

AGENDA

Committee of the Whole

Monday, September 30, 2013

7:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

7:00 p.m.
Monday, September 30, 2013
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. September 30, 2013 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the September 30, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. September 16, 2013 Committee of the Whole p. 7-10

Recommendation:

THAT the minutes of the September 16, 2013 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Marine Drive Corridor Planning p. 13-18 File No.

Recommendation:

THAT it be recommended to Council:

THAT Council confirm the proposed approach to implementing existing transportation and land use plans for Marine Drive such that upcoming development proposals may include:

- Parking pockets in the sidewalk design, where they fit;
- Land acquisition for laneways and transit lane extension; and
- Consideration of variances in the requirement for commercial use on the ground-level in the Central Marine Drive area.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the September 30, 2013 Committee of the Whole rise and report.

MINUTES

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 7:09 p.m. on Monday, September 16, 2013 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor R. Hicks
Councillor M. Little
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor D. MacKay-Dunn

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. J. Gordon, Manager – Administrative Services
Ms. E. Geddes, Section Manager – Transportation
Ms. T. Smith, Transportation Planner
Ms. L. Brick, Confidential Council Clerk

Staff advised that the recording system in the Committee Room has been upgraded to provide a higher quality product for viewing on the internet.

1. ADOPTION OF THE AGENDA

1.1. September 16, 2013 Committee of the Whole Agenda

**MOVED by Councillor LITTLE
SECONDED by Councillor MURI**

THAT the agenda for the September 16, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. July 8, 2013 Committee of the Whole

**MOVED by Councillor MURI
SECONDED by Councillor LITTLE**

THAT the minutes of the July 8, 2013 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2013 Transportation Investments & 2014 Transportation Priorities

File No. 16.8620.01/001.000

Ms. Erica Geddes, Section Manager – Transportation, provided an overview of the top priority projects identified in the 2012 Transportation Plan and reviewed the work completed in 2013. Council discussed the Marine Drive transportation and streetscape design; commenting on the need for increased planning for parking for Marine Drive. Staff noted that this item will be coming forward to Council in the near future.

Staff reviewed the 2013 Transportation Projects:

- Mt. Seymour Parkway widening for bike lanes – staff commented that the benefits have not yet been realized as Phase 2 has not yet been built, staff noted that there have been some issues with grants and the work is being designed so that it does not encroach on reserve lands and they are addressing landscaping issues;
- 29th Street & William Avenue curb bulges – staff advised that the project was postponed in 2012 and may be brought forward for completion in 2014. Council discussed the option of leaving this intersection in a temporary condition until 2014 and the possibility of creating a cut-through for bicycles.
- Speed Reader Boards – staff advised that the preliminary data indicates they have been effective at reducing speed where they have been installed. ICBC is currently compiling the results and the full report will be available in the future.

Council requested further information regarding the Metro Vancouver watermain project on Capilano Road; staff advised that a link can be provided from the District's web page to the Metro Vancouver project information site.

Council discussed overgrown hedges on sidewalks and roadways where the hedges are creating hazardous conditions. Staff confirmed that the current policy is to respond to residential complaints regarding hedges and notify residents of the requirement to maintain their hedges.

Council discussed the Panorama Drive parking restrictions, staff advised that parking restrictions have been in effect for a few months and they will be meeting with residents to review the results of the implemented changes.

Ms. Geddes reviewed the proposed capital projects for 2014, understanding that these projects will still need to be considered along with all other capital submissions as part of the District's regular process:

- Road projects for submission include the Philip Overpass, rail crossing upgrades and the widening and replacement of the Keith Road bridge;
- Cycling projects proposed for 2014 include Mountain Highway at Arborlynn to permit cycling on sidewalks, as well as signs and markings in various locations in the District;

- Key pedestrian and traffic calming projects to be brought forward for consideration in 2014 include Fullerton Avenue traffic calming plan and the Spirit Trail Central Section; and,

Councillor LITTLE left the meeting at 7:59 pm and returned at 8:03 pm.

- Street lights including improved pedestrian street light infrastructure at Kirkstone and Rufus and three new street lights on East 27th Street.

Council noted that it would be beneficial to look at opportunities to introduce a second travel lane through the Lynn Valley interchange as part of the Lynn Valley bike lane project. Ms. Geddes advised that staff intend to meet with Ministry of Transportation to explore the feasibility of this project.

Ms. Geddes noted that staff will report back to Council on Spirit Trail planning. Council discussed an interest in being engaged in a hands-on manner, including looking at routing to Deep Cove and considering routing options on Dollarton.

Council discussed renaming options of the interchange when Fern Street is closed; staff informed Council that the Ministry has indicated a preference that it be named "Lillooet Road".

In conclusion staff advised that other possible 2014 activities will also include:

- Community education partnerships;
- School safety study (1 or 2 new schools);
- Deep Cove parking and circulation study;
- Parking wayfinding study;
- Review of transportation data;
- Upper Mountain Highway before/after parking study; and,
- Bus shelter contract renewal.

Council discussed interest in information about how new Broadview signal will function.

MOVED by Councillor MURI
SECONDED by Councillor BASSAM
 THAT it be recommended to Council:

THAT the September 5, 2013 memo of the Section Manager – Transportation be received for information.

CARRIED

4. PUBLIC INPUT

4.1 Mr. Corrie Kost, 2800 Block Colwood Drive:

- Commented 2013/2014 summary of project costs;
- Expressed concern regarding the bike lanes; and,
- Requested staff raise the speed limit on Capilano Road.

4.2 Mr. Rod Marining, 1200 Block East Keith Road

- Requested the public be provided opportunities for involvement of transportation planning for the Seymour OCP; and,
- Expressed concern regarding a proposed off ramp that may be considered by the Ministry of Transportation and Infrastructure, from Highway 1 to Brooksbank Avenue at the bottom of the Cut.

5. RISE AND REPORT

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the September 16, 2013 Committee of the Whole rise and report.

CARRIED
(8:20 pm)

Mayor

Municipal Clerk

REPORTS

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Briefing Note Marine Drive Corridor Planning

September 18, 2013

The Marine Drive Improvement Strategy, including the re-zoning to C9, was adopted by Council in 2007. Since then Marine Drive has experienced more change than any other area of the District. This briefing note follows up on the April 22nd Council workshop discussion of land use and transportation successes and challenges experienced since adoption of the Marine Drive strategy.

The September 30th session is intended as a follow-up discussion **to confirm the land use and transportation approach** and better inform the detailed implementation of existing Marine Drive plans.

There is no need to undertake a significant planning process at this time, however several initiatives are recommended to better achieve objectives within this important land use and transportation corridor.

Characteristics of Successful Shopping Districts

Successful shopping districts are normally limited to 3 or 4 blocks in length and are well-defined visually as a “place” having a distinctive character. An attractive streetscape with pedestrian amenities and attractions with enough surrounding population to generate sufficient walk-in business to support the retail shops and services are essential conditions. Finally, most will have on-street parking, which is highly beneficial to or supportive of local serving retail.

There are numerous examples of transportation corridors throughout the North Shore and elsewhere that are punctuated at intervals with concentrations of retail (see table). Marine Drive is beginning to evolve this way with mixed use nodes emerging in the Pemberton and Capilano/Marine Drive areas.

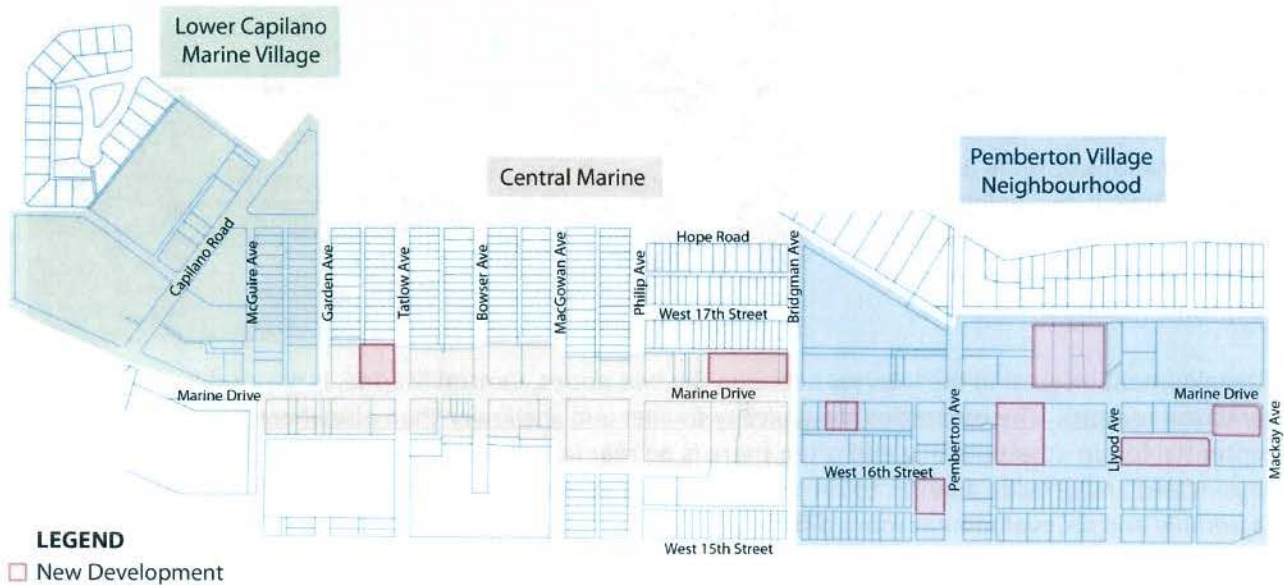


Development interest in the interval between the two nodes, Central Marine, is noticeably less for a few practical reasons. The properties are typically smaller and shallower than elsewhere; there is very little potential for on-street parking and often there is no rear lane to access and service the commercial businesses and provide a buffer to the single-family residential neighbourhood. This has made land assembly and redevelopment more difficult.

EXAMPLES OF RETAIL NEIGHBOURHOODS WITHIN CORRIDORS		
City	Corridor	Neighbourhoods
West Vancouver	Marine Drive	Ambleside Dundarave
City/District of North Vancouver	Lonsdale Avenue	Lower Lonsdale Central Lonsdale Queensdale
Vancouver	Broadway	Commercial-Broadway City Centre Central Broadway Kitsilano Point Grey
Vancouver/ Burnaby	East Hastings Street	Chinatown Strathcona Grandview Burnaby Heights Kensington Capitol Hill

Land Use and Neighbourhood Identity

As mentioned above, nodes are emerging at Pemberton/Marine and Capilano/Marine. These two nodes are physically well defined and each is developing its own distinctive character and identity. Central Marine Drive seems more suited and destined to become a lower key neighbourhood with less of a retail presence.



There is no need to increase the allowable density or otherwise revisit the zoning regulations to stimulate redevelopment interest in the Central Marine area. However, in situations where on-street parking cannot be accommodated within the existing road allowance, issuing a variance relaxing the requirement for commercial use at grade level may be considered on a case by case basis.

The most pressing planning need for central Marine is for better definition and buffering between the commercial corridor and the single family neighbourhood. This is addressed in the laneway/parking approach discussed below in the transportation strategy.

Transportation Strategy

As Council is aware, considerable transportation planning and engineering work has been done for the Marine Drive corridor. While staff do not intend to revisit transportation plans for the corridor, at the September 30 Committee of the Whole session, staff intend to confirm the District's approach.

Below is additional information on the proposed approach on transportation.

Parking

District Real Estate staff have some evidence that Marine Drive retail spaces without on-street parking are more difficult to lease than retail spaces with on-street parking.

Research by retail expert Robert Gibbs for the Congress on New Urbanism indicates that parking is one of the most critical issues facing any retail district. The research also indicates that:

- On-street parking near or on the same block—and preferably on the same side—as a store or restaurant is integral to its economic sustainability;
- If parking is not readily available, potential customers will simply continue on their way, often to alternative shopping areas;
- People tend to shop on their way home from work and are less likely to stop if it involves making a left turn against traffic; and
- If an on-street space or surface parking is available, even for a small fee, these customers will likely stop and shop.



'Teaser' parking pockets benefit stores and restaurants because many shoppers tend to be more interested in visiting a business if they believe they could find a parking spot right out front.

Laneway parking is used in many jurisdictions, including neighbouring Ambleside and Dundarave in West Vancouver and Lonsdale Avenue in the City of North Vancouver.

Robert Gibbs' research indicates that parking lots are important for long-term users, such as employees. Surface lots can also serve as a land bank for future development.

Transit Lane Extension

Earlier this year, TransLink completed a review of the transit lane operation. It indicates buses are being delayed by general purpose traffic as far back as Philip Avenue, typically in the afternoon peak period, and so are not reaching the transit priority lane. The North Shore Area Transit Plan (2012) outlines plans

for bus rapid transit (BRT) to be implemented on Marine Drive in the future. **It would be beneficial for the transit lane to extend as far as Pemberton Village in the future to support BRT riders.**

Laneway Circulation Route

Last year, the District completed a study that confirmed the feasibility of implementing a continuous laneway system parallel to Marine Drive, as redevelopment occurs.



The laneway system would act as a circulation route and would be expected to reduce left turns and related congestion on Marine Drive. Because lanes enable circulation off of Marine Drive, the **laneway system would likely benefit adjacent neighbourhoods** by reducing demand for previous short cuts.

Signal Timing

Marine Drive is the busiest road in the municipality, carrying nearly 30,000 vehicles per day between Capilano Road and MacKay Road. There are seven traffic signals along the corridor. Six signals are coordinated. The intersection of Marine Drive and Capilano Road operates independently. Marine Drive signals were recently optimized and new timing plans were implemented. This will continue to be done on an ongoing basis with redevelopment and other improvements on the corridor. Signal coordination is effective during optimal conditions.



However, congestion or other delays can disrupt coordination.

Funding

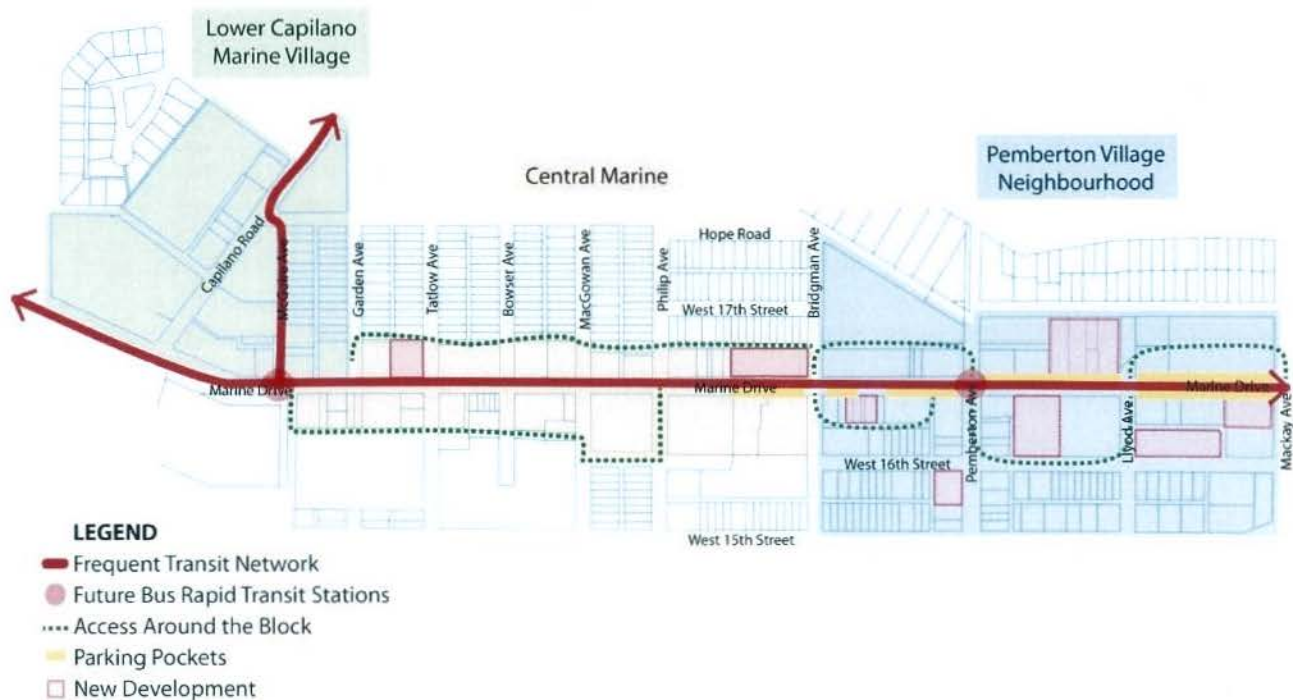
There is funding identified in the Development Cost Charge (DCC) bylaw for Marine Drive improvements, including property acquisition if needed.

MARINE DRIVE TRANSPORTATION APPROACH

Based on recent work by staff, the following transportation approach is proposed:

Parking	On-Street Parking	<ul style="list-style-type: none"> Introduce parking pockets where they fit
	Laneway Parking	<ul style="list-style-type: none"> Explore future opportunities to introduce laneway parking
	Parking Signage	<ul style="list-style-type: none"> Implement parking signs
	Shared Parking	<ul style="list-style-type: none"> Encourage developments to implement shared parking Continue to explore potential public parking lot
Roads	Laneway Circulation	<ul style="list-style-type: none"> Enable 'around the block' access
	Left Turn Pockets	<ul style="list-style-type: none"> Existing left turn pockets to remain in place
	Signal Timing	<ul style="list-style-type: none"> Continue monitoring and adjusting signal timing
Transit	Bus Lane Extension	<ul style="list-style-type: none"> Extend bus lane east to Pemberton Village
	Bus Shelters	<ul style="list-style-type: none"> Future shelters accessible for all ages and abilities
Pedestrians	Sidewalk Width	<ul style="list-style-type: none"> Minimum 2.5 m sidewalk with boulevard or parking pocket
	Sidewalk Aesthetic	<ul style="list-style-type: none"> Detailed design now being provided to developers
Cycling	Marine Drive Cycling Facility	<ul style="list-style-type: none"> Sidewalk not wide enough for shared bike path 4.3 m shared lanes to remain
	Marine Drive serving bike routes	<ul style="list-style-type: none"> Bikeways on 15th Street and Hope Road W. 1st Street bike lanes Spirit Trail multiuse pathway
	Bike Racks	<ul style="list-style-type: none"> Detailed design of streetscape addresses bike racks

This approach is illustrated as follows:



Options

- a) That Council confirm the proposed approach to implementing existing transportation and land use plans for Marine Drive such that upcoming development proposals may include:
 - Parking pockets in the sidewalk design, where they fit;
 - Land acquisition for laneways and transit lane extension; and
 - Consideration of variances in the requirement for commercial use on the ground-level in the Central Marine Drive area

- b) advise staff of alternative and/or additional considerations to take into account

Recommendation

That Council confirm the proposed approach to implementing existing transportation and land use plans for Marine Drive such that upcoming development proposals may include:

- Parking pockets in the sidewalk design, where they fit;
- Land acquisition for laneways and transit lane extension; and
- Consideration of variances in the requirement for commercial use on the ground-level in the Central Marine Drive area