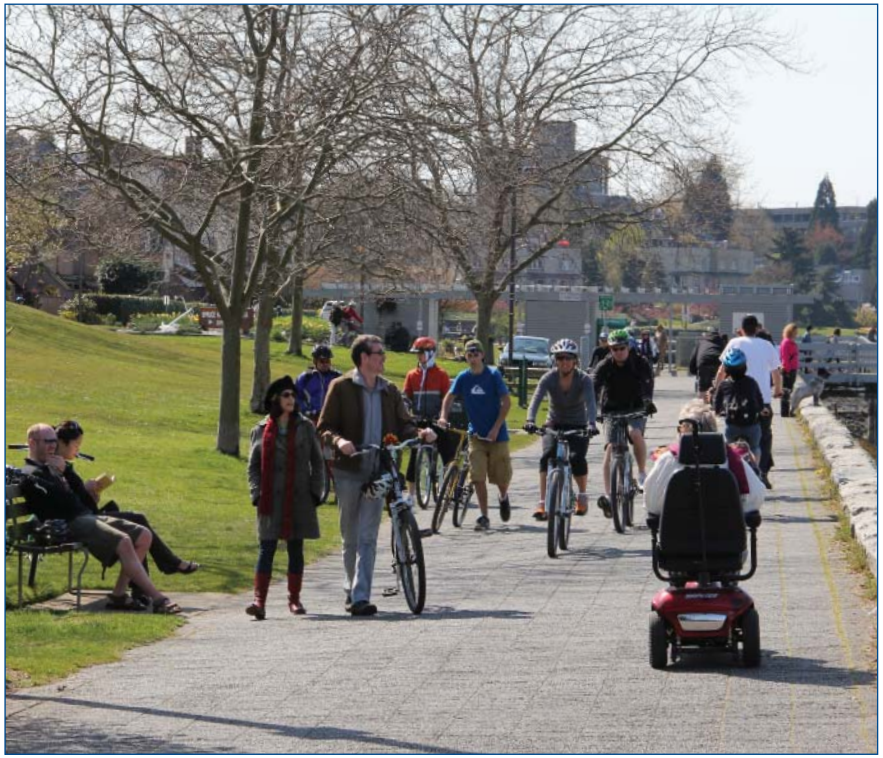
Study Update

Over the last, year we have collected public feedback and reviewed the information from the user survey conducted in the summer of 2013. We have also completed a study evaluating the existing physical conditions on the seawall between Vanier Park and the Cambie Bridge including potential areas for improvement. A summary of the results of this study are included below.



Spyglass Place to Stamps Landing

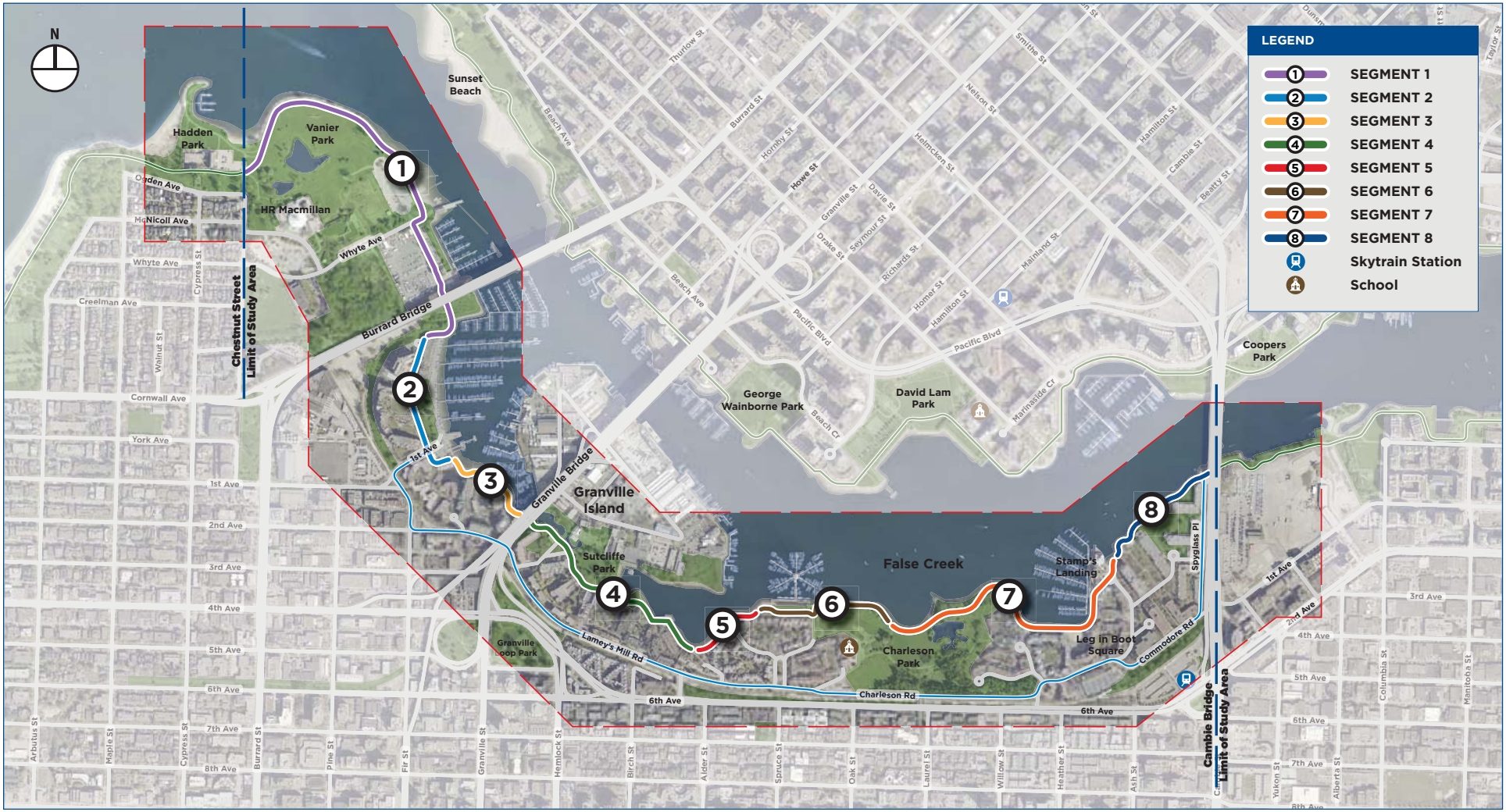
We are working closely with the City's Sustainability Group, which is currently conducting a coastal flood assessment to better understand the potential flood hazard and consequences now and in the future with sea level rise and storm surge. The assessment started in the summer of 2013 and will continue until mid-2015. With a more comprehensive knowledge of future flood potential, a variety of resilience-building solutions will be explored.

The results of the coastal flood assessment will have an impact on the type of solutions recommended to address the existing conditions on the seawall from Vanier Park to the Cambie Bridge. We will continue to work with various City departments to assess the results of the South False Creek Seawall Study and formulate solutions that meet the goals of the study for more immediate improvements and address the effects of anticipated sea level rise and storm surge potential once the coastal flood assessment work is finished in 2015.

For additional information on the City's Sustainability Group coastal flood assessment, please visit: http://vancouver.ca/green-vancouver/climate-change-adaptation-strategy.aspx

Study Area

This study is an assessment of the existing physical conditions and usage of the seawall section between Vanier Park at Chestnut Street and Spyglass Place at the south end of the Cambie Street Bridge. Please see the map below for the study area. The results of this assessment are summarized below for each segment of the study area.



The South False Creek Seawall Study

* *Please click on the segment numbers to go directly to the information pertaining to that particular segment.*

CITY OF VANCOUVER | GREENEST CITY 2020 Green Transportation

Study Approach

The next steps of the Study is to develop potential solutions that will take into consideration the impacts and benefits to all users, costs, ease of implementation, and environmental and green space impacts. The potential solutions will be categorized in the following approach:

Immediate Term	Medium/Long Term	Interim
Solutions in this category generally have low impacts to users, some benefits, low costs, easy to implement, and no or minimal impacts on environmental/green space. These upgrades serve to provide additional clarity and guidance to all users on existing facilities. *Some examples may include additional signage, pavement markings, and landscape maintenance.* Potential Implementation Timeline: 2015-2018*	Solutions in this category generally have some impacts to users, high benefits, medium to high costs, higher degree of planning and consultation required for implementation, and minimal or some impacts on environmental/green space. These upgrades will create an environment with significant comfort to meet growth in capacity as well as opportunities for placemaking. *Some examples may include separation of the pathways for different modes, space and access reallocation, widening of the pathways, and creation of public spaces.* Potential Implementation Timeline: 2016-2020*	Solutions in this category generally are temporary in nature and will be developed in the impacted areas identified for high risk sea level rise in the City's Sustainability Group Coastal Flood Assessment. These upgrades will serve to provide better facilities that will best meet the demands and comfort of the users until a more permanent solution is determined. *Some examples may include partial separation of the pathways for different modes, space reallocation, and modest widening where available.* Potential Implementation Timeline: 2015*

**Subject to public consultation and capital budget planning process.*

Once the solutions are developed, they will be categorized and assessed such that an implementation plan can be determined.

SEGMENT 1: Chestnut Street to Creekside Drive

The seawall is a shared gravel pathway through Vanier Park. At Whyte Avenue, there is an option for cyclists to bypass the seawall and travel on a marked path across the Burrard Civic Marina parking lot. This marked path is linked to Creekside Drive by a separated pathway under the bridge.

Areas for Improvement:

- In Vanier Park, there are potential conflicts with vehicles where the gravel pathway crosses two wide vehicular accesses at the public boat launch near the Whyte Avenue junction.
- At the Burrard Civic Marina and its parking lot, there are potential conflicts between cyclists, vehicles with boat trailers, and pedestrians.

Seaside Greenway in Vanier Park, North of Whyte Avenue

SEGMENT 2: Creekside Drive to Connection onto the Seaside Greenway (Seawall)

This segment of the Seaside Greenway is on Creekside Drive. Along with parking and private building accesses, cyclists share the road with two-way local traffic (average 800 vehicles per day), which is in excess of what a comfortable AAA (All Ages and Abilities) route typically experiences. Pedestrians are fully separated from cyclists by the wide sidewalk, which has a row of trees between the walkway and the street.

Creekside Drive north of West 1st Avenue

Areas for Improvement:

- On Creekside Drive, cyclists share the street with moving and parked cars.
- On Creekside Drive, sight lines from the driveways are constrained by walls and the angle of the pathway bend.
- Along the laneway connection west of the seawall, there are potential conflicts with vehicles where pedestrians and cyclists cross an underground parking garage access, a local service driveway, and a series of private garage driveways.
- At the connection to the seawall, the bollards that separate the laneway from the seawall can be potential hazards when the seawall experiences high pedestrian and cyclist traffic during the peak summer months.
- On the seawall, there is a pedestrian access to a public fish market, which can generate high pedestrian foot traffic during peak summer months, and potential conflicts.

SEGMENT 3: Seaside Greenway (Seawall) to Anderson Street (Granville Bridge)

This segment of the Seaside Greenway is bordered by the water on the north side and residential developments on the south side connecting to a busy vehicular street, Anderson Street. Not only is Anderson Street the single vehicular access to and from Granville Island, it is also the only four lane vehicle crossing of the seawall.

Areas for Improvement:

- The seawall is a shared pathway with several bends, which can result in limited sight lines between pedestrians and cyclists.
- At Anderson Street, vehicle sight lines for pedestrians and cyclists crossing are obscured by the bridge piers, which are located immediately south of the seawall crossing.

Island Park Walk between West 1st Avenue and Anderson Street

SEGMENT 4: Anderson Street (Granville Bridge) to The Castings/Sutcliffe Park

This segment of the Seaside Greenway is primarily a shared narrow pathway adjacent to pocket parks, a children's playground, and residential apartments. Boardwalk areas are located east of Anderson Street and Granville Island providing an area for social interaction. The pathway east of Anderson Street is bordered by greenery and flower beds that provide a pleasing and shaded environment.

Island Park Walk at Alder Bay Walk

Areas for Improvement:

- The junction at The Castings and the pathway requires pedestrians and cyclists to share the space with the existing tree line and bollards, which can be crowded during peak summer months.
- Along the seawall, greenery and flower beds may at times become overgrown to further narrow the pathway.

SEGMENT 5: The Castings/Sutcliffe Park to Ironwork Passage/Spruce Harbour Marina

This segment of the Seaside Greenway is a mix of separated and shared pathways. The pathway splits into a boardwalk for pedestrians and a continuation of the shared bicycle route with local vehicle loading zones at Spruce Harbour Marina. The path transitions back to a shared pathway just east of the Marina parking area.

Island Park Walk at The Castings

Areas for Improvement:

- East of Sutcliffe Park, cyclists are directed with limited signage and stencils to travel between a series of bollards and trees to stay on the seawall. Unfamiliar cyclists may miss the turn and find themselves continuing on a delivery service road adjacent to residential buildings on the south side of the seawall.
- At The Castings/Forge Walk junction, there is the potential for conflict where the separated cycling path crosses a roundabout with vehicle access.
- The pathway through this segment includes an uneven paving stone surface, which can be very uncomfortable to all users especially those with mobility aids.
- The inconsistency between the mix of separated and shared pathways often create confusion, and there are opportunities to reduce this.

SEGMENT 6: Ironwork Passage/Spruce Harbour Marina to Greenchain Junction

This segment is primarily a shared pathway adjacent to a community garden, and parkland with an off-leash dog park. There is a local load zone for vehicles at the Greenchain Junction.

Areas for Improvement:

- At Spruce Harbour Marina parking lot, there are potential conflicts between pedestrians/cyclists, and vehicles entering and exiting the lot and parking stalls that share the Seaside Greenway.
- The pathway through this segment includes an uneven paving stone surface.

Seaside Greenway at Spruce Harbour Marina parking lot

SEGMENT 7: Greenchain Junction to Moberly Road

From Greenchain Junction, the pathway is separated by bollards and benches to create a separate pedestrian area adjacent to the water, and a cycling path adjacent to residential buildings. The separated pathway passes through "Leg-in-Boot Square" with mixed residential and commercial buildings but users do share the space with loading and delivery vehicles. Cyclists cross Moberly Road through a parking lot to connect back onto the seawall. There is local vehicle access to a loading zone.

Alleyway that connects Seaside Greenway to Moberly Road

Areas for Improvement:

- The paving stones in this area provide an uneven and uncomfortable surface for pedestrians and cyclists.
- At the alleyway connecting to Moberly Road, the path transitions to a shared use area. Bollards and benches at this transition section may reduce sight lines for pedestrians and cyclists. Local service vehicles also have access to this transition section.
- Besides the loading and drop-off zones, seawall users often find themselves traversing undefined space that can benefit from additional clear guidance.

SEGMENT 8: Moberly Road to Cambie Street Bridge/Spyglass Place

The shared pathway is bordered by the seawall embankment and a residential complex.

Areas for Improvement:

- There are no public vehicle crossings or access points in this section. However, the pathway curvature and the adjacent landscaping can obstruct sight lines.

Seaside Greenway between Moberly Road and Spyglass Place