

INTEGRATED TRANSPORTATION COMMITTEE

**City Hall, Conference Room A
141 West 14th Street, North Vancouver**

Wednesday, April 4, 2018 at 6:00 pm

M I N U T E S

Present: Andrew Robinson (Chair)
Becke Gray
Christie Sacre
Kris Neely
Martin Davies
Matthew Carter
Nooshin Kohan
Rohan Soulsby
Trevor Bowden

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
David Johnson, Development Planner
Liliana Vargas, Transportation Engineer

Presenters: Krystie Babalos, Babco Equities Ltd.
Tyke Babalos, Babco Equities Ltd.
Souzan Saadat, M. Eng., P.Eng, Transportation Planning Engineer
John Hemsworth, Hemsworth Architecture

Apologies: Carol Reimer

Quorum 9

01-0360-20-0040/2018

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:02 pm with a quorum present.

It was put to members that the Agenda be adopted.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, February 21, 2018 and Wednesday, March 7, 2018 be adopted.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

- **2601 Lonsdale Update** – this application proposes to close off the road right-of-way on 26th Street between Lonsdale and the lane east of Western for the development applications. The proposal has gone to Council and will be moving forward to public hearing on Monday, April 23rd.
 - **Q:** Wasn't this proposal voted down at an earlier Council meeting? **A:** David – It first went to Council on February 5th and the public had spoken against the development at the meeting. The Mayor has the opportunity to bring a proposal back to a full Council for consideration which took place in March, at which point the proposal was voted forwards to a public hearing

Kris Neely arrived at 6:06 pm

- **Lions Gate Hospital Development Update** – The request to have someone present the concept design of the LGH project to the Committee has been forwarded onto the Communications Department at VCH. Andrew is currently waiting to hear back.
 - **Q:** A committee member was approached by a City resident inquiring about interim parking around the LGH development when construction begins. **A:** David – Yes, this will be reviewed. A construction management plan has to be included with the application when it is brought to the City.

Martin Davies arrived at 6:12pm

3.0 1 LONSDALE DEVELOPMENT – RESOLUTION REQUIRED

Krystie and Tyke Babalos from Babco Equities Ltd. and the Transportation Planning Engineer, Souzan Saadat from WSP presented on the 1 Lonsdale Development. The applicant proposes to redevelop 1 Lonsdale into a 3 story building which includes a ground floor restaurant (Gusto di Quattro) and two storeys of office space. The applicant looked to the committee for consideration to waive the off-street parking (9 stalls) from the CD-377 Zone. Refer to April's Agenda package to review the full presentation.

Highlights of the presentation included but are not limited to the following:

- Currently, there are 3 parking spaces in the back of Gusto di Quattro and only 2 staff members use the parking (all other staff use different modes of transportation)
- The redevelopment proposes a Passive House building – a high performance, low energy building
- The development is in close proximity to other parking facilities and transit hubs
- Estimated vehicle trips generated by the new site in the PM peak period = 13
- Estimated pedestrian trips generated by the new site in the PM Peak Period = 35
- Estimated employee and customer parking demand = 15 spaces
- Estimated public parking facilities in the area = 471 available parking spaces
- Polygon Site 8 and the Shipyards Lot 5 will also generate more parking spots
- The applicant will look to select tenants with minimal parking demand
- Food delivery is expected to be the highest use for the loading zone.

Questions and comments included but are not limited to the following:

- **Q:** With regard to the two floors of office space, is it the expectation that employees will need to find parking in the neighbourhood (an example was given at the

Harbourside location, where employees are constantly moving their vehicles every 2 hours)? **A:** We are looking for tenants who have minimal to no parking requirements to start. If there are parking requirements they will be expected to find parking in the area. However, this project has a commitment to sustainable design and we want this Passive House to encourage active transportation.

- It was commented that even when paid parking is available, people will often park on the street and do the 2 hour shuffle anyway because it is free
- **Q:** Are you supposing that the tenants are going to be ok with no parking for themselves and their employees? **A:** Yes. Gastown was provided as an example where there is limited parking (except for public parking facilities)
- **Q:** What is proposed for the gallery in that area? **A:** David - Polygon site 8 is in construction and will provide 16 stalls for the gallery site
- Lonsdale Quay was consulted and they were supportive of the project. The only concern they had was how this “no parking trend” may result in less available parking in the area and are not sure how that will be managed
- **Q:** How will this plan work with Lot 8? **A:** Daniel – the design of the lane is being delivered by Lot 8. The entrance to the parking and loading will be off of Rogers Avenue

The presenters departed and were thanked by the committee.

- **Q:** If this development is redeveloping the sidewalk, will the boardwalk become more permanent? **A:** Daniel – The boardwalk is being reviewed this year but is a separate project from the development. A decision about the boardwalk will likely come before the frontage of the development is decided
- **Q:** What are the bike facility requirements for this development? **A:** There will be 6 spots for long-term bike parking as well as short-term bike parking in the front.

A discussion ensued about the concern of future developments in Lower Lonsdale where developers forgo on-site parking and promote the use of parking around the area. Eventually, this may become a problem should parking become congested due to the absence of new parking spaces created. This conversation generated the following comments:

- It was agreed by the committee that this issue should be considered by staff. The City is shifting to an urban environment and perhaps this parking issue should be captured
- There are currently options to park down in Lower Lonsdale but commuters have to be willing to pay the monthly parking fee
- Daniel – The Lower Lonsdale Parking Strategy does not look at this issue but new businesses moving into this area are going to know that there are not a lot of parking options
- Chinatown was used as an example where free parking is offered when their amenities are being used. Lonsdale Quay also offers something similar
- Future developments like this should be considered in future revisions of the Lower Lonsdale Parking Strategy

A request was made by the committee for a presentation on the Lower Lonsdale Parking Strategy.

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the presentation from 1 Lonsdale, for zero parking stalls at the site, and commends the applicant for the quality of the proposal;

AND THAT the Committee supports the proposal in consideration of its location in a very walkable area, easy access to public transit, and available local public parking.

4.0 2019 MARINE-MAIN B-LINE – FOR INFORMATION

The presentation was deferred to the next meeting as the presenter was unable to attend the meeting.

5.0 CLOVERLEY TRAFFIC RESULTS OF ANALYSIS – FOR INFORMATION

Liliana Vargas, Transportation Engineer, presented on the results of the Cloverley Traffic Analysis which was conducted to review Phase 1 implementation of traffic calming in the Cloverley community. A traffic calming plan was developed due to vehicles shortcutting mainly through 4th, 5th and 7th Streets when East 3rd Street is congested during peak travel periods. Shavington, Heywood and Queensbury Avenue were also identified as streets where vehicles are speeding.

Based on community feedback, the plan was implemented in phases. Phase 1 of the plan introduced a One Way street on East 4th, no right turn during peak periods signage further north, a four way stop, and speed humps to slow traffic. An extensive data collection (55 stations) monitoring program was implemented. Some of the results included but are not limited to the following findings:

- At 2:30 pm, 3:30 pm, and 4:30 pm snapshots were taken from Google Maps to monitor traffic patterns on East 3rd Street
- Traffic volumes decreased on East 4th Street
- Traffic volumes increased on 5th, 6th and 7th Streets
- There was an increase on 5th and 6th Street, west of Queensbury Avenue
- Observed a reduction in speed with the introduction of speed humps
- A high percentage of people did not respect the no right turn signs – RCMP were ticketing violators
 - **Q:** How many tickets were issued by the RCMP? **A:** Liliana was unsure
- The one way street on East 4th Street was the most successful of all the implementation plans
- Now that the community residents have experienced Phase 1, they are more interested in having the whole plan implemented
- The final plan is currently being finalized and will be implemented in the spring or summer.

Questions and comments included but are not limited to the following:

- **Q:** When the Cloverley School opens, will this plan affect the school? **A:** The plan will initially be implemented with signage to give staff more flexibility on future projects

- **Q:** Were traffic studies done to show anticipated changes to Keith Road and East 3rd Street? **A:** The Cloverley plan does not correlate with other projects
- **Q:** Will the changes, including the introduction of the B-Line on East 3rd Street ease the flow of traffic or make it more congested? **A:** Our plans for widening East 3rd Street is to accommodate transit through Moodyville and down East 3rd Street. The long-term impact will be positive
- **Q:** Have you seen a shift in usage in the area after the Keith Bridge was redeveloped? **A:** Yes, the number of incidents have dropped quite a bit in the last 2 years
- **Q:** Marine-Main B-Line – are the pop-up consultations confirmed? **A:** Daniel to look into this

6.0 ITC – ROSTER OF PROJECTS WORKSHEET

Refer to the Agenda Package for latest updates on City projects.

- **Q:** What is the timing for the signal on Keith Road and Hendry Avenue and what is the reason for the signal? **A:** Daniel to find out timing. The signal is to provide access onto Hendry Avenue so it becomes a useable bike route
- **Q:** Any update on the Mosquito Creek Bridge replacement? **A:** No updates
- **Q:** How old is the bridge by Larson and will it eventually be replaced? **A:** I am not sure about the vintage of the bridge. The development amenity money has changed. When Council changed to use Community Amenity Contributions (CAC'S), the developer now has to pay an amount per square metre of development which goes to the CAC fund
- **Q:** Green Necklace wayfinding, any update? **A:** No updates
- Moodyville Park Master Plan – Daniel to look into latest update
- Casano/Loutet project – Applied to the Cycling Infrastructure Funding program

7.0 HARRY JEROME WALKING TOUR ITINERARY

The tour will take place on Tuesday, April 24th at 5 pm in the Mahon Meeting Room at Harry Jerome. There will be a light dinner provided and presentations from the development to the south, the community rec centre and the transportation consultant. After touring the site, we will reconvene for a Q&A period and the crafting of Resolutions.

- Christie will not be in attendance and would like to know what the plans are for the Harry Jerome parking lot as it is used by the North Vancouver School District when attending local meetings in the area.

8.0 TRANSPORTATION EVENTS – MEMBER UPDATE

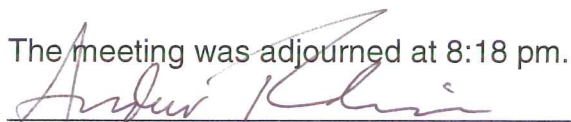
No updates to report.

9.0 ANY OTHER BUSINESS

No updates to report.

10.0 ADJOURNMENT

The meeting was adjourned at 8:18 pm.



Andrew Robinson, Chair



Hayley Reiss, Committee Clerk