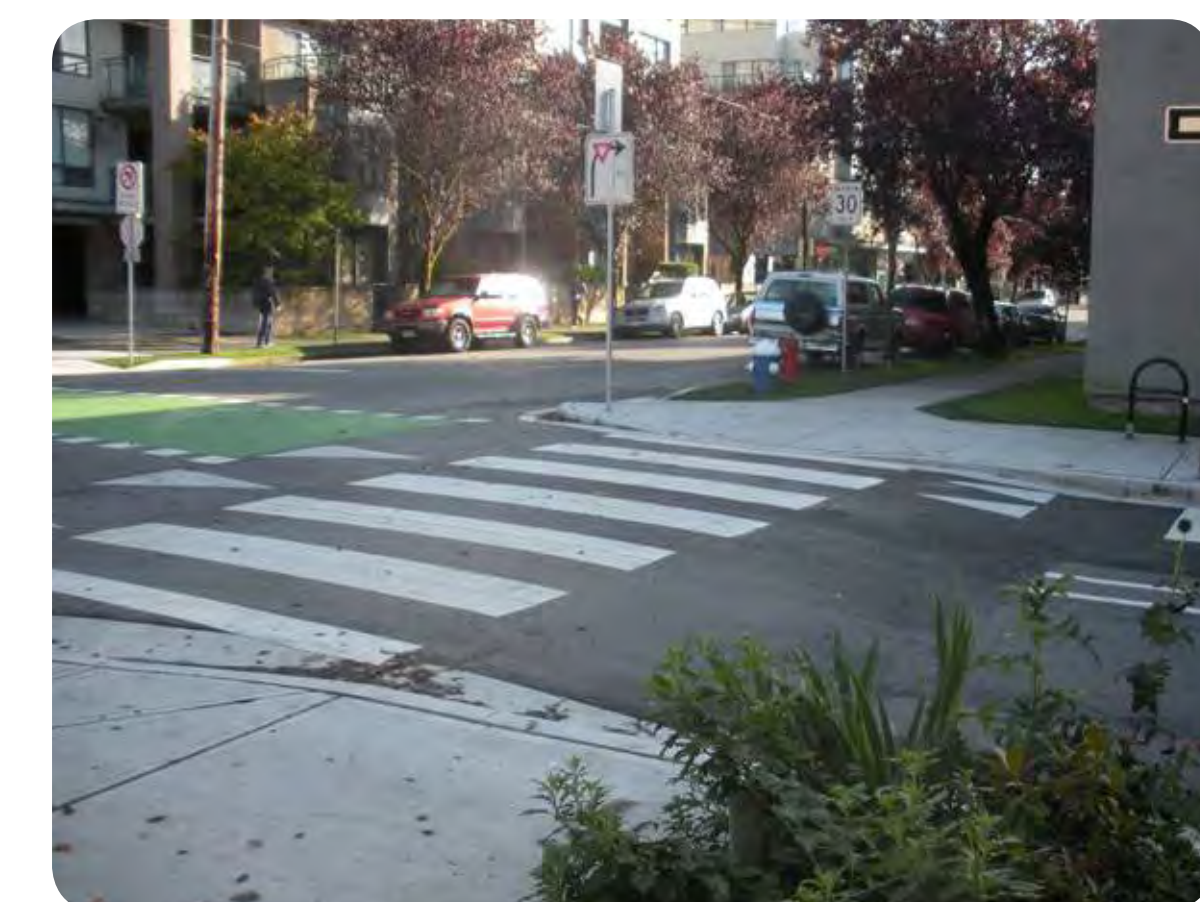
Existing Conditions

Typical Cross Section

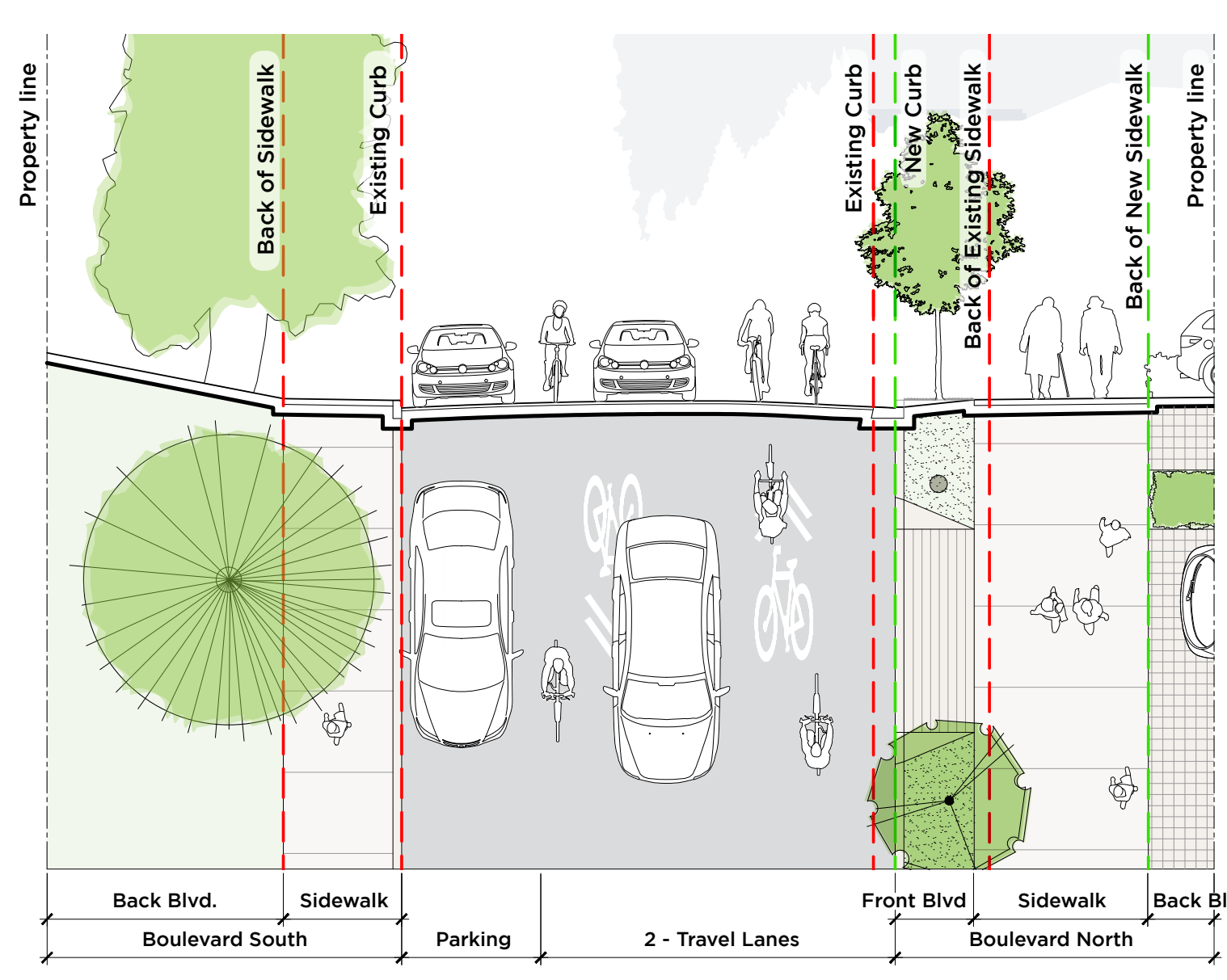
6.0m boulevard south side of Point Grey Road,
4.0m landscaped back boulevard, 2.0m sidewalk

8.2m roadway (curb to curb)
2.5m on-street parking, 2 x 2.85m travel lanes

5.9m boulevard north side of Point Grey Road
2.0m sidewalk, 3.9m back boulevard



What is different?	Why?
Widened sidewalk on the north side of the street	<ul style="list-style-type: none"> To provide additional space for people walking and running with connections to waterfront parks To bring sidewalk width in line with other sections of the Seaside Greenway
Maintain a level sidewalk across driveways	<ul style="list-style-type: none"> To improve the walking and running surface for people of all ages and abilities
Road widened slightly between Alma and Waterloo	<ul style="list-style-type: none"> To provide additional space for motor vehicles and bicycles, reducing conflict between the two To bring road width in line with the rest of Point Grey Road
Creation of front boulevard on the north side of the street	<ul style="list-style-type: none"> To provide a more comfortable pedestrian experience by creating separation between vehicles and pedestrians and improving visibility for all road users
Some existing trees and hedges removed from the street right of way	<ul style="list-style-type: none"> To accommodate the widened sidewalk and front boulevard and to improve visibility for all road users
New street and pedestrian lighting	<ul style="list-style-type: none"> To provide lighting levels to current standards and improve visibility for all road users
New driveway crossings	<ul style="list-style-type: none"> To provide access for residents while maintaining a level sidewalk
New street tree planting	<ul style="list-style-type: none"> To replace existing trees that need to be removed and to enhance the public realm



Recommended Option

Typical Cross Section

6.0m boulevard south side of Point Grey Road,
4.0m back boulevard, 2.0m sidewalk

8.5m roadway (curb to curb)
2.5m on-street parking, 2 x 3.0m travel lanes

5.6m boulevard north side of Point Grey Road
1.4m front boulevard, 3.0m sidewalk, 1.2m back boulevard



Identified widths represent a typical design and variations may occur for different segments on Point Grey Road.