

**City of North Vancouver**  
**INTEGRATED TRANSPORTATION COMMITTEE**

**City Hall, Conference Room 'B'**  
**141 West 14<sup>th</sup> Street, North Vancouver**

**Wednesday, May 9, 2012 at 6:00pm**

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**M I N U T E S**

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- Present:** Craig Keating (until 7:55pm)  
Eugenio Berti  
Heather Drugge  
Ian Williams  
Melina Scholefield (Chair)  
Raj Janjua  
Robert Glover  
Marcus Siu (until 8:05pm)
- Guests:** Farouk Babul, Development Manager, Concert Properties  
Lisa Lock, VP Development, Concert Properties  
Peter Joyce, Principal, Bunt & Associates Engineering  
Bruce Hemstock, Principal, PWL Partnership
- Staff:** Clare Husk, Committee Clerk  
Daniel Watson, Transportation Planner  
Dragana Mitic, Assistant City Engineer - Transportation
- Apologies:** Scott Robarts  
Jeanette O'Brien  
Cpl Marlene Morton  
Kathleen Callow

Quorum 5

0360-20-ITC

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**1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM MARCH & APRIL**  
The meeting was called to order by Ms. Scholefield at 6:07pm.

The agenda was approved as presented. The adoption of the minutes was deferred to the next meeting.

**2.0 BUSINESS ARISING**  
No outstanding business arising

### 3.0 HARBOURSIDE OCP AMENDMENT (OPTION E) - DELEGATION

Lisa Lock, Concert Properties, presented on the history of the proposal.

- Process commenced December 2009.
- Area is four lots currently zoned for office & commercial
- Weak demand for commercial
- City initiated the Land Use policy study.
- Aiming for an OCP amendment prior to the rezoning applications
- Harbourside Waterfront Policy went to Council in January 2012

Bruce Hemstock, PWL Partnership, presented on the proposal

- Mixed use including residential (market, rental and seniors housing) and commercial. No industrial.
- Connections to rest of North Vancouver, e.g. Spirit Trail to Park Royal and Lonsdale Quay.
- Envision hotels, water taxis, condominiums, pedestrian connections (including a possible Seaspans connection.)

Peter Joyce, Bunt & Associates Engineering presented on traffic and transportation

- Existing - Car dominated transportation and limited transit
- Existing - No direct pedestrian/cycle connection to Lonsdale
- Existing - Minimal TDM (travel options / travel behaviour)
- Existing - Imbalanced vehicle flows, 80% of the people arriving via car. Employment based community, majority travel at peak time
- Current zoning puts added pressure on local road network
- Residential traffic generates  $\frac{1}{5}$ <sup>th</sup> of the traffic compared to same size commercial space, and reverse traffic flow patterns
- Parking, aiming for 1800 parking spaces, mix of residential and commercial, all contained in the development parcels
- Collaborate with City to better manage existing on street & off street parking, e.g. some of the private lots are not fully utilised.
- Committed to subsidized transit shuttle service
- Ferry float (in front of hotel site) for water taxi service to Quay or downtown
- Intersection improvements, believes pressure on Marine Drive Corridor can be alleviated with lane and traffic control changes
- Committed to greenway and bikeway connections
- Bewicke Avenue and rail crossing improvements, better pedestrian bike connection on the west side of the bridge.
- Projection for traffic (with TDM changes) would generate no more/slightly less vehicle traffic than now.

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

**Q:** How many will be moving to that area. **A:** 700-800 units. Depending on demographics will be 1.5 to 1.7 persons per unit.

**Q:** Have TransLink provide improved bus service. **A:** Have had discussions with Travel Smart. Also looking at other options such as shuttles, car shares, etc. to augment the existing service. This will eventually lead to demand for more transit service.

**Q:** Concern expressed about residential parking (without enough parking it could move onto nearby streets.) **A:** Parking one parking stall per unit, less than City bylaw of 1.2 per unit (including visitors parking.) Will be investigating mixed use (e.g. residential occupants use the commercial spaces in the evening). Could also investigate on street parking restrictions (opportunity for off-street parking or even angle parking.)

**Q:** Has there been a traffic study looking at the Marine Drive intersections and fell, proposed a number of improvements to that intersection, the trip generation based on the TDM plan you have here? **A:** Looking to achieve reductions to new and existing employers in the area. Using the TDM measures we described. Site is benefitting from being off Marine Drive, e.g. First Street to Taylor way, there is a distribution system there. Most challenging part of marine drive is McKay to Fell.

**Q:** Are there options for underground parking? **A:** It does require tanking but can go down two levels.

**Q:** How long would the shuttle bus continue. What is the subsidy? Would that come from condo fees? **A:** The shuttle pricing is about \$80k annually. We are not able to charge it to users, as that contravenes TransLink tariffs, therefore it will be free to users. The City can enforce it so that the shuttle is not an ambiguous as part of the rezoning, etc. Will have to plan what should be in place for when the shuttle is no longer required, e.g. Spirit Trail and/or TransLink service.

**Q:** Bewicke crossing will have a new crossing create noise issues (train whistles) **A:** Concert are proposing to add safety features for that crossing. Should be able to add anti-whistling bylaw for that crossing as it will have a ramp.

#### **Discussion/Comments from the Committee included**

- Floor Space Ration (FSR) and density
- Parking on street restrictions
- Local community amenities, e.g. daycares and play spaces, as well as retail (e.g. food stores) in order to support reduced need to travel away from site to meet these kinds of day-to-day needs
- Projected increase in staffing at Seaspan means a walking/cycling connection to site amenities might be beneficial
- Quality of pedestrian/cyclist experience from site along Bewicke/Fell to Marine important so pedestrians and cyclists are encouraged to access Marine corridor amenities and transit services.

*Delegation left the meeting.  
Councillor Keating left the meeting*

## Resolution

THAT the Integrated Transportation Committee has reviewed the revised Harbourside OCP Amendment (scenario E, with 0.7 FSR Commercial and 1.5 FSR residential land uses,) and supports the concept.

In addition, the Integrated Transportation Committee recommends that the applicant work with the City to incorporate the following considerations:

1. To review the parking management strategy in the area as a whole, including creative sharing of parking spaces with both the new and existing buildings;
2. And to support the City's greenhouse gas reduction objectives, the parking on site should include both public and private electric vehicle charging facilities;
3. And that the applicant pursue aggressive use of transportation demand measures, and that they consider providing a bike-sharing system to serve the site. Consideration should be given to how such a bike share system could connect with potential bike-share facilities at Lonsdale Quay and/or Park Royal.
4. And that the Committee recommends that applicant work with Seaspan to create a publically accessible pedestrian/cyclist connection.
5. And that the Committee feels the shuttle concern has not been adequately resolved and would like the applicant to assure the City that the shuttle is to be an essential part of the proposal, and that the applicant will continue to fund the shuttle until such time as the Spirit Trail connection east to Lonsdale Quay is complete, and that viable alternative public transit service is provided to the area.
6. And that the applicant work with the City to enhance the safety, comfort, convenience and quality of pedestrians and cyclists facilities along Fell, Bewicke and Mackay, between the site and Marine Drive in order to support access to more frequent Transit and the shops and services along Marine Drive;
7. And to improve the rail crossing safety for all transportation modes at the Bewicke crossing.
8. And that the applicant provide intersection enhancements at Fell & Marine, and Bewicke & Marine, that will accommodate anticipated demand of all modes of transportation; and where added vehicle capacity is required, special attention should be paid to preserving or enhancing the quality of the pedestrian/bike facilities and the quality of streetscaping.

**Unanimous**

*There was a short break for ten minutes.*

#### 4.0 BOULEVARD CRESCENT/LYNN VALLEY ROAD UNDERPASS

Committee discussed the options of this major route between Lynn Valley and Lower Lonsdale:

*Mr. Sui left the meeting at 8:05pm*

##### Boulevard Crescent

- Liked option C as it provides a modest parking supply to meet the modest demand while providing the best quality cycling facility and a right turn lane that enhances vehicle access to the highway and that will help reduce queues at the highway on/off ramp intersection.
- Disliked option D as the shared path, at 2.5 m, has inadequate width for safe, shared pedestrian and cyclist travel. This is particularly a concern as the demand for travel on this route has short, but high use periods to serve travel to and from the Sutherland High School
- The commuters cyclists often prefer a direct, convenient, non-circuitous route; commuter cyclists will often choose to travel up and down East Grand Boulevard as a preferred route even though West Grand Boulevard is the designated bike route
- Would make sense to extend bike route along 19<sup>th</sup> and along Sutherland as an additional alternative for cyclists who prefer a less busy route. This alternative, however, may not be direct enough for more commuter cyclist who prefer the shortest route and should therefore not necessarily replace a safe, comfortable and convenient bike facility on Boulevard Crescent itself.
- Marked sharrow lanes (such as on Capilano Road or West 13<sup>th</sup>) were generally supported

##### Interchange

- Question about whether it is possible to put a link (underground tunnel) at the interchange (at the shorter access) to eliminate the pedestrian crossing at the interchange.

##### **Resolution**

**THAT** the Integrated Transportation Committee supports the Lynn Valley Road/Boulevard Crescent improvements as presented, including Option C in the Boulevard Crescent area.

**Carried**  
**5 in favour**  
**1 against**

The Committee noted that there is still a safety issue with the Morgan road access onto Lynn Valley Road, and recommended that the District be urged to continue to investigate the traffic conflict.

## 5.0 UPCOMING TRANSPORTATION PROJECTS

### Resident Exempt Parking

The City is looking at ways to improve the way on-street parking is handled in busy areas. A public process will commence in the summer with the aim of creating a revised on-street resident parking policy. This will come to the Committee for either the June or July meeting.

### East Keith Road Lane Markings

District held a second Open House in late April. No decision has been made as yet.

## 6.0 TRANSPORTATION EVENTS (MEMBERS UPDATE)

Deferred to next meeting.

## 7.0 ANY OTHER BUSINESS

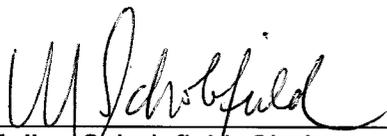
### Lower Lynn Interchanges Community Working Group

Mr. Williams reported that the District advised they are looking for community input into the Fern Street / Seylynn Area. The committee suggested that the information be shared with the North Shore chapter of the Vancouver Area Cycling Coalition.

Remaining item on the agenda to be carried over to the June meeting.

## ADJOURNMENT

There being no further business, the meeting adjourned at 8:41pm

  
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Melina Scholefield, Chair

  
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Clare Husk, Committee Clerk

## DATE OF NEXT MEETING

The date of the next meeting is Wednesday 6 June 2012 at 6:00pm at the City Hall, Venue will be Conference Room A.