



To: Planning Committee

Date: June 26, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6360-01/2012-Vol
01

Re: **RECOMMENDED LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET
AND CHATHAM STREET**

Staff Recommendation

That the recommended long-term streetscape visions for Bayview Street and Chatham Street based on community feedback obtained from the public consultation held in April and May 2013, as described in Section 3 of the attached report dated June 26, 2013 from the Director of Transportation, be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

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

Att. 5

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance	<input checked="" type="checkbox"/>		
Parks	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At its regular meeting held on March 25, 2013, Council endorsed proposed long-term streetscape visions for Bayview Street and Chatham Street for the purpose of carrying out public consultation and directed staff to report back on the outcome of the consultation. This report:

- presents the results of consultations with stakeholders and the general public; and
- proposes recommended long-term streetscape visions based on the consultation feedback and staff’s analysis.

This report also responds to the following related referrals arising from the February 19, 2013 meeting of the Planning Committee:

- (1) financing options for any parking treatment;*
- (2) impacts and options regarding the existing pay parking adjacent to Bayview Street;*
- (3) traffic calming options on Chatham and Bayview Streets; and*
- (4) options and impacts regarding more disabled parking spaces on Bayview Street.*

This report is being presented at the same Committee meeting as a related report from Policy Planning regarding the Review Concept for the Steveston Village Conservation Strategy, which will be considered prior to this report.

Analysis

1. Public Consultation Process

Several methods were used to solicit community feedback on the proposed long-term streetscape visions in co-ordination with Policy Planning, which was seeking feedback on the Review Concept for the Steveston Village Conservation Strategy. Transportation and Policy Planning jointly held a stakeholder meeting and a public open house on both topics. The following sections summarize the feedback regarding the long-term streetscape visions while the separate report from Policy Planning noted above presents the comments received regarding the Review Concept for the Steveston Village Conservation Strategy.

1.1 Stakeholder Meeting

A meeting was held on April 27, 2013 at the Steveston Community Centre, with invited representatives of local community stakeholder groups. Display boards were available (see **Attachment 1**) as well as staff to answer questions. Twenty-one people attended the meeting on behalf of the groups shown in Table 1. All participants received a survey form (see **Attachment 2**) and each group was encouraged to submit a collective response as well as individual forms.

Table 1: Stakeholder Groups

Name of Stakeholder Group
Britannia Heritage Shipyard Society
Gulf of Georgia Cannery Society
London Heritage Farm Society
Richmond Active Transportation Committee
Richmond Chamber of Commerce
Richmond Parking Advisory Committee
Steveston 20/20
Steveston Community Association
Steveston Historical Society
Steveston Harbour Authority
Steveston Merchants Association

While no consensus emerged from the dialogue amongst stakeholders and staff, the representatives offered the following comments:

- create a “Do Nothing” option that maintains the status quo for each street;
- concerned with potential traffic safety impacts of proposed angle parking;
- do not support increased angle parking on Chatham Street (Options 2 and 3) due to excessive estimated costs;
- consider establishing a parkade in the Village core (e.g., behind Hepworth building);
- employees who park in public spaces are contributing to the perceived parking shortage and need to be encouraged to park in designated areas (e.g., Onni parkade on Bayview Street, Steveston Harbour Authority lots);
- re-establish the tram as a functioning transit service; and
- consider not allowing any reduction in on-site residential parking.

With respect to the comment regarding the construction of a parkade in the Village core, analysis previously reported indicates that there is and will be sufficient public parking available in the Village hence there is no need for additional on-street parking or a parkade. The two City-owned properties that are currently used to provide a total of 48 free off-street public parking spaces are anticipated to remain as public parking lots for the foreseeable future but ultimately, if there is an opportunity to provide additional public parking as part of a parkade within a future major development (either at the two subject sites or other sites in the Steveston Village), then the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between the developer and the City to improve and consolidate parking for the public.

In addition to submitting a collective response to the survey form, the Richmond Active Transportation Committee also submitted a supplemental document (see **Attachment 3**) that provides further details of the Committee’s preferred long-term visions for both streets, which are intended to support the Committee’s mandate to encourage active transportation modes (e.g., transit, cycling, walking). The Committee’s identified goals and preferred streetscape features are consistent with the recommended long-term streetscape visions for both streets proposed in Section 3 (e.g., provision of wider sidewalks to enhance rolling travel modes, pedestrian-scale features such as benches and lighting).

1.2 Public Open House

An open house for the general public was held May 4, 2013 at the Steveston Community Centre. Notices of the open house were placed on the City’s website and in local newspapers and a media release was issued. The open house coincided with the City’s annual Doors Open event and was well-attended. Staff recorded 112 residents on the provided sign-in sheets and the estimated attendance at the meeting was 140, as not all attendees signed in. All attendees received a survey form and were encouraged to fill in the form as they reviewed the display boards.

1.3 Let’s Talk Richmond

Staff also utilized the *Let’s Talk Richmond* website at www.letstalkrichmond.ca, which provided an on-line version of the display boards for both the Steveston Village Conservation Strategy

Review Concept and the Streetscape Options for Chatham Street and Bayview Street. The website allowed residents to register and then complete an on-line version of the same survey form as provided at the open house. The website recorded a total of 591 visitors (based on unique IP addresses) who most often viewed the pages during the early morning and late evening (i.e., outside the hours when the City typically conducts public consultation activities), which points to the value of the website in not only reaching a broader audience but also allowing people to participate at their convenience. There were a total of 461 downloads of the display boards: 263 for the Streetscape Options and 198 for the Conservation Strategy Review Concept.

2. Survey Results

Stakeholder groups contributed a total of seven surveys. Seventy-five survey forms were returned after the public open house and an additional eight surveys were completed through the *Let's Talk Richmond* website for a total of 83 survey forms submitted by the general public.

Attachment 4 contains a detailed presentation of the survey responses for each question, which are summarized in Table 2 below for both the general public (GP) and stakeholders (SH).

Table 2: Summary of Survey Responses

Survey Question		Survey Responses	
Q1-3: Demographics		<ul style="list-style-type: none"> GP: 78% live within 1 km of Steveston Village GP: main travel modes are walking (38%), vehicle as driver or passenger (18%) and cycling (5%) 	
Q4: Public Parking Supply (Free and Pay)		<ul style="list-style-type: none"> GP: 52% believe that existing number of public parking spaces is either sufficient or too many SH: mixed responses 	
Streetscape Vision for Bayview Street	Q5: Improvement of Existing Streetscape	<ul style="list-style-type: none"> GP: 83% believe that existing streetscape should be improved SH: mixed responses 	
	Q6: Important Elements of Pedestrian Realm (Top 3 Cited)	<ul style="list-style-type: none"> continuous sidewalks (GP: 67% / SH: 43%) benches and seating (GP: 55% / SH: 43%) wider sidewalks (GP: 51%) maintain green space on north side (SH: 43%) 	
	Q7: Option 1	<u>Important Elements</u> <ul style="list-style-type: none"> Continuous sidewalks More space for pedestrians 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Any additional parking Width of south sidewalk
	Q7: Option 2	<u>Important Elements</u> <ul style="list-style-type: none"> Improved and wider sidewalks Additional angle parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width relative to Option 1
	Q7: Option 3	<u>Important Elements</u> <ul style="list-style-type: none"> Improved sidewalks Additional parallel parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional parallel parking Reduced sidewalk width relative to Option 1
	Q8: Preferred Vision	<ul style="list-style-type: none"> GP: Option 1 (43.4%) / Option 3 (23%) / Option 2 (7%) SH: Option 1/Do Nothing (43%) / Option 3 (43%) 	

Table 2 Cont'd: Summary of Survey Responses

Survey Question		Survey Response	
Streetscape Vision for Chatham Street	Q9: Improvement of Existing Streetscape	<ul style="list-style-type: none"> Existing streetscape should be improved (GP: 73.5% / SH: 57%) 	
	Q10: Important Elements of Pedestrian Realm (Top 3 Cited)	<ul style="list-style-type: none"> continuous sidewalks (GP: 64% / SH: 71%) more street trees (GP: 54%) benches and seating (GP: 49% / SH: 43%) 	
	Q11: Option 1	<u>Important Elements</u> <ul style="list-style-type: none"> Wider sidewalks More street trees 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Any additional parking Width of pedestrian realm
	Q11: Option 2	<u>Important Elements</u> <ul style="list-style-type: none"> Improved and wider sidewalks Additional angle parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width and street trees relative to Option 1
	Q11: Option 3	<u>Important Elements</u> <ul style="list-style-type: none"> Improved sidewalks Relocate driveways to rear 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width relative to Option 1
	Q12: Preferred Vision	<ul style="list-style-type: none"> GP: Option 1 (53%) / Option 3 (17%) / Option 2 (6%) SH: Option 1 (43%) / Option 2 (43%) / Option 3 (0%) 	

3. Recommended Long-Term Streetscape Visions

For both streets, the overall responses indicate relatively strong support for a wider and improved pedestrian realm. Staff therefore recommend that the long-term streetscape visions for Bayview and Chatham Streets be based on Option 1 for each street and incorporate continuous sidewalks and an enhanced pedestrian realm with the following design preferences described below. These visions would be used to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

3.1 Bayview Street

An enhanced pedestrian realm on the north side would comprise a 2.5 m wide sidewalk, 3.5 m wide hardscape boulevard and 1.5 m wide landscaping on the north side with no change to the south side. The boulevard area on the north side would include enhanced pedestrian-scale features and amenities such as benches and seating, lighting, and increased bicycle parking. **Attachment 4** illustrates a typical cross-section for Bayview Street.

As street trees are not recommended for Bayview Street due to its current function as the dyke, xeriscape landscaping is suggested whereby plants whose natural requirements are appropriate to the local climate are emphasized and care is taken to avoid losing water to evaporation and run-off. Figure 1 provides examples of xeriscaping.



Figure 1: Examples of Xeriscaping

Staff have also contacted Imperial Oil regarding its site at 3880 Bayview Street, which is currently vacant and fenced off from the street. The two existing driveway crossings to this site, which are relatively wide, restrict additional on-street parking from being established. To ensure efficient use of curb space, staff are pursuing the potential to narrow the existing driveway widths to the City's standard width in order to create additional on-street parking spaces.

3.2 Chatham Street

Enhanced pedestrian realms on both sides would comprise a 2.5 m sidewalk on each side with a 3.9 m wide hardscape boulevard on the north side and a 4.5 m boulevard on the south side. The boulevard areas would incorporate street trees (cherry blossoms) plus, as on Bayview Street, pedestrian-scale features and amenities such as benches and seating, lighting and increased bicycle parking. **Attachment 4** illustrates a typical cross-section for Chatham Street.

4. Implementation Strategy

For both streets, the improvements would be secured through redevelopment of adjacent fronting properties as they occur. The planned development of the former EA Towns site at 3531 Bayview Street (northeast corner of Bayview Street and 3rd Avenue) is a fitting example of the City securing significant streetscape improvements via the development process.

Should the pace of redevelopment be slower than desired, the streetscape improvements could also be expedited by using Roads DCC as there is an existing sidewalk program within the overall Roads DCC Program. However, that funding is intended to support the construction of sidewalks in areas with no pedestrian facilities (unlike Steveston Village), particularly around high pedestrian areas such as schools.

5. Referral from February 19, 2013 Meeting of Planning Committee

5.1 Financing Options for Any On-Street Parking Treatment

For both streets, increasing the amount of on-street parking would require relocating the existing curbs and thus would be relatively more expensive than an option that maintains the existing on-street parking and, by extension, the location of the curbs. Given that staff do not recommend an option that increases on-street parking for either Bayview Street or Chatham Street based on the feedback received, then there is no longer any need to consider funding options to support the cost to provide increased on-street parking. The recommended long-term streetscape visions for both streets do not require the relocation of either the existing north or south curbs; any future relocation of the curbs would be primarily funded by fronting developers.

5.2 Impacts and Options regarding Existing Off-Street Pay Parking on Bayview Street

Discussions with the Steveston Harbour Authority (SHA) regarding its pay parking strategy indicate that the agency intends to maintain its current program and is not supportive of any potential options that would reduce pay parking revenues (e.g., provide first three hours of parking free to be consistent with the City owned lots and on-street parking).

Staff also discussed with the property management company representing 3800, 3711 and 3900 Bayview Street regarding the possibility of validating customer parking or having the first hour free to be better aligned with the City's free parking spaces. The representative advised that such a proposal is not supported nor would be pursued as the revenue generated by the pay parking helps to offset associated common strata costs and taxes. Providing any free parking would thus have a negative impact for tenants. However, at their own discretion, tenants have the ability to make special arrangements to validate parking as some restaurants have done in the past (e.g., Mandalay Bay).

Given the above responses, staff conclude that implementing pay parking for City facilities would be a more probable option to "level the playing field" between free and pay public parking sites than the prospect of the administrators of the existing pay parking lots providing free parking by offering any rebates to customers.

5.3 Traffic Calming on Chatham Street and Bayview Street

A 30 km/h speed limit is currently in place for the Steveston Village core bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street. In light of the concerns expressed regarding speeding, staff support extending the boundary of the 30 km/h speed limit on Chatham Street from 3rd Avenue west to 7th Avenue to provide consistency along the length of the street. Following implementation, staff will continue to monitor vehicle speeds to determine if further traffic calming measures are needed.

The recommended streetscape visions for Bayview Street and Chatham Street include curb bulges at each intersection, which are a proven traffic calming measure, and temporary curb bulges on Chatham Street at 4th Avenue are currently in place. Staff would ensure that the design of new bulges can accommodate the turning movements of trucks and buses.

5.4 Options and Impacts of Disabled Parking Spaces on Bayview Street

There are currently four on-street accessible parking spaces in the Steveston Village core:

- west side of 1st Ave north of Moncton St;
- west side of 2nd Ave north of Moncton St;
- east side of 3rd Ave north of Moncton St; and
- south side of Bayview St east of 2nd Ave.

Staff met with the Richmond Centre for Disability (RCD) to discuss their needs and priorities in the provision and potential location of additional designated accessible parking spaces in the Village. While RCD members did not indicate an urgent need for more accessible parking spaces within the Village core, they would welcome additional accessible parking spaces in the following locations:

- on or in close proximity to Bayview Street and No. 1 Road; and
- on No. 1 Road in close proximity to the ANAF site.

Accordingly, as shown in Figures 2 and 3 respectively, staff have identified additional locations on the south side of Bayview Street immediately east of No. 1 Road and on the east side of No. 1 Road south of Chatham Street, both of which would entail the conversion of existing undesigned public parking spaces. With Council endorsement of the recommended streetscape vision, staff will implement the designated spaces as soon as possible so that they are available for the peak summer period.

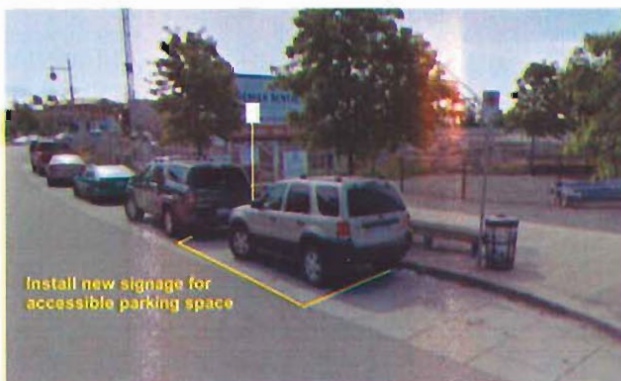


Figure 2: Proposed Accessible Parking Space on Bayview St east of No. 1 Road



Figure 3: Proposed Accessible Parking Space on No. 1 Road south of Chatham St

Financial Impact

None. For both streets, the streetscape improvements are anticipated to be secured through redevelopment of adjacent fronting properties. Any future costs associated with the proposed streetscape improvements to be borne by the City would be presented through the annual capital budget process.

Conclusion

The recommended long-term streetscape design concepts for Bayview Street and Chatham Street reflect the public feedback received, are supportive of the heritage character of Steveston and improve the public realm with the provision of wider sidewalks, more benches and street trees, and increased accessibility. These long-term visions will help provide clarity and guidance for future development to realize the community's vision for these two key streets in the Steveston Village area.



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Long-Term Streetscape Visions for Bayview Street and Chatham Street

1

What is a "Streetscape"

The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

Why We Need Long-Term Streetscape Visions

- A planning tool to help guide future development.
- Support implementation of the Steveston Village Conservation Strategy.



Bayview Street looking west



Chatham Street looking east

Streetscape Design Objectives

- Support and be respectful of the heritage of Steveston Village.
- Allow the buildings to stand out in front of a less complex streetscape.
- Use of simple materials (e.g., plain not stamped concrete) with a minimum of street furniture.
- Enhance pedestrian areas and encourage more walking, cycling and transit use.
- Potential to increase the supply of on-street parking.

The next several boards detail:

- background information on existing and future parking supply and demand for Steveston Village
- existing conditions on Bayview Street and Chatham Street
- potential streetscape options for both streets
- the pros and cons of each option; and
- the estimated cost of implementation and potential funding sources

Your Opinions are Important to Us

Community feedback is an important component when considering changes to Bayview Street and Chatham Street in Steveston Village.

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

2

Existing Public Parking in Steveston Village



#	Address	Owner	Spaces	Notes	Rate
1	3540 Bayview St	DFO/Steveston Harbour Authority (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		641
7	4111 Bayview St	Onni Development Corp.	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	DFO/SHA	225		\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
10	12136 4th Ave	Parks Canada	22 (+3 bus)		\$2.00/hr up to 4 hrs / \$10.00 all day
			Subtotal outside Core		399
11	12200 2nd Ave	City of Richmond	38 (+5 reserved)		Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City of Richmond	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 of Richmond	55		Free with no time limit
			Subtotal outside Core		77
			City of Richmond: within Core		331
			City of Richmond: outside Core		65
			Subtotal		396
			TOTAL		1,061

Existing Parking Supply & Demand

- 1,000 public parking spaces in Village area (on- and off-street).
- Additional 440 parking spaces designated for customers and/or employees.
- Additional 35 public parking spaces to be provided within waterfront development on Bayview Street east of No. 1 Road.
- Current capacity sufficient to meet existing demand, even in the peak summer months.
- Distribution of spaces is not optimal
- Roughly one-half of spaces are pay parking.

Future Parking Supply & Demand

- Future parking demand estimated to exceed future parking supply in Village core by 30 spaces.
- Overflow can be accommodated in public parking areas immediately adjacent to Village Core.
- Overall supply of public parking in Village area sufficient to meet demand.
- Creation of additional parking in Village area may be perceived as contrary to goals of the City's 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.

Question 4:

I think the number of public parking spaces in Steveston Village is:

- Much too many
- Slightly too many
- About the right number
- Slightly too few
- Much too few
- Don't know/Uncure
- Other please specify

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street 3

Bayview Street

Existing Conditions

- 2.0 metre to 3.0 metre wide sidewalk on south side
- 1.5 metre to 2.0 metre wide sidewalk on north side except between 2nd Avenue and 3rd Avenue plus 5.5 metre to 6.0 metre wide boulevard/green space.
- Future frontage improvements for property at northeast corner of Bayview Street and 3rd Avenue include provision of 2.0 metre wide sidewalk.
- Total of 17 parallel parking spaces: 14 spaces on south side and 3 spaces on north side.



Aerial View of Bayview Street



Street View of North Side of Bayview Street Looking East to 2nd Avenue

Question 5:

I think the existing streetscape of Bayview Street should be improved.

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Don't know/Unsure
- Other (please specify)

Question 6:

I think the following streetscape elements within the pedestrian realm are important (choose all that apply):

- Continuous sidewalks
- Wider sidewalks
- Maintain green space on north side
- More marked crosswalks
- Shorter street crossing distance
- Improved accessibility (e.g., curb ramps)
- Benches/Seating
- Improved lighting
- More bicycle parking
- Other (please specify)

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

4

Bayview Street

Option 1: Improved Sidewalks on North Side

- Maintain location of north and south curbs.
- Widen pedestrian space (combined sidewalk and boulevard) up to 7.5 metres wide on north side.
- Maintain width of south sidewalk.
- Maintain total of existing 17 parallel parking spaces (14 south side and 3 on north side).



Pros

- Improved sidewalk on north side
- Widest pedestrian space on north side of all options
- Provides better buffer between pedestrians and moving traffic

Cons

- No additional on-street parking

Estimated Costs

- \$260,000 (up to 7.5 metre wide continuous sidewalk on north side)

Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

Question 7:

I like the following features of Option 1 for Bayview Street: _____

Question 8:

I dislike the following features of Option 1 for Bayview Street: _____

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

5

Bayview Street

Option 2: Improved Sidewalk with Angle Parking on North Side

- Move north curb to the north by 5.5 metres and maintain south curb.
- Provide 2.0 metre wide sidewalk on north side.
- Maintain width of south sidewalk.
- Provide net gain of 18 angle parking spaces on the north side and maintain 14 parallel parking spaces on the south side.



Pros

- Improved sidewalk on north side
- Additional on-street parking
- Provides buffer between pedestrians and moving traffic

Cons

- Reduced width of sidewalk on north side versus Option 1
- Potential conflicts between reversing vehicles and cyclists

Estimated Costs

- \$392,000

Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

Question 9:

I like the following features of Option 2 for Bayview Street: _____

Question 10:

I dislike the following features of Option 2 for Bayview Street: _____

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

6

Bayview Street

Option 3: Improved Sidewalk with Parallel Parking on North Side

- Move north curb to the north by 2.5 metres and maintain south curb.
- Widen pedestrian (sidewalk and boulevard) up to 5.0 metres wide on north side.
- Maintain width of south sidewalk.
- Provide net gain of 11 parallel parking spaces on the north side and maintain 14 parallel parking spaces on the south side.



Pros

- Improved sidewalk on north side
- Additional on-street parking
- Provides buffer between pedestrians and moving traffic

Cons

- Reduced width of sidewalk on north side versus Option 1 but wider than Option 2

Estimated Costs

- \$358,000

Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

Question 11:

I like the following features of Option 3 for Bayview Street:

Question 12:

I dislike the following features of Option 3 for Bayview Street:

Question 13:

I prefer the following streetscape vision for Bayview Street: Option 1 Option 2 Option 3 Don't know/Unsure Other (Please specify)

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

7

Chatham Street

Existing Conditions

- 2.0 metre to 4.0 metre wide sidewalk and boulevard on north side.
- 1.5 metre to 5.0 metre wide sidewalk and boulevard on south side.
- Total of 23 parallel parking spaces: 14 spaces on north side and 9 spaces on south side.



Aerial View of Chatham Street



Street View of South Side of Chatham Street Looking West to 1st Avenue

Question 14:

I think the existing streetscape of Chatham Street should be improved.

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Not Sure/Don't know
- Other (please specify)

Question 15:

I think the following streetscape elements within the pedestrian realm are important (choose all that apply):

- Continuous sidewalks
- Wider sidewalks
- More marked crosswalks
- Shorter street crossing distance
- More street trees
- Improved accessibility (e.g., curb ramps)
- Benches/Seating
- Improved lighting
- More bicycle parking
- Other (please specify)

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

8

Chatham Street

Option 1: Improved Sidewalk and Boulevard on Both Sides

- Maintain location of north and south curbs.
- Widen pedestrian space (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side as adjacent properties redevelop.
- Maintain total of existing 23 parallel parking spaces.
- As development occurs on north side pursue opportunities to relocate driveways to rear lane.



Pros

- Improved sidewalk and boulevard on both sides
- Widest pedestrian space on both sides of all options

Cons

- No additional on-street parking

Estimated Costs

- Not applicable (to be undertaken as development occurs)

Potential Funding Sources

- Not applicable (to be undertaken as development occurs)

Question 16:

I like the following features of Option 1 for Chatham Street:

Question 17:

I dislike the following features of Option 1 for Chatham Street:

Please fill out the Feedback form as you view the display boards.

PLN - 85



Long-Term Streetscape Visions for Bayview Street and Chatham Street 9

Chatham Street

Option 2: Improved Sidewalk and Angle Parking on Both Sides

- Move north curb to the north and south curb to the south by 3.5 metres each.
- Provide pedestrian space (sidewalk and boulevard) up to 2.9 metres wide on north side and 3.5 metres wide on south side.
- Provide 78 angle parking spaces (net gain of 55 spaces) with 38 spaces on the north side and 40 spaces on the south side.
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane.



Pros

- Additional on-street parking

Cons

- Reduced width of sidewalk and boulevard on both sides versus Option 1
- Potential conflicts between reversing vehicles and cyclists

Estimated Costs

- \$2,800,000

Potential Funding Sources

- Roads Development Cost Charge Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

Question 18:

I like the following features of Option 2 for Chatham Street:

Question 19:

I dislike the following features of Option 2 for Chatham Street:

Please fill out the Feedback form as you view the display boards.



Long-Term Streetscape Visions for Bayview Street and Chatham Street

10

Chatham Street

Option 3: Sidewalk with Angle Parking in Centre of Street

- Move north curb to the north and south curb to the south by 3.5 metres each.
- Provide pedestrian space (sidewalk and boulevard) up to 2.9 metres wide on north side and 3.5 metres wide on south side.
- Provide 78 angle parking spaces (net gain of 55 spaces) with 39 spaces on the north side and 39 spaces on the south side.
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane



Pros

- Additional on-street parking

Cons

- Reduced width of sidewalk and boulevard versus Option 1
- Loss of left-turn movements at mid-block
- Increased conflicts between vehicles and pedestrians
- Lack of public familiarity with parking design

Estimated Costs

- \$2,377,000

Potential Funding Sources

- Roads Development Cost Charges Program
- New Streetscape Improvement Fund
- New Steveston Business Improvement Area

Question 20:

I like the following features of Option 3 for Chatham Street:

Question 21:

I dislike the following features of Option 3 for Chatham Street:

Question 22:

I prefer the following streetscape vision for Chatham Street: Option 1 Option 2 Option 3 Don't know/Unsure Other (please specify)

Please fill out the Feedback form as you view the display boards.
PLN - 87





City of
Richmond

Long-Term Streetscape Visions for Bayview Street & Chatham Street: Public Feedback Form

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

The City has initiated a planning process to develop long-term streetscape visions for Bayview Street and Chatham Street in Steveston Village.

The purpose of this City initiative is to inform you, seek your input on the important elements that should be included in the planning concepts and identify your preferred vision for each street.

Your views will be considered by Council.

1. I live:

- In Richmond within 400 m of Steveston Village
- In Richmond between 400 m and 1 km of Steveston Village
- In Richmond beyond 1 km of Steveston Village
- Outside of Richmond

2. I visit Steveston Village:

- Frequently (more than 3 times per week)
- Slightly Often (once per month)
- Very Often (1–3 times per week)
- Not at All Often (1–10 times per year)
- Moderately Often (2–3 times per month)
- Other (please specify) _____

3. I travel to Steveston Village most often by:

- Vehicle as a Driver or Passenger
- Walking
- Bicycle
- Scooter
- Transit
- Other (please specify) _____

4. I think that the number of public parking spaces (free and pay) in Steveston Village is (Board 2):

- Much Too Many
- Slightly Too Many
- Much Too Few
- Slightly Too Few
- About the Right Number
- Other (please specify) _____

5. I think that the existing streetscape of Bayview Street should be improved (Board 3).

- Strongly Agree
- Agree
- Neutral
- Strongly Disagree
- Disagree
- Don't Know/Unsure
- Other (please specify) _____

6. I think that the following elements within the pedestrian realm of Bayview St are important:

- Continuous Sidewalks
- Improved Accessibility (e.g., curb ramps)
- Wider Sidewalks
- Benches/Seating
- Maintain Green Space on North Side
- Improved Lighting
- More Marked Crosswalks
- More Bicycle Parking
- Shorter Street Crossing Distance
- Other (please specify) _____

Please refer to the display boards as you fill out the feedback form.

7. I have the following comments on Options 1 through 3 for Bayview Street (Boards 4-6):

Option 1 (Board 4)

I think these features are important:

I think these features are NOT important:

Option 2 (Board 5)

I think these features are important:

I think these features are NOT important:

Option 3 (Board 6)

I think these features are important:

I think these features are NOT important:

8. I prefer the following streetscape vision for Bayview Street:

- Option 1 Option 2 Option 3 Don't Know/Unsure
- Other (please specify) _____

9. I think that the existing streetscape of Chatham Street should be improved (Board 7).

- Strongly Agree Agree Neutral
- Strongly Disagree Disagree Don't Know/Unsure
- Other (please specify) _____

10. I think that the following elements within the pedestrian realm of Chatham St are important:

- Continuous Sidewalks Wider Sidewalks More Marked Crosswalks
- Shorter Street Crossing Distance More Street Trees Improved Accessibility (e.g., curb ramps)
- Benches/Seating Improved Lighting More Bicycle Parking
- Other (please specify) _____

Please refer to the display boards as you fill out the feedback form.

11. I have the following comments on Options 1 through 3 for Chatham Street (Boards 8–10):

Option 1 (Board 8)

I think these features are important:

I think these features are **NOT** important:

Option 2 (Board 9)

I think these features are important:

I think these features are **NOT** important:

Option 3 (Board 10)

I think these features are important:

I think these features are **NOT** important:

12. I prefer the following streetscape vision for Chatham Street:

Option 1

Option 2

Option 3

Don't Know/Unsure

Other (please specify) _____

Please fill out the survey form and return it to the City by **Monday, May 13, 2013**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 to the attention of Joan Caravan, Transportation Planner; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- Email it to the City of Richmond at transportation@richmond.ca; or
- Fill it out online at the City's website and at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at this Public Open House.

Thank you for your participation.

Please refer to the display boards as you fill out the feedback form.

Bayview and Chatman Streetscape Vision

A strategic alternative by the Richmond Active Transportation Committee

As members of the Richmond Active Transportation Committee, our mandate is to provide input and feedback on the design and implementation of City projects that affect the network of infrastructure that can be used by active transportation modes now and into the future. As related to the Long-Term Streetscape Visions for Bayview Street and Chatham Street, we feel that some design features would improve the pedestrian and cycling experience while others would erode the long term viability of non-motorized modes that have long contributed to the success of Steveston Village as desirable place to live, visit and do business.

Goals we support

- Increased pedestrian friendliness
- Improved safety for pedestrians and cyclists
- Adherence to 2041 Official Community Plan
- Increased parking for non-motorized modes

Goals we do not support

- **Increased parking supply:** Parking for private automobiles is very space-intensive and compromises the amount of public space available for other users. The increased automobile traffic that increased parking supply supports is often detrimental to the safety and desirability of non-motorized modes. We believe that demand management measures such as encouraging employees of Steveston businesses not to park in the centre of Steveston Village.

Streetscape features we support

- **Pedestrian Crossings:** An increased number of pedestrian crossings along desire lines with curb cuts
- **Shared space:** Local streets used mainly for access instead of through automobile traffic may be designated as shared spaces. Shared spaces are streets designed to be shared between all users - pedestrians, cyclists, children, as well as slow-moving, cautiously driven motor vehicles with minimal use of artificial traffic control measures such as stop signs and sidewalks. Past implementations in other cities have generally seen significant reductions in major collisions causing injury or damage.
- **Protected cycling facilities:** Where traffic speeds are high, protected cycle tracks offer safety for non-motorized users and less uncertainty for drivers.
- **Improved pavement markings:** Especially at busy intersections, improved pavement markings such as the green treatment and sharrows can provide novice users assurance that they are in the right place.
- **Sufficient sidewalk space:** Pedestrians typically want a social experience and prefer walking beside family members and friends instead of in single file. We support the widening of sidewalks where necessary to improve the pedestrian experience.

- **Pedestrian-scale design and street furniture:** As Steveston Village is a destination to visit and not just a transportation corridor, consideration for the comfort and convenience of users of all ages is important. We believe that benches, water fountains, public art as well as other creative forms of street furniture can be beneficial to promote Steveston as a place to visit and spend time in.
- **Pedestrian-scale street lighting:** Smaller, lower lights would protect the historical feel of Steveston while improving the pedestrian experience.

Streetscape features we do not support

- **Angle parking:** Angle parking presents a major conflict between reversing automobiles and bicycles. If it must be implemented, reverse angle parking is safer.

Our vision for Bayview Street

- **Low speed pedestrian friendly street** that connects the the boardwalk parallel to Bayview street with Garry Point Park's pathways to form a 2.2 km continuous promenade from Westwater Drive to Garry Point Park and the west dyke.
- **Shared space** is a potential option for this street as it is used primarily for access.



Above is a sketch of what Bayview may look like with the shared space concept (Sketch by Christopher Yuen)

Our vision for Chatham Street

- Segregated pedestrian, and cycling facilities protected from higher speed motor traffic
- Efficient use of street width to accommodate continuous sidewalks and cycle tracks as well as a mixture of parallel parking and other features.



Above are Google Streetview images of Nordre Fasanvej, a street in a suburb of Copenhagen that is 19 metres wide for most of the way. Chatham Street is wider than 19 metres and should be able to accommodate more. Efficient design allows for the inclusion of the following features:

A - Left turn bays, B - Pedestrian Crossing Islands, C - Raised cycle track protected by curb and parked cars, D - Unobstructed Sidewalk, E - Greenery, F - parallel parking, G - Utilities that do not block street space, H - Transit priority measures

Conclusion

It is important to recognize that the pedestrian experience is at the core of the the experience of all users. Whether a person drives, takes public transportation or cycles to Steveston, they must walk at the end of the end of their trip. The Richmond Active Transportation Committee encourages the City to make streetscape choices that improve, not compromise, the long-term desirability of Steveston Village as a place to visit, shop, and spend time. Just as with the OCP, we believe it is strategically important to provide public spaces that are comfortable, safe and attractive to people on their feet, their bicycles or other mobility device in order to meet our long-term livability objectives. The success of Steveston Village thirty years from now depends on our vision today and we hope that Steveston will adopt one that prioritizes people first.

Survey Results

1. Demographics

Of the 83 survey forms received from individuals, 78 per cent live within one kilometre of Steveston Village and nearly one-half of respondents (43 per cent) live within 400 metres of the Village. Given respondents' proximity to Steveston Village, they regularly visit the area: 72 per cent visit more than three times per week and a further 12 per cent visit one to three times per week. The prevalent single modes of travel are: walking (38 per cent), vehicle as a driver or passenger (18 per cent) and cycling (five per cent). The remaining respondents used multiple modes.

2. Public Parking Supply

Q4: Is the number of public parking spaces (free and pay) in Steveston Village adequate?

With respect to stakeholder and general public responses regarding their perception of the adequacy of the supply of public parking (free and pay) in Steveston Village, a majority of individual respondents (52 per cent) believe that the existing number of public parking spaces is either sufficient or too many.

Q4 Response	Stakeholders	Public
Slightly/much too many	-	11 (13%)
About the right number	2 (28.5%)	32 (39%)
Slightly/much too few	3 (43%)	32 (39%)
Other/no response	2 (28.5%)	8 (9%)

3. Long-Term Streetscape Vision for Bayview Street

Q5: Should the existing streetscape of Bayview Street be improved?

A strong majority of individual respondents (83 per cent) believe that the existing streetscape of Bayview Street should be improved while responses from the stakeholder groups were mixed.

Q5 Response	Stakeholders	Public
Strongly Agree/Agree	2 (28.5%)	69 (83%)
Neutral	-	5 (6%)
Strongly Disagree/Disagree	3 (43%)	5 (6%)
Other/no response:	2 (28.5%)	4 (5%)

Q6: What elements within the pedestrian realm of Bayview Street are important?

The top three streetscape elements that the general public identifies as being important are:

- continuous sidewalks (identified by 67 per cent of respondents), likely due to the existing missing section of sidewalk on the north side of Bayview Street between 2nd Avenue and 3rd Avenue;
- benches and seating (55 per cent); and
- wider sidewalks (51 per cent). Existing sidewalk widths are 2.0 m to 3.0 m on the south side and 1.5 m to 2.0 m on the north side.

Survey Results

For the stakeholder groups, the top three streetscape elements identified as being important are continuous sidewalks, benches and seating, and maintaining the green space on the north side, all of which were identified by three of the seven groups.

“Other” elements written in by respondents include on-street bike lanes or off-street bike path, gathering/resting areas, and more landscaping.

Q6 Element Identified	Stakeholders	Public
Continuous sidewalks	3 (43%)	56 (67%)
Wider sidewalks	2 (29%)	42 (51%)
Maintain green space on north side	3 (43%)	31 (37%)
More marked crosswalks	1 (14%)	28 (34%)
Shorter street crossing distance	1 (14%)	5 (6%)
Improved accessibility	2 (29%)	18 (22%)
Benches/seating	3 (43%)	46 (55%)
Improved lighting	1 (14%)	20 (24%)
More bicycle parking	2 (29%)	35 (42%)
Other ⁽¹⁾	2 (29%)	21 (25%)

(1) Other elements cited include: bikes lanes or bike path, gathering areas, street trees and/or shrubs, have street as pedestrian-only on weekends.

Q7: For each of the three options, what streetscape elements are/are not important?

For each option presented, the streetscape elements that stakeholders and the public identify as important or not important are summarized below. For all options, both groups generally identified wider and continuous sidewalks as important.

Q7 Importance of Element		Stakeholders	Public
Option 1: Improve Pedestrian Realm on North Side	Important	<ul style="list-style-type: none"> Wider sidewalks More space for pedestrians Pedestrian-scale features 	<ul style="list-style-type: none"> Continuous sidewalks More space for pedestrians Buffer between pedestrians and moving traffic Maintain existing parking spaces Consider cycling facilities
	Not Important	<ul style="list-style-type: none"> Width of south sidewalk 	<ul style="list-style-type: none"> Proposed sidewalk width of 7.5 m is too wide Any additional parking
Option 2: Improve Pedestrian Realm on North Side & Angle Parking	Important	<ul style="list-style-type: none"> Continuous sidewalks 	<ul style="list-style-type: none"> Improved and wider sidewalks Additional on-street angle parking Consider one-way traffic
	Not Important	<ul style="list-style-type: none"> Provision of angle parking 	<ul style="list-style-type: none"> Provision of additional on-street parking, particularly angle parking Reduced sidewalk width relative to Option 1
Option 3: Improve Pedestrian Realm on North Side & Parallel Parking	Important	<ul style="list-style-type: none"> Wider sidewalk Additional on-street parking 	<ul style="list-style-type: none"> Improved sidewalks Balance between pedestrians and traffic Additional on-street parallel parking
	Not Important	<ul style="list-style-type: none"> Provision of parallel parking 	<ul style="list-style-type: none"> Reduced sidewalk width relative to Option 1 Additional on-street parallel parking

For Option 1, respondents like the wider space for pedestrians although some feel it is too wide and thus would appear too austere, perhaps due to the rendering that did not illustrate other

Survey Results

streetscape elements such as benches, pedestrian-scale lighting, landscaping, etc. Note that street trees are not recommended for Bayview Street due to its current function as the dyke.

For Option 2, more respondents identified additional on-street parking as unimportant (41 per cent) than those who identified it as important (12 per cent). Nearly 30 per cent of respondents cited potential pedestrian and traffic safety concerns associated with angle parking.

For Option 3, some respondents (19 per cent) cited the additional parallel parking as important while a slightly greater number (24 per cent) cited it as unimportant as they were opposed to any additional on-street parking and did not support the reduced width of pedestrian space necessary to accommodate the parking.

Q8: What is your preferred streetscape vision for Bayview Street?

While not a majority, Option 1 was identified by the most individual respondents (37 per cent) as their preferred streetscape vision for Bayview Street. If the five additional "Other" responses that cite variations of Option 1 are included, then 43.4 per cent of public respondents support Option 1. The general public results do not indicate support for increasing the supply of on-street parking, whether provided as angle or parallel spaces. In particular, there is a clear lack of support for angle parking.

There is no clear consensus amongst stakeholders as an equal number of groups preferred Option 3 versus Option 1/Do nothing.

Q8 Response	Stakeholders	Public
Option 1	2 (29%)	31 (37%)
Option 2	1 (14%)	6 (7.2%)
Option 3	3 (43%)	19 (23%)
Other:		
• Option 1 + bike lanes		3 (4%)
• Option 1 + no parking		1 (1.2%)
• Option 1 + road closure on weekends		1 (1.2%)
• Option 1 if two-way or Option 3 if one-way		1 (1.2%)
• Combination Option 1 & 3		1 (1.2%)
• Option 2 or 3		1 (1.2%)
• More elements/greenery		1 (1.2%)
• One-way + bike lanes		1 (1.2%)
• One-way + angle parking		1 (1.2%)
• Do nothing	1 (14%)	-
Don't Know	-	6 (7.2%)
No Response	-	10 (12%)

4. Long-Term Streetscape Vision for Chatham Street

Q9: Should the existing streetscape of Chatham Street be improved?

Similar to the results for Bayview Street, a clear majority of individual respondents (73.5 per cent) believe that the existing streetscape of Chatham Street should be improved. Most of the stakeholder groups (four of seven) also agree that streetscape should be improved.

Q9 Response	Stakeholders	Public
Strongly Agree/ Agree	4 (57%)	61 (73.5%)
Neutral	-	7 (8.4%)
Strongly Disagree/ Disagree	1 (14%)	8 (9.7%)
Other/no response	2 (29%)	7 (8.4%)

Q10: What elements within the pedestrian realm of Chatham Street are important?

The top three streetscape elements that the general public identifies as being important are:

- continuous sidewalks (identified by 64 per cent of respondents);

Survey Results

- more street trees (54 per cent); and
- benches and seating (49 per cent).

For the stakeholder groups, the top two streetscape elements identified as being important are continuous sidewalks (five of seven groups) and benches and seating (three of seven groups).

“Other” elements written in by respondents include on-street bike lanes, removing the existing bus parking, and more landscaping.

Q10 Element Identified	Stakeholders	Public
Continuous sidewalks	5 (71%)	53 (64%)
Wider sidewalks	2 (29%)	28 (34%)
More marked crosswalks	2 (29%)	24 (29%)
Shorter street crossing distance	2 (29%)	9 (11%)
More street trees	2 (29%)	45 (54%)
Improved accessibility	1 (14%)	22 (27%)
Benches/seating	3 (43%)	41 (49%)
Improved lighting	1 (14%)	18 (22%)
More bicycle parking	2 (29%)	31 (37%)
Other ⁽¹⁾	1 (14%)	18 (22%)

(1) Other elements cited include: bike lanes, removal of bus parking, more landscaping, more canopies/awnings.

Q11: For each of the three options, what streetscape elements are/are not important?

For each option presented, the streetscape elements that stakeholders and the public identify as important or not important are summarized below. For all options, both groups generally identified wider and improved sidewalks as important. For Option 1, respondents like more street trees and the wider space for pedestrians although some feel it is too wide and thus would appear too stark.

Q11 Importance of Element		Stakeholders	Public
Option 1: Improve Pedestrian Realm on Both Sides	Important	<ul style="list-style-type: none"> • Wider sidewalks • More space for pedestrians 	<ul style="list-style-type: none"> • Improved and wider sidewalks • More street trees • Maintain current building setback • No additional on-street parking
	Not Important	<ul style="list-style-type: none"> • Width of pedestrian realm 	<ul style="list-style-type: none"> • Additional on-street parking • Width of pedestrian realm (too much concrete)
Option 2: Improve Sidewalk & Angle Parking on Both Sides	Important	<ul style="list-style-type: none"> • Relocate driveways to rear • Additional on-street angle parking 	<ul style="list-style-type: none"> • Improved and wider sidewalks • Additional on-street angle parking • Relocate driveways to rear
	Not Important	<ul style="list-style-type: none"> • Additional on-street angle parking 	<ul style="list-style-type: none"> • Additional on-street angle parking, particularly due to loss of street trees • Reduced sidewalk width relative to Option 1
Option 3: Improve Sidewalk & Angle Parking in Centre	Important	<ul style="list-style-type: none"> • Relocate driveways to rear 	<ul style="list-style-type: none"> • Improved sidewalks • Better visually with parking removed from curb • No additional on-street parking
	Not Important	<ul style="list-style-type: none"> • Additional on-street angle parking 	<ul style="list-style-type: none"> • Reduced sidewalk width relative to Option 1 • Additional on-street angle parking in centre of roadway

Survey Results

For Option 2, more respondents identified additional on-street parking as unimportant (30 per cent) than those who identified it as important (eight per cent). A number of respondents (12 per cent) cited potential pedestrian and traffic safety concerns associated with angle parking, particularly in light of existing transit operations on the street. Several respondents (seven per cent) commented that the additional on-street angle parking was visually unappealing, particularly if it was at the expense of street trees and a reduced sidewalk width.

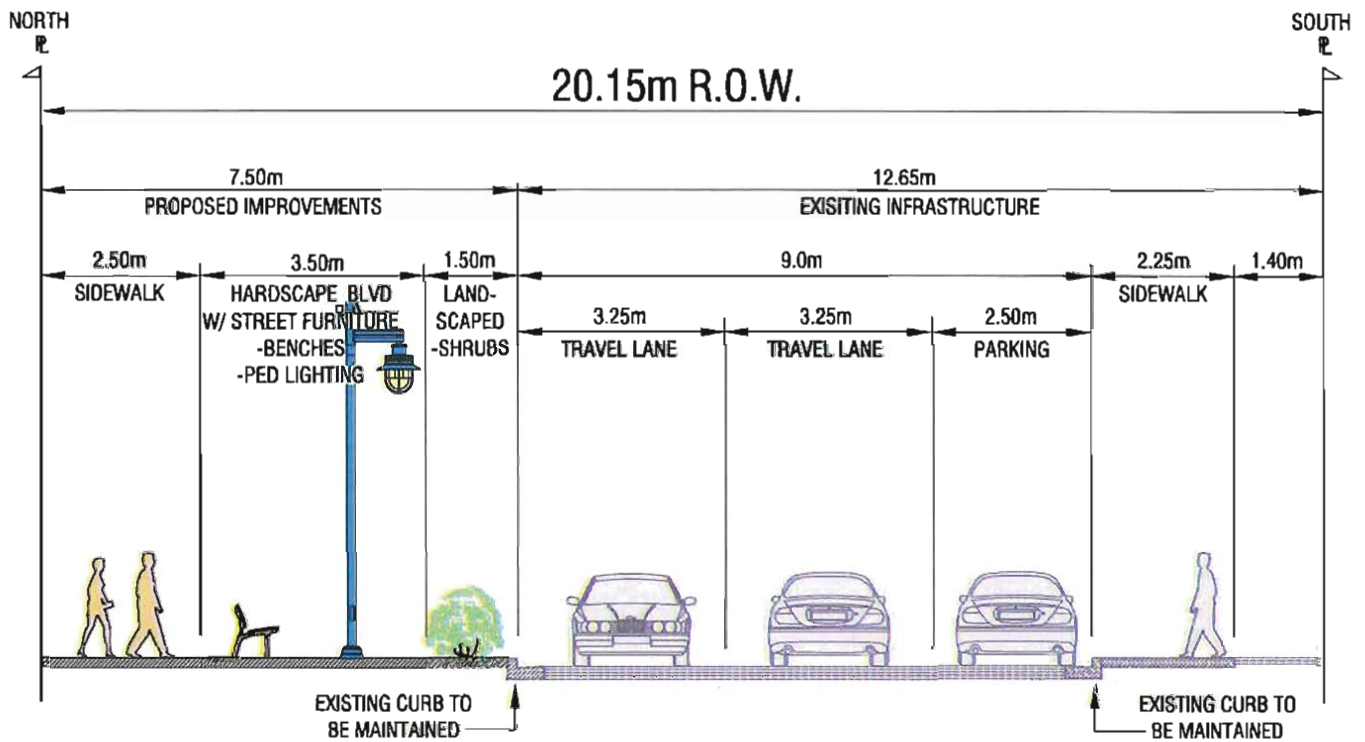
For Option 3, 20 per cent of respondents cited the additional angle parking in the centre of the street as unimportant while only eight per cent cited it as important. Fifteen per cent of respondents cited potential pedestrian and traffic safety concerns associated with angle parking in the middle of the street.

Q12: What is your preferred streetscape vision for Chatham Street?

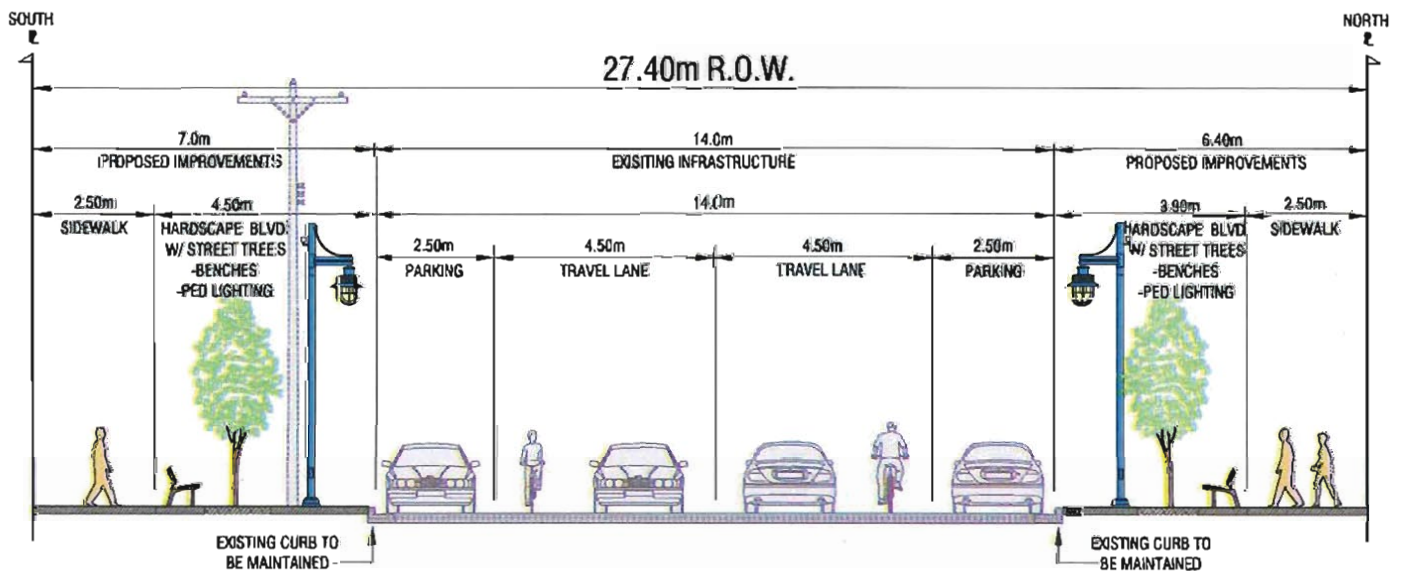
A majority of individual respondents (53 per cent) identified Option 1 as their preferred streetscape vision for Chatham Street. If the additional "Other" response that cites a variation of Option 1 is included, then 54.2 per cent of public respondents support Option 1. Overall, the general public results do not indicate support for increasing the supply of on-street parking. As with the responses for Bayview Street, there is a demonstrated lack of support for angle parking.

Amongst stakeholders, an equal number of groups preferred Option 1 versus Option 3. If the "Do Nothing" response is included with the Option 1 responses (as both choices would not shift the curbs), then a majority of stakeholder groups (four of seven or 57 per cent) prefer Option 1.

Q12 Response	Stakeholders	Public
Option 1	3 (43%)	44 (53%)
Option 2	3 (43%)	5 (6%)
Option 3	-	14 (16.9%)
Other:		
• Option 1 + bike lanes + fewer parking spaces		1 (1.2%)
• Option 2 + fewer angle parking spaces		1 (1.2%)
• Option 2 or 3		1 (1.2%)
• Option 2 + parallel parking		1 (1.2%)
• Do nothing	1 (14%)	1 (1.2%)
Don't Know	-	1 (1.2%)
No Response	-	14 (16.9%)



ULTIMATE X-SECTION BAYVIEW STREET



ULTIMATE X-SECTION CHATHAM STREET