

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Atrium Meeting Room
141 West 14th Street, North Vancouver

Wednesday, December 4, 2013 at 6:00pm

MINUTES

Present: Alex Boston
Eugenio Berti
Heather Drugge
Melina Scholefield
Susan Skinner
Raj Janjua
Robert Glover (until 6:52pm)

Staff: Clare Husk, Committee Clerk
Daniel Watson, Transportation Planner
Michael Epp, Planner

Presenter: Rene Rose, Snr VP Development, Polygon Development 306 Ltd.
Brian Ellis, VP Development, Polygon Development 306 Ltd.
Ray Letkeman, Raymond Letkeman Architects Inc.
Brian Wallace, BWW Consulting

Frank Ducote, Planner, City of North Vancouver

Apologies Ian Williams

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES

The meeting was called to order by Melina Scholefield at 6:05pm with a quorum present. Move business arising to after item 3. School district item to be added to Any Other Business.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, November 6, 2013 be adopted with the addition of two notes regarding the Parking Policy discussion.

2.0 255 WEST 1ST – POLYGON DEVELOPMENT

Mr. Watson introduced the topic.

Reminded them of the transportation implications for the proposed developments including:

- Different boulevard and sidewalk treatments proposed with each of the two options (Semisch currently does not have a sidewalk)
- Possible upgrade of the existing special crosswalk at Semisch and Esplanade to a pedestrian signal
- Possible closure of Mahon at Esplanade to Vehicle traffic
- Parking provision

Brian Ellis introduced the Project

Two options:

- A. Mid-rise, very similar to Anderson Walk. 5 storey wood frame building with interior courtyard and commercial frontage on Esplanade. Underground parkade. Slope (24'). Access off Mahon.
- B. High-rise with park, park the size of St Andrews, 7 storey and 16 storey buildings with a commercial frontage. North/south access pulled back to emphasise the connection from Semisch Park to Waterfront Park.

Brian Wallis

Mini Transportation review

- Traffic now and projected
- Review of the cul de sac at south end of Mahon
- Review status of proposed additional pedestrian crossing at Esplanade to Semisch
- Reviewed pedestrian activity. Could it warrant a specific crosswalk, especially to Waterfront Park or a full pedestrianized signal at Semisch?
- Lane south of West 1st, north of Esplanade, suggested prohibit left turn out and left turn in.

Questions from the Committee included, but were not limited to:

Q: Closing Mahon to all except bikes? **A:** Existing is a right in only off Esplanade. So all exiting traffic would have to go north. Therefore coming in off Esplanade would have to be right in.

Q: Would there be an impact on the east/west lane between Esplanade and 1st to the west of Mahon, does there need to be consideration to reduce traffic using that lane to provide access to Forbes? **A:** Eliminating left turn off Forbes to the lane. Short lane, a bit of commercial in the back lane, it is free and clear and easy to drive.

Q: What would the commercial access users think of the increase to people using the lane? **A:** Low volume of traffic, there will not be a significant increase in parking/deparking

Q: Likely that Mahon becomes the most logical north/south bike route west of Lonsdale. Is that implicated in the plan? **A:** That detail of how the bike route and how it would be developed in more detail can be done after the rezoning.

Q: How many spaces for parking? **A:** 1.2 per car for the residential units and 1 per 750 sqft for commercial.

Q: Use the laneway instead of West 1st Street for bike traffic. **A:** It was looked at, but there is a desire for loading access. The connection on the lane would not provide space on Forbes.

Robert Glover left the meeting at 6:52PM

Q: Will there be bike access, a car share and bike charging facilities? **A:** Bike access and bike parking is still at the concept stage, not at that level of design yet. Staff noted they may ask for the bike charging to be included and can work with developer further on that. With car share there has been a mixed success putting them in small developments. However, that area as a whole would be a good candidate for car sharing. It would be better on-street to capture people from the nearby developments as well. Adjacent on the street, more publicly available.

Q: Is this going for rezoning? **A:** yes, density is the same, but there is a rezoning and OCP amendment for height for option B

Comments from the Committee included, but were not limited to:

- Really like Option B, with the park and enhancing connectivity to Semisch above it.
- Consider installing in a diverter on the lane for a small closure to stop shortcutting access?
- Supportive of the idea of a signalised pedestrian light on Esplanade at Semisch, especially with the increased pedestrian traffic with the park.
- Supportive of development. On the commercial piece see possibilities for vibrant mixed use.
- **Would be nice to have a separated bike facility on Esplanade, use part of the boulevard – have parking, then bike lane, then commercial activity.**
- In general like the idea of the park, for the pedestrian users. Attractive destination for the public to go to.
- City's requirement to have new curbs - a good potential to provide a separated facility.

RESOLUTION

THAT THE Integrated Transportation Committee has reviewed the proposed 255 West 1st development and supports in principle the proposal.

AND THAT the Committee also recommends that the developer:

- Pursue the development of a greenway, and consider the opportunity for separated pedestrian and cyclist facility along Semisch Street, regardless of which option is developed.
- Explore whether a separated bike facility would be desirable along Mahon,
- Create a separated bike facility along Esplanade.
- Upgrade the intersection control at Semisch and Esplanade to a pedestrian/cyclist activated signal.
- Close Mahon Avenue at West Esplanade to vehicular traffic.
- Consider installation of a right in, right out diverter, or other diversionary measures, on the west end of the lane south of West 1st at Forbes
- Create thorough on site bike infrastructure notably connectivity with residential and commercial units and safe secure sheltered bike parking for residents, employees and visitors; and some provision for electric bike charging.
- Work with the City to develop adjacent car share opportunities
- Unbundle parking spaces with units
- Reduce the total parking supply
- Integrate the park concept into either development options

AND THAT the developer considers what opportunities there are for existing social services to remain on the site.

Unanimous

3.0 URBAN FORM

The Chair welcomed Mr. Ducote, Planner at the City of North Vancouver, to the meeting.

Mr. Ducote, using a wide range of slides presented on:

- What urban form is
- How is it created, historical overview
- What are the key theories
- How this had been used in the Lower Mainland and the City of North Vancouver

The Chair thanked Mr. Ducote for a very interesting presentation.

Break from 8:30 to 8:35pm

4.0 JANUARY MEETING DATE

After discussion it was agreed to move the next meeting to Wednesday, January 8th 2014.

5.0 BUSINESS ARISING

Conflict of Interest

The Chair brought up the subject of parking/conflict of interest. She noted that when committee members believe they are in conflict it must be declared and the member should leave the room. However, upon reflection, the Chair does consider she was in conflict of interest regarding the residential and visitor parking policy as that affects a large number of people in the City.

Chair invited staff and committee members, that if they believe that a procedural problem is or could occur, to request a moment to appraise Chair of this.

The Chair asked Ms. Mitic to remind the Committee of the rules regarding Committees and Conflict of interest.

Ms. Mitic reminded members of the City's Advisory Body Procedures. These are part of the Council meeting bylaw. All Committees have the same procedures.

A Conflict of interest is when you are seeking a benefit of the City (either as an employee or owner of a business) or direct or indirect pecuniary interest to an outcome.

If you declare a conflict of interest you should leave the room. If you are in conflict but remain in the room your presence would be seen as a "yes" vote. It is up to the member to declare that they are in conflict of interest.

If it is a benefit for a specific member it is a conflict, but if it for the larger community then it cannot be perceived as such. Perception is a key concept, especially as to how would it be perceived from the outside?

Chair has invited the City Clerk to speak to the Committee regarding advocacy or raising items outside of the Committee.

New Quorum

There is to be an additional member to be appointed to the Committee in January 2014.

Compass Card

Compass card resolution has been moved to a later agenda.

6.0 ANY OTHER BUSINESS

School District

- Ms. Skinner gave her apologies for missing meetings due to illness.
- She is going to request that this committee is served by both a representative and an alternate representation from the School District.
- Also wishes to ask if Superintendent could appoint a school member to the Committee.
- Has also asked the District of North Vancouver to put a School District Representative on their transportation committee.

7.0 CITY PROJECTS

AAA Bike Facilities This will be coming to the Committee in January. Staff will then bring the final report to Council at the end of January.

Spirit Trial Sections 7&8 (CN row to Chesterfield to Carrie Cates)

Wrapping up road works over the holiday at the Chesterfield area. Will be working on CN section. Aim to complete in Spring 2014.

Bewicke Pedestrian Bridge

Aiming for completion end of 2013.

Jones Section of Green Necklace

This is being planned, public consultation is scheduled for the Spring, including a presentation to ITC.

Parking Meters

Installed on Hospital Frontage and being monitored.

Forbes

The construction is almost complete. Road markings is weather dependent and will be installed in January. The pedestrian signal is to be turned on in January.

Pedestrian and Roadway Lighting Improvements

Trialling dimmers in Ridgeway area, dimming them at very late night, less light pollution and saving energy.

Boulevard Crescent

Work going ahead for completion Spring 2014. DNV withdrawn their TransLink funding application for Lynn Valley Road section

TDM (Transportation Demand Management)

Hired a part time TDM member of staff. She will be working with schools and other outreach.

Low Level Road

Benefitting from good weather for construction. Lane closures in St. Andrews next. Bridge for the Neptune overpass will be going in soon

Regional Transportation Strategy

Coming to the Committee in 2014.

Mr. Janjua left a 9:05pm

8.0 RESIDENT PARKING POLICY STUDY

Background to why this policy was updated

- City becoming denser, increasing parking demand
- Recent Council direction: implement trial permit-only zone on 300 block East 14th
- Need improved process to efficiently resolve numerous outstanding RE requests

Parking Occupancy Issues:

- Older RE zones cover 100% of blocks' parking, but overall utilization as low as 5%. Average was 50%.
- Non-residents circulate far from destination
- Under-used parking supply
- extra traffic circulation
- 37 blocks requesting RE parking

VCH consultation

- VCH have implemented parkade rate reduction for employees and public
- Hired TDM coordinator, expending their shuttle service, bike to work week and other promotional events

Current Status:

- 1) Changes to existing RE blocks:
 - Modify RE on blocks in Central Lonsdale with low utilization and/or 100% RE - *in progress, monitoring*
 - Identify RE blocks where RPO appropriate - Central Lonsdale East – *near completion*
 - Remove RE parking in Zone A – *not started*
- 2) Implement Pay parking on LGH frontages – *completed, monitoring*
- 3) Investigate parking in lanes – *in progress*

Next Steps:

- Complete Central Lonsdale East Area
- Proceed with Central Lonsdale West and Lower Lonsdale areas
- Remove RE parking in Zone A
- Complete review of parking in lanes & report to Council
- On-going monitoring

Questions & Comments from the Committee included, but were not limited to:

Q: Have you done licence plate tracing to see if they are local? **A:** only for a few blocks as that is very expensive process. Did this near to LGH, to give staff an indication.

The Committee requested that this be a regular agenda item like the Low Level Road updates. **ACTION:** add to the agenda as a regular update. **Committee Clerk**

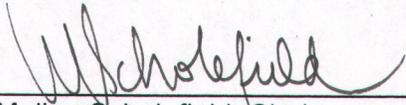
Mr. Berti left at 9:25, Ms. Skinner left at 9:26

9.0 Transportation Events

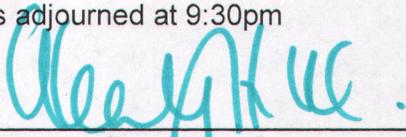
Deferred to next meeting

10.0 ADJOURNMENT

There being no further business, the meeting was adjourned at 9:30pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING: The date of the next meeting is Wednesday 8, January 2014 at 6:00pm in Conference Room B, City Hall.