

# **KITS POINT TRANSPORTATION CHANGES**

**PUBLIC ENGAGEMENT SUMMARY  
SEPTEMBER 2023**



**[SHAPEYOURCITY.CA/SENAKW-KITS-POINT](https://shapeyourcity.ca/senakw-kits-point)**



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# Executive Summary

In anticipation of community growth related to the Seḥákw Development, the City of Vancouver engaged with the Kitsilano community on proposed street modifications to respond to the development. Seḥákw is a development project on 10.5-acres of land under the governance of the Squamish Nation. It is being designed as a car-lite development with an emphasis on transit and active transportation.

The City and Squamish Nation have entered into a Services Agreement to support the development. The Services Agreement includes investments by Squamish Nation in transportation upgrades that the City of Vancouver will deliver in phases. Figure 1 provides an overview of the proposed transportation changes in Kits Point.

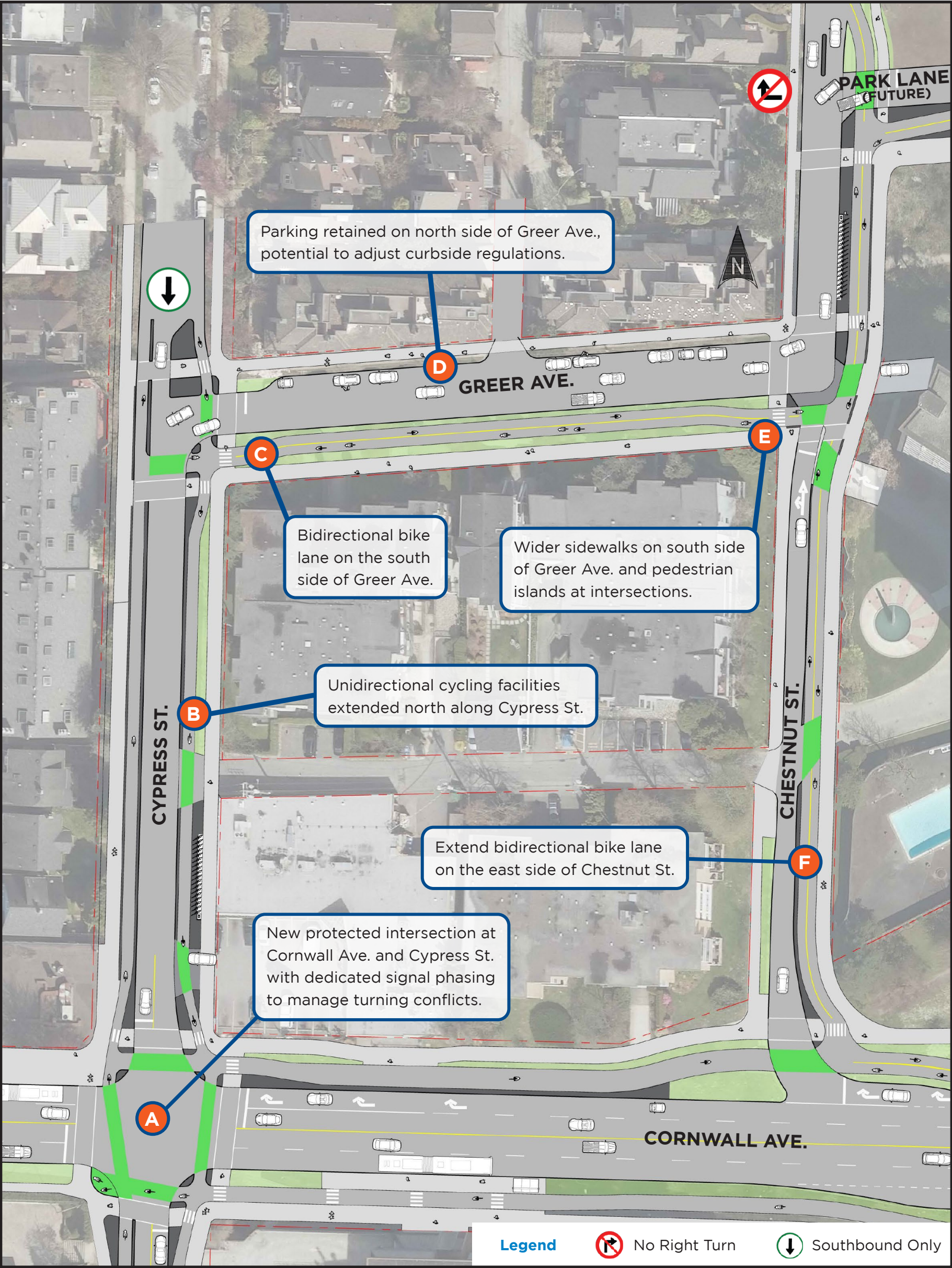





Figure 1. Proposed transportation changes in Kits Point.






In early 2023, staff conducted two virtual information sessions. Community members learned about proposed transportation changes, related policies and parking considerations. Over 200 people attended the two virtual information sessions and were able to ask questions. In addition, comments were received through an online survey and email.

We heard a range of comments from the community. The following provides a snapshot of the comments heard, and street specific themes that emerged. Page 5 provides further details.

### Top Three Concerns

-  **Parking loss**
-  **Increased traffic volumes**
-  **Vehicle circulation concerns**

### Top Three Areas of Support

-  **Comfort and safety for people walking, biking, and rolling**
-  **Green infrastructure and sustainability improvements**
-  **Expanding parking regulations**

In addition, community members provided street specific feedback on the proposed design. Themes included:

1. Potential conflicts between vehicles and people cycling near the plaza entrance at Cornwall Ave. and Cypress St.
2. Mitigating traffic volumes on Greer Ave. due to the Señákw Development.
3. Desire to convert Chestnut St. to two-way access for people driving.

Based on feedback, the following design and parking changes are being advanced with the proposed design:

1. Raised intersection at Chestnut St. and Greer Ave.
2. Layby for motor vehicles on the east side of Cypress St. between Greer Ave. and the lane south of Greer Ave.
3. Data collection that will support a 2024 Kits Point Parking Consultation.

In addition, staff will review signal timing at Cypress St. and Cornwall Ave. Similarly, staff will monitor operations at the plaza driveway at Cypress St. and Cornwall Ave. to determine if any additional measures are required. Finally, staff will continue communicating with stakeholders to ensure access to cultural facilities, and other destinations, is achievable for large trucks, tour buses, and vehicles with trailers.

Having said that, the following change is not possible:

1. Converting Chestnut St. to two-way vehicle access
  - a. Chestnut St. is a narrow local street. Converting Chestnut St., between Greer Ave. and the lane south of Greer Ave., to one-way motor vehicle traffic is required to accommodate a new bike lane on the east side of the street. To ensure adequate access, particularly for large vehicles, one-way northbound motor vehicle access will be retained.

## Project Context

Kits Point is a regional destination. People use a variety of modes, including walking, biking and driving to visit various destinations, such as museums and the beach.

Currently, there are approximately 1,500 people who live in Kits Point, but the community is expected to grow in the coming years through the Seḥákw development. Seḥákw is a development on Squamish Nation lands next to Vanier Park. The City and the Nation have entered into a Services Agreement to support the development. The Services Agreement includes investments by Squamish Nation in transportation upgrades that the City of Vancouver will deliver in phases in the Kits Point and Burrard Slopes neighbourhoods. The upgrades aim for a proactive approach to managing transportation demand across all modes in the neighbourhood. Further details were provided during the two winter 2023 staff presentations, which can be found on the [Shape Your City website](#).

## Seḥákw

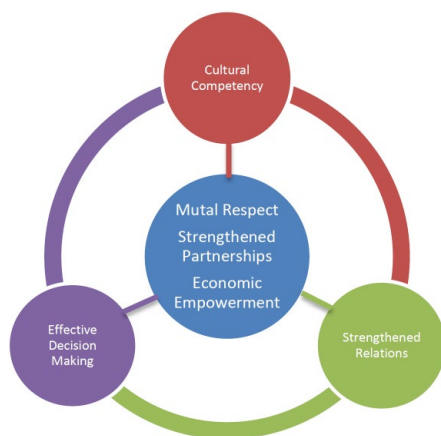
Seḥákw is a development project on 10.5-acres of Squamish Nation land. The mixed-use project includes 6,000 units of purpose-built rental housing. The lands are under the governance of Squamish Nation. The development has a focus on sustainability and is prioritizing walking, cycling and transit trips to and from the area.

## Services Agreement

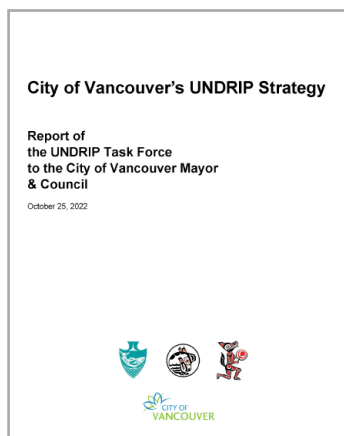
In May 2022, the City of Vancouver signed a Services Agreement with Squamish Nation. The City will deliver a range of municipal services to the Seḥákw neighbourhood and the Squamish Nation will pay for these services.

## Supportive Policies

In addition to the Seḥákw Services Agreement, the partnership between the City and Squamish Nation is informed by the City's Reconciliation Framework, the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), and Transportation 2040.



City of Vancouver's  
Reconciliation Framework



City of Vancouver's  
UNDRIP Strategy



Transportation 2040

# Community Engagement

## Outreach & Community Response

In early 2023, staff conducted [two virtual information sessions](#) where community members learned about proposed transportation changes, related policies and parking considerations. The community was informed of the sessions through a neighbourhood wide mail-out and direct emails to stakeholders. In total, **1,295 letters and 62 emails** were sent to the community. **Over 200 people attended the two virtual information sessions** where over 350 comments were provided through the live Q&A. In addition, **157 surveys were submitted** and 57 emails were received.

The first online session focused on the project background, the proposed Kits Point transportation changes and neighbourhood parking. The second session addressed outstanding questions and provided additional information on the transportation changes. Both sessions included a live Q&A function.

Virtual information sessions were the preferred engagement tactic to accommodate a large number of participants in a safe and comfortable manner. The sessions could be easily recorded for repeat viewing, allowing those unable to attend to obtain the information.

## What We Heard

Based on an analysis of surveys, Q&A comments and emails, the following themes emerged:

Areas of Support		
Comfort and Safety	Design	Parking
<ul style="list-style-type: none"> <li>Safety and comfort improvements for people walking, biking and rolling.</li> <li>Enhanced walking and cycling infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Support for street trees and green infrastructure.</li> <li>Reallocating road space for active transportation.</li> </ul>	<ul style="list-style-type: none"> <li>A desire to see existing permit parking continue and expand.</li> <li>Support for a mix of curbside regulations.</li> </ul>

Concerns		
Parking Changes	Increased Traffic Volumes	Circulation Issues
<ul style="list-style-type: none"> <li>Potential parking challenges for residents and visitors due to loss of spaces.</li> <li>Limited full-time permit parking and 3 hour visitor parking in the area. Desire to see more parking options for visitors in proposed design.</li> <li>Limited loading zones/drop off areas. Desire to see more loading areas in proposed design.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed design increasing vehicle volumes on Kits Point residential streets between Señákw and Cornwall Ave.</li> <li>Proposed design potentially increasing existing vehicle volume challenges in warmer months.</li> </ul>	<ul style="list-style-type: none"> <li>The possibility of one-way traffic on Cypress St. from Greer Ave. to Creelman Ave. causing vehicle circulation challenges elsewhere in the neighbourhood.</li> <li>Questions about how the proposed design would accommodate larger vehicles accessing marina, plaza, residential buildings, and other community amenities.</li> <li>Alternate local streets for the bike lanes.</li> </ul>



In addition, community members also provided **street specific feedback** on the proposed design. Themes included:

Street	Feedback
Cypress St.	<div><div>A</div>Addressing potential conflicts between users as they enter and exit the plaza.<div>B</div>Consideration for additional loading zones and visitor parking for customers and deliveries.<div>C</div>Extending protected bike lane on Cypress St. to Creelman Ave.</div>
Greer Ave.	<div><div>D</div>Adding street trees.<div>E</div>Reallocating more of the street for active transportation.<div>F</div>Mitigating a future increase in traffic volumes on Greer Ave. related to the Señákw Development.</div>
Chestnut St.	<div><div>G</div>Ensuring no right turns from Park Lane onto Chestnut St.<div>H</div>Relocating proposed Mobi bike share station to an alternative street/Señákw Development<div>I</div>Converting Chestnut St. to two-way to provide access to the Señákw Development and Kits Point for people driving.</div>
Cornwall Ave.	<div><div>J</div>Extending the protected bike lane along Cornwall Ave. to Arbutus St.<div>K</div>Addressing potential vehicle congestion due to right turns onto Cypress St.<div>L</div>Improving the transit stop at the intersection of Cornwall Ave. and Cypress St. to address vehicle congestion.</div>

Although currently out of scope, some engagement participants also expressed the desire for an east-west bikeway on Creelman Ave.

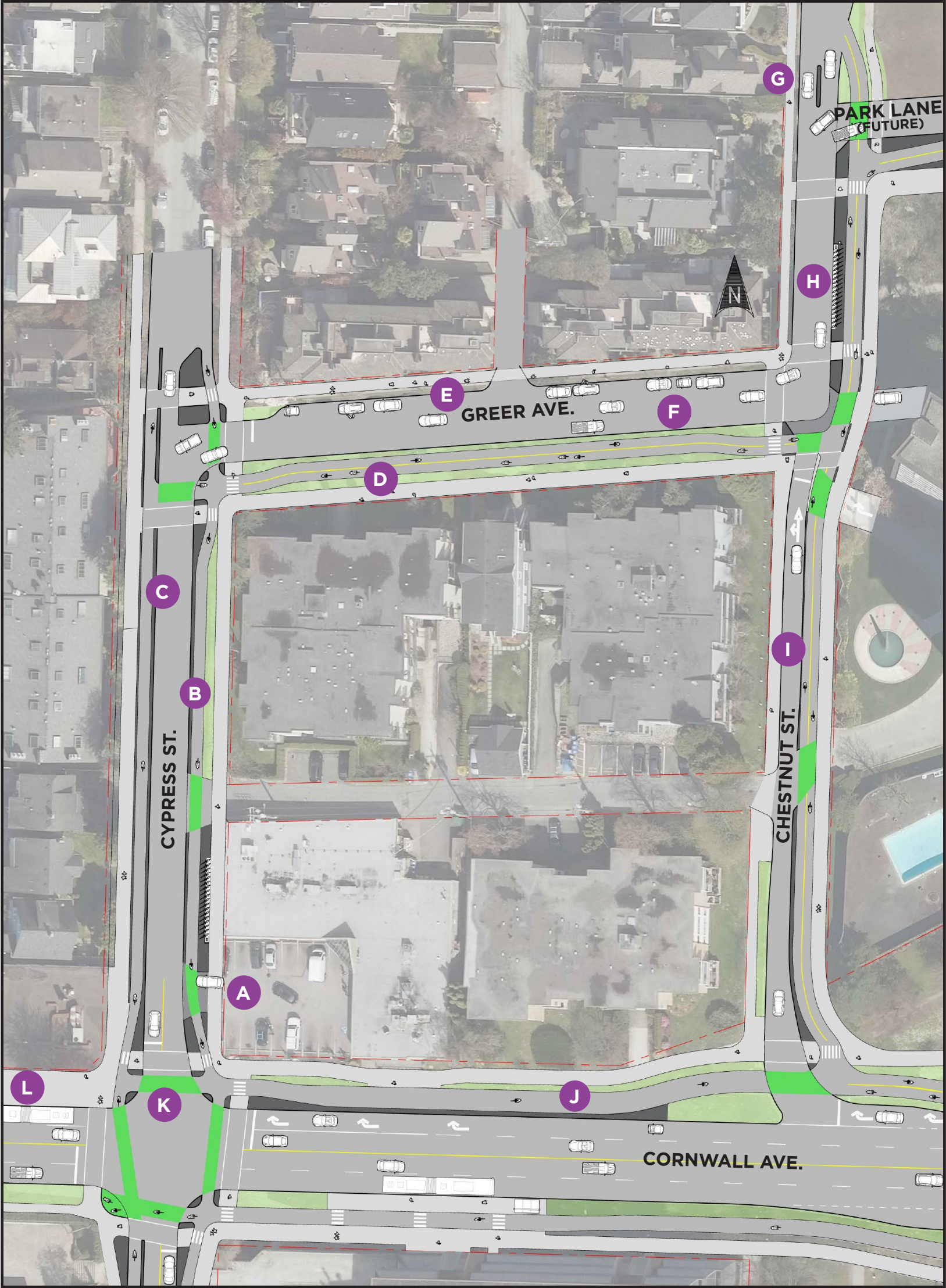


Figure 2. Street specific feedback from community members in Kits Point.



# How Community Feedback Influenced Proposed Design and Planning

Based on community feedback, two design changes and one parking study are underway:

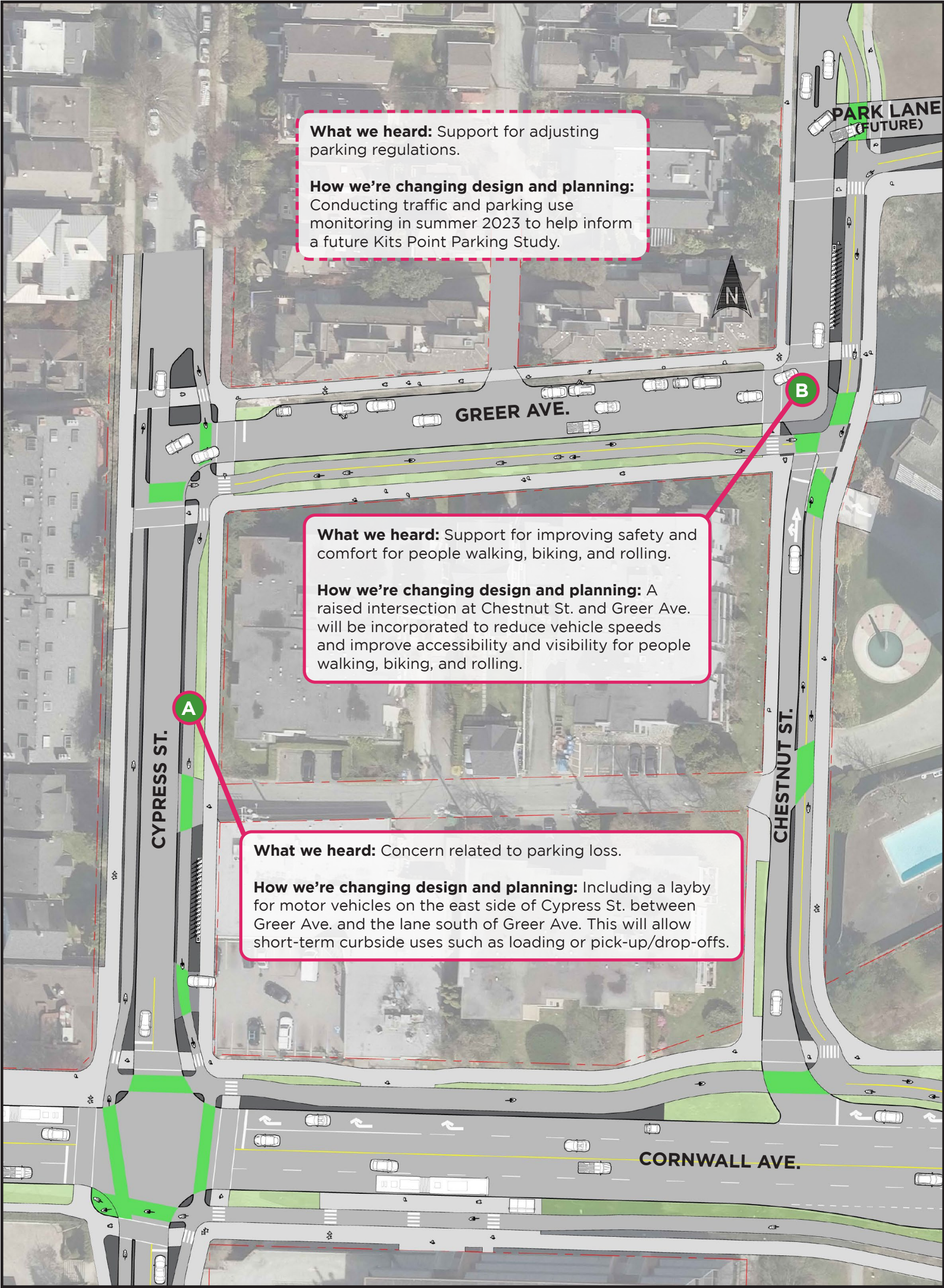


Figure 3. How community feedback influenced design.



# How Proposed Design Addresses Community Feedback

The community also provided feedback which is addressed through the proposed design. Staff will continue to refine the design and additional adjustments may be accommodated with further study and monitoring.

What we heard	How the proposed design addresses feedback
Potential vehicle/bicycle conflicts near the driveway north of Cornwall Ave. and Cypress St.	<b>A</b> A raised crossing at the driveway entry will slow motor vehicle turns and increase awareness of people on Cypress St. In addition, we are reviewing signal timing at Cypress St. and Cornwall Ave. to reduce conflicts between turning drivers and people walking, biking and rolling.
General concern related to increased traffic volumes and circulations.	The design includes measures to mitigate vehicle circulation impacts by: <b>B</b> Retaining two-way access for bicycle traffic and emergency vehicles. <b>C</b> Converting Cypress St. between Creelman Ave. and Greer Ave. to one-way southbound for motor vehicle traffic. <b>D</b> Encouraging direct connections to access Señákw and mitigate vehicle shortcutting in the neighbourhood. <b>E</b> Introducing a right turn restriction for motor vehicles approaching Chestnut St. from Señákw.
Relocating proposed bike share station on alternative street/Señákw Development	<b>F</b> Public bike share stations on Greer Ave., Chestnut St., and Cornwall St. provide transportation options for current visitors and residents. There are also public bike share stations proposed within Señákw that will serve the development.
Desire for green infrastructure	<b>G</b> Staff are exploring tree retention and new tree planting where possible. On Greer Ave., replacement trees will be planted. Green infrastructure is also planned in coordination with transportation improvements at Cypress St. and Cornwall Ave.
Support for improving safety and comfort for people walking, biking, and rolling.	<b>H</b> Widened sidewalks and new protected bike lanes on Greer Ave., Cypress St., and Chestnut St. will improve safety, comfort, and accessibility. <b>I</b> The design at Chestnut St. and Cornwall Ave. will include signaling the right turn lane onto Chestnut St. This should minimize conflicts between turning drivers and people walking, biking, and rolling.

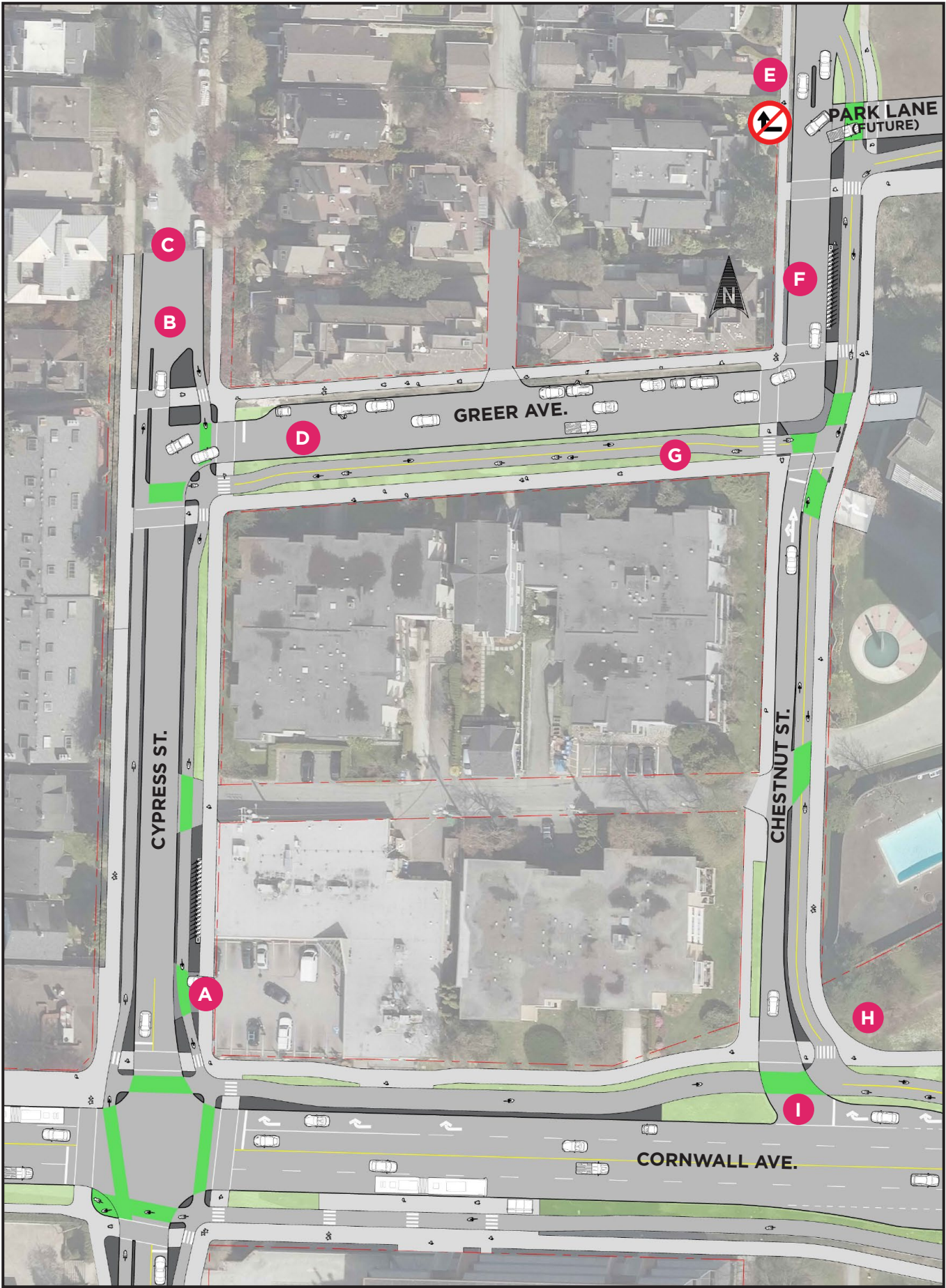


Figure 4. Addressing community feedback in proposed design.



## Who We Heard From

A range of community members participated in the Kits Point Transportation Upgrades survey. Most survey participants live in the area or visit the area for social or recreational purposes (see Figure 5). Gender representation was similar to neighbourhood levels (see Figure 6). The majority of survey participants were people aged 65-79 with ages 24 and under being underrepresented in the survey (see Figure 7).

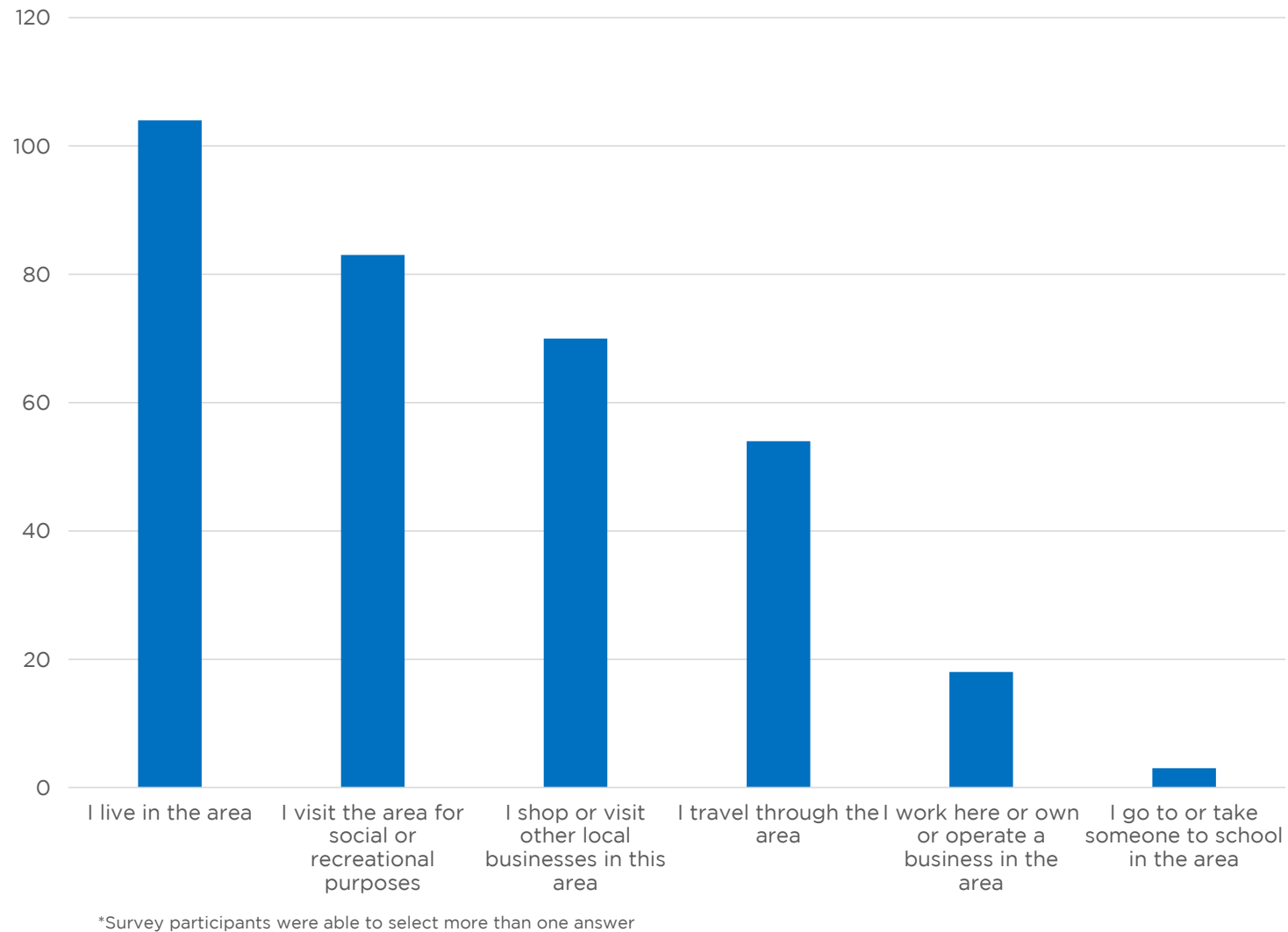


Figure 5. Relationship between survey participants and Kits Point.



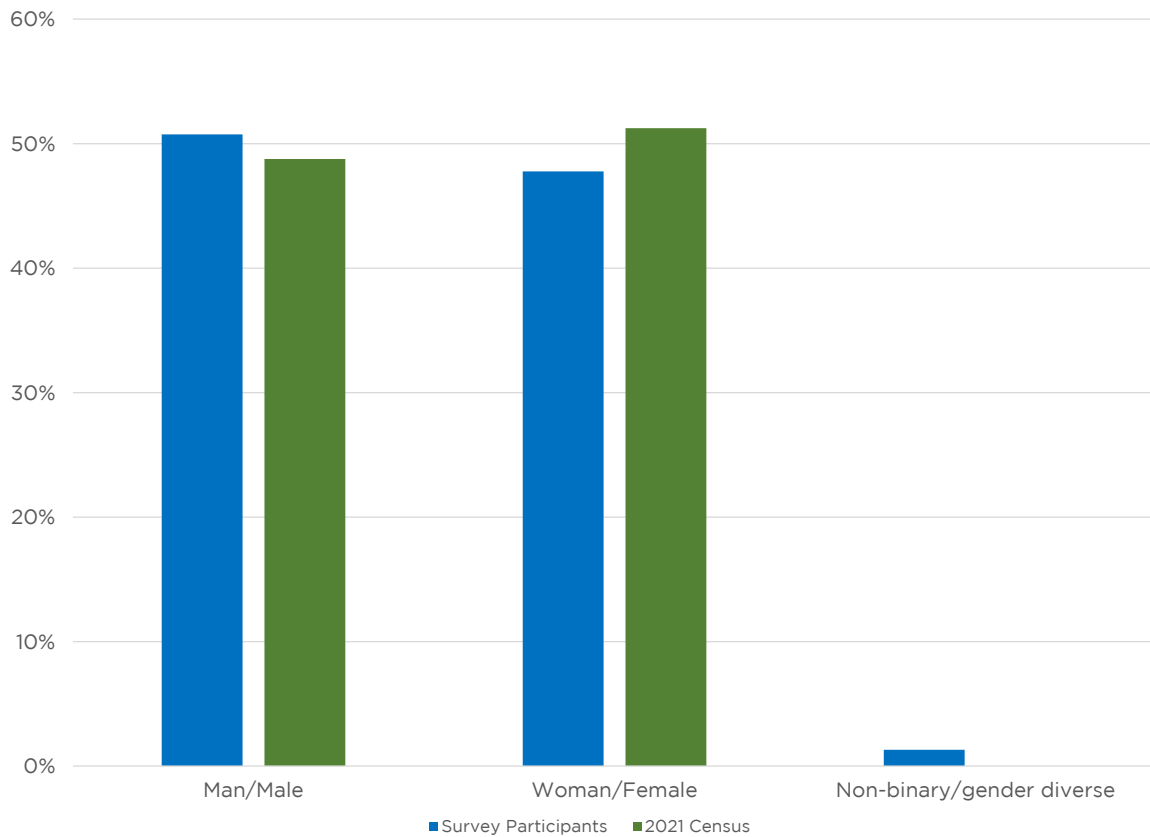


Figure 6. Gender identity of survey respondents compared to 2021 Census data.

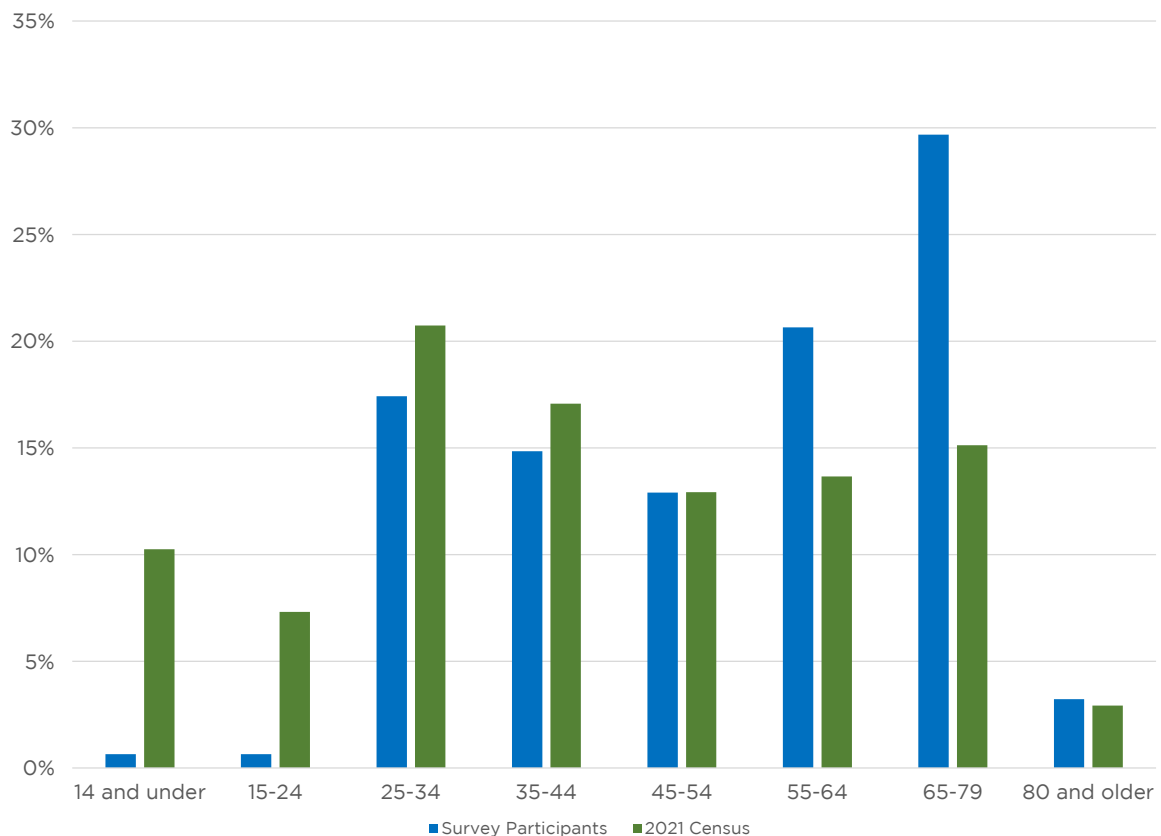


Figure 7. Age of survey respondents compared to 2021 Census data.



## Next Steps

Engagement participants provided a range of feedback on the proposed transportation changes. The feedback has informed design amendments such as a raised intersection and laybys to offer different curbside uses. Community feedback is also shaping a future Kits Point Parking Study. Staff anticipate returning to the community in 2024 to review changes to parking in the neighbourhood. Over the course of the next two years, staff may also follow up with individual businesses and stakeholders as the proposed transportation changes are refined.