



City of Richmond

Report to Committee

To: Planning Committee

Date: May 7, 2021

From: Lloyd Bie, P. Eng.
Director, Transportation

File: 10-6360-01/2017-Vol
01

Re: Recommended Long-Term Streetscape Visions for Bayview, Chatham and
Moncton Streets

Staff Recommendation

That as described in the report titled "Recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets" dated May 7, 2021 from the Director, Transportation:

- (a) The frontage surface elements and suite of street furniture be endorsed;
- (b) The long-term roadway geometry be endorsed; and
- (c) Staff be directed to report back with an implementation strategy.

Lloyd Bie, P. Eng.
Director, Transportation
(604-276-4131)
Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the November 21, 2017 Planning Committee meeting, the following referral was carried:

- (3) *That the recommended long-term Bayview, Moncton and Chatham Street Streetscape visions be referred back to staff for further investigation and future reporting on issues related to details of the streetscape elements, the Steveston interurban tram and an upgraded Steveston bus exchange.*

This report responds to the referral with respect to the details of the streetscape elements. The referral regarding the interurban tram was addressed in a staff report presented in July 2020. Staff have been working with TransLink to identify options for a Steveston bus exchange. While the bus exchange is identified in Phase Three of the Mayors' Council on Regional Transportation current 10-Year (2017-2026) Investment Plan, it is currently unfunded. Staff will address the Steveston bus exchange referral in a separate report scheduled to be presented in July 2021.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 Ensure an effective OCP and ensure development aligns with it.

6.3 Build on transportation and active mobility networks.

Analysis

Recommended Streetscape Visions

Previous iterations of the streetscape visions identified upscale surface treatments, including wood plank textured concrete. Council indicated that these treatments did not reflect Steveston's heritage. This revised streetscape vision includes simple surface treatments that reflect the working harbour heritage of Steveston, align with the Steveston Village Conservation Strategy, and are consistent with the recent frontage upgrades. The revised vision still includes the roadway geometries supported by the previous public consultation, which were reinforced by observations and feedback received during summer 2020 when temporary road changes in Steveston Village were implemented.

Surface Materials and Elements

- Moncton Street: Recent developments that have frontage on Moncton Street have retained the existing simplified streetscape elements including concrete sidewalk and unit paver treatment in the boulevard (Figure 1). These streetscape elements are recommended to align with the Steveston Village Conservation Strategy and give prominence to heritage resources.
- Chatham Street: Similarly, the street frontage improvements for recent developments along Chatham Street (e.g., former Rod's Lumber site) have a simple concrete surface and an understated street furniture design. The muted backdrop serves to showcase heritage structures and features (Figure 2). Staff have not received any negative correspondence from either the public or businesses regarding these frontage upgrades.



Figure 1: Newer Streetscape on Moncton St



Figure 2: Newer Streetscape on Chatham St

- Bayview Street: Concrete sidewalks and boulevards are recommended for Bayview Street, similar to what is recommended for Chatham Street.

These surface materials and elements are recommended to form the suite of treatments for street furniture including benches, bike racks and receptacles to be deployed as part of the streetscape visions.

Long-Term Roadway Geometry

The report presented to Planning Committee in November 2017 recommended long-term roadway geometry options for Bayview, Chatham and Moncton Streets. As direction was not received at that meeting, this report includes the following recommended options with consideration of observations and feedback received during the temporary road changes implemented in Steveston Village during summer 2020.

- Moncton Street: Staff recommend no changes to the existing roadway geometry for Moncton Street. Feedback received from the public and businesses in summer 2020 when temporary road changes were implemented indicated a strong desire to maintain the existing pedestrian realm and road geometry on Moncton Street. Retaining the status quo roadway geometry for

Moncton Street will maintain the street in the same condition that has been in place for over forty years and recognizes public and business resistance to road changes on Moncton Street.

- **Bayview Street:** The observed conditions in summer 2020 reinforce the need for dedicated cycling facilities on Bayview Street. The temporary walkway implemented on the south side during May-October 2020 was used by both pedestrians and cyclists, and staff received complaints of conflicts regarding the shared use facility. The recommended roadway geometry provides separation of cyclists from pedestrians to avoid conflicts between these modes with wider sidewalks for pedestrians on the south side of the street. Delineation with painted lines is suitable for the on-street cycling lanes as the speed limit on Bayview Street is 30 km/h.

Provision of a wider pedestrian realm and cycling facility requires the permanent removal of 17 parking spaces on Bayview Street. The temporary walkway implemented in May 2020 did not generate any complaints regarding the loss of the 14 parking spaces removed to accommodate the walkway on the south side. Conversely, the subsequent temporary road changes implemented on Moncton Street in August 2020 did prompt serious concerns regarding the loss of parking on that street.

- **Chatham Street:** Similar to Bayview Street, the recommended option includes expanded pedestrian space and the introduction of cycling facilities. The wider road right-of-way available enables the provision of directional off-street bike paths and the retention of on-street parking.

Typical cross-section and plan view are illustrated for Bayview and Chatham Streets (Attachment 1). Table 1 summarizes the recommended streetscape visions based on:

- Past consultation results and the observed conditions associated with the temporary road changes implemented in summer 2020.
- The recently established surface materials associated with new developments.
- The addition of cycling facilities to support the increase in active transportation modes observed in the Village since summer 2020, and progress towards travel mode share targets for walking and cycling as identified in the Official Community Plan and the Community Energy and Emission Plan 2020-2050 Directions.
- Flexibility for operation under temporary or special event traffic management plans.

Table 1: Recommended Long-Term Streetscape Visions

Street	Recommended Long-Term Streetscape Vision	Est. Cost
Moncton Street	Retain surface treatment and road geometry	N/A
Bayview Street	Enhanced pedestrian realm plus bike lanes: <ul style="list-style-type: none"> • move north and south curbs to create wider pedestrian realms • remove on-street parking and relocate accessible parking space • provide directional on-street cycling facility 	\$3.20 million
Chatham Street	Enhanced pedestrian realm plus bike paths: <ul style="list-style-type: none"> • shift north and south curbs into the roadway • wider pedestrian realm on north side • retain on-street parking on both sides • provide off-street directional cycling paths 	\$6.73 million

Implementation Strategy

Should the recommended long-term roadway geometry be endorsed, staff will report back with a potential funding strategy including consideration of grant opportunities, development funded improvements and City-funded capital, and the timing of implementation of the improvements.

Steveston Interurban Tram

At the July 13, 2020 Council meeting, Council considered a report presented by Community Services on the outcome of a feasibility study that examined operation of the tram along three routing options including potential impacts on the long-term streetscape designs. Council resolved on consent to retain the current tram program.

Financial Impact

None.

Conclusion

The recommended streetscape visions for Bayview Street, Chatham Street and Moncton Street reflect public feedback, are supportive of the heritage character of Steveston and improve the public realm with wider sidewalks and opportunities for active transportation to reduce reliance on private auto trips to the Village.



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Att. 1: Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street and Chatham Street

