City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	February 8, 2013
From:	Victor Wei, P. Eng. Director, Transportation	**File:**	10-6360-01/2012-Vol 01
Re:	**PROPOSED LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET AND CHATHAM STREET**		

Staff Recommendation

1. That the proposed long-term streetscape visions for Bayview Street and Chatham Street, as described in the attached report, be endorsed in principle for the purpose of carrying out public consultation.

2. That staff report back on the outcome of the above public consultation regarding the proposed streetscape visions.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 9

REPORT CONCURRENCE			
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**	
Parks	☑		
Engineering	☑		
Development Applications	☑		
Policy Planning	☑		
Finance	☑		
REVIEWED BY DIRECTORS	**INITIALS:** DW	**REVIEWED BY CAO**	**INITIALS:**

Staff Report

Origin

At its regular meeting held on May 28, 2012, Council directed staff to:

4(a) develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and

This report responds to these resolutions and outlines the proposed short- and long-term streetscape visions for Bayview Street and Chatham Street.

Analysis

1. Streetscape Vision Objectives

Long-term and interim phasing conceptual streetscape plans for Bayview and Chatham Streets were developed with the objectives of:

- enhancing the public realm consistent with the Steveston Village Conservation Strategy;
- promoting walking in Steveston Village through improved sidewalks on both sides of the streets and enhanced links to the waterfront; and
- increasing the supply of on-street parking.

For both streets, any streetscape design must be supportive and respectful of the heritage of Steveston Village. The proposed overarching theme of "simplicity" would entail the use of simple materials (e.g., plain not stamped concrete) with a minimum of street furniture. Simplifying the roadway geometry supports the conservation of the heritage character of the Village by virtue of allowing the simple buildings to stand out in front of a less complex and engineered realm.

2. Supply and Demand of Parking

As summarized in Table 1 and shown in **Attachment 1**, the Steveston Village area currently has around 1,000 parking spaces available for use by the general public (excluding the lanes). A further 440 spaces are available on private property that are restricted to employees and/or customers of the particular business. As part of the remaining development of the waterfront site east of No. 1 Road, an additional 35 surface public parking spaces will be provided within the site.

Table 1: Current Public Parking Capacity

Area	Location	# Spaces		Total
		Pay	Free	
Inside Village Core[1]	On-Street	0	331	331
	Off-Street	141	48	189
	Subtotal	**141**	**379**	**520**
Outside Village Core[2]	On-Street	0	65	65
	Off-Street	399	77	476
	Subtotal	**399**	**142**	**541**
	Total	**540**	**521**	**1,061**

(1) Bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.
(2) Includes Chatham Street west of 3rd Avenue and Bayview Street-Moncton Street 175 m east of No. 1 Road.

This capacity is sufficient to meet existing demand, even in the peak summer months, but distribution of the spaces is not optimal and roughly one-half of the spaces are pay parking. Parking demand is concentrated near the waterfront area of the Village core, where demand is at or near capacity during peak periods, while areas further away (north of Moncton Street) are comparatively less utilized.

With respect to future parking supply, the *Steveston Village Conservation Strategy and Implementation Program*, adopted by Council on June 15, 2009, provides parking rates for the Steveston Village core. Generally, a 33 per cent reduction from the City's off-street parking requirements is permitted. As directed at the June 21, 2011 Planning Committee meeting, staff have reviewed this parking relaxation policy and will be reporting back in a separate report scheduled to be presented to Planning Committee on February, 19, 2013. The recommended parking rates in the report for the Village core are to increase the residential rate from 1.0 to 1.3 parking spaces per dwelling unit and to maintain the existing 33 per cent parking reduction from the City bylaw for non-residential uses.

An analysis of future on and off-street parking demand, based on the recommended parking rates, for the Steveston Village core (bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street) indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. However, this demand could be met when public parking areas immediately adjacent to the core (e.g., Chatham Street west of 3rd Avenue, Steveston Harbour Authority lot on Chatham Street) are included. The analysis therefore concludes that there is and will be sufficient public parking available in the Village as represented in Table 1 and hence there is no need for additional on-street parking or a parkade.

Staff further note that the creation of significant additional parking in the Village would also run counter to the goals and objectives of the updated Official Community Plan, as more parking would encourage more trips by private vehicle rather than by sustainable travel modes such as transit, cycling and walking. Notwithstanding, staff recognize that there is a desire for more parking and, accordingly, explored ways to optimize the curb space available on Bayview Street as well as Chatham Street as part of the streetscape visioning process.

3. Bayview Street Streetscape Options

3.1 Existing Cross Section

Bayview Street between No. 1 Road and 3rd Avenue currently has sidewalks on both sides of the street with the exception of the north side between 2nd Avenue and 3rd Avenue. The property located at the northeast corner of Bayview Street and 3rd Avenue (i.e., within the section that has no sidewalk) is the subject of a development application and the associated required frontage improvements would include the provision of a boulevard and sidewalk as well as the potential for on-street angle parking (see Section 3.2 for discussion of on-street angle parking options).

There are a total of 17 parallel parking spaces on Bayview Street comprised of 14 spaces on the south side and three spaces on the north side in a parking lay-by. As the existing pavement width of nine metres does not allow for the creation of on-street angle parking (i.e., it would require relocating the existing curbs), no feasible interim streetscape options are available.

3.2 Proposed Long-Term Design

Bayview Street currently acts as the primary flood protection alignment for the Steveston Village area. Alternative dike alignments are being explored in the Dike Master Plan Study as sea level is predicted to rise 1.2 m by the year 2100. If Bayview Street continues to be a primary dike alignment, it may need to be raised by approximately 1.5 m within the next 50 years. Therefore, while long-term streetscape visions with increased on-street parking are compatible with the

City's current flood protection needs, the parking arrangements may need to be reconfigured in the long-term. As part of the Dike Master Plan Study, public feedback and dike alignment recommendations will be presented to Council in early 2013.

The long-term streetscape design for Bayview Street incorporates improved pedestrian amenities (i.e., sidewalk on both sides) and could include an increased supply of on-street parking. The four alternative on-street parking options all use the current south curb alignment and include a continuous sidewalk on the north side, but in each case the north curb alignment and adjacent north boulevard width varies.

- Option 1 (Existing Street Cross-Section): maintain the location of the north curb and thus the existing on-street parking arrangement and capacity but provide the missing sidewalk on the north side between 2nd Avenue and the lane to the west. The missing sidewalk between 3rd Avenue and the lane to the east is expected to be provided through development in the near future.

- Option 2 (Angle & Parallel Parking): realign north curb by 6.0 m to allow angle parking and maintain parallel parking on the south side. This option would provide a 1.5 m sidewalk but no boulevard and result in the greatest increase in on-street parking with a net gain of 23 spaces. The provision of angle parking between 1st Avenue and the lane to the west is not included due to the impacts to the adjacent private property.

- Option 3 (Angle Parking): realign the north curb by 3.5 m and reallocate the existing parking spaces all to angle parking on the north side with no parking on the south side. This option includes a 1.5 m sidewalk and 2.5 m boulevard. It results in a net gain of only nine parking spaces due to the elimination of the parallel parking on the south side, which would be required as the north curb is not shifted as far north as for Option 2. As with Option 2, the provision of angle parking between 1st Avenue and the lane to the west is not included.

- Option 4 (Parallel Parking): realign the north curb by 2.5 m to provide parallel parking on the north side and maintain parallel parking on the south side. This option allows for a 1.5 m sidewalk and 3.5 m boulevard (the greatest width of green space) and results in a net gain of 11 parking spaces.

The four options are summarized in **Attachment 2**. As Options 2 to 4 all shift the curb to the north by varying amounts, there is a trade-off of reduced green space/landscaping between the roadway and the setback to adjacent buildings. Options 3 and 4 allow for a boulevard width between 2.5 m and 3.5 m, and the flexibility to reduce the boulevard width to provide a wider sidewalk (e.g., from 1.5 m to 2.0 m wide). Option 2 would result in the greatest road widening and thus does not allow for a boulevard. Parks staff advise that a boulevard is not necessarily required, as neither boulevard street trees nor a greenway on the north side are envisioned for the following reasons: (1) Bayview Street serves as the dike and could be raised in the future, thus impacting any planted trees; and (2) the intent is to keep view corridors from the south open to the waterfront. Planting would be secured on private property via the redevelopment process.

Overall, Option 1 remains viable as there is adequate parking supply in the Village area as a whole as noted in Section 2. With respect to increasing the parking supply, Option 3 is deemed impracticable as there is little net gain in parking spaces plus the removal of parking on the south

side would inconvenience some customers. Option 2 would be preferable to Option 4 as it provides the greatest increase in on-street parking at a relatively lower cost per additional parking space of approximately $17,000 versus nearly $27,000 for Option 4.

Proposal: that the long-term streetscape design reflect Option 2 as it represents the best balance between the benefits provided to both pedestrians and motorists. **Attachments 3** and **4** provide an illustration and three-dimensional rendering of Option 2 respectively. As noted in Section 3.1, the development application associated with property located at the northeast corner of Bayview Street and 3rd Avenue would include the provision of eight angle parking spaces along its frontage of Bayview Street and thus would align with Option 2 if that is the chosen option.

4. Chatham Street Streetscape Options

4.1 Existing Cross Section

Chatham Street currently has sidewalks on both sides and a total of 23 parallel parking spaces on both sides between No. 1 Road and 3rd Avenue. As Chatham Street is relatively wider than Bayview Street (14 m versus 9 m), angle parking could be created within the existing paved roadway width without disturbing the north or south curbs by simply re-striping the pavement to create angle parking along the north curb at an estimated cost of $5,500.

However, introducing angle parking on the north side of the street would require removal of the existing parallel parking on the south side. Moreover, driveways and bus zones further restrict on-street parking on the north side. As a result, the net gain in parking is minimal at just two spaces. This arrangement may also inconvenience some customers as all the on-street parking would be on the north side. Therefore, staff conclude that the existing geometry be maintained until adjacent developments occur and/or sufficient funding is available to construct the proposed long-term improvements described below.

4.2 Proposed Long-Term Design

The long-term streetscape design incorporates more street trees and a revised curb configuration at each intersection that includes a sloped paving treatment (similar to the raised intersection at No. 1 Road and Moncton Street) to improve accessibility. This intersection design is preferred to the standard curb extensions originally proposed for Chatham Street as its simplified nature is better supportive of Steveston's heritage character while still enhancing pedestrian safety. A further key element is the extension of the rear lane on the north side as development occurs, which would allow the removal of individual driveways over time.

Similar to Bayview Street, the long-term streetscape design could include an increased supply of on-street parking. There are three potential options with respect to on-street parking capacity.

- Option 1 (Status Quo – Existing Street Cross-Section): maintain the existing curbs and on-street parallel parking arrangement along with a sidewalk and boulevard. As development occurs, the established landscaped boulevard and sidewalk at the east end (i.e., northwest corner of Chatham Street at No. 1 Road) would be extended west and opportunities to close direct driveways to the street with access from the rear lane would be pursued.

- Option 2 (Centre Angle Parking): shift the north and south curbs and provide angle parking in the centre of the street (see **Attachment 5**), which would result in the greatest increase in on-street parking (plus 55 spaces) as space is not lost due to driveways and fire hydrants. Conversely, this design would eliminate the opportunity for left-turns at mid-block and may create potential safety concerns as it places a driver and passengers in the centre of an active roadway for loading/unloading and requires crossing of the active roadway. Moreover, the design would be unfamiliar to motorists and more inconvenient for drivers with mobility challenges.

- Option 3 (Standard Angle Parking): shift the north and south curbs and provide traditional angle parking on both sides of the street to approximately 45 m west of 3rd Avenue, which could achieve a net increase of approximately 55 parking spaces. **Attachments 6** and 7 provide an illustration and three-dimensional rendering of Option 3 respectively. Upon development of adjacent properties and the reconfiguration and consolidation of their on-site parking denoted as 4a on Attachment 6 (north side between 2nd Avenue and 3rd Avenue), a further 15 angle parking spaces could be achieved.

The three options are summarized in Attachment 2. Option 1 remains viable as there is adequate parking supply in the Village area as a whole as discussed in Section 2. With respect to increasing parking supply, Option 2 is not recommended as the combined potential safety implications are considered to outweigh the gain of maximizing on-street angle parking. Option 3 would yield an equivalent number of new on-street parking spaces as in Option 2 while keeping parking adjacent to the curb thereby providing a buffer between pedestrians and traffic.

Proposal: that the long-term streetscape design reflect Option 3 as it represents the best balance between the benefits provided to both pedestrians and motorists. With respect to potential phasing, Option 3 could be more easily implemented on the south side than the north side due to fewer existing driveways. As well, Option 3 would require re-configuring the parking lots of some adjacent commercial properties, as a portion of on-site parking currently encroaches onto City road right-of-way and thus would be impacted by the proposed widening.

5. On-Street Parking on North-South Avenues North of Chatham Street

Between Chatham Street and the east-west lane north of Chatham Street, angle parking is currently available on 1st and 2nd Avenues while parallel parking is available on 3rd Avenue. The only opportunity to increase on-street parking on these roadway sections is thus on 3rd Avenue by realigning the curbs to allow angled parking on one side while keeping parallel parking on the other side. However, this realignment would only add about four spaces, which is considered too small a gain given the impact of the reconstruction work.

For the roadway sections north of the lane to Broadway Street, on-street parking is reduced to parallel on all three streets due to the transition from commercial adjacency to single family, which has wider grass boulevards that restrict the space available for parking. While angle parking could be accommodated within the existing road right-of-way (see **Attachment 8**), staff do not recommend this option due to the significant impacts to adjacent residences in terms of the proximity of the parking and its associated effects of noise and intrusion of headlights.

6. Estimated Costs of Proposed Long-Term Streetscape Designs

The estimated costs for the proposed long-term streetscape options that incorporate increased on-street parking for Bayview and Chatham Streets are shown in Table 2 below.

Table 2: Estimated Costs for Proposed Long-Term Streetscape Options

Street	Proposed Long-Term Streetscape Option	Estimated Cost	
Bayview Street	Option 2: realign north curb to provide angle parking on north side and maintain parallel parking on south side: 23 added stalls	Total:	$392,000
Chatham Street	Option 3: realign north and south curbs to provide angle parking on both sides: 55 added stalls	No. 1 Road-1st Ave:	$799,000
		1st Ave-2nd Ave:	$748,000
		2nd Ave-3rd Ave:	$830,000
		45m west of 3rd Ave:	$421,000
		Total:	$2,798,000
		Project Total:	**$3,190,000**

The major cost components for both streets include new curb and gutter, sidewalk, additional road construction and asphalt, utility relocations (e.g., power poles), and new street lighting. For Chatham Street, the revised curb configurations and raising of the pavement at each intersection comprise between 25 and 30 per cent of the total construction costs.

7. Potential Implementation and Funding Strategy

For both proposed streetscape options, the enhancements could be secured partly through redevelopment of adjacent fronting properties as they occur. If an entire block redevelops at the same time, the physical reconstruction would be secured at that time. However, as there are relatively few properties that may seek redevelopment in the near term, the realization of the proposed streetscape visions may take many years to achieve.

With respect to potential funding sources that could be used to expedite the implementation of the proposed streetscape designs, the Steveston Off-Street Parking Reserve Fund cannot be used as the collected monies are to be used only for the provision of new and existing off-street parking spaces. The Reserve Fund is anticipated to be used to provide additional public parking as part of a parkade within a future major development in Steveston Village, which could include disposal of the City's existing two off-street parking lots to provide additional revenue to be invested towards a joint partnership between the developer and the City to improve and consolidate off-street parking for the public.

Accordingly, staff have identified the following three potential funding concepts to support the implementation of the proposed streetscape improvements with consideration given to the amount, certainty and timing of the funding to be generated.

- Roads DCC Program: include the cost of the streetscape improvements in the Roads DCC Program at the time of its next review with other projects that are currently part of the Roads DCC Program potentially to be removed to offset this amount. Using city-wide Roads DCC is considered appropriate as Steveston Village is a key city and regional destination with increasing popularity partly due to increasing population and development activities throughout the city and beyond. It is expected that there would be no change to the Roads DCC repayment schedules. The timing of the streetscape project may not be immediate using the Roads DCC Program, as there may be other competing City priorities.

- New Streetscape Improvement Fund: similar to the Capstan Station Capital Reserve Fund, a new capital reserve fund for the Steveston Village area would be established to hold voluntary developer contributions, which could be made as part of rezoning applications where the developer may be granted a reduced parking requirement/variance in return for making a voluntary contribution to the fund towards the implementation of the streetscape designs. Based on the proposed parking rates of 1.3 stalls per dwelling unit for residential uses and a 33 per cent reduction for non-residential uses as well as the potential pace of development, up to $750,000 may be secured in the fund over the next 10 years due to a shortfall in on-site parking for commercial uses. This amount is forecast to increase to $1.4 million over the next 20 years. The fund likely would not reach the $3.2 million needed until most of the properties in the Village redevelop including the larger commercial lots, which are the main contributors to the parking shortfall. The time horizon for this scenario is likely over 20 years.

  As discussed in the separate staff report on the Steveston Village Conservation Strategy to be presented at the February 19, 2013 Planning Committee, future developments may choose to provide a minimum of one parking stall per dwelling unit and contribute the difference from the proposed 1.3 stall rate towards the fund. However, this scenario is not very likely to occur as, at full build-out, the residential parking component can be accommodated on-site.

  Staff also explored increasing the parking rates to maximize the potential contributions to the fund. Even under a scenario of no relaxation to parking rates (i.e., at the city-wide rate of 1.5 stalls per dwelling unit), all required residential parking could be accommodated on-site. As the shortfall in on-site parking space would remain for commercial uses, the potential contributions to the fund could thus increase up to $1.5 million if development occurs at the expected pace over the next 10 years. However, staff do not recommend removing the parking relaxation in Steveston as the potential contributions still would not meet the $3.2 million required in the foreseeable future.

  As contributions to this fund from on-site parking shortfalls occur in Steveston Village through development over the next 10 years to reach an anticipated $750,000, the funds in the new Streetscape Improvement Fund could be used in the interim towards a portion of the streetscape project work. The Roads DCC Program could be used in conjunction with this option, to complete the entire long-term streetscape vision improvements.

- Steveston Business Improvement Area (BIA): the establishment of a BIA would create additional funding via a special charge levied on businesses within a designated area with those funds used to enhance the district, such as improvements to parking. Per Section 215 of the *Community Charter*, the legislation provides for a special charge to be levied on each commercial and/or industrial property within the designated area. The most commonly used methods to levy the contribution are assessment (mill rate percentage) or frontage (fixed sum per linear front footage). As part of the proposed public consultation process (see Section 9), staff would liaise with the Steveston Merchants Association to determine the level of interest in establishing a BIA in Steveston.

Of the three funding concepts, the Roads DCC Program provides the most certainty and greatest ease of implementation as the City wholly controls the funding. A new capital reserve fund or BIA funding lack certainty as both depend on circumstances beyond the City's control. The

reserve fund is dependent upon the pace of development while a BIA requires the support of businesses located within the BIA boundary. These funding concepts would be presented for community feedback as part of the public consultation process discussed in Section 9.

8. Consultation with Stakeholders to Date

Staff presented the parking-related components of the draft long-term streetscape concepts for Bayview and Chatham Streets to representatives of the following stakeholder groups: Steveston Harbour Authority, Steveston Merchants Association, Steveston Community Society, Steveston 20/20 Group, and the Richmond Parking Advisory Committee. **Attachment 9** summarizes the feedback from these groups with respect to the introduction of angle parking on these streets. Generally, there is some support for the options to increase on-street parking but also opposition to the loss of green space on the north side of Bayview Street.

9. Proposed Public Consultation Process

Should the proposed long-term streetscape visions that incorporate increased on-street parking for Bayview and Chatham Streets be endorsed for further consultation, staff propose that the concepts and potential funding mechanisms be presented for public feedback given the scale of the potential changes to the streetscape and public realm of Steveston Village. Staff propose that one open house be jointly held to also present the findings and recommendations set out in the Steveston Village Conservation Strategy report to Planning Committee on February 19, 3013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and the material posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback, and report back by July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy. These recommendations will be coordinated and brought forward together with a separate report back presenting the final proposed amendments to the Steveston Village Conservation Strategy at the same Planning Committee meeting.

Financial Impact

None at this time. The proposed public consultation activities could be accommodated within the existing divisional operating budget. Any changes to the DCC Program would be reported back as part of the DCC review process. Any future costs associated with the proposed streetscape improvements would be presented through the annual capital budget process.

Conclusion

While there is sufficient public parking available in the Village as a whole (i.e., when streets and public parking lots immediately outside the Village core are included), particularly in underutilized areas to the west and north of Moncton Street, there is a desire for more parking. The proposed long-term streetscape design concepts for Bayview and Chatham Streets are supportive of the heritage character of Steveston and improve the public realm with the provision of sidewalks, more street trees, streetlights, and increased accessibility. Both concepts also

provide for increased on-street parking. Given the significant potential changes to the streetscape and public realm of Steveston Village, staff propose that these draft long-term designs be presented for public feedback. Staff would then report back on the outcome by July 2013 with the proposed final streetscape designs.

Sonali Hingorani, P.Eng.
Transportation Engineer
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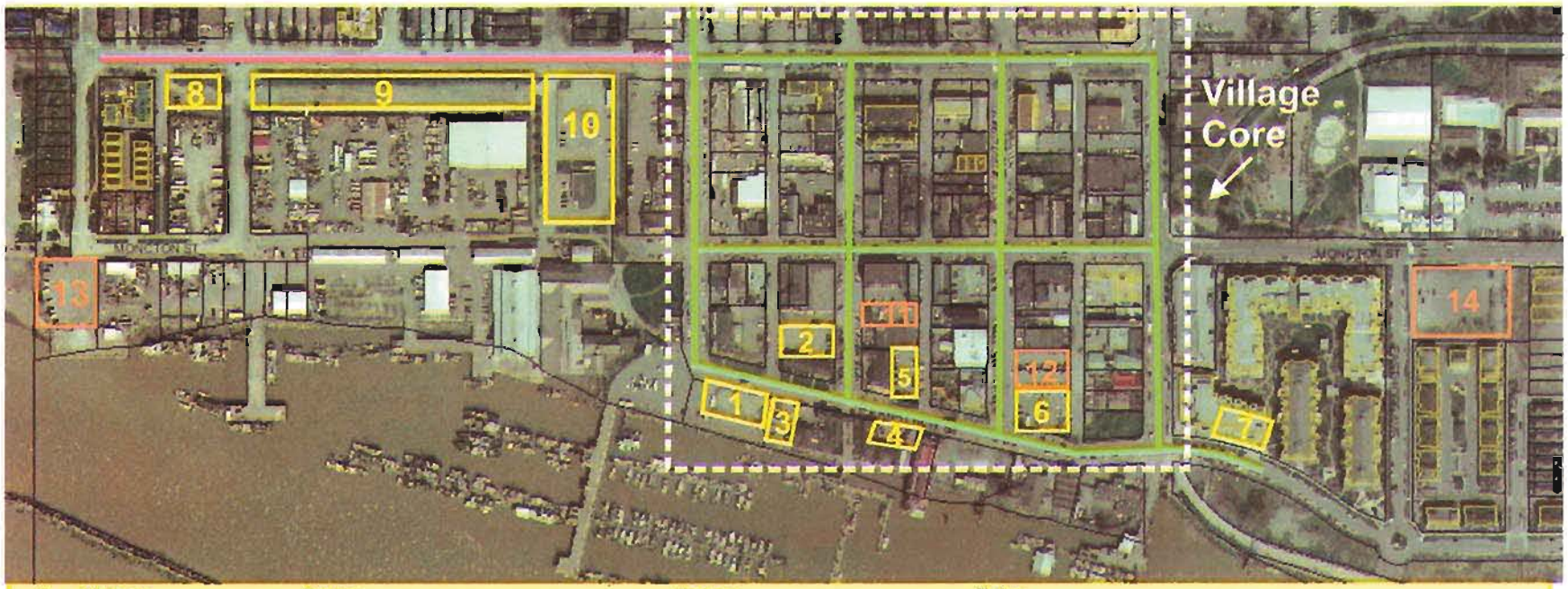
Public Parking in the Steveston Village Area



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/SHA	18	$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	$2.00/hr up to 3 hrs
5	3771 Bayview St	DFO/SHA	18	$2.00/hr up to 3 hrs
6	3971 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	$2.00/hr up to 3 hrs / $8.00 all day
		Subtotal within Core	141	
7	4111 Bayview St	DFO/SHA	57	$2.00/hr up to 4 hrs / $10.00 all day
8	12111 6th Ave	DFO/SHA	45	$2.00/hr up to 4 hrs / $10.00 all day
9	3300 Chatham St	Onni Development Corp.	225	$2.00/hr for 1st hr / $1.00/hr additional hr up to 24 hrs
10	12138 4th Ave	Parks Canada	72 (+3 bus)	$2.00/hr up to 4 hrs / $10.00 all day
		Subtotal outside Core	399	
11	12200 2nd Ave	City	38 (+5 reserved)	Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City	10	Free with 3-hr time limit
		Subtotal within Core	48	
13	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
14	3720 Moncton St	City	55	Free with no time limit
		Subtotal outside Core	77	
	On-Street Parking	City: within Core	331	Free with 3-hr time limit from 9 am to 6 pm
	On-Street Parking	City: outside Core	65	Free with no time limit
		Subtotal	396	
		TOTAL	1,061	

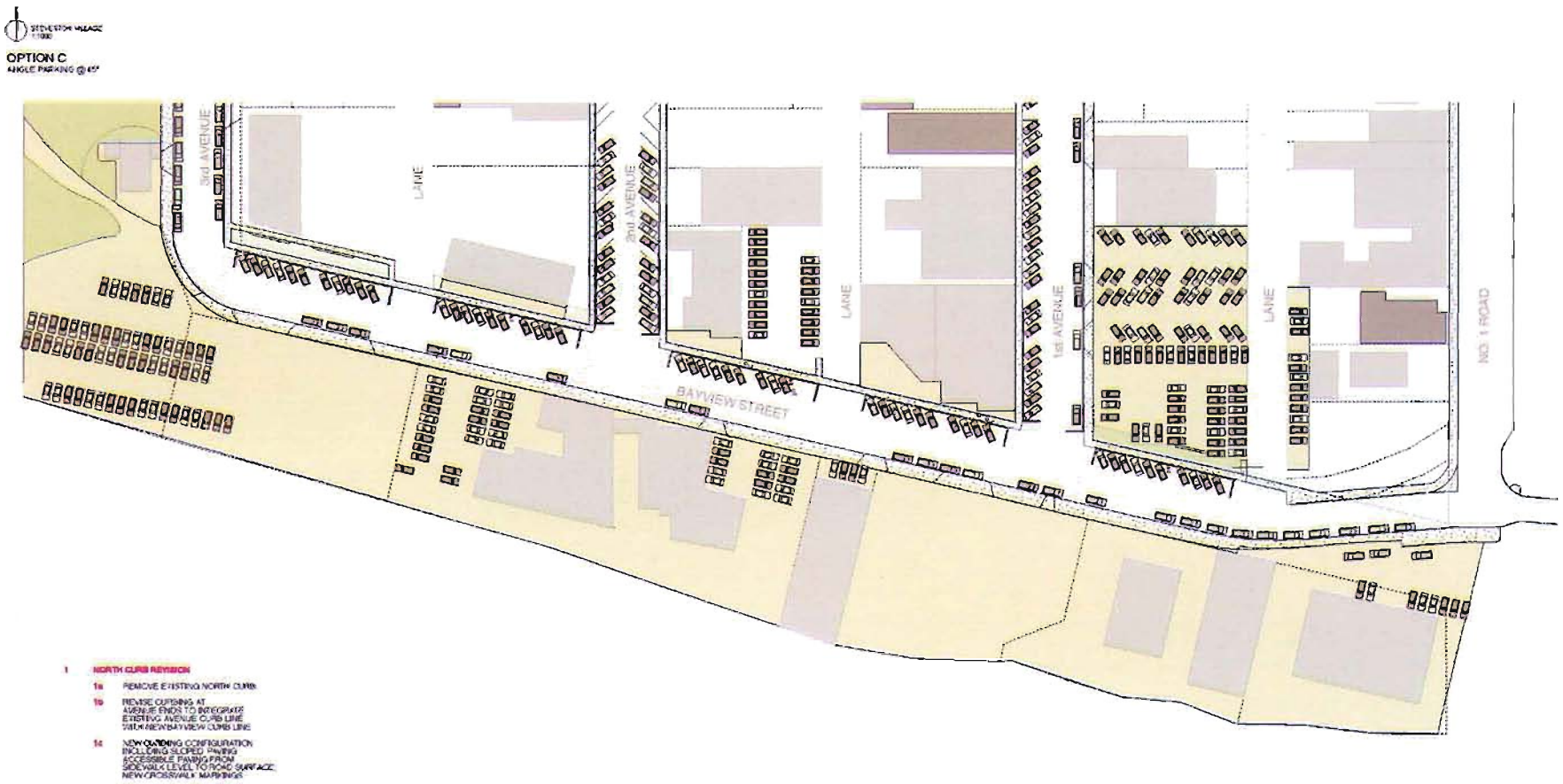
Options to Increase On-Street Parking on Bayview Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	• maintain existing parallel parking on north and south sides	• **no net gain** • total of 17 (north side:3 / south side: 14)	$12,000	• provide 50 m of missing sidewalk on north side between 2nd Ave and lane to the west • missing sidewalk between 3rd Ave and lane to the east to be provided through development
2	• realign north curb by 6.0 m to allow angle parking • maintain existing parallel parking on south side	• **net gain of 23** • total of 40 (north side: 26 / south side: 14)	$392,000	• provision of 1.5 m sidewalk with no boulevard • reduces green space between roadway and setback
3	• realign north curb by 3.5 m to allow angle parking • remove existing parallel parking on south side	• **net gain of 9** • total of 26 (north side: 26)	$370,000	• provision of 1.5 m sidewalk and 2.5 m boulevard • reduces green space between roadway and setback (but to a lesser degree than Option 2)
4	• realign north curb by 2.5 m to allow parallel parking • maintain parallel parking on south curb	• **net gain of 11** • total of 28 (north side: 14 / south side: 14)	$358,000	• provision of 1.5 m sidewalk and 3.5 m boulevard • reduces green space between roadway and setback (but to a lesser degree than both Options 2 and 3)

Options to Increase On-Street Parking on Chatham Street

Option	Description	Parking Spaces	Est. Cost	Comments
1	• status quo • maintain existing parallel parking on north and south sides	• **no net gain** • total of 23 (north side:14 / south side: 9)	n/a	• no increase in parking • no increase in pavement width and crossing distance
2	• realign north and south curbs • angle parking in the centre of the street	• **net gain of 55** • total of 78 (north side: 39 / south side: 39)	$2,377,000	• significant gain in parking • loss of mid-block left-turns • potential safety concerns • lack of motorist familiarity
3	• realign north and south curbs • angle parking on either side of the street	• **net gain of 55** • total of 78 (north side: 38 / south side: 40)	$2,798,000	• significant gain in parking • traditional on-street parking design

Potential Angle Parking on Bayview Street: Long-Term Option 2



RECOMMENDED PARKING PROPOSAL
45° ANGLE PARKING - OPTION C
BAYVIEW STREET

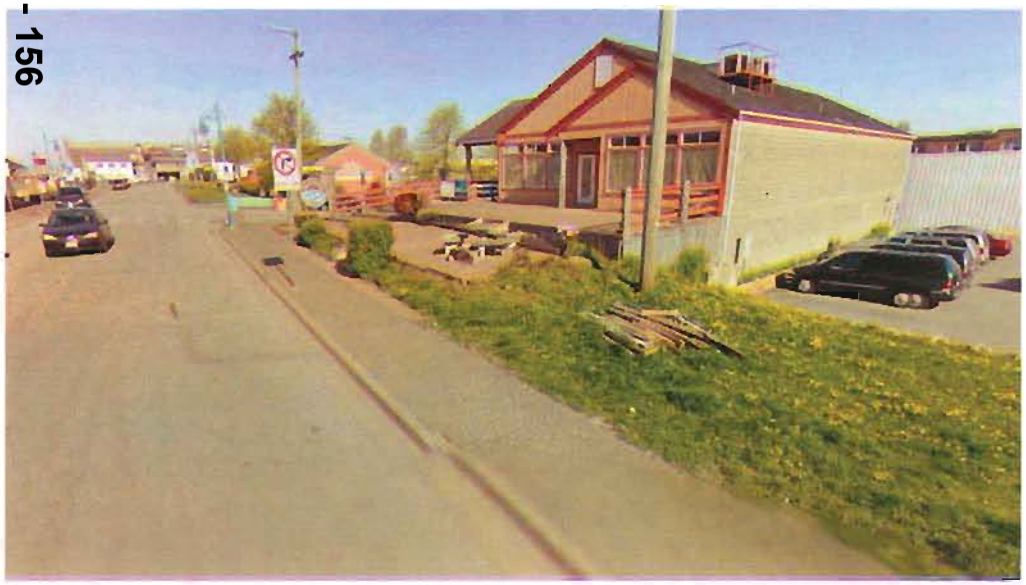
11

PLN - 155

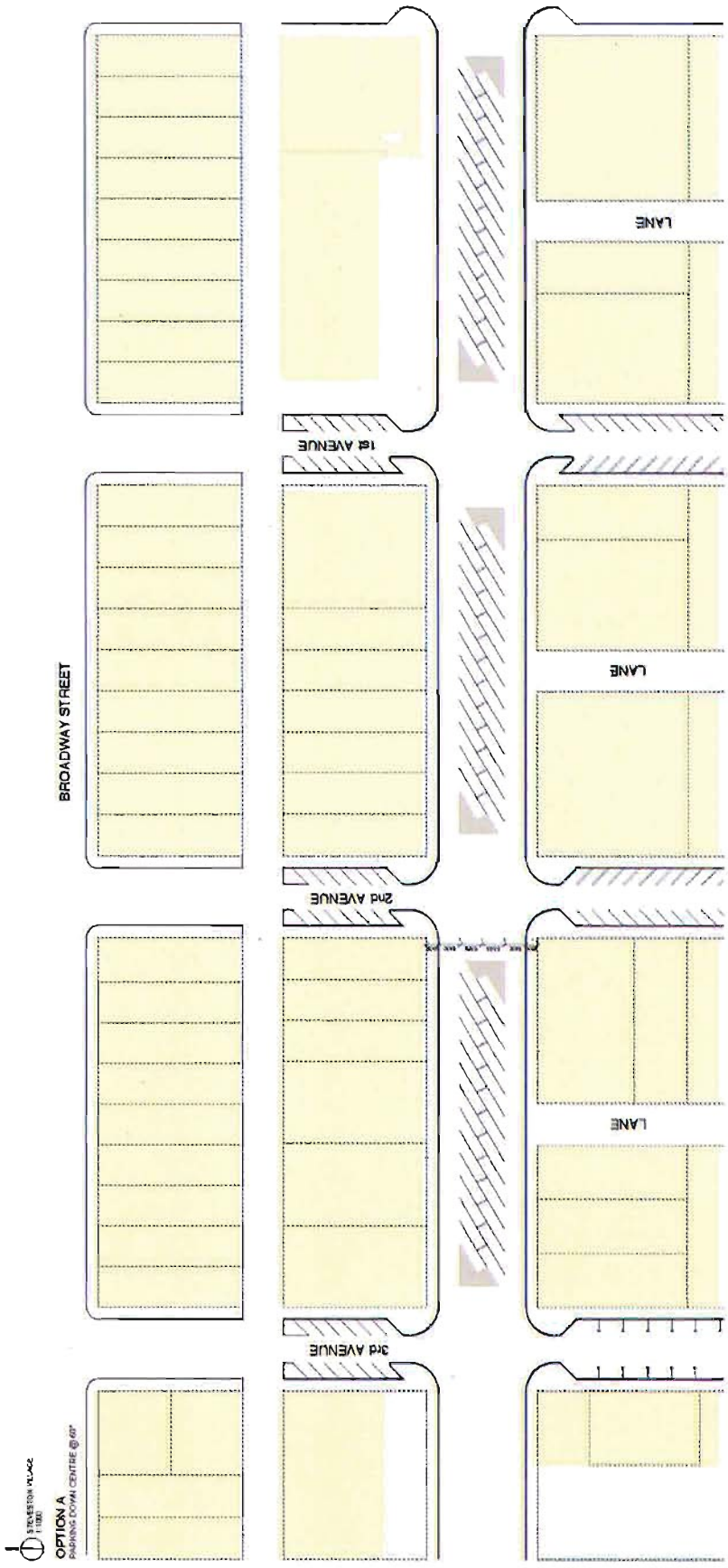
Attachment 3

3719467

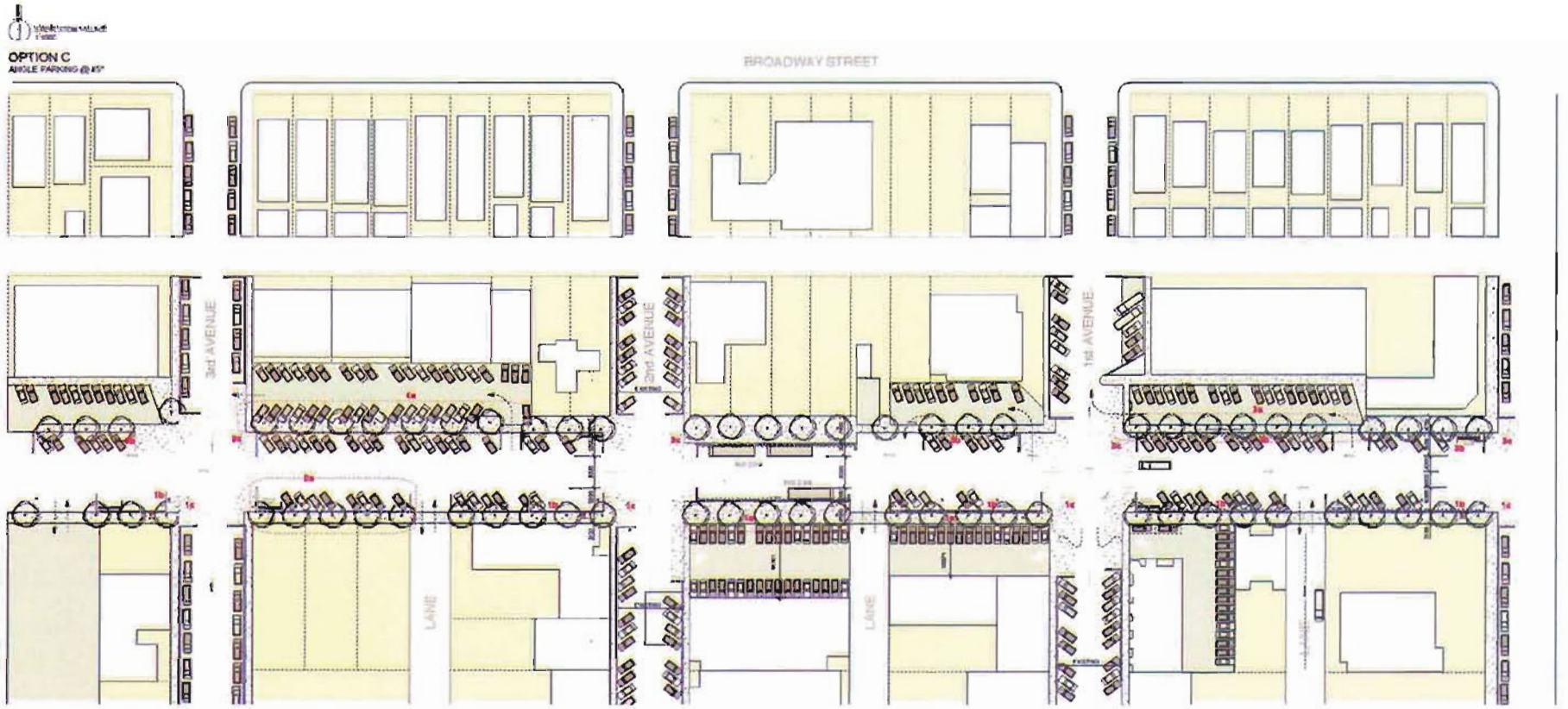
Potential Angle Parking on Bayview Street: 3-D Rendering of Long-Term Option 2



Potential Centre Angle Parking on Chatham Street: Long-Term Option 2



Potential Standard Angle Parking on Chatham Street: Long-Term Option 3



1 SOUTH CURB REVISION

1a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET

1b REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE

1c NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE; NEW CROSSWALK MARKINGS

2 REVISION TO BUS STOPS

2a REORGANIZE BUS PARKING IN ORDER TO USE ONLY THOSE CURB AREAS BETWEEN 2ND AVENUE AND LANE EAST OF 2ND

3 FIRST PHASE NORTH CURB REVISION

3a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET EXCEPT FOR BLOCK BETWEEN 2ND AND 3RD AVENUES

3b REVISE CURBING AT AVENUE ENDS TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE

3c NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE; NEW CROSSWALK MARKINGS

4 SECOND PHASE NORTH CURB REVISION

4a REMOVE PARKING LOT ENCROACHMENTS ONTO CHATHAM STREET BETWEEN 2ND AND 3RD AVENUES

4b REVISE CURBING AT 3RD AVENUE END TO INTEGRATE EXISTING AVENUE CURB LINE WITH NEW CHATHAM CURB LINE

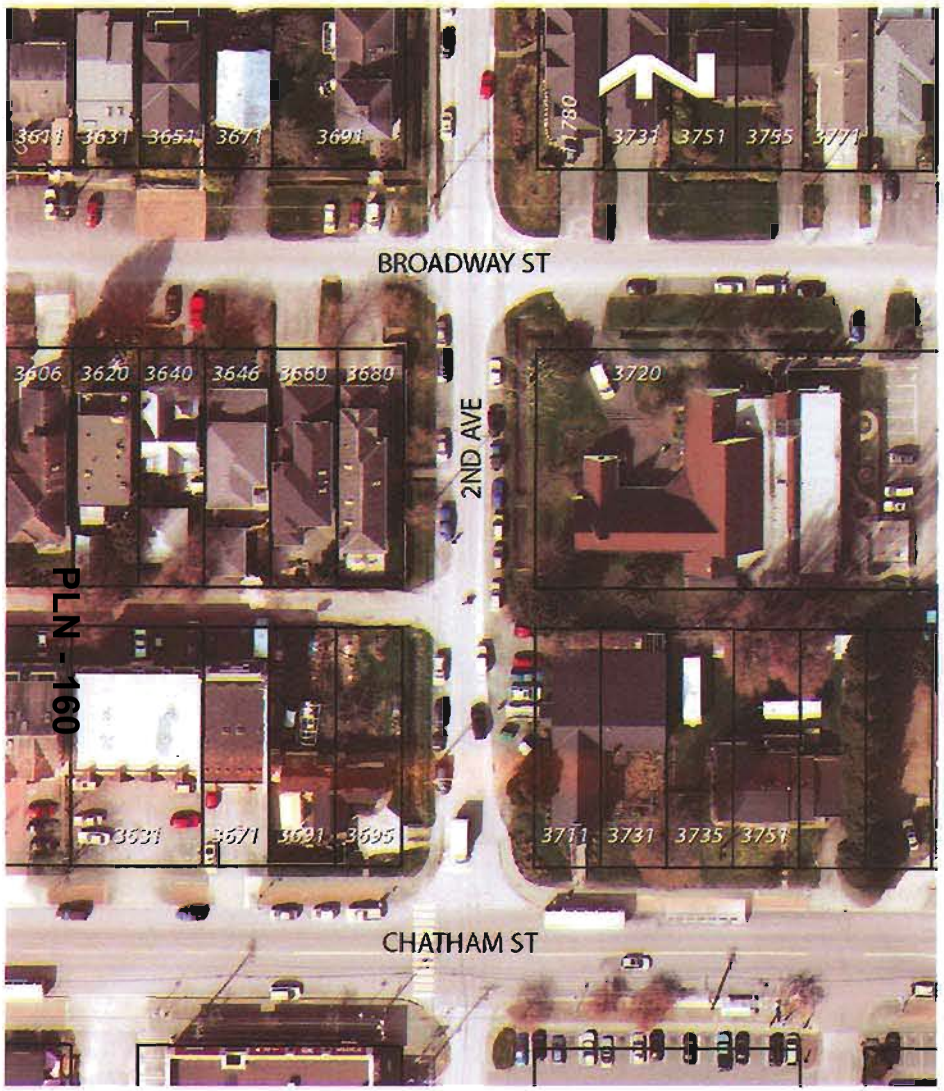
NEW CURBING CONFIGURATION INCLUDING SLOPED PAVING ACCESSIBLE PAVING FROM SIDEWALK LEVEL TO ROAD SURFACE; NEW CROSSWALK MARKINGS

Potential Standard Angle Parking on Chatham Street: 3-D Rendering of Long-Term Option 3

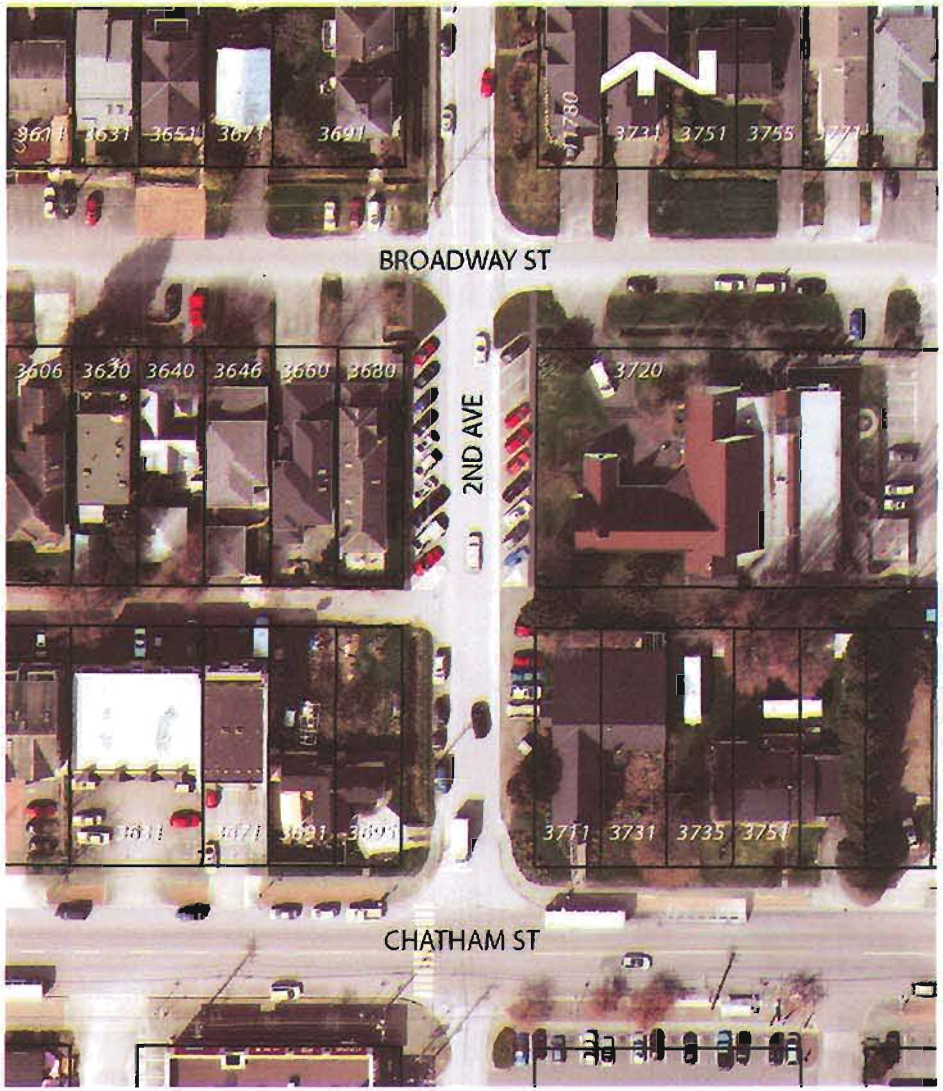
STREET VIEW 2 - RECOMMEDED
CHATHAM STREET LOOKING WEST

8

Potential Angle Parking on Avenues North of Chatham Street: Example of 2nd Avenue



2nd Avenue: Before



2nd Avenue: After

Stakeholder Feedback re New Angle Parking on Bayview and Chatham Streets

Stakeholder	Comments	Staff Response
Steveston Merchants Association	Bayview Street • concerned with loss of green space, impact on pedestrians and cyclists, safety concerns of cars backing out, and vehicle exhaust and noise impacting patio diners, especially as most restaurants are on the north side • prefer on-street parking remain as status quo but if increased, prefer parallel over angle parking	Bayview Street • proposed streetscape improves pedestrian facilities with continuous 1.5 m sidewalk on both sides • existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns • angle parking allows greatest increase in parking supply
Steveston Community Society	Chatham Street • do not oppose provided it does not pose a safety hazard to drivers/pedestrians • consider extending angle parking further west towards Garry Point Park Bayview Street • prefer to eliminate parking but if that is not feasible, then do not oppose angle parking	Chatham Street • existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns • feasible to extend angle parking westward Bayview Street • angle parking allows greatest increase in parking supply.
Steveston 20/20 Group	Chatham Street • concern with the safety of angle parking – may be difficult to back out due to vehicle speeds and frequency of buses • consider angle parking on 4th Avenue between Chatham Street and Steveston Hwy	Chatham Street • existing angle parking on 1st and 2nd Avenues has not been proven to be associated with increased traffic safety concerns • angle parking on 4th Avenue is not recommended due to significant impacts to residents as discussed in Section 5
Richmond Parking Advisory Committee	Bayview Street • angle parking will decrease green space • if reconstruction of the north curb is undertaken, consider adding an electric vehicle charging station at one parking space • suggest that end spaces that cannot accommodate a vehicle be designated for motorcycle/scooter parking	Bayview Street • proposed streetscape improves pedestrian facilities • possible to add an electric vehicle charging station at one parking space in future as demand warrants • end spaces that cannot accommodate a vehicle can be designated for motorcycle/scooter parking