

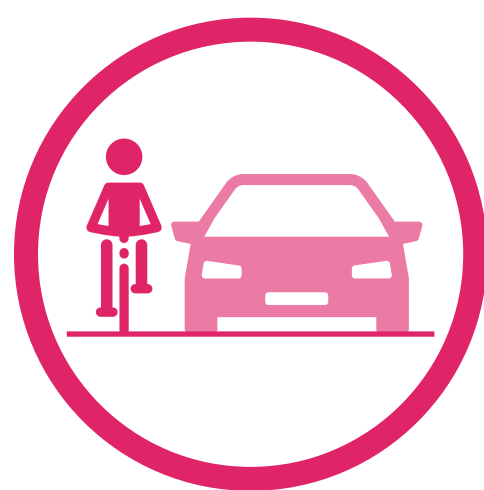
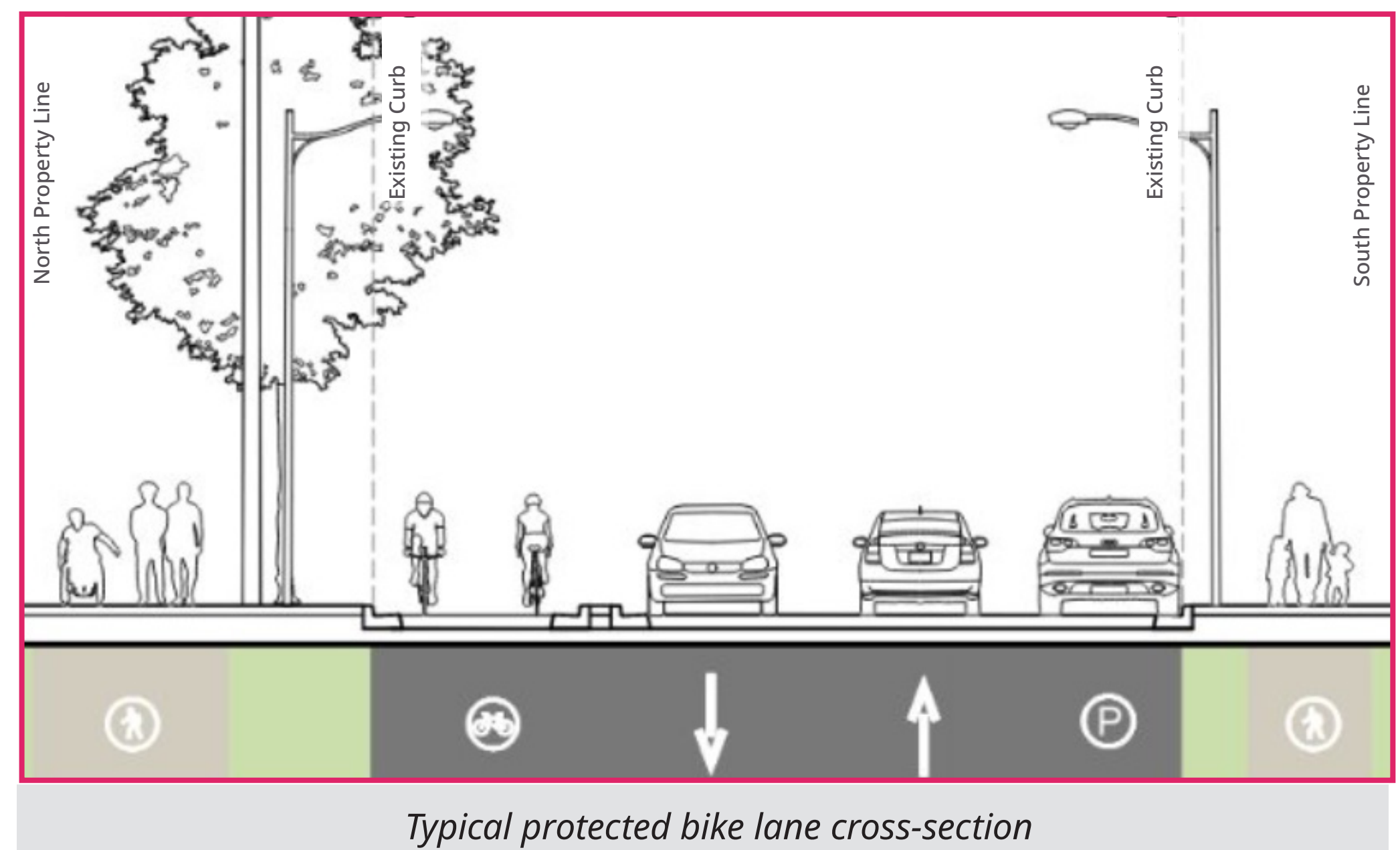
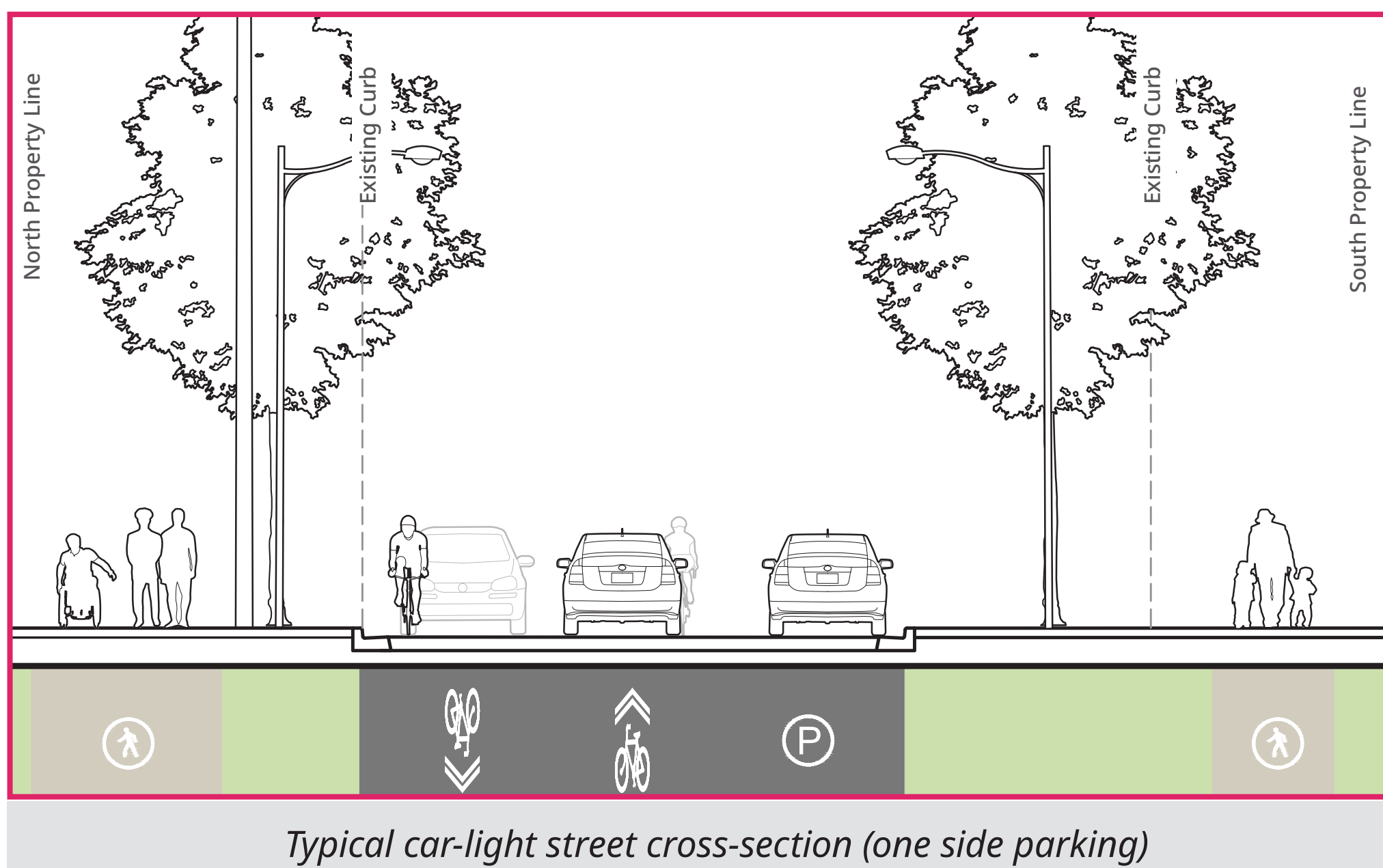
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DESIGN APPROACH OPTIONS

PORTSIDE GREENWAY - WALL STREET OPTIONS

Two design approaches

Based on Phase 1 Engagement feedback, we developed two design approaches for Wall Street. Both deliver an All Ages and Abilities connection in different ways. Both options propose measures that lower vehicle speeds and improve the walking environment by adding and repairing sidewalks, improving street lighting and integrating new seating options. Expanded park spaces and green rainwater infrastructure (like rain gardens, tree trenches and plantings) will help capture and clean our rainwater. Additionally emergency vehicle access and access to all homes and businesses will be maintained.



Car-Light Street

Quiet two-way shared street with parking on one or both sides.



Protected Bike Lane

Protected bike lane with two-way vehicle traffic and one-side parking for most blocks.

Urban Nature	<ul style="list-style-type: none"> • Opportunities to expand and connect park spaces. • New street trees and green rainwater infrastructure. 	<ul style="list-style-type: none"> • Limited opportunity to expand park spaces, plant street trees and add green rainwater infrastructure.
Cycling and Micro-mobility	<ul style="list-style-type: none"> • A mix of car-free areas and shared low vehicle volume street spaces. 	<ul style="list-style-type: none"> • Two-way protected bike lane along the north side of Wall Street between Oxford and Renfrew Streets.
Walking	<ul style="list-style-type: none"> • Wide sidewalks with street trees on both sides. • Vehicle noise reduction. 	<ul style="list-style-type: none"> • Wide sidewalk on north side of most blocks.
Local Access and traffic calming	<ul style="list-style-type: none"> • The proposed diversions will break up Wall Street and discourage shortcutting. • Initial proposals for vehicle diversions are located on boards 8 and 9. Additional and/or modified measures may be proposed based on what we hear in this engagement. 	<ul style="list-style-type: none"> • Vehicles can still go both ways between Dundas and Renfrew Streets. • Vehicle volumes can stay the same, no traffic calming measures added. • Road narrowing is proposed to help lower vehicle speeds
Street Parking	<ul style="list-style-type: none"> • Between 40 - 60% of parking will be retained (on at least one side of the street). • Option to retain parking on both sides, instead of expanding green space on some blocks. 	<ul style="list-style-type: none"> • Between 40-50% of parking will be retained (on one side of the street, for most blocks). • Less opportunity for parking on two sides of the street.