

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, May 2, 2018 at 6:00 pm

M I N U T E S

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

Staff: Daniel Watson, Transportation Planner
Leah Nyhus, Administrative Assistant
Sean Galloway, Manager Planning, CNV
Liliana Vargas, Transportation Engineer

Presenters: Jeff Deby, Project Manager, B-Lines, Rapid Bus Projects

Apologies: Christie Sacre
Becke Gray

Quorum 8

01-0360-20-0040/2018

1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF MINUTES

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

It was put to members that the Agenda be adopted.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, April 4, 2018 be adopted.

2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

- None

3.0 DEVELOPMENT 125 – 145 EAST 13TH STREET

Sean Galloway, Manager Planning CNV and representatives from Millennium Development introduced the proposed development as a mixed use building of 18 stories in height containing 162 residential units and 50,000 ft² mixed use commercial and retail space.

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

- Townhomes will be built along the back lane, designed to help turn laneways to more liveable, useable, people friendly environments
- Vehicle access for both commercial and passenger vehicles was outlined and it was noted that commercial loading will be from the back lane on both the east and west ends of the building
- Developer is engaging with City staff re: application of Transportation Demand Management measures, details of which are still to be determined
- A transportation study was conducted assessing current and future traffic volumes and analysis indicates acceptable operations of intersections, with the exception of the intersection of 13th Street and St. Andrews Avenue
- Vehicle circulation analysis was performed and concluded that passenger vehicles should be able to access and egress the site effectively.

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

- **Q:** What is the breakdown of residential parking, not including visitor? **A:** Parking allotment is based on 1.05 per unit. Group requested of Sean Galloway that the transportation study be circulated.
- **Q:** Could the study be extended to include 15th and Lonsdale due to complications of that intersection? **A:** Guidelines are only starting point so perhaps could be addressed.
- Will ICBC service center remain at this location? **A:** It is understood that ICBC is moving elsewhere.
- **Q:** Did future growth and traffic volume predictions factor in Onni (including new Whole Foods anchor) and Hollyburn developments? **A:** It was acknowledged that Onni was included but Hollyburn and other developments are not part of the calculations.
 - ITC members discussed that the City would benefit from having a cumulative model that developers can access in order to attain accurate data for modeling.
- **Q:** What is 50% auto model split and what is this area currently? **A:** This model assumes that within 4 years, 50% will commute by public transit, 50% by auto.
- **Q:** Where is the mid block crossing? The frequency of emergency vehicles using this street was noted. **A:** A signal controlled crossing between Onni and new development will accommodate pedestrians crossing.
- **Q:** What provisions have been made for vehicles (i.e. emergency vehicles, taxis, Uber, etc.) to stop along 13th Street when required? Is there a way for this to be accommodated, particularly with the anticipation that 50% of residents will be commuting by either public transit or rideshare? **A:** There is limited capacity for stopping in front of the new development.
- **Q:** Does the per-unit parking stall allotment include the additional units granted with density variance and are they all underground? **A:** Yes and yes. Group questioned if this is adequate in this area.

- **Q:** What will be the anticipated increased parking requirements for the new commercial space versus existing? **A:** None, as the new amount of commercial space is less than the existing commercial space.
- **Q:** Is there intended to be a pass-through on the eastside of the building between the fire hall? **A:** No.
- **Q:** Will it be easier for people south of the building to traverse the alley to get north (i.e. to Whole Foods)? **A:** Yes, there is a west-east laneway and north-south pathway on this property. The realm beyond this property cannot be altered but it is anticipated that continuous pedestrian pathways will be further extended as new developments adjacent to the property occur with time.
- **Q:** Has bike storage and change facilities been incorporated into the design? **A:** Yes, bike storage and maintenance area as well as shower and change facilities are included in the development.
- **Q:** Has consideration been given to sightlines for drivers in and out of the driveway of the development? **A:** Sightlines have been studied and determined not to have been negatively affected.
- **Q:** Is there an opportunity for a new traffic study (and potential improvements) to be carried out between now and completion due to other developments etc. that were not factored into this development's traffic modelling? **A:** Developer is open to feedback but defers to City and TransLink for detailed planning re: traffic improvements.
- **Q:** Are traffic counts available re: daily bicycle ridership along 13th Street and what happens to the bike traffic on 13th Street during construction? **A:** Cameras were used to tally counts for pedestrian and bicycle activity. A temporary detour for bicycles and pedestrians will be determined; however, it is believed that development over recent years along 13th Street has lead cyclists to find alternate routes already.

The presenters departed and were thanked by the committee.

It was moved, seconded and carried unanimously:

BE IT RESOLVED THAT the Integrated Transportation Committee has reviewed the proposal, supports the development and commends the proposal for the laneway and pedestrian passways;

AND THAT the Committee recommend that staff revisit the baseline conditions for the transportation study and consider the cumulative effects of the multiple developments happening concurrently in this area.

4.0 2019 MARINE-MAIN B-LINE – FOR INFORMATION

Jeff Deby of TransLink provided a presentation of the 2019 Marine – Main B-line project.

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

- Project is in adherence with 'B-Line or Better' recommendation in Mayor's 10 Year Vision.
- B-Line service refers to service that is fast and reliable with limited stops, i.e. 1 km apart stops, increased frequency. In the case of the Marine Main B Line, it will offer

service every 8-15 minutes depending time of day, as well as an extended duration of service daily, resulting in 80% greater capacity.

- It is a crucial East-West transit corridor, which is currently the 2nd slowest corridor on the North Shore.
- Timeline for implementation: continued consultation and design in 2018 and construction and launch by end of 2019.
- Proposed scope: Dunderave at west to Phibbs Exchange at east.
- Currently they are halfway through the consultation period, which will extend to May 31st. Consultation has taken place via online surveys and pop up locations at shipyards, bus loops, Capilano University, malls and farmers market. Survey at TransLink.bc/bline.
- With implementation of B-Line service, existing local service routes will still continue (with some modifications). However, because of the added capacity, they will be better able to service ridership for routes to Lions Gate Bridge, Capilano University and Lynn Valley.
- Presenter discussed current and future projects and user stats as well as projections for density of growth along this corridor.
- Improvements for Lonsdale Quay – considerations include drop off at Esplanade versus Carrie Cates Court.
- Discussed design tools for making buses faster and more reliable via street modifications, i.e. bus bulbs, peak hour bus lanes. Speaker noted that bus lanes for B-Line service also benefits service for other existing bus routes.

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

- **Q:** Is there a way to gauge how B-Line service can improve traffic congestion? **A:** It is difficult to gauge but the presenter cited an example of when a route crosses municipal boundaries whereby one has a dedicated bus lane and the other doesn't, a drastic difference in travel speed in portion of the route with a bus lane is noted.
- **Q:** How is this added capacity maintained when a full B-Line bus discharges passengers at respective ends of line, ie. Lion's Gate Bridge and Phibbs Exchange? **A:** Opportunities for transfer activity to existing routes should be able to accommodate the increased movement of people, with appropriate network management.
- **Q:** How will B-Line perform when bridges are down and/or corridors are jammed? **A:** the more you can shield buses from vehicle traffic, the better they are protected from delays due to heavy traffic, i.e. the advantage of bus only lanes.
- **Q:** How do MOTI projects interface and work with TransLink and the relevant municipalities? **A:** It was explained that the North Shore municipalities and TransLink are both working closely together with the Ministry as projects are being developed.
- **Q:** Is there capacity to widen lanes on Marine Drive or will capacity just be taken from existing car lanes? **A:** We are not yet to the point of bus lane only on Marine for 2019; however, opportunities for widening sections of the corridor are being taken advantage of where possible, such as the Moodyville development.

The presenters departed and were thanked by the committee.

5.0 PLAY – EMBRACING SPACE FOR YOUNG PEOPLE IN THE CITY

Speaker was unable to attend and the presentation was deferred to the next meeting.

6.0 ITC – ROSTER OF PROJECTS WORKSHEET

Refer to the Agenda Package for latest updates on City projects.

Q: Marine Drive – Mackay Creek Bridge Project – Will that be coming to ITC? **A:** Daniel responded that that depends on if there is a desire on the part of the Project Manager. Daniel further explained the difference between development related (private) projects and capital projects. Project Managers of capital infrastructure projects approach projects from an asset management perspective and may be less inclined to seek committee input.

7.0 TRANSPORTATION EVENTS – MEMBER UPDATE

Upcoming Events:

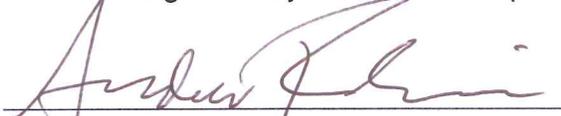
- Bike to Work Week – May 28-June 3, 2018
- Harry Jerome Field Trip – May 15, 2018

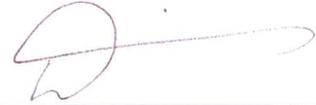
8.0 ANY OTHER BUSINESS

- Transportation Studies: Daniel explained that the collection and correlation of data etc. is project specific, measuring the level of service, i.e. how many cars can a signal clear, versus speed.
 - Tool 1 - High Level Regional model looks at peak and midday traffic flow, which is calibrated based on volume (vs. travel time). Area specific model breaks down to various zones, i.e. the North Shore has 900 zones.
 - Tool 2 – Traffic Counters performed by traffic signals and on ground detectors.
 - Tool 3 – Counting by hand where staff member goes out and does a manual count at one spot for a finite period of time.
- LGH UCU Development Update: Andrew reported that contact is planning on presenting to ITC in the future.
- Other Field Trip: Group indicated general interest in a 2nd field trip in late summer/early fall to make up for not having one last year.
 - *Agenda item for next month – Daniel requested that people send in ideas of where they would like to go so a decision can be made next month.*
- June meeting date – doodle poll potential dates: last week of May, or 2nd week of June or another day of the week (Thursday).

9.0 ADJOURNMENT

The meeting was adjourned at 8:56 pm.


Andrew Robinson, Chair


For Leah Nyhus, Administrative Assistant