

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, November 4, 2015 at 6:00 pm

MINUTES

Present: Alex Boston (Chair)
Ann McAlister
Brian Polydore
Cam McLeod
Christie Sacré
Heather Drugge
Melina Scholefield
Pam Bookham (Councillor)
Pam Horton
Raj Janjua
Robert Glover

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

Presenters: Adolfo Majano, Transportation Planning Engineer
Chris Wilkinson, Planner 1
Lisa Parker, Planner 2 (Parks & Greenways)

Carman Kwan, Architect, Hearth Architectural Inc.
Jan Voss, President, Creative Transportation Solutions

Apologies: Gary Goller
Kathleen Callow
Marcus Siu

Quorum 5

0360-20-ITC

1.0 CALL TO ORDER, OPENING COMMENTS

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

A minor amendment to the agenda was suggested: that discussion of the November/December meeting agendas be moved to just after the Green Necklace item, prior to the break.

This was agreed to via unanimous consent.

2.0 ADOPTION OF MINUTES

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, October 7, 2015 be adopted.

3.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

4.0 GREEN NECKLACE AT KEITH AND GRAND BOULEVARD

Lisa Parker and Adolfo Majano were introduced. The Chair reiterated that this item is for informational purposes.

L. Parker commenced the presentation on the Green Necklace Concept Plan, illustrating the next steps in the development of the Green Necklace along East Keith Road and Grand Boulevard. Initial feedback on the concepts is being sought.

This trail builds on a key component of the 1907 town plan, originally envisioned as “a recreational loop for health and enjoyment”. It is intended to integrate with the City’s planned bike routes.

The City is constructing the draft design principles, which will guide the decision making process for this project.

A. Majano illustrated various concept designs, noting some of the City’s limitations.

Overall the feedback received at the First Open House on October 20 was detailed and positive. The neighbourhood saw the project as an opportunity to calm traffic and improve the pedestrian experience, addressing some existing traffic issues. There was support for the addition of trees and lighting at intersections. Concerns included speeding and parking retention.

Next steps include further consultation and personalized engagement with stakeholders. A second open house will occur in early 2016, with anticipated construction in the summer/fall of 2016.

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

- Consideration of wider paths
- Beware of placing trees too close to the path – you lose the ability to alter path width in the future
- Consideration of excluding some vehicular traffic on West Grand Boulevard in exchange for bike lanes

Staff clarification: one of the priorities is to not remove any existing uses. The City is not looking to remove any component; rather, we want to find a way to integrate changes into existing plans.

- Keith and Grand Boulevard is a very difficult intersection; needs attention

Staff clarification: the City is very aware of the complexity of this intersection. We are currently looking at multiple concepts.

- Enforcement of single direction use will be difficult; people will ultimately ride where they are comfortable
- In considering treatment of the centre path on Grand Blvd (i.e. to pave or not to pave), think carefully about how the stormwater will be managed
- Any new lighting must not affect residents homes (i.e. light pollution); illumination of the path for safety purposes is reasonable but consider lower level lighting

- The paths that lead to these new proposed paths are also important; if they make sense to people, they will be used properly
- Intersections can be problematic for the “wrong way” cyclist (drivers not expecting them to be there)
- Consider paving the centre path to improve accessibility for those using mobility aids

Staff clarification: public opinion on whether or not to pave the centre path was essentially split 50% for, 50% against. The City is looking at how to accommodate this. Stormwater management is certainly a component in this project.

- Lots of pedestrians cross West Grand Boulevard at 8th and 9th Streets; how will pedestrians move across bike lanes?
- Good to spend time on the design principles; the Green Necklace at Jones is unfortunately not an improvement for the commuter cyclist; critical that you don't compromise the existing route
- The project could benefit from clear objectives as well as enhanced design guidelines
- A critical design principle is adaptive management
- Good connectivity to other greenways and biking routes will be crucial
- Good connectivity is crucial, particularly around key destinations such as schools, playing fields, the Queensbury commercial strip, and Lynn Valley
- Be careful not to compromise future opportunities
- Focus on all intersections important
- A key element should be not compromising the safety of commuter cyclists at intersections
- Look at literature for standards for this type of multi-use path (e.g. minimum width for safe passing, etc.)
- Signage will be important in terms of enforcement
- Serpentine routes can be useful for slowing bike traffic

L. Parker and A. Majano thanked the Committee for their feedback.

5.0 NOVEMBER/DECEMBER MEETING AGENDAS

The City would like the Committee's feedback on several time sensitive items. An extraordinary meeting in November would allow this.

Committee members were generally amenable to this.

ACTION: Committee Clerk to canvas members for availability for an extraordinary meeting on Wednesday, November 25.

The Committee recessed at 7:20pm and reconvened at 7:30pm with the same members present.

6.0 362 / 368 EAST 3RD STREET

Chris Wilkinson from the City's Community Development Department introduced this item, the consolidation and rezoning of existing parcels at 362 and 368 East 3rd Street, to allow for construction of a market rental building. With a total of 40 units, a significant parking variance is being sought. Nine parking stalls are being proposed, as well as 60 units of secure biking storage. Tonight staff and developers would appreciate input regarding the proposed parking variance and TDM (Transportation Demand Management) strategy.

Ms. Carman Kwan and Mr. Jan Voss gave their presentation on this project.

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

- Area of parking reviewed seems quite large, when only that immediate block would be impacted; numbers being skewed by blending in other blocks that might generally have more available parking

Clarification: at this particular site, the east-west blocks are very long, so the numbers do represent an elongated study.

- With such a constrained parking environment, you'll need an adequate loading area
- Consideration of electronic bike share

- Purchase of a carshare vehicle a great idea
- Concern re: the relationship of the amenity space at the front with the street front
- Addition of a bus shelter a great idea

Raj Janjua left the meeting at 8:05pm.

Brian Polydore left the meeting at 8:15pm.

- Consider that eventually, all on-street parking on 3rd could potentially be removed to accommodate higher volumes of vehicles; how might that impact this site?

Clarification: MODO Car Co-op has confirmed purchase of a second car for this area. Other TDM strategies could also be developed in this area. Feel comfortable that we can accommodate all parking needs on this site.

- Is the savings to the developer, in not having to complete ground excavation, significant?

Clarification: yes, it can be. However, this particular site has what is called a “negative grade”, making it very difficult to create an underground parkade. A huge amount of floor space would be lost in ramping and circulation. Direct entrance to a parking lot from East 3rd is not an option. Furthermore, if two levels of concrete were built to accommodate the building code, this would make the project nonviable as a market rental (as opposed to a strata lot).

- Can the City receive payment in lieu of parking?

Clarification: that opportunity does exist, but we would need to confirm to see if this lot falls within that area.

- Consideration that some profit from this project be shared with the City as a reserve, to start to address the collective impact of this kind of development; if this project is allowed to proceed, more will follow, and the available parking referred to tonight will no longer be available

- How will you ensure that these rentals will go to those families they are intended for, and at appropriate rates?

Clarification: The Housing Policy will provide for some nonmarket rental rates; that discussion is on the table.

- What is the mechanism by which the developer will be obligated to fulfill promises and commitments made to the City?

Clarification: A Section 19 covenant would secure those commitments. This would be presented to Council as part of the application. The developer would have a legal responsibility to comply.

- Consider combining some of the smaller units to create additional 3 bedroom units

Pam Horton left the meeting at 8:30pm.

- Consider shifting recycling and waste management from one side to the other
- A growing number of small vehicles; could potentially accommodate some motorbike/scooter parking along the eastern side, adjacent to the storage
- Consider installing some charging stations for electronic vehicles in the parking stalls

Christie Sacré left the meeting at 8:50pm.

- Not sure we have adequate policy in the City right now that allows us to allow a fairly radical reduction in parking requirements due to TDM strategy; in the absence of that policy, we are essentially providing ad hoc approval to such developments. Very wary of the precedent we might be setting

Discussion ensued. Acceptance of the following resolution was regularly moved and seconded:

THAT the Integrated Transportation Committee, having reviewed the proposal for 362 / 368 East 3rd, supports the concept but feels the following must be addressed:

- Improve variation of bikes in the bike share, including consideration of electric bikes;
- Improve car share membership terms,
- Consider motorbike and scooter parking spaces;
- Consider fewer units to reduce parking space demand;
- Improve pedestrian/cyclist access to and from the laneway;
- Include electric vehicle (EV) charging for vehicles including consideration for motorbike and scooter parking spaces;
- Ensure there is a designated on-street loading zone at times determined by the City.

The Integrated Transportation Committee would like to see these elements addressed and return to the Committee, and include an updated analysis on parking occupancy within one block either side of the proposed development.

Five members voted affirmative, with one opposed. The motion carried.

Ms. Kwan and Mr. Voss thanked the group for their feedback.

7.0 STAFF UPDATE

There will be an Open House on Tuesday, December 1 for the Bewicke Greenway, Copping Street to Marine Drive.

The TransLink survey deadline is November 6.

Membership eligibility of current Committee members was reviewed. This Committee has four members who have completed two terms and as such will be ineligible to continue after the end of January 2016. The City Clerk's Department is currently advertising for new members and will also be contacting current members by mid-November to confirm their interest in continuing.

Cam McLeod left the meeting at 9:05pm.

8.0 TRANSPORTATION EVENTS – MEMBER UPDATE

None.

9.0 ANY OTHER BUSINESS & CORRESPONDENCE

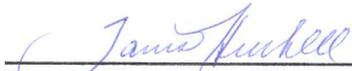
None.

10.0 ADJOURNMENT

There being no further business, the meeting adjourned at 9:10 p.m.



Alex Boston, Chair



Tanis Huckell, Committee Clerk