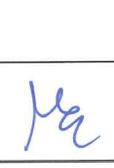
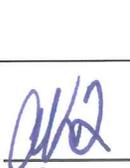




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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING DEPARTMENT

INFORMATION REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Andrew Robinson, Chair, Integrated Transportation Committee

SUBJECT: INTEGRATED TRANSPORTATION COMMITTEE – 2017 ANNUAL REPORT

Date: April 19, 2018 File No: 01-0360-20-0040/2018

ATTACHMENT:

1. Integrated Transportation Committee 2017 Resolutions ([CD#1641042](#))

PURPOSE:

The Integrated Transportation Committee (ITC) advises the City of North Vancouver's Council and staff on transportation policy, planning and mobility issues within the City. The focus remains on active transportation, transit, the movement of people and goods, and the integration of all modes of transportation. The full terms of reference for the ITC can be found at: <http://www.cnv.org/get-involved/committees/integrated-transportation-committee>

Members

The committee is comprised of 8 citizen representatives from the community, plus members from School District 44 and the North Vancouver Chamber of Commerce. The committee also has 3 non-voting members from the Squamish First Nation, RCMP and Port Metro Vancouver. In 2017, the committee welcomed one new member appointed for a 2-year term and all other committee members continued from the previous year.

As documented in the minutes, meetings have run as scheduled with quorum met at every meeting. The committee also includes one member of City Council. Given ITC's advisory role, Council members play an important liaison role for ITC and the broader City Council.

2017 IN REVIEW:

New Projects / Developments

Loutet Casano Overpass

In February and again in May, staff presented a summary of the Casano Loutet Overpass project, its history and how it has moved forward from the City's long-term transportation plan to where it is currently. At the May presentation, ITC reviewed the conceptual design and unanimously supported the Casano Loutet Overpass project. The Committee made the following additional recommendations: that safety measures be considered to discourage bike use of stairway access; signage and wayfinding be available on both sides of the bridge access; cost savings be prioritized over aesthetic considerations; and that landing pads along the access ramps be designed to be as large as possible to allow for safe turns.

Green Necklace – Jones Avenue to Lonsdale Avenue

The ITC reviewed the detailed design of the section of the Green Necklace between Jones Avenue to Lonsdale Avenue. City staff noted important concerns by senior groups related to wayfinding, safe crossings and inclusivity, whereas 300 block residents were concerned with preserving street parking and road width. Improvements to the Carson Graham drop off operations and improved intersection safety were also important considerations. Following review, the ITC supported the Green Necklace development and encouraged the City to take into full consideration the interests and concerns of potentially affected residents to resolve outstanding issues.

Harry Jerome Community Centre (HJCC) Project

Staff provided ITC with a summary of the history behind and the plans for the HJCC. The summary included initial efforts undertaken in the first half of 2017 to gather public input from neighbours and stakeholders, as well as the future Traffic Management Study which will be used to govern project design. ITC members emphasized a need to focus on safety, given the high-traffic location, which included: considering jaywalking issues over 23rd Street from the bus stop to Centennial Theatre; the concern of traffic and pedestrian movement at the intersection of 23rd Street and Lonsdale Avenue in extreme weather events such as rain and snow; paying careful attention towards the examination of increased traffic, resulting from both the development and a larger Community; making the pedestrian connection to transit and the Lonsdale core as safe as possible; and limiting possible conflicts between loading zones for the theatre.

Moodyville Park Master Plan

The ITC reviewed and unanimously supported the proposed Moodyville Park Plan. ITC recommended a more direct multi-use path connection between the foot of Queensbury Avenue and the Spirit Trail connection to Park and Tilford (bearing in mind site constraints). The ITC requested that the Detailed Design Park Plan, including pathway widths, surfaces and grades be presented to ITC for feedback prior to finalization.

Green Necklace – Lonsdale Avenue to Grand Boulevard

The ITC reviewed the preliminary design of the final section of the Green Necklace, Lonsdale Avenue to Grand Boulevard. The committee unanimously supported the development and commended the City for its good work and for addressing local

residents' concerns brought up in early consultation efforts into the current design. ITC members noted that there is a great opportunity to hold a celebration for the “clasping” of the Green Necklace to thank the community for coming together and celebrating what the City and its residents helped build.

2601 Lonsdale Avenue Project

Staff and development applicants provided a summary of the rezoning application for the 2601 Lonsdale Avenue development, including the proposed offer to sell the City owned road right-of-way between 26th and 27th Street on Lonsdale Avenue to the applicant. This would result in the road right-of-way being closed and replaced with a pedestrian right-of-way, connecting Lonsdale Avenue and the neighbourhood to the west. ITC unanimously supported the proposed development including the number of proposed parking spaces and commended efforts in maintaining the existing green space. The committee also recommended that the proposed multi-use path be better integrated into active transportation networks in the neighbourhood, including construction of sidewalks on West 26th Street; and to use the path as a catalyst for future east to west pedestrian connections.

ACTIVE TRANSPORTATION:

Pedestrian Plan

In both the spring and fall of 2017, City staff and their consultants presented the City's Pedestrian Plan work to date, reviewing key issues surrounding major intersections and pedestrian corridors within the City, including: intersection safety; quantity and quality of sidewalks; lighting infrastructure; and accessibility within the City. ITC suggested high priority corridors as including: Queensbury Avenue; St. Georges Avenue; Lonsdale Avenue; and Chesterfield Avenue from West 16th Street to Esplanade Avenue. ITC noted that the use of high-streets are subjective to the needs of the pedestrian (i.e. ease of access to the SeaBus from Chesterfield Avenue, accessibility to the businesses on Lonsdale Avenue or enjoying a quieter walk along St. Georges Avenue). Upgrades to pedestrian infrastructure should also be based on the completion of construction developments in the area. The committee suggested that a design charrette which was part of the 2009, 100 Year Sustainability Vision be referenced for insight on quality or quantity of sidewalks in the City; however, every street needs some kind of safe pedestrian facility.

Promoting Sustainable Commuting – Lions Gate Hospital

Staff discussed the challenging parking constraints around Lions Gate Hospital (LGH) due to the influx of patients and staff commuting to the hospital. The City has worked with Vancouver Coastal Health (VCH) and LGH for the past 5 years to help with the parking pressure in the area. Further, the City partnered with TransLink's TravelSmart Transportation Demand Management (TDM) program, and VCH and LGH developed a customized TDM strategy in spring 2017. The Active Transportation Lead at VCH presented on Sustainable Commuting initiatives underway at LGH. ITC suggested that the City begin to track complaints regarding parking pressure around LGH to formulate a year over year comparison. ITC also recommended that the City inform residents about new infrastructure in the City that they may not know about through awareness campaigns (i.e. bike infrastructure that has created new and alternative ways of commuting around the City). Finally, ITC requested that a presentation on the LGH

Medical and Surgical Centre Development be submitted to ITC during the early planning stages to provide relevant transportation related input.

PUBLIC TRANSIT:

TransLink – SeaBus Upgrades

TransLink staff discussed with ITC the preliminary design for the Lonsdale Quay exchange improvements, including: interior upgrades to the entrance/exit ramps; upgrades to the SeaBus general passenger waiting area (improved colour palette, lighting, furniture and amenities); and enhancing the arrival experience by improving the lighting and sense of arrival. ITC suggested that TransLink work with CNV when TransLink begin their Wayfinding Study to ensure that Lonsdale Quay Exchange improvements co-align with CNV's Wayfinding Study initiatives. ITC made a few pedestrian safety recommendations including: upgrading the sidewalk that runs along the east side of the bus depot to improve pedestrian access to/from the north; narrowing the pedestrian crossing between the SeaBus terminal and the bus loop; and that improvements be made to the HandyDART pick-up/drop off locations in the bus loop. Further, ITC suggested that a bike locker could be located adjacent to the terminal where users who SeaBus/bus to Lonsdale Quay can rent a bicycle at the terminal and travel to/from their destination.

PARKING:

Harbourside Parking Auto-Mall

The ITC reviewed the presentation on the study and stakeholder engagement plan of the Auto-mall Drive loop to address the issue of the 2-hour parking restriction not being enforced, identify the preferred restrictions, and commence enforcement. The ITC understood the City's goal to bring Auto-mall Drive up to speed with enforcement and not add to further Harbourside parking issues. The ITC supports consistent parking restrictions and enforcement. Further, ITC recommended that the City engage with the Auto-mall dealerships to seek a collective solution to a suitable alternative parking location.

EXPLORING TRANSPORTATION TOPICS:

Play Placemaking Presentation

In both June and December, the ITC reviewed the placemaking initiatives implemented in 2017 under the banner of "Play: Embrace the Space". The 2017 pilot project included: Jack Loucks Court and Rogers Plaza revitalization; a Lonsdale Avenue and East 18th Street parklet, Prance on the Pier, Long Table Lunches, curated busking, a painted alley on West 1st Street, a mural, painted crosswalk at Larson Elementary School and a Ferris Wheel in Lower Lonsdale. The committee unanimously supported these placemaking initiatives and agreed that the program has helped to liven up the whole City. ITC has requested that a placemaking presentation return to ITC on a quarterly basis for updates and input on future initiatives.

Harry Jerome Field Trip

The Harry Jerome field trip to examine the development area and potential transportation related interactions has been postponed to spring 2018 to allow for better coordination between the proposed development and the future Harry Jerome Recreation Centre Site to happen prior to engagement.

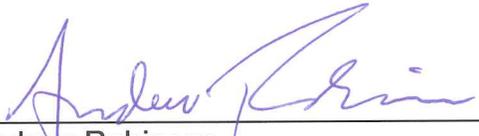
LOOKING AHEAD TO 2018:

The ITC membership will change notably in 2018 with the departure of 4 members and appointment of 4 new community representatives. We would like to thank departing members Ann McAlister, Pam Horton, Brian Polydore and Cam McLeod for their time and input to the committee, as well as those remaining on the committee for their ongoing commitment. We welcome new members: Matthew Carter, Nooshin Kohan, Rohan Soulsby, as well as Kris Neely as the representative for the North Vancouver Chamber of Commerce. Notably, we would like to thank Daniel Watson for his invaluable contribution to ITC, as well as current and former staff members Dragana Mitic, Iona Bonamis, Adam Vasilevich, Adolfo Majano, Wayne Turner, Brandon Green, Courtney Miller, John Braithwaite, Wendy Tse, Hibby Jensen, Leah Nyhus, Dianna Foldi, Juliana Buitenhaus, Jill Cameron, David Johnson, Justin Hall, Hayley Reiss, Heather Reinhold, and Natalie Corbo for their work on transportation, access, safety and liveability within the City.

In 2018, ITC anticipates exploring issues and/or projects relating to transit infrastructure upgrades, ongoing and future land use development plans, parking, community transportation safety, movement of people and goods, and Mobility Pricing.

ITC is anticipating and looking forward to providing early input to planning and conceptual design for development projects, including LGH and HJCC Projects. Further, the ITC welcomes participation from both its voting and non-voting members, including City staff and the Council member at our regular meetings.

RESPECTFULLY SUBMITTED:



Andrew Robinson
Chair, Integrated Transportation
Committee

INTEGRATED TRANSPORTATION COMMITTEE - 2017 RESOLUTIONS**RESOLUTIONS:****April 5, 2017**

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee, having reviewed the preliminary design, supports the Green Necklace Section 1: Jones to Lonsdale design;

AND THAT the Committee makes the additional following recommendations to be considered as the project moves forward to detailed design of Jones to Lonsdale – Section 1:

- Committee encourages City staff to take into full consideration the interest and concerns of potentially affected residents to resolve outstanding issues.

May 3, 2017

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the conceptual design and strongly supports the Casano Loutet Overpass project;

AND THAT the Committee makes the additional following recommendations to be considered as the project moves forward:

- Safety measures be considered to discourage bike use of stairway access;
- Signage and wayfinding be available on both sides of the bridge access;
- Cost savings be prioritized over aesthetic considerations;
- Landing pads along the access ramps be designed to be as large as possible to allow for safe turns.

July 5, 2017

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the ITC has reviewed and supports the proposed Moodyville Park Plan;

THAT ITC recommends a more direct multi-use path connection between the foot of Queensbury Avenue and the Spirit Trail connection to Park and Tilford, (bearing in mind site constraints);

AND THAT the ITC requests that the detailed park plan, including pathway widths, surfaces and grades be presented to ITC prior to finalization.

September 6, 2017

It was moved, seconded and carried unanimously:

THAT the Integrated Transportation Committee has reviewed the 2601 Lonsdale Avenue Project and supports the proposed development and commends the applicant for the quality of the proposal including the number of proposed parking space and maintaining of the green space;

AND THAT the committee makes the following additional recommendations:

- The multi-use path is better integrated into active transportation networks in the neighbourhood, including construction of sidewalks on West 26th Street between the proposed pedestrian/multi-use path and Western Avenue;
- Use the path as a catalyst for future eastern to western pedestrian connections.

October 4, 2017

It was moved, seconded and carried unanimously:

THAT the Integrated Transportation Committee reviewed the Green Necklace Preliminary Design: Lonsdale to Grand Boulevard project and supports the development;

AND THAT the committee also commends the City for its good work and for addressing local residents' concerns in the current design.