

WELCOME!

Mount Pleasant Industrial Area Transportation Strategy

City staff have done an analysis of the transportation network and developed long-term recommendations as part of a transportation strategy for the Mount Pleasant Industrial Area (MPIA).

You're invited to share your thoughts about these recommendations that will guide future decision-making with the aim of supporting job growth and businesses in the area.

To read up on the
Project Background,
go to boards



To get straight
to the City's
**Proposed
Recommendations,**
go to boards



For more info on
Cycling + Parking,
go to boards





LET'S CHAT!

Help the City plan for an improved transportation network in the Mount Pleasant Industrial Area. Share your thoughts about what you learn and help us refine our recommendations!

HERE'S HOW:

**Take a
survey
now**

or

**Take a
survey
online**

or

**Email
us**

Take a feedback form
here. It will take 5-10
min to complete. You
can submit it in person,
or mail it to:

City of Vancouver
Attn: Transportation Planning,
Engineering Services
320-507 W Broadway
Vancouver, Bc
V5Z 0B4

Don't have time right
now? No problem. Take
a business card and
complete the survey
online at:

**vancouver.ca/
mpia**

Want to chat more?
Contact the project
team at:

**mtpleasant.transportation
@vancouver.ca**

1.

Why does the neighbourhood need a Transportation Strategy?

In 2013, changes to the light industrial (I-1) zone in the Mount Pleasant Industrial Area (MPIA) were approved to enhance the area as a job centre and support the local economy. These changes aim to allow for more jobs, give businesses more flexibility to retain and expand their space, and provide more options for mixed-use industrial buildings.

City staff assessed the area's existing transportation network and developed recommendations for walking, cycling and transit, as well as vehicle access and goods movement to support job growth and neighbourhood access over the next 30 years.

What are the Goals of this work?

1. Encourage more sustainable trips:

- Improve east-west and north-south walking and cycling connections, especially across Main St.
- Improve bus transit on Main St.
- Improve access to Broadway in anticipation of the Broadway Subway

2. Maintain a reliable transportation network to ensure access to all businesses and recognize the industrial nature of the area:

- Maintain vehicle access to the neighbourhood
- Support efficient goods movement within the neighbourhood by prioritizing service vehicles and trucks on select streets

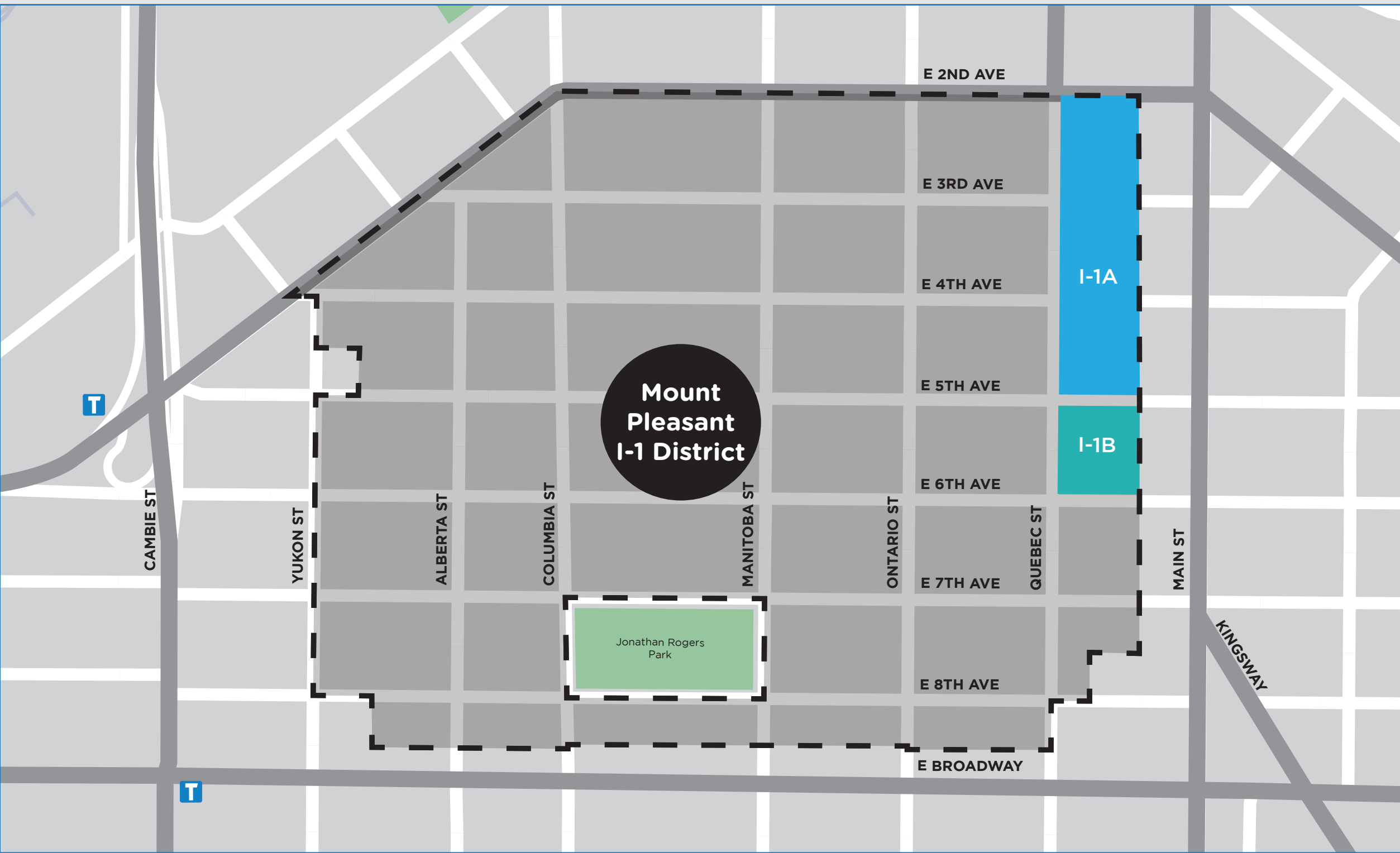
What has the City done so far?

2013	Industrial (I-1) land use changes approved
2015	Consultant retained by City to explore preliminary access improvements
Oct 2016	Open houses to seek community feedback on I-1A and I-1B land use proposal and potential transportation options
Dec 2016	Report to Council on zoning changes and potential transportation changes.
2017	Consultant retained by City to complete detailed transportation and parking analyses
2018	Update to Council and stakeholder groups on transportation strategy; approval by Council of parking strategy
2019	Open house to seek community feedback on recommended transportation strategy
Spring 2019	Finalize recommended transportation strategy; integration with the Broadway Plan 2019-2020
TBD	Detailed design, implementation and project engagement

WE ARE HERE

2.

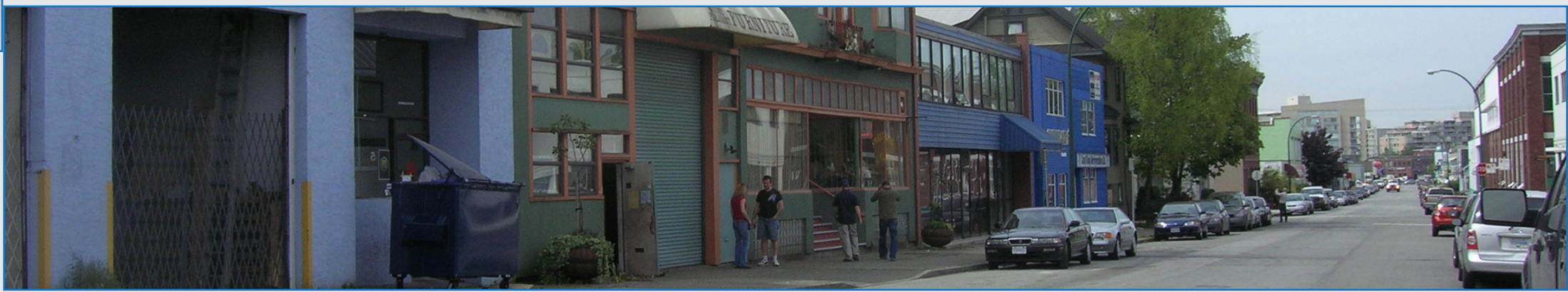
Understanding the Industrial Area



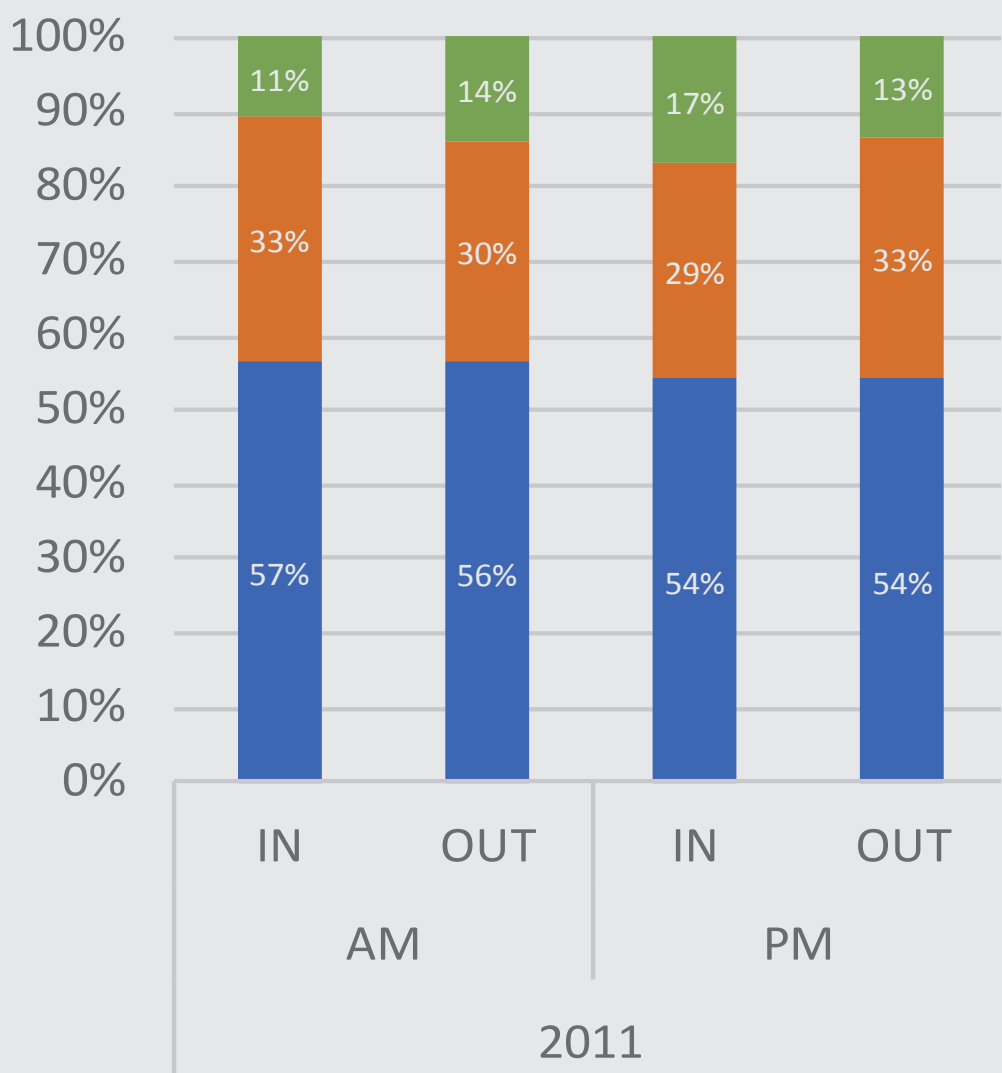
APPROVED INDUSTRIAL LAND USE ZONING

In 2013, changes to the I-1 light industrial zones in the area were approved by City Council to enhance job growth and adapt to business needs.

In 2017, Council approved zoning updates to I-1A and I-1B to support specialty spaces for digital and technology business uses, allow for larger buildings to increase job spaces, and generally support the innovation economy. The zoning changes have triggered substantial change in the area with many new buildings completed, underway and planned.



HOW DO PEOPLE MOVE AROUND?



Active

Transit

Auto

All trips made during AM and PM peak hours

Source: TransLink Regional Transportation Model Phase 3 Release (2017); For the area generally bounded by 2nd Ave., Cambie St., Broadway and Brunswick St.



MORE PEOPLE AND JOBS

From 2011 to 2045, population and employment are projected to grow within and around the industrial area. In the area bounded by 2nd Ave., Brunswick St., Broadway and Cambie St., population is projected to increase from 3,200 people to 6,000 people (approximately 88%), and jobs are expected to grow from 13,000 to 15,800 (approximately 21%).

More people and jobs in the Mount Pleasant Industrial Area means higher demand on the local transportation network to move people, goods, and services.



Existing Policy Support

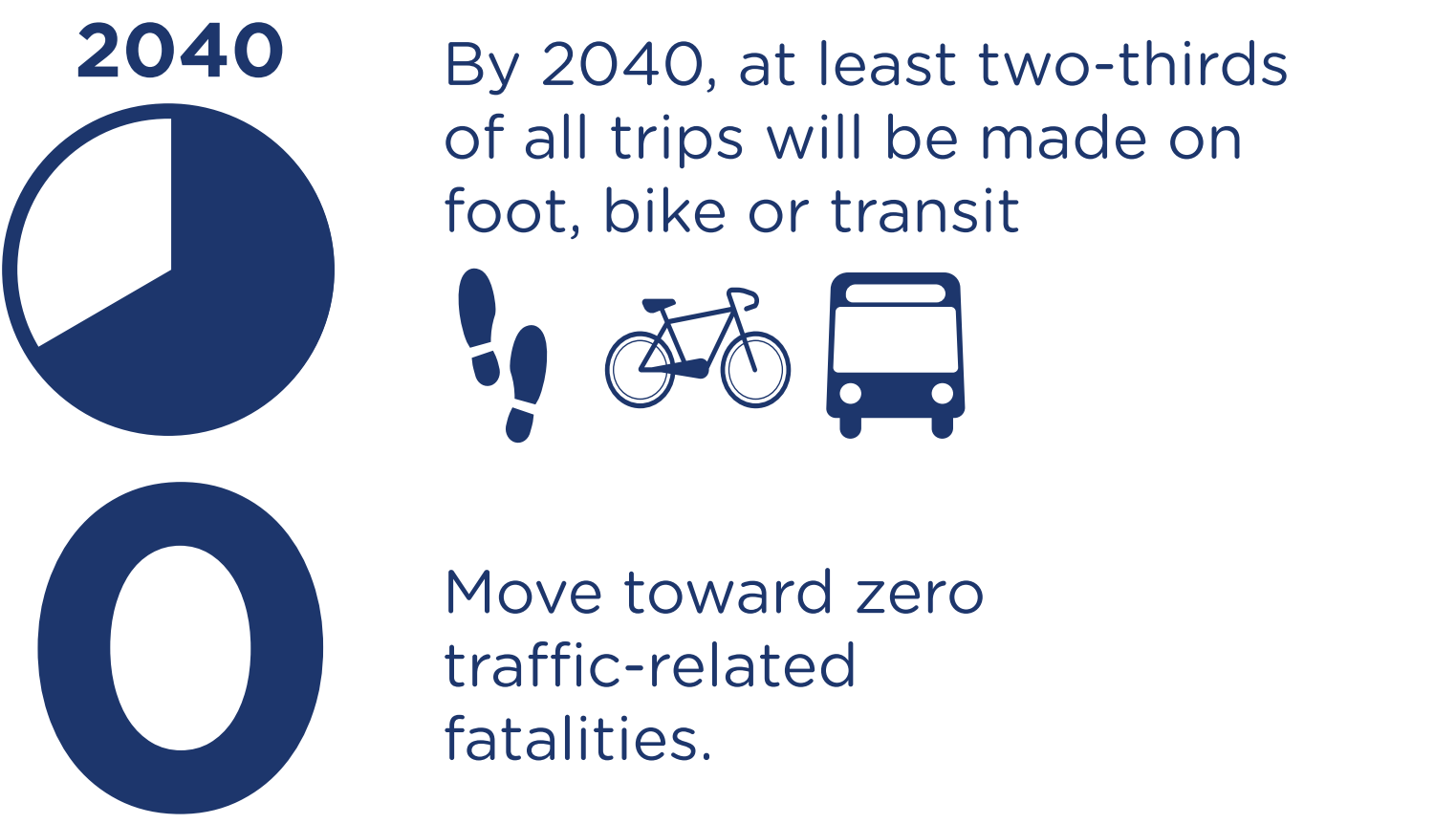
TRANSPORTATION 2040

Transportation 2040 is a long-term strategic vision for the City that helps guide transportation decisions that are well-integrated with land use.

To support Transportation 2040 in the MPIA, the City needs to increase sustainable transportation (walking, cycling and public transit), and improve safety towards a goal of zero traffic-related deaths.



SOME KEY TARGETS INCLUDE:



PLANNING CONTEXT

Southeast False Creek Official Community Plan (2007)

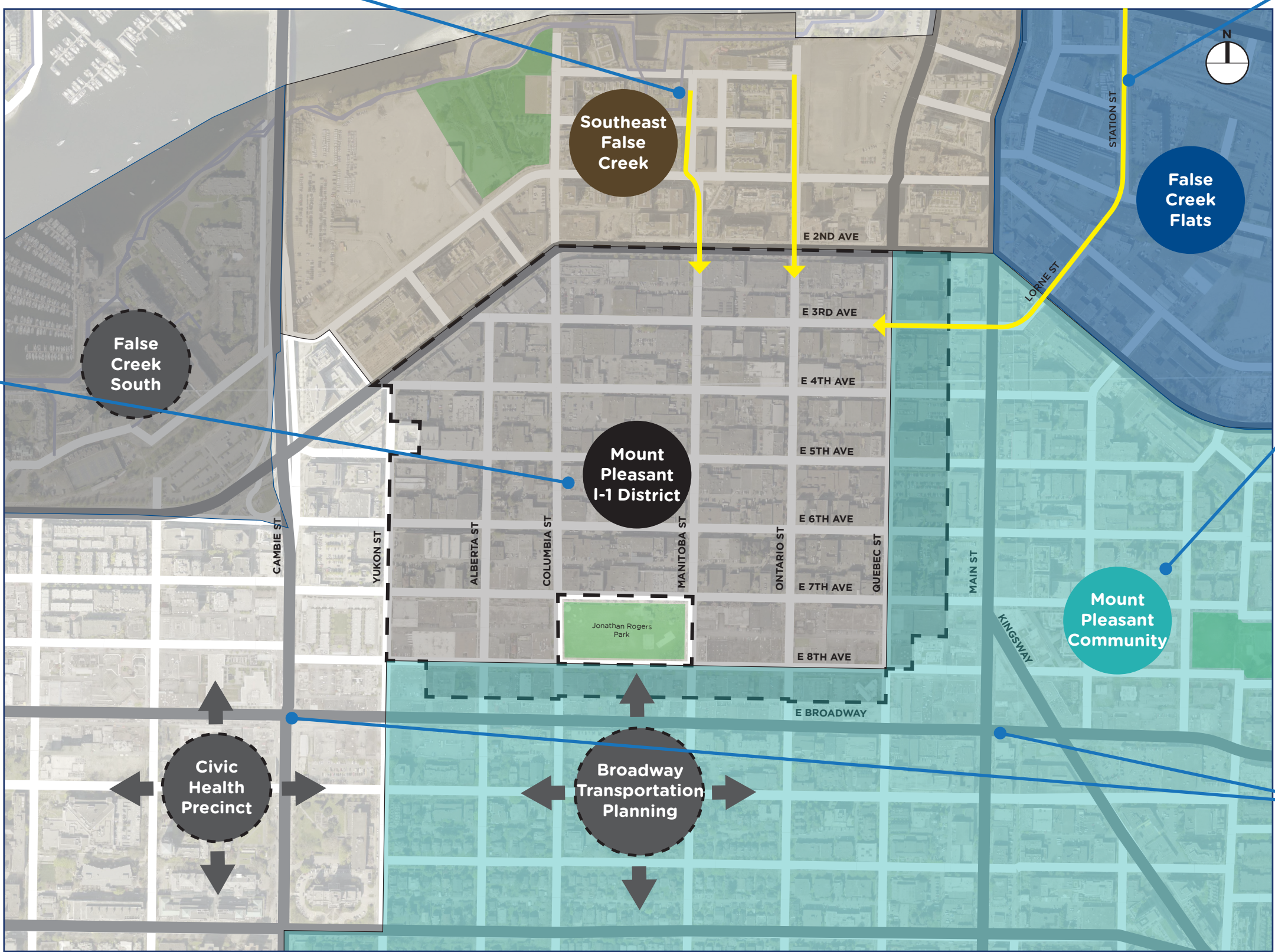
The plan identifies Manitoba St. as a vibrant commercial “heart” of the community from 1st Ave. to False Creek, and a primary vehicle access street as redevelopment in the area occurs. Transportation planning of the MPIA will support this vision, with Ontario St. and Columbia St. serving as important north/south greenway/bikeway connections.

Mount Pleasant Industrial Area Parking Strategy (2018)

The strategy includes ways to facilitate new development by reducing off-street parking requirements, and to make more efficient use of on-street parking.

Future Planning: False Creek South, Broadway Plan & Civic/Health Precinct

Planning for the MPIA will feed into future planning work for adjacent areas. We expect that the future desired role for some streets will be confirmed in this future work.



False Creek Flats Area Plan (2017)

Recommends a continuous street along Station/Lorne St. that connects the Downtown Eastside with Mount Pleasant through 3rd Ave. This street will be designed to accommodate all modes including walking and cycling for all ages and abilities.

Mount Pleasant Community Plan (2010)

Provides principles and goals for the Mount Pleasant community such as improved walking and cycling routes and better east-west connectivity across Main Street.

Broadway Subway (Anticipated Completion in 2025)

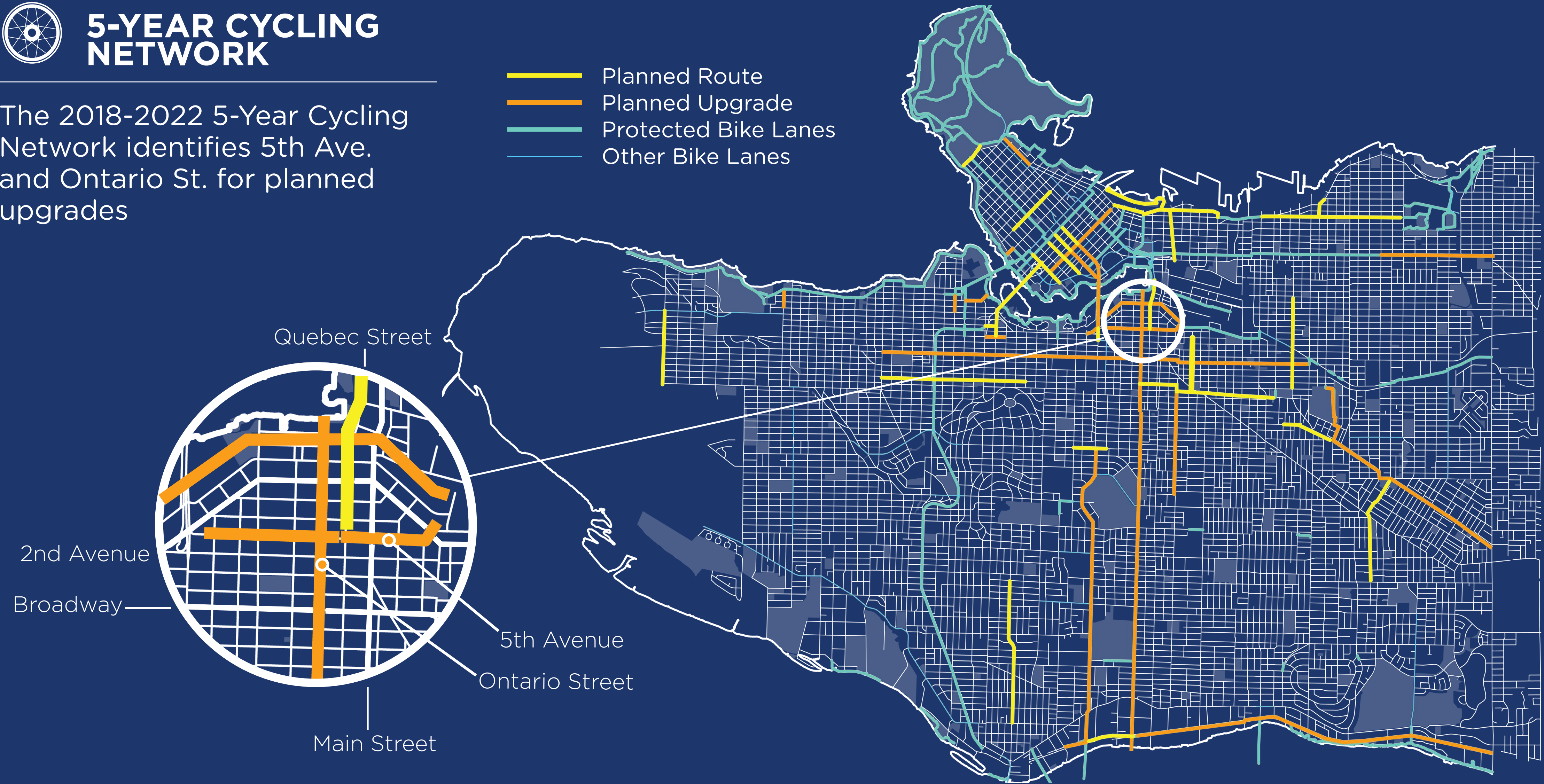
New stations for the Broadway Subway will be built on Broadway at Main St. and Cambie St..



5-YEAR CYCLING NETWORK

The 2018-2022 5-Year Cycling Network identifies 5th Ave. and Ontario St. for planned upgrades

- Planned Route
- Planned Upgrade
- Protected Bike Lanes
- Other Bike Lanes



Developing a Transportation Planning Analysis

MT PLEASANT

In developing a transportation strategy for the Mount Pleasant Industrial Area, City staff considered:

- Industrial land use updates and the projected growth in population and employment
- Planning processes in adjacent neighbourhoods (e.g. Broadway, Southeast False Creek, False Creek Flats)
- Technical studies on the traffic movements on key intersections at Main St.
- Engagement with key stakeholders in the area

This work informed the City's longterm recommendations.



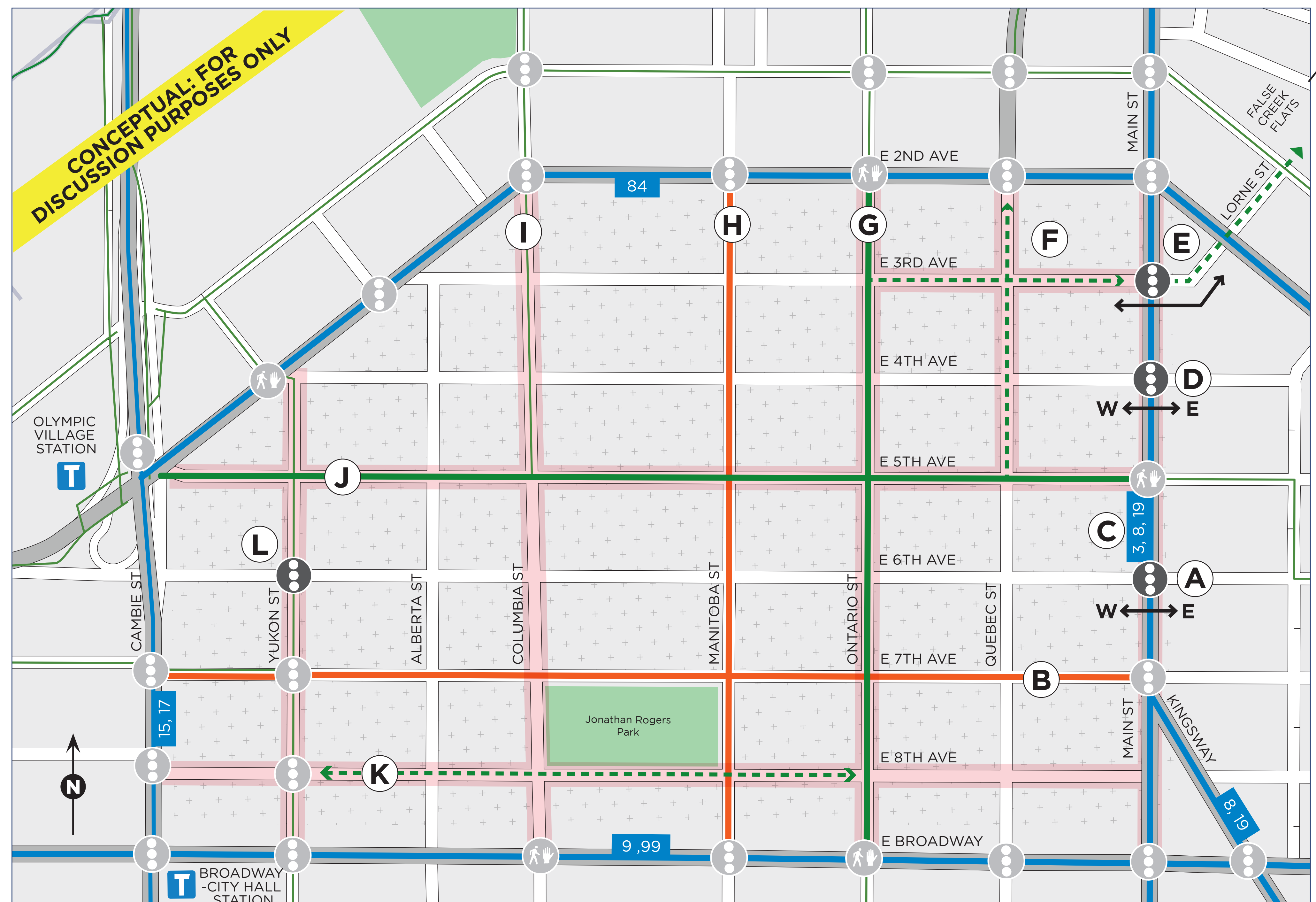
5. Longterm Recommendations

- A** New signal and pedestrian crossing to improve to improve east-west connectivity
 Note: After conducting thorough investigation, it was determined that the signal at E 6th Ave. will move forward instead of the crosswalk at E 7th Ave.
- B** Maintain vehicular movement through the intersection of Main St., Kingsway, and E 7th Ave., and retain 7th Ave. for vehicular access on 7th Ave. to support goods movement
- C** Explore improvements to transit and bus service such as transit priority measures, dedicated bus lanes, and bus stop amenities
- D** New signal and pedestrian crossing to improve east-west connectivity
- E** New cycling route, signal and pedestrian crossing to connect the Mount Pleasant Industrial Area to False Creek Flats (through Lorne St. and the new Station St.)
- F** New cycling route to support additional density in the I-1A and I-1B zones*
- G** Upgrade existing walking and cycling routes to AAA standards** to improve connectivity with Southeast False Creek
- H** Preserve Manitoba St. for vehicle and goods movement access
- I** Maintain existing cycling route and prioritize walking improvements on Columbia St. (to connect the Seawall, Jonathan Rogers Park and Broadway)
- J** Upgrade walking and cycling route to AAA standards**
- K** Explore a new walking and cycling route to provide east-west connectivity and improve access to Broadway
- L** New signal and crossing approved as part of a development application (*currently pending design and implementation)

*I-1A / I-1B zones are Council approved changes to some industrial districts to allow for more general office and mixed-use. The purpose of these zones was to allow more potential jobs in the area and more business flexibility and expansion.

** "AAA cycling route" refers to the City's vision to make cycling safe and accessible to all ages and abilities. It is important to note that AAA designation can refer to both separated bike lanes, AND local streets with slower motor vehicle speed limits and lower traffic volumes

For more detail on our recommendations, please see boards 6 through 7



VEHICLE AND TRANSIT ACCESS

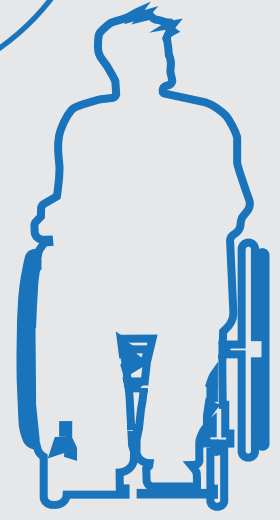
- Continuous Vehicle Access Street
- Arterial Street
- Bus Route
- T Canada Line Station

WALKING AND CYCLING

- Local Street With Existing Walking Route
- Priority Improvements for Walking Routes
- ⤴ Existing Signal and Crossing
- ⋮ Future Signal and Crossing

- Existing Cycling Route
- Upgraded AAA Cycling Route**
- New Cycling Route

6.



Improving Walking + Cycling

Safe and comfortable walking conditions are important on all streets within the Mount Pleasant Industrial Area. We have also identified some priority streets for walking and cycling improvements. In our analysis, we considered:

- Improving east-west connectivity on Main St. This was identified as a major barrier in the Mount Pleasant Community Plan. In response, the City is exploring new signals and crossings along Main St. **(A D E)**
- Opportunities to improve existing cycling routes and create new ones, to facilitate a more comfortable traveling experience for people walking and cycling. **(F G J K)**
- Connecting the area to key commercial districts such as Main St., Broadway, and Olympic Village, key health facilities such as the new St. Paul's Hospital, and nearby housing through improvements to walking and cycling routes. **(G I J K)**

POTENTIAL MEASURES TO IMPROVE WALKING AND CYCLING CONDITIONS



Curb Bulges



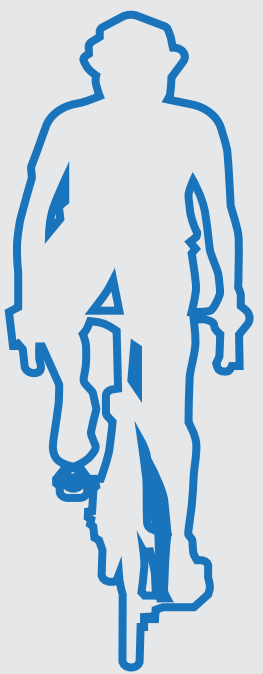
Pavement to Plaza



Vehicle Movement Restrictions



Crossing Improvements



ALL AGES & ABILITIES CYCLING NETWORK

Our aim for our cycling routes is to meet our “all ages and abilities” (AAA) guidelines over time. This means different things on different streets (see diagram below). We recommend that 5th Avenue and Ontario Street are prioritized for improvements as per the 5-year Cycling Map.

(G)

(J)



Separated Lanes



Traffic calmed local streets



Off-street pathway (e.g. the Seawall)

CROSSING OPPORTUNITIES NEAR THE MOUNT PLEASANT COMMUNITY CENTRE

Due to negative impacts on traffic and goods movement, public transit, and potential safety concerns for pedestrians and cyclists, a crossing on the intersection of East 7th Ave, Main St, and Kingsway will not be recommended at this time.

To provide east-west connectivity across Main St, City staff propose adding new signals and crossings on East 6th Ave.



Thinking about Transit Improvements

7.

C

Transit plays a key role connecting the Mount Pleasant Industrial Area with its workers, businesses, services, and more. The proposed strategy recommends exploring opportunities to improve existing transit service on Main Street.

In the future, transit priority measures on Main Street could include queue jump lanes - a street design feature which allows buses to move to the front of traffic at an intersection - or changes to curbside management to provide bus priority lanes.

POTENTIAL MEASURES TO IMPROVE TRANSIT SERVICE



Curbside Management



Queue Jumping



Maintaining Vehicle Access + Goods Movement

MAINTAIN VEHICLE MOVEMENTS ON 7TH AVE

B

As a part of the transportation study, City staff explored the feasibility of 7th Avenue becoming a cycling route in order to provide a more seamless connection with the broader cycling network.

Technical analysis showed that this would create significant challenges for vehicles and buses on Main Street. It would require:

- Restricting northbound left-turns from Kingsway onto East 7th Avenue, and;
- Removing a travel lane on Main Street to add left-turn bays at East 4th Avenue and East 6th Avenue.

These changes would decrease the space available for buses traveling on Main Street and require the removal of the bus stop at East 6th Avenue. Changes would also lead to shifts in lane alignments, increasing risk of conflicts between vehicles traveling north on Main Street and those turning left at East 7th Avenue.

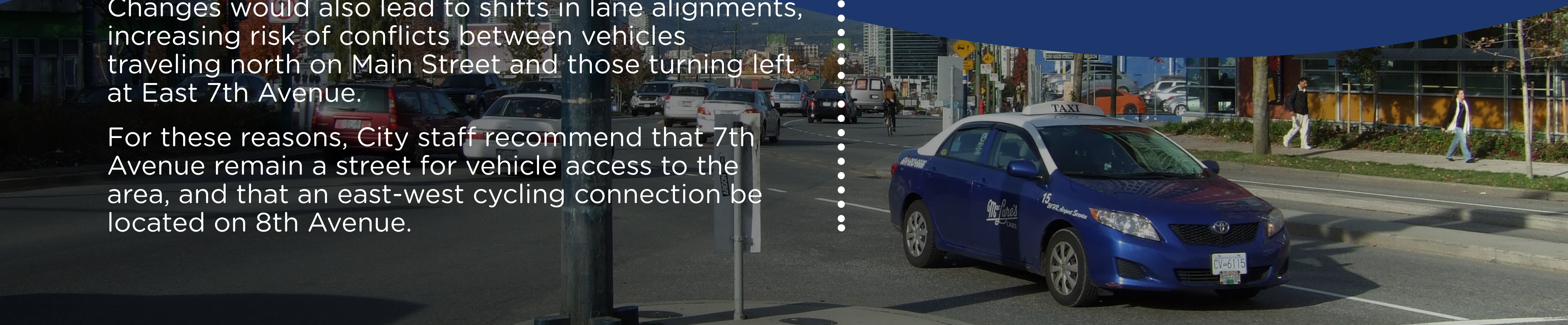
For these reasons, City staff recommend that 7th Avenue remain a street for vehicle access to the area, and that an east-west cycling connection be located on 8th Avenue.



PROVIDE NORTH-SOUTH VEHICLE ACCESS

H

Manitoba Street was identified as a key north-south street for vehicle access, in particular to support loading and delivery needs for businesses in the area.



8 Mount Pleasant Industrial Area Parking Strategy

In 2018, staff explored a Parking Strategy in the Mount Pleasant Industrial Area that takes into account future growth, zoning changes, and rapid transit improvements. This means parking changes with the goal of prioritizing local use.

FOR MORE INFO ON PARKING:

Parking By-laws: vancouver.ca/your-government/parking-bylaw

Mount Pleasant Parking Industrial Area Parking Strategy: vancouver.ca/mpia under “past updates and documents”

On-Street Parking

CHALLENGES:

The Mount Pleasant Industrial Area currently has a large number of unregulated free parking spaces which are well utilized by locals and commuters alike.

In early 2018, City staff studied on-street parking in the neighbourhood, and it was discovered that each block exceeded 85% parking occupancy, with the most demand occurring in the mid-day. This meant parking was consistently difficult to find, creating challenges for local businesses, workers, and visiting customers.

IMPROVEMENTS:

To better manage on-street parking, the City adopted a performance-based approach to guide the use of curb space for the area. The goal of this approach is a parking occupancy that is on average below 85%. This typically means one to two parking spaces are available on each block at any given time of the day.

WHAT IS A PERFORMANCE-BASED APPROACH TO PARKING?

A performance-based strategy to manage on-street parking in the Mount Pleasant Industrial Area means:

- Allowing parking meters to be installed as required to manage curbside availability
- Introducing a meter rate of \$1.00/hr, with the aim of maintaining parking occupancy below 85%
- Adjusting parking meter rates annually based on data collected regularly throughout the previous calendar year
- Adjusting on-street parking rates independently for daytime and evening periods

Metered parking introduced in the area will also be installed to permit longer-term stays. The goal of this approach is to strategically regulate on-street parking to prioritize local use.

Off-Street Parking

CHALLENGES:

To allow for increased job spaces and larger buildings for businesses in the Mount Pleasant Industrial Area, updates to the industrial zoning were approved (up to 3.0 FSR). As the area is characterized by smaller lots, this also presents parking and loading challenges for local businesses. Smaller lots limit the feasibility of off-street parking typically required by the Parking By-Law for buildings with similar density, occupancy and use.

IMPROVEMENTS:

In response, the City adopted a new **payment-in-lieu (PIL)** option that gives area businesses, building occupants and developers seeking increased job spaces, the choice to make a payment instead of meeting off-street parking requirements.

HOW WILL THE PAYMENT-IN-LIEU (PIL) FEE WORK?

Should businesses opt to the PIL fee, their contributions will offset the construction of a new City parkade in the neighbourhood. They are then given priority to lease these parking spaces.

WHERE WILL THE CITY PARKADE BE?

The city-owned site at 2221 Main Street is identified as the site for the parking facility. The lot previously had 100 parking stalls that served local businesses and visitors, making it a familiar and appropriate location for the parkade.