



## Point Grey Road Public Realm Improvements

The Seaside Greenway is a 28 km stretch of walking and cycling paths that begins at the Vancouver Convention Centre and ends at Spanish Banks Park. Since 2013, work has been underway to complete the Seaside Greenway. Phase I (completed in 2014) provided improvements between Burrard Bridge and Jericho Beach Park. Phase II includes traffic signal adjustments to W 4th Avenue (completed in 2015), a final traffic plan for the neighbourhood north of W 4th Avenue, and a recommended design for public realm and walking connections on Point Grey Road.

In June 2015, staff presented two public realm and sidewalk options along Point Grey Road. Over 360 people attended the events with 80% of them from the neighbourhood north of W 4th Avenue. Following public feedback on the design options, staff have been meeting with residents on Point Grey Road to discuss property-specific impacts.

This newsletter outlines the recommended public realm and sidewalk design along Point Grey Road between Alma Street and Tatlow Park, and refinements to the cul-de-sacs between Blenheim and Trutch Streets.

### Events and Feedback

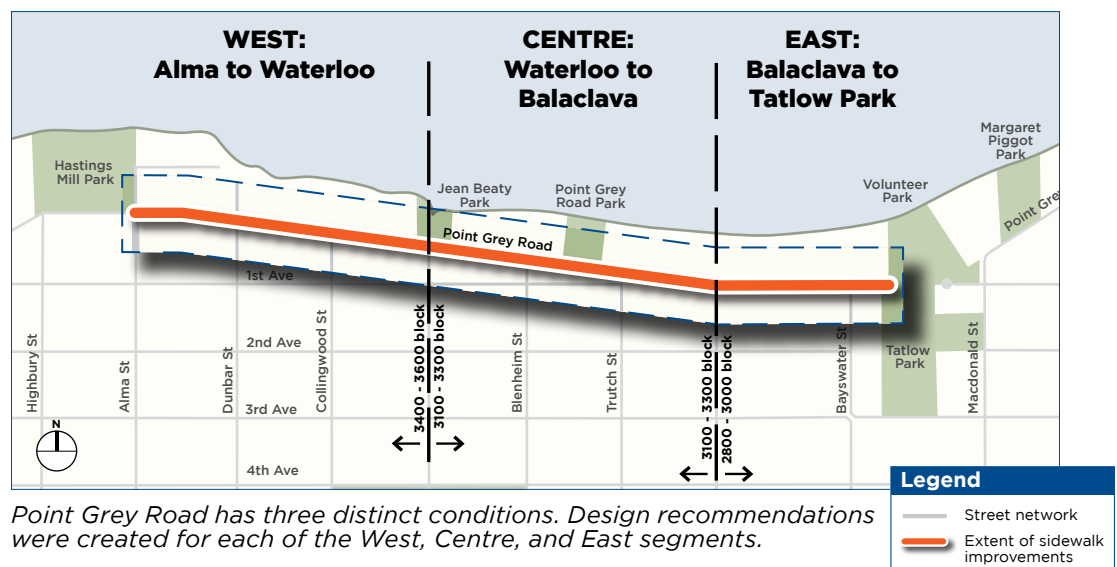
- **-360 people** attended Open Houses (June 2015)
- **189 questionnaires** received
- **over 30 meetings** with residents on north side of Point Grey Road
- **3,100 newsletters:** about neighbourhood traffic recommendations in the area (Dec. 2015)

Please submit your comments by **March 13, 2016.**

Visit [vancouver.ca/pointgreycornwall](http://vancouver.ca/pointgreycornwall) for detailed plans.

Contact us by phone at **3-1-1** or e-mail [pointgrey.cornwall@vancouver.ca](mailto:pointgrey.cornwall@vancouver.ca)

### Point Grey Road



Point Grey Road has three distinct conditions. Design recommendations were created for each of the West, Centre, and East segments.

## Highlights

Recommended improvements to Point Grey Road include:

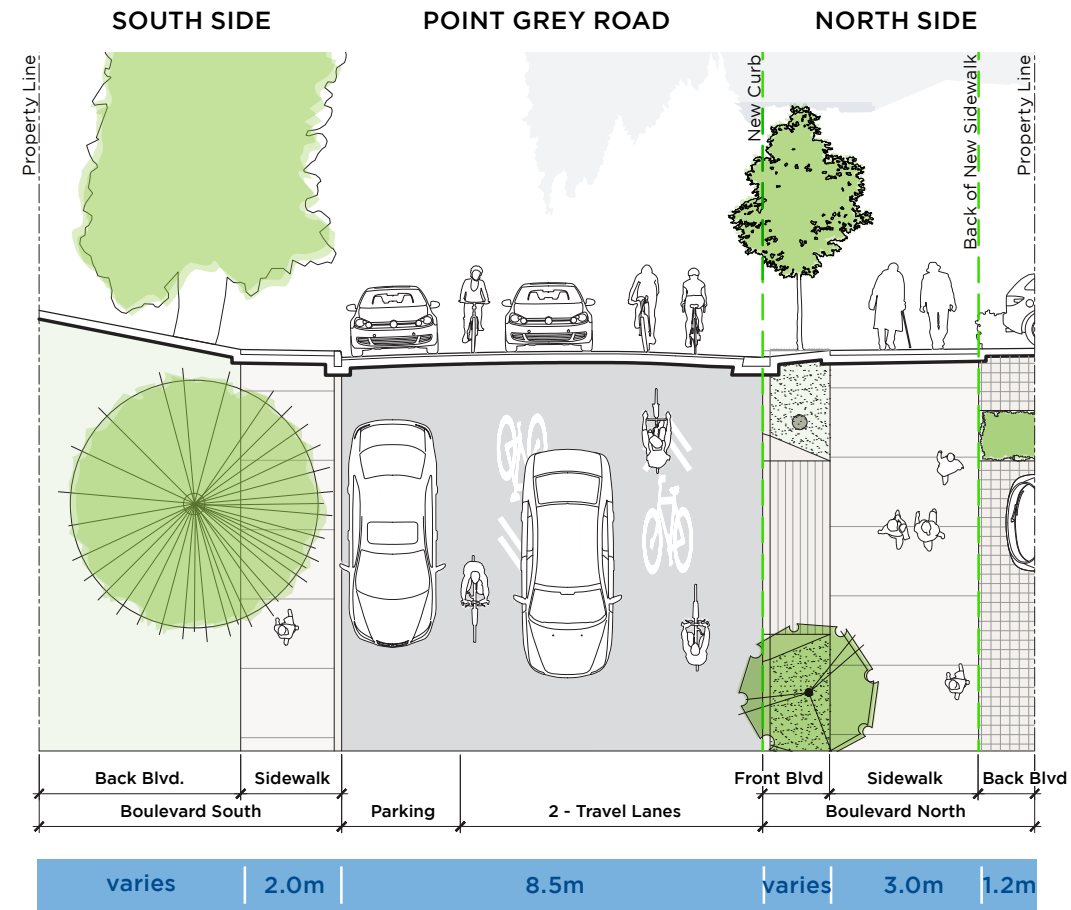
- Sidewalk width of **3.0 m** along north side of Point Grey Road
- A **treed front boulevard** between the roadway and sidewalk on the north side of Point Grey Road
- Planting of **new trees** along Point Grey Road
- Consistent **1.2 m back boulevard** between sidewalk and private properties
- Improved street and pedestrian **lighting**
- Addition of site furniture including **benches and water fountains** in the parks
- **Construction** coordinated with upcoming sewer replacement



What is different?	Why?
Widened sidewalk on the north side of the street	<ul style="list-style-type: none"> <li>• To provide additional space for people walking and running with connections to waterfront parks</li> <li>• To bring sidewalk width in line with other sections of the Seaside Greenway</li> <li>• To improve the walking and running surface for people of all ages and abilities</li> </ul>
Maintain a level sidewalk across driveways	<ul style="list-style-type: none"> <li>• To improve the walking and running surface for people of all ages and abilities</li> </ul>
Road narrowed between Waterloo and Tatlow Park	<ul style="list-style-type: none"> <li>• To widen the sidewalk while maintaining two travel lanes and south on-street parking</li> </ul>
Road widened slightly between Alma and Waterloo	<ul style="list-style-type: none"> <li>• To provide additional space for motor vehicles and bicycles, reducing conflict between the two</li> <li>• To bring road widths in line with the rest of Point Grey Road</li> </ul>
New or widened front boulevard on the north side of the street	<ul style="list-style-type: none"> <li>• To provide a more comfortable pedestrian experience by creating separation between vehicles and pedestrians and improved visibility for all road users</li> </ul>
Some existing tree and hedges removed from the street right of way	<ul style="list-style-type: none"> <li>• To accommodate the widened sidewalk and improve visibility for all road users</li> </ul>
New street tree planting	<ul style="list-style-type: none"> <li>• To replace existing trees that need to be removed and to enhance the public realm</li> </ul>
New street and pedestrian lighting	<ul style="list-style-type: none"> <li>• To provide lighting levels to current standards and improve visibility to all road users</li> </ul>
New driveway crossings	<ul style="list-style-type: none"> <li>• To provide access for residents while maintaining a level sidewalk</li> </ul>
Corner bulges with raised pedestrian crossings	<ul style="list-style-type: none"> <li>• To provide improved and safer pedestrian crossing at key intersections and reduce vehicle speeds</li> </ul>
New benches, water fountain and bicycle parking	<ul style="list-style-type: none"> <li>• To provide new rest areas at the parks</li> </ul>

## Typical Cross Section and Plan

Variations to the front boulevard, sidewalk width, and overall alignment are anticipated to accommodate issues such as significant trees and corner crossings. Detailed plans and cross sections for each segment of Point Grey Road are available on the project website.



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

## Next Steps and Comments

Final recommendations will be presented to Council in the spring.

Development of the public realm and sidewalk improvements are being coordinated with the Point Grey Road sewer replacement. Final construction of the recommended sidewalk, public realm, and cul-de-sacs improvements is anticipated to start Fall 2016.

To view detailed plans for each segment of Point Grey Road visit: [vancouver.ca/pointgreycornwall](http://vancouver.ca/pointgreycornwall). Comments can be sent to 3-1-1 or by email at [pointgrey.cornwall@vancouver.ca](mailto:pointgrey.cornwall@vancouver.ca).

Please submit your comments by March 13, 2016.

## Survey Highlights

One hundred and eighty-nine questionnaires were received during and after the June 2015 Open Houses. Feedback was provided on the public realm and walking connection options, and traffic plan options for the area north of W 4th Avenue.

Highlights from questionnaire responses include the following:

### Best features and benefits of recommended design

- Wider and fully accessible sidewalks (58%)
- Greater separation between sidewalk and roadway (48%)
- More green space (47%)
- Seating and resting opportunities, and reduced conflict between users

% support for recommended option

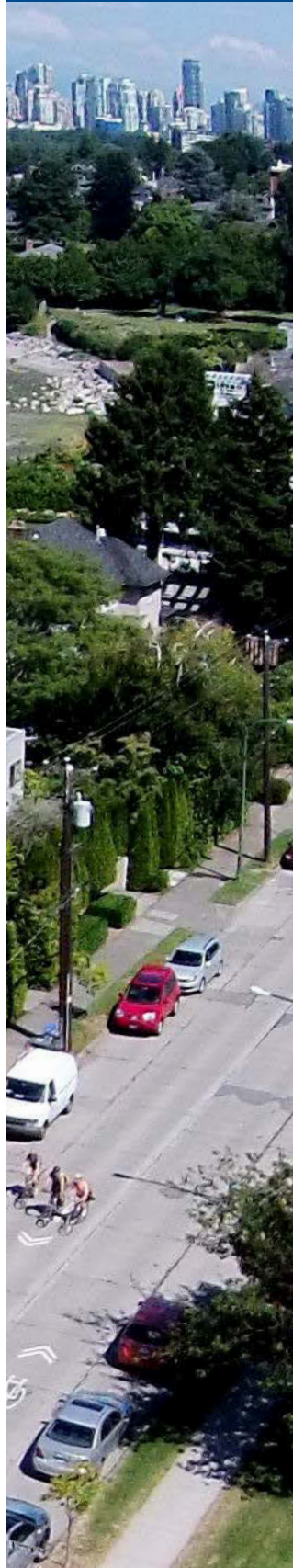
### Greatest concerns

- Conflicts between people walking, cycling and driving
- Difficulty accessing driveways
- Changes to parking
- Impacts to access and privacy on adjacent properties



# Point Grey Cul-de-sacs

In June 2015, a design was presented for the cul-de-sacs between Blenheim Street and Trutch Street. The proposed conditions will provide more greenspace, wider sidewalks and a local street bikeway. Refinements to the cul-de-sac design were made based on further technical analysis of tree root protection and consultation with emergency services.



## Revised Plan



Identified alignment is for illustration purposes. Final alignment may vary according to site specific conditions.