

Balaclava to Tatlow Pk - Final Recommendations

Maximise green space adjacent to parks

The separation between the sidewalk and roadway is fine as is

There should be no impacts to existing gardens

There is already ample room for cyclists, pedestrians and the few cars that access Point Grey Road

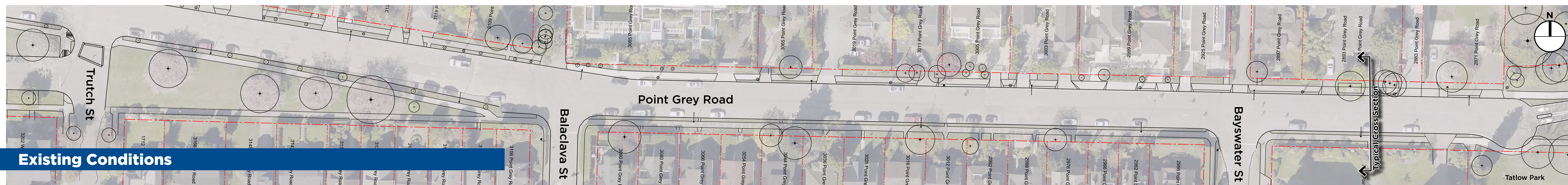
The effects on local parking on Point Grey Road are too great

Clear the overhanging vegetation from sidewalks

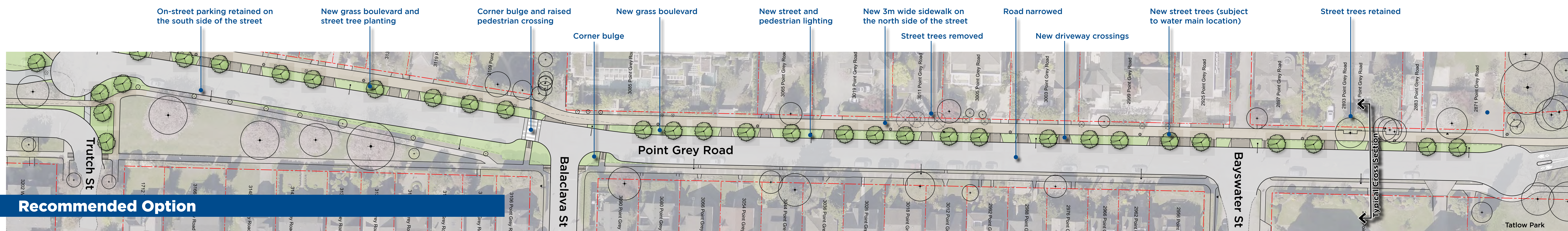
There is no need for these changes

Make sure emergency vehicles still have access

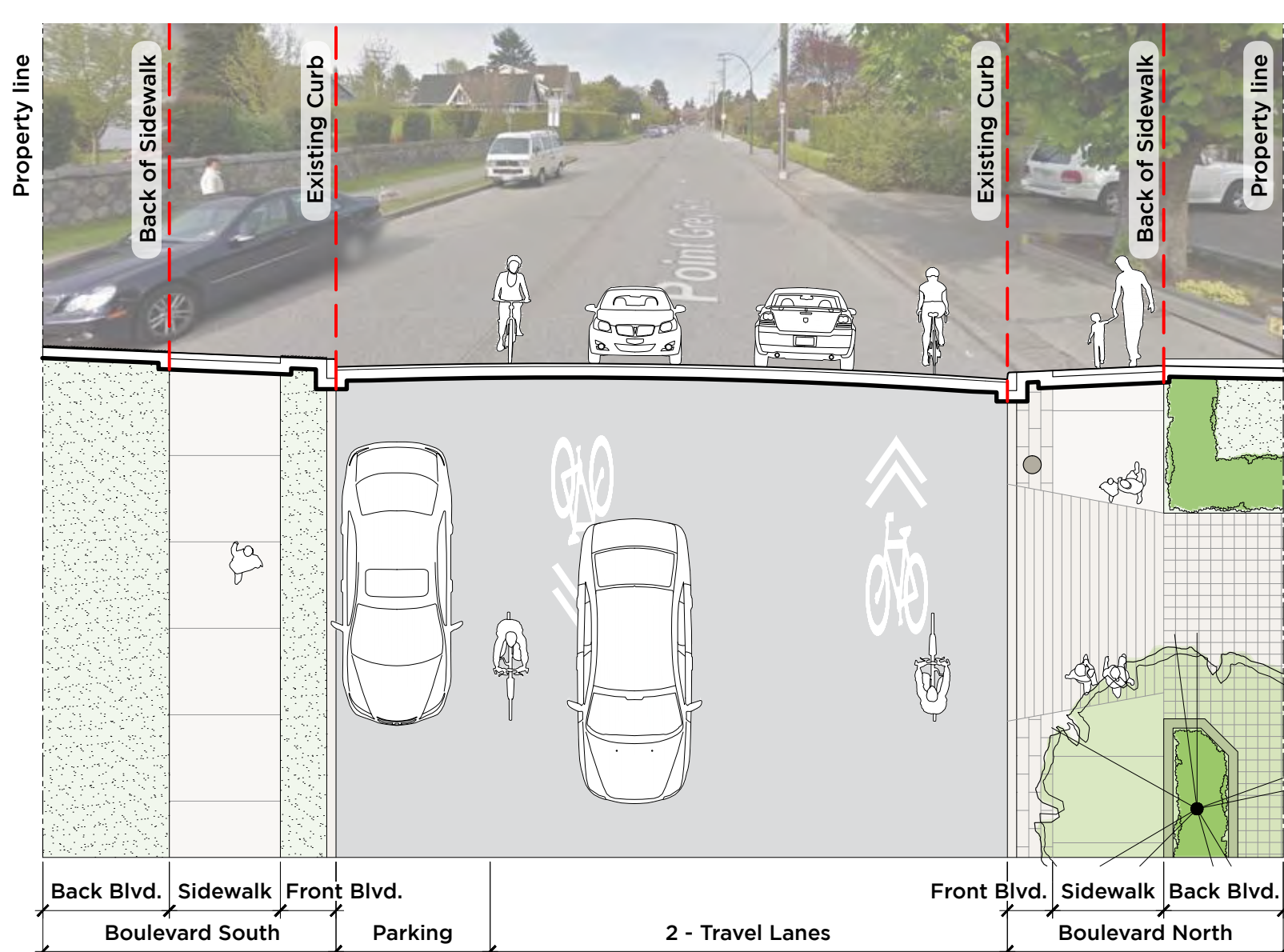
A wider sidewalk is better for walking and running in groups



Existing Conditions



Recommended Option



Existing Conditions

Typical Cross Section

- 4.8m boulevard south side of Point Grey Road, 2.0m back boulevard, 1.8m sidewalk, 1.0m front boulevard
- 11.0m roadway (curb to curb) 2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking
- 4.3m boulevard north side of Point Grey Road 0.6m utility strip/boulevard, 1.8m sidewalk, 1.9m back boulevard

Legend

- Existing tree retained
- Existing tree removed
- Proposed new tree
- Proposed seating
- Proposed drinking fountain
- Proposed bicycle parking



What is different?

- Widened sidewalk on the north side of the street**
- Maintain a level sidewalk across driveways**
- Road narrowed between Balaclava and Tatlow Park**
- Front boulevard on the north side of the street widened**
- Some existing trees and hedges removed from the street right of way**
- New street and pedestrian lighting**
- New driveway crossings**
- New street tree planting**
- Corner bulges at Waterloo St and Balaclava St in association with raised pedestrian crossings**

Why?

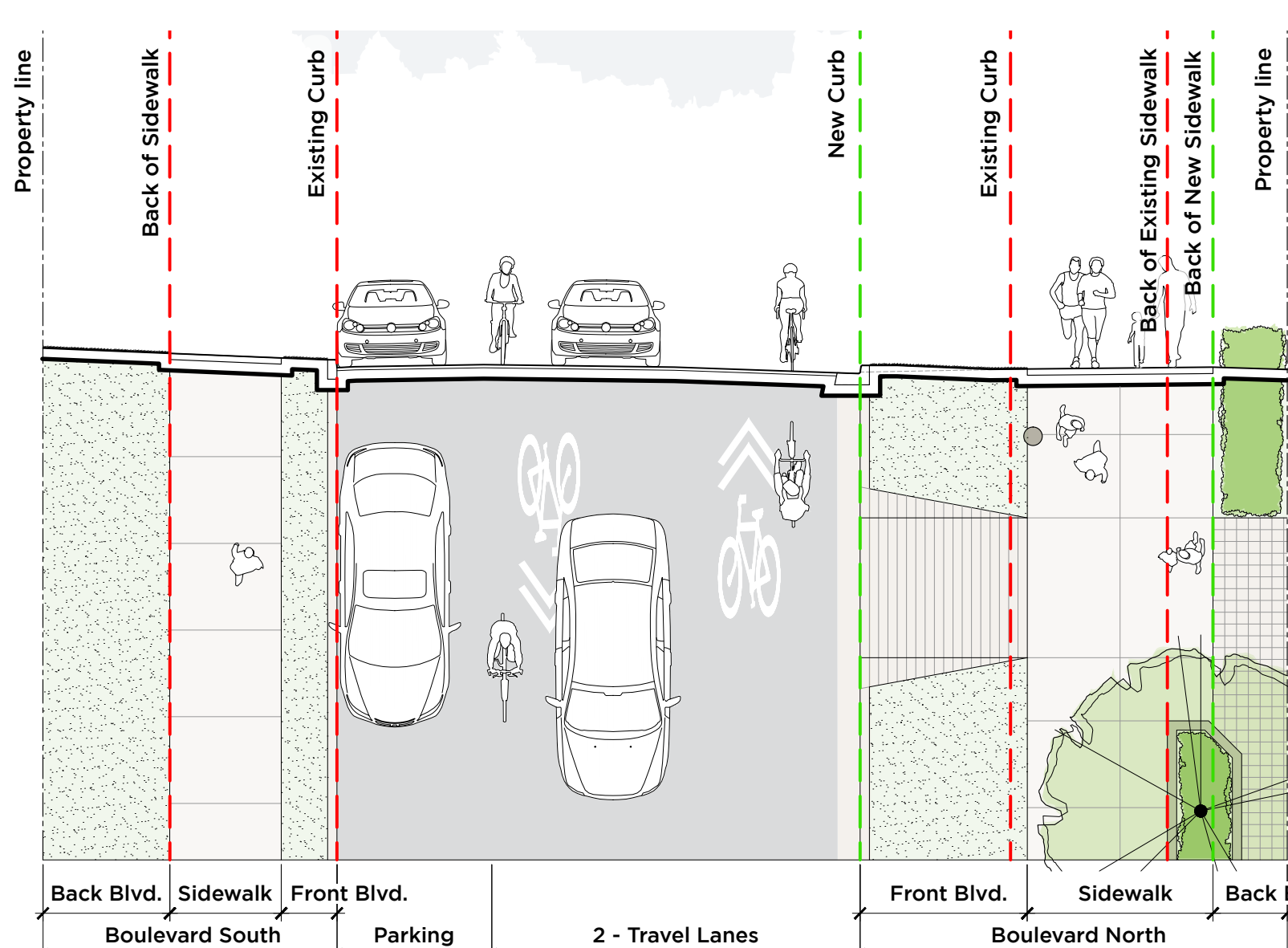
- To provide additional space for people walking and running with connections to waterfront parks
- To bring sidewalk width in line with other sections of the Seaside Greenway
- To improve the walking and running surface for people of all ages and abilities
- To widen the sidewalk while maintaining two travel lanes and south side on-street parking
- To provide a more comfortable pedestrian experience by creating separation between vehicles and pedestrians and improved visibility for all road users
- To accommodate the widened sidewalk and to improve visibility for all road users
- To provide lighting levels to current standards and improve visibility for all road users
- To provide access for residents while maintaining a level sidewalk
- To replace existing trees that need to be removed and to enhance the public realm
- To improve pedestrian crossings and reduce vehicle speeds

Recommended Option

Typical Cross Section

- 4.8m boulevard south side of Point Grey Road, 2.0m back boulevard, 1.8m sidewalk, 1.0m front boulevard
- 8.5m curb to curb 2.5m on-street parking, 2 x 3.0m travel lanes
- 6.8m boulevard north 2.7m 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.



Changes