

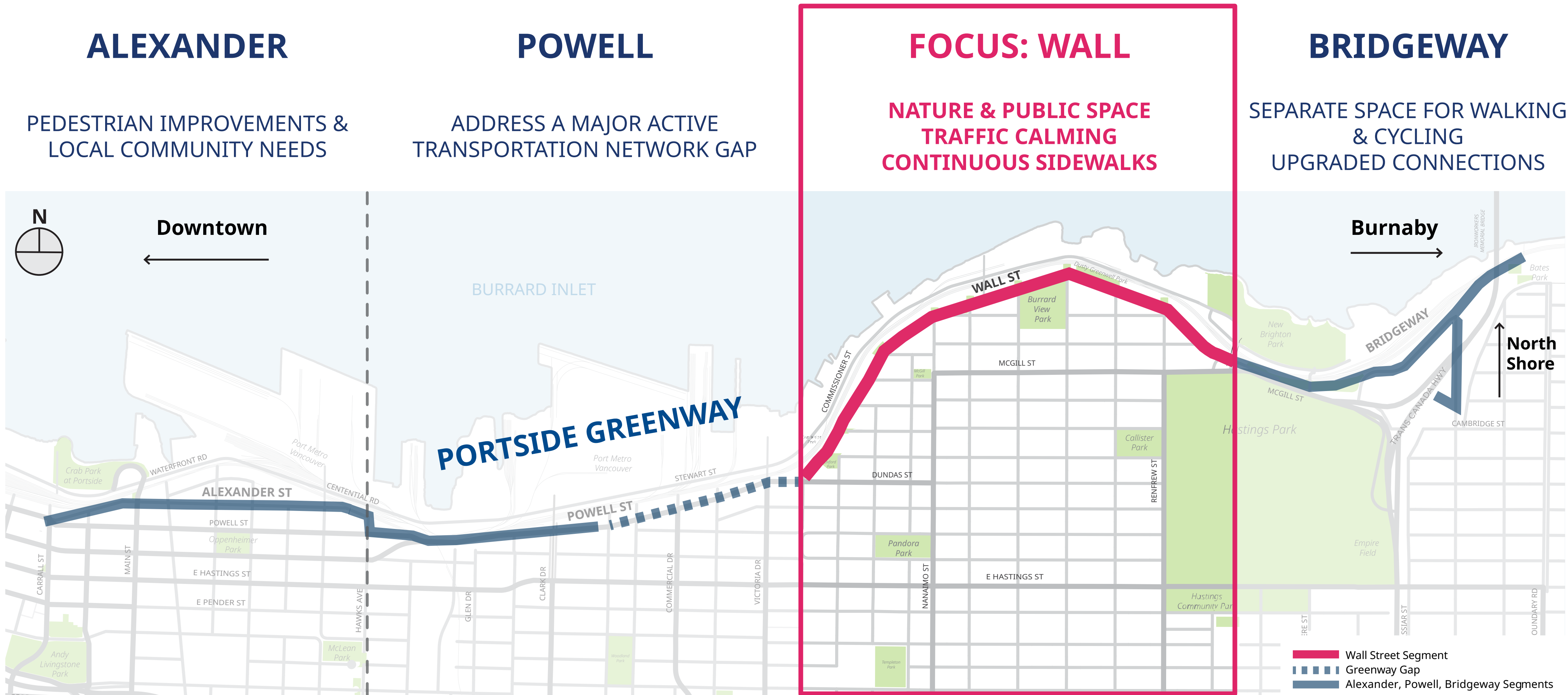
1 WELCOME

Overview

The City is planning to upgrade the Portside Greenway. The project will create a high quality greenway that prioritizes safe, comfortable walking, biking and rolling with new public spaces along the way.

The Greenway has unique segments, highlighted below. Phase 1 engagement gathered feedback on the whole greenway and was a space for people to discuss project goals, ideas, and concerns around the project. Phase 2 engagement focused on sharing two design options for Wall Street.

This phase of engagement will focus on the **proposed design for the Wall Street section** of the Portside Greenway which builds on feedback heard in phase 2.



Why we are here

As part of our final phase of engagement on the Wall Street section of the Portside Greenway, we are looking for **feedback on the proposed design for Wall Street and additional traffic calming measures** in the neighbourhood. Planning and analysis continues on other segments.



Share your input

Visit one of our **pop-up events**: September 13 and 17. Times & locations are available on the webpage.

Sign up for the **newsletter**

Complete a **survey** by September 24, 2025

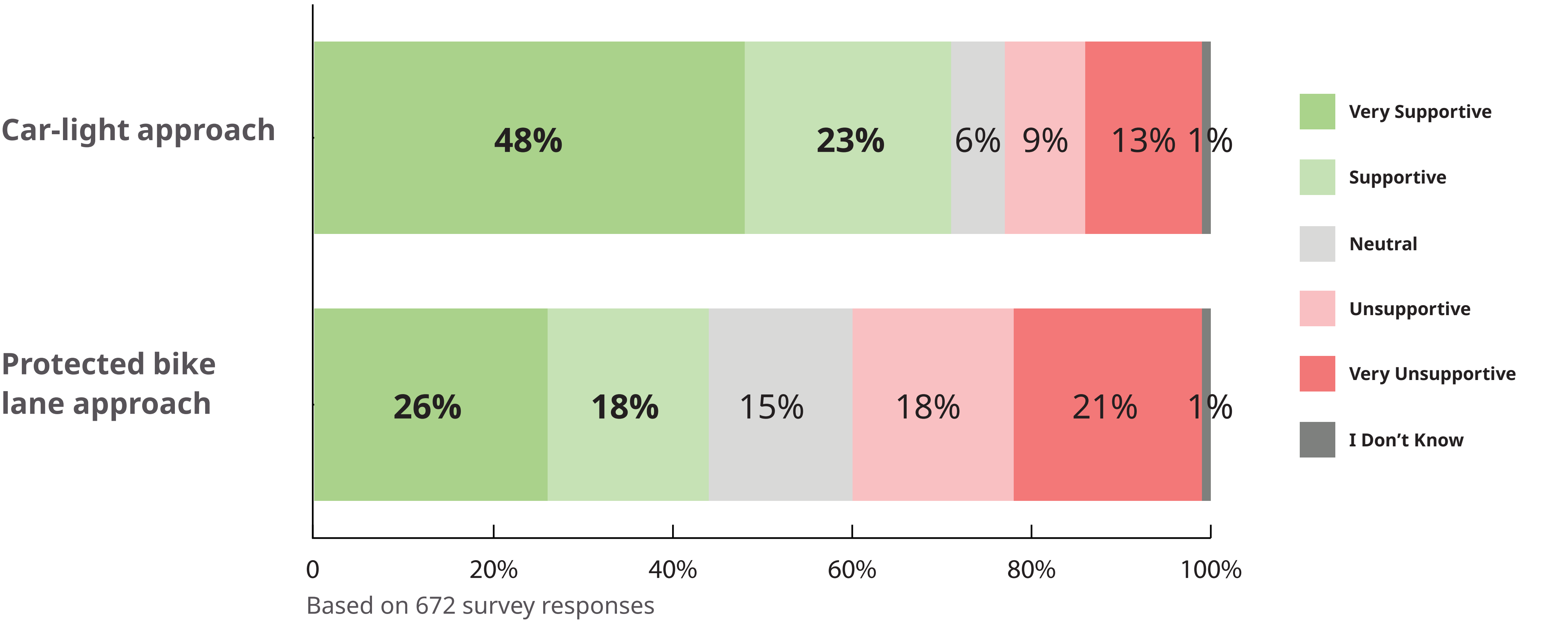
2 PHASE 2 - WHAT WE HEARD

Strong support for car-light design

During phase 2 engagement in fall 2024, we focused on the Wall Street segment of the Portside Greenway and heard from the public through meetings, emails, pop up events, and an online survey. Two design approaches were presented:

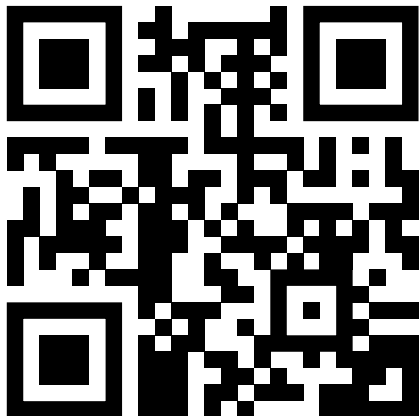
- **Car-light street** – a quiet two-way shared street with parking on one or both sides.
- **Protected bike lane** – a protected bike lane with two-way vehicle traffic and parking on one-side of the street for most blocks.

After reviewing feedback from phase 2, **staff heard a preference for the car-light approach.**



Over **672 surveys** were submitted from community members during phase 2 engagement. Based on what we learned in phase 2, staff have continued to refine the car-light approach to address feedback and concerns. Key themes include:

Scan the QR code to see our phase 2 engagement summary



Walking and cycling

- Support for people cycling and driving sharing the road because of reduced vehicle volumes and speeds.
- Wider sidewalks for active transportation.



Traffic calming and parking

- Support for traffic calming to address vehicle volume and speeding concerns along Wall Street, creating a more comfortable street for people walking and cycling.
- Support for lower vehicle speeds and volumes to create a safer and more comfortable street for people walking and cycling.



Urban nature

- Support for expanded and improved green spaces and parks.
- Support for new street trees and green infrastructure opportunities.

3 DESIGN OVERVIEW

Wall Street has been divided into three zones, each with a proposed car-light design approach that draws on what we heard during Phase 2. The vision for Wall Street will be implemented using a phased approach with two construction timelines:

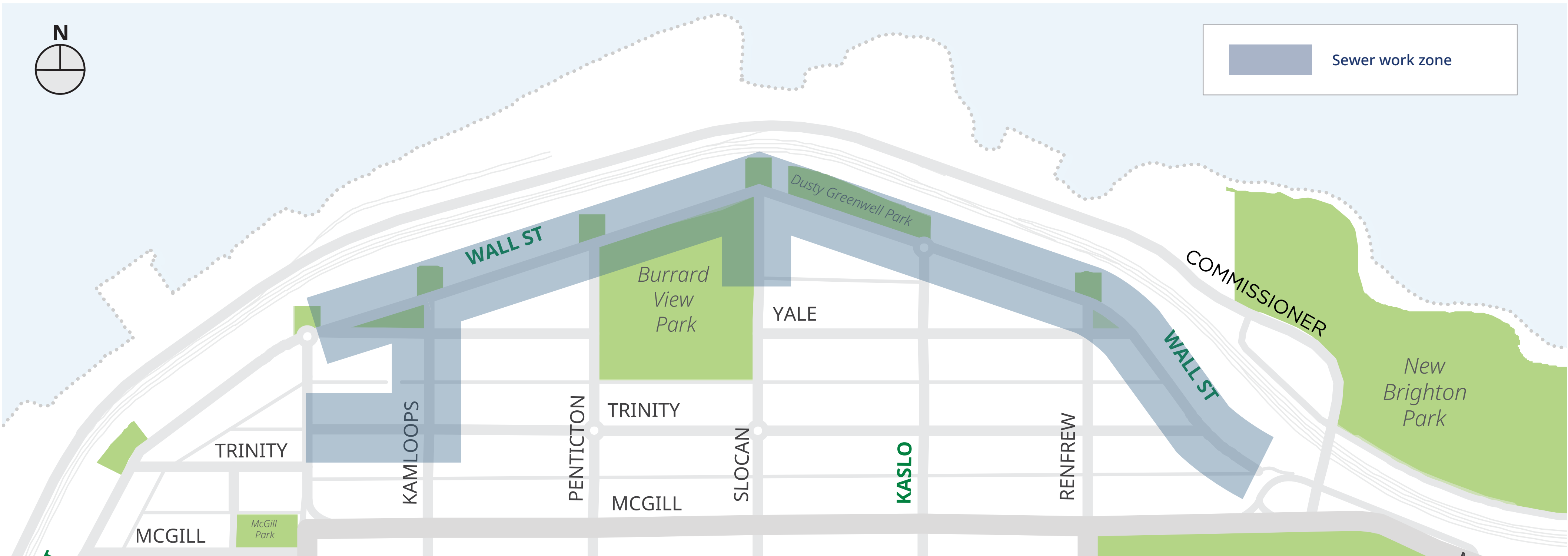
- Wall Street West - Construction starting 2027+
- Wall Street Central/East - Construction starting 2028+

The delay to Central/East is based on capital plan budgets being scoped for 2027-2030 along with coordinating Central/East changes with sewer construction. **Staff are refining the design for Wall Street West and looking for feedback on concepts for Wall Street Central/East.**



Coordinating with sewer work

We are coordinating construction with sewer and associated road work along Wall Street anticipated to begin in 2028 to minimize impacts on local residents and address the sidewalk gaps:



4 DESIGN ELEMENTS

The proposed design will reallocate road space on Wall Street to create an enjoyable park-like travel experience, with wide sidewalks and treed boulevards. Traffic calming measures will enable safer walking and cycling, while maintaining access for residents and emergency vehicles.



Seating options for various uses - relax, people watch, hang out with friends, eat and/or drink.



Green rainwater infrastructure like rain gardens and tree trenches to manage rainwater runoff.



Public bike share and e-scooter stations to expand multimodal options. Some stations have been relocated to maximize parking options for residents.




Four proposed street closures to create car-free green spaces, enable safer walking and biking routes, and discourage neighbourhood shortcutting.

PLANTING STRATEGIES


Planting along Wall Street will feature a variety of native species to promote biodiversity, support local wildlife, and create a vibrant, sustainable streetscape:

Lawn Turf




Typical grass; green when watered regularly.

Lush Leaf Clover




Alternative to grass, stays green in drought while looking fuller and more vibrant.

Wildflower Meadow



Native, drought-tolerant flowers that attract pollinators with vibrant colours.

Forest Floor



Native, low growing plants including shrubs and perennials.

Mini Forest

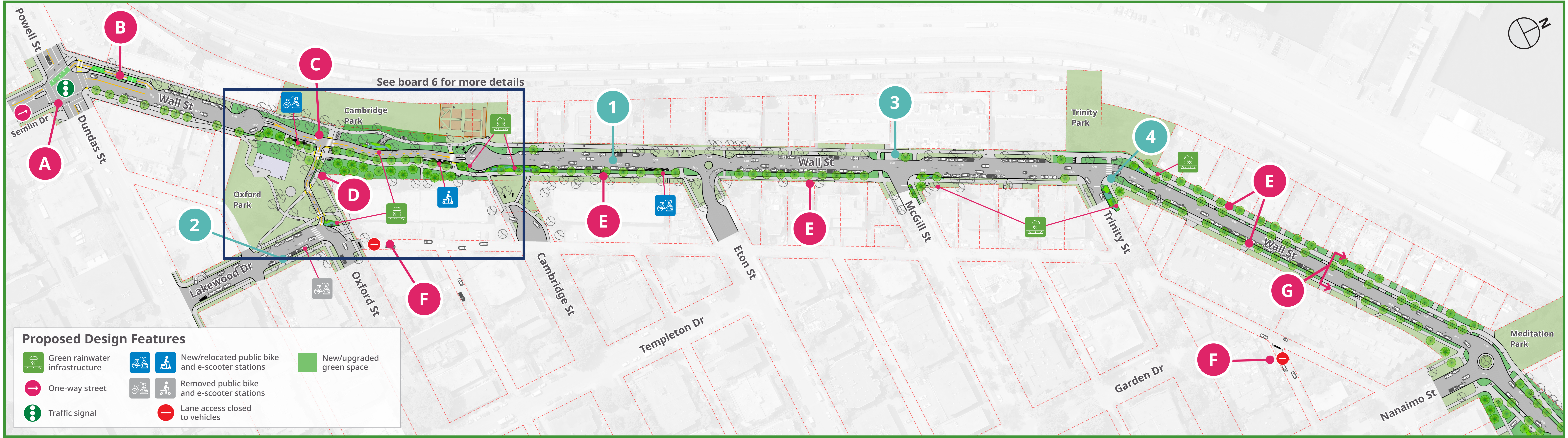


Range of trees including evergreen and deciduous planted in groupings.

PROPOSED DESIGN - WALL STREET WEST ZONE (2027+)

Powell Street to Nanaimo Street

The proposed closure of Wall Street between Oxford and Cambridge streets will help discourage shortcutting in the neighbourhood and increase green space. The design has been revised to minimize parking loss while also repairing damaged sidewalks and streets, adding street trees, and improving pedestrian crossings.



KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2027+

- A** New signal and intersection upgrades to improve safety for people walking and biking. Removed southbound access off Powell/Dundas Street to Semlin Drive. Eastbound left turn restriction will be removed to support residential access.
- B** New raised bike path will enable future potential cycling connections.
- C** Connect Oxford and Cambridge Parks to create a car-free green space with additional trees, a bike path, and seating. See Board 6 for details.
- D** Separate paths for people walking and biking to improve connection with the Lakewood bikeway.
- E** Widened boulevard for trees.
- F** Concrete barriers will be installed at two locations to restrict vehicle shortcutting while maintaining access for people walking and biking. Vehicle access in the lanes is maintained via adjacent streets.

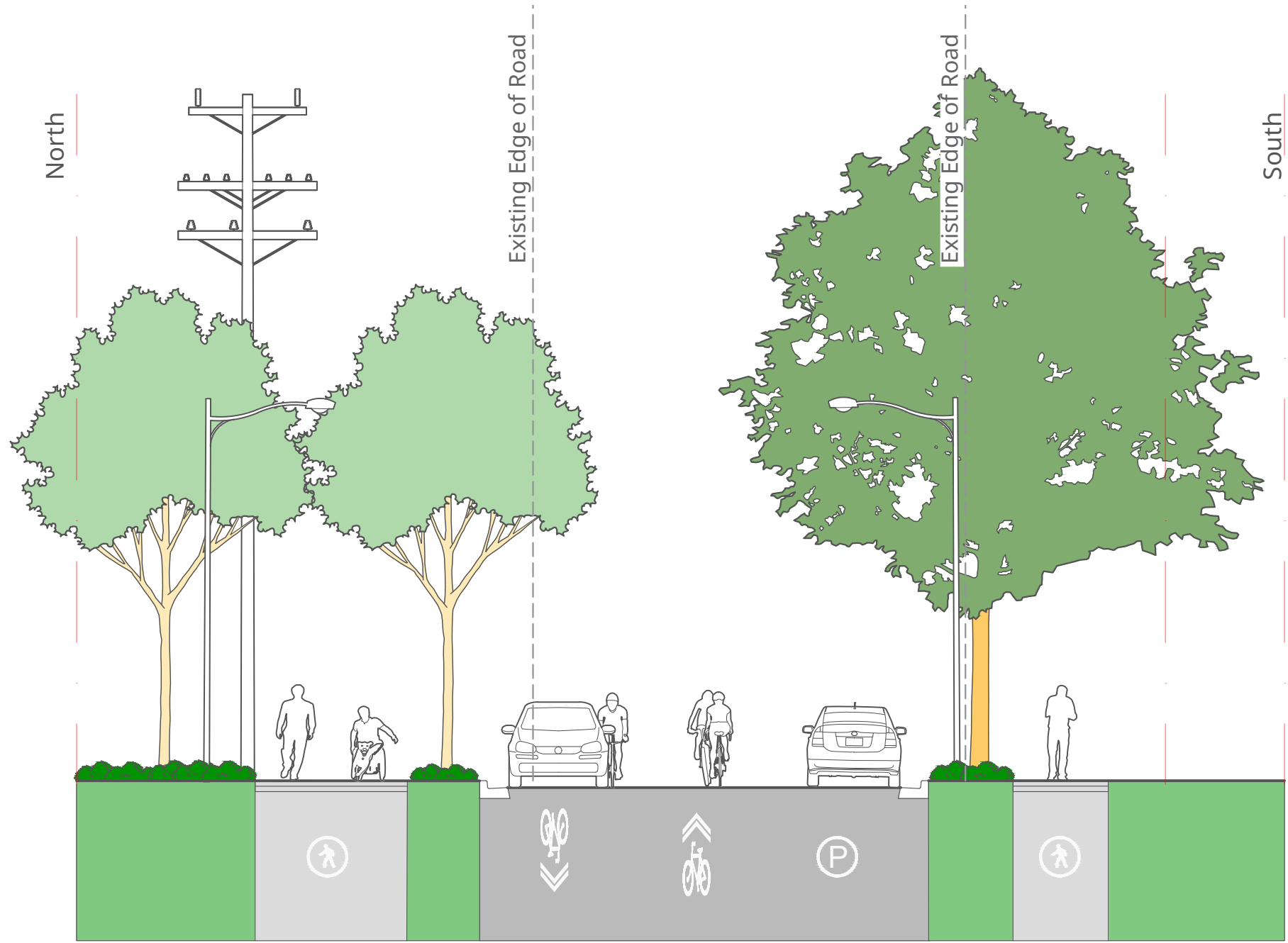
DESIGN CONSIDERATIONS FROM PHASE 2 FEEDBACK

- 1** Parking maintained on both sides of Wall Street between Cambridge and Trinity Streets. Some parking removal will occur to provide curb bulges and accessible pedestrian crossings.
- 2** Public bike share station relocated to car-free space and 2 parking spaces on Lakewood Drive reinstated.
- 3** Due to budget constraints, sidewalk widening and space for new street trees has been reduced to sections where street and sidewalk repairs are needed.
- 4** Phase 2 feedback supported an additional closure at Wall and Trinity Street; however, it was not pursued due to residential access concerns and design constraints.

G

2300 Block

Between Trinity and Nanaimo
Looking northeast



6 PROPOSED DESIGN - WALL STREET WEST ZONE (2027+)

Wall Street Car-Free Area between Oxford and Cambridge Streets



The **long term vision** for Wall Street Central includes a car-free area between Nanaimo Street and Kamloops Street and a traffic diversion at Renfrew Street to lower traffic volumes. The road will be narrowed to slow vehicles and create space for a wide continuous sidewalk and trees along the north side of the street. The **design and implementation of this zone may shift** based on budget, resources, and sewer construction. Staff will be in touch with residents as the design progresses.



KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2028+

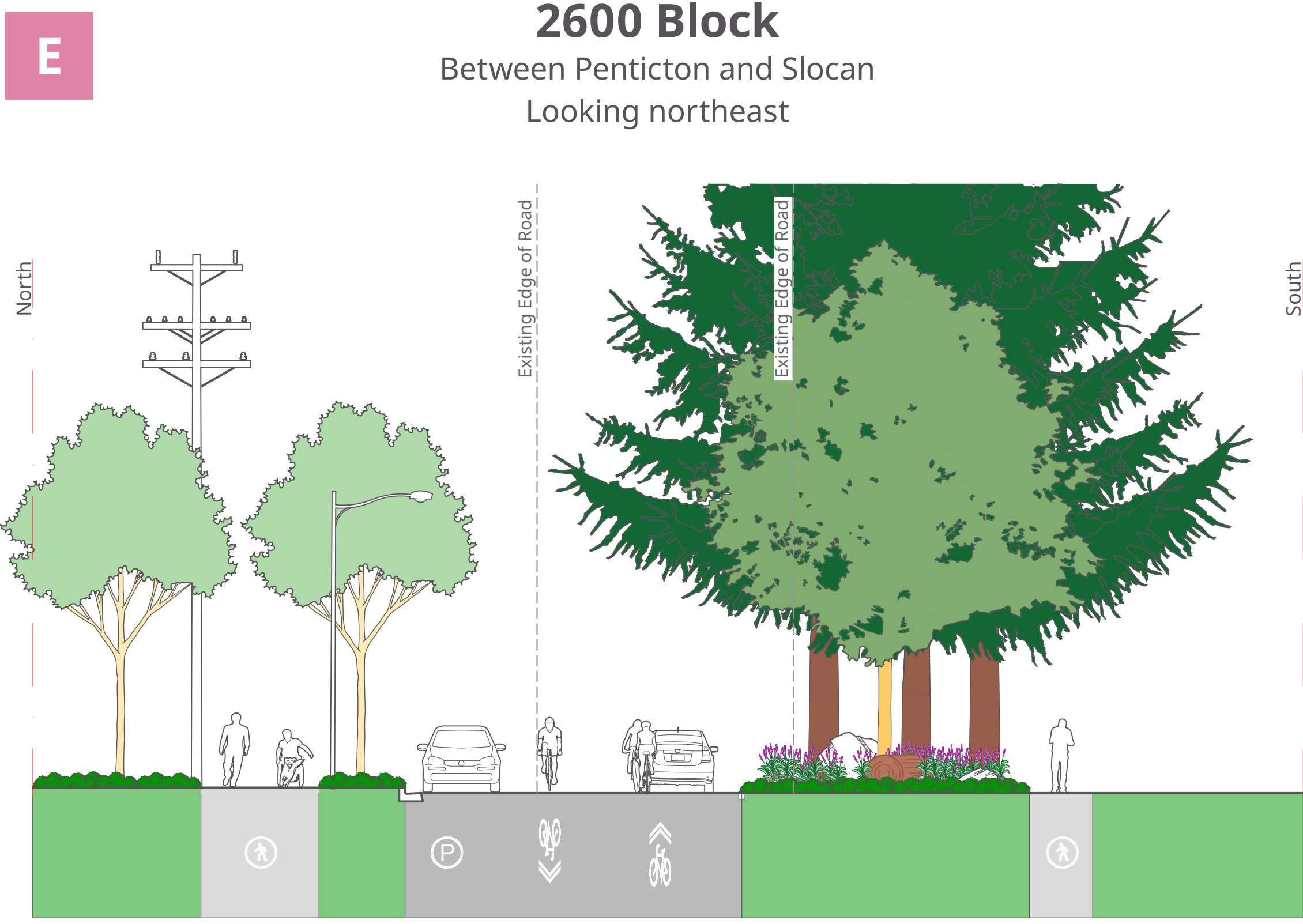
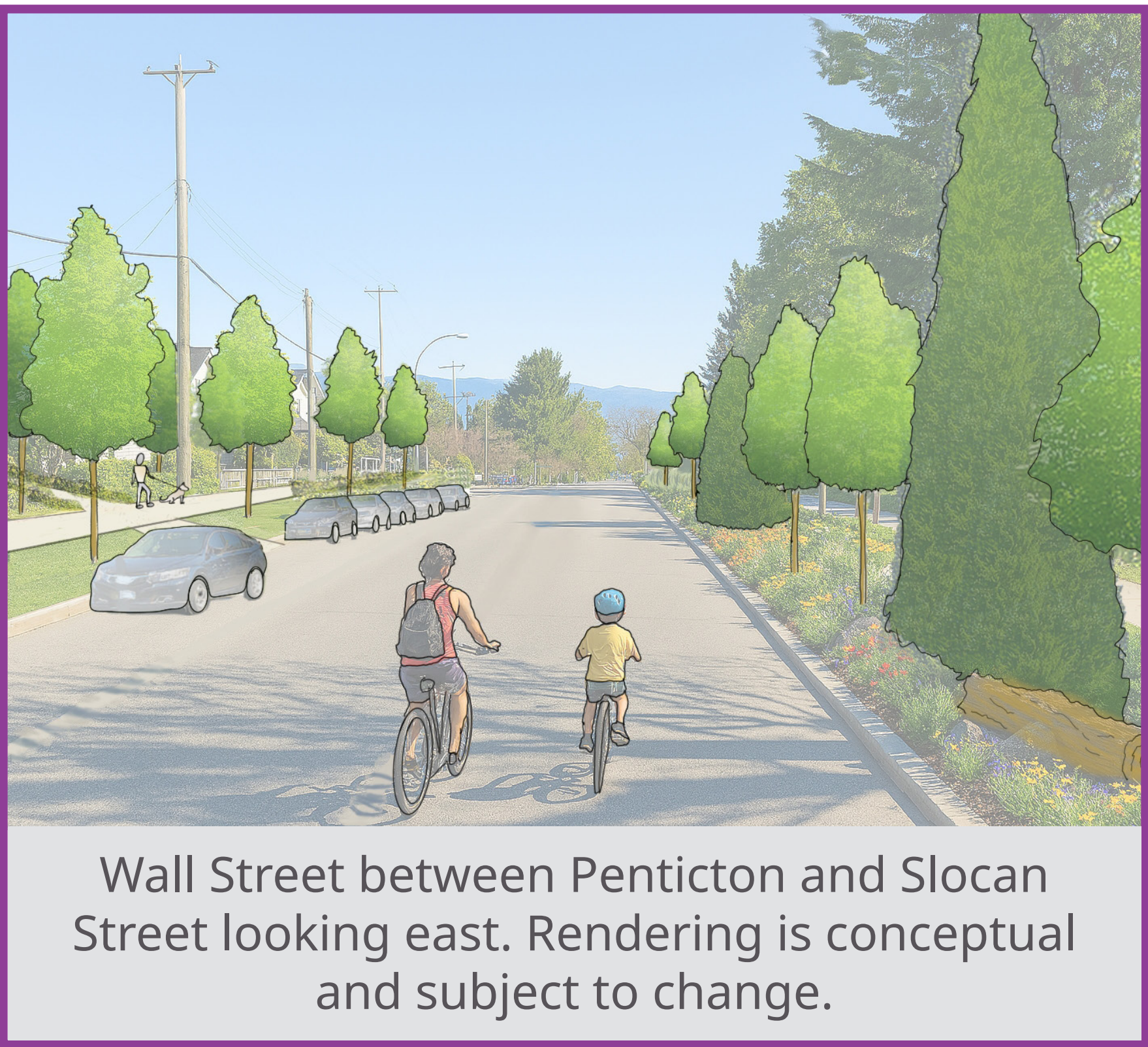
- A** Wide, continuous sidewalks along the north side of Wall Street.

LONG TERM DESIGN ELEMENTS

- B** Car-free space at Wall and Kamloops Street will double the size of Portside View Park by connecting it to an existing green space. Proposed seating areas have been strategically placed to take advantage of the mountain and port views.
- C** Reallocated road space for trees, sidewalks, and traffic calming.
- D** Vehicle access converted to eastbound only on Wall Street from Kaslo to Renfrew Street and southbound only on Renfrew Street to Yale Street.

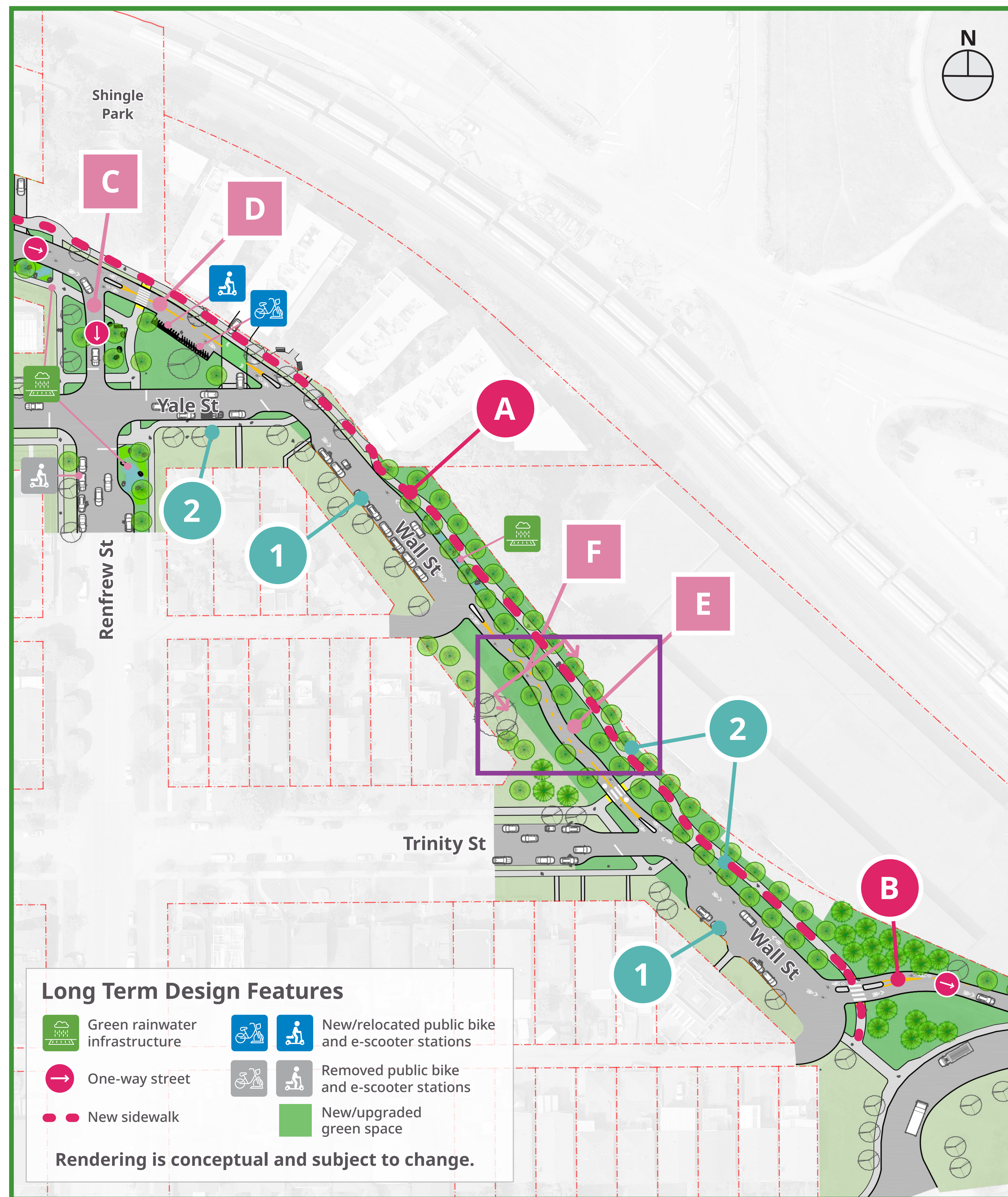
DESIGN CONSIDERATIONS FROM PHASE 2 FEEDBACK

- Proposed vehicle closure between Wall and Yale Street based on support in phase 2.
- Modifications made to maintain additional parking spaces.
- Due to steep driveways between Kaslo and Renfrew Street, at least one back-in only parking space per residence on the north side will be maintained.



8 LONG TERM VISION - WALL STREET EAST ZONE (2028+)

Renfrew Street to Commissioner Overpass



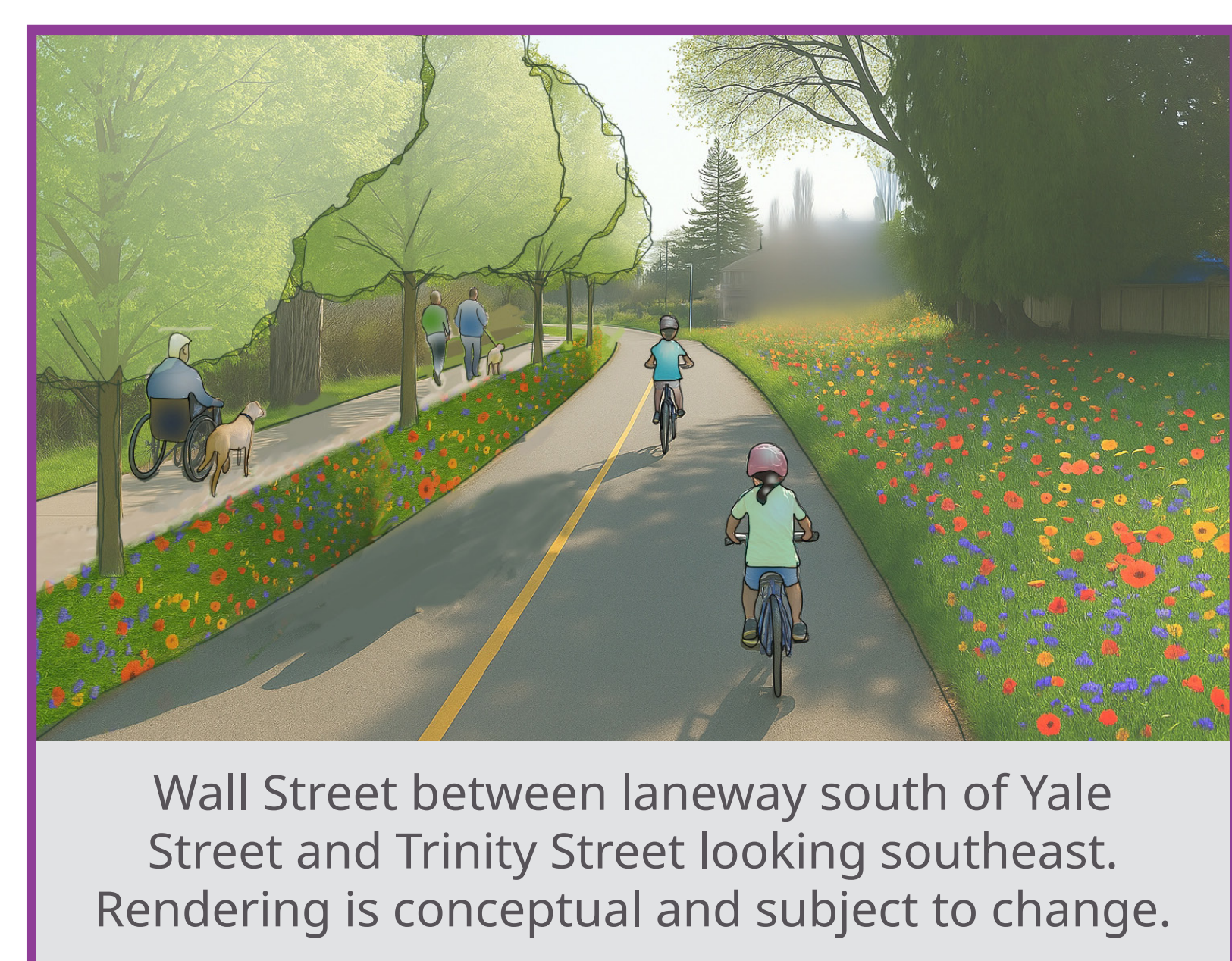
The **long term vision** for Wall Street East includes two car-free spaces to increase green space. The concept has been revised to balance the parking needs of the neighbourhood and focus on a new sidewalk along the north/east side of Wall St. The **design and implementation of this zone may shift** based on budget, resources, and sewer construction. Staff will be in touch with residents as the design progresses.

KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2028+

- A** Wide, continuous sidewalks along the north side of Wall Street.
- B** Local access road to Maple Leaf Storage will be converted to eastbound only for vehicles. Active transportation users will have two-way access.

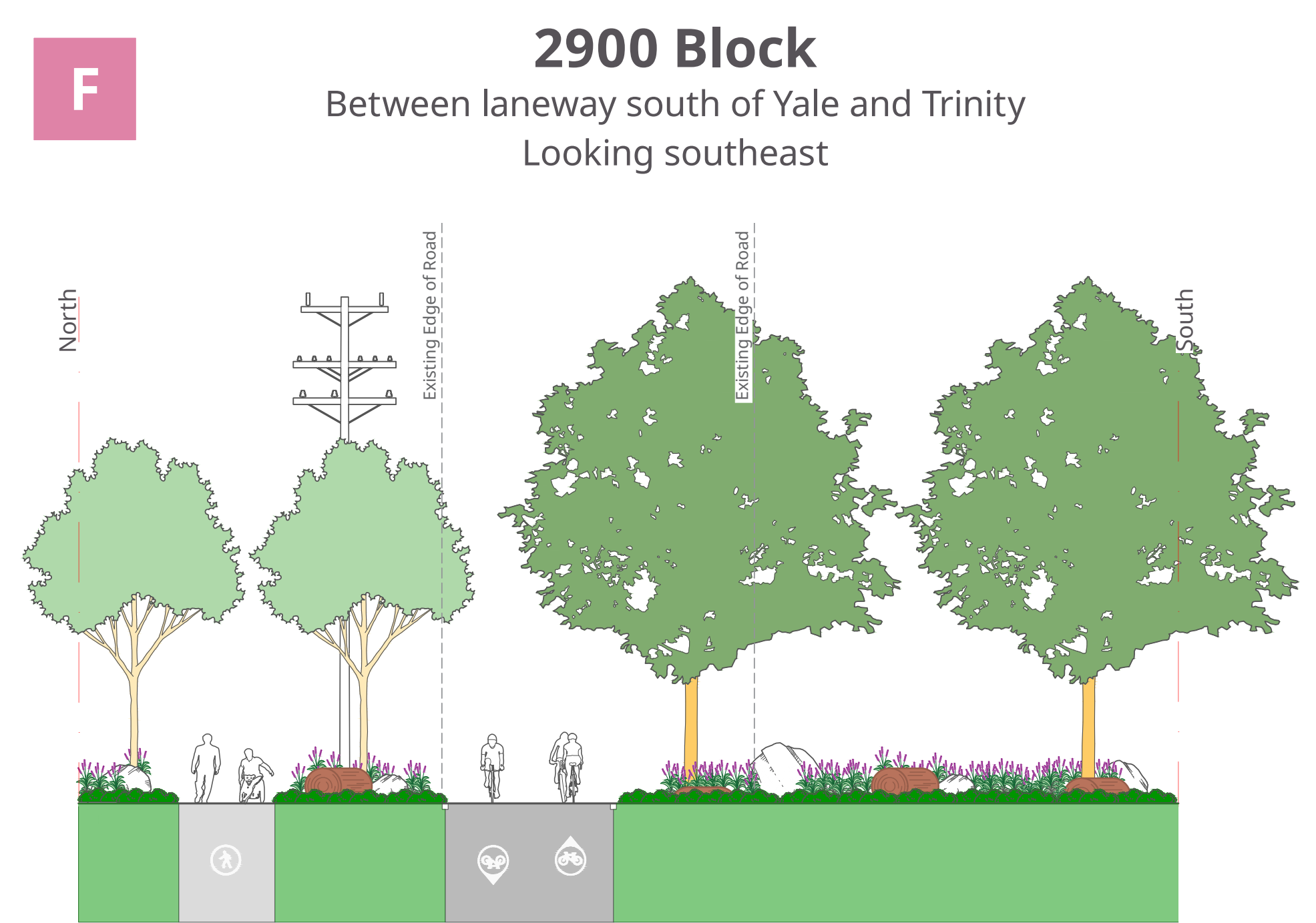
DESIGN CONSIDERATIONS FROM PHASE 2 FEEDBACK

- 1** Additional parking maintained on the south/west side of Wall Street.
- 2** New sidewalk on one side only due to design constraints.



LONG TERM DESIGN ELEMENTS

- C** Convert Renfrew Street between Wall Street and Yale Street to southbound only for vehicles to reduce shortcutting and expand green space. Active transportation users will have two-way access.
- D** Car-free space between Renfrew Street and Yale Street. Driveway access maintained via Yale Street.
- E** Car-free space between laneway south of Yale Street and Trinity Street.



TRAFFIC CALMING & NEIGHBOURHOOD ACCESS

Feedback heard in Phase 2 showed support for reduced vehicle volume and speeds along Wall Street as well as changes to help mitigate traffic concerns on other streets in the neighbourhood.

Based on community feedback, staff have refined the designs for quick-build traffic calming measures to be implemented on local streets. Traffic calming measures are being implemented to both help manage vehicle volumes and enable neighbourhood access for residents. Measures work as a system, changing one measure may require changes to other measures. As traffic calming measures are implemented, staff will monitor and collect data on vehicle volume and speeds to determine their effectiveness. These temporary measures can be adjusted or removed if needed, and if successful, may be upgraded to permanent materials in the future.



- A Wall and Powell Street:** Remove eastbound left turn restriction during evening peak to support residential access.
- B Wall Street:** Proposed closures and traffic diverters on Wall Street will help reduce vehicle volumes by discouraging neighbourhood shortcutting and creating a comfortable, shared street environment for people biking and driving. Emergency vehicle and active transportation access will be maintained at all closures.
- C Lanes:** Concrete barriers will be installed at two locations to restrict vehicle shortcutting while maintaining access for people walking and biking. Vehicle access in the lanes is maintained via adjacent streets.
- D Trinity Street:** Two blocks on Trinity Street will become one-way for vehicle traffic to restrict shortcutting through traffic. Two-way access for people biking will be permitted on all streets.
- E Renfrew and McGill Street:** Restrict westbound right turns from McGill Street onto Renfrew Street between 7:00-9:30AM to prevent shortcutting traffic from moving to new routes.
- F Monitoring Area:** Staff will collect data to monitor local street volumes in this area once the Wall Street changes are implemented to determine if additional traffic calming measures are needed.
-  **Neighbourhood Streets:** Quick-build traffic calming measures (e.g. curb bulges, raised crosswalks, etc.) to encourage people driving to slow down and improve safety for people crossing the street, without impacting vehicle access.



Street closures

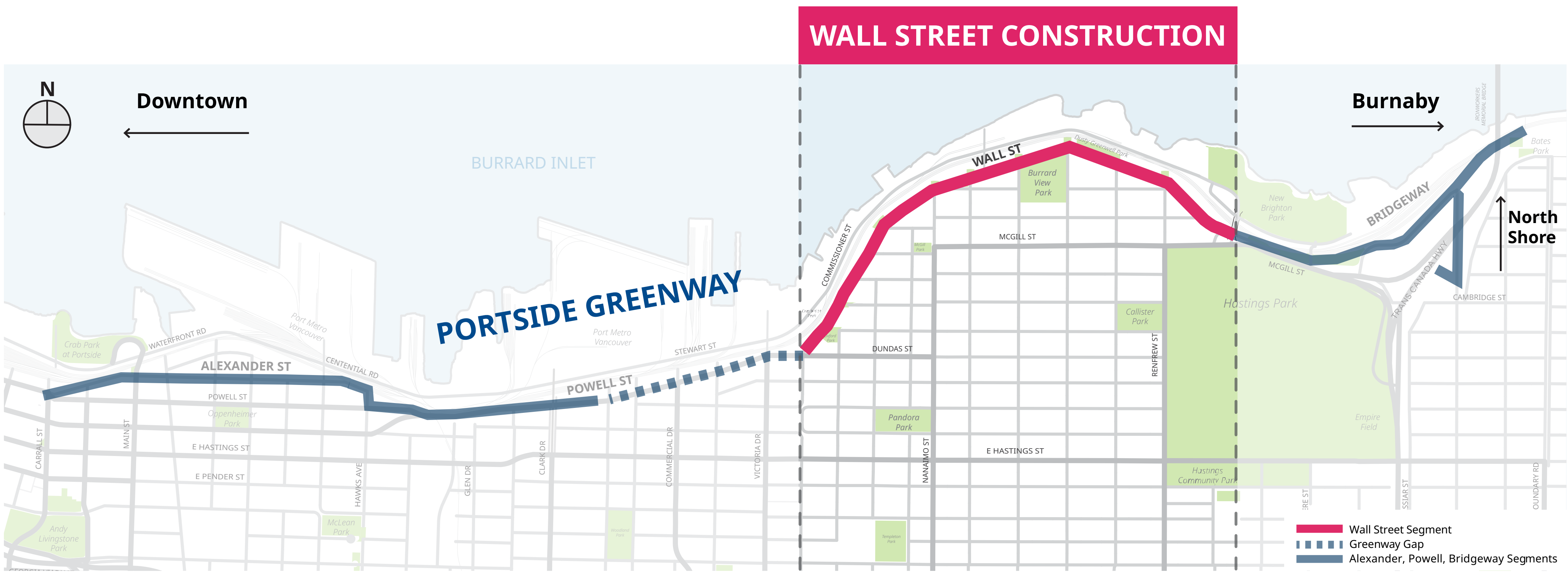


One-ways



Curb bulge

10 NEXT STEPS



This final phase of engagement focuses on the proposed design for the Wall Street section of the Portside Greenway. There will be other opportunities in the future to engage on the remaining sections of the Portside Greenway.

Later this fall, staff will share back what we heard with the community. Construction on the Wall Street West section of the Portside Greenway is anticipated to begin sometime in 2027. Construction on the Wall Street Central/East section may take longer to begin implementation (2028+) based on budget, resources, and combining the project with sewer work. Staff will connect with individual residents along the Central/East section as the design progresses.



Share your input

Visit our webpage or scan the QR code to:

 Share your feedback in the online survey by Wednesday, September 24, 2025

 Sign up for the email newsletter to stay informed

For more information:

 shapeyourcity.ca/portside-greenway

 portsidegreenway@vancouver.ca

Scan the QR code to learn more

