

South False Creek Improvements Segment 6: Stamps Landing

Summary of Feedback from Neighbourhood Chats

November 2018

Table of Contents

Introduction and Context	3
What's Next	3
Public Consultation Approach	3
Engagement Approach and Opportunities	3
Participation	3
Results	4
Analysis of Input	4
Summary of Key Themes	4
Stakeholder Meetings	4
Public Feedback	5

Introduction and Context

Starting in 2013, the City of Vancouver began a public consultation and planning process to improve the safety and comfort for people of all ages and abilities to walk and cycle along the South False Creek Seawall between Cambie Bridge and Burrard Bridge. This is the oldest section of the Seawall, dating back to 1975, and carries high volumes of people walking and cycling, especially in the summer. In October 2015 and January 2016, the City met with stakeholders and hosted public open houses to share and gather feedback on seawall design options. The project has been designed and constructed in various segments from 2016 and 2018.

While most of the seawall construction was completed in the winters of 2016/2017 and 2017/2018, Stamps Landing was the last piece to be finalized. In early 2018, City staff developed a preliminary design based on prior feedback and gathered feedback from stakeholders immediately adjacent to Stamps Landing to inform the design. On November 17 and 20, 2018, staff shared and gathered feedback on the recommended design with the public through a series of neighbourhood chats.

Staff used the feedback from these meetings to refine the final design of Stamps Landing. This report presents both the general themes and specific comments and suggestions we heard in November 2018, as well as our response to that feedback.

What's Next

Construction of Stamps Landing will begin in February 2019. We continue to welcome feedback from the public and will monitor the project in the months following its completion and consider minor adjustments as necessary.

Public Consultation Approach

Engagement Approach and Opportunities

The approach to public engagement for Stamps Landing was to listen and learn from people who live, work, and play in the neighbourhood, as well as the broader public who are interested in the project. In order to reach all those who may be interested, we used a variety of methods to talk to people in person and online, including:

- Individual stakeholder meetings – August to October, 2018
- Neighbourhood chats – November 17 and 20, 2018
- Pop-up chats in Leg In Boot Square – November 17, 2018
- Comment forms – November 2018
- E-mail - Ongoing

Participation

In total, we engaged with over 100 people in the following ways:

- Local stakeholder meetings (5 people)
- Neighbourhood chats (50 people)
- Pop-up chats (48 people)
- Email/Comment forms (13 people)

Results

Analysis of Input

Comments from the public were analyzed by staff and grouped into key themes. Some of the feedback we received was incorporated into the final design, while other feedback was outside the scope or capacity of the project to deliver.

Summary of Key Themes

In our conversations with the public and stakeholders, the top themes were:

- General support for the project, particularly regarding the separation of cycling and walking paths from vehicle traffic;
- Cycling path - concern that people might cycle faster after the path has been upgraded and how bike speed could become a hazard for many seniors in the area;
- Visibility – concern about being able to see oncoming bikes or people walking around building corners and vegetation in the planters;
- Marina loading – concern regarding the parking configuration in relation to ability to unload large items and safety concerns when transporting large items across the walking and cycling paths;
- Paid parking – there was mixed feedback on this issue, with some businesses and residents in favour of paid parking to increase availability of spots, and others who preferred it to remain unchanged; and,
- Paving – there were many requests to fix uneven paving.

Stakeholder Meetings

Feedback from this section is primarily from meetings between City staff and tenants and businesses immediately adjacent to Stamps Landing:

- Concern about bikes crossing vehicle traffic in the cul-de-sac
- Some businesses were supportive of metered parking in the neighbourhood so customers can find a parking spot; others preferred free, unregulated parking so clients can park for extended periods
- Request for wider sidewalk so wheelbarrows can be wheeled to marina
- Request to simplify parking signage in cul-de-sac
- Desire for the 5-minute quick loading zone to be complied with and enforced
- Desire to fix uneven paving in front of businesses

Public Feedback

(from neighbourhood chats and pop-up, emails and comment forms)

Theme	Public Feedback	How the final design responds
<i>Walking</i>		
Pedestrian realm	<ul style="list-style-type: none"> • Please fix the paving bricks in front of Wicklow & Mahonys at Stamps Landing; lots of seniors in the area need a level surface to walk safely • Please remove the triangular curb on the northeast corner of Moberly Rd and Starboard Square between the driveway and the lane to provide a smoother walking experience • Stamps Landing needs covered walkways 	<ul style="list-style-type: none"> • Pavers that are on property controlled by the City or on leased property where the City is given permission to work will be re-leveled. • We will assess the possibility of making changes to this curb during construction • Street furniture such as covered walkways is not within the scope of this project
Zebra crossings	<ul style="list-style-type: none"> • Suggestion of more zebra crossings (i.e. at Mahonys) where people will want to cut across the bike path 	<ul style="list-style-type: none"> • There will be zebra crossings at all locations where public sidewalks connect to the Seawall, including three at Stamp's Landing (see notification letter) and one at Bucketwheel
Pedestrian-cyclist conflicts	<ul style="list-style-type: none"> • Anticipate conflicts between pedestrians and cyclists outside Branas Grill & Mahonys 	<ul style="list-style-type: none"> • Creating separate walking and cycling paths will likely reduce these types of conflicts, as they have in other recently rebuilt sections of the seawall
Shared pathway just north of Mahonys parking lot	<ul style="list-style-type: none"> • Request to install bollards to slow bikes down and reduce chance of conflict between bikes and peds • Suggestion of putting tables and chairs in the middle to make it more of a public hang-out space rather than a walk/bike thoroughfare 	<ul style="list-style-type: none"> • This area is expected to see much reduced cycling use with the new design; we will review conflicts after construction. • Placemaking ideas would normally be forwarded to Streets Activities Branch for consideration; however, this pathway is an emergency access street dedication and therefore must be kept clear at all times.
Lighting	<ul style="list-style-type: none"> • Need more (it seems dark near Mahonys) • Supportive of LED lighting 	<ul style="list-style-type: none"> • Lighting upgrades will be part of the project

Theme	Public Feedback	How the final design responds
Walking (continued)		
Visibility	<ul style="list-style-type: none"> • Request for more signage and warning at all curves on seawall (i.e. Millbank) • Need to trim trees and shrubs in the planters on north end of design (runners avoid that part because they can't see past the shrubs) • Valet hut also reduces visibility for runner 	<ul style="list-style-type: none"> • Visibility improvements and/or trimming of shrubs is part of the proposed changes
Rain protection	<ul style="list-style-type: none"> • Suggestion of rain protection for pedestrians to get to restaurants 	<ul style="list-style-type: none"> • This is outside the scope of this project
Cycling		
Cycling speed	<ul style="list-style-type: none"> • Concern that people on bikes will be cycling faster with new paving – request that speeds be measured and enforced, especially at S-curve where Millbank meets Stamps Landing • Concern for safety of many seniors in the neighbourhood who need to cross the bike path safely • Suggestion to slow bikes down with signage, bumps on the road, offset gates, signs asking them to dismount and walk, raised crossings 	<ul style="list-style-type: none"> • This concern is noted and will be part of a broader education campaign • We anticipate that behaviour after construction will be similar to that of other parts of the seawall that have been rebuilt, where cycling speed has not emerged as a consistent problem; however, we will monitor and measure speed of people cycling through the busier commercial area after construction and consider appropriate solutions if problems are observed
Alternate cycling route	<ul style="list-style-type: none"> • Suggestion to allow faster bikes to bypass Stamps Landing by using Spyglass and Moberly, so that only walking is allowed at Stamps Landing 	<ul style="list-style-type: none"> • Seaside Bypass already exists for faster cycling on Commodore/Moberly/Charleson. Signs providing direction to the Bypass will be part of the project.
Mobi bike share station	<ul style="list-style-type: none"> • Request to move the station to the south side of the shared pathway so that sound of people docking their bikes and people talking can be a little farther from 456 Moberly Rd 	<ul style="list-style-type: none"> • Staff will review this along with consideration of emergency vehicle access and bike parking supply
Bike parking	<ul style="list-style-type: none"> • Comment that there is no need to increase bike parking 	<ul style="list-style-type: none"> • Demand for bike parking during the summer already exceeds the available space at existing bike racks; therefore more is required

Theme	Public Feedback	How the final design responds
Cycling (continued)		
Motorized scooters and skateboards	<ul style="list-style-type: none"> • Need to stop electric scooters and skateboards from using the seawall – there seem to be lots of them. 	<ul style="list-style-type: none"> • Motorized skateboards and scooters, segways and hoverboards are currently not allowed on city streets, sidewalks, paths (including the seawall) and protected bike lanes • We liaise with and alert the VPD to locations where people need reminding these are not allowed
Rain protection	<ul style="list-style-type: none"> • Suggestion of more rain protection for bike parking 	<ul style="list-style-type: none"> • This is being reviewed and may be included in the project
Loading and Parking		
Marina Loading	<ul style="list-style-type: none"> • Prefer current design where people can cross the bike path in a car instead of on foot; concern about having to cross the bike path multiple times when loading/unloading • Difficult for larger vehicles to parallel park, and need lots of room behind vehicles to unload large items; prefer current perpendicular or angled parking • Concern about longer distance between loading area and marina • Suggestion to create a 'keep clear' zone across the bike and walking paths for wheelbarrows to have unobstructed area to marina entrance 	<ul style="list-style-type: none"> • The proposed design is safer than the current arrangement because it reduces conflicts between vehicles and more vulnerable road users like cyclists and pedestrians. We want Stamps Landing to feel safe not only for experienced cyclists but people of all ages and abilities, including seniors, families, and children • Marina parking spaces may be increased in size to accommodate parallel parking and loading; we can consider 'marking' each stall if spacing between loading spaces becomes an issue • There will be a zebra crossing connecting the sidewalk with the walking path in front of the marina so that people can safely cross the cycling path
Car share	<ul style="list-style-type: none"> • Request for on-street parking spots for EVO or Car2Go vehicles at or near Stamps Landing, perhaps at parking meters 	<ul style="list-style-type: none"> • The City considers allocation of on-street parking for car share vehicles when there is a demand and requests are made by providers such as EVO and Car2Go.
Parking on Moberly Rd	<ul style="list-style-type: none"> • Suggest that we monitor commercial parking space and, if not well used, replace with parking • Request to have parking on both sides of Moberly Rd 	<ul style="list-style-type: none"> • Staff will monitor and consider this suggestion. Existing loading zone will likely be commercial loading 9am-6pm and can convert to metered parking in the evening

Theme	Public Feedback	How the final design responds
<i>Loading & Parking (continued)</i>		
Accessible parking	<ul style="list-style-type: none"> • Would like more than one designated spot 	<ul style="list-style-type: none"> • Currently there are no plans to install another accessible parking spot; there are many competing uses in this area but this can be revisited in the future if demand for one increases.
Metered parking	<ul style="list-style-type: none"> • Mixed feedback – some are supportive of more metered parking in the neighbourhood, while others want the parking left as-is 	<ul style="list-style-type: none"> • The City monitored the parking performance of the area for a year prior to engagement and found that parking vacancy in the area is very low; therefore, metered parking is an appropriate measure to increase availability. We will continue to monitor and assess the parking performance of the neighbourhood after project implementation.
Electric charging station	<ul style="list-style-type: none"> • Request for charging station for electric vehicles 	<ul style="list-style-type: none"> • There is no immediate plan to install electric charging stations at this location; however, the City recently launched a Curbside Electric Vehicle (EV) Pilot program, which supports the growth of EV use across the city.
Motorcycles	<ul style="list-style-type: none"> • Request for dedicated motorcycle parking at Stamps Landing 	<ul style="list-style-type: none"> • Due to limited curb space and many competing uses in the area, no dedicated motorcycle parking is currently planned; motorcycles can park in the same space available to cars on Moberly Rd, which will have some flexibility in spacing with the use of pay stations rather than parking meters
Signage	<ul style="list-style-type: none"> • Request that the City install ‘no idling’ signs at loading areas • Request for time restrictions on parking (i.e. not allowing commercial vehicles and tour buses to park in the evenings) 	<ul style="list-style-type: none"> • We will retain the existing “Turn off engine” signs for loading areas that allow stopping for more than 5 minutes • We will monitor use of loading in the area and adjust signage as necessary if time limits are not being observed
Loading time limits	<ul style="list-style-type: none"> • Suggest that we change 5-minute loading to 10-minute loading 	<ul style="list-style-type: none"> • 5-minute loading (No Parking) is more efficient for quick loading, passenger pick up/drop off and other short-term uses.

Theme	Public Feedback	How the final design responds
<i>Other</i>		
Garbage disposal	<ul style="list-style-type: none"> • Concern about having to cross the bike path when taking out the garbage • Comments that garbage bins are loud and ugly – can they be moved 	<ul style="list-style-type: none"> • Garbage disposal bins are on privately managed property and therefore outside the scope of the project.
Location of shared pathway beside Mahony's parking lot	<ul style="list-style-type: none"> • Suggest that the Mahony's parking lot be switched with the current street dedication (where Mobi bikes will be located). This way Mobi bikes could be closer to the bike path and won't be cutting through the cul-de-sac and conflicting with vehicle traffic 	<ul style="list-style-type: none"> • Although this idea has conceptual merit, Mahoney's parking lot is on privately managed property, and the existing shared path is a legal street dedication that also functions as a fire lane. Switching these two parcels of land would require a negotiated land swap that is not possible within the project time frame.
Access via Charleson	<ul style="list-style-type: none"> • Request to reopen Charleson to increase access in and out of the residential neighbourhood 	<ul style="list-style-type: none"> • Charleson was limited to buses and bicycles as part of the South False Creek Seawall Improvements. The decision was approved by Council on May 4, 2016. This was done in response to public feedback, through which we heard the desire for a direct alternative for people who wish to cycle fast to bypass the Seawall. The Seaside Bypass route was therefore created along Lamey's Mill Rd, Charleson, Moberly Rd and Commodore Rd. Charleson is an integral part of the Seaside Bypass route and, therefore, will not be reopened to traffic.