



To: Planning Committee **Date:** June 18, 2008
From: Victor Wei, P. Eng. **File:** 10-6455-01/2008-Vol 01
 Director, Transportation
Re: **BAYVIEW STREET – PROPOSED ANGLE PARKING AND CORNER CUTS IN THE STEVESTON VILLAGE AREA**

Staff Recommendation

1. That the proposed angle parking concept on the north side of Bayview Street between No.1 Road and 3rd Avenue be included in upcoming Steveston Village Parking Improvements public consultation and the outcome be reported back to Council for further consideration.
2. That the Steveston Village area be excluded from the typical staff requirement of corner-cuts with the exception of 3900 Moncton Street, 3991 Moncton Street and 3960 Chatham Street, which will be addressed separately via development review process as described in the attached report.

Victor Wei, P. Eng.
Director, Transportation
(4131)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Development Applications.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>GS</i> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the July 18, 2007 meeting of the Public Works and Transportation Committee, staff presented a report that summarized the results of a public open house held in Steveston in July 2006 to solicit feedback on a number of parking improvement ideas for the Steveston Village area and provided a list of draft recommendations based on the results of the open house and staff's analysis. The following resolutions were carried with respect to that report:

- 1) *That the proposed draft recommendations for parking improvements in the Steveston Village area, (as described in the report dated June 29th, 2007, from the Director, Transportation), be endorsed, subject to Draft Recommendation No. 9 – "Construct angle parking on the north side of Bayview Street when sufficient funds are available in the Steveston Off-Street Parking Reserve Fund", being deleted from the list of proposed draft recommendations.*
- 2) *That Draft Recommendation No. 9 - Construct angle parking on the north side of Bayview Street when sufficient funds are available in the Steveston Off-Street Parking Reserve Fund, be referred to staff for further consideration in conjunction with discussions relating to the future of the Steveston Tram.*

In addition, at the May 26, 2008 Council meeting, the following referral motion regarding the Steveston Village area was also carried:

That Parts (2)(b) and (c) of Resolution No. R08/10-6, being 12020 1st Avenue (DP 06-345763) and 3900 Moncton Street (DP 06-352004), be referred to the Development Permit Panel to work with the developer to address the following matters:

- ii) with respect to 3900 Moncton Street property, the elimination of the proposed 'corner cut'*

Subsequently, at the June 9, 2008 Council meeting, the future of the tram was determined with the following resolution:

That the tram be permanently located in Steveston Park.

In light of recent Council's decision on the Steveston tram, this report addresses:

- the first referral by presenting staff's proposal to introduce angle parking along the north side of Bayview Street; as well as
- the second referral by reviewing the typical staff requirement for corner-cuts at new developments in the Steveston Village area to help conserve the area heritage character.

Analysis

1. Proposed Bayview Street Angle Parking

Bayview Street, between No. 1 Road and 3rd Avenue, is one of the prime retail-oriented east-west road segments within the Steveston Village area and the closest street to the vibrant Steveston waterfront. The majority of tourists visiting the Steveston waterfront area use this road and typically look for parking along this section of Bayview Street as it is closest to some of the points of interest in Steveston. This creates a higher demand for parking near the waterfront. As there are currently limited parking opportunities in the proximity of this prime area, staff propose to create angle parking along the under-utilized north side of Bayview Street.

Staff estimate that a net increase of 32 on-street angle parking stalls, as shown in **Attachment 1**, could be created at selected locations along the north side of Bayview Street (between No. 1 Road and 3rd Avenue) while maintaining the existing two-way traffic operations. Although it was determined that the parking capacity of the overall Steveston area was adequate, a key finding of a previous parking study¹ suggested that the parking supply in the southern core area was practically at capacity in the summer months (see **Attachment 2**).

Staff recommend that the proposed Bayview Street angle parking concept be included in the upcoming Steveston Village Parking Improvements public consultation in conjunction with that of the Steveston Village Conservation Program in order to obtain public feedback and the outcome be reported back to Council.

The creation of the proposed angle parking on Bayview Street, including a new curb, sidewalk and streetscape, is estimated to cost approximately \$300,000.

2. Corner-cut Requirement

Existing Standard Requirements

Typically, a corner cut of minimum 4m by 4m is sought from each corner property fronting a major arterial road at the time of development review in order to achieve improved pedestrian circulation/refuge, drivers' sightline, and facilitate future traffic signal hardware installation where applicable. The exact dimensions of corner-cuts are usually determined by the following factors:

- sidewalk width
- location of traffic signal control devices
- location of streetlight poles
- boulevard width
- radius of the curb return
- sidewalk obstructions

Various Metro Vancouver municipalities implement similar policies pertaining to corner-cut design to promote uniformity and ensure that the needs of pedestrians, including those in wheelchairs and the elderly are appropriately addressed.

¹ Hamilton Associates, *Steveston Village Parking Study (May 2005)*.

Special Considerations in the Steveston Village Area

Given the above transportation objectives and noting that “zero lot line” redevelopment is permitted in the Steveston Village area, staff have recently reviewed the need for corner-cuts in the Steveston Village area. The review has concluded that, as all of the intersections in the Village area have either extended curbs at corners or adequate room for good pedestrian circulation, corner-cuts would not be necessary in this area, except for the following three locations:

- northeast corner of the 3900 Moncton Street property;
- southeast corner of the 3991 Moncton Street property; and
- northeast corner of the 3960 Chatham Street property.

In order to minimize the impact of corner-cuts on the three above properties and to help conserve the Village heritage character, approximately 2m x 2m corner-cuts are proposed for the above three locations without compromising minimum pedestrian circulation and traffic safety needs. The property at 3900 Moncton Street is currently under review via the development permit process while the other two properties have future redevelopment potential. The proposed reduced corner-cut requirement is depicted in **Attachment 3**.

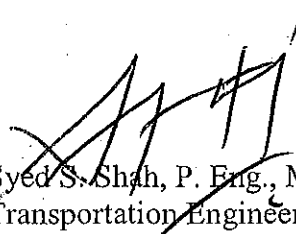
Staff therefore recommend that such proposed changes to the typical staff design criteria on the elimination and relaxation of corner-cuts be supported so that the future requirements for new developments in the Steveston Village area can be determined accordingly.

Financial Impact

There is no financial impact at this time. If the public supports the proposed Bayview Street angle parking concept, a funding strategy will be developed before the project is presented to Council for further consideration.

Conclusion

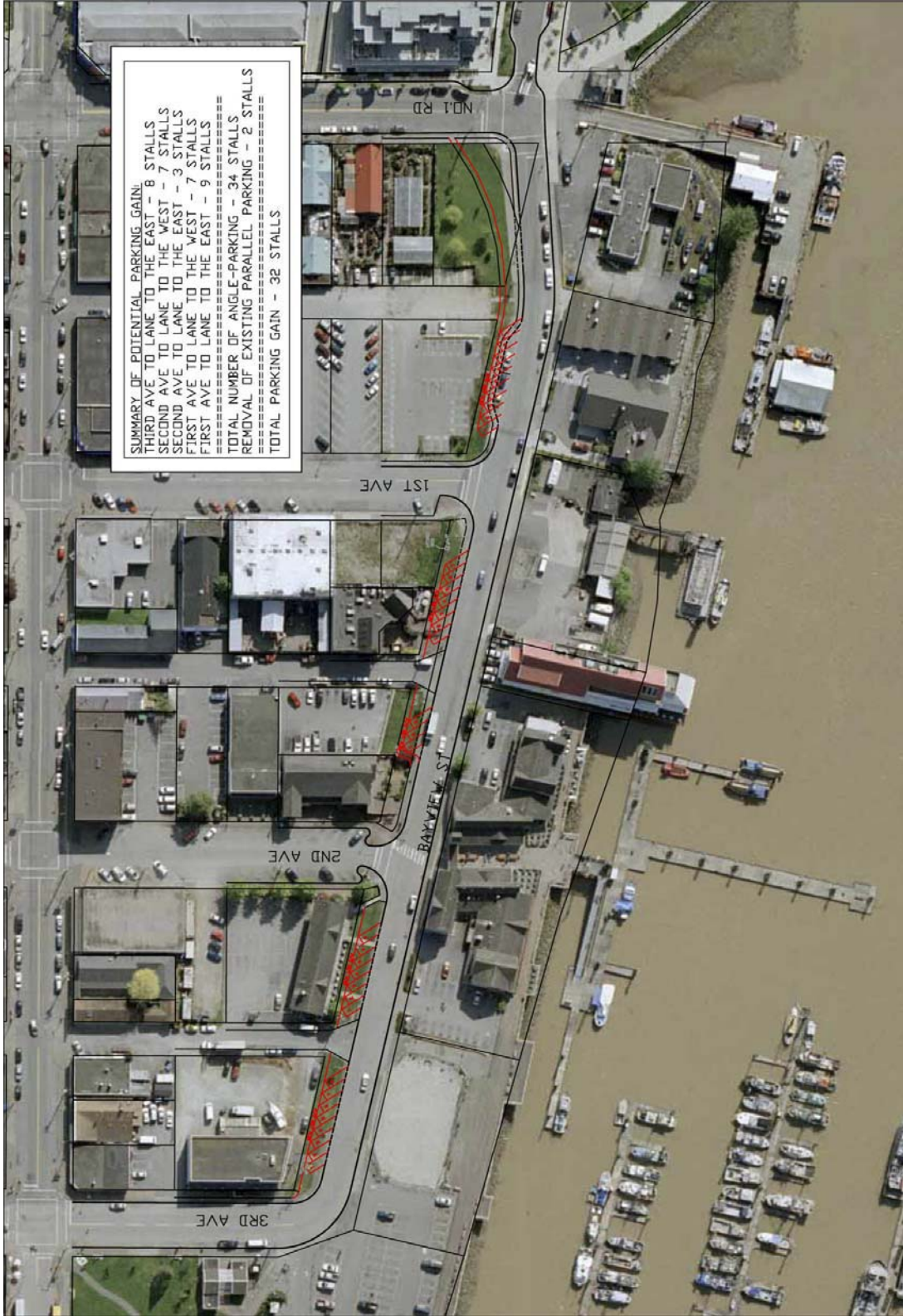
Steveston Village has always been a key tourist destination primarily due to its unique heritage character. The proposed elimination and reduction of corner-cut requirements in the core area would help conserve the area heritage character without compromising safe pedestrian circulation. Subject to public and Council support, the proposed Bayview Street angle parking, would also add vibrancy to this prime retail-oriented waterfront area.



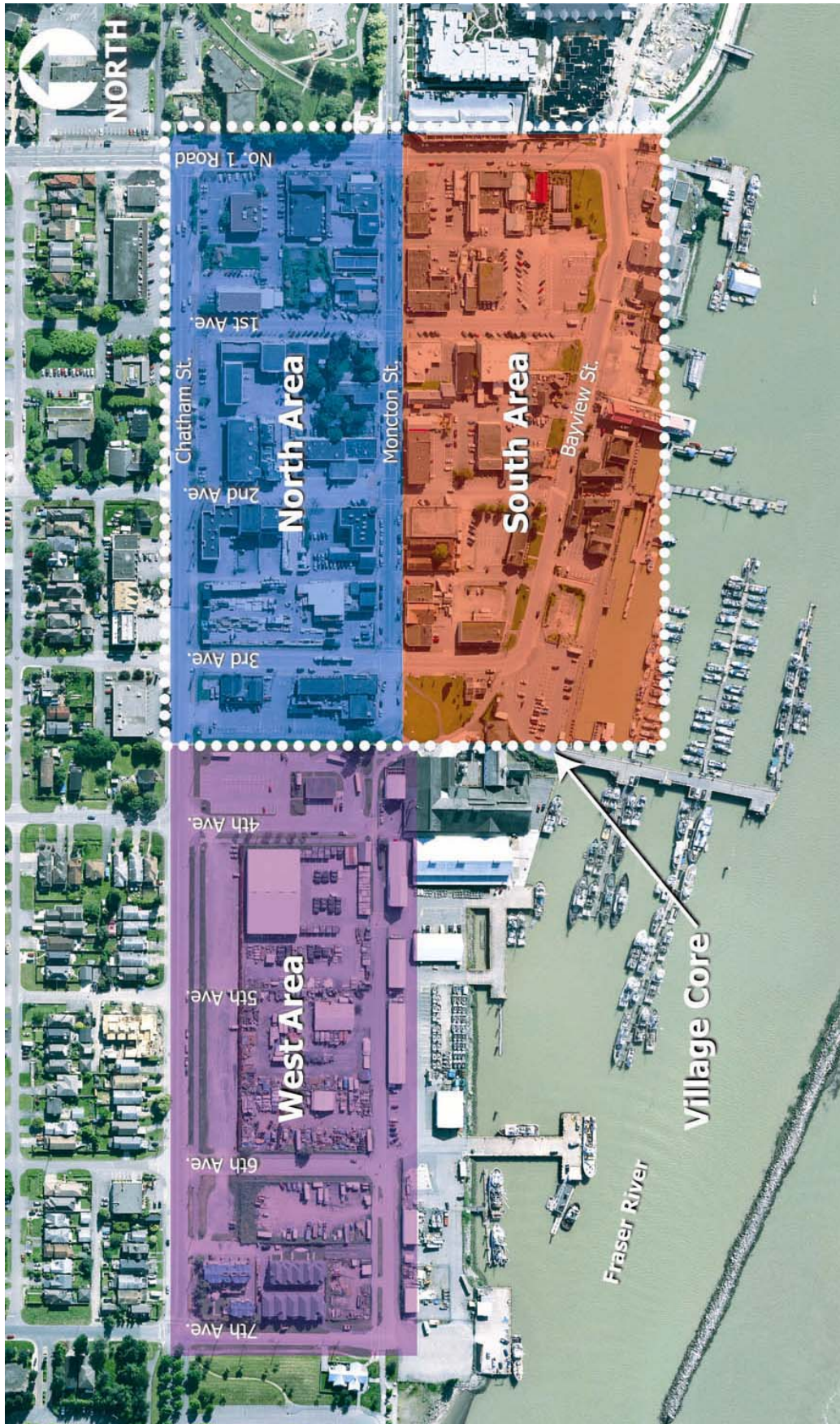
Syed S. Shah, P. Eng., M. Eng., MITE
Transportation Engineer
(4049)

SSS:lce

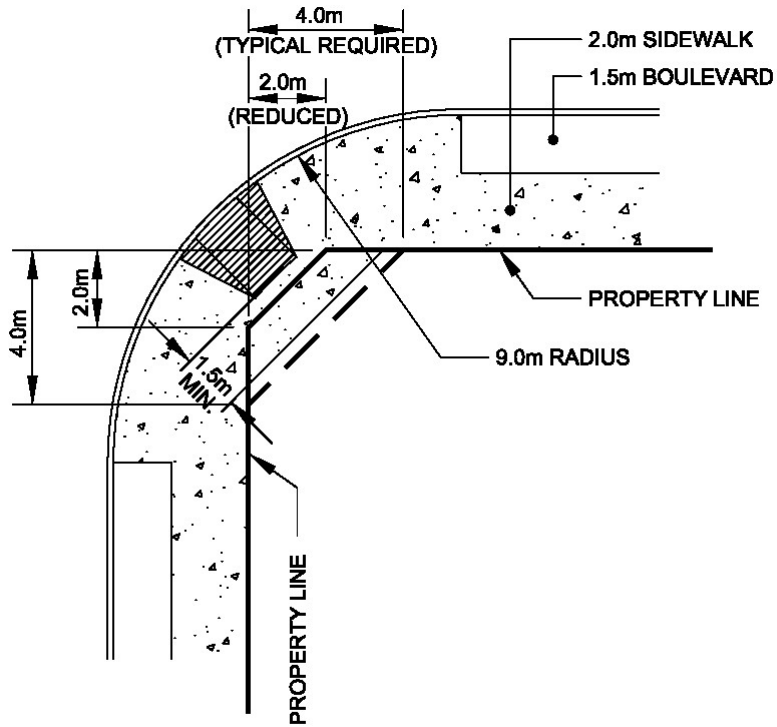
Proposed Bayview Angle Parking



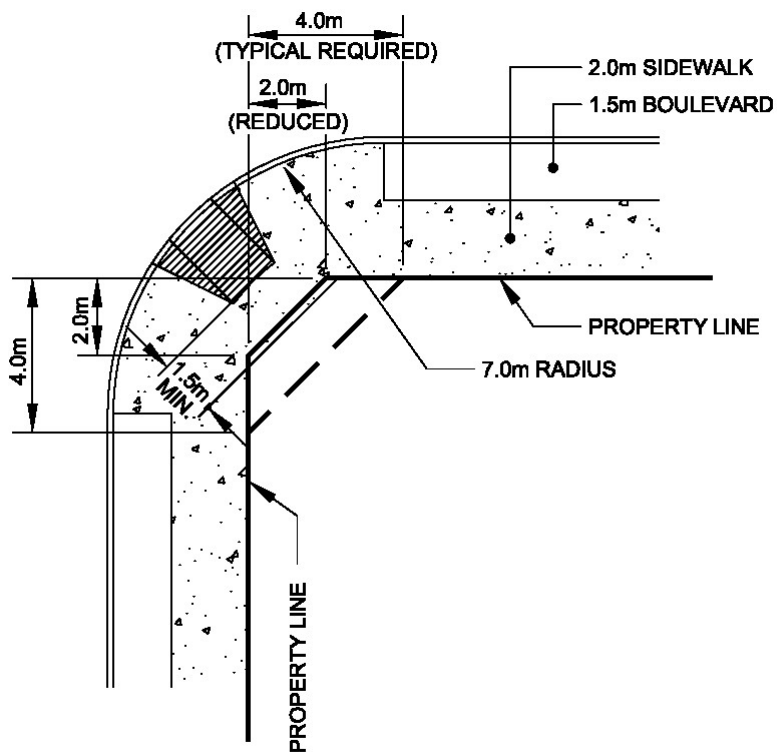
Parking Study Areas



Proposed Reduced Corner-cut Requirement in Steveston Village



9.0m RADIUS



7.0m RADIUS