



To: General Purposes Committee **Date:** February 5, 2018
From: John Irving, P.Eng. MPA **File:** 10-6340-20-
P.17601/Vol 01
 Director, Engineering
Re: **Results from Public Consultation on Lane Standards**

Staff Recommendation

That the staff report titled, "Results from Public Consultation on Lane Standards," dated February 5, 2018, from the Director, Engineering be received for information.

John Irving, P.Eng. MPA
 Director, Engineering
 (604-276-4140)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Communications	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Sewerage & Drainage	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

As directed by Council, the failed sanitary sewer within the dedicated road property between Richmond Street and Broadway Street west of No. 1 Road is being replaced.

At the special Council meeting held December 20, 2017, it was announced that public consultation would be held to seek public input on a number of lane standard options due to interest and feedback received from the community regarding the restoration works associated with this project.

Subsequently, at the Regular Council meeting held January 29, 2018, the following referral was carried:

That the submission titled "Steveston Community Laneway Proposal," dated January 24, 2018, from the Residents of Richmond Street and Broadway Street between No. 1 Road and Second Avenue be referred to staff for evaluation and consideration and report back.

This report responds to this referral and also presents the results of the public consultation on lane standards and additional feedback received from the public.

This report also supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

Analysis

Consultation Process

In January 2018 public consultation was held on lane standards, consisting of:

- Two public open houses held at the Steveston Community Centre on January 10th and 17th
- Information and an online feedback form on LetsTalkRichmond.ca from January 10th to 28th

This consultation focused on four specific options (paved lane, green swale lane, country lane and bikeway). A Discussion Guide (Attachment 1) summarized these options and the Feedback Form (Attachment 2) asked respondents to score each option on a scale of 1 to 5, with 1 being least preferred and 5 being most preferred. The feedback form also asked respondents to rate the importance of design features (vehicle access, green space, pedestrian access and bike access), and traffic calming options (speed limit signage, pavement markings, speed humps and bollards).

An open comments section was also included in the feedback form to allow respondents to express opinions or propose options that were not included in the base consultation materials.

Respondents were also asked to indicate where they lived:

- Adjacent to the dedicated road south of Richmond Street between No. 1 Road and 2nd Avenue
- A property that borders an unopened road dedication in Steveston
- In Richmond, but not directly affected by this lane project

During the consultation period, the following amount of feedback was received:

- 356 feedback forms (103 hard copy and 253 online)
- 2 e-mails to Mayor and Councillors
- A group submission signed by 31 of the residents between Richmond Street, Broadway Street, No. 1 Road and 2nd Avenue (the “Steveston Community Laneway Proposal”)

In addition to the four options included in the consultation materials, public feedback identified a desire to explore four additional options as described in the group submission:

- Put fences back up evenly between neighbours
- Lease/license the road dedication to residents
- Sell the road dedication to residents
- Green space for adjacent resident use only

Per Council’s referral, these options will be discussed in this report along with the other restoration options.

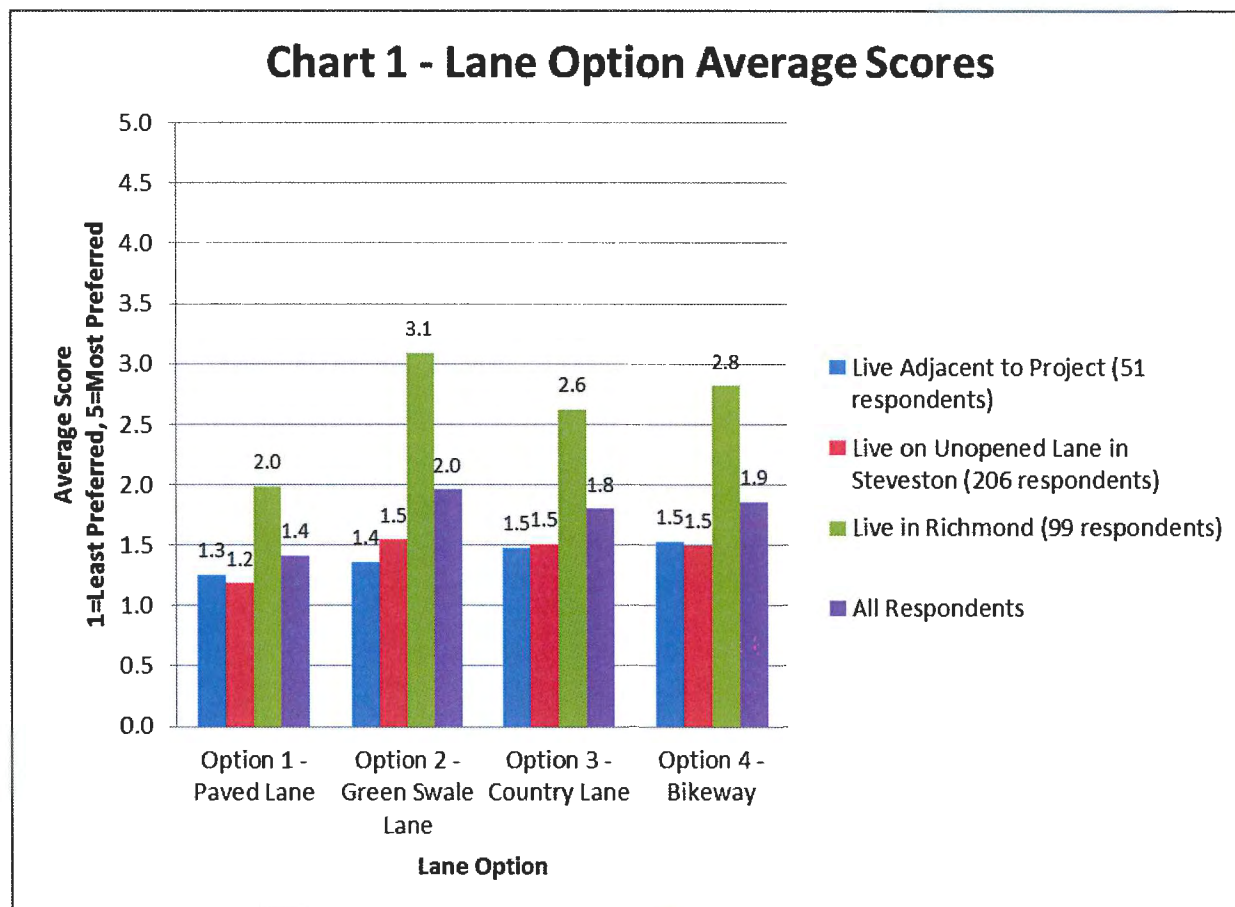
Overview of Options

1. **Paved Lane:** Installation of a 5.1m wide paved lane to the current City standard.
2. **Green Swale Lane:** Installation of a 4m wide paved lane with a 1.5m wide structural grass drainage swale beside it.
3. **Country Lane:** Installation of twin 1m wide hard surface wheel tracks with permeable pavers or structural grassed areas between the tracks and on either side.
4. **Bikeway:** Installation of a 2m to 3m wide paved bicycle and pedestrian pathway.
5. **Put fences back up evenly between neighbours.**
6. **Lease/license the road dedication to residents.**
7. **Sale of road dedication to residents (Staff preferred option):** City sells one-half of the abutting unopened lane to each adjacent property owner and obtains a statutory right of way for utility infrastructure and access.
8. **Green Space for Adjacent Resident Use:** The unopened lane is closed to the public and used as a shared green space by adjacent residents in the City block.

Options 1 through 4: Feedback Summary

The following three charts summarize the average scores from the consultation feedback forms. Each chart displays four colored columns – one for each of the three locations listed on the feedback form, and a fourth line that averages all of the responses.

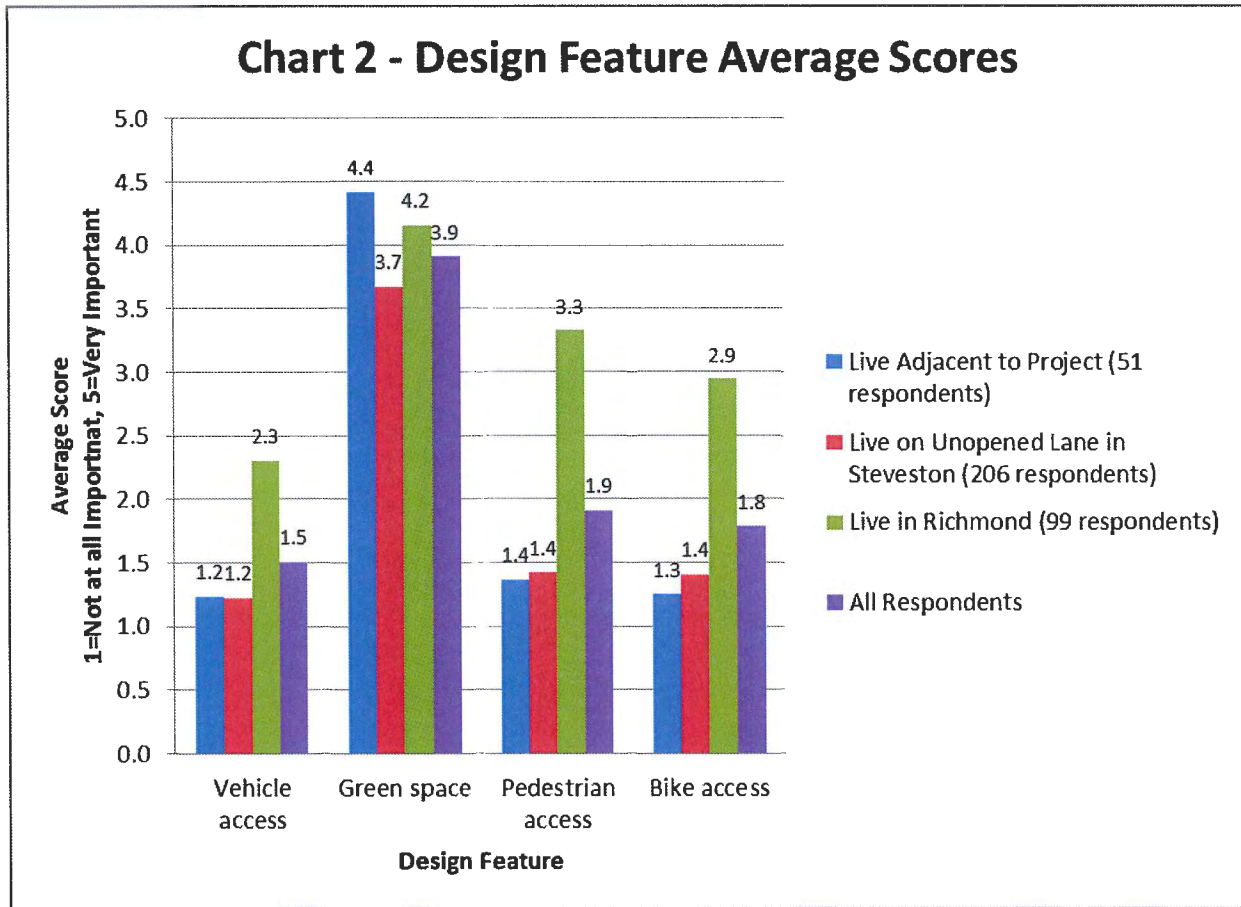
The feedback form was structured so that each option could be individually scored, rather than ranking the options in order of preference. For example, a respondent could choose to assign a score of 1 to each option available, or give a score of 5 to one option and 1 to the other options.



Results – Lane Options

These results indicate that respondents that live adjacent to an unopened lane are generally unsupportive of any option that would involve opening the lane to public thoroughfare, regardless of the mode of transportation (vehicle, bicycle, foot).

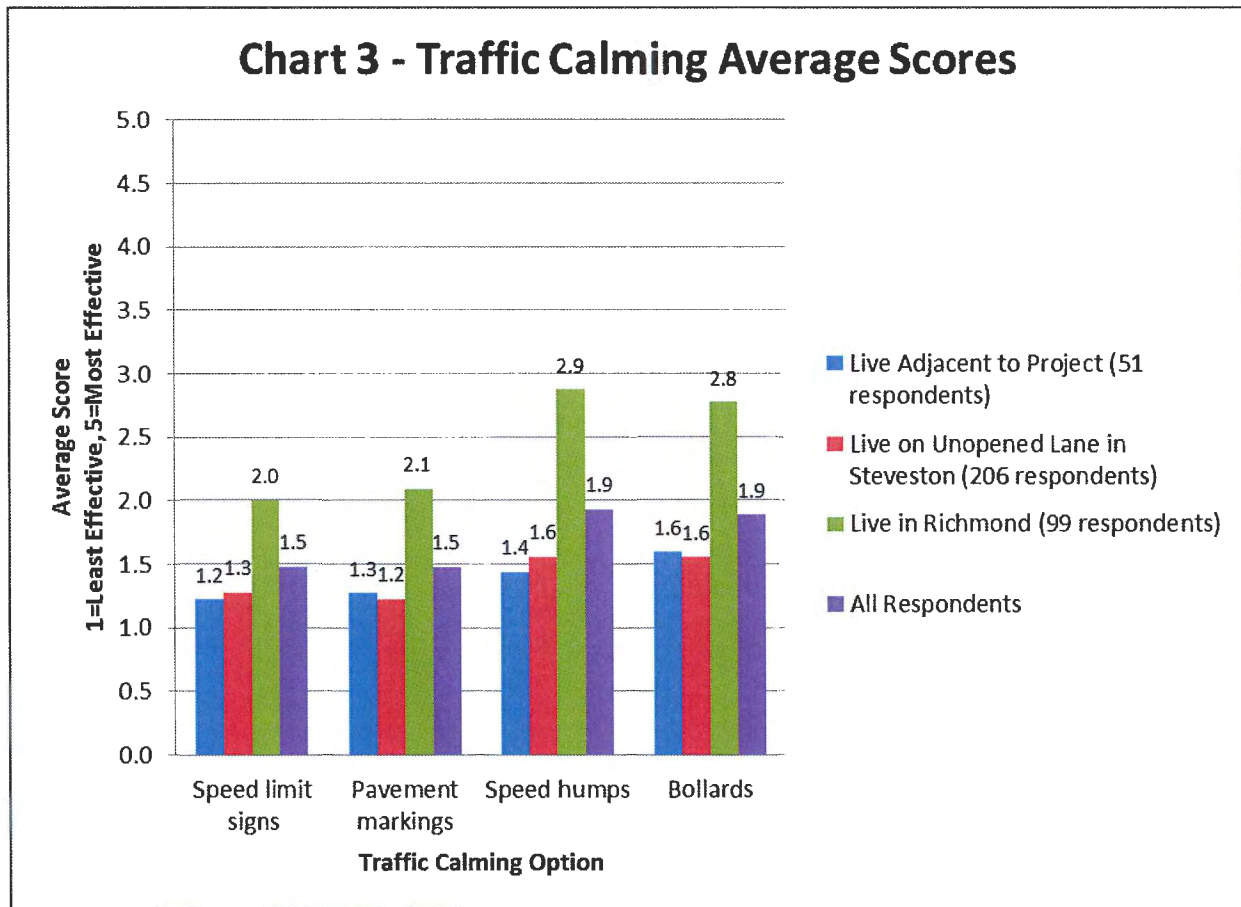
Respondents that are not directly affected by lane projects had a slightly higher preference for the green swale lane option over the bikeway option.



Results – Design Features

These results indicate that green space is the most important design feature desired by the respondents from all locations.

Respondents that live adjacent to an unopened lane place a very low value on vehicle, pedestrian and bicycle access. Respondents that are not directly affected by lane projects place a moderate importance to pedestrian and bicycle access, and a lower importance to vehicle access.



Results – Traffic Calming

These results indicate that respondents that live adjacent to an unopened lane are not confident in the effectiveness of any traffic calming measures.

Respondents that are not directly affected by lane projects feel that speed humps and bollards are moderately effective traffic calming measures.

In addition to the prescribed questions on the feedback form, a number of respondents provided written comments. These are summarized in Table 1 below. A number of the feedback forms received included a response in support of the alternate options contained in the “Steveston Community Laneway Proposal” provided to Council by a resident at the Council meeting held on January 29, 2018. Many of these responses were reproduced, identical submissions.

Table 1 – Written Feedback Summary (356 Total Feedback Forms)

Description	# of Responses
Support “Steveston Community Laneway Proposal” submitted by residents	119
Not supportive of opening lanes in Steveston	230*
Concerned about safety and security with opened lanes	153*
Concerned about changes to the character of the neighbourhood	141*
Concerned about loss of green space/ other environmental impacts	153*
Concerned about increased cost to taxpayers	137*

* the 119 responses in support of the “Steveston Community Laneway Proposal” are also included in these numbers

The paved lane, green swale lane and bikeway options could be implemented within the currently approved capital budget. The country lane option could be implemented with an additional \$50,000 capital budget and \$5,000 annual operating budget impact over the currently approved project budget.

Options 5 through 8: “Steveston Community Laneway Proposal”

The following options are those that have been raised through the public consultation. The costs discussed for these options are based on the road dedication between Richmond Street and Broadway Street, from No. 1 Road to 2nd Avenue.

Option 5 – Put fences back up evenly between neighbours

In this option, fences would be installed onto the unopened lane and abutting property owners would use the unopened lane without a written license agreement. Residents would agree to not build any permanent structures or plant large trees in the unopened lane. The road dedication would remain.

Comments:

- a) this is identified as the preferred option per the written consultation feedback;
- b) there is a risk that by actively reinstating structures onto the road dedication, the City may be providing the property owners with an unwritten license for the unopened lane abutting their properties;
- c) without a written agreement, there is a risk that permanent structures or large trees may be planted in the unopened lane in the future. If the City infrastructure fails, timely access may be an issue due to the existence of fences and other structures impairing the City's ability to access; and
- d) allowing the use of land at no cost may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

Option 6 – Lease/License the road dedications to the residents

In this option, the City would lease or license one-half of the abutting unopened lane to the abutting property owners. Non-permanent structures and improvements, fences, landscaping, personal property and gardens would be permitted. The residents propose a minimum 40 year term with a nominal license fee. As part of the agreement, the City would require release and indemnity provisions to address liability issues. The road dedication would remain.

There is currently one landowner in Steveston that has a license agreement with the City for a portion of an unopened lane. This has been in place since 1975 to allow for growing a garden or lawn and low shrubbery, but not for the purposes of growing trees. There is an annual fee associated with this license, and it is cancellable with 90 days notice.

Comments:

- a) preserves City access and protects the City by including release and indemnification provisions in the lease/license agreements;
- b) regularizes the property use;
- c) requires all owners on the block to agree to a lease/license so that orphaned sites do not remain;
- d) leases and licenses are granted to individuals, and not tied to the title of the abutting property. Over time, this may create a checkerboard of leased/licensed and unleased/unlicensed properties if properties are sold and new homeowners choose not to enter into new leases/licenses; and
- e) the residents' proposal for a nominal license fee instead of market rates may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

The implementation costs for the lease/license option are estimated to be \$80,000, primarily for survey communications fees, survey, land agent and legal fees required to prepare the individual agreements.

Option 7 – Sale of road dedication to residents (Staff preferred option)

In this option, the City would sell one-half of the unopened lane to the abutting landowner and the City would obtain a statutory right of way for its infrastructure and access. This parcel would be consolidated with the abutting property. The appropriate sale price would need to be determined as well as arrangements established as to how and when the sale price would be paid.

The *Community Charter* allows the City to permanently close and sell portions of roads. Pursuant to Section 40 of the Charter, the City may, by bylaw, permanently close a road and remove the road dedication of a highway. Pursuant to Section 26 of the Charter, the City may dispose of land after publishing notice of the proposed disposition. As the portions of road that are being considered in this option are too small to constitute legal lots, they each must be consolidated with the abutting parcel.

There are some blocks in the Steveston area that do not have road dedications at the backs of the properties. These are described in Attachment 3 (Areas in Steveston Without Lane Dedications).

There are also some road ends in the Steveston area that have been closed and sold in the past. These are described in Attachment 4 (Steveston Road Ends). These lots were large enough to be standalone legal parcels.

Comments:

- a) the written feedback indicated that a large number of respondents are concerned about loss of green space and changes to the character of the neighbourhood. To address these concerns, a covenant could be placed on the title to the consolidated parcel to limit the allowable building size and setbacks to that of the original parcel;
- b) once sold, the City would not need to manage any legal agreements (such as licenses);
- c) results in favourable revenue to the City in the short term due to the proceeds of the sale, and in the long term due to taxes from the larger consolidated parcels;
- d) requires all owners on the block to agree to purchase so that orphaned sites do not remain; and
- e) creating plans, adopting road closing bylaws, raising titles, consolidating titles and conveying interests requires significant legal, survey and staff time.

The implementation costs for the sale option are estimated to be \$150,000, primarily for communication fees, survey, land agent, legal and land registration costs for each individual property.

Option 8 – Green Space for Adjacent Resident Use

In this option, the unopened lane would be closed to the public at both ends and the area would become in effect a shared amenity for the adjacent residents. Potential uses include a private community garden, picnic area, or linear private green space. Maintenance would be the responsibility of the adjacent residents at their cost. No formal license agreement is put in place.

Comments:

- a) could be implemented without the unanimous support of all residents on the block;
- b) there is a risk that by actively closing the road dedication to the public and allowing adjacent residents use of this area, the City may be providing the property owners with an unwritten license for the unopened lane abutting their properties;
- c) without a formal written agreement, there is a risk that permanent structures or large trees may be planted in the unopened lane in the future. If the City infrastructure fails, timely access may be an issue due to the existence of fences and other structures impairing the City's ability to access; and
- d) allowing the use of land at no cost may risk a *Community Charter* violation by giving assistance to business (in connection to those properties which are rented).

Financial Impact

None.

Conclusion

The formal consultation period for the Consultation on Lane Standards has concluded. Residents that live adjacent to unopened lanes are generally unsupportive of opening these lanes to public use and have proposed some alternative options for Council's consideration, including sale of the road dedication to adjacent residents.



Milton Chan, P.Eng
Manager, Engineering Design and Construction
(604-276-4377)

MC:mc

- Att. 1: Discussion Guide – Consultation on Lane Standards
- 2: Feedback Form – Consultation on Lane Standards
- 3: Areas in Steveston Without Lane Dedications
- 4: Steveston Road Ends

Consultation on Lane Standards

Discussion Guide

The City of Richmond is replacing a damaged sanitary sewer system that runs underneath the City's dedicated road behind homes in the Steveston area, south of Richmond Street between No. 1 Road and 2nd Avenue. When the sewer replacement is complete, surface restoration work will be needed, and the City is exploring four design options in response to input from residents who live in the area. While the road dedication must remain fully accessible, which means no fences or structures on the City's property, the public is being invited to provide feedback on the four proposed options and how each one best addresses their priorities. Community input will be considered along with technical impacts and budget when assessing the final design.

Road dedications that run behind homes in Steveston and throughout Richmond are commonly referred to as lanes, and are public property owned by the City. In this case, these lanes are helpful for underground infrastructure management. The existing road dedication had been left as an open area; however, over time, this City land was gradually fenced in by residents and used as part of their backyards.

When the sanitary sewer in the area failed, emergency repairs were needed as soon as possible in order to maintain ongoing sewer service in the area. City staff had to remove structures like sheds that had been built over top of the sewer lines, and take down fences that blocked access. In order to preserve the integrity of the City's property and in accordance with City policy, the City initially proposed that a paved lane per the current City standard be constructed once the sewer replacement work is complete. This is consistent with other areas in Richmond where City crews need access to underground infrastructure within City property.

Residents whose properties back onto the City lane raised the following key concerns about this approach:

- A paved lane would result in more traffic and higher speeds resulting in safety issues for residents and more noise and lights.
- Opening up the area to more public use would increase crime in their neighbourhood.
- They will lose access to space that has previously been used for their backyard

- A paved lane is contrary to goals for increasing green space in the community.

While recognizing concerns raised by residents, the City's lanes provide important benefits to the community, including:

- Preservation of public open space for the use of all residents.
- Convenient access to underground infrastructure for maintenance and replacement;
- Potential for enhanced mobility;
- Opportunities for alternative access for property owners; and
- Corridors and space for various civic infrastructure needs.

As part of ensuring the City's requirements for public land and infrastructure management are met, while also addressing concerns expressed by residents, the City is inviting Richmond residents to share their feedback on four lane design options. Community input will be considered along with technical impacts and budget when assessing the final design.

Please review the options outlined in this discussion guide and complete the Consultation on **Lane Standards Feedback Form** or visit **LetsTalkRichmond.ca** to share your input.

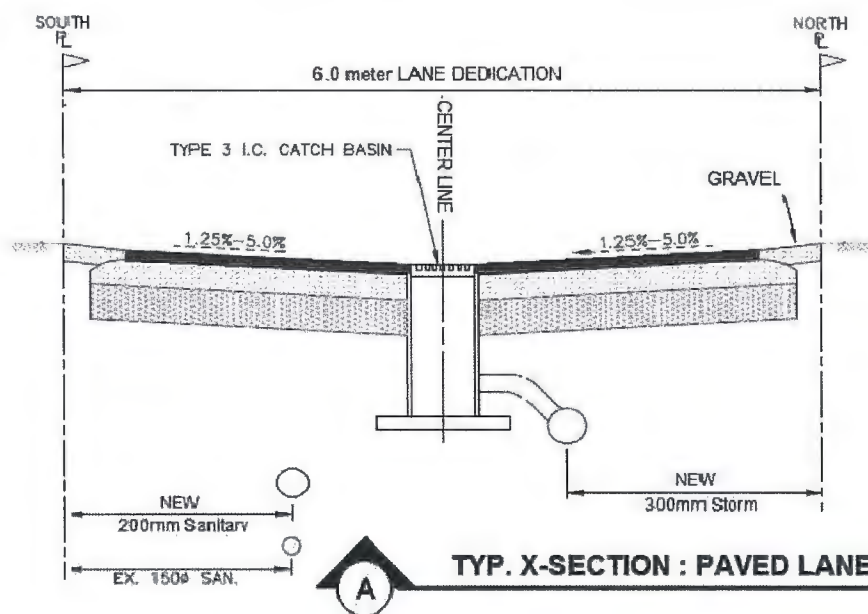
Lane Design Options

OPTION 1 – Paved Lane

Install a paved lane, 5.1 metres wide, which is the current City standard and integrate traffic calming measures. The finished surface would be asphalt paving, with gravel shoulders between the edge of asphalt and the fences along the property line on each side. Drainage would consist of catch basins along the centre that drain into a new drainage sewer line.

Traffic calming measures could include a mix of signage and pavement markings, speed humps and bollards, which are short, sturdy vertical posts.

This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A paved lane design is similar to most lanes in Richmond, and has no financial impact beyond the approved capital budget.



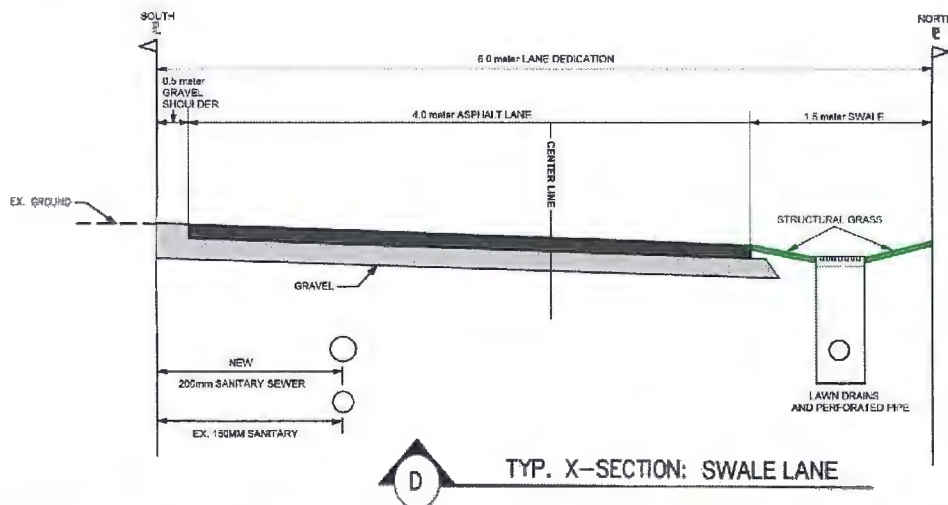
Lane Design Options

OPTION 2 – Green Swale Lane

A green swale lane design includes installation of a 4-metre wide paved lane that features a 1.5-metre wide structural grass drainage swale beside it. While the green swale lane design is an established City standard, this approach has not been used by the City or developers to date. The finished surface of the paved area will be asphalt paving, with a gravel shoulder between the edge of asphalt and private fence on one side, and the drainage swale between the edge of asphalt and private fence on the other. The lane would be sloped towards the drainage swale, and a new drainage sewer line would also be installed.

Traffic calming measures can also be implemented with this option; however, speed humps would likely only be feasible within the 4-metre width of the asphalt to avoid impacting the drainage swale.

This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A green swale lane can be implemented within the approved capital budget.



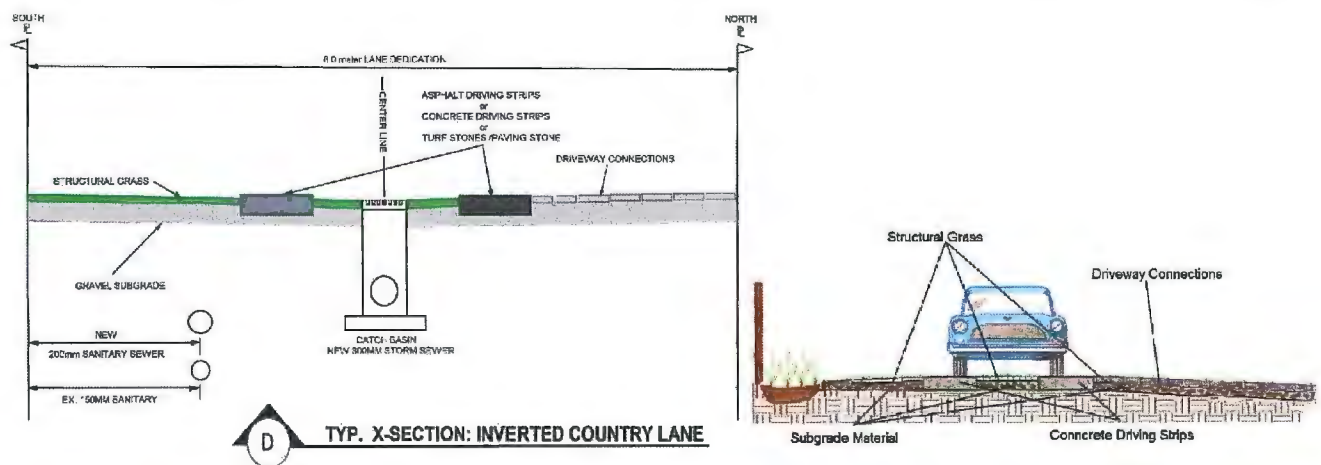
Lane Design Options

OPTION 3 – Country Lane

A country lane design is a “green lane” that generally consists of twin 1-metre wide hard surface wheel tracks with permeable pavers or structural grassed areas between the tracks and on either side. There are three variations being proposed for the hard surface wheel tracks: cast-in-place concrete, asphalt or concrete pavers. Asphalt would be the preferred surface from a resource-management perspective, as it is the easiest to maintain due to its slight flexibility and ability to withstand minor settlement without cracking.

Although the country lane allows for some infiltration of rainwater into the ground, a piped drainage system would need to be installed to accommodate heavy rain events. Catch basins would be installed along the centre and drain into the new drainage main.

The country lane option has the potential to restrict the available options for traffic calming, as the surface is not conducive to the installation of speed humps or pavement markings. This option provides property owners with vehicular access to their properties from the rear, and also allows for pedestrian and cyclist use. A country lane option could be implemented with an additional \$50,000 capital budget and would increase the annual operating budget by \$5,000 over the currently approved project budget.



Asphalt Option



Concrete Option



Concrete Pavers Option (Structural grass)

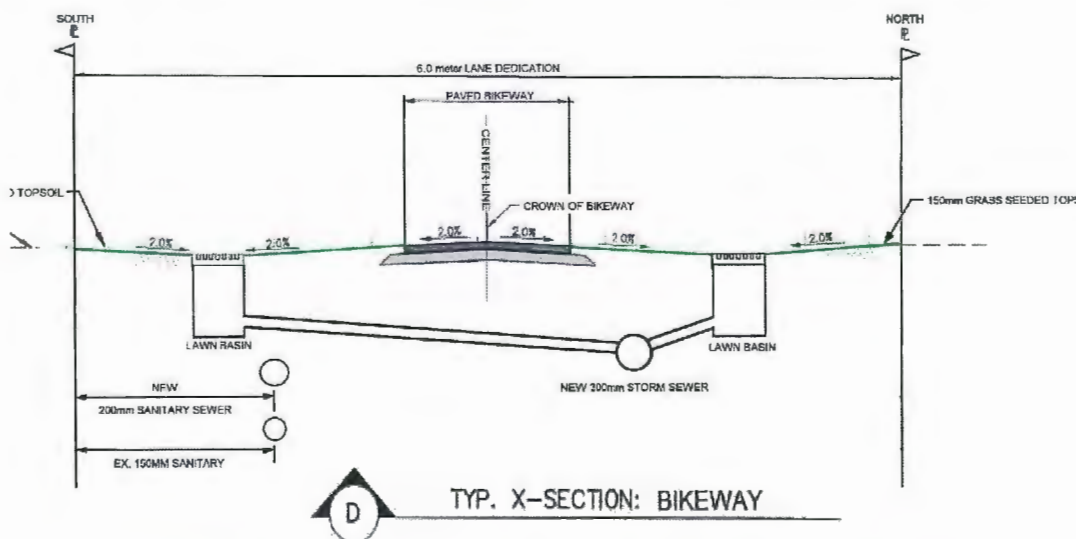
Lane Design Options

OPTION 4 – Bikeway

A bikeway design for the lane would involve the installation of a 3-metre wide paved bicycle and pedestrian pathway similar to the Railway Avenue Greenway. The remainder of the road dedication would be grass. The proposed design has the asphalt pathway in the centre of the road dedication. Subsurface drainage works would also be installed with this option.

The bikeway would be open to non-vehicular traffic only; however, the existing lane that ends at No. 1 Road would be paved to match the City's current standard to ensure that the three properties connected to this portion of the lane continue to have vehicle access to their back-lane garages.

With a bikeway, no future vehicle access will be available to the back of the properties adjacent to the bikeway and garage access will remain at the fronting streets. The bikeway design can be implemented within the approved capital budget.



Key Features At A Glance

FEATURE	OPTION 1 PAVED LANE	OPTION 2 GRASS SWALE	OPTION 3 COUNTRY LANE	OPTION 4 BIKEWAY
Allows vehicle access to adjacent properties	✓	✓	✓	✗
Allows cyclist and pedestrian use	✓	✓	✓	✓
Can install traffic calming signage	✓	✓	✓	N/A
Can install traffic calming pavement markings	✓	✓	✗	N/A
Can install speed humps	✓	✓	✗	N/A
Can install bollards	✓	✓	✓	✓
Allows for some infiltration of rainwater	✗	✓	✓	✓
Incorporates "green" aspects	✗	✓	✓	✓
Includes lane/path lighting	✗	✗	✗	✗

Traffic Calming Options

A number of traffic calming options (speed limit signage, pavement markings, speed humps and bollards) have been proposed to address concerns related to increased traffic and speeding.

Due to the design nature of the Bikeway, there will be no vehicle access and traffic calming will not be required.

Due to the design nature of the Country Lane, the traffic calming options are reduced as compared to the Paved Lane and Green Swale Lane. The available calming options for Country Lane are speed limit signage and bollards.



Frequently Asked Questions

How will the City address concerns about traffic safety on the lanes?

There are a number of traffic calming measures that have been used successfully in other lanes and residents will be invited to share their input on their preferred approach. As well, one of the options being proposed would not permit vehicle access.

How does the City handle other lanes in Richmond?

Most lanes in Richmond are paved and many have traffic calming measures. These lanes are accessible to the public and, where applicable, the City has convenient access to underground infrastructure.

How do lanes affect crime in residential areas?

Throughout the City, many neighbourhoods have a mix of both opened and unopened lanes. The City and RCMP are unaware of any pattern that supports the suggestion that crime activity is higher in areas with opened lanes vs. those with unopened lanes for single family detached housing

Why can't it just be left the way it is?

Road dedications that run behind homes – or lanes – that have been left as an open area have been gradually fenced off by residents who have begun using this public land as private property, including building structures on the property. This blocks access for the City when maintenance is needed, which can increase costs for clearing the land for use, and also restricts this public land from others in the community. As well, there has been inequitable access to the City-owned land in that some residents have fenced the entire lane area behind their home—not evenly splitting the area with the neighbour who borders the same lane space. This has led to complaints and other issues. The fenced-off lanes are also not consistent with how other dedicated roads are managed in Richmond.

Will all open lanes be developed after this project is complete?

There is no plan to begin lane construction on other undeveloped road dedications at this time; however, if maintenance work on underground infrastructure is required, similar concerns will need to be addressed. The City will be assessing the existing sewer pipes in the Steveston area to determine the condition of the remaining sewers over the next number of years as part of the City's maintenance programs.

Please share your feedback



To share your feedback, please complete the **Consultation on Lane Standards Feedback Form** which will be available at the two project open houses, or visit www.LetsTalkRichmond.ca and complete the online form. All feedback must be submitted by 11:59 p.m. on Sunday, January 28, 2018.



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone: 604-276-4000
www.richmond.ca



**City of
Richmond**

Consultation on Lane Standards Feedback Form

LetsTalkRichmond.ca
6911 No. 3 Road, Richmond, BC V6Y 2C1

The City of Richmond is replacing a damaged sanitary sewer system that runs underneath the City's dedicated road behind homes in the Steveston area, south of Richmond Street between No. 1 Road and 2nd Avenue. When the sewer replacement is complete, surface restoration work will be needed, and the City is exploring four design options in response to input from residents who live in the area. While the road dedication must remain fully accessible, which means no fences or structures on the City's property, the public is invited to provide feedback on the four proposed options and how each one best addresses their priorities. Community input will be considered along with technical impacts and budget when assessing the final design.

Please complete and return this Feedback Form by Sunday, January 28 at 11:59 p.m. Alternatively, you may complete it online at LetsTalkRichmond.ca

Please review the options outlined in the *Consultation on Lane Standards Discussion Guide* and complete this form or visit LetsTalkRichmond.ca to share your input online.

1. Please select one of the following:

- I live on a property that borders the dedicated road/lane adjacent to the project south of Richmond Street between No. 1 Road and 2nd Avenue.
- I live on a property that borders an unopened dedicated City lane in Steveston.
- I am a Richmond resident, but not directly affected by this lane project.

2. Please fill in the following:

My postal code is: _____

My address is (optional): _____

3. For public lane projects in Richmond, I would like:

Please rate the following from 1 to 5, where 1 is not at all important and 5 is very important.

	Not at all Important 1	2	3	4	Very Important 5	Not Sure
a) Vehicle access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Green space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Pedestrian access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Bike access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Based on my review of the four proposed options (Paved Lane, Green Swale Lane, Country Lane and Bikeway), my preference and feedback are reflected below.

4. **Out of the four proposed options, I rate the following options in order of my preference:**

Please rate the following from 1 to 5, where 1 is the least preferred and 5 is the most preferred.

	Least Preferred				Most Preferred	Not Sure
	1	2	3	4	5	
a) Paved Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Green Swale Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Country Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Bikeway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. **Traffic Calming Options**

A number of traffic calming options (speed limit signage, pavement markings, speed humps and bollards) have been proposed to address concerns related to increased traffic and speeding.

Note: Due to the design nature of the Bikeway, there will be no vehicle access and traffic calming will not be required.

Due to the design nature of the Country Lane, the traffic calming options are reduced as compared to the Paved Lane and Green Swale Lane. The available calming options for Country Lane are speed limit signage and bollards to prevent through traffic.

a) **Out of the four proposed options, I rate the following option as the most effective in order of my preference:**

Please rate the following from 1 to 5, where 1 is the least effective and 5 is the most effective.

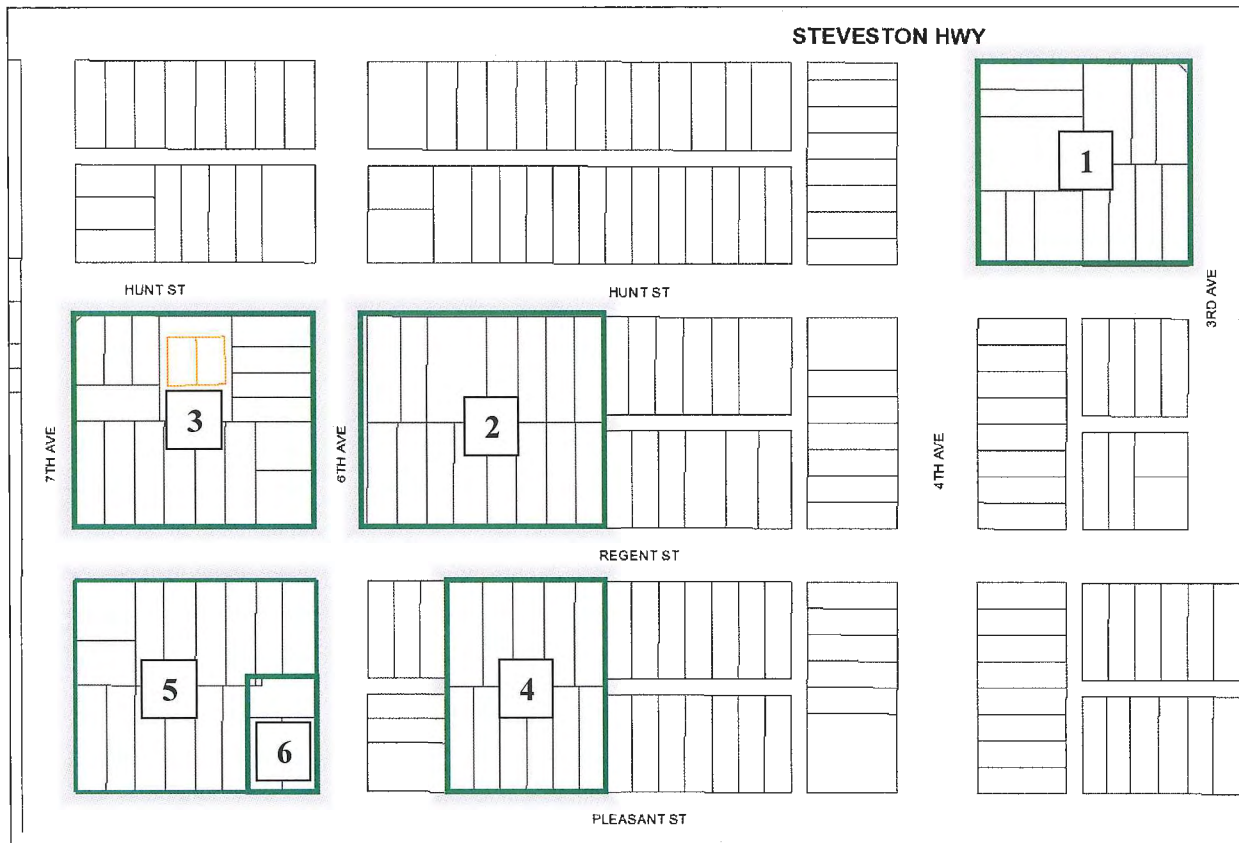
	Least Effective				Most Effective	Not Sure
	1	2	3	4	5	
i) Speed limit signage (option not available for Bikeway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Pavement markings (option not available for Country Lane and Bikeway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Speed humps (option not available for Country Lane and Bikeway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Bollards (option not available for Bikeway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Areas in Steveston Without Lane Dedications

There are some blocks in the Steveston area that do not have lane dedications (see Figure 1 below):

- 1) Between Steveston Highway and Hunt Street, 3rd Avenue to 4th Avenue
- 2) Between Hunt Street and Regent Street, 5th Avenue to 6th Avenue
- 3) Between Hunt Street and Regent Street, 6th Avenue to 7th Avenue
- 4) Between Regent Street and Pleasant Street, 5th Avenue to 6th Avenue
- 5) and 6) Between Regent Street and Pleasant Street, 6th Avenue to 7th Avenue

Figure 1 – Blocks Without Lane Dedications



Based on staff research, blocks 1, 2, 3, 4 and 5 were each individual parcels up until the 1950's. When these blocks were subdivided in the 1950's and 1960's, no lane dedication was taken from the developer through the subdivision process.

Parcel 6 was subdivided around 1939. At that time, a lane dedication was taken. Around 1996, the parcel was again subdivided. At this point, the lane dedication was sold by the City.

Steveston Road Ends

In the early 1980's, the Province, by way of Order in Council, vested portions of First Avenue, Third Avenue and Fifth Avenue in the name of the City of Richmond for the purposes of developing parks and other improvements in Steveston through the sale of these road ends. In the late 1980's and 2000's, the City closed a number of these road ends, subdivided them and created a special Reserve for the proceeds from the sales of selected properties.

In this subdivision process, lane dedications were created behind the new lots prior to sale. Figure 2 shows the location of these road ends.

Figure 2 – Steveston Road Ends

