



South False Creek Seawall Park Upgrades & Tree Replacements

PARK BOARD
COMMITTEE MEETING

May 2, 2016



- 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.



1. Creekside Drive: Burrard Bridge to W. 1st Ave
2. West 1st Ave to Anderson St
3. Sutfcliffe 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

Four distinct segments discussed in this presentation as follows:

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



Goal: To upgrade and improve safety of the All-Ages-and-Abilities (AAA) recreational facility on the South False Creek Seawall.



Park Board Strategic Framework



Transportation 2040 Policy Direction

“...improve older segments of the Seawall to separate users, reduce conflicts and provide an even, comfortable walking and riding surface.”

Project Objectives

- Improve safety, comfort and capacity
- Prioritize pedestrian needs
- Manage cycling speeds
- Reduce vehicle conflicts
- Maintain emergency access
- **Minimize impacts on green space and trees**
- Pursue incremental improvements – (some long-term improvements will be considered after sea level rise strategies are identified)
- Improve connections to Seaside Bypass fast cycling route
- Respect aesthetic and character unique to the South False Creek Seawall

Based on successful approaches on other sections of the Seaside Greenway and elsewhere in Vancouver, three key strategies were adopted to meet the project objectives:

- Separate people walking from people cycling with a physical barrier and create separation with a paint line where space is constrained.
- 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.
- Encourage faster riders to use the Seaside Bypass.

Project Vision



Full path separation (e.g. George Wainborn Park)



Enhanced perennial planting beds



Healthy cherry trees in boulevard



Seating in medians separating paths

- **2013: Seawall user intercept survey**
(543 responses)
- **2015: Tour, workshop and meetings with Temporary Focus Group**
(12 stakeholder groups involved)
- **2015: 2 Public Open Houses** (~300 participants), **Public feedback survey**
(397 completed), **Meetings with stakeholder groups and advisory committee**
- **2016 (Recommended) 2 Public Open Houses** (~250 participants) **Public feedback survey** (168 completed), **Meetings with stakeholder groups and advisory committees**

Stakeholders Engaged



- Active Transportation Policy Council*
- Business owners (Stamps Landing/Leg-in-Boot Square)*
- Charleson Park Community Garden Board*
- Children, Youth and Families Advisory Committee*
- 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*
- Transportation 2040 Stakeholder Advisory Group
- Vancouver Fire and Rescue Services
- Vancouver Public Space Network*
- Women's Advisory Committee*

** represented on Temporary Focus Group*

Key findings (across all seven segments)

- 74 to 87% supported proposals for separating walking & cycling paths (through paint, signage or with medians)
- 67 to 80% supported proposals to widen the existing walking & cycling pathway (where needed to allow for separation)



Public Consultation: Key Issues

- Uncomfortable existing conditions on the Seawall between Burrard and Cambie
- Path is congested in summer months
- Slow cycling is welcome
- Fast cycling should be directed to Bypass
- Some would like no bikes on the Seawall
- Perennial beds in Sutcliffe Park are highly valued
- Unique character of neighbourhoods should be respected
- Amenities such as accessible public washrooms and water fountains are lacking



Wayfinding & Seaside Bypass Route



Encouraging Slow Cycling on the Seawall - Engineering



**Slow cycling zone.
Cruise and smell the roses!**



**Slow cycling zone.
Enjoy the ocean view!**

Park and Public Realm Enhancements



*Accessible public washroom
(e.g. Thornton Park)*



New perennial beds



Seating



3-outlet water fountain

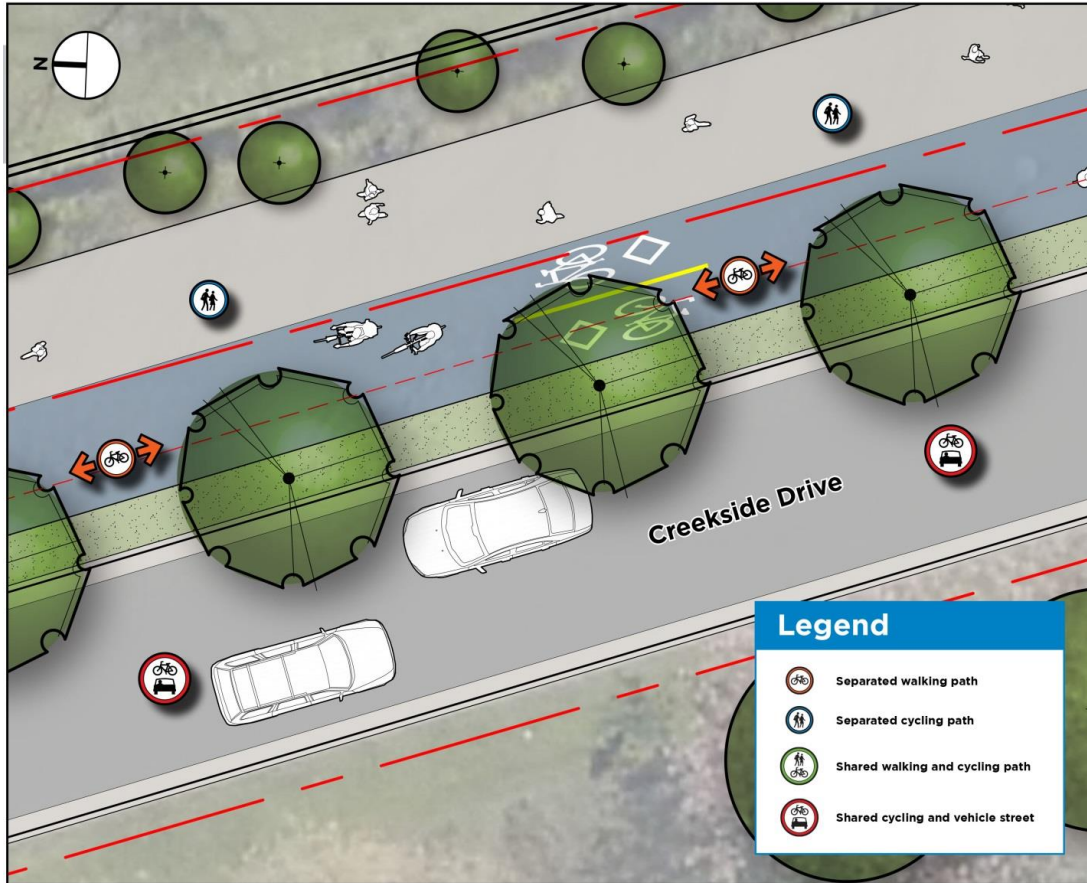


*Split rail fence at off-leash dog - Charleson Park
(e.g. Devonian Park, Coal Harbour)*

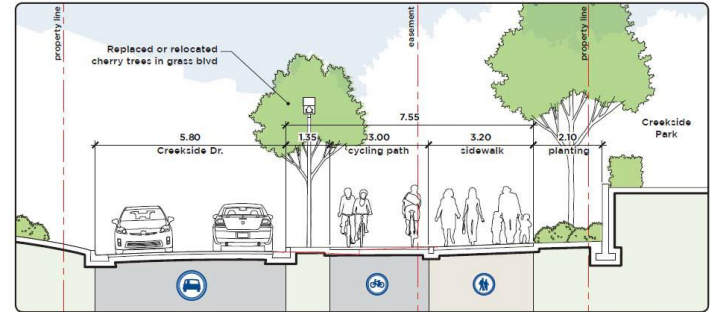
Existing Conditions: Segment #1 - Creekside Drive



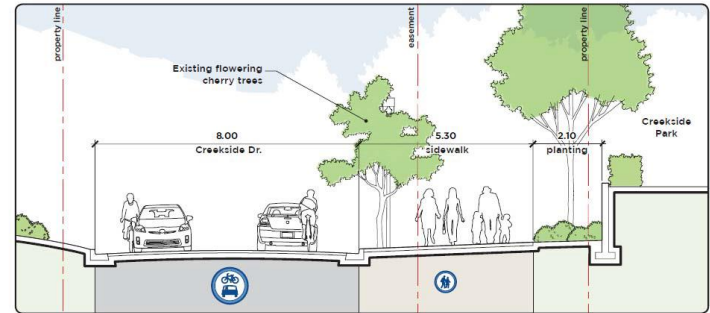
Design Approaches: Segment #1 - Creekside Drive



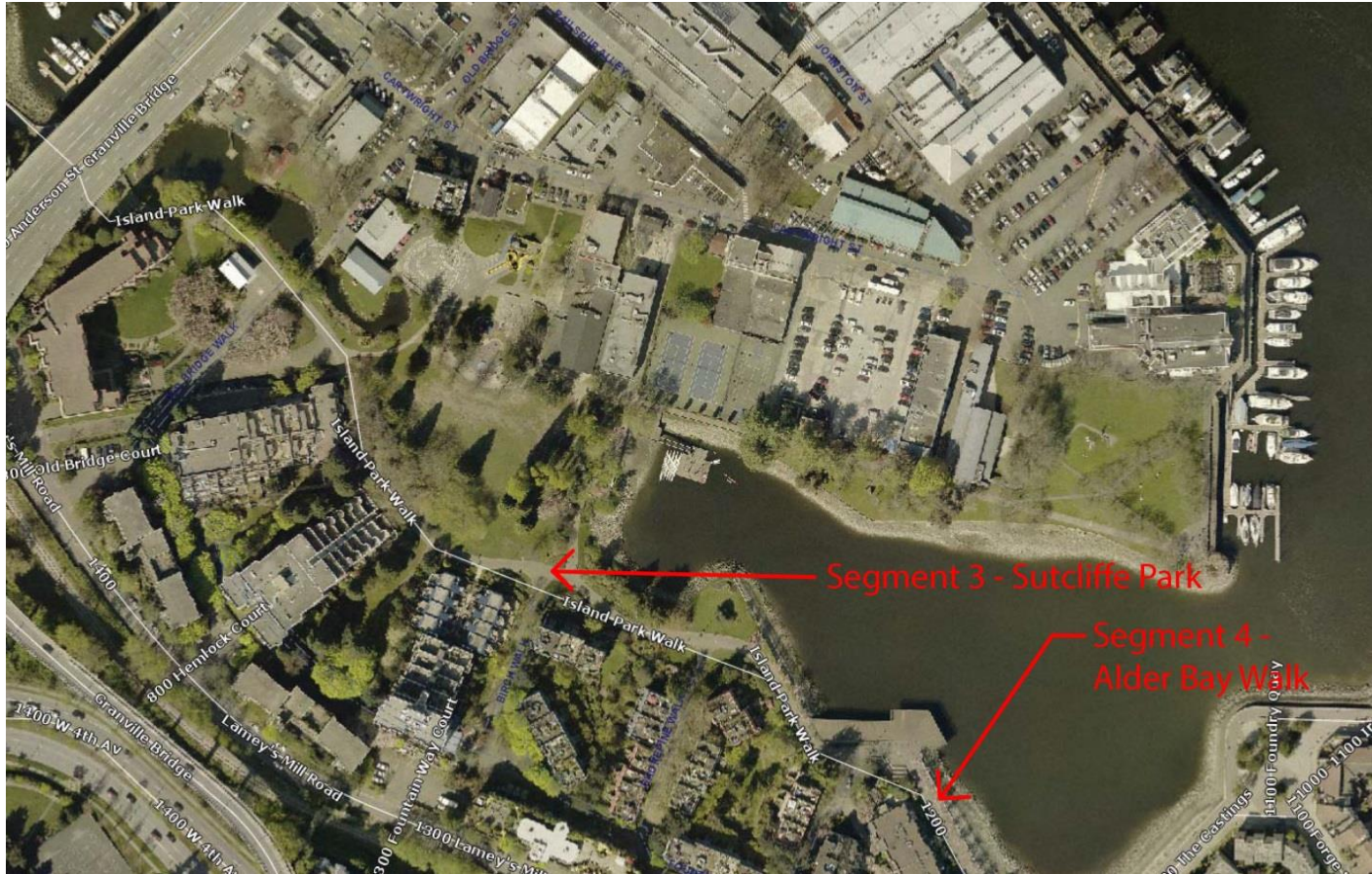
Proposed Cross-Section (Segment 1 - Creekside Drive)



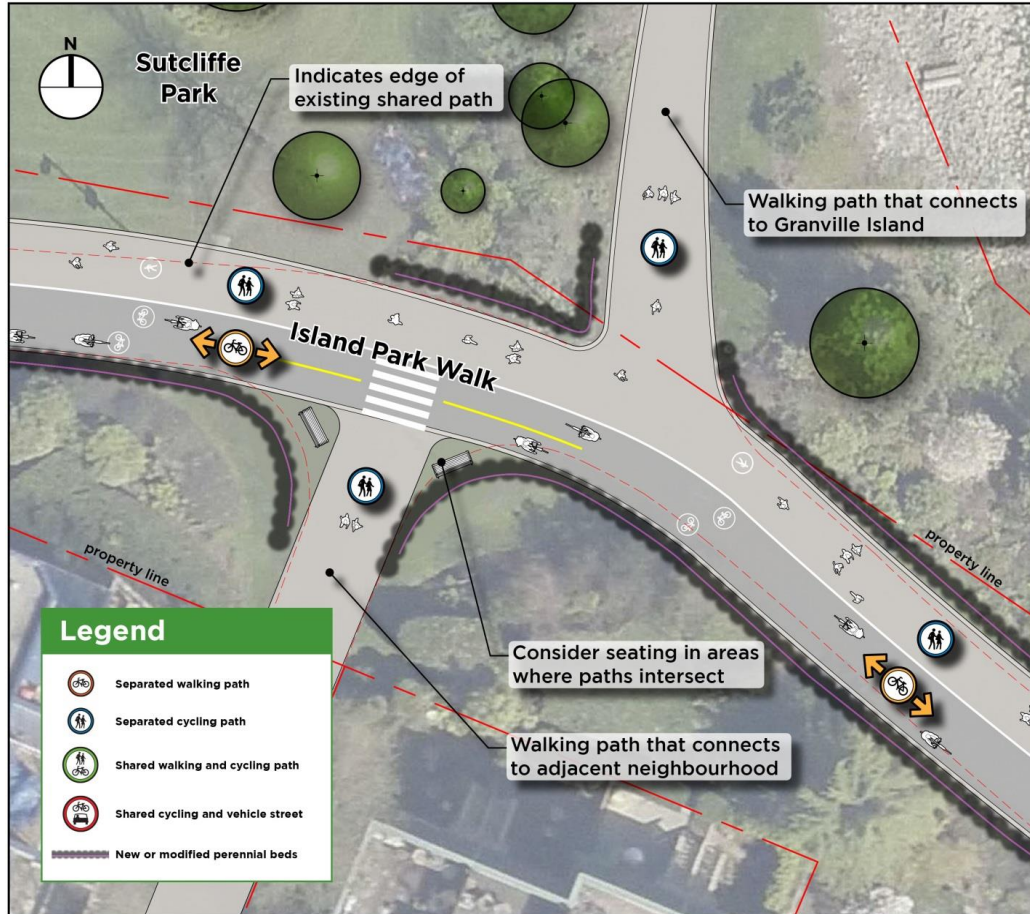
Existing Cross-Section (Segment 1 - Creekside Drive)



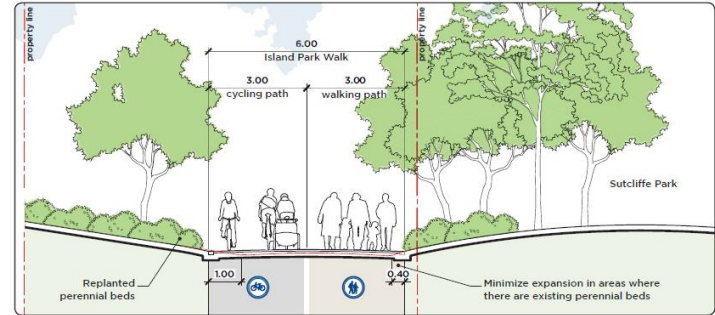
Context: Segment #3 & #4 – Sutcliffe Park / Alder Bay Walk



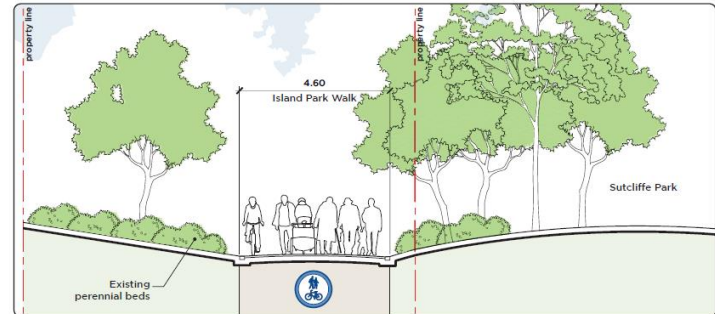
Design Approaches: Segment #3 - Sutcliffe Park



Proposed Cross-Section Segment #3 - Sutcliffe Park



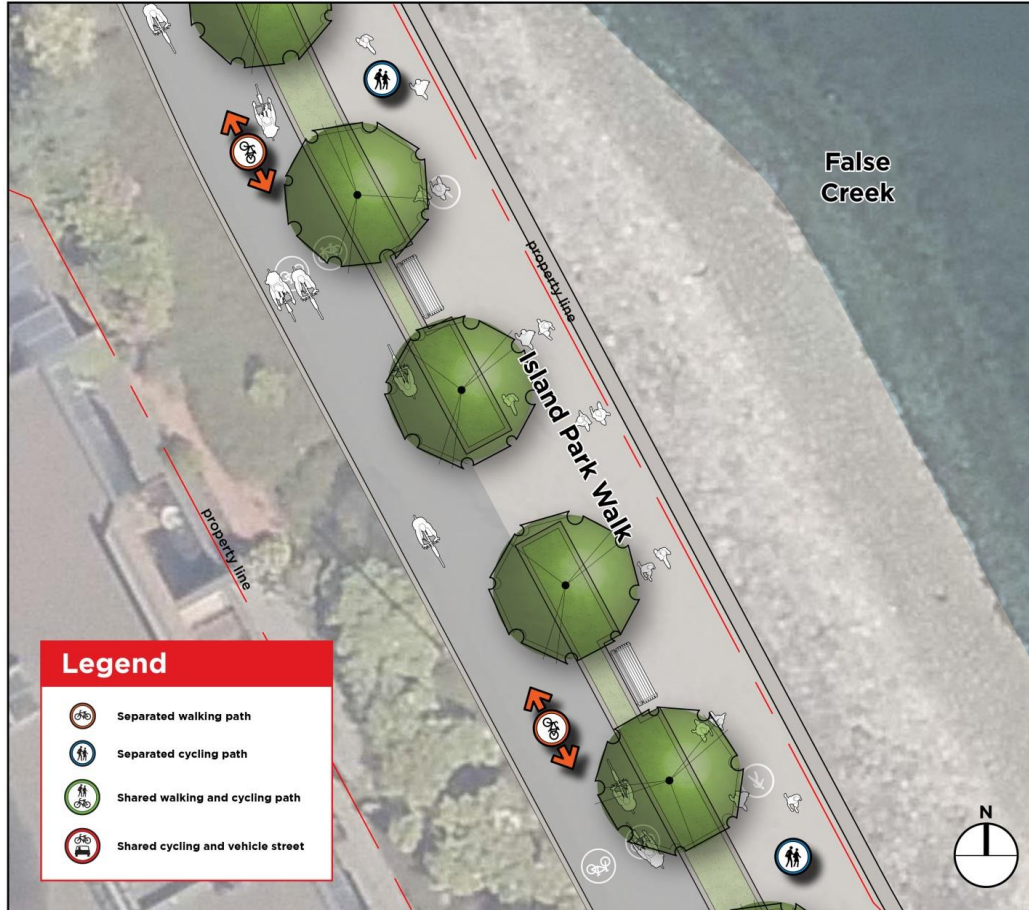
Existing Cross-Section Segment #3 - Sutcliffe Park



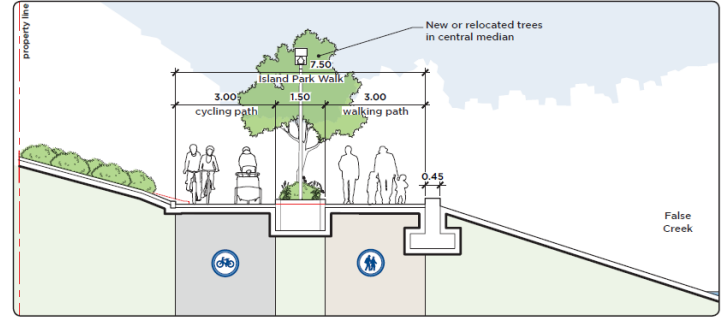
Existing Conditions: Segment #4 – Alder Bay Walk



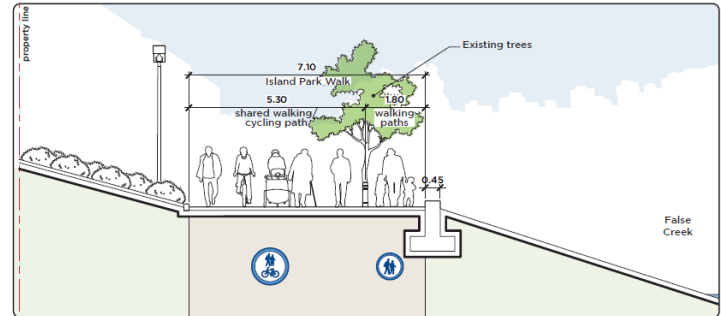
Design Approaches: Segment #4 – Alder Bay Walk



Proposed Cross-Section Segment #4 – Alder Bay Walk



Existing Cross-Section Segment #4 – Alder Bay Walk



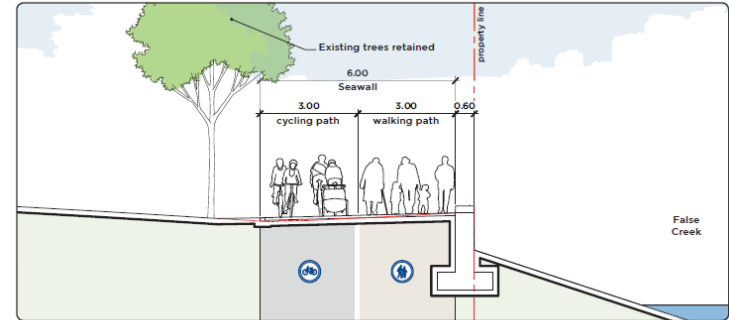
Design Approaches: Segment #5 – Charleson Park at Marina



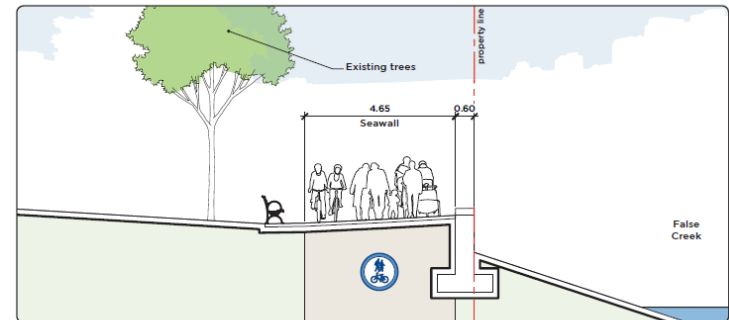
Design Approaches: Segment #5 – Charleson Park West



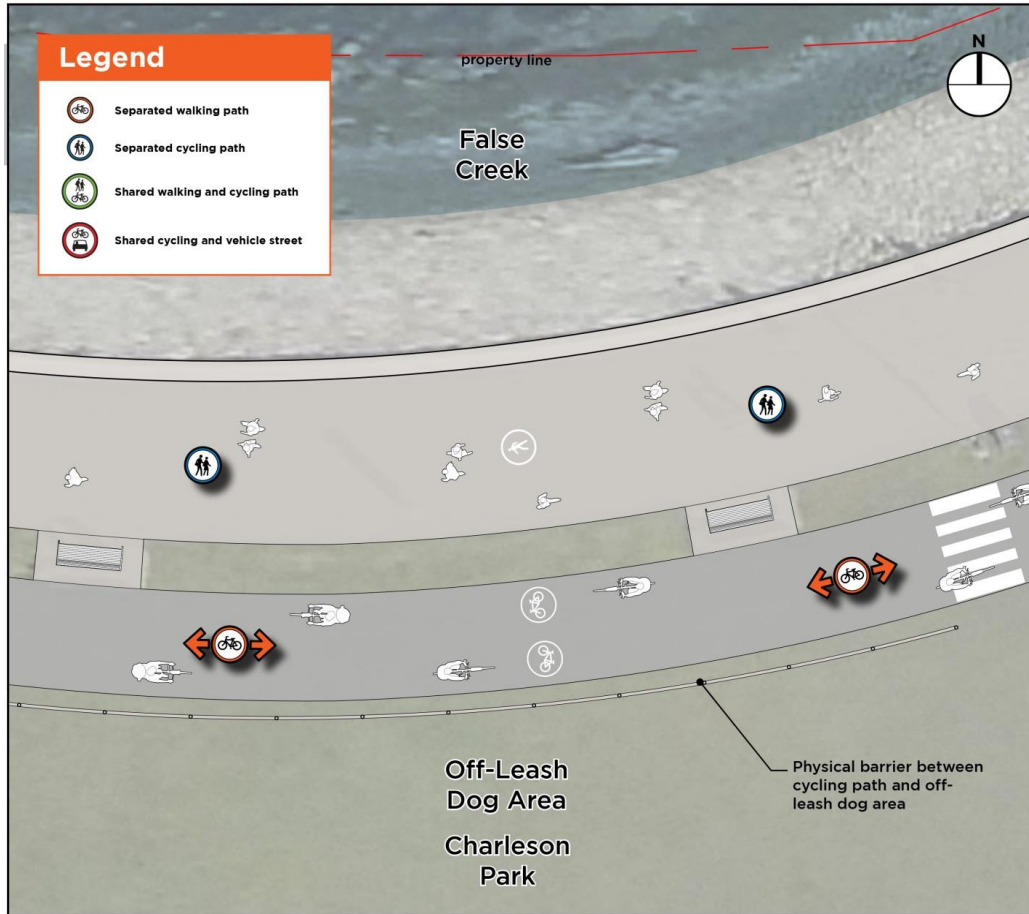
Proposed Cross-Section Segment #5 – Charleson Park West



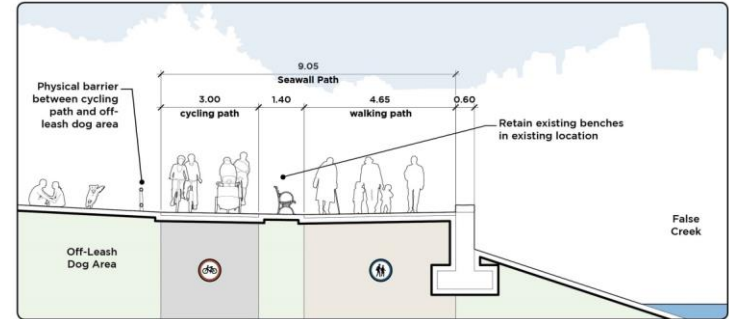
Existing Cross-Section Segment #5 – Charleson Park West



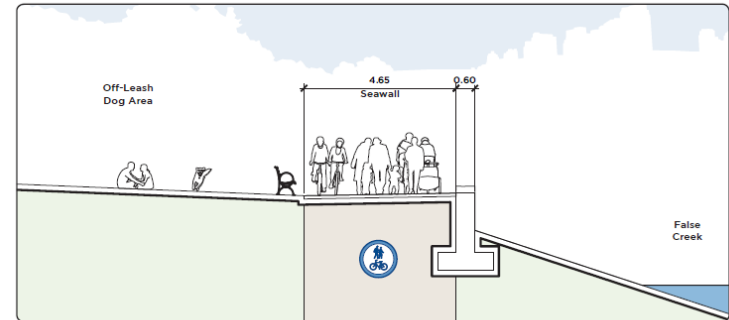
Design Approaches: Segment #5 – Charleson Park East



Proposed Cross-Section Segment #5 – Charleson Park East



Existing Cross-Section Segment #5 – Charleson Park East



Cherry Tree Overview: Recommendations



- Remove and replace 34 existing cherry trees with better suited cherry varieties
- Use large trees 15cm (6") d.b.h.
- Relocate healthy specimens (to other parks where possible)
- Create 1.5m wide boulevards to provide large soil volumes
- Incorporate structural soil beneath pavements to add soil volume
- Use paving materials and design to ensure rainwater for trees
- Use tree boulevard as separator for bikes, pedestrians and vehicles

Summary: Greenspace and Trees

Green Space	Net
Sutcliffe Park	- 0.040 ha
Island Park Walk (at The Castings)	+ 0.015 ha
Charleson Park (new path)	- 0.110 ha
Charleson Park (cul-de-sac)	+ 0.015 ha
	-0.120 ha

Sutcliffe Park: 1.6 ha
 Charleson Park: 6.4 ha
TOTAL: 8.0 ha

1.5% of total park space

Trees	Removed	Planted	Net
Creekside Drive	17	26	+9
Sutcliffe Park	0	0	0
Island Park Walk (near Alder Bay)	17	17	0
Island Park Walk (at The Castings)	1	3	+2
Charleson Park	1	2	+1
			+12

Phase	Timeline
Phase I – Evaluation of existing conditions <ul style="list-style-type: none"> • User survey conducted • SFC Seawall Safety Study completed 	Summer 2013 Fall 2014
Phase II – Options development <ul style="list-style-type: none"> • Temporary Focus Group (TFG) • Staff evaluation and refinement • Park Board Briefing <ul style="list-style-type: none"> • TFG – options review and feedback • Public open houses – consult on options 	Spring 2015 Summer 2015 Fall 2015
Phase III – Recommendations <ul style="list-style-type: none"> • Staff review and analysis of feedback • Development of recommended designs, phases and priorities • Park Board Briefing • TFG – recommendation review and feedback • Public open houses – information on recommendations • Report to and seek approval from Park Board and City Council 	Fall 2015/ Winter 2016
Approvals <ul style="list-style-type: none"> • Report to Park Board • Report to City Council 	Spring 2016
Construction <ul style="list-style-type: none"> • Segments 1, 2 + 7: Burrard Bridge to Granville Bridge, Stamps Landing to Cambie Bridge • Segments 3 – 6: Granville Bridge to Stamps Landing 	Spring 2016 Winter 2016/17

Revised recommendation:

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- 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; and
- C. THAT the City of Vancouver Engineering Department agree to report back to the Park Board with details on the final design plan.

Questions?



