



April 25, 2016

**TO:** Park Board Chair and Commissioners  
**FROM:** General Manager - Vancouver Board of Parks and Recreation  
**SUBJECT:** South False Creek Seawall Park Upgrades & Tree Replacements

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## RECOMMENDATION

- A. THAT the Vancouver Park Board approve the design plan for the South False Creek Seawall upgrades in Charleson and Sutcliffe Parks, as described in this report and as illustrated in the appendices; and
- B. THAT the Vancouver Park Board approve the proposed tree replacements on Creekside Drive and on the Alder Bay seawall, as proposed in this report and as illustrated in the appendices.

## POLICY

The Vancouver Park Board approves major changes in Vancouver parks including the design and development of parks.

## BACKGROUND

The South False Creek Seawall between Burrard Bridge and Cambie Bridge is the oldest section of Vancouver's Seaside Greenway (i.e. Seawall), dating back to 1975. It has a unique character, with various sections of shared and separated pathways through a mix of residential, commercial, and recreational land uses including Charleson and Sutcliffe Parks. This stretch of the seawall is a regional recreational destination that also functions as a local neighbourhood pathway for residents. It carries high volumes of people walking and cycling, especially in the summer months. In August 2013, a 12-hour study observed 2000-3600 people walking and 1800-2500 people riding bicycles through the corridor.

Much of this section of the Seawall is narrow (less than 5m wide) and has no separation between people walking and people cycling. This leads to conflicts between users, which are made worse in places with view obstructions. Uneven surfaces can further limit accessibility for some users, including seniors, people using wheelchairs, strollers, and inline skates. The inconsistent design in the area can be confusing to navigate from a way-finding point of view. These situations are further complicated as some sections are accessed by motor vehicles, such as delivery trucks, city service or emergency vehicles, and private cars.

The Park Board is responsible for the stewardship of Charleson and Sutcliffe Parks within this section of the seawall pathway, as well as the ongoing maintenance of trees along the corridor. The Park Board Strategic Plan has goals for improved inclusivity and accessibility, and the Park Board's Urban Forest Strategy strives to protect and expand the City's tree canopy.

The strategic vision outlined in the City Engineering Department's Transportation 2040 Plan sets long-term targets and includes policies and actions to help make them achievable. In particular, the 2040 Plan aims to "improve older segments of the Seawall to separate users, provide more space where feasible, reduce conflicts, and ensure an even, comfortable walking and riding surface".

The Greenest City Action Plan's "Access to Nature" and the Healthy City Strategy's "Active Living and Getting Outside" goals are also relevant to this project.

With these aligned guiding principles, the Engineering Department approached Park Board staff to undertake a collaborative engagement process in 2013. Staff agreed to work together to determine possible South False Creek seawall improvements for both Board and Council consideration.

## **DISCUSSION**

### **Project Goal and Objectives**

The project goal is to upgrade and improve safety of the All-Ages-and-Abilities (AAA) recreational facility on the South False Creek Seawall. Following are the project's shared objectives developed jointly by Engineering and Park Board staff:

- Improve safety, comfort and capacity for all users;
- Prioritize the walking path closest to the water;
- Manage cycling speeds on this recreational route;
- Reduce vehicle conflicts with people walking and cycling on the seawall;
- Maintain access for emergency responders;
- Minimize and compensate for impacts on green space and trees;
- Consider incremental improvements through this project - long-term improvements will be considered once city-wide solutions to address sea level rise are identified;
- Improve connections to and quality of the Seaside Bypass cycling route for faster cycling along Lamey's Mill Road, Charleson, Moberly Road and Commodore Road;
- Respect the aesthetic and character that make each segment of the South False Creek Seawall unique.

### **Project Area**

The Seaside Greenway between Burrard Bridge and Cambie Bridge is 3 km in length and varies in width, surface treatment, configuration and adjacent land use along its length. It has been broken into seven distinct segments for the purposes of planning, public engagement, and design, as shown in Figure 1. These segments are as follows:

1. Creekside Drive: Burrard Bridge to West 1st Ave
2. West 1st Ave to Anderson St
3. Sutcliffe Park: Anderson St to Alder Bay Walk
4. Alder Bay Walk to Ironwork Passage
5. Charleson Park: Ironwork Passage to Greenchain
6. Greenchain to Stamps Landing
7. Stamps Landing to Spyglass Place/Cambie Bridge



**Figure 1 - South False Creek Seawall segments**

Note that only four of these segments will be discussed in this Board Report as they specifically relate to Vancouver parks and trees. These segments are as follows:

- Segment #1: Creekside Drive: Burrard Bridge to W. 1st Ave
- Segment #3: Sutcliffe Park: Anderson St to Alder Bay Walk
- Segment #4: Alder Bay Walk to Ironwork Passage
- Segment #5: Charleson Park: Ironwork Passage to Greenchain

Based on experience and conditions on other sections of the Seaside Greenway and elsewhere in Vancouver, three key strategies were adopted to meet the project objectives.

1. Where possible, separate people walking from people cycling with a physical barrier and create separation with a paint line where space is constrained.
2. Widen the pathway to a minimum width of 6.0m (and wider if possible) with 3.0m minimum for walking and 3.0m minimum for cycling.
3. Encourage faster riders to use the Seaside Bypass.

The following pages describe the key changes recommended to address existing problematic conditions on the Seaside Greenway between Burrard Bridge and Cambie Bridge as they relate to trees and parkland (i.e. South False Creek Seawall). The graphics of the proposed plans and cross-sections are presented in Appendix A.

## **Proposed Improvements**

### ***Segment #1 - Creekside Drive: Burrard Bridge to West 1st Ave - Trees***

Creekside Drive is the only section of the Seaside Greenway between Vanier Park in Kitsilano and George Wainborn Park in Yaletown where people on bicycles share a roadway with regular vehicle traffic, in this case up to 2000 vehicles per day. The recommended changes will create a new protected two-way bike lane on the east (waterfront) side of the street by narrowing the existing roadway and sidewalk and making minor adjustments to on-street parking. The resulting walking path and bicycle paths would each be 3.0m wide.

The intersection of Creekside Drive and West 1st Avenue is the likely future junction of the Seaside and Arbutus Greenways and will be built to accommodate a future connection.

Along Creekside Drive there are 17 cherry trees exceeding 30 years of age that are in poor health and have a limited life expectancy (see photos in Appendix B). Renovation of Creekside Drive presents an opportunity to create new generous boulevards with appropriate soil volumes and enhanced opportunities for trees to thrive (see Appendix A for design plan). At least 17 new cherry trees that are better suited to the site conditions and of large stature so as to flower in year one will be planted.

### ***Segment 3 - Sutcliffe Park: Anderson St to Alder Bay Walk***

The existing path adjacent to Sutcliffe Park, at 4.6m, is not wide enough to accommodate both a 3.0m walking path and 3.0m cycling path. The recommended changes include widening the path to 6.0m, marking separate walking and cycling paths, and adding seating (see Appendix A). In some places, perennial beds will be relocated and additional seating, gathering places, and way-finding signs will be provided. The interventions at this high-traffic locale will improve safety while also maintaining the prevalence of horticultural views.

### ***Segment 4 (West) - Alder Bay Walk to Forge Walk - Trees***

As the path leaves Sutcliffe Park it returns to the water's edge. On the southwest side of Alder Bay a row of cherry trees divides the 7.1m path unevenly. These trees are over 30 years in age and are diseased. They have heaved the pavement, making the path challenging or unusable for many (see photos in Appendix B).

The proposed changes include widening the path slightly to 7.5m total and building a 1.5m median that will provide ample soil and enhanced conditions to grow 17 new replacement cherry trees. The new alignment will create a 3.0m waterfront walking path and 3.0m cycling path. The new large stature cherry trees will be better suited to the site conditions and improve the future of the urban forest as the existing trees have a limited life expectancy at this time. These new trees will also flower in year one.

At the bottom of Alder Bay, where the path turns it will be widened from the current 4.0m to 5.0m, with 2.5m each for walking and cycling. This reduced path width is recommended so that a healthy grove of flowering cherry trees can be preserved. This will likely be the only location where the 3.0m recommended minimum widths for walking and cycling will not be met.

On the southeast side of Alder Bay, people on bikes currently share a narrow roadway with local traffic on The Castings. Vehicles are permitted only southbound and are not permitted to stop on this narrow street. The same vehicular access is provided by Forge Walk

immediately to the east. To be able to provide a car-free bike path, non-emergency vehicle use of this one block of The Castings will be prohibited. The roadway and adjacent path will be rebuilt, with flagstone paving removed, to provide 3.0m walking and cycling paths separated by a 1.5m median. See Appendix A for design plan.

### ***Segment 5 - Charleson Park***

The existing waterfront path on the north edge of Charleson Park is 4.6m wide and is currently shared by people walking and cycling. The recommended improvement will designate this path as walking only and build a new 3.0m wide parallel bike path that will run from Ironwork Passage to Greenchain. The existing community garden will be reconfigured with ongoing input from the community gardeners. On the east end of the park, an informal dirt-worn path will be formalized to provide a separated safe pedestrian and cycling connection from the park path at Greenchain Street and Millbank. Many value-added elements will be included in this segment of the project, including the addition of a split-rail fence adjacent to the off-leash dog area to separate dogs from path users. As well, there will be horticultural additions at key locations, including more trees and perennial beds (see Appendix A).

### **Additional Infrastructure**

***Pathway Lighting*** - There was strong public support for pathway lighting improvements with a focus on under-lit areas as well as junctions and other potential conflict points. Additional lighting will be added strategically to remedy areas of concern and improve safety and way-finding along the seawall.

***Accessible Washroom*** - There was strong public support for an accessible washroom to be sited between Olympic Village and Granville Island. Currently, the anticipated location for this is on the west edge of Charleson Park. Park staff concur that this is an ideal location for a public accessible washroom given the number of users and gap in geographical provision of washroom facilities.

### **Seaside Bypass**

Lamey's Mill Road, Charleson, Moberly Road, Commodore Road, and Spyglass Place together form part of the Seaside Bypass, a bike route that parallels the Seaside Greenway. Vehicle speeds and volumes are too high for this to be considered an All Ages and Abilities (AAA) route. A number of changes will be made along this route to improve comfort for people on bicycles, and signs will be improved on the Seaside Route to direct commuters and faster moving cyclists here. Future consideration will be given to closing Charleson to all but bicycle and transit vehicles.

### **Environmental Considerations**

The walking and cycling path improvements will require the removal and replacement of 34 cherry trees (along Creekside Drive and Alder Bay Walk) and the removal of two other trees (one south of Alder bay Walk and one near the community garden at Charleson Park) that are immature and in poor condition. In addition to these 36 replacement trees, at least 12 more trees will be planted strategically throughout the corridor.

The design of the proposed improvements has avoided any impact to the marine environment. Where the path is to be widened and the existing path is adjacent to the water, all widening will be landward. Climate change and sea level rise studies may present future seaside

pathway improvement opportunities should this section of seawall need to be raised or armoured in the future.

### Public Engagement

Public engagement on this project has been ongoing since 2013 and has involved local residents, a project specific Temporary Focus Group, City advisory committees and other groups, including:

- Active Transportation Policy Council\*
- Canada Mortgage and Housing Corporation (Granville Island)
- Charleson Park Community Garden Board\*
- Children, Youth and Families Advisory Committee\*
- Creekside Drive business owners
- False Creek Elementary School\*
- False Creek South Neighbourhood Association\*
- Granville Island Business & Community Association\*
- HUB\*
- Persons with Disabilities Advisory Committee\*
- Seawall users (intercept survey)
- Seniors Advisory Committee\*
- Stamps Landing/Leg-in-Boot Square business owners\*
- Transportation 2040 Stakeholder Advisory Group
- Vancouver Fire and Rescue Services
- Vancouver Public Space Network\*
- Women's Advisory Committee\*

*\* represented on Temporary Focus Group*

Staff have heard from over 500 individuals and received over 1000 pieces of input. Key engagement events were:

Summer 2013: Seawall user survey to identify key issues (543 responses)

Summer 2015: Temporary Focus Group meeting (12 stakeholder groups)

Autumn 2015: Temporary Focus Group meeting (12 stakeholder groups)  
Public open houses, Oct 4 & Oct 6 (~300 attendees)  
Public feedback survey (397 surveys completed)  
Meetings with individual stakeholders and organizations

Winter 2016: Temporary Focus Group meeting (12 stakeholder groups)  
Public open houses, Jan 30 & Feb 2 (~250 attendees)  
Public feedback survey (168 surveys completed)  
Meetings with individual stakeholders and organizations

This process has yielded strong support for nearly every element of the proposed design. Specifically, when asked about proposals for separating walking and cycling and about widening portions of the pathway:

- 74 to 87% supported proposals for separating walking and cycling paths with paint and signs or with medians
- 67 to 80% supported proposals to widen the existing walking and cycling pathway where needed to allow for separation

Key issues revealed through public engagement are summarized below:

- Existing conditions on the Seawall between Burrard Bridge and Cambie Bridge are uncomfortable for many people
- Path is particularly congested in summer months
- Slow cycling is welcome by most people; fast cycling should be redirected to the Seaside Bypass
- Some people would like no bikes on the Seawall
- Unique character and aesthetic of the neighbourhood should be respected
- Amenities such as accessible public washrooms and water fountains are lacking
- Flagstone path surfaces are uncomfortable for many and unusable for some, particularly those using wheelchairs or other mobility aids

Public input has been invaluable in helping staff refine the designs for walking and cycling improvements, and has also led to two substantial components being added to the recommended scope of work:

- Accessible public washroom(s)
- Replacement of existing flagstones with accessible walking and cycling surface(s)

All background documents, including display boards and preferred design directions shared at the most recent open house in January 2016, can be downloaded from the “documents” tab on the [South False Creek Seawall project webpage](#). A detailed summary of the public engagement activities is provided in Appendix C.

### **Implementation**

The Seaside Greenway is busier with people walking and cycling in summer months and, accordingly, any construction activity will have less impact if completed in the autumn through early spring period. Additionally, some components of the proposed work involve moving and planting trees, shrubs and perennials, which should be done when the plants are dormant in the winter.

Construction of segments with limited expected construction impact on the existing pathway can begin shortly after approval. Work on other segments, including those described in this report, can begin when walking and cycling usage dips in early autumn, with segment 1, Creekside Drive, being the highest priority. Segments constrained by plant relocation in Sutcliffe and Charleson Parks should wait until late autumn. Most work is planned for 2016 and/or 2017 construction. The accessible public washroom construction is likely to be in 2018.

### **Financial**

The estimated total cost of all proposed work on the Seaside Greenway as described in this report is \$9.4 million. The breakdown of the work and associated costs include:

- Pathway modifications and construction - \$5.5 million
- New and relocated trees - \$0.7 million
- Improved lighting - \$1.7 million
- New public washroom - \$0.4 million
- Flagstone replacement - \$1.1 million

The funding sources for the recommended transportation improvements include:

- \$3.2 million from the 2015-18 Capital Plan for the Active Transportation Corridors and Spot Improvement Program, subject to approval of the Capital Budgets, including \$123,100 cost sharing funding from the TransLink Bicycle Infrastructure Capital Cost Sharing (BICCS) Regional Needs
- \$5.1 million from City-wide Development Cost Levies (DCLs) allocated to Parks and Open Spaces to increase the 2015-18 Capital Plan
- \$1.1 million from City-wide Development Cost Levies (DCLs) allocated to Engineering to increase the 2015-18 Capital Plan

Cash flow spending of the project is anticipated to be \$4.0 million in 2016, \$5.0 million in 2017, and \$0.4 million in 2018. The inclusion of this project in the 2015-2018 Capital Plan will require an increase to the Capital Plan of \$6.2 million.

## SUMMARY

This report presents a plan to upgrade portions of Sutcliffe Park and Charleson Park within the Seaside Greenway, on the south shore of False Creek between the Burrard Bridge and Cambie Bridge, and to replace trees on Creekside Drive and on the Alder Bay portion of seawall. These efforts will improve safety, comfort and capacity for all users. This will be achieved primarily by widening the path where it is currently narrower than 6.0m and by separating people cycling from people walking.

The design has been developed collaboratively by Park Board and Engineering staff, with input from over 500 residents and other stakeholders, to minimize impacts on green space, to respect existing character, and to improve walking and cycling connections to the Seaside Bypass and the future Arbutus Greenway. The proposed plans are broadly supported by engagement participants, and implementation of upgrades will be staged to minimize impact to residents and to ensure the successful relocation of trees, shrubs, and perennials in the parks, with construction happening in 2016 through 2018.

This report has been prepared by Park Board staff in conjunction with a companion Council report by the City of Vancouver Engineering Department (Active Transportation Branch).

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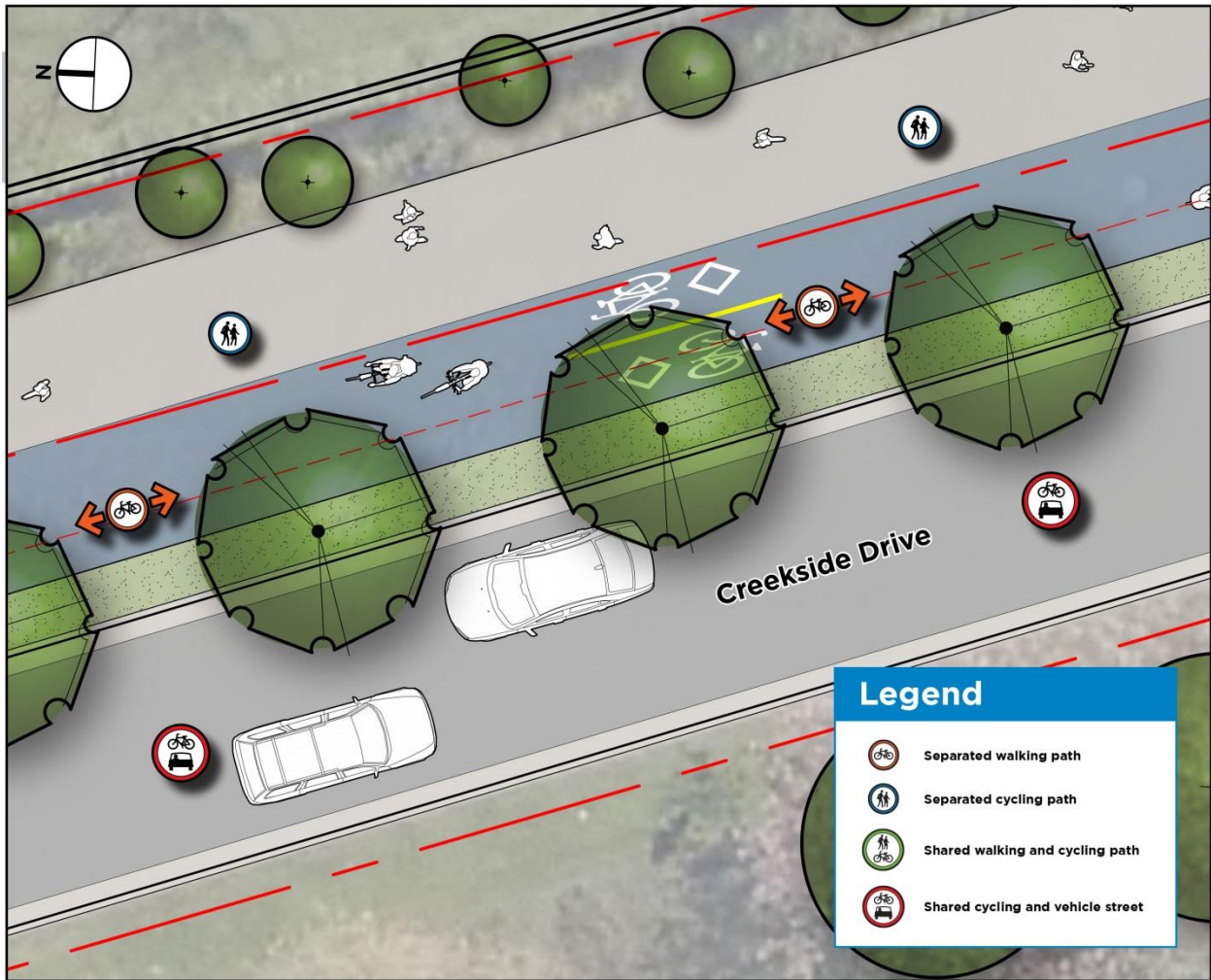
Proposed Design Plans - South False Creek Seawall Upgrades

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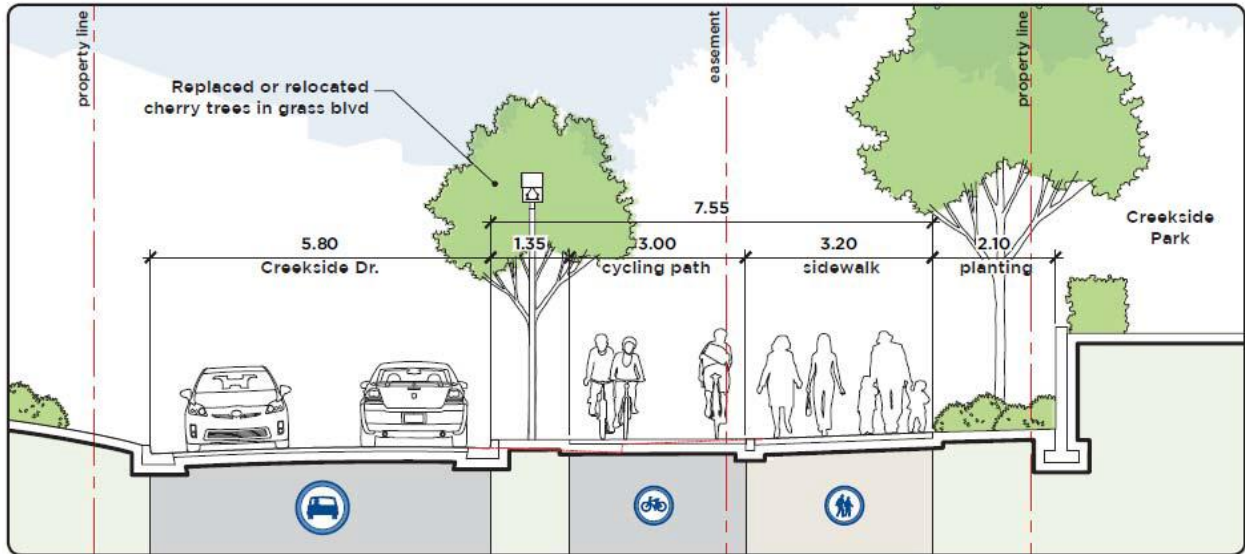
Context for Segment 1 Designs - Creekside Drive

Proposed Design Plans - South False Creek Seawall Upgrades

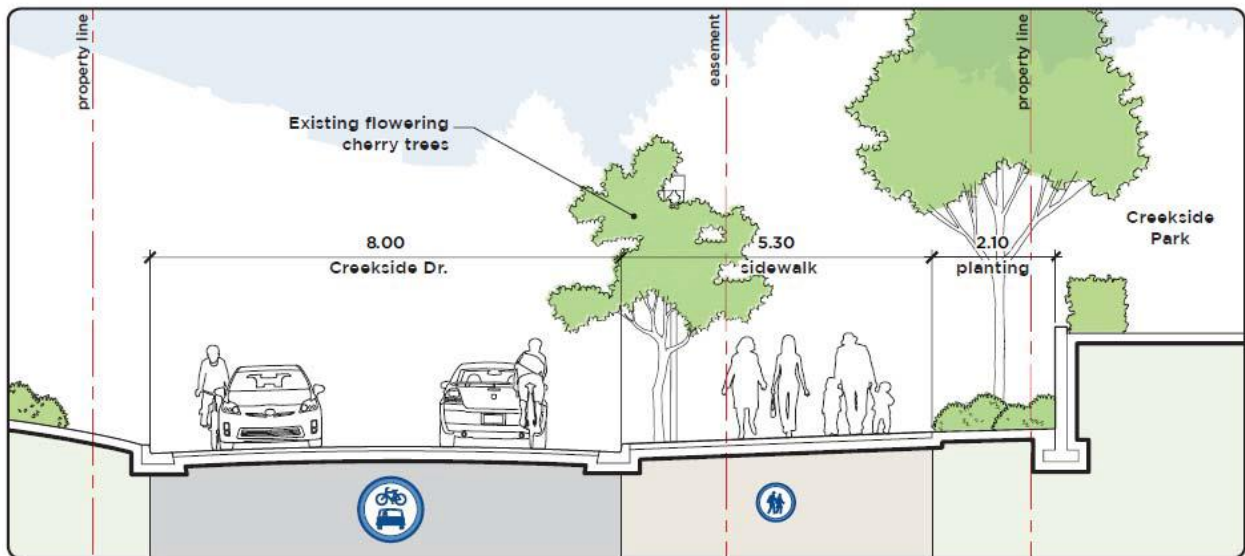


Proposed Alignment (Segment 1 - Creekside Drive)

Proposed Design Plans - South False Creek Seawall Upgrades



Proposed Cross-Section (Segment 1 - Creekside Drive)

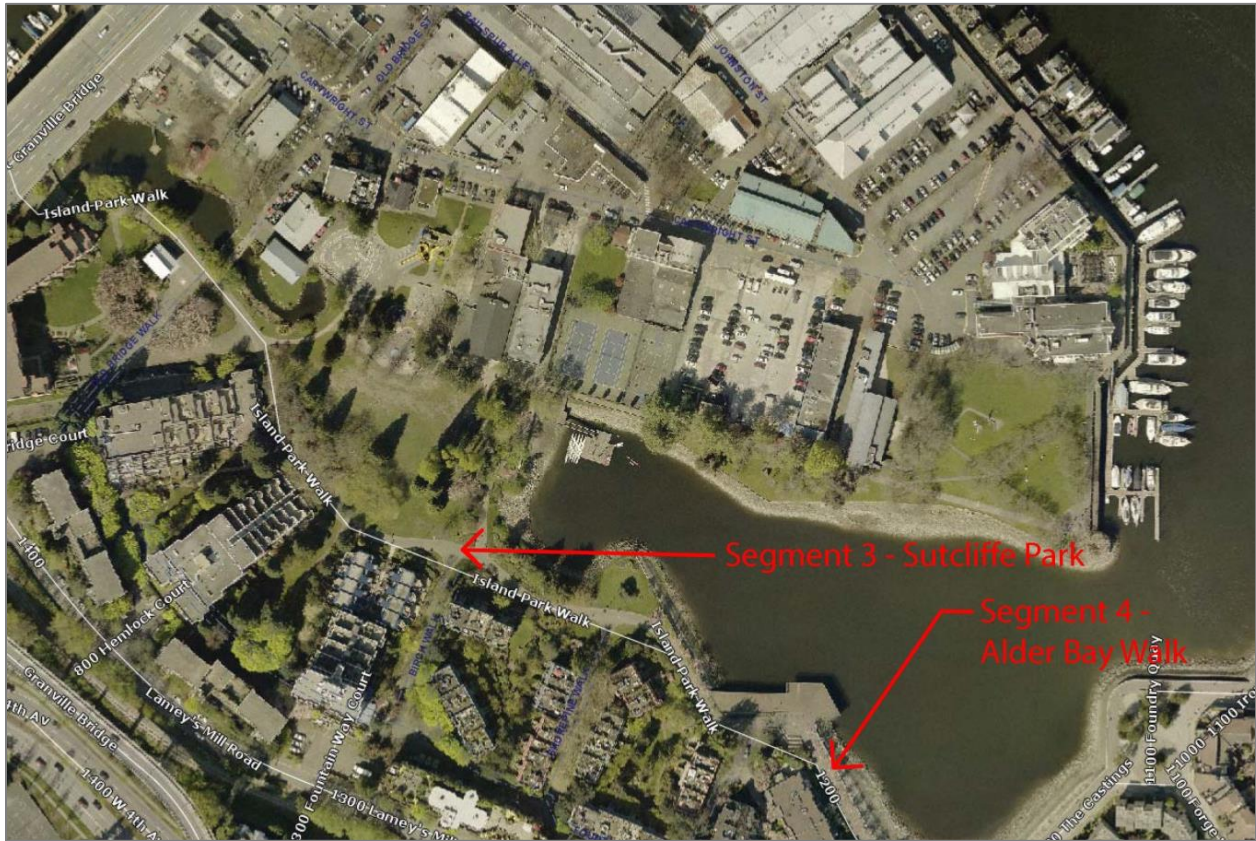


Existing Cross-Section (Segment 1 - Creekside Drive)



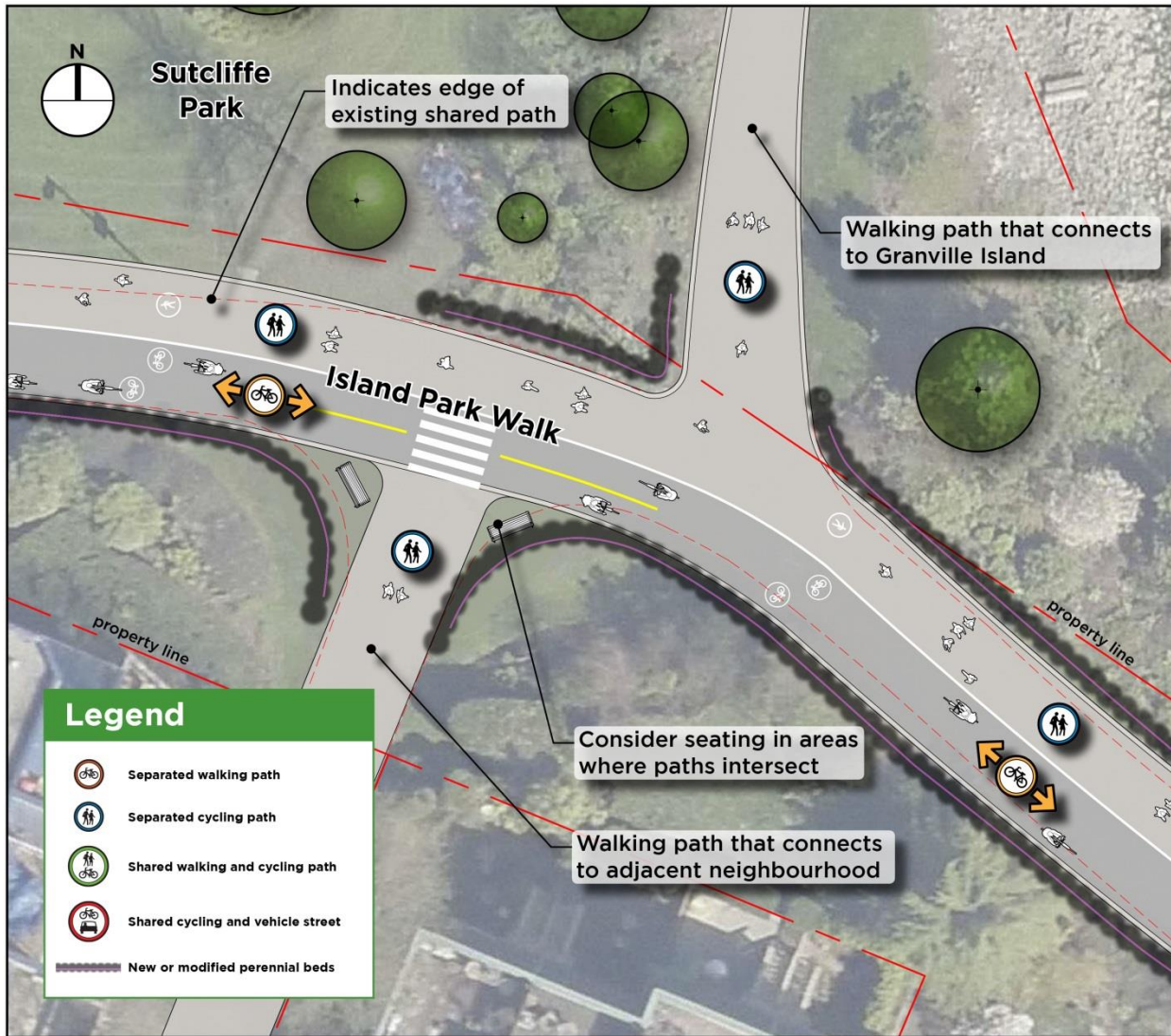
Proposed Design Plans - South False Creek Seawall Upgrades

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Context for Segment 3 and 4 Designs - Sutcliffe Park and Alder Bay Walk

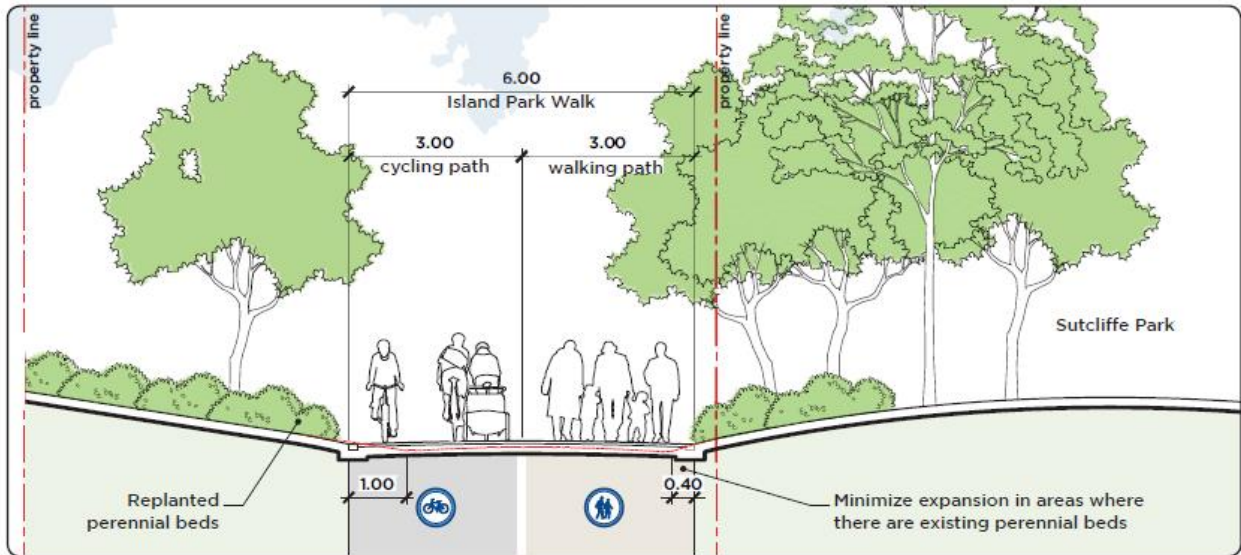
Proposed Design Plans - South False Creek Seawall Upgrades



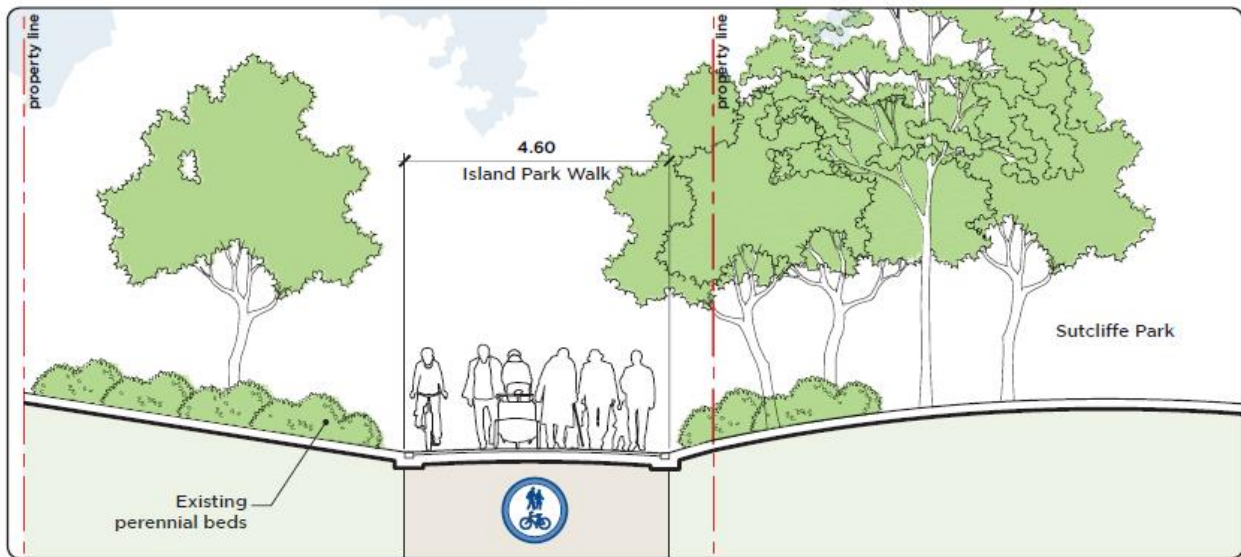
Proposed Alignment (Segment 3 - Sutcliffe Park)



Proposed Design Plans - South False Creek Seawall Upgrades



Proposed Cross-Section (Segment 3 - Sutcliffe Park)



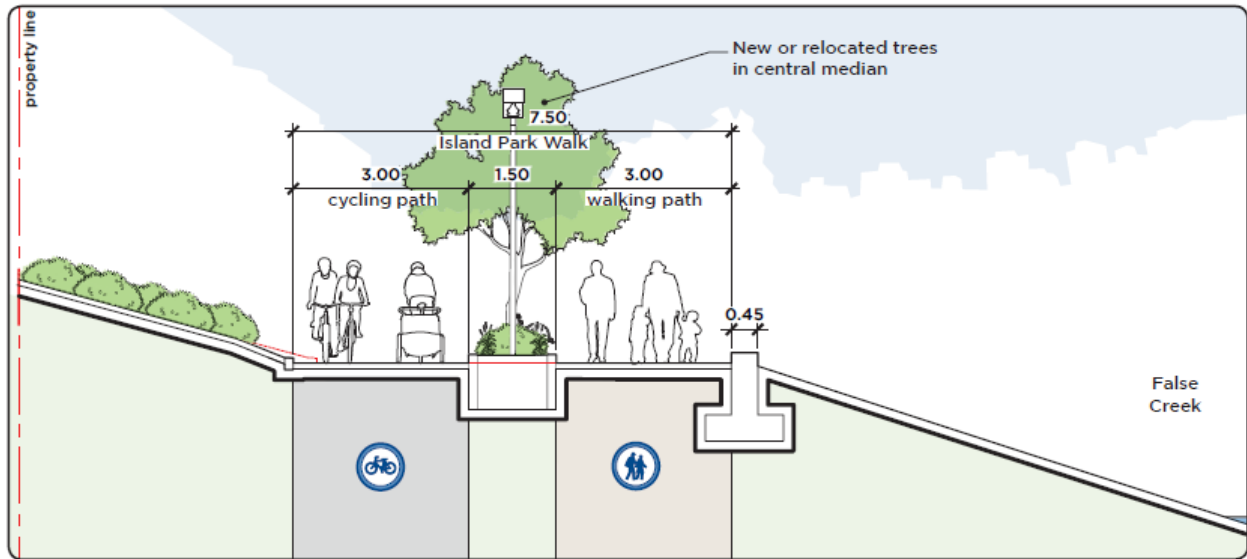
Existing Cross-Section (Segment 3 - Sutcliffe Park)

Proposed Design Plans - South False Creek Seawall Upgrades

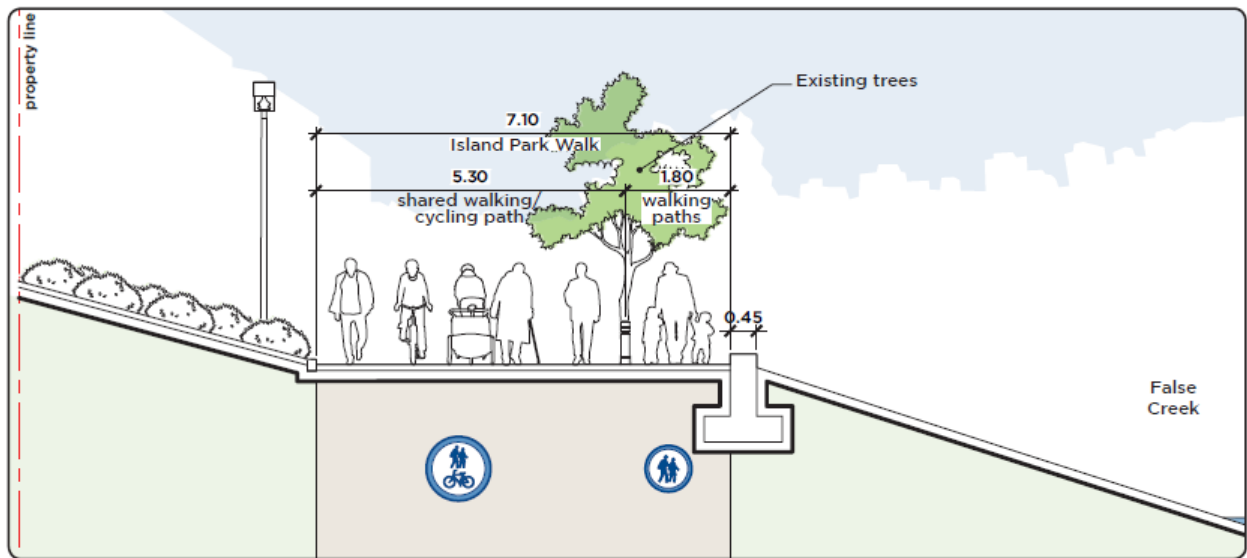


Proposed Alignment (Segment 4 - Alder Bay Walk)

Proposed Design Plans - South False Creek Seawall Upgrades



Proposed Cross-Section (Segment 4 - Alder Bay Walk)



Existing Cross-Section (Segment 4 - Alder Bay Walk)



Proposed Design Plans - South False Creek Seawall Upgrades



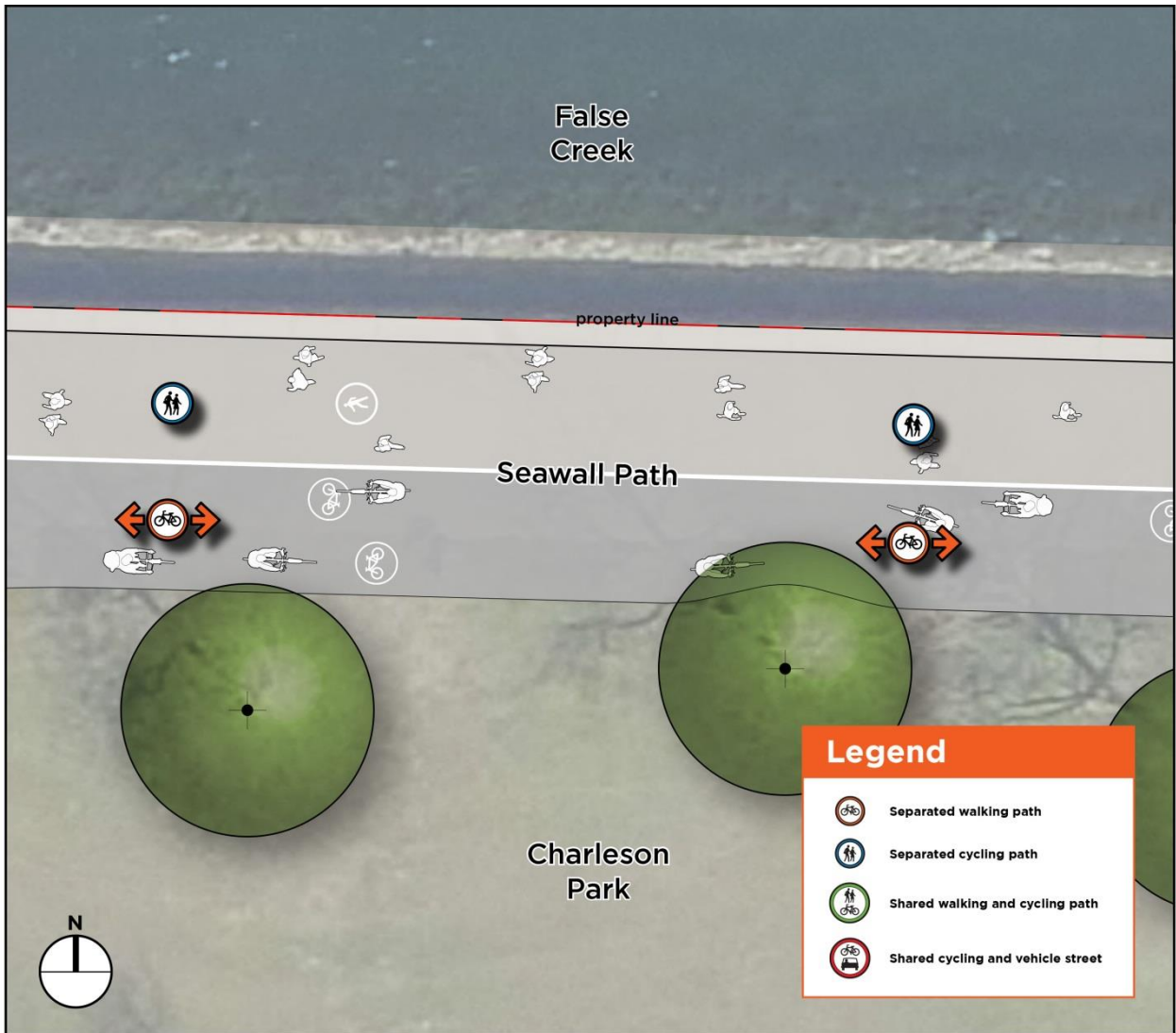
Context for Segment 5 Designs - Charleson Park

Proposed Design Plans - South False Creek Seawall Upgrades



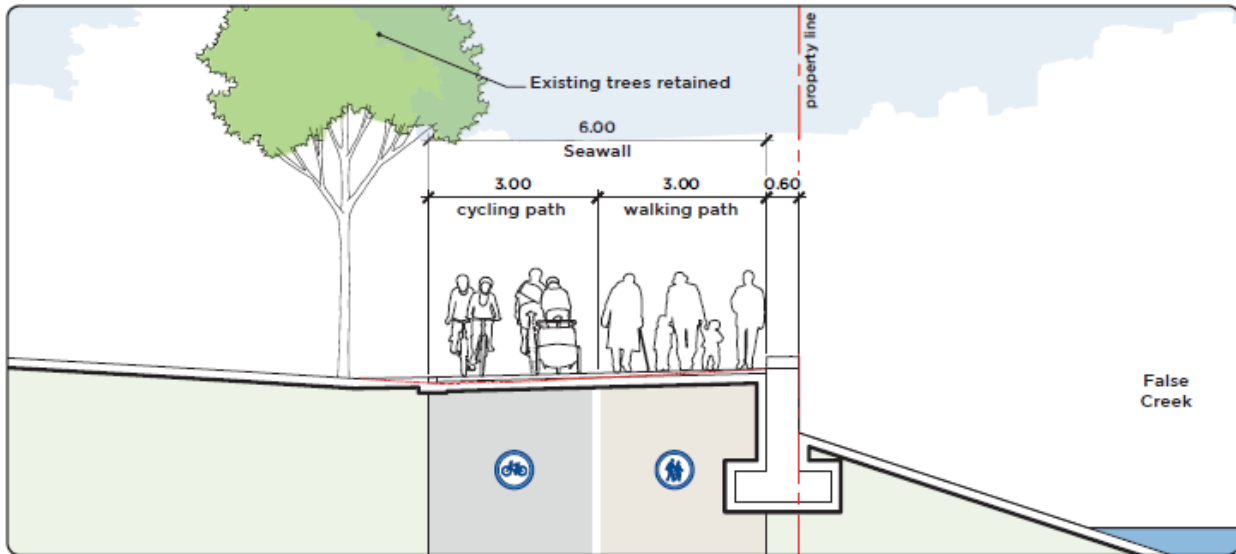
Proposed Alignment (Segment 5 - Charleson Park at Marina)

Proposed Design Plans - South False Creek Seawall Upgrades

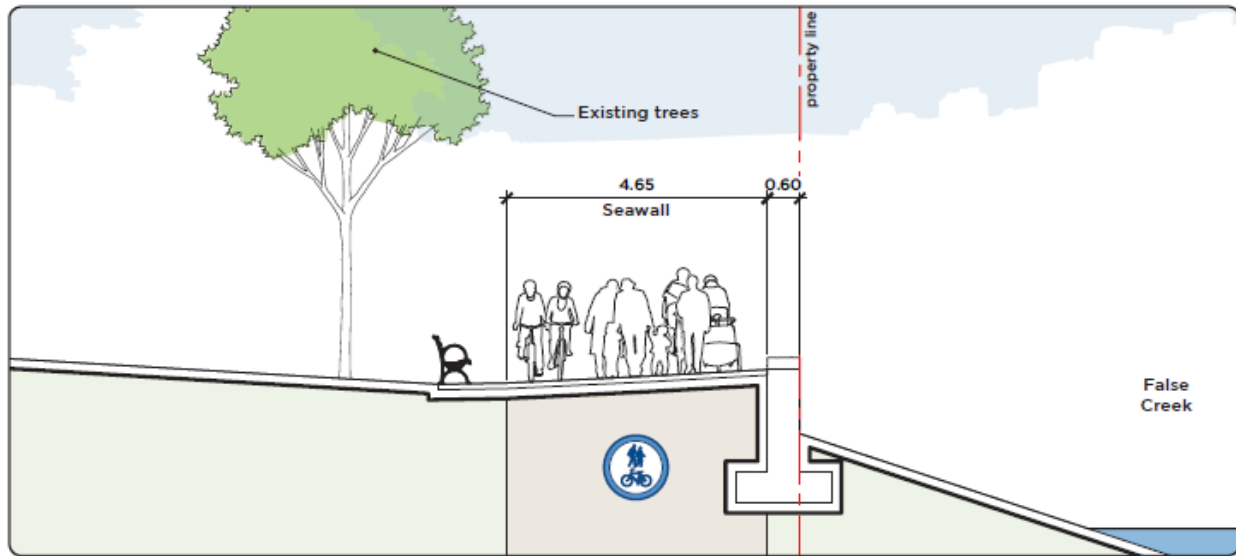


Proposed Alignment (Segment 5 - Charleson Park West)

Proposed Design Plans - South False Creek Seawall Upgrades



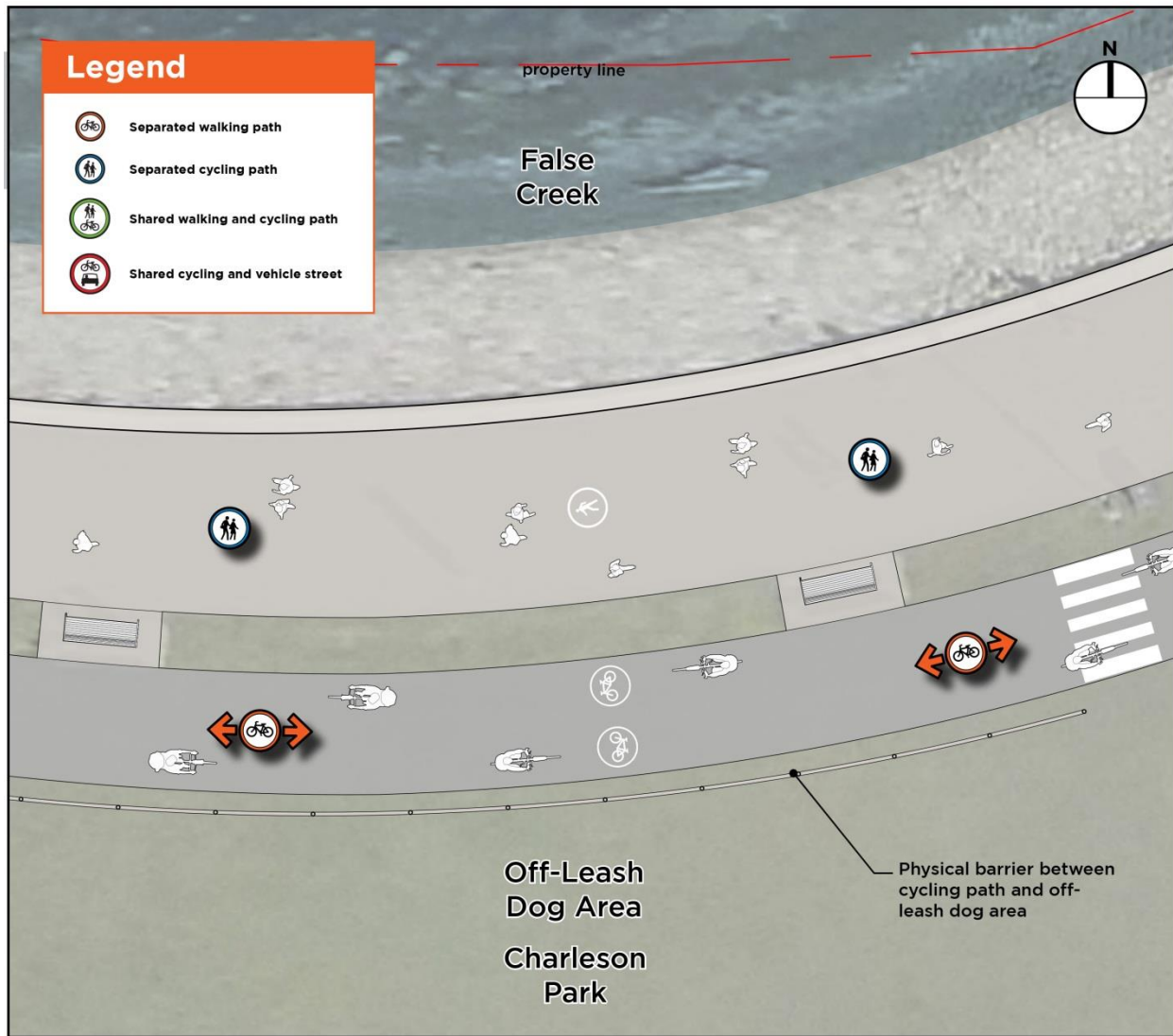
Proposed Cross-Section (Segment 5 - Charleson Park West)



Existing Cross-Section (Segment 5 - Charleson Park West)

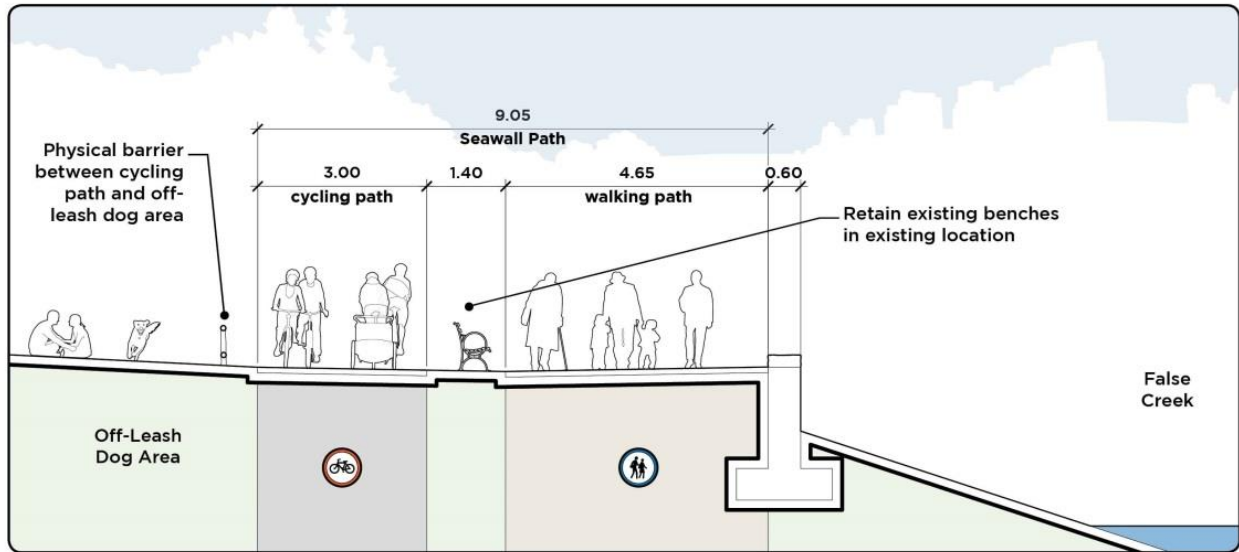


Proposed Design Plans - South False Creek Seawall Upgrades

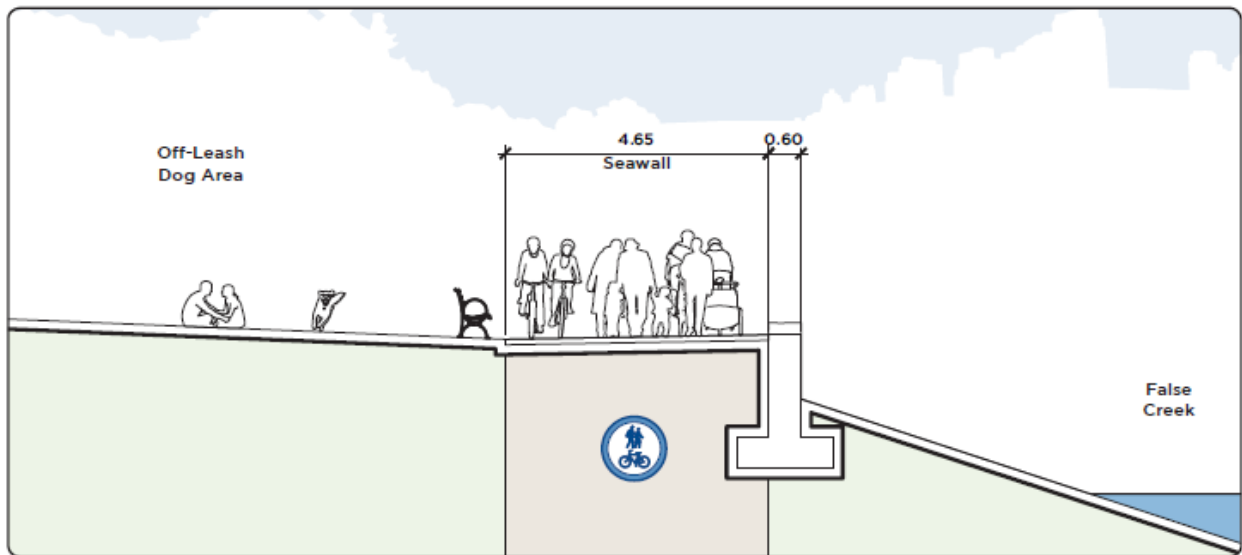


Proposed Alignment (Segment 5 - Charleson Park East)

Proposed Design Plans - South False Creek Seawall Upgrades



Proposed Cross-Section (Segment 5 - Charleson Park East)



Existing Cross-Section (Segment 5 - Charleson Park East)



**Existing Trees - South False Creek Seawall Tree Replacements**

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**Existing Conditions - Cherry Trees on Segment 1 - Creekside Drive**



**Existing Condition of Cherry Trees on Segment 4 - Alder Bay Walk**

**Public Engagement Summary - South False Creek Seawall**

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**Consultation Summary Report**

Stakeholder and public consultation for the South False Creek Seawall project took place in three phases:

- Phase 1: Seawall user intercept survey (August 2013)
- Phase 2: Key issues and proposed solutions (June-Oct 2015)
- Phase 3: Recommended designs (Jan-Feb 2016)

**Phase 1 Public Consultation (August 2013)**

In August 2013, staff conducted a user intercept survey on three dates at three different locations along the SFC Seawall. The purpose of the survey was to collect information on how people use this section of the seawall, identify challenges faced, and gather ideas for potential solutions to address these challenges. The survey had a total of 543 respondents.

**Communications Products**

Communications Products	Quantity	Details
Notification postcards	2180	Mailed to area residents, hand-delivered to housing co-ops and businesses

**Consultation Activities**

Consultation Activities	Details	Participants
Intercept Survey	3 dates: Aug 13, 2013 (12-5pm) Aug 15, 2013 (4-8pm) Aug 17, 2013 (12-5pm) 3 locations (each date): Charleson Park Island Park Walk at Shorepine Walk Vanier Park	543 responses
Project Website	vancouver.ca/seawall	N/A
Social Media	1 post on the BikeVancouver Facebook page	2085 reached
Email/Phone Comments	Received through <a href="mailto:seawall@vancouver.ca">seawall@vancouver.ca</a> , 3-1-1, and individual project staff	~50 contacts



**Public Engagement Summary - South False Creek Seawall**

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**Key themes**

Key themes heard during the Phase 1 intercept survey include:

- The unique character and relaxed recreational atmosphere of this section of the seawall should be maintained;
- There are safety concerns that must be urgently addressed;
- Separating walking and cycling paths is the only way to minimize or avoid conflicts between users;
- Strong desire not to turn this section of the seawall into a commuter cycling route;
- Support for directing faster cycling onto the Seaside Bypass route; and
- Need for enforcement of speed limits, bylaws (bells, etc.) on this section of seawall, and to provide more education to people walking and cycling.

**Phase 2 and 3: Temporary Focus Group (June 2015 - January 2016)**

In May 2015, staff reached out via letter and email to several stakeholder groups in order to form a Temporary Focus Group (TFG) to provide input throughout the design process. The final list of member organizations is included below.

The TFG worked with City and Park Board staff to identify issues along the SFC seawall and develop solutions. Members also shared information about the project with their networks and encouraged participation in the wider public consultation process. Staff met with the TFG prior to the launch of Phase 2 and Phase 3 public consultation to give members a chance to provide early feedback on materials.

The TFG met a total of 5 times:

- Introductory meeting and project background: June 4, 2015
- SFC Seawall walking tour and issue identification: June 11, 2015
- Design solution workshop: June 13, 2015
- Pre-Phase 2 Open House meeting: September 24, 2015
- Pre-Phase 3 Open House meeting: January 20, 2016

Organizations	
Active Transportation Policy Council	HUB
Charleson Park Community Garden	Persons with Disabilities Advisory Committee
Children, Youth and Families Advisory Committee	Seniors Advisory Committee
False Creek Elementary School	Stamps Landing/Leg-In-Boot Square Businesses
False Creek South Neighbourhood Association	Vancouver Public Space Network
Granville Island Business & Community Association	Women's Advisory Committee

**Public Engagement Summary - South False Creek Seawall**

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**Phase 2: Public Consultation (October 2015)**

In October 2015, staff presented key issues and preliminary solutions to the public that were based on the work done with the Temporary Focus Group. Where possible, design options were presented for consideration.

A detailed feedback survey was available at two open houses and online. Respondents were asked to indicate whether they felt that each proposed solution presented in the display materials would improve conditions on the seawall. Space was provided for written comments for each of the seven segments and for the Seaside Bypass route. Staff also met with and presented materials to several stakeholder groups and civic advisory committees. Additional comments were submitted via email and 3-1-1.

**Communications Products**

Communications Products	Quantity	Details
Notification postcards	5740	Mailed to area residents and businesses, hand-delivered to multi-family lobbies and community bulletins, distribution by TFG members
Project email listserv	~60	
Advertisements	2	Vancouver Courier, Georgia Straight

**Consultation Activities**

Consultation Activities	Details	Participants
Public Open House	2 open houses: Sun, Oct 2 - Granville Island Hotel Tues, Oct 4 - Vancouver Maritime Museum	296 participants
Feedback Survey	Completed at open houses and online Oct 8-30	396 responses
Project Website	vancouver.ca/seawall	2164 page views Sep 24-Oct 30
Social Media	8 posts on the BikeVancouver Facebook page	4541 reached
Meetings with Stakeholder Groups and Advisory Committees	Active Transportation Policy Council Charleson Park Community Garden Board False Creek South Neighbourhood Assoc. Persons with Disabilities Advisory Committee Seniors Advisory Committee SFC Seawall Temporary Focus Group T2040 Stakeholder Advisory Group Vancouver Fire & Rescue Services Women's Advisory Committee	150 participants

Public Engagement Summary - South False Creek Seawall

Consultation Activities	Details	Participants
Email/Phone Comments	Received via <a href="mailto:seawall@vancouver.ca">seawall@vancouver.ca</a> , 3-1-1, and individual project staff	15 contacts
Letters/Formal Submissions	HUB False Creek South Neighbourhood Assoc.	2 letters

**Key Themes**

Key themes heard during Phase 2 stakeholder and public consultation include:

- Strong support for separation of walking and cycling paths, and for widening the existing pathway where needed to allow for separation;
- Preference for slow cycling on the seawall with faster cycling redirected to the Seaside Bypass cycling route;
- The unique character and aesthetic of the neighbourhood should be respected;
- The perennial flower beds along the path in Sutcliffe Park are highly valued; and
- Amenities such as accessible public washrooms and water fountains are lacking.

**Phase 3: Public Consultation (January - February 2016)**

In late January and February 2016, staff presented recommended designs and an updated timeline to the public.

A feedback survey was available at two open houses and online. Respondents were asked only to provide written comments on the overall project and, if they wished, for each of the seven segments and the Seaside Bypass route. Additional comments were submitted via email and 3-1-1.

Staff also met with and presented materials to stakeholder groups and civic advisory committees.

**Communications Products**

Communications Products	Quantity	Details
Notification postcards	5500	Mailed to area residents and businesses, hand-delivered to multi-family lobbies and community bulletins, distribution by TFG members
Project email Listserv	216	Email mailing list
Advertisements	2	Vancouver Courier, Georgia Straight

Public Engagement Summary - South False Creek Seawall

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Consultation Activities

Consultation Activities	Details	Participants
Public Open House	2 open houses: Sat, Jan 30 - Granville Island Hotel Tues, Feb 2 - CityStudio	247 participants
Feedback Survey	Available at public open houses & online Jan 21-Feb 19	168 responses
Project Website	vancouver.ca/seawall	2121 page views Jan 21 - Feb 24
Social Media	6 posts on the BikeVancouver Facebook page	1199 reached
Meetings with Stakeholder Groups and Advisory Committees	Harbour Cove Strata Pennyfarthing Development Corp SFC Seawall Temporary Focus Group	11 participants
Email/Phone Comments	Received through <a href="mailto:bikeupgrades@vancouver.ca">bikeupgrades@vancouver.ca</a> , 3-1-1, and individual project staff	27 contacts
Letters/Formal Submissions	False Creek South Neighbourhood Assoc. Vancouver Public Space Network	2 letters

Key Themes

Key themes heard during Phase 3 stakeholder and public consultation include:

- Strong support for separation of walking and cycling paths, and for widening the existing pathway where needed to allow for separation;
- Strong concerns about the safety and comfort of the flagstone surfacing in Segments 4 and 6, and support for replacing with a surface that is safer for all users, and particularly those with disabilities;
- Preference for slow cycling on the seawall with faster cycling redirected to the Seaside Bypass cycling route;
- Strong support for the installation of an accessible public washroom near Charleson Park;
- Concerns regarding removal of vehicle access to The Castings; and
- Concerns regarding impacts to vehicle movement and loading on Creekside Drive.