

Members' Motion submitted to Agriculture and Rural Affairs Committee

Meeting date: 7 November 2024

Moved by: Councillor Brown

Motion Title: Motion – Councillor Brown - Amending the Scope of the McBean Street Resurfacing Project

ACS File No.: ACS2024-OCC-CCS-0094

Ward: Rideau-Jock (21)

Motion d'un membre soumise au Comité de l'agriculture et des affaires rurales

Date de la réunion : le 7 novembre 2024

Motion de : Conseiller Brown

Titre de la motion : Motion – Conseiller Brown - Modification de la portée du projet de réasphaltage de la rue McBean

Dossier n° (ACS) : ACS2024-OCC-CCS-0094

Quartier : Rideau-Jock (21)

Motion

WHEREAS the City's Asset Management Service has identified the requirement to resurface McBean Street between Perth Street and the Jock River; and

WHEREAS McBean Street presently is a two-lane arterial road with parking on both sides, no cycling facilities, and sub-standard sidewalk widths; and

WHEREAS the 2015 Council-approved Complete Streets Implementation Framework (ACS2015-PAI-PGM-0159) identifies the requirement to consider Complete Street elements as part of any transportation project, but to also recognize the importance of the local context of the street;

WHEREAS the 2023 Transportation Master Plan Active Transportation Project List identified cycling facilities on McBean Street between Perth Street and Ottawa Street; and

WHEREAS the Village of Richmond Community Design Plan envisions McBean Street as a vibrant, pedestrian-oriented commercial area; and

WHEREAS the McBean Street Resurfacing project will include the widening of the sidewalks on both sides of McBean Street to meet current pedestrian design standards; and

WHEREAS the addition of bike lanes will require the removal of much-needed on-street parking along the corridor which is valued by residents and businesses.

THEREFORE BE IT RESOLVED that, given the context of the corridor, the McBean Street Resurfacing project scope of work be limited to widening the sidewalks and resurfacing the roadway; and

BE IT FURTHER RESOLVED THAT the McBean Street cycling project be removed from the 2023 Transportation Master Plan Active Transportation Project List and the 2024 Provisional DC Background Study, resulting in removal of DC funding for the cycling project.

Motion

ATTENDU QUE les Services de gestion des actifs de la Ville ont déterminé qu'il était nécessaire de réasphalter la rue McBean entre la rue Perth et la rivière Jock; et

ATTENDU QUE la rue McBean est actuellement une artère à deux voies pourvue de places de stationnement des deux côtés, sans voie cyclable, et dont la largeur des trottoirs est inférieure à la norme; et

ATTENDU QUE le Cadre de mise en œuvre des rues complètes approuvé par le Conseil en 2015 (ACS2015-PAI-PGM-0159) exige d'envisager l'intégration des éléments d'une « rue complète » dans tout projet de transport, mais aussi de reconnaître l'importance du contexte propre à la rue; et

ATTENDU QUE la liste des projets de transport actif du Plan directeur des transports de 2023 prévoit l'aménagement d'installations cyclables sur la rue McBean entre la rue Perth et la rue Ottawa; et

ATTENDU QUE le Plan de conception communautaire du Village de Richmond prévoit faire de la rue McBean une zone commerciale dynamique favorisant les déplacements à pied; et

ATTENDU QUE le projet de réasphaltage de la rue McBean prévoit l'élargissement des trottoirs des deux côtés de la chaussée pour répondre aux normes de conception en vigueur concernant les espaces piétonniers; et

ATTENDU QUE l'ajout de bandes cyclables nécessitera la suppression le long du couloir des places de stationnement sur rue, lesquelles sont absolument nécessaires et très appréciées des résidents et des entreprises;

PAR CONSÉQUENT, IL EST RÉSOLU, compte tenu du contexte propre à ce couloir, que le projet de réasphaltage de la rue McBean se limite à l'élargissement des trottoirs et au réasphaltage de la chaussée;

IL EST EN OUTRE RÉSOLU QUE le projet cyclable de la rue McBean soit retiré de la liste des projets de transport actif du Plan directeur des transports de 2023, ainsi que de l'étude préliminaire sur les redevances d'aménagement de 2024, ce qui aura pour effet d'annuler le financement du projet par les redevances d'aménagement.

Departmental Implications

Planning, Development and Building Services

Through the public consultation undertaken for the Transportation Master Plan, 29 residents identified this cycling project on McBean Street as being important to them. Cycling facilities on McBean Street would complement other investments in the walking and cycling network in the village of Richmond, including a tie-in to the recently constructed multi-use pathway and paved shoulders on the McBean Street bridge over the Jock River at the south end of the study area. They would connect the surrounding neighbourhoods to key destinations including the two schools located on McBean Street and the nearby commercial areas.

The Richmond Community Design Plan recommends maintaining parking on both sides of McBean Street to support its character as a Traditional Mainstreet in a core commercial area. When implementing policy-driven projects, the design process considers the differing needs and competing demands for limited space within the right of way and remains flexible to adapt to local contexts. The process also typically involves consultation with the local community so that residents can provide a local perspective to help shape the design.

It is possible to balance on-street parking supply and cycling connectivity, depending on the section of McBean Street. Full parking can be maintained along Segment 1 between Perth Street and Martin Street (see inset), where commercial land uses are more concentrated. Bike lanes along Segment 2 between Martin Street and the Jock River would provide connections to Richmond Public School and the cycling facilities over the

Jock River. The implementation of bike lanes along Segment 2 would require that one lane of on-street parking be removed (21 parking spots). A parking utilization study carried out on a weekend revealed that only up to 24% of the 41 existing parking spaces were occupied, indicating that the removal of 21 spaces (51%) would easily accommodate the demand. It should be noted that the 64 parking spaces maintained between Perth Street and Martin Street (Segment 1) are currently utilized up to 36%. Removal of the cycling lanes from the scope of the resurfacing project will mean that cyclists will have to share travel lanes with motor vehicles or continue to ride on the sidewalks as they are currently doing.

The Councillor advised staff that his constituents want parking protected on both sides of McBean Street. As such, adding cycling lanes will not be possible. It was mentioned that wide farming equipment also use McBean Street. With sidewalk widening to meet accessibility requirements and parking on both sides of the street, the full pavement width for travel would be at least 7 m, which is sufficient to accommodate these larger vehicles although approaching vehicles will need to move out of the way as they are doing now.



Financial Implications

Removing the McBean Street cycling project from the 2023 Transportation Master Plan Active Transportation Project List and the 2024 Provisional DC Background Study results in removal of development charge funding for the cycling project.

Legal Implications

There are no legal impediments to the adoption of this motion.

Disposition:

If carried at Committee, this motion will be submitted to City Council for consideration on 13 November 2024.

Staff in the Planning, Development and Building Services Department will implement the recommendations in this motion, as appropriate.