

**INTEGRATED TRANSPORTATION COMMITTEE
HARRY JEROME WALKING TOUR**

**Harry Jerome Community Recreation Centre, Mahon Meeting Room
123 East 23rd Street, North Vancouver**

Tuesday, May 15, 2018 at 5:00 pm

M I N U T E S

Present: Andrew Robinson (Chair)
Carol Reimer
Martin Davies
Nooshin Kohan
Rohan Soulsby
Trevor Bowden

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk
Mike Friesen, Planner 1
Heather Reinhold, Deputy Director, Strategic Initiatives & Services
Adolfo Majano, Transportation Planning Engineer

Presenters: David Jacobson, Darwin Construction
Darryl Condon, Managing Principle, HCMA
Grant Falgren, Project Designer, PFS
Niraj Sunuwat, Transportation Engineer, Urban Systems

Apologies: Christie Sacre
Becke Gray
Kris Neely
Matthew Carter

Quorum 6

01-0360-20-0040/2018

1.0 CALL TO ORDER

The meeting was called to order by the Chair at 5:22 pm with a quorum present.

2.0 HARRY JEROME SOUTH DEVELOPMENT – RESOLUTION REQUIRED

City staff member, Mike Friesen introduced himself and shared the background of the existing Harry Jerome centre, the redevelopment priorities for the site (such as: improving/expanding public community amenities; managing transportation and traffic; providing a diversity of housing; and maximizing green space), and specific feedback they are looking to receive from the ITC including: parkade access locations; parking requirements; transportation demand management (TDM) measures; alternative

transportation integration; and general suitability of the proposed location. Please refer to the following link for background of the Harry Jerome Project: <https://www.cnv.org/Property-and-Development/Projects-and-Developments/Major-Studies-and-Projects/Harry-Jerome-Project>

David Jacobson with Darwin Construction presented on the following discussion points, which included but are not limited to the following:

- Engagement with CNV and public input for the HJ neighbourhood lands have taken place since 2012
- East 23rd Street is what is going to separate the neighbourhood lands from the HJ Community and Recreation Centre
- The development includes: 2 x 28 storey condominium buildings, 3 x 6 storey rental/condo buildings, and 1 x 5 storey retail and office building
- Community amenities include: a new recreation complex, a new childcare facility, new retail/office spaces, a rental building for senior assisted living, 1-hectare of revamped City park, integrating the Green Necklace and maintaining existing heritage trees
- Diverse housing mix that has a combination of high-rise and mid-rise buildings and will include a variety of unit types/sizes
- Affordable housing mix including a leasehold strata, market rental, non-market rental and seniors rental
- Combination of diverse/affordable housing mix will provide close to 800 new homes
- Transportation/traffic review includes: a comprehensive traffic analysis, provisions for transit improvements, upgrades to major intersections/roads, parking located below ground, improved cycling/pedestrian routes and planned TDM measures
- Darwin Construction has been working diligently with the community and the City to facilitate a world class development that will generate more jobs/businesses on the North Shore and provide more housing opportunities to keep people local.

Questions and comments included the following:

- **Q:** Do you know the Floor Space Ratio (FSR) for the building? **A:** 2.5 which is in the limits of the Official Community Plan. Each tower will be a quarter of the total density.
- **Q:** Would the Green Necklace be developed by Darwin Construction? **A:** The City will own it and will be designed by a separate committee/process.
- Concern was raised by the committee that most visitors for the assisted living facilities will come from out of the City and thus not be on public transport. The assisted living facilities will need more than 4 visitor parking spaces to accommodate the demand.

RESOLUTION

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the Harry Jerome South Development and supports the proposal;

AND THAT the Committee makes the following additional comments:

- Consider reviewing the number of visitor parking stalls allotted for the assisted living facility.

3.0 HARRY JEROME COMMUNITY RECREATION CENTRE – RESOLUTION REQUIRED

Darryl Condin, Managing Principle from HCMA introduced the Harry Jerome Community Recreation Centre project. Part of HCMA's process has involved stakeholders and the community to define the vision for the provision of the project.

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

- 895 community members completed an online survey revealing the top 3 spaces they would use 1/week: 60% of participants would use community and social spaces, 60% would use aquatic spaces, and 51% would use fitness and recreation spaces
- Existing site is paved and not very connected to the trails or mountains. Focus of the project is to maximize the building efforts to capture connections to the North Shore (ocean and mountain views to provide a North Vancouver experience)
- The site is challenged with significant elevation changes, access along the 3 sides of the site is quite restricted, and access to the site from a vehicular aspect is limited to East 23rd Street and St. Georges Avenue
- Strategy: building massing with a courtyard in between the site. The massing will also maximize parking efficiency, connect external/internal green corridors and establish key social spaces
- Level 1 – 450-500 underground stalls, loading zones, underground drop-off locations and two access points from East 23rd Street and St. Georges Avenue
- Next steps include: stakeholder meetings and ideas fair, Council check-in, presentations to the Advisory Bodies, community information sessions and Council consideration before construction commences.

Questions and comments included the following:

- **Q:** How many parking stalls are at the existing site today? **A:** Approximately 400 stalls including the recreation centre, Silver Harbour Centre and Centennial Theatre
- **Q:** Will the skateboard park be covered? **A:** Yes, the skating community has asked for more all-weather opportunities
- Concern was raised over the increased risk of congestion at the surface drop-offs on East 23rd Street and St. Georges Avenue. City staff commented that medians will be built to avoid issues such as U-turns. HCMA commented that people tend to drop-off near the front entrance of the building which in this case will be located at the underground level and where vehicular drop-off will be encouraged. It was further suggested from the committee that the drop-off zone is properly marked with big/clear signage
- **Q:** Are there additional areas that you think new activities can be incorporated into? **A:** Yes, adjustments have been made to the plan to acknowledge recreational activities that may come up in the next 50 years

- **Q:** Any possibility of rooftop tennis courts? **A:** How tennis is being accommodated is still being considered but it can be very costly so it may be advantageous to accommodate it some place else
- Committee members asked to consider, when the new site is up and running, having 'community centre ambassadors' gently providing information to educate people on the site and how to get around the facility
- **Q:** Is there a waiting area for pick-up spots? **A:** It will be considered but has not yet been designed
- **Q:** Where is the next large complex like this in the lower mainland? **A:** West Vancouver Community Centre would be on a similar scale
 - The committee suggested that the West Vancouver Community Centre be used as a place to compare facilities such as parking.

RESOLUTION

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the Harry Jerome Community Recreation Centre project and supports the development;

THAT the Committee also commends the City for a thorough Transportation Demand Management strategy with a forward looking scope that considered post construction scenarios and growth;

AND THAT the Committee makes the following additional comments:

- to recommend the development of a comprehensive parking strategy that encompasses the development and the surrounding neighbourhood.

4.0 HARRY JEROME DRAFT TRANSPORTATION STUDY OVERVIEW

Niraj Sunuwat, Transportation Engineer with Urban Systems, presented on the DRAFT Harry Jerome Transportation Study. Highlights of the presentation included but are not limited to the following:

- Lonsdale Avenue is a major road network in the area with transit facilities and East 23rd Street / St. Georges Avenue are both minor arterial streets
- Issues and feedback from the community: poor sidewalk connection through the Trans Canada Highway which is under ministry jurisdiction which unfortunately limits any improvements in that area
- Existing traffic conditions: collected data for week days AM/PM peak hours and weekends. Traffic volumes north of 23rd Street are shown to have some of the highest traffic volumes, especially on Saturday's
- 2025 background conditions: traffic volumes anticipated to be high at West 23rd Street and Chesterfield Avenue, and at the Trans Canada Highway intersection

- Proposed improvements Chesterfield and 23rd Street: left turn to be separated from the through/right lane heading westbound which will result in loss of parking in the area
- Proposed improvements Lonsdale Avenue and 23rd Street: 3 lanes for left turn, through and right turn lane westbound
- Proposed improvements St. Georges Avenue and 23rd Street: left turn lanes and combined right turn and through lanes for the entire intersection
- Proposed improvements 23rd Street streetscape: proposed bike lane, drop-off lane and through lane for both directions and a pedestrian half-signal
- Suggested area wide improvements include curb extensions and zebra crossings where applicable, provision of at least 2 metres sidewalks recommended, and transit priority treatments along Lonsdale Avenue including consideration for exclusive bus lanes
- HJCRC vehicular parking requirements is 450-500 stalls
- Transportation and parking demand management measures were recommended to reduce vehicle use and encourage alternative transportation modes.

Questions and comments included the following:

- There was concern that the pedestrian crossing on 23rd Street will cause traffic to back up onto Lonsdale Avenue. **A:** The plan is to control the crossing in such a way that the pedestrian has to select the crossing and then there will be a sufficient amount of time to allow the traffic to flow regularly before the light is called again
 - It was also commented that seniors will need enough time to cross at the pedestrian crosswalk. **A:** Curb extensions will extend out so the actual crossing is short
- **Q:** Has there been any discussion with TransLink to provide a dedicated B-Line in this community and is it in alignment with the development? **A:** It is in the plan. The Marine Drive B-Line will be created first and the Lonsdale B-Line will be the next phase which is 5-7 years away and is in the 10-year vision, but not yet funded
- It was commented that the extension of the Green Necklace through the park is a wonderful design but concerns were raised that the 23rd Street crossing will create more congestion. City staff commented that it will be very important to ensure that the local neighbourhood has a clear route to get to where they need to be without using unnecessary detours.

9.0 ADJOURNMENT

The meeting was adjourned at 8:04 pm.



 Andrew Robinson, Chair



 Hayley Reiss, Committee Clerk