

City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE

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

Wednesday, November 6, 2013 at 6:00pm

MINUTES

Present: Alex Boston
Eugenio Berti
Heather Drugge
Ian Williams (until 7:10pm)
Melina Scholefield
Raj Janjua
Robert Glover

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

Presenter: Heather Reinhold, Manager, Waterfront Projects

Quorum 6

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM September 2013

The meeting was called to order by Melina Scholefield at 6:10pm with a quorum present.

The Compass Card item was deferred to December.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, September 4, 2013 be adopted

2.0 BUSINESS ARISING

No business arising.

3.0 FOOT OF LONSDALE

Staff introduced the proposed Plaza and building project. The Committee's input is being sought on the options Active Transportation, Loading and Unloading at the Washington Marine group entrance and the Spirit Trail alignment

Heather Reinhold, Manager, Waterfront Project, Office of the CAO, gave an overview of the site and Presentation House Gallery project

- It is an upland and waterfront lot. Zoning Amendments being asked, change of use and height
- Subsurface works are required because the original concrete ferry dock terminal was built in the 1930s and has reached the end of its life. The deck will be removed and a new shoreline created with seismic improvements.
- The PGE Station will be moved offsite during the remediation process.
- The project, which started in 2010, is now in the design phase.
- The design includes pedestrian improvements at Carrie Cates Court with a Right of Way across the Washington Marine Group property and continuation of the Spirit Trail.

Guiding Principals

- Retaining view corridor of Lonsdale Corridor, therefore deliberate placing of the Presentation House Gallery (PHG).
- Spirit Trail alignment, twin bridge into shipyard site.
- Feature area foot of Lonsdale corridor, and street trees
- There will be internal bike stalls and covered and open outside bike racks.

Options for Public & Feature Space

- 7 metre pathway along Spirit Trail for pedestrian traffic – propose lower walkway – wooden bench.
- Mega Bench or pedestrian walkway jutting out over water
- Pacific Great Eastern (PGE) Railway Station Building on the deck
- Street edge – long bench with breaks, tour bus drop off

Parking

- There will be 15 parking stalls located offsite. A transportation analysis has been done in respect of the removal of the existing 38 parking spaces. The existing parking in the area is not easy to find so way finding will be improved.
- Currently inventory of current parking, topography and walkability of current parking taken into account
- Parking capacity within walking distance considered
- Proposed development has highest demand for weeknights and weekends
- Parking Management Strategy: inventory of facilities and signage program, way finding, coordinating with all Lower Lonsdale property owners. Considering transit passes with events? Expect high transit use including SeaBus use.

Loading/WMG access

- Washington Marine Group owns their dock and water space.
- Two options explored:

- 1) Separate entrance for Washington Marine Group to access their parking lot, Presentation house gallery exhibits and loading (e.g. 24 times a year) shared use with spirit trail, and Tour bus location being retained, and commercial retail loading on the road
- 2) Shift shared driveway and Presentation House Gallery loading and Spirit trail and Tour bus location being retained and retail loading on the road

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

- Parking, will that be dependent on ICBC, and if so are there late night parking issues? **A:** ICBC no longer have gates that close late at night. The City is looking to gain parking at Site 8 (under covenant to the Quay).
- How many bike stalls for public? **A:** 6 secured bike stalls for employee, 12 clothing lockers, 1 shower and 12 public bike stalls (that last one could be increased).
- How does this interface with the broader visioning of the area. How does the net volume of the traffic (foot, bike, car, bus) change? **A:** The City is undertaking a visioning process for the Central Waterfront Area. The Foot of Lonsdale is advanced but is being undertaken in tandem with the visioning process.
- What about shipbuilders square? **A:** still retained. Highly programed for farmers market, concerts etc. This is less programed, more of a transitioned space.
- Vehicles loading – will they be blocking the Spirit Trail? **A:** No, the Spirit Trail's width is 8 to 10 meters. If loading to Presentation House Gallery it will only be blocking a portion of the Spirit Trail
- Will the trucks need to have covered access or secured access? **A:** There will be a small overhang to the building. Can pull underneath for dry access
- Will there be separation of pedestrians and cyclists? **A:** Referred to the map, showed the wide corridors, some are bike or pedestrian priority. Bikes not encouraged in front of the Carrie Cates intersection.
- Will there be bikes in front of loading area? **A:** No, pedestrians will be, bikes encouraged to go down past Presentation House Gallery
- Is there enough space in front of loading zone? **A:** Yes, 3 meters in front.
- Is there any facility to allow for self-propelled water transport? **A:** No, it can only be motorised boats in the inner harbour, no self-propelled boats between the two bridges. Currents from wave action and SeaBus would require a huge breakwater.
- I sense there is significant potential for conflict bikes and pedestrians. To what extent are you encouraging cyclists to take the northern route? **A:** With alignments, clearway finding, and pavement textures. The Spirit Trail is aimed at the recreational cyclist, family cyclists, and novices. The faster cyclists will want to keep to the road.
- Have you considered using the Coal Harbour model with separated bikes on Spirit Trail? **A:** Yes, but this is a constrained site, and cannot make the water access area bike only. Could do a tree boulevard - pedestrians have a defined space.

Mr. Williams left the meeting at 7:10pm

Resolution discussion

- Still in conceptual planning, resolution has to reflect that.
- Vulnerability of the infrastructure at 4.5 meters, sea level rise, wary of the height. **A:** a challenging site in terms of gaining height and the existing grades around it.
- PGE station, a 4th transportation option, under one of the options, it is included, on the deck. No preferred alternative location. It will have to be taken out of its context, concerns me as we have a piece of north van transportation history. Public given option of harbour garden option or this option. Therefore would this committee wish to consider this piece of transportation history?
- PGE was originally ticketing station was about the 100 block of Lonsdale. Was originally on piles, when the train closed down it was used for a variety of things, moved to Mahon Park, and now moved back to Foot of Lonsdale. City proposing café or small scale restaurant? Or asking if people want it demolished or moving it elsewhere (if so, where).

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

- On the upper portion of the southern part of the Presentation House Gallery bit, make the bike space narrower, and the pedestrian space wider.
- Ensure the uses and design are integrated into the Lower Lonsdale visioning process
- Not the right location for the PGE, takes away from the open space.
- Substantially more bike parking spaces required.
- A treatment to help distinguish areas for bikes and pedestrians. (Especially as it is a route for commuter cyclists to get from west to east.)
- Support keeping PGE close to its historical roots

RESOLUTION

THAT the Integrated Transportation Committee has reviewed the Foot of Lonsdale proposal and, although supporting the concept, feels the following issues need to be addressed:

Encourage consideration to the vulnerability of transportation infrastructure, gathering spaces, and institutional space to flooding overland and from Burrard inlet;

Ensure the transportation network and parking infrastructure (for cyclists and vehicles) effectively integrates into the broader lower Lonsdale visioning process and that the designs complement and reflect nearby developments and uses;

Develop further measures to reduce pedestrian-cyclist conflict, potentially through different routing and separated bike and pedestrian facilities, in the

east-west waterfront section of the Spirit Trail and at the Carrie Cates transition to the north-south portion of the Spirit Trail;

Consider a substantial covered bike parking area to support Presentation House Gallery, plus programming and activities on the waterfront and at the plaza;

Ensure that there is good way finding for the commuter cyclists to bypass the recreational facilities east-west;

AND THAT the Committee recommends adoption of the Washington Marine Group access scenario that provides a separate access driveway west of the Spirit Trail, as opposed to integrated with the Spirit Trail;

AND THAT the Committee supports the design concept that includes pedestrian priority access area along the full east-west length of the waterfront, and wishes the developer consider allocating more space to the pedestrians along the waterfront;

AND THAT the Committee supports the incorporation of the PGE Station within the foot of Lonsdale or Waterfront precinct.

Unanimous

4.0 ITC TERMS OF REFERENCE AMENDMENT

Whereas, the quorum of the Integrated Transportation Committee is set at 50% of the voting membership plus one:

Whereas, Other City Committees have a quorum set at 50% or fewer; now therefore be it

Resolved, That the Integrated Transportation Committee recommend to Council that the Integrated Transportation Committee quorum be set at 50% of the voting membership

And That the number of the Committee voting members be increased to ten voting members.

Unanimous

5.0 CITY PROJECTS

Triple A Bike Facilities: staff report went to Council. Staff to view key north south, east west routes. This will come to ITC in the near future.

Bike/Pedestrian Bridge on Bewicke: now got the funding for a bike/pedestrian bridge. Will be next to the new vehicular bridge on Copping. Construction starting next week.

Resident Parking:

- Moving forward with implementation, consulted five blocks to see if they want Resident Only Parking, two want Resident Parking Only on one side of the block, 300 block of 14th.
- Meters going in by the Hospital frontages. They were turned on today. More info at link www.cnv.org/RVPP

Forbes: Between Esplanade and West 3rd, sidewalks installed and grinding down road, weather windows permitting hope to complete by end of the year.

Boulevard Crescent:

- Start construction later this month, curb work to be done this year.
- District have applied for their section of Lynn Valley Road to Williams Avenue for 2015 to be funded by TransLink.
- MOTI under the overpass, 90% design done, but looking for additional lane to move cars to the interchange.

City TDM Staff Hire

- Hired TDM person, looking at safe routes to schools.
- Surveying parents about transportation.
- Developing a corporate TDM strategy.
- Community outreach with other businesses to help them organise their outreach strategies.

Break from 7:55 to 8:15pm

6.0 TRANSPORTATION EVENTS (Member Update)

Bike to Work Week – successfully undertaken

Chair expressed appreciation on behalf of the Committee to City staff and those at the City of Vancouver for the Active Transportation Field Trip.

7.0 ANY OTHER BUSINESS

Low Level Road

Project has now completed 90% of excavation and earthworks. Now moved to the west end where the Low Level Road meets Esplanade. Train tracks moved and temporary road built, before building road in the permanent location. Project on schedule.

Regional Transportation Strategy

TransLink board undertaking more public consultation in the New Year.

City Parking Issue

The Chair noted that she may be in conflict of interest regarding this topic and handed the meeting over to the Vice-Chair.

After a brief discussion it was decided to defer this topic to the next meeting.

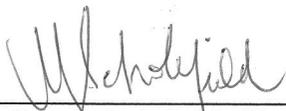
Ms. Schofield assumed the Chair.

The Chair suggested inviting former City of Vancouver transportation planner who worked on parking projects to meet with the committee in the New Year.

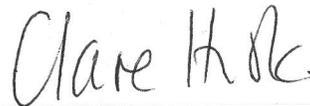
Action: Chair

8.0 ADJOURNMENT

There being no further business, the meeting was adjourned at 8:52pm



Melina Schofield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 4, December 2013 at 6:30pm in Conference Room A, City Hall.