

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Meeting Room
141 West 14th Street, North Vancouver

Wednesday, January 6, 2016 at 6:00 pm

MINUTES

Present: Alex Boston (Chair)
Ann McAlister
Brian Polydore
Cam McLeod
Heather Drugge
Melina Scholefield
Pam Horton

Staff: Chris Wilkinson, Planner 1
Courtney Miller, Planner 1
Daniel Watson, Transportation Planner
Tanis Huckell, Committee Clerk

Presenter: Jay Porter, Project Manager, Ministry of Transportation and Infrastructure

David Sander, Hollyburn Properties
Pablo Rojas, Francl Architecture
Florin van Weelderden, MMM Transportation Group

Carman Kwan, Hearth Architectural Inc.
Jan Voss, Creative Transportation Solutions
Nevin Sangha, Carrera Management Corporation

Guests Jim Nicholson
Tammy Nicholson
Carol Reimer
Gary Reimer

Apologies: Christie Sacré
Gary Goller

Kathleen Callow
Marcus Siu
Pam Bookham (Councillor)
Raj Janjua
Robert Glover

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS

The meeting was called to order by the Chair at 6:05 pm with a quorum present.

2.0 ADOPTION OF MINUTES

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, November 25, 2015 and Wednesday, December 2, 2015 be adopted.

3.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

4.0 MOUNTAIN HIGHWAY INTERCHANGE

Mr. Jay Porter introduced himself as the Senior Project Manager for the Mountain Highway Interchange Project, indicating that feedback and comments on this project would be welcome. Natasha Elliott is the staff liaison for the City with this project and was present to observe the discussion.

This project also involves the Lillooet Interchange and the Dollarton Interchange. There are 3 phases, with final completion scheduled for 2021. The Mountain Highway Interchange is part of Phase I, and construction is anticipated to start in the fall of 2016, with completion in 2018. The Mountain Highway Interchange has been planned as part of Phase I as this will allow construction while keeping existing infrastructure; a lot of construction can occur without significant impact on traffic. In addition, the extra ramps and mobility will allow the contractor to manage traffic better.

Provincial and federal funding is in place for all three phases.

Mr. Porter's PowerPoint presentation outlined why improvements are needed, the scope of the project, the benefits of Lower Lynn improvements, "hot topics", and next steps. The project is still in the design stage and there will be an Open House for the public on January 19. It is possible that another Open House and information session will follow.

Questions and comments from Committee members included, but were not limited to, the following:

- Suggest a multi-use pathway wider than 3m; otherwise lots of potential conflict for pedestrians
- Consider pullouts for buses on adjacent arterials
- We know that individual car ownership will decrease in the next 20-30 years; does the Ministry take this into account over the long-term? Not sure why so much is being spent on infrastructure we won't ultimately need. **A:** Modeling the Ministry has been working with shows traffic counts going up, not down; more modeling will be done once we have a functional design. Would like to see how traffic reacts to Phase 1 and 2. In addition, it is hoped that this will complement improvements being done at Phibbs Exchange by TransLink.
- Can you consider some sort of a protected intersection at Keith and Brooksbank; e.g. something bikes can pass through but cars cannot? **A:** Have been in contact with HUB and are discussing options at that intersection.
- Consider making use of the Salop Trail for cyclists
- Would be great to accommodate buses, so that they're not stuck in traffic; anything that would allow queue jumping would be useful
- Crowned crosswalks on the off-ramps would be good to ensure that cars are slowing for pedestrians and bikers; a strong indication that as a driver, you need to slow down
- Will there be more detailed designs available at the January 19 Open House? **A:** No; we want to finalize 50%.
- Consider adopting an urban streetscape, rather than a highway streetscape environment
- Is there a signage plan? **A:** Yes; part of the design. Aware that there will be a lot of changes in the area, and proper advance notice will be needed.

Mr. Porter and the Committee members thanked each other for their time. Further questions or comments can be sent to lowerlynn@gov.bc.ca, or to Natasha Elliott at the City. An excerpt of this discussion will be forwarded to Mr. Porter.

5.0 1301-1333 LONSDALE

The four guests attending the meeting were introduced. The Chair agreed to identify key points in the email received from Mr. Nicholson following the presentation.

The City has received an OCP Amendment request to increase the maximum permitted height at 1301-1333 Lonsdale from 37 meters (120 feet) to 58 meters (190 feet), excluding elevator shafts and mechanical rooms. The site is included as a special study area within the OCP, a designation which indicates the City may explore alternatives on the site beyond what is contemplated under the present OCP.

The City has also received a Zoning amendment application to allow a 19 storey mixed-use development which includes a two storey office/commercial podium. The street level has 13,340 square feet of commercial floor area divided into six units. The second storey has 14,100 square feet of office use. The residential tower has 144 rental housing units with a total of 107,320 square feet of residential floor space. The rezoning application includes a density transfer from 120-141 West 14th Street.

Courtney Miller briefly discussed the zoning issues surrounding this development. This is part of the Lonsdale Regional City Centre. Direct vehicle access to the project will be via the lane to the West of the site, itself restricted to a right-in, right-out intersection on West 13th Street. Lonsdale is a major arterial, as well as part of the Frequent Transit Network. It is also an emergency response route and truck route. West 13th Street is part of the bike network. As the block is part of the designated Pedestrian Areas within the City, both streets carry significant numbers of pedestrians.

A transportation study has been submitted, and it is considered draft at this time. Future intersection capacities will inform staff's recommendation to Council. Recommendations provided through the review to date include consideration of shared residential and visitor parking, provision of EV charging facilities, and protection of the universal access parking spaces that are currently located on the City Hall side of the lane. The current proposal meets the minimum parking requirements per the Zoning Bylaw.

David Sander introduced himself and thanked the Committee for reviewing this project. Hollyburn Properties predominantly acts as a manager of rental apartments. One of the largest in the province, the company has been in business for about 40 years, operating in the City of North Vancouver for 38 years. One strong feature of this project is the 3-bedroom rental unit on each floor; these 16 units will constitute a 48.5% increase in the City's purpose-built 3-bedroom rental stock.

Floris van Weelderen from the MMM Transportation Group introduced himself. His presentation illustrated existing and future conditions, sit-generated traffic, pedestrian-vehicle interaction, parking, and Transportation Demand Management.

In terms of increased vehicle trips, the number of predicted total trips (for retail, office, and residential) was 75 in and 100 out, per weekday PM peak hour, for a grand total of 175. The % change of total future (2020) traffic is predicted as follows:

Chesterfield Avenue / 13 th Street	+5%
Chesterfield Avenue / 15 th Street	+7%
Lonsdale Avenue / 13 th Street	+4%
Lonsdale Avenue / 15 th Street	+5%

This is assuming that signal times can be optimized.

The proposed supply of bicycle parking is 30 short term spaces, and 232 secure spaces. Also being proposed is shared parking for residential visitors and commercial uses, allowing parking spots to do "double duty".

Questions and comments from Committee members included, but were not limited to, the following:

- Do you foresee a concern with a single entrance via 13th?
A: We think the one entrance can handle the capacity.
- Concerned that if 13th is ever closed, access is essentially cut off
- Did the study take into account the capacity of the new Onni development being built currently: **A:** Yes.
- In terms of accessing underground parking, will it be high enough that a wheelchair van can get in at out? **A:** Yes, particularly at the first level.
- Will wheelchair spaces be designated? **A:** Yes, as we are also going to be managing this building, Hollyburn can reserve certain spots.
- This bike route on 13th has been on the City's Bicycle Master Plan for many years. Extremely frustrating that an entrance to a major parkade will be crossing a major bike facility. There must be constraints on developments that front bicycle infrastructure; basic rules like this should be taken into consideration in the planning phase.
- Could the density transfer go anywhere else? **A:** Yes, Council could approve the transfer elsewhere through a rezoning. Receiver sites are typically located in a high density area such as the subject site in the City Centre. Density transfer is not frequently used in the City, but in this example the earlier rezoning creating the transferable density supported major civic facilities, including the City Library.
- Applaud unbundling the parking; a good idea
- The number of biking spots is insufficient; with an average of two bikes per unit, a minimum of 288 spots should be required
- Support the development; if these 3-bedroom units represent an increase of 48.5% they are obviously needed
- More bike parking is needed for the retail and office components
- Love the changing and showering facilities
- Unbundling parking is a good idea, in principle; however, consider the impact on neighbours as cars circulate in search of free parking

- Not concerned about the density; it's the right place for it
- Really appreciate the monitoring concept proposed
- Where will vehicles turn around to come back out of the lane? **A:** They will have to maneuver in the lane.
- Would urge City and developer to consider the jaywalking across 13th that might occur with the improved development of this lane
- So important to animate the Lonsdale corridor from a pedestrian perspective. **A:** There are City guidelines that the developers are restricted to.
- Can the three municipal parking spots be placed in the subsurface parkade? **A:** As accessible spots, City's direction was to leave them there.
- With proximity to Victoria Park, consider developing some official inter-block pedestrian crossings
- 137 stalls of parking seems high; optimistic that with improved transit traffic congestion can be minimized by having fewer stalls. **A:** Encouraged by those comments; parking stall numbers were arrived at in conjunction with staff. Will resolve with staff. **A:** Also need to consider that people are still commuting from the City as a substantially suburban area, to work elsewhere; don't want to affect the rentability of these units because of a shortage of parking. If there is an excess, could potentially rent out to the City. Have set that precedent elsewhere.

It was then regularly moved, seconded and carried unanimously that the guests be invited to speak.

Mr. Jim Nicholson thanked the Committee for the opportunity to speak. He expressed concern that any increased density in this area will further impact traffic congestion in an already congested area. Any density increase should be looked at very critically.

Ms. Carol Reimer also thanked the Committee for the opportunity to speak. She also expressed concern about additional vehicular traffic in this area, and further densification in an already dense area. Recommend reviewing the traffic and parking situation at Vista Place, considering what's working and what is not.

*The Committee recessed at 8:25pm and reconvened at 8:40pm
with the same members present.*

The following resolution was regularly moved and seconded:

BE IT RESOLVED THAT the Integrated Transportation Committee, having reviewed the Marlborough 3 Development, although supporting the concept feels the following points must be addressed:

- Consideration of increasing secure resident and commercial tenant retail bike parking spaces;
- That the City and Hollyburn collaborate to establish a dedicated sidewalk through the lane with good connectivity with the ramp from the City Plaza, and that pedestrian-vehicular conflict is minimized;
- Exploration of the development of an inter-block pedestrian connection that would link the plaza, the lane and eventually Victoria Park;
- Ensuring that bike and vehicular conflict is mitigated in the lane and lane/13th Street intersection, potentially with a crowned crosswalk on 13th;
- Establishment of adaptive management options for parking space in the event of oversupply such as storage, housing, or bike parking;
- Study of surrounding parking (vehicle ownership and off-street parking occupancy) and using that to inform parking lot numbers; and
- Addressing outstanding traffic study and transportation management strategies with the City, notably intersection circulation at 13th and Lonsdale.

With all in favour, the motion carried.

Pam Horton left the meeting at 9:00pm.

6.0 362-368 EAST 3rd

Carman Kwan introduced herself as the principal architect for this development and proceeded with her presentation, which illustrated the changes made to the development since the Committee's initial review on November 4, 2015.

Jan Voss then updated the Committee on the TDM (Transportation Demand Management) strategy for the site.

Both presentations responded to issues raised by this Committee last November.

The following resolution was regularly moved and seconded:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the presentation for 362-368 East 3rd Street and supports the development. The Committee also commends Hearth Architectural Inc., Creative Transportation Solutions, and Carrera Management Corporation for their presentation and active response to the concerns of the Committee.

With all in favour, the motion carried.

7.0 STAFF UPDATE / CITY PROJECTS

None.

8.0 TRANSPORTATION EVENTS

Hollyburn will be holding a Developer Information Session on January 12th for the 1301-1333 Lonsdale development.

ACTION: Committee Clerk to forward relevant information to Committee members.

It was also suggested that an introductory binder be prepared for incoming Committee members, as has been produced previously.

ACTION: Committee Clerk to review previous information distributed and prepare a new welcome package for incoming members.

The following resolution was regularly moved and seconded:

BE IT RESOLVED THAT the Integrated Transportation Committee formally thanks the four departing members for their contribution to the Committee during their terms.


With all in favour, the motion carried.

9.0 ANY OTHER BUSINESS & CORRESPONDENCE

None.

10.0 ADJOURNMENT

There being no further business, it was agreed via unanimous consent to adjourn the meeting at 9:40 p.m.



Alex Boston, Chair



Tanis Huckell, Committee Clerk