



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee **DATE:** October 6, 2000
FROM: Gordon Chan, P. Eng. **FILE:** 6455-01
 Manager, Transportation
RE: STEVESTON AREA PARKING AND TRAFFIC ISSUES

STAFF RECOMMENDATION

1. That staff undertake the following parking and traffic enhancement measures in the Steveston area, as described in the attached report from the Manager of Transportation:
 - (a) Introduce additional signage directing visitors to the various public parking lots in the Steveston area.
 - (b) Work with Tourism Richmond and businesses in the area to identify the feasibility of including parking information in any promotional material on Steveston Village.
 - (c) Revise the on-street parking layout on Second Avenue and fill-in currently closed driveways on Bayview Street and Second Avenue to provide additional on-street parking spaces.
 - (d) Include the signalization of the intersection of No. 1 Road and Moncton Street as part of the 2001 Major Capital Works Program submission.

2. That the improvements identified under items 1 (a) and (c) be implemented at a cost of \$4,500 with the source of funds being the 2000 Minor Capital Program.

Gordon Chan, P. Eng.
Manager, Transportation

Att. 1

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	SIGNATURE OF GENERAL MANAGER
Property Use and Administration.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

At the May 18, 1999 Planning Committee meeting, Councillor McNulty requested that staff investigate the following parking issues in Steveston:

- *Clean up the rear of certain establishments such as the Tandori restaurant in order to provide additional parking for customers;*
- *Pursue the feasibility of expanding the city's parking lot by moving logs closer to the curb;*
- *Create more efficient use of parking spaces, i.e. parallel parking; and*
- *Pursue the feasibility of removing unnecessary curbs in front of buildings such as the Steveston Museum to provide additional parking.*

The Committee also requested staff to investigate the feasibility of signaling the intersections of No. 1 Road and Moncton Street, and No. 1 Road and Chatham Streets.

At the October 3, 2000 Planning Committee meeting, the following issues were also raised by some members of Council pertaining to parking and traffic issues in Steveston:

- *Opportunities to free up space that is currently being used for storage;*
- *Provision of on-street parking stalls;*
- *Review of the parking and traffic needs in the Steveston area; and*
- *Signalization of the intersection of No. 1 Road and Moncton Street.*

This report presents the outcome of the review of the above issues and recommends a number of parking and traffic enhancement measures to be implemented in the Steveston area.

A separate report, co-ordinated by Development Applications staff, will be submitted to the Planning Committee to address the off-street parking issue in the Steveston area.

ANALYSIS

1. Parking on Private Property

Staff have completed an investigation on the issue of "*cleaning up the rear of certain establishments to provide additional parking for customers*". The result of the investigation reveals that the rear area of these establishments is entirely privately owned. The City has control over parking on public road right-of-ways. The City has no authority to impose a requirement on respective property owners that the rear of commercial developments be designated for customer parking.

2. Increase the Capacity of Public Parking Lots

Staff have reviewed the feasibility of "*expanding the city's parking lots (including Bayview Street parking lot and the Second Avenue parking lot) by moving logs closer to the curb*". The findings of this review are summarized as follows:

- Bayview Street Parking Lot (City owned lot) - Staff have previously undertaken a redesign of this parking lot. The present layout represents the optimal configuration and provides the maximum number of available stalls. The logs currently placed in this parking lot are required for safety and efficiency purposes to reduce vehicle damage and improve circulation.
- Second Avenue Parking Lot (City owned lot) – Two additional parking spaces have been introduced at this parking lot by removing some of the on-site barriers.
- Chatham Street Parking Lot (Federal Government owned lot) – The Steveston Harbour Authority has introduced signage identifying the lot for free public parking. Based on the observation by staff, this parking lot is currently not fully utilized.

3. Information Directing Visitors to Public Parking Lots

It is proposed that additional signage be introduced directing visitors to the various public parking lots in the Steveston Village. The new signs will be placed at: southbound on No. 1 Road and westbound on Moncton Street (Attachment 1). It is noted that there are also currently 10 parking direction signs throughout the Steveston core area. Staff are also proposing that Tourism Richmond and area businesses be approached to investigate the feasibility of including parking information in any promotional material on Steveston Village.

4. On-Street Parking

Upon staff's assessment of the current driveway and curb locations on roadways throughout the Steveston core area, additional on-street parking spaces can be provided at the following locations:

- Angle Parking on Second Avenue - The current layout of the on-street parking stalls on Second Avenue could be revised and repainted to recover about five additional angle-parking stalls.
- Fill-in Driveways on Bayview Street and Second Avenue - In the vicinity of 3380 Bayview Street and 12240 Second Avenue, there are two unused driveways that could be filled to provide about three on-street parking spaces.

5. Removal of Unnecessary Curbs to Provide Additional Parking

Staff have investigated "*the feasibility of removing unnecessary curbs in front of buildings in the Steveston area to provide additional parking spaces*". The only location where the sidewalk width can be reduced to achieve more parking spaces is at the Steveston Museum frontage. It would be possible to provide three parking spaces by reducing the sidewalk width in front of the Steveston Museum at an estimated cost of \$20,000 - \$30,000. The removal of curb extensions at various intersections in the Steveston area would not result in any additional parking stalls, as a minimum corner clearance distance must still be maintained to accommodate safe traffic movements.

6. Provision of Parking in Lanes

The lanes in the Steveston area are 33 ft. wide, which is 13 feet wider than the standard lane in the City. Parking is not allowed in lanes according to the current City Parking Bylaw. If parking were permitted in lanes in the Steveston core area, approximately 30 additional parking spaces could be provided given the requirement for maintaining rear access to businesses and adequate sight lines. A Bylaw amendment would be required to allow parking in lanes.

7. Traffic Flow Enhancement

The following traffic control measures are being considered to enhance traffic flow in the Steveston area:

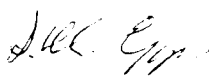
- Requirement for New Traffic Signals - Staff are proposing that the signalization of the intersection at No. 1 Road and Moncton Street be included as part of the 2001 Major Capital Works Program. Staff have also reviewed the requirement for a traffic signal at No. 1 Road and Chatham Street. Based on consideration of traffic volumes and its proximity to the proposed signal at No. 1 and Moncton Street, it is determined that a traffic signal at No. 1 and Chatham Street is not required immediately. However, staff will consider the need of signalization at this location as warranted by future traffic pattern changes.
- One-Way Street System - Staff will carry out a preliminary investigation on the feasibility of establishing a one-way street system in the Steveston area and prepare a report back to Council if there are significant findings. The concept for the one-way street system is to establish one east-west and two north-south couplets in the area to improve traffic corridor circulation and provide approximately 30 additional parking spaces. The merchants and residents of Steveston will be consulted if such a concept is found to be feasible and advantageous, subject to endorsement by Council.

FINANCIAL IMPACT

The cost of filling the unused driveways, re-painting parking spaces, and installing directional parking signage is estimated at \$4,500. It is proposed that the \$4,500 cost of optimizing parking in the Steveston area be completed using the 2000 Minor Capital Works Program (Account #1501-40-000-TRAF-45100).

CONCLUSION

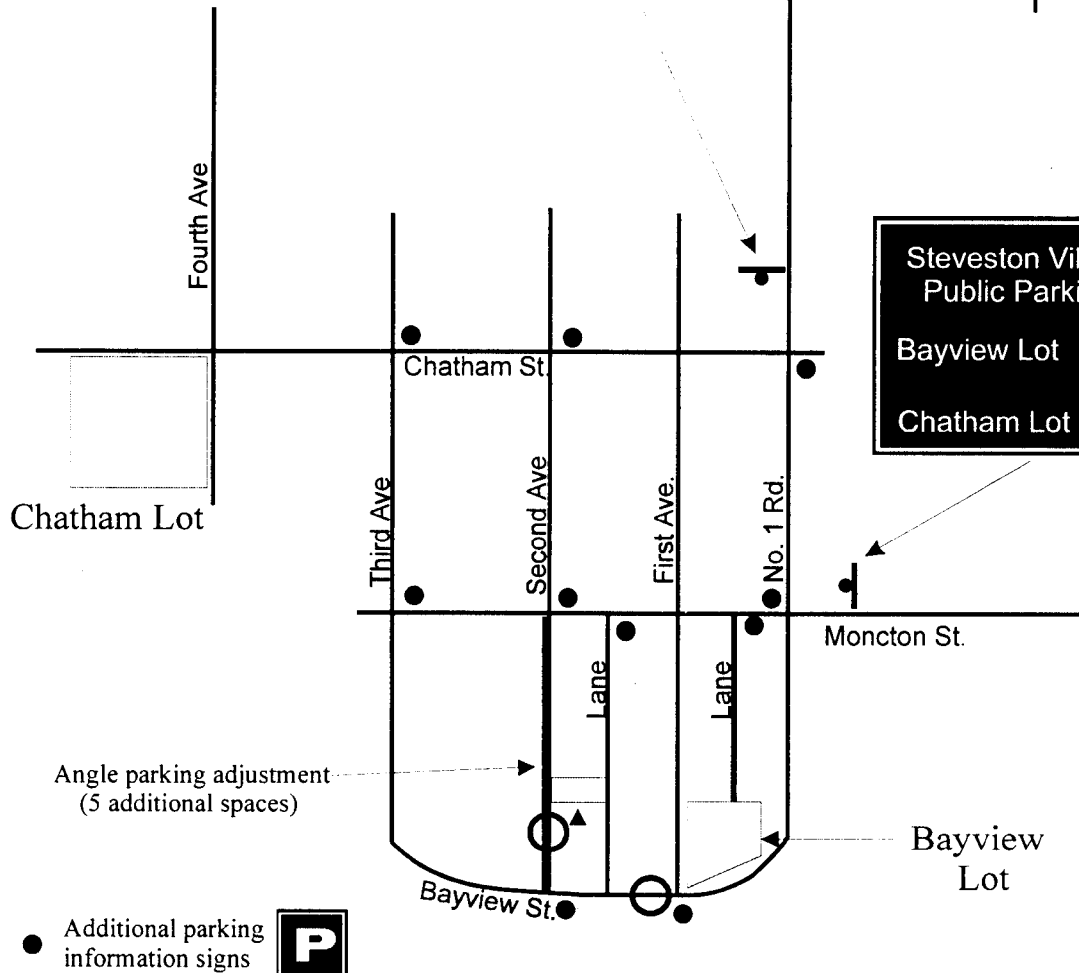
Staff have completed a review to identify possible parking and traffic enhancement measures in the Steveston area. It is proposed that additional signage directing Steveston visitors to the various parking lots be provided. It is also proposed that the current on-street parking layout on Second Avenue be revised and unused driveways on Bayview Street and Second Avenue be filled-in to provide additional on-street parking spaces. Staff are also proposing that the signalization of the intersection at No. 1 Road and Moncton Street be included as part of the 2001 Major Capital Works Program.




Tegan Smith, M.C.P.
Transportation Planning Analyst



D. Newton
Traffic Technician I



- Additional parking information signs 
- Location of driveway in fills (3 additional stalls)



7577 Elmbridge Way Richmond B.C. V6X 2Z8

Proposed Signage and On-street Parking Improvements
For Steveston Village Parking

DESIGN: DN		
DRAWN: DN	DWG No. C:\... \stvpark2.cdr	
CHECKED:	SCALE: NTS	DATE: Oct. 06, 2000
ENGINEER:	SEC. No.	SHT. No. 1/1