

DRAFT

BICYCLE NETWORK SUBCOMMITTEE

October 6, 2010

MINUTES

A meeting of the Bicycle Advisory Sub-Committee was held on Wed. October 6, 2010, at 5:30 p.m., in the Strathcona Room, Sub-ground, City Hall.

PRESENT: Richard Campbell, (interm) Chair
Colin Brander
Rhiannon Chernencoff
Kari Hewett
Lisa Brideau (Planning)
Ben Johnson (Planning)
Neal LaMontagne (Planning)
Jennifer White (Engineering)
Rob Waite (Engineering)
David Rawsthorne (Engineering)
Paul Storer (Engineering)
David Lewis (Engineering)

1. Little Mountain Development

Ryan The, David Rawsthorne (Engineering Services)

The Province of BC, the owner of the 15-acre Little Mountain site, has engaged a development partner, the Holborn Group, to redevelop the site for multiple residential uses including replacement of the existing 224 non-market housing units. The City has embarked on a collaborative planning process with the Riley Park community, the developer, and the Province to develop a vision for Little Mountain.

More information available at
<http://vancouver.ca/commsvcs/planning/littlemountain/>

BNSC

This item was presented to the Network Subcommittee in July for feedback. A draft motion was circulated at the July BAC meeting but was not put forward as the motion presented was not in line with procedure and/or outside the project scope.

At the last BAC meeting in September it was agreed that BNSC members would draft a motion that meets BAC procedures, and within the project scope. Staff will be present for questions.

Minutes

Richard Campbell presented motion that was circulated via listserv before the meeting.

Motions on 'nearby community' and 'Queen Elizabeth Park' were moved to Other Business.

Separate *Ai* from motion to be standalone 'no motor vehicle access (except emergency vehicles) off Ontario Street or 37th Avenue to the site be allowed.' *Av* - 10 km/h may be too slow for some cyclists, adjust to 30 km/h, and consider woonerf design. *Axii and Axiii* move both 'separated bike lane(s) adjacent to the development on Main Street' and 'separated bicycle lane(s) adjacent on 33rd' to Nearby Community motion (Other Business).

MOTION

Moved by Richard Campbell
Second by Colin Brander

THAT the Bicycle Network Subcommittee recommend to the Bicycle Advisory Committee the following with respect to the Little Mountain redevelopment and rezoning:

A. THAT no motor vehicle (except for emergency vehicles) access, off Ontario Street or 37th Avenue to the site be allowed.

B- THAT the transportation facilities and the form of the development should facilitate a 20% cycling mode split with a focus on encouraging people from the full range of abilities and backgrounds to cycle. Measures may include but not limited to:

- i. Separated bicycle lanes on the internal streets of the site
- ii. A bicycle path across the south west corner of the site so cyclists to not have to go uphill when transitioning between the Ontario and Ridgeway Greenways
- iii. Bicycle paths or 4m shared paths on pedestrian access routes
- iv. That low speed woonerf type designs be used for the internal streets and the speed limit be 30 km/h or less making the streets safe and comfortable for cyclists, pedestrians and children.
- v. Through motor vehicle access on internal streets be restricted by bollards or other measures to allow emergency access, provide flexibility and deliveries while facilitating a central car-free area
- vi. Providing motor vehicle parking only on the edges of the development accessed off 33rd Avenue and Main Street allowing the interior site to be accessed by walking, cycling and essential vehicles only.
- vii. Increasing bicycle parking requirements to accommodate mode share targets
- viii. Providing resident bicycle parking that is more convenient to access than motor vehicle parking
- ix. Providing secure lockable private storage for each unit capable of holding at least one bicycle per resident
- x. Measures to animate, add interest, welcome cyclists and increase security on the greenways be considered including residences and appropriate businesses such as cafes, bakeries, restaurants and bicycle shops fronting or having patios facing the greenways; public art; interesting and attractive building designs; public gathering spaces, benches; treating bicycle access as primary entrances; publicly accessible toilets and water fountains
- xi. Detaching motor vehicle parking from the units so residents are not required to purchase motor vehicle parking with their units
- xii. Bicycle repair room(s) for residents and employees.

C - THAT motor vehicle traffic be eliminated or decreased on Ontario Street and 37th Avenue through aggressive traffic calming plan and bicycle facilities on Main Street, 33rd Avenue, Ontario Street and 37th Avenue be improved to support the city's transportation mode share targets that may included but not limited to the following:

- i. A closure of Ontario Street to motor vehicle traffic with a bicycle path between 33rd Ave and 37th Ave
- ii. A closure of some portion of 37th Ave to motor vehicle traffic between Main Street and Ontario Street
- iii. No on-street parking along Ontario Street from 33rd Ave to 37th Ave
- iv. No on-street parking between Main Street and Ontario Street adjacent to the site on the north side of 37th Avenue and parking on the north side of 37th Avenue be restricted to occupants of existing residences.
- v. Full right-in right-out diverters or similar diversionary traffic calming measures on 37th Avenue at Main Street.
- vi. A bicycle path along the Ontario Street right of way 33rd Ave to 37th Ave should this section of Ontario not be closed to motor vehicle traffic
- vii. A bicycle path along 37th Ave from Ontario Street to Main Street
- viii. Separated bicycle lanes on Main Street and 33rd Avenue
- ix.

D. THAT The development provides capital funding contributions for bicycle facilities in the surrounding community or on site including but not limited to bicycle routes, a shared bike program or bicycle parking appropriate for the use levels projected for site residents, customers and employees and to facilitate mode share targets.

2. 2001 West 10th Avenue

Dave Kim, (Engineering Services)

Bingham Hill Architects, on the behalf of Pinnacle International, has applied to the city of Vancouver to rezone this site from M-1 (Industrial) to CD-1 (Comprehensive Development) District. The main components of the proposal are as follows:

- Construct two buildings over a shared parking structure;
- a seven storey (74.5') residential building and a six storey (63.5') residential building with a 37 space daycare at grade;
- 125 dwelling units are proposed in 117,165 sq ft.;
- Proposed Density: 2.5 FSR;
- Proposed Parking: 162 residential, 13 visitor, 1 car share, 7 daycare;
- Proposed Loading: 2 Class A, 2 Class B.

More information available at

<http://vancouver.ca/commsvcs/planning/rezoning/applications/2001w10th/index.htm>

BNSC

All vehicle access to site will be on laneway south of Broadway and W. of Maple Street. This item is being put forward for information.

Minutes

Maple and 10th requirements - (1) upgrade the pedestrian actuated signal at maple and broadway to a semi actuated signal, (2) Traffic calming on Maple if required within 5 years of post occupancy, from Broadway to 8th avenue, (3) remove parking on the north side of 10th avenue from Malple to Arbutus, to provide additional width on the bikeway, (4) New pedestrian/bike actuated signal at Maple and 12th Avenue at 50% developer costs to a maximum of \$100,000, (5) Traffic calming on Maple s/o lane n/o 10th Avenue to 12th Avenue, if required within 5 years of post occupancy. (previously approved as part of Maple and Broadway)

David Rawsthorne mentions that the City will be removing parking on the North side AND that 8-5 school days I changing to 'no parking all day' planned to be installed end of 2010.

BNSC noted that hey would like the development to provide more bike parking than what was shown, and exceed the bike parking by-law and meet a 20% mode share target. The BNSC would also like the development to provide less vehicle parking on site (below the minimum).

THAT the development returns to the BNSC at the development stage (via listserv).

Note - that the nearby school is French emersion, which will have a larger encashment area.

MOTION

Moved by Colin Brander
Second by

THAT the Bicycle Network Subcommittee recommend to the Bicycle Advisory Committee the following with respect to the 2001 West 10th Avenue development

- A. THAT there be a decrease in motor vehicle volume on 10th Avenue.
- B. THAT the development increase bicycle parking (class a and b) to meet a mode share target of 20% (above the requirements).
- C. THAT the development provide a bicycle drop-off area for the daycare AND provide bike-trailer parking.
- D. THAT bike parking be accessed off 10th Avenue and accessible from the ground floor.

3. 228-246 East Broadway/180 Kingsway

The application proposes a mixed-use development comprised of:

- A two-storey podium with commercial/retail/service uses on the Broadway and Kingsway frontages;
- Artists Production Space at grade on 10th Avenue at Watson Street (public benefit offering)
- 5 levels of rental dwellings units above the podium on the Watson Street frontage, and on the lowest 3 levels of the tower at the 10th Avenue and Kingsway corner, for a total of 62 dwelling units (proposed as STIR)
- 20 levels of market residential units in the tower at the corner of 10th Avenue and Kingsway (above the rental) and in two-level townhouse units on the podium in the Broadway and Kingsway frontages (206 units total)
- The proposed FSR is 6.37 with gross floor area of 356,877 sq. ft.;
- The proposed building height is approximately 245 ft.;
- The public Benefits offered are the Artist Production Space and the STIR units;
- A future transit connection is indicated on the 10th avenue frontage, at Watson (no details provided)
- The public art policy will apply
- The project proposed to achieve LEED Silver, at a minimum, with the requisite points in the energize energy efficiency, rainwater efficiency and stormwater categories.

<http://vancouver.ca/commsvcs/planning/rezoning/applications/228-246ebway/index.htm>

BNSC

This item is being presented to the Network Sub-Committee for feedback on bicycle access to site and impacts to adjacent bike routes.

Minutes

With commercial frontage to be along Broadway and Kingsway motor vehicle access to the site will be at Watson Street. There is a bus-stop on the north side of 10th Ave, east of Watson that is used for operations that will likely have to be maintained.

BNSC would like to see a decrease in motor vehicle volumes on 10th Avenue and for staff to consider a separated bike lane on 10th Ave between Quebec St and Prince Edward. Similar to the last development presented would like to see an increase in bike parking and to have bike parking accessed from the ground floor.

Moved by Richard Campbell
Second by

THAT the Bicycle Network Subcommittee recommend to the Bicycle Advisory Committee the following with respect to the 228-246 East Broadway/180 Kingsway development

- A. THAT there be a decrease in motor vehicle volume on 10th Avenue.
- B. THAT staff examine a separated bike lane on 10th Avenue between Quebec St and Prince Edward.
- C. THAT the development increase bicycle parking (class a and b) to meet a mode share target of 20% (above the requirements).
- D. THAT bike parking be accessed off 10th Avenue and accessible from the ground floor.
- E. THAT bike lanes be accommodated on Kingsway

4. Children's and Women's Health Centre

Paul Storer (Engineering Services) and Rob Waite (Engineering Services)

The application proposes to amend the existing CD-1 (Comprehensive Development) By-law to permit the first stage of a process of re-building major portions of the hospital. The proposed development that requires amendment to zoning are as follows:

- Demolition of the existing 'A' wing of the former Shaughnessy hospital and its replacement with a new Children's Acute Care and Diagnostic Services Centre
- Development of a family-stay and respite centre on the south side of the property to be operated by a third-party such as Ronald McDonald House
- Building of a Child Daycare Centre in the south west corner of the property.

More information available at

<http://vancouver.ca/commsvcs/planning/rezoning/applications/4500oak/index.htm>

BNSC

This item is being presented to the Network Sub-Committee for feedback on bicycle access to site and impacts to adjacent bike routes.

Minutes

Staff commented that they are looking at closing access to the site from Heather, and 28th Ave. (or emergency vehicles only). That would require a TDM plan for the development and to increase bike parking on site. There would be a wellness pathway around the site - which the BNSC would like to see separated for pedestrians and cyclists.

Other comments:

No drop-off on Heather

If closing off access to the site is not an option, that staff should look at separated bike lanes.

Have a net-decrease of motor vehicle traffic on adjacent bike routes.

Norquay Village Neighbourhood Centre

Neal LaMontagne (Planning), Jennifer White (Engineering Services)

The City has recently completed a Neighbourhood Centre planning process for the Norquay Village area. The Plan seeks to expand housing options, support a greater variety of retail stores along Kingsway, and improve public amenity and public realm quality. Major plan proposals include:

- New residential zones to enable new ground-oriented housing types including duplexes, traditional rowhouses, and stacked townhouses;
- A mid-rise focused rezoning policy for Kingsway that will increase the potential building density from 2.5 (current zoning) to 3.2-3.5 and building heights from 4 storeys to between 6 and 12 storeys;
- Rezoning criteria for the 2400 Motel site;
- A new 4 storey low-rise apartment zone to provide a transition from mid-rise development along Kingsway to surrounding ground-oriented housing; and
- Public realm improvements to enhance the pedestrian environment (wider sidewalks, landscaped median, new street furniture and intersection improvements for easier crossings).

BNSC

The item is being presented to the Network sub-committee for feedback on the proposed Kingsway preliminary design.

Minutes

The BNSC raised concern over the crossing of Kingsway from Dutchess to 34th Avenue. That at minimum the BNSC would like to see painted bike lanes on Kingsway with a preference of separated facilities. The BNSC also requested that some intersection modifications be made to the median to better accommodate cyclists.

BNSC also discussed the possibility of separated bike lanes along Kingsway.

Motion

Moved by Richard Campbell
Second by Colin Brander

THAT the Bicycle Network Subcommittee recommend to the Bicycle Advisory Committee the following with respect to the Norquay Village Neighbourhood Centre

- A. THAT the connection from Duchess St to 34th Avenue along Kingsway have at minimum at painted bike lane on either side.
- B. Have a median cut to allow cyclists movements (Duchess St to 34th Avenue)
- C. THAT staff examine a separated bike(s) lane on Kingsway
- D. THAT Renfrew ravine be extended to Central Valley Greenway