

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, November 2, 2016 at 6:00 pm

M I N U T E S

Present: Alex Boston (Chair)
Andrew Robinson
Ann McAlister
Cam McLeod
Carol Reimer
Christie Sacré
Pam Horton
Martin Davies
Trevor Bowden

Staff: Daniel Watson, Transportation Planner
Suzanne Smith, Planner 2, Community Development
Alex Kurnicki, Planner, Engineering Dept.
Hibby Jensen, Committee Clerk

Presenters: Heather Reinhold - Manager, Strategic Initiatives
Brian Patterson – Urban Systems
Sarah Freigang – Urban Systems
Gary Mathiesen – Quay Property Management
Michael Leong - Bunt & Associates Engineering

Guests: North Shore Advisory Committee on Disability Issues:
K. Abadi
K. Friemond
R. Thompson
S. DeWildt

Advisory Planning Commission:
Councillor D. Bell
D. Marshall
A. Jamieson
M. Robinson
M. Higgins
D. Farley
B. Watt
B. Hundal

Absent: Brian Polydore

Quorum 9

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

The meeting was called to order by the Chair at 6:10 pm with a quorum present. The agenda was adopted, moving agenda item 2 "business arising from previous minutes" to the end of agenda, due to joint presentation and guests. The adoption of September 7, 2016 minutes was postponed.

Chair introduced the two groups ACDI (North Shore Advisory Committee on Disability Issues) and APC (Advisory Planning Commission) joining this ITC meeting for the Pedestrian Plan Presentation. Introduction made of special guests; Councillor Don Bell, Megan Higgins and Christie Sacre` with regrets made by Councillor Holly Back.

Alex Kurnicki, City staff rep of ACDI and Suzanne Smith, City staff rep of APC were welcomed.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3.0 PEDESTRIAN PLAN PRESENTATION

Chair introduced and welcomed, Daniel Watson, staff member of ITC, Alex Kurnicki, staff member of ACDI and Suzanne Smith, staff member of APC.

Alex Kurnicki made a brief introduction and introduced the ACDI committee members. Alex highlighted ACDI's desire of universal access and technologies and the need of this community to be addressed in plan.

Suzanne Smith introduced APC members and provided an overview of APC's focus around land use and the link between health and the built environment.

Daniel Watson introduced Brian Patterson and Sarah Freigang of Urban Systems, hired by the City to help develop the pedestrian plan. Brian and Sarah reviewed with members the Pedestrian Plan background, its focus on health, its project process and its communication and engagement schedule.

Members from all 3 committees were asked to share what they like about walking in North Vancouver. Comments included but were not limited to the following:

- Little secret passages
- Getting to know neighbours –
- Sense of discovery
- Precious views of mountains and oceans
- C. Bell – it is healthy – 10, 0000 on fit bit
- Incorporate nature – spots between sidewalks
- Wallace Grommet building – glass bubble, places that make it happy
- Access to amenities

All committee members were asked to share their view of barriers to walking in the City of North Vancouver. Comments included but were not limited to the following:

Sidewalks:

- Uneven sidewalks/ curbs missing / ruts in the road/ sidewalk continuity
- Poor button access for pedestrian controls
- Maintenance of sidewalks and frontages of vegetation
- Garbage cans left on sidewalks after garbage collection
- Hills
- Missing sidewalks (especially in high traffic areas)
- Sandwich boards (on sidewalks) poorly enforced
- Merchant removal of snow / leaf removal

Safety:

- Cars parking too close to intersection (visibility)
- Street blocks with no street lights
- Limited width of sidewalks
- Puddles, poor drainage
- Wind effect in odd spots
- C. Bell – the distracted walker – using iPhone or headphones, texting etc.
- Cyclists and skateboarders on sidewalks
- Good etiquette i.e. what is allowable on or off sidewalk through the RCMP laws.
- More cross walk countdowns for pedestrian and options for flashing signs.

Location/Amenities:

- New development sites create a loss of key destinations/
- Long term closure of sidewalks for developments
- Commercial destinations are going down/ Dead blocks – no commercial entry ways – no animation, no entry to retail space
- Use of canopy's and awning to help utilization of area
- Cross walks and lighting should be at busy sections of Lonsdale
- Transit shelters
- No areas for dogs to be kept outside stores
- C. Bell – Lack of benches (benches are crooked, and too close to roadway)
- Sidewalk bump outs cause a persons with disabilities to go into road
- Poles in the middle of sidewalks
- Speed bumps in back alleys are not marked with proper paint
- Lack of public accessible washrooms
- Insufficient alternatives to walk on the busy street
- Sidewalk etiquette – stay to the right issue with a distracted walker with sidewalk continuity.

The presenters reviewed and discussed the different pedestrian facility types; sidewalks, crossings, signals, corridors, and the importance of traffic calming and amenities & place making to consider in this plan.

When asked what they would like to see in the Pedestrian Plan and what goals should the plan aim to achieve, Committee Members shared the following. Questions and comments included but were not limited to the following:

- Sidewalks / greenspaces (They would like maps with both trails and green space included)
- Consideration on how sidewalk and pedestrian environments change at night
- APC – develop a better relationship between land use and pedestrians where priority is for pedestrians over cars. Don't see this built into the plan.
- ACDI - Tactile services can be very dangerous for people with canes/walkers and are slippery in the rain for wheel chairs. Tactiles are useful at bustops built with universal bus stop design.
- ITC – Creation of multi-use alleyways
- ITC – Would like to a review of pedestrian collisions through ICBC. What time of day, collisions occur, where they occur and what seasons.
- ACDI – Incorporation of walks and features in parks that are and are not accessible for people with mobility issues (ex. Gazebo at Waterfront Park)
- ITC – Add that the contribution “walking” can make to the management of traffic. If we move a significant number of people into the pedestrian mode, it will make a big difference in Lonsdale, Marine Drive and Lynn Valley area traffic. Key gateways are Lynn Valley and Sealynn areas.
- ITC – In consideration of lanes and alleys that are utilized, have plan look at short term and long term visionary elements around development sites in certain areas.
- Consider a moratorium on loss of alleys.
- ITC –Would like to see if these Pedestrian Plans mesh with the District at the north east side.
- ITC - Consider buildings on pedestals as in Singapore creating more open pedestrian space.
- ITC – The use of different languages with signage and images to help pedestrians understand signs.
- APC – would like to see “out of box thinking” in terms of ways to facilitate pedestrian parking, and social engagement. i.e. turn benches to face sidewalk rather than facing streets.
- City of North Vancouver schools are doing a walking travel plan for schools.

Daniel Watson asked for committee members to please provide him with connections of other interest groups. Suzanne Smith will connect Daniel with Margret and the staff at Library and Evergreen long term facilities.

Final questions and comments from committees were as follows:

- ITC - Pedestrian and cycling collision data is not available through ICBC as they don't involve cars. We are receiving further data from ICBC and RCMP and their data will get rolled into the Pedestrian Plan.
- APC – Decals: Would like to see an element of fun, creating wayfinding through neighborhoods. C. Bell - Traffic light conflicts between pedestrian and occur when lights are not synchronized and vehicular light turns green and pedestrian steps off curb.
- ACDI – Can we consider painting of fire-hydrants as artwork? **A:** Hydro boxes are painted, however best to keep farcical pictures on Spirit trail. Painting of fire hydrants may be a safety issue.

Chair thanked members of all 3 committees for coming together to receive this presentation and thanked Urban Systems for their presentation

4.0 THE SHIPYARDS – LOT 5 DEVELOPMENT

Chair introduced and welcomed City staff member Heather Reinhold and guests Gary Mathiesen of Quay Property Management and Michael Leong, Bunt & Associates Engineering. Heather presented the Committee with some background of the Shipyards Lot 5 location and an overview of the project, its current status and projected future.

- 2005 – 2009 there was a variety of visions for site. In 2013 the Central Waterfront Vision created a lot of excitement specific to Lot 5. Council endorsed Site Planning Principles specific to development of Lot 5 in 2015.
- Lot 5 site planning principles include:
 - Public Space Components: covered structure, outdoor public skating rink, water play feature, event/gathering area, site connectivity and shipyards identity.
 - Land Use and Built Form: economic viability and commercial mix, built form and layout, revenue generation, parking, shipyards identity.
 - Graphic Form – Lot 5 public space zone and commercial development on North and East and how Spirit trail will work in with it.
- Started process in April 2015 and issued RFEI and RFP, with QPM being selected as the City's development partner.
- From April 2016 the City and QPM has been working on rezoning and detailed design. Starting on remediation scope right now.

The environmental consultants on this project are PGL. Environmental contaminates exist on the site. Investigative drilling is now complete and it identified the contaminated soils. They will be excavating down to the parkade depth and sealing contaminates. Excavation is anticipated to commence in early 2017.

Commercial Component – development is within existing requirements for height allowance and square footage.

Description of Lot 5 commercial component is as follows:

Ground Floor:

- Range of retail / restaurant uses on the main floor,
- East building will be commercial retail,
- North building will include commercial retail and public support space including public washrooms and Zamboni storage
- The public open space will be located in the south west corner of the site with a 12,000 sq. ft. ice rink (which transforms in summer to waterpark), with a heritage building with a portion that is retractable to open for summer.

Second Floor

- Range of retail/service uses
- Public programming office for shipyards precinct
- Pedestrian connection to Esplanade

Third Floor

- 3 & 4 floors will be a boutique hotel. (requires rezoning to permit hotel)

Machine shop is a designated heritage building. Significant structure will be 60 ft. high with iconic red roof and will cover the public open space. Renderings of public place component included:

- Covering Structure – 15,000 sq. ft., including partial reconstruction of Machine Shop and retractable roof portion over water play feature (seating for events).
- Public skating rink and skating trail – 12, 000 sq. ft.
- Water play feature – 8,000 sq. ft.
- Event/gathering area – comprehensive design, concert space, multi-purpose.
- Public support space – 7,607 sq. ft. accommodated.

Site Connectivity:

- Spirit Trail is currently being constructed through the Foot of Lonsdale site. The Shipyards bridge has been twinned.
- The Spirit Trail will move through the Shipyards along the south shoreline and the multi-use route will travel up East Wallace Mews, while the pedestrian priority route will travel east across the Boatways Basin to St. Georges.
- Pinnacle Phase III amenity work, which forms this pedestrian priority route of the Spirit Trail is now complete with a new Boatways bridge and connect through St. Georges.
- S. Wallace Mews will function for everyday use and will remain open with drop off, but during events, it will be closed.
- East Wallace Mews section - Vehicular circulation will remain the same but expand loading zone in 4 locations.
- The whole site has an underground parkade with 120 public paid parking stalls. Access is off Victory Shipway. Commercial development zoning is 85 stalls dedicated to retail.

Chair asked if presenter was looking for any specific feedback from ITC. Questions and comments included but were not limited to the following:

- **Q:** Will there still be food trucks? **A:** Yes, we anticipate they would use the W. Wallace Mews. The only place we won't see them is E. Wallace Mews.
- **Q:** How many parking spaces under Lonsdale Quay? **A:** There are 100 available spots.
- **Q:** Does QPM manage Lonsdale Quay as well? Will you ensure that this development is complimentary to Lonsdale Quay retailers and will not damage their businesses at Lonsdale Quay? **A:** We are equity partners in both – and will not create a disadvantage for the Lonsdale Quay businesses.
- **Q:** If you expect 3000 to 5000 attendees at events, how do you accommodate these parking numbers? **A:** We don't expect to service all the parking, but we expect people will use SeaBus and other modes of transportation.
- **Q:** When do you expect construction complete? **A:** Construction is expected to complete at end of 2018.
- **Q:** What is the ceiling height in the parkade **A:** I believe it is 12 feet and the total clearance is 9 feet.

Parkade entrance will be off Victory Ship Way. There is not a high level of conflict there and we are investigating ways to reduced speed in the Transport Study.

- **Q:** How many bike stalls would you have to accommodate? **A:** There will be 30 secure bike stalls in parkade however, this is not currently completed and is being further detailed in the plan.
- **Q:** The Shipyards is already a destination for many people and will be especially when the Spirit Trail is complete. It looks like there is a lot of potential for conflict. Are you going to separate bikes and pedestrians at this site? **A:** We agree that this is a mingle zone. During events, Wallace Mews will be cut off to regular traffic. We anticipate that how people move

along the Spirit Trail will reflect the activity level such as what works at Granville Island. There are options to change the use over time without physical changes.

- **Q:** Will there be allowance for car share? **A:** We did not consider this and we are advocates with this, so we will look into this.
- **Q:** Is there the same connectivity on the eastern side as on the western side, so one can get through to the other side? **A:** There is a physical walkway at the ground floor pedestrians can walk through from east to west. We are working through the redesign of the entrance off E Wallace Mews at the front hotel lobby to make it wider with ample visibility.
- **Q:** Does the area connect to the bike infrastructure off-site to ensure that people (who don't want to go this destination) can flow through and bypass this area? Are there any areas that will minimize the amount of vehicles? **A:** There are opportunities to connect to the bike lanes up on Esplanade as you move along the Spirit Trail at Chesterfield to avoid the whole waterfront area south of Esplanade to St. Georges if desired. The Spirit Trail in the Shipyards is designed with a flush condition. As it gets built out and people use it, there is an opportunity to change the use without major physical changes. We can eliminate vehicular traffic around Wallace Mews, however we have to keep the emergency vehicle access.
- **Q:** Is this an adaptive management approach? Like Whistler are you considering the nature of this destination and amping up the pedestrian realm to eliminate the car? **A:** We have considered eliminating vehicular circulation on Wallace Mews but feel that it adds to animation and use of the site in non-event scenarios. This can re-evaluated over time and wouldn't require major physical changes (this site is flush without any curbs).
- **Q:** Can you make sure that there are covered biking facilities? Pinnacle has great covered bike facilities which are complimentary from the hotel. **A:** Yes.
- **Q:** Does the commercial development along the east side have 2 entrances on each of the commercial locations? **A:** The south end is a destination restaurant with 2 entrances and the commercial retail along the remainder of the east building will have store frontages both internal to Lot 5 and along East Wallace Mews.
- **Q:** Have you considered how likely any commercial space will keep both entrances available? If they close west side, the east side will not be animated. **A:** We have considered this and we may include demising walls. We have not locked in any retail groups.
- **Q:** Instead of car management by events, can you manage cars by time, like the European bollards that pop up and pop down on timers? Might be a way to shift into a car free destination.
- **Q:** Could the design of the north eastern side of the Mews have a cul de sac? **A:** They looked at that, but there was not enough space to turn around.

Chair thanked Heather Reinhold and the guests and ITC is looking forward to hearing more about this development.

Heather left the meeting at 8:12

5.0 ITC - FIELD TRIP DISCUSSION

Chair introduced Staff D. Watson and thanked those members who worked together to create this idea "Apartment Parking and Pedestrians" presentation for our field trip.

Presentation and discussion included:

- The focus of the field trip is car parking utilization, stall sizes, safety, and accessibility.
- Orientation will begin at City Hall, with a briefing of what schedule over the day and what the dimensions of all the places to visit. Will review spill over issues from parking development as it relates to parking, active travel realm. Will consider what the City and Committee can do to move this forward.
- Two major sites – Central Lonsdale and Marine Drive. There is a form of development around Marine Drive which is also happening around Moodyville area. Areas of Central and Lower Lonsdale seem to receive more focused discussion than Marine Drive area.

Committee to consider and explore the parking challenges in these developments and also site entrances from car park to the front of building. Review if any developments have allowed pedestrian access through the site to get to the other side of block.

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

- **Q:** What information can we gain from visiting the Vista site? **A:** Ideas about inserting bike storage when not enough is provided. Review the bike lane entering into the parkade and the walk through of Vista to provide an understanding of a 7 year old building.

Overview of Mosquito Creek area was presented by committee member Trevor Bowden.

Pedestrian precinct:

- Future planning of new sites that are going to be developed in area.
- Consider Mosquito Creek park connectivity
- Trevor will arrange access to a minimum of two buildings in area. A review of co-op and residential building in area and single family homes.

A bus schedule will be sent out to coordinate meeting times.

- Can the start time of field trip schedule to 9:30am? **A:** Yes. Members will meet at City Hall at 9:30 am.

6.0 TRANSPORTATION EVENTS

- Green Necklace 1st Open House – November 30, 2016

7.0 CURRENT CITY PROJECTS – STAFF UPDATE

- Moodyville Open House on Nov 9th – North Shore Neighbourhood House
- Green Necklace – Nov 30th
- West Keith Road Bike Lanes – design detail is going forward in 2017

- Marina – moving further in design – They recommend we pre-cast and wait till after fishing season and then build.
- Green Necklace is being paved today.
- Bewicke/Copping to Marine is not on schedule, awaiting paving due to weather. Require 2 days of good weather and hoping to complete in December.
- Lower Lonsdale Traffic Calming has no funding. The traffic circle at 5th and St Andrews is being installed in conjunction with a new development in area.
- Cloverley has got a lot of feedback. City will review design and go back to the public. A further open house or mail-out is not confirmed.
- Main, Keith and Bewicke project will be starting and will come to ITC
- Lonsdale and Chesterfield project will come to ITC in time
- Starting work on 2 projects between CNV and DNV:
 - 29th Street between Lonsdale and Lynn Valley Road (DNV will lead this). A survey has been sent to residents in area and we have hired a consultant to do operational and safety reviews
 - E Keith between Sutherland and Brooksbank – City has not hired a consultant yet to go through the reviews.
- 300 W Esplanade development is Alcuin college – this will be coming up
- Another study is commercial parking in lower Lonsdale –will come to ITC.
- TransLink has been doing consultation on the 10 year vision TransLink survey.

8.0 TRANSPORTATION EVENTS (MEMBER UPDATE)

- Bike to work week last week
- Board of Change – Nov 3, 2016 @ Roundhouse in Vancouver. TransLink, HUB, Greg Moore and SFU.

9.0 ANY OTHER BUSINESS & CORRESPONDENCE

Questions and comments included but were not limited to the following:
Put the minute's approval into the next meeting.

Pam left the meeting 8:39pm

10.0 ADJOURNMENT

There being no further business, the meeting adjourned at 8:42 p.m.

Alex Boston, Chair

Hibby Jensen, Committee Clerk

- Green Necklace 1st Open House was held on November 30th. It was very busy with 6 staff attending to answer resident's questions and concerns. Many opinions on the paving of Grand Boulevard area and also the "bench" area north of 19th. This project will come to ITC in the New Year.

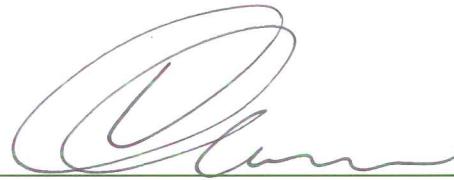
8.0 ANY OTHER BUSINESS & CORRESPONDENCE

None...

9.0 ADJOURNMENT

There being no further business, the meeting adjourned at 8:20 p.m.

Cam Mcleod - Co-Chair



Hibby Jensen Committee Clerk

