

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
SPECIAL COMMITTEE MEETING
WEDNESDAY, OCTOBER 6, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Jonathan Arnold
Ilana Baxter
Denis Beaulieu (RCMP)
Bradley Cuzen
Anna Hardy
Maxwell Lai
Ron Spence
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Matthew Menzel, Planner 2

Hayley Reiss, Committee Clerk – Secretary

Presenters: Kyle Briggs, Great Northern Engineering Consultants
Jacqueline Garvin, Polygon
Cameron Halkier, SHIFT Architecture
Shadi Jianfar, SHIFT Architecture
Ali Taheri, Yamamoto Architecture
Lorne Wolinsky, Polygon

Absent: Mateusz Debicki
Dana Bourgeois
Christie Sacré

1. CALL TO ORDER

The agenda for October 6, 2021 was adopted. The minutes of September 1, 2021 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. 1712 LONSDALE AVENUE

The Planner 2 and consultants from Polygon Homes, Yamamoto Architecture, and Great Northern Engineering presented on 1712 Lonsdale Avenue.

Key points included:

- Rezoning application proposes a six storey mixed-use building with ground-level retail, an office level above, and four levels of residential strata.

Access

- The development will gain access via two new access points from the laneway to the east of the subject site.
- Pedestrian focus along Lonsdale Avenue and East 17th Street will be maintained.
- The driveway in the northeast portion of the site will provide access to five parking spaces for commercial employee and commercial visitor parking.
- The second driveway extended from the laneway to the east will provide access to the basement car parking area and off-street loading zone.

Car Parking

- Proposed development has provided 109 car parking spaces.
- Car parking will be provided within two basement levels.

Bicycle Parking

- Proposed development has provided 141 bicycle parking spaces.
- The applicant has been requested to provide an additional eight short-term bicycle parking spaces to meet the Zoning Bylaw requirements.

Loading and Servicing

- Proposed development has provided a 1.8 metre land dedication to allow for the future provision of a mobility lane along the East 17th Street frontage, which will facilitate the delivery of the AAA Bike Network along East 17th in the future.
- The applicant has agreed to make a financial contribution (staff have recommended a contribution of \$135,000) to the 17th Street and St. Georges Avenue intersection.

Pedestrian Network

- Publicly accessible plaza proposed in the southwest corner of the site.

Public Transport Network

- Proposed development will be designed to integrate the existing TransLink Bus stop along the Lonsdale Avenue frontage into the design of the proposal.

Transportation Demand Management Strategies

- End of trip facilities (change rooms, showers etc.).
- Excess (128 stalls) bicycle parking (with electrical receptacles).
- Improved sidewalk facilities surrounding development.

Transportation Study Findings and Recommendations

- Existing transportation network has capacity to handle the additional trip generation from this development.

- Existing on-street parking utilization is high; this development will add available curb space and provides excess on-site parking.
- City to monitor traffic operations of the St. Georges/17th Street intersection as it is anticipated to be nearing capacity in the future as-is condition, and the future development condition has minimal impact on intersection operations.

Comments/Questions:

- How do you calculate parking utilization? **A:** We observe the number of vehicles parked on street and divide it by the theoretical capacity of on street parking.
- When was the parking survey done? **A:** Summer 2021.
- Will there be parking for larger bikes? **A:** Bike spaces provided are not designated for cargo bikes.
- Why are there 70 parking spaces available for 64 units? **A:** Each unit will get one stall and there will be the option to purchase a second stall. There will be larger units (3 bedroom units); as the unit size goes up, there is a greater chance residents will have a second vehicle.
- What will the end of trip facilities look like? **A:** As per the Zoning Bylaw, there will be commercial bike parking available for people who commute to work using active modes of transportation. Facilities include showers, lockers, vanity and grooming stations, all of which will be located near the bike parking.
- Is the vehicle trip generation just from vehicles alone or does it include people who car share or bike? **A:** When we are forecasting trip generation, we look first at purely a trip perspective from entering/exiting the development irrespective of mode. Then, we take the total person trip generation and break it down into the different modes that are specific to the area.
- Why does the sensitivity analysis only encompass the intersection of Lonsdale/17th Street and not the other intersections nearby? **A:** Lonsdale/17th Street was the only intersection identified for a sensitivity analysis as per the requirements of the study.
- Will there be any way to help reduce the impact of traffic growth in the area? **A:** When an application comes in, City staff do an assessment to work out approximately how many vehicles will be generated to it. We have an idea for many of the intersections how close to capacity they are reaching. When staff ask for a Transportation Study, we ask consultants to assess the intersections that we think either are approaching capacity or will be significantly affected. The growth rate of 1.5% is used to predict how many vehicles will be allowed on the street in the future based on the existing growth rate. In terms of mitigating the growth rate, it is up to the individual development and if they want to offer any Transportation Demand Management solutions for that their development.
- Concerns around how we help mitigate the impact of traffic in the future when traffic currently is already a concern.
- Left turns from the alley onto 17th Street could cause conflict with a future bike lane – has this been considered? **A:** City staff consider this during the design of the bicycle facility.
- Are the bike lockers separate from the residential storage lockers? **A:** Yes.
- Suggestion to create a 3D Revit model of a cargo bike and run it through the access points to see if it fits because the corridors appear quite narrow.

- Is there only one entrance/exit for the bike room? **A:** There is one bike room on the first floor and its access is from the lane. There are two other bike rooms on P1 and their access is through the parkade ramp.
- Will additional amenities be offered in the bike rooms such as repair or wash stations? **A:** It is not included in the City's Zoning Bylaw. It can be delivered as an extra amenity by the developer.
- What is the timeline for this project? **A:** Construction is anticipated to start in spring/summer 2022 and will take 18 months to 2 years. There is an existing gas station, which will need to be remediated first.

It was regularly moved and seconded

THAT the Integrated Transportation Committee has reviewed the Rezoning application for 1712 Lonsdale Avenue and supports the project.

The Committee recommends the developer review bicycle parking to ensure parking can accommodate larger cargo bikes and trailers.

CARRIED UNANIMOUSLY

4. 820 WEST 15TH STREET

The Planner 2 and consultants from Polygon Homes, SHIFT Architecture, and Great Norther Engineering presented on 820 West 15th Street.

Key points included:

- The Rezoning application proposes a six storey mixed-use building with ground-level retail, and five levels of residential strata.

Access

- The development will gain access via one new access point from the laneway to the north of the subject site.
- The proposed access point from the laneway ensures that all vehicle movements to and from the proposed development will be via the lowest order road available to the site, maintaining a pedestrian focus along West 15th Street.
- The driveway extended from the laneway to the north will provide access to the basement car parking area as well as the off-street loading zone.

Car Parking

- The proposal has provided 134 car parking spaces.
- Car parking will be provided within two basement levels.

EV Parking

- The proposal has provided 158 bicycle parking spaces.

Loading and Servicing

- The proposal has provided one off-street loading area, which will not affect the functionality of the road network.

- A garbage and recycling staging has been positioned adjacent to the laneway for temporary storage of refuse containers on collection day.

Pedestrian Network

- The proposed development will involve the provision of appropriate streetscape upgrades along the West 15th Street frontage, including new concrete footpath and provision of new street trees.

Public Transport Network

- The proposed development will achieve intensification of development within proximity to existing rapid transportation modes within proximity to the site.

Transportation Demand Management Strategies

- End of trip facilities (change rooms, showers, etc.).
- 136 bicycle parking stalls (with one electrical receptacle for every four stalls).
- Improved sidewalk facilities surrounding the development.
- Limiting parking supply at near Bylaw minimums.

Transportation Study Findings and Recommendations

- Existing transportation network has capacity to handle the additional trip generation from this development.
- City to monitor traffic operations at Marine Drive/Fell Avenue intersection and reoptimize signal timings as major developments such as Harbourside are completed.
- Existing on-street parking utilization on West 15th Street is high; this development adds more curbside parking space and provides sufficient on-site parking.
- City to monitor traffic operations at Marine Drive/Hanes Avenue/laneway intersection given combination of signalized and unsignalized approaches.

Comments/Questions:

- In order to access cycling infrastructure from where this building is being proposed, cyclists will need to cross a busy road in any direction, which in this area is dangerous.
- Currently, West 16th Street is the only access route to Highway 1 in this area. People are not going to feel safe cycling if more cars are being added to an area that is already congested.
- Drivers are not obeying signs and are cutting through the lane that connects Hanes Avenue to West 16th Street; concerned that this volume will increase with people accessing this development through the lane. **A:** Based on the trip generation for this development, we are not expecting more than 10 vehicles trips to be added onto that laneway during peak hours. City staff have attempted to close the laneway in the past but received pushback from local businesses. The information from this transportation study will help staff determine if closing laneway to Marine Drive should be reconsidered.
- Concerns with traffic flow entering/exiting this building. If the north/south laneway between Marine Drive and West 16th Street becomes closed off from

vehicle access, drivers exiting the development onto Fell Avenue will be a challenge.

- Did removing the daycare change any of the trip generation projections? **A:** The change from a daycare to commercial space reduced the number of trips generated to this site.
- Are the developers providing a contribution towards improving infrastructure? **A:** The City will ask us based on the traffic report and based on their analysis and knowledge of the area. In terms of improvements, we are providing significant funding improvements towards the frontage of our site. In terms of offsite mitigation, it was determined we do not need to provide any at this time.
- Can anything be done to improve safety for cyclists crossing Marine Drive? **A:** The on-street bike lane between the lane and Hamilton Avenue is shared with the bus lane and then cyclists can navigate to the off-street bike lane that heads down Mackay Road. There may be an opportunity to consider a bike crossing at the intersection of Marine Drive & the laneway/Hanes Avenue.
- Sidewalks on Fell Avenue and along West 16th Street are very narrow and many do not have curb dips for wheelchairs/strollers/walkers etc.
- You cannot increase vehicle traffic to an area and then encourage people to not drive. There needs to be an investment toward pedestrian, cycling and signalling infrastructure.
- Can the developer offer incentives to residents that encourages using active modes of transportation in order to offset vehicle trip demand? **A:** It is very difficult to implement incentives such as transit pass reimbursements. The impact is not significant and generally, the uptake is only from people who already take transit. The biggest transit demand measure you can make is tying land use to transportation or transit. What we are doing complies with the Official Community Plan (OCP), which is tying the highest densities to frequent transit areas. *(This is the view of the applicant, and is not consistent with staff's views)*
- What is the timeline for this project? **A:** 18-24 Months with construction beginning fall 2022, contingent on the reviews approval process.

It was regularly moved and seconded:

THAT the Integrated Transportation Committee has reviewed the Rezoning application for 818-858 West 15th Street and supports the project.

The Committee makes the following recommendations:

- That Council direct staff to investigate improvements to active transportation in the area, including pedestrian and cycling facilities;
- That funds associated with this development be used to improve active transportation in the area should the development proceed; and,
- That Council direct staff to investigate improvements at the intersections of Marine Drive & Hanes Avenue as well as Fell Avenue & West 16th Street.

CARRIED

5. COUNCILLOR UPDATE

- September 8, 2021 Council Meeting – recognition of National Day for Truth and Reconciliation by City of North Vancouver.
- September 21, 2021 Council Meeting:
 - Funding appropriation for New Traffic Signals;
 - 705 West 3rd Street going to public hearing.
- September 27, 2021 Council Meeting – North Shore Wastewater Treatment Plant Program. Project includes improvements such as a greenway with bike paths and lighting enhancements.
- September 29, 2021 Council Meeting – City regular Council and Committee Meetings are permitted to be held electronically with no end-date restriction.
- October 4, 2021 Council Meeting:
 - Presentation from TransLink on Transport 2050;
 - City Council advances new Neighbourhood House and 18 storeys of affordable housing.

6. ITC – ROSTER OF PROJECTS

The committee reviewed the spreadsheet prior to the meeting.

Comments/Questions:

- None.

7. TRANSPORTATION EVENTS

- October 25th – Public Hearing for the North Shore Neighbourhood House Site Redevelopment.
- October 12-29th – TransLink’s Transport 2050 Phase 3 Engagement Survey
- DASH is recruiting people to support a Walking School Bus Pilot Program for the 2021-022 school year. For more information visit, <https://dashbc.ca/team/join-our-team/>
- October 17th – Trail Day on the Griffens at Mount Fromme, hosted by the North Shore Mountain Bike Association.

8. ROUND TABLE

- Request from the Committee for a presentation from City staff on the Bike Parking Bylaw and a discussion on if the Zoning Bylaw can be updated to allow for larger bikes such as cargo bikes to be accommodated in more spaces.

9. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:57 pm.



Chair Signature

Dec. 15, 2021

Date

