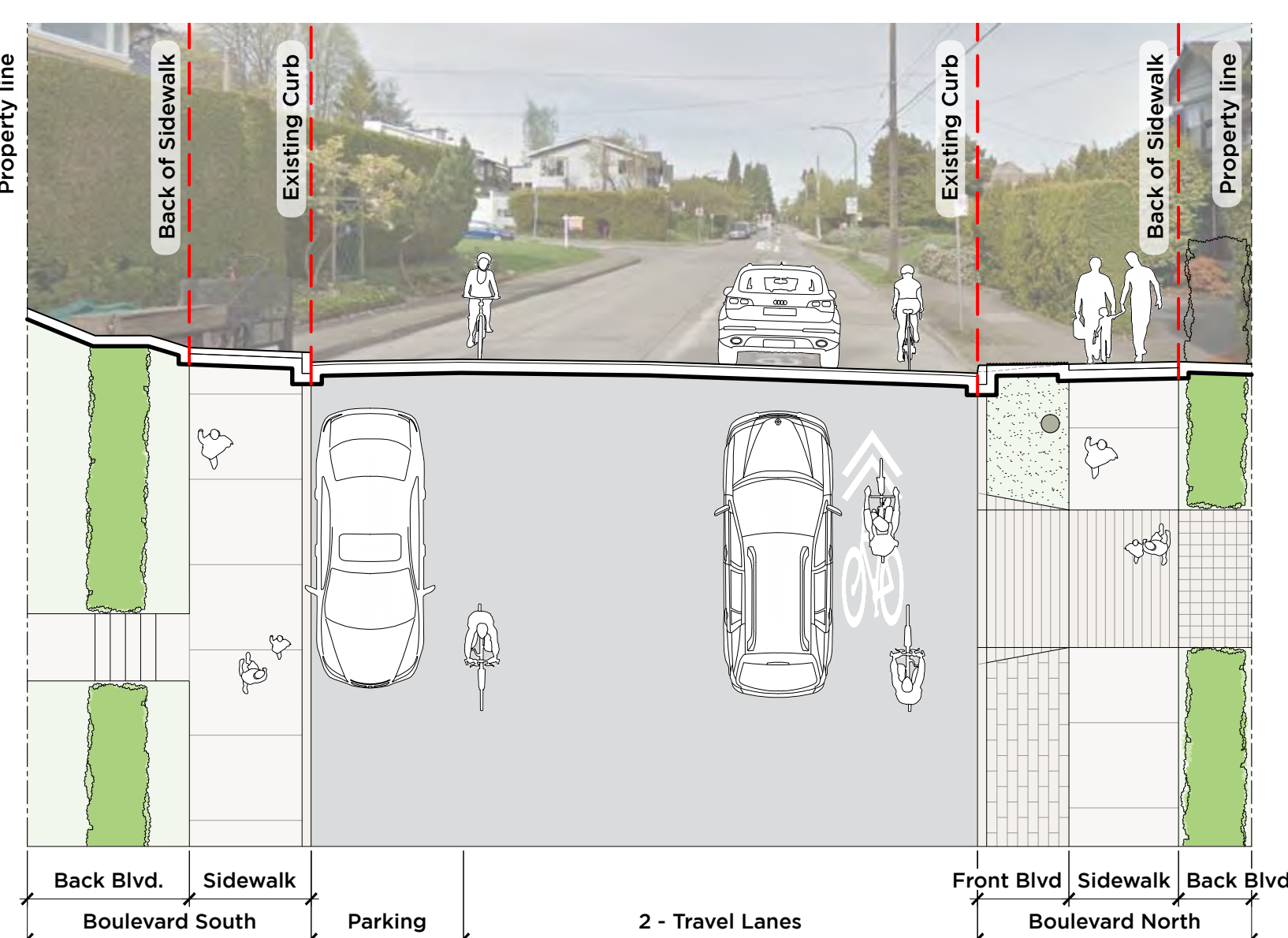
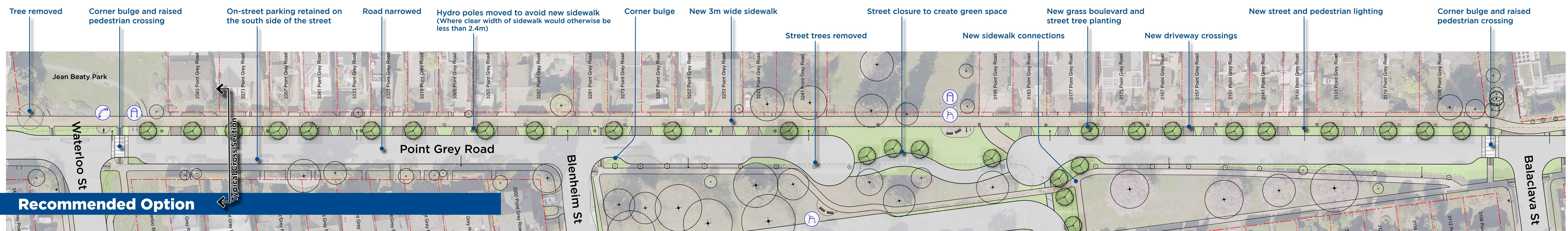
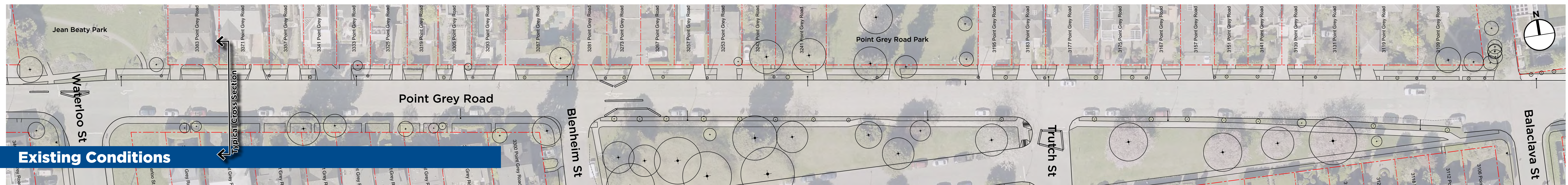


Waterloo to BalACLava - Final Recommendations

- Don't take away privacy from property owners
- Provide separate lanes for bikes and cars
- A wider sidewalk and consistent road width makes sense
- Widen the sidewalk on the south side instead
- Don't impact on-street parking for residents and visitors
- Don't remove any of the large trees along Point Grey Road
- We would like improved visibility for everyone
- The sidewalk and road are fine just as they are
- Create more space for people
- Maintain the current view corridors, don't obstruct with new trees



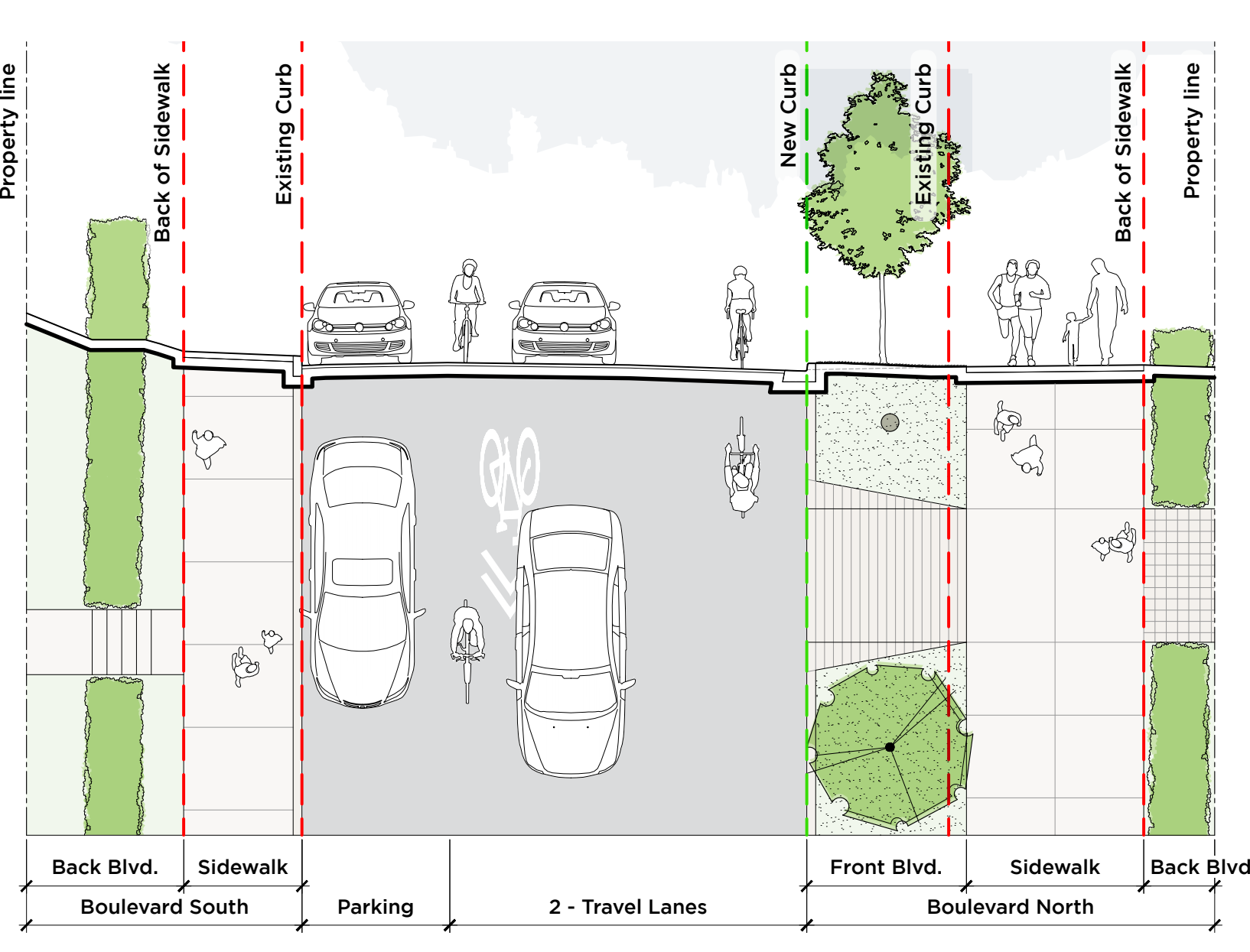
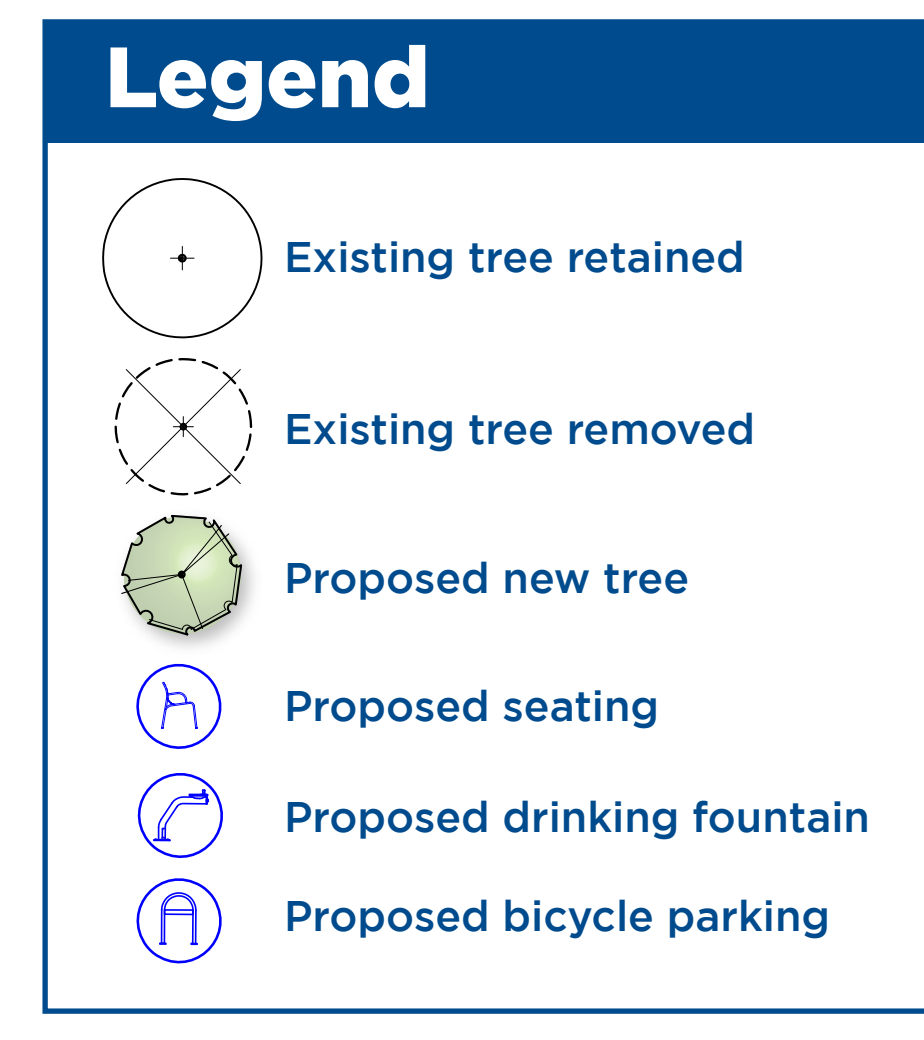
Existing Conditions

Typical Cross Section

4.6m boulevard south side of Point Grey Road, 2.6m back boulevard, 2.0m sidewalk
Between Blenheim and BalACLava: 1.8m sidewalk, 1.2m front boulevard

11.0m roadway (curb to curb)
2.5m on-street parking, 2 x 3.0m travel lanes, 2.5m on-street parking

4.5m boulevard north side of Point Grey Road
1.5m front boulevard, 1.8m sidewalk, 1.2m back boulevard



Recommended Option

Typical Cross Section

4.6m boulevard south side of Point Grey Road, 2.6m back boulevard, 2.0m sidewalk
Between Blenheim and BalACLava: 1.8m sidewalk, 1.2m back boulevard

Changes

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

7.0m boulevard north
Divided into: 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.



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 narrowed between Waterloo and BalACLava	<ul style="list-style-type: none"> To widen sidewalk while maintaining two travel lanes and south side on-street parking
Front boulevard on the north side of the street widened to 2.7m	<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 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
Corner bulges at Waterloo St and BalACLava St in association with raised pedestrian crossings	<ul style="list-style-type: none"> To improve pedestrian crossings and reduce vehicle speeds
Point Grey Road closed at Trutch in association with bike path and additional park space	<ul style="list-style-type: none"> To reduce vehicle volumes and to enhance the public realm