

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**INTEGRATED TRANSPORTATION COMMITTEE  
EXTRAORDINARY MEETING**

**City Hall, Atrium Meeting Room  
141 West 14<sup>th</sup> Street, North Vancouver**

**Wednesday, November 25, 2015 at 6:00 pm**

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**M I N U T E S**

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**Present:** Alex Boston (Chair)  
Ann McAlister  
Brian Polydore  
Christie Sacré  
Heather Drugge  
Pam Horton  
Raj Janjua  
Robert Glover

**Staff:** Courtney Miller, Planner 1  
Daniel Watson, Transportation Planner  
Tanis Huckell, Committee Clerk

**Presenters:** David Johnson, Planner 2  
  
Polygon Group

**Apologies:** Cam McLeod  
Gary Goller  
Kathleen Callow  
Marcus Siu  
Melina Scholefield  
Pam Bookham (Councillor)

Quorum 5

0360-20-ITC

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**1.0 CALL TO ORDER, OPENING COMMENTS**

The meeting was called to order by the Chair at 6:05 pm with a quorum present.

The agenda was adopted via unanimous consent.

## **2.0 ADOPTION OF MINUTES**

The vote results for the resolution should read “with one opposed” instead of “with one objection”.

Regarding discussion of the Green Necklace item, several comments provided by Committee members should be added, as follows:

- The project could benefit from clear objectives as well as enhanced design guidelines
- A critical design principle is adaptive management
- Good connectivity is crucial, particularly around key destinations such as schools, playing fields, the Queensbury commercial strip, and Lynn Valley
- A key element should be not compromising the safety of commuter cyclists at intersections

It was regularly moved, seconded and carried unanimously:

**THAT** the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, November 4, 2015 be adopted with the aforementioned revisions.

## **3.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

Committee members need to be aware of the application process for both returning members and potential new members.

*ACTION: Committee Clerk to advise as soon as possible.*

## **4.0 SITE 8**

David Johnson introduced the project, a zoning and OCP amendment application for 120 Carrie Cates Court. The proposal includes a 12-story apartment tower with a commercial podium facing West Esplanade. A 40 foot wide mews is proposed, to separate the development from the row of restaurants along the unit block of Lonsdale.

The developer (Polygon) and staff are looking for comments regarding vehicle access off Rogers Avenue, loading

requirements, and any other comments on the designation of parking in relation to replacement parking and the gallery site as well.

Polygon staff noted that the proposed Mews will have a dual function due to the loading requirements of the restaurants. It will be designed not as a “street”, but as a pedestrian space shared by some vehicular activity. The nearest example is Granville Island, with neither truly dedicated roads or sidewalks. Keeping the intersections operating satisfactorily throughout the construction period will be a priority.

The big challenge is how to allow bikes, pedestrians, and cars to co-exist.

Questions and comments from the Committee included, but weren't limited to, the following:

- Be aware that constantly shifting surface treatments can be very painful for individuals using mobility aids, and unexpected for individuals with vision impairment
- Consider a treatment to discourage pedestrians from jaywalking across Esplanade as they approach the Mews from the north
- How will parking be designated for various users? **A:** The Washington Marine Group will have some marked for their private use; that is the parking covenant currently in title. With respect to the Lonsdale Quay and Presentation House Gallery, that is currently under discussion. The City will have some say in how those spaces are marked. One option is to have some spots designated as office parking during the day, and available to the general public in the evening and weekends. Residential parking will be gated, locked off and secure for residents.
- Consider potential future improvements to the Lonsdale Quay bus traffic flow; be aware of impact on traffic flow from Rogers Avenue to Carrie Cates Court in either direction
- The transportation study noted intersections on Esplanade would continue to operate at an acceptable level for a number of years; approximately how many? **A:** Depends on the additional development in the area. Tributary feeds into



Esplanade are somewhat limited, but perhaps another 10-20 years.

- Pedestrian congestion will increase significantly in this area, people will be running to and from the Seabus; can you clarify crossing improvements at Carrie Cates Court (where there is currently a pedestrian-controlled crossing)? People will want to cross right where the proposed Mews meets Carrie Cates Court. **A:** The existing advisory signal doesn't stop anyone. Next step could be a pedestrian-activated signal; vehicles would get a red, but that to a degree is restrictive to pedestrians. Ultimately control there will be a product of how the City wants to treat that location when all construction completed. **Staff:** Pedestrians essentially have the right of way at a marked crossing, but if the pedestrian volume grows so significantly that bus traffic is delayed, the crossing will need to be studied. Hard to estimate how much effect they'll have on the street there.
- Any consideration of bike lane treatment on Esplanade? **Staff:** Yes, the City considered it, but we're not sure if it's logical for such a short portion of street. We are trying to design it now in such a way that you can switch it over in the future (to bike lane protected by parked cars) by simply repainting.
- Concerned about the busyness of the southwest corner, at Rogers Avenue and Carrie Cates Court. Please ensure some clear separation of pedestrian and cycling paths
- Are you asking for a parking variance? **A:** No; the bylaw does make provisions for visitor parking to be 50%, by providing an amount of secured residential bike stalls. The bylaw requires 22, and we are able to reduce it by 50% to 11.
- Great that you're offering so many bike stalls; be aware that the closer they are to ground level, the more people will use them (less potential for conflict)
- During construction, how accessible will that area be? **A:** We are aware there is some "construction fatigue" in the area. Polygon will have site offices, signs around sidewalks, wayfinding programs for parking; have every intention to keep areas open. No construction plan is in place yet.

- Will electric vehicles be accommodated? **A:** Yes; we are currently working with the sustainability consultant.
- Would be great if the exterior bike racks had some rain coverage
- Commendable that you're only wanting 1 stall per unit; curious to see how you will accommodate the decline in parking space requirements over time that is envisioned. **A:** The stratas would ultimately make that decision; could use the space for what they want. In the future we (the developer) won't be the owners of those residential stalls.

*The Committee recessed at 7:10pm and reconvened at 7:20pm with the same members present.*

The following resolution was regularly moved and seconded:

**BE IT RESOLVED THAT** the Integrated Transportation Committee, having reviewed the Site 8 proposal, although supporting the proposal recommends the following:

- Strong consideration of appropriate pavers to effectively manage safety, users with disabilities, and long term cost management;
- Improved designs and plans to manage safety and flow of pedestrians, particularly along Carrie Cates and Esplanade;
- Integration of covered visitor bike parking;
- Better separation of cyclists and pedestrians to reduce conflict;
- Provision of shared parking for retail, commercial and offsite users; and
- Reduction of residential parking requirements to the minimum required by City zoning.

With none opposed, the motion carried.

## **5.0 MOODYVILLE**

Courtney Miller spoke to the Committee regarding development controls. The City anticipates this being reviewed by Council in January. It was previously reviewed by this Committee in October.



One of the five principles for the Moodyville area is to “improve mobility”. Connections with the Spirit Trail and any future Queensbury/St. David’s greenway will be important. These are strata projects, as opposed to rental projects, and the City is interested in feedback on both the minimum and maximum vehicle provision.

To date the City has almost exclusively relied on site specific zoning. Now there is interest in moving towards a process in which there’s more certainty for owners and developers; clearer parameters that a developer has to meet in order for a project to be realized.

Questions and comments from the Committee included, but weren’t limited to, the following:

- Not logical to cap the parking; a developer knows how to optimize their development for the market. **Staff:** The idea is that we will shift behaviours. In addition, there is some relation to affordability. This concept has been used in other projects as a way to direct the market.

*Raj Janjua left the meeting at 8:15pm.*

- Parking spots often double as a multi-purpose area (e.g. a small carpentry project, storage, etc.); some way to incorporate this into developments?
- If buildings will have parking with a designated accessibility parking spot, developers need to ensure that not only is the parking spot wider, but the parking lot itself must be accessible by a taller vehicle, to allow entry by vehicles large enough to accommodate a wheelchair
- Good to maximize opportunities for mid-block “pass throughs”
- Favour maximums for parking spaces, but not sure how best to decide what those maximums would be

*Pam Horton left the meeting at 8:30pm.*

The following resolution was regularly moved and seconded:

**BE IT RESOLVED THAT** the Integrated Transportation Committee, having reviewed the draft Moodyville Zoning and Development Permit Guidelines, recommends that the City:

- Seek further opportunities for inter-block active travel connectivity;
- Increase the minimum bike parking requirements beyond that proposed and to a level that City staff deem appropriate based on further investigation; and
- Accept the proposed minimum parking requirements.

With none opposed, the motion carried.

**6.0 STAFF UPDATE**

The Open House for the Bewicke Avenue connection from Copping to Marine Drive will be held at the City Works Yard next Tuesday, December 1.

**7.0 TRANSPORTATION EVENTS – MEMBER UPDATE**

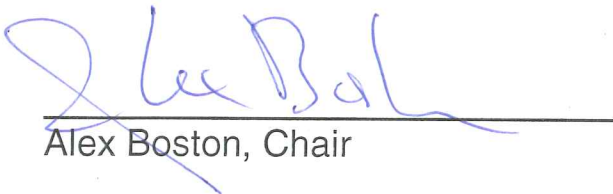
Pam Horton is now on the Access Transit Users' Advisory Committee. This linkage with TransLink from a transit user perspective will be valuable.

**8.0 ANY OTHER BUSINESS & CORRESPONDENCE**

None.

**9.0 ADJOURNMENT**

There being no further business, the meeting adjourned at 9:05 p.m.

  
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Alex Boston, Chair

  
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Tanis Huckell, Committee Clerk