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CC: "City Manager's Correspondence Group - DL" <CMCG@vancouver.ca>
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"LaClaire, Lon" <lon.laclaire@vancouver.ca>
Date: 3/22/2018 12:30:51 PM
Subject: Yaletown Emergency Access Update
Attachments: ENG - Memo to Mayor Council - Yaletown Emergency Access Update - Marchpdf
ENG - TDE - Yaletown Fire Access - Final Letter to Yaletown BIA (YBIA).pdf

Greetings Mayor and Council,

Please see attached memo from Jerry Dobrovolny providing an update on Yaletown Emergency Access. A brief summary of the memo is as follows:

- This memo provides an update on upcoming changes to the street configuration on Mainland and Hamilton Streets in Yaletown due to life safety issues identified by Vancouver Fire and Rescue Services (VFRS).
- In collaboration with the Yaletown BIA, staff will trial a revised design throughout 2018 – keep the angled parking and remove the parallel parking. The letter from our Transportation Design Branch to the Yaletown BIA is attached for your reference.
- The revised trial design is preferred by the Yaletown BIA because over time, more space for parking could be created by moving or containing the dumpsters.
- The challenge with the revised trial design is that only smaller vehicles will be able to park in the angled parking stalls mid-block in order to provide the 6m clearance VFRS needs to set up their equipment in the case of an emergency. Staff will work with the Yaletown BIA to support and encourage proper parking behaviour.
- To offset the loss of parking in the area, staff have also found 38 additional short-term customer parking spots in the area.

Should you have any questions, please contact Lon LaClaire, Director of Transportation, at lon.laclaire@vancouver.ca or 604.873.7336.

Best,
Sadhu

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MEMORANDUM

March 22, 2018

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Janice MacKenzie, City Clerk
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Communications Director
Kevin Quinlan, Chief of Staff, Mayor's Office
Naveen Girn, Community Relations Director, Mayor's Office
Lon LaClaire, Director of Transportation

FROM: Jerry Dobrovolny
General Manager, Engineering Services

SUBJECT: Yaletown Emergency Access Update

This memo provides an update on upcoming changes to the street configuration on Mainland and Hamilton Streets in Yaletown, as well as engagement efforts with the local businesses.

BACKGROUND

In 2017, Vancouver Fire and Rescue Services (VFRS) identified a serious life safety issue on Hamilton St and Mainland St – fire trucks do not have the 4m clearance needed to access the street, or the 6m clearance needed to set up their equipment mid-block in the case of an emergency.

In January 2018, staff proposed the removal of all angled parking on Hamilton St and Mainland St to be replaced with as much parallel parking as possible. This design would consistently meet VFRS requirements and leave 120 parking spaces on Mainland St and Hamilton St.

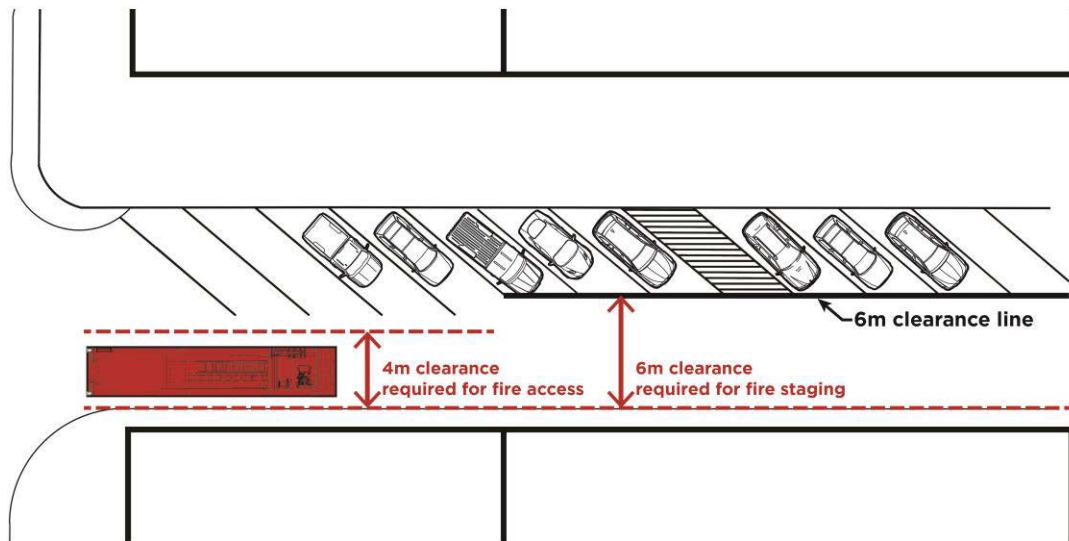
Since January, staff have worked closely with the Yaletown Business Improvement Association (BIA) to find additional parking in the neighbourhood and explore options that will meet VFRS requirements. Staff also hosted an information session on February 22, 2018 where they heard from over 200 residents and local businesses.

REVISED TRIAL DESIGN

In our discussions with the Yaletown BIA, they expressed an interest in an alternate design: keep the angled parking and remove the parallel parking.

While this design would leave 117 parking spaces on Mainland St and Hamilton St, there is a hope that over time some of the 60 dumpsters in the area could be relocated or contained to make room for more parking. In addition, if successful, the design could allow for a painted sidewalk extension on the south side of Mainland St and Hamilton St that would create a flexible space for walking, public seating, or local shop displays.

The challenge with this design is that only smaller vehicles could park in the angled parking stalls mid-block in order to provide the 6m clearance VFRS needs to set up their equipment in the case of an emergency. Vehicles would be required to park consistently behind a 6m clearance line.



Revised trial design – keep angle parking and remove parallel parking

In collaboration with the Yaletown BIA, staff will install the revised design as a trial. Throughout 2018, staff will monitor and review parking behaviour in the area to ensure that VFRS vehicle requirements are met. If, after adjustments are made, there is still parking behaviour that encroaches on the space required by VFRS, staff will review whether to implement the parking configuration proposed in January 2018.

The trial design is expected to be implemented in April 2018, along with 38 additional short-term parking spaces that staff found in the area to offset the loss of customer parking.

TIMELINE

Phase 1: April 2018

Ensure VFRS can consistently access Hamilton St and Mainland St and create additional customer parking in the neighbourhood:

- Remove parallel parking on south side of Hamilton St and Mainland St to create a “No Stopping Anytime” zone
- Add 28 short term parking spaces in EasyPark Lot #22 at 909 Mainland St
- Add 10 new metered parking spaces on Homer St
- Reduce speed limit to 30km/hr on Hamilton St and Mainland St
- Add time limited “Commercial Loading” zones on angle parking side from 7am to 1pm

Phase 2: May 2018

Introduce measures to encourage and enforce parking behaviour:

- Paint 6m clearance line for angled parking stalls to clearly show people where it is legal to park and add signs to encourage parking compliance
- Replace parking meters with pay stations
- Increase parking enforcement (City of Vancouver) and educate and encourage proper parking behaviour (Yaletown BIA)

Phase 3: June 2018

Explore public realm opportunities:

- If the trial goes well, explore ways to extend sidewalk space to create a flexible space for walking, public seating, or local shop displays in a way that meets VFRS and accessibility requirements. (Similar examples from other cities are shown below)



Photo of painted sidewalk extensions in San Francisco (left) and Seattle (right)

Throughout 2018, staff will monitor parking behaviour to ensure it consistently meets VFRS requirements. If you have any questions, concerns, or require further information, please contact Lon LaClaire, Director of Transportation, at lon.laclaire@vancouver.ca or 604.873.7336.

A handwritten signature in blue ink, appearing to read 'J. Dobrowolny', with a long horizontal line extending to the left.

Jerry W. Dobrowolny, P.Eng., MBA
General Manager, Engineering Services
604.873.7331 | jerry.dobrowolny@vancouver.ca

March 19, 2018

Yaletown Business Improvement Association
#202 - 1290 Homer Street
Vancouver, BC V6B 2Y5

Dear Yaletown BIA Board:

RE: Emergency Vehicle Access in Yaletown

Thank you for working with City of Vancouver staff to discuss how to achieve space for emergency vehicle access in the historic streets of Yaletown. This letter is to confirm the details of a trial modification to the design of Mainland and Hamilton Streets.

Management of city streets is complex and requires balancing a number of competing demands including movement of people and goods, emergency vehicles, construction access, special events, utilities, filming, commercial and residential parking, and commercial and passenger loading. City staff regularly look to improve the design and management of street space as the city changes and grows.

Hamilton and Mainland Streets in Yaletown are unique streets in Vancouver. Vancouver Fire and Rescue Services (VFRS) frequently are unable to use the street to fight fires or even access the streets due to the current parking configuration. Engineering and VFRS worked together to develop a plan that would resolve these issues while maximizing parking spaces, which included removing the angled parking and reintroducing parallel parking at the ends of the blocks on the dock side of the streets. This solution provided a total of 120 parking/loading spaces and provided a high level of certainty that the required space would be available for firefighting needs.

Following several discussions with businesses and the Yaletown BIA, the BIA has proposed an alternate solution that would retain the angled spaces and remove the parallel spaces. This had previously been ruled out for a few reasons:

- 1) It provides fewer parking spaces (117), assuming that no additional spaces can be created through the removal of dumpsters, etc.
- 2) Commercial loading will be more challenging
- 3) Achieving the 6m width requires all the vehicles parked mid-block to be relatively small and well-parked

ENG - TDE - Yaletown Fire Access - Final Letter to Yaletown BIA (YBIA).docx

The BIA has conveyed their hope that this solution will provide more parking over the longer term if dumpsters can be eliminated or moved elsewhere. Additionally, field observations found that many vehicles parked on the street were smaller vehicles and would leave 6m clear for fire staging.

While City staff still have concerns about whether this solution is viable, we've clearly heard the BIA's interest in this solution and are considering moving forward with a trial to determine whether this would provide the space that VFRS requires to fight fires on these blocks. The following page of this letter outlines the approach that we'd take for this trial.

To give this approach the best possible chance of success, we'll need this to be a team effort between the City and the businesses on the streets. As discussed at our meeting on March 16, 2018, please confirm that you support taking this approach.

Sincerely,

Paul Storer

A handwritten signature in black ink, appearing to read 'Paul Storer', with a stylized flourish at the end.

Paul Storer, P.Eng
Manager of Transportation Design

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tel: 604.873.7693
paul.storer@vancouver.ca

cc: Lon LaClaire, Director of Transportation
Jerry Dobrovlny, General Manager/City Engineer
Darrell Reid, Fire Chief - Vancouver Fire and Rescue Services

Primary Objective

To provide 6m wide on-street emergency staging areas adjacent to every building on Hamilton and Mainland Streets and 4m wide clear roadways at the block ends to access mid-block staging areas.

Phase 1 (March/April)

- On the east (sidewalk) sides, hood all meters (~30) and replace almost all existing parking regulation signs with No Stopping Anytime (NSAT) signs
- On the west (loading dock) sides, sign some block end angle parking as “Commercial Loading Only 7am-1pm” (hours to be finalized with YBIA)
- Relocate handicap metered space from mid-block 1100 Hamilton to just south of Flying Pig patio
- Post 30 km/h speed limits on Hamilton and Mainland south of Nelson
- Add 10 new Homer Street metered spaces (currently unregulated parking)
- Add 28 new off-street spaces in EasyPark Lot #22
- Advance other changes to increase parking spaces on the street

Phase 2 (May)

- Paint lines parallel to and 6.1m (20ft) from east curbs and add associated signage
- Increased enforcement (City) and encouragement and education (YBIA)
- Replace meters with pay stations
- Add measures to help define where the dock wall is to encourage better parking behaviour
- Begin implementation of any public space improvements accompanying the plan.

Phase 3 (after a positive initial assessment - June onward)

- If initial assessments are positive, implement measures on-street to better use street space (eg. temporary sidewalks)
- Implement other public realm improvements, as appropriate

Ongoing

- Respond to issues as needed (noting that major issues may cause cancellation of the trial)
- Adjust locations and times of loading zones as needed
- Review performance regularly
- Do full review after 3 months and final review after approximately 1 year.

Evaluation Criteria

For the trial to be considered successful, we'd target the following behaviour at the one-year review.

- No parking or stopping in NSAT zones
- Minimum clearance of 5.5m between angle parked vehicles and east curb at all times (100% compliance)
- Minimum clearance of 6.0m between angle parked vehicles and east curb at most times (95% compliance)