

# Little Mountain Policy Statement

Presentation on  
Draft Transportation Policies  
April 10, 2012

# OVERVIEW

Background

Bunt Study

Guiding Principles & Draft Policies

Group Discussion/Conclusions

# BACKGROUND

- **Stage 1: Policy Statement**
  - Guides rezoning
  - Heights & density, uses, public benefits, sustainability, transportation, phasing
- **Stage 2: Rezoning**
  - Refinement of proposal
  - Resolution of details
  - Zoning enacted - become a Bylaw

# PREVIOUS MEETING

## Draft Urban Design Policies

- Density range (2.3 to 2.5 FSR)
  - 1,150 to 1,300 units (+ 234 social housing)
- Height limit (12 storey in key areas)
- Respectful transitions
- Sun on key public spaces
- Liveability

**Ontario  
Greenway**

**Canada Line  
~1km**

**Canada Line  
~1km**

ONTARIO ST

33rd Ave

**LITTLE  
MOUNTAIN  
SITE**

37th Ave

MAIN ST

**33<sup>rd</sup> Ave.  
Secondary Arterial**

**Main St.  
Major Arterial**

**37<sup>th</sup>  
Greenway**

QUEEN  
ELIZABETH  
PARK



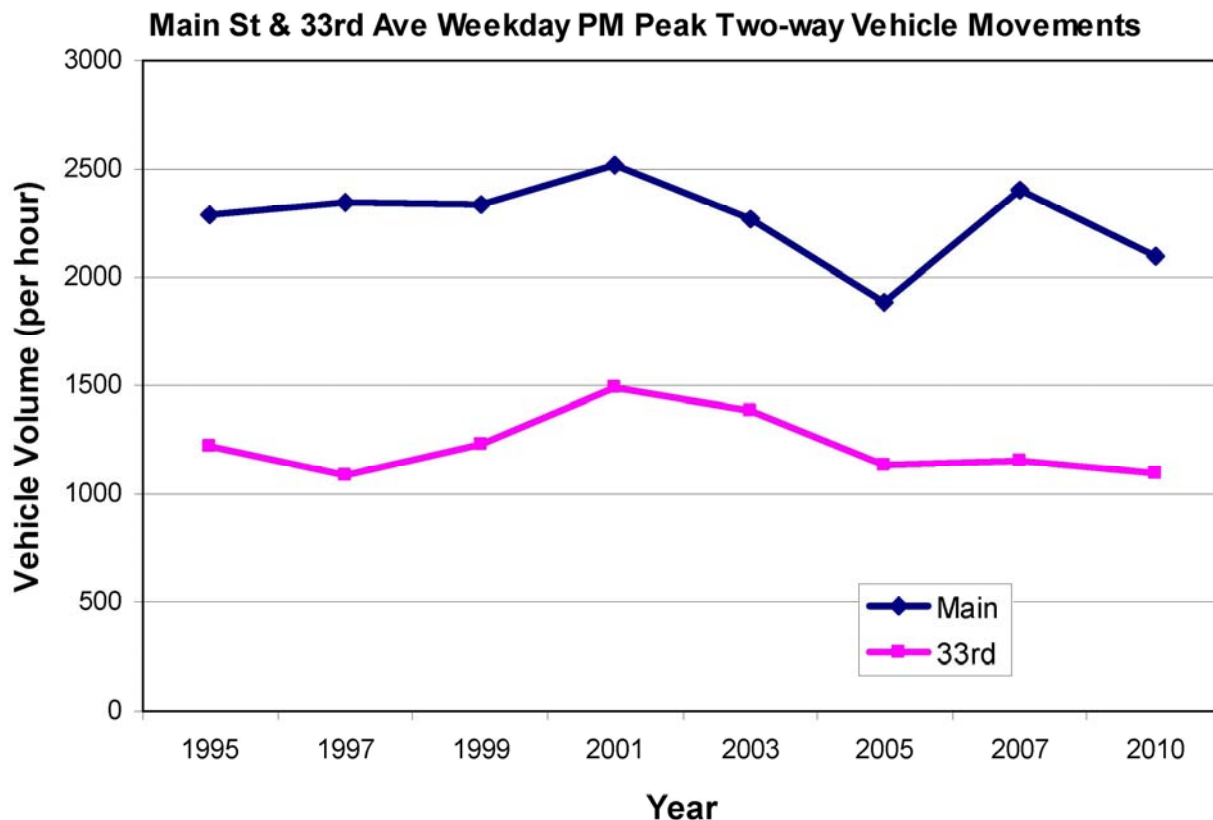
# Bunt Study (Dec 2011)

# SUMMARY OF BUNT STUDY

## Existing conditions

- Afternoon peak - level of service (LOS)
  - 6-level system A-F
  - “Free flow” through “Forced or breakdown”
- Four intersections studied
  - Main & 36<sup>th</sup>, Main & 37<sup>th</sup>: LOS = A - “free flow”
  - Main & 33<sup>rd</sup>, Ontario & 33<sup>rd</sup>: LOS = B - “reasonably free flow”

# SUMMARY OF BUNT STUDY - EXISTING CONDITIONS



## 2011 Update

Ontario St.  
195 movements  
(↑ 15 increase)

33<sup>rd</sup> Ave  
1,190 movements  
(↑ 190 increase)



## Analysis

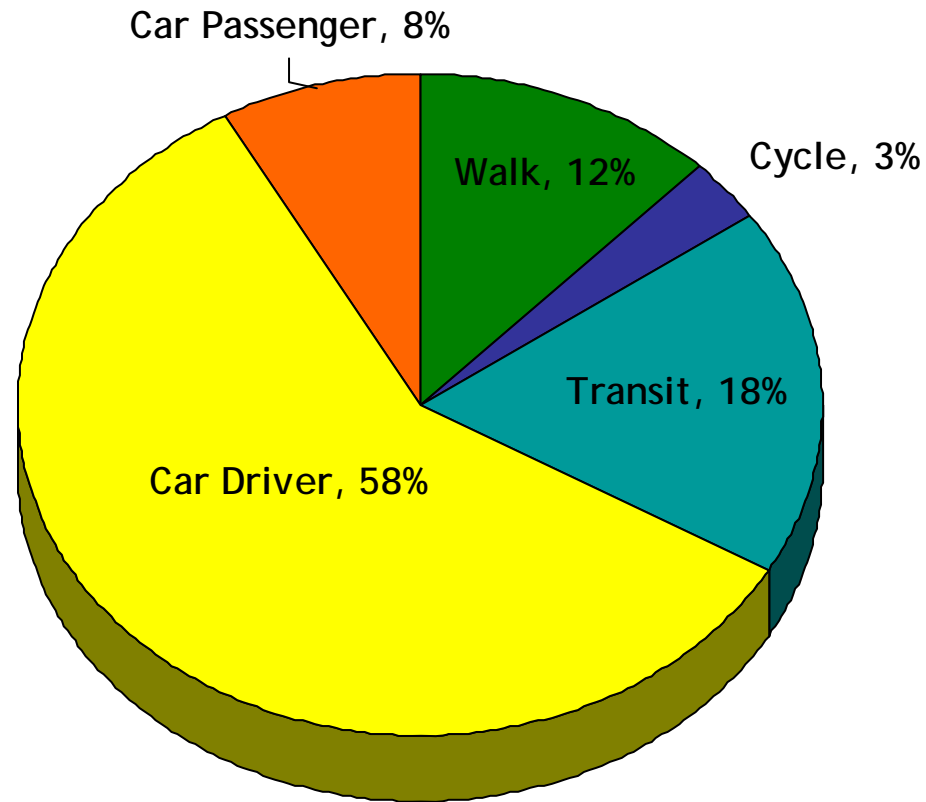
### Comparable trip generation volumes

- Arbutus Walk & Quilchena Gardens

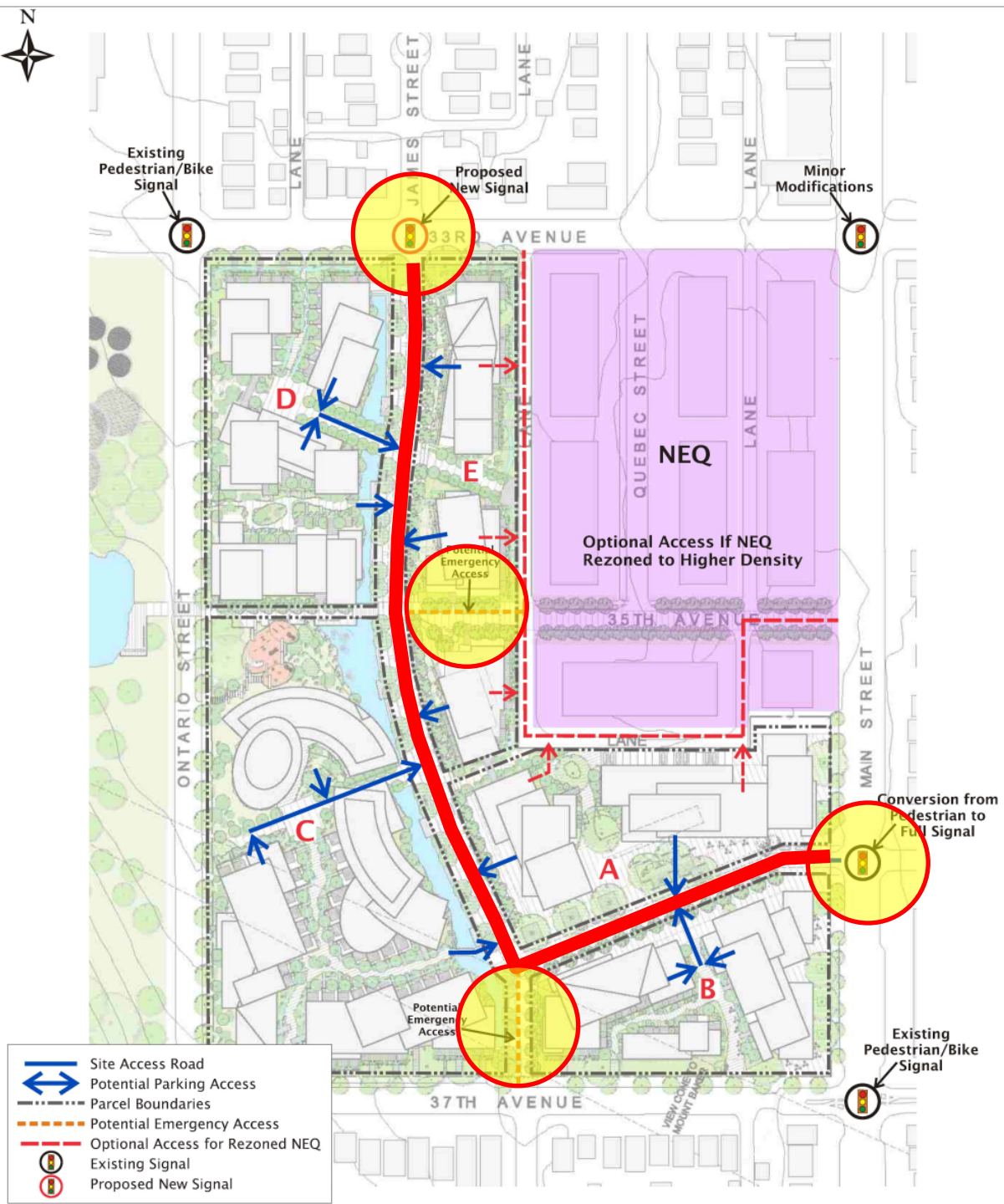
### Peak Volumes (including upzoned NE quadrant)








- AM: 495 vehicle trips/hour
- PM: 717 vehicle trips/hour

# SUMMARY OF BUNT STUDY - MODE SPLIT



# ACCESS PLAN



-  Site Access Road
-  Potential Parking Access
-  Parcel Boundaries
-  Potential Emergency Access
-  Optional Access for Rezoned NEQ
-  Existing Signal
-  Proposed New Signal



# SUMMARY OF BUNT STUDY - CONCLUSIONS

## Traffic Condition at Full Build-out (2.8 FSR & NE Quadrant)

Intersection	Level of Service	Capacity
Main / 33 <sup>rd</sup>	C - Stable flow (↓)	76%
Main / 36 <sup>th</sup>	A - Free flow	51%
Main / 37 <sup>th</sup>	A - Free flow	49%
Ontario / 33 <sup>rd</sup>	B - Reasonably free flow	59%
33 <sup>rd</sup> / James	A - Free flow	63%

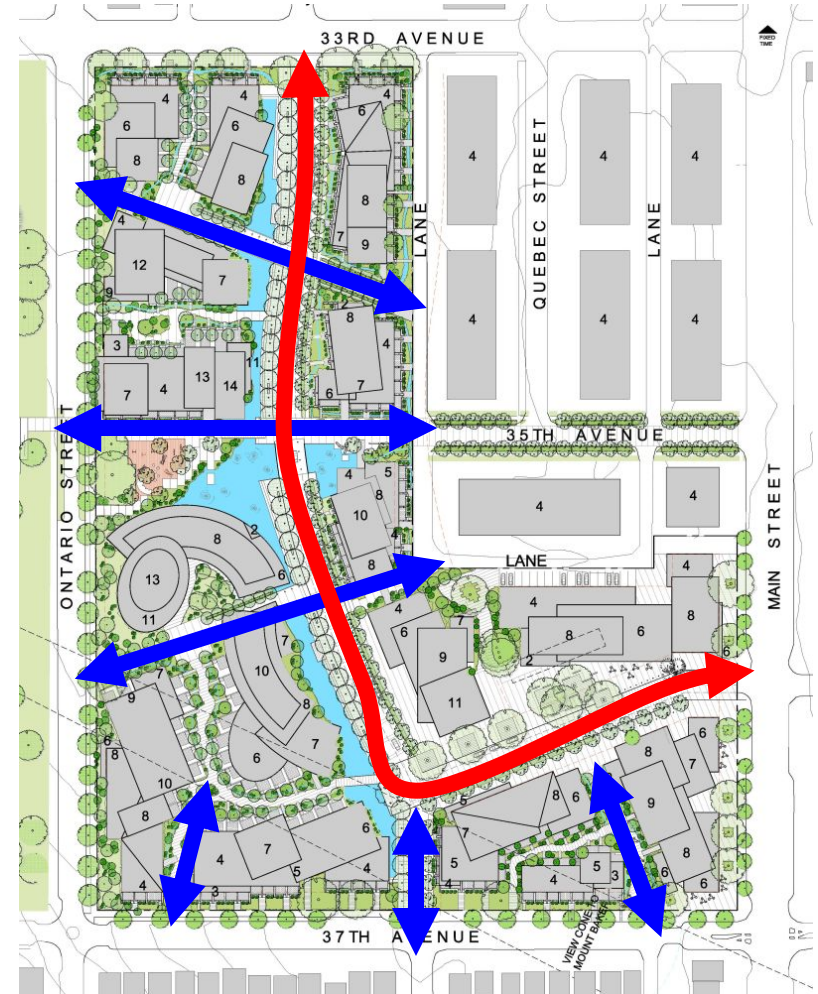
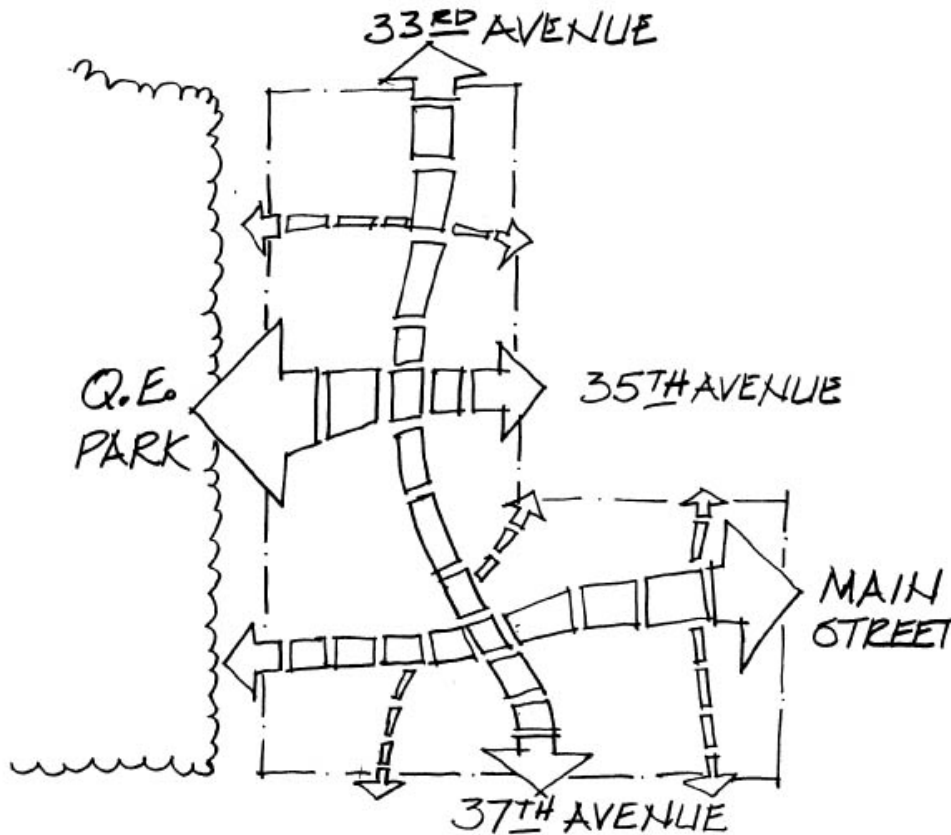
# Principles & Draft Policies

# GUIDING PRINCIPLE

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

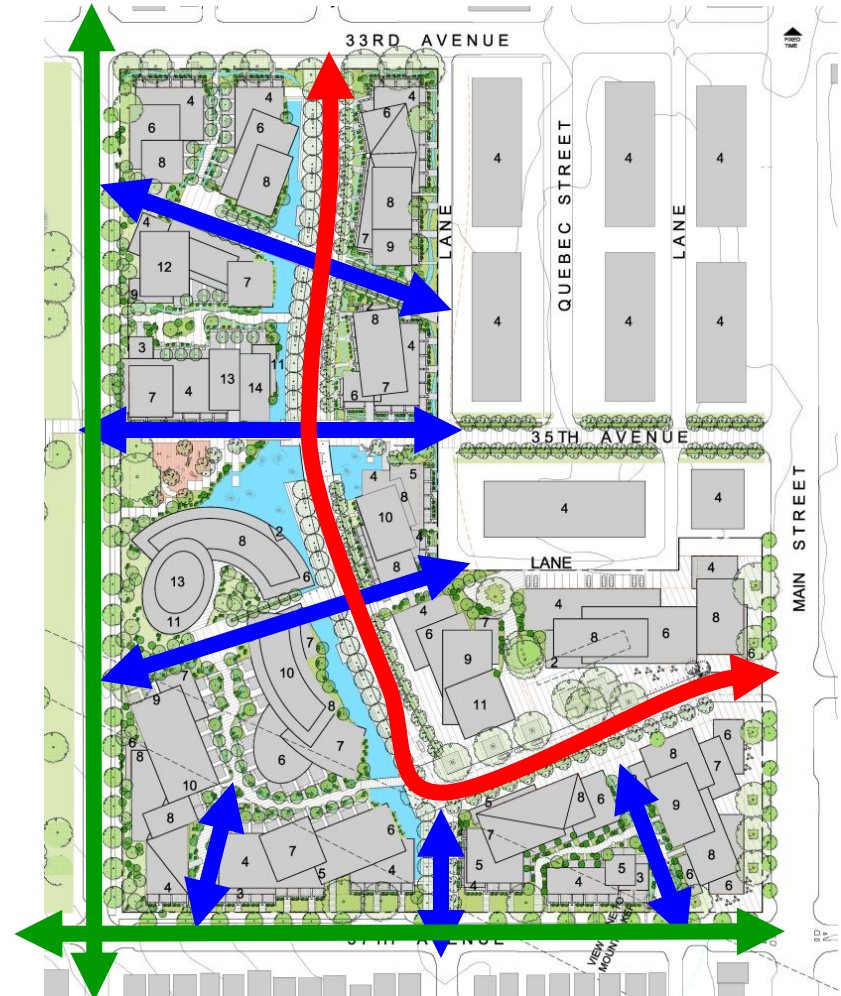


# STRONG, CLEAR & SAFE CONNECTIONS FOR PEDESTRIANS & CYCLISTS



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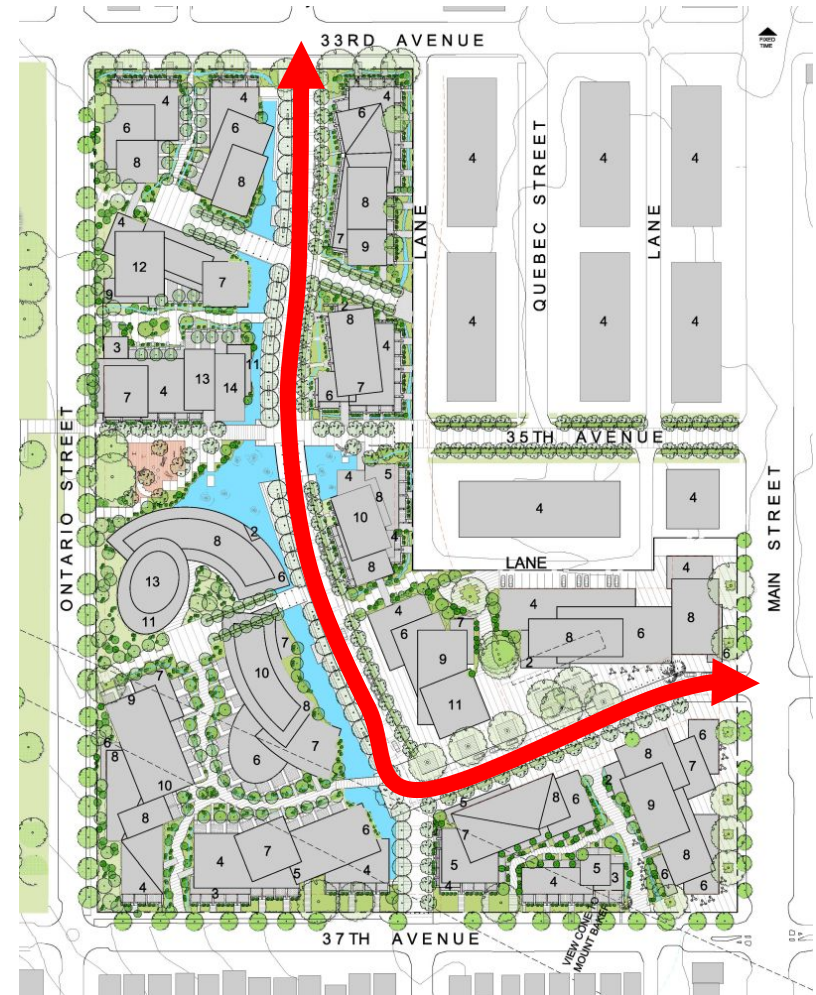
- Create a range of convenient, pleasant and safe routes
- Create strong connections to amenities & transit
- Ensure traffic is calmed
- Ensure pedestrian routes are accessible for all
- Provide clear cycling connections to bikeways



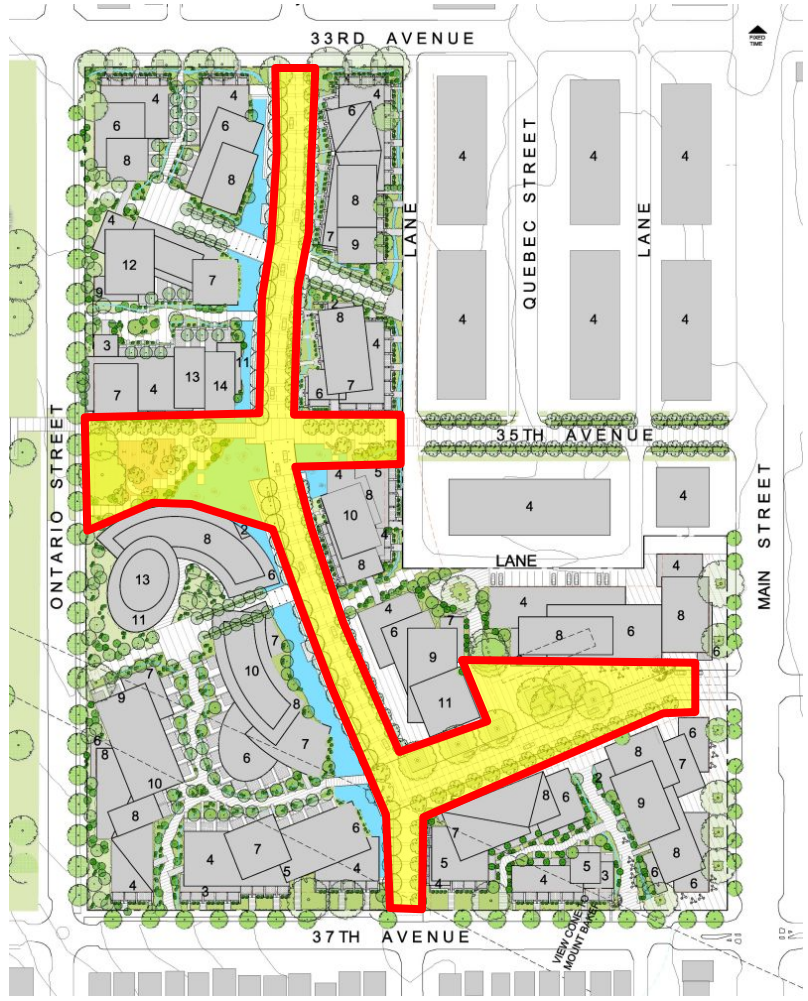
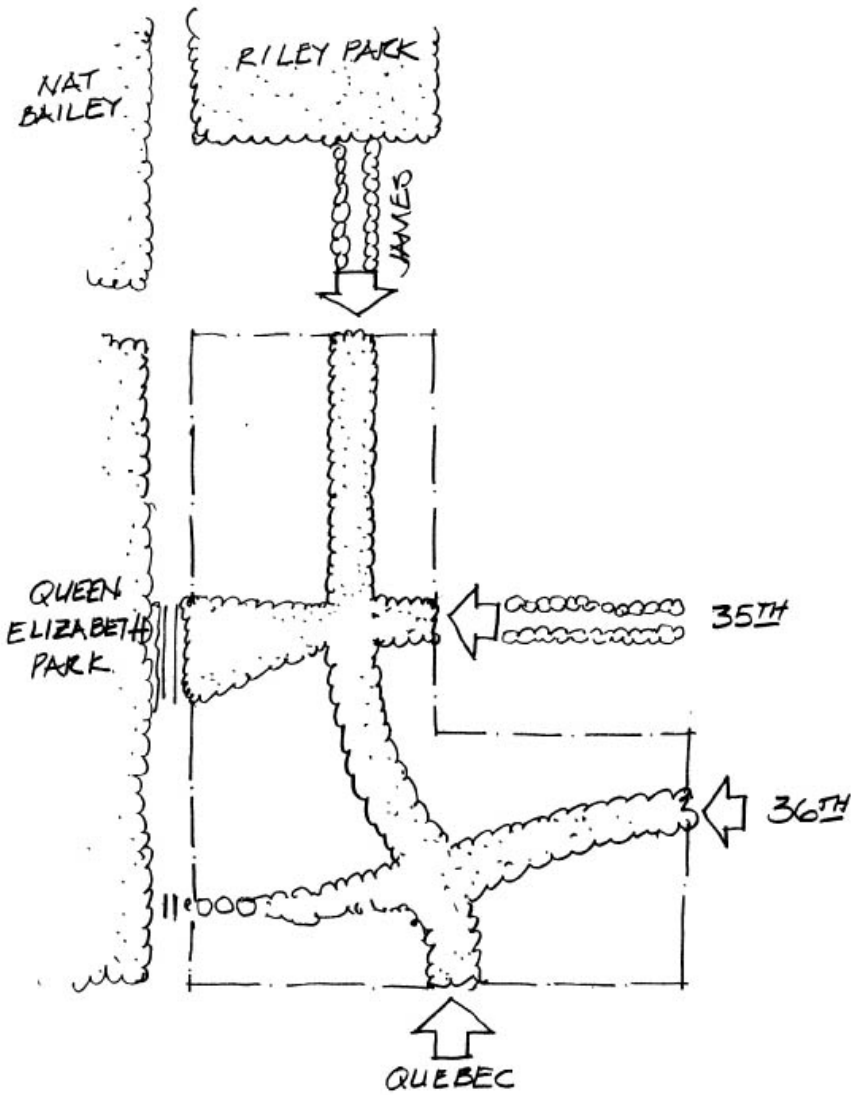


# CENTRAL STREET DESIGN

- Public road dedicated to the City
- High-quality design (materials, lighting, street trees)
- Design for slow vehicle speeds
- Appropriate scale of pedestrian realm
- Safe pedestrian crossings
- Convenient on-street parking

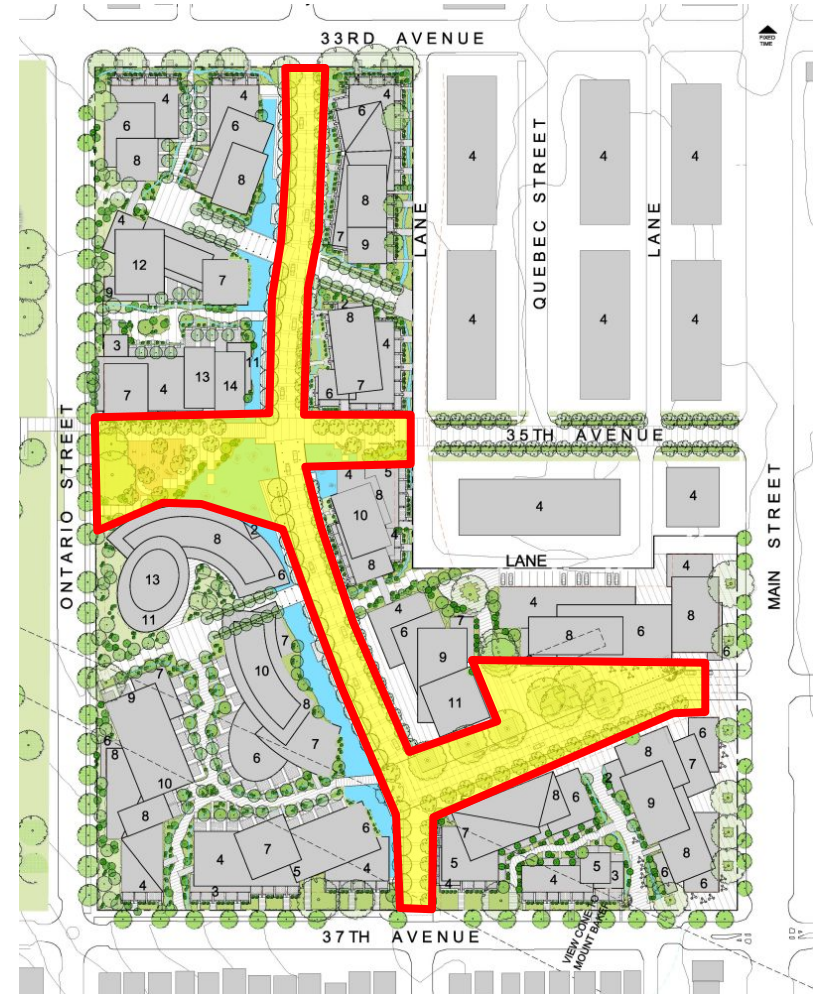


# PUBLIC SPACE FOCUS

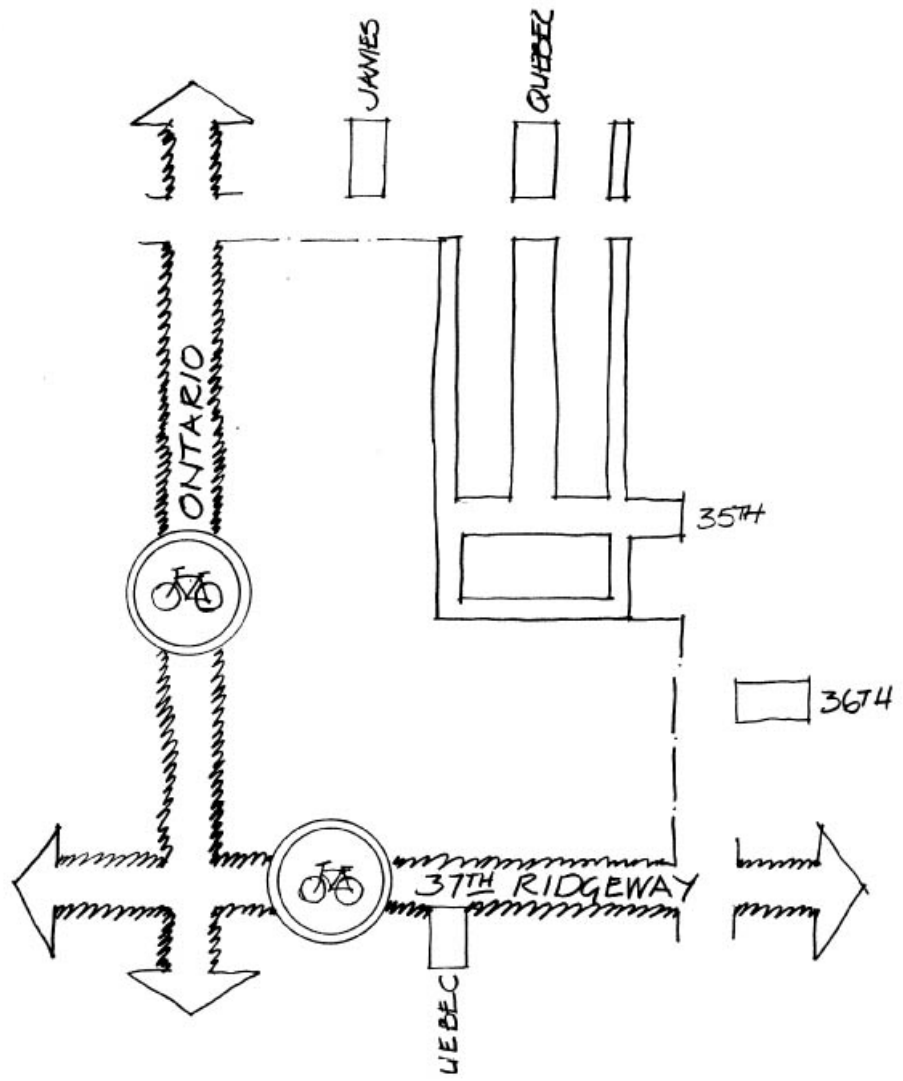


# PUBLIC SPACE FOCUS

- Create a high-quality public realm
- Provide well-designed street furniture, landscaping, public art



# PROTECTION OF GREENWAYS & QE PARK



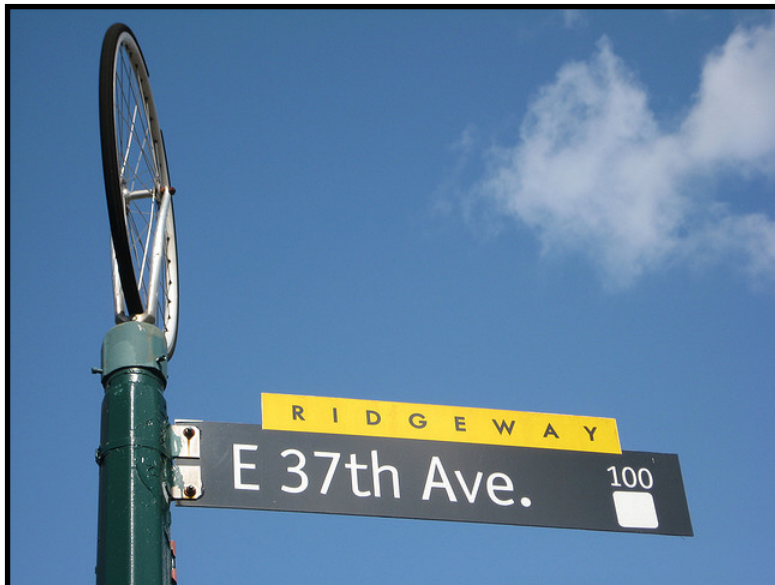
# PROTECTION OF GREENWAYS & QE PARK

- No direct vehicle access onto Ontario or 37<sup>th</sup> Avenue Greenway/bikeways



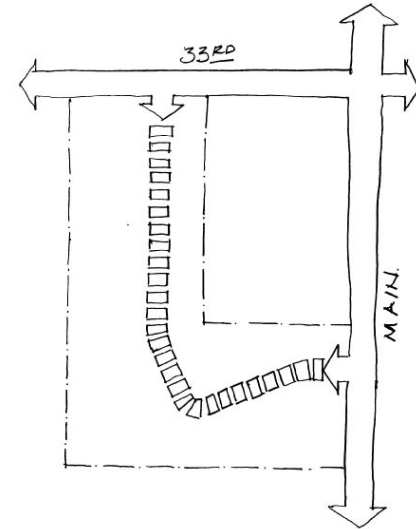
# GREENWAY/BIKEWAY IMPROVEMENTS

- Improve greenway/ bikeways to create comfort and improve safety for all ages of users.

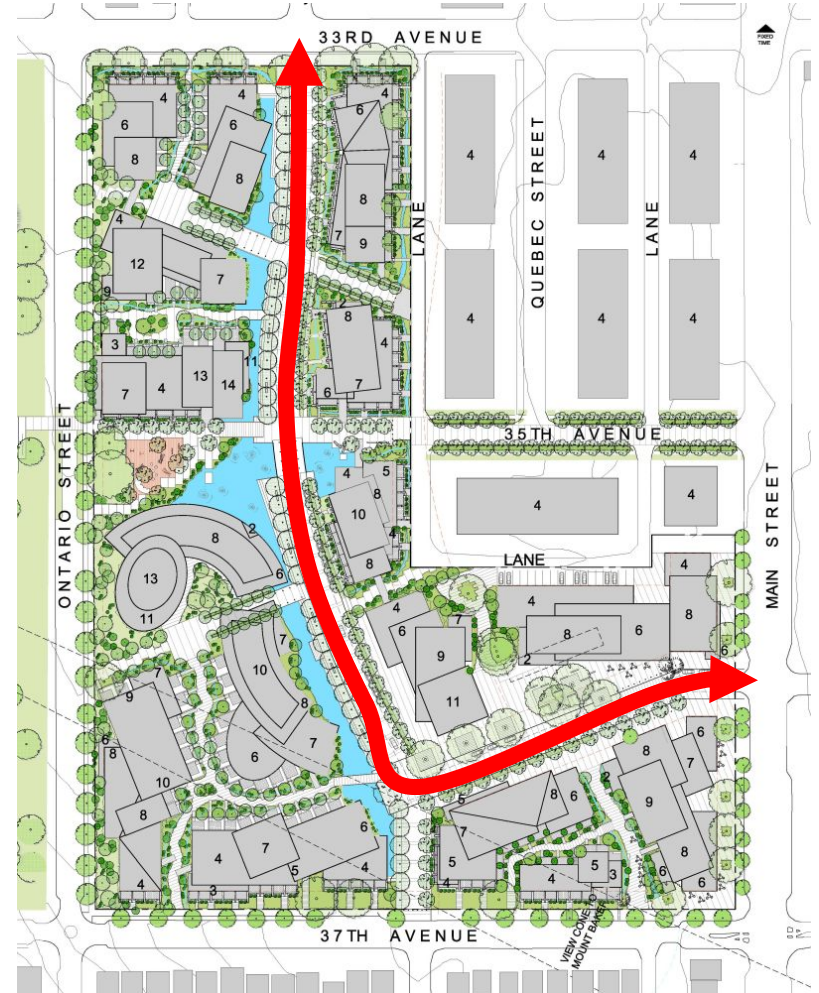
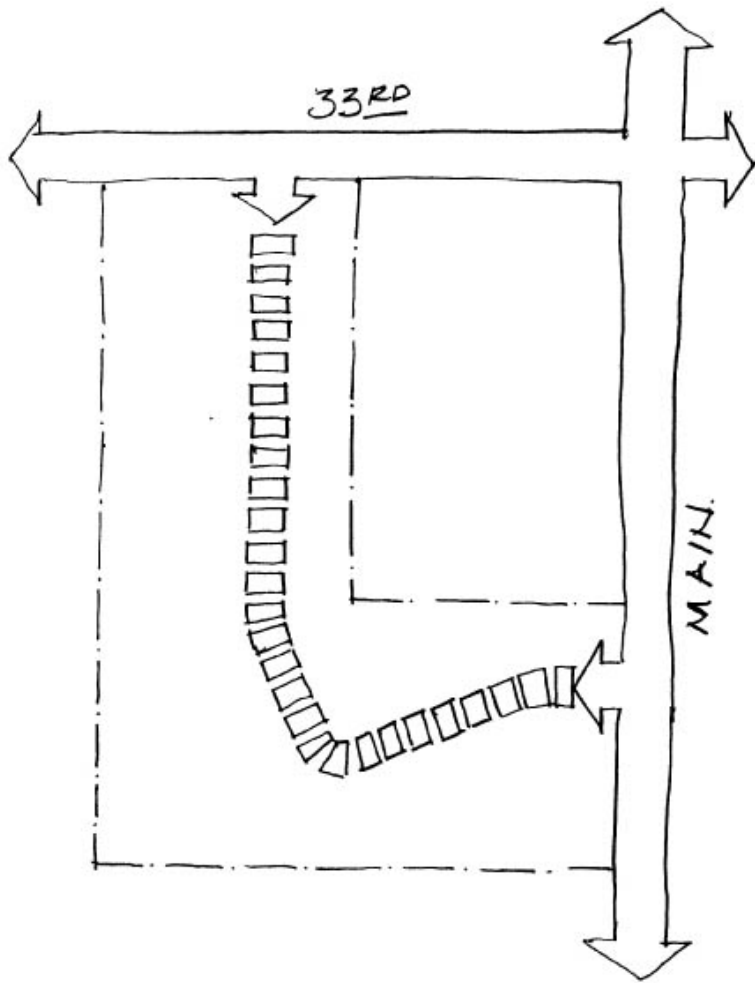


# GUIDING PRINCIPLE

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.



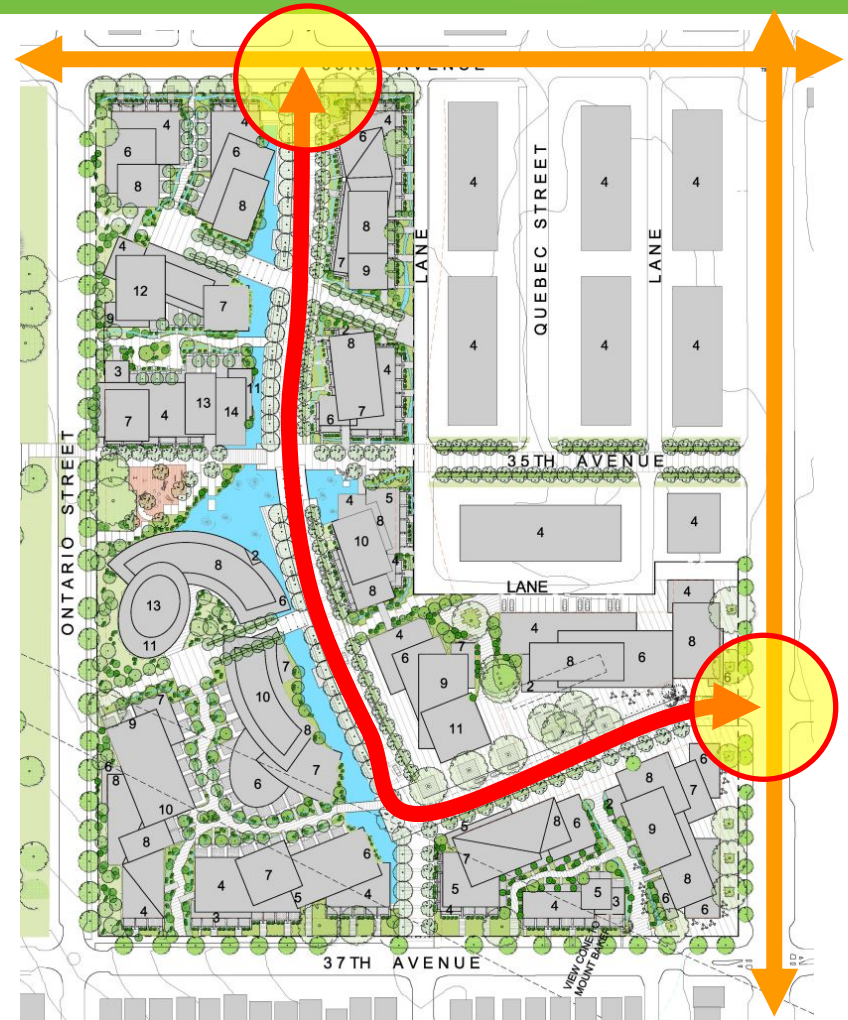
# CENTRAL STREET ALIGNMENT





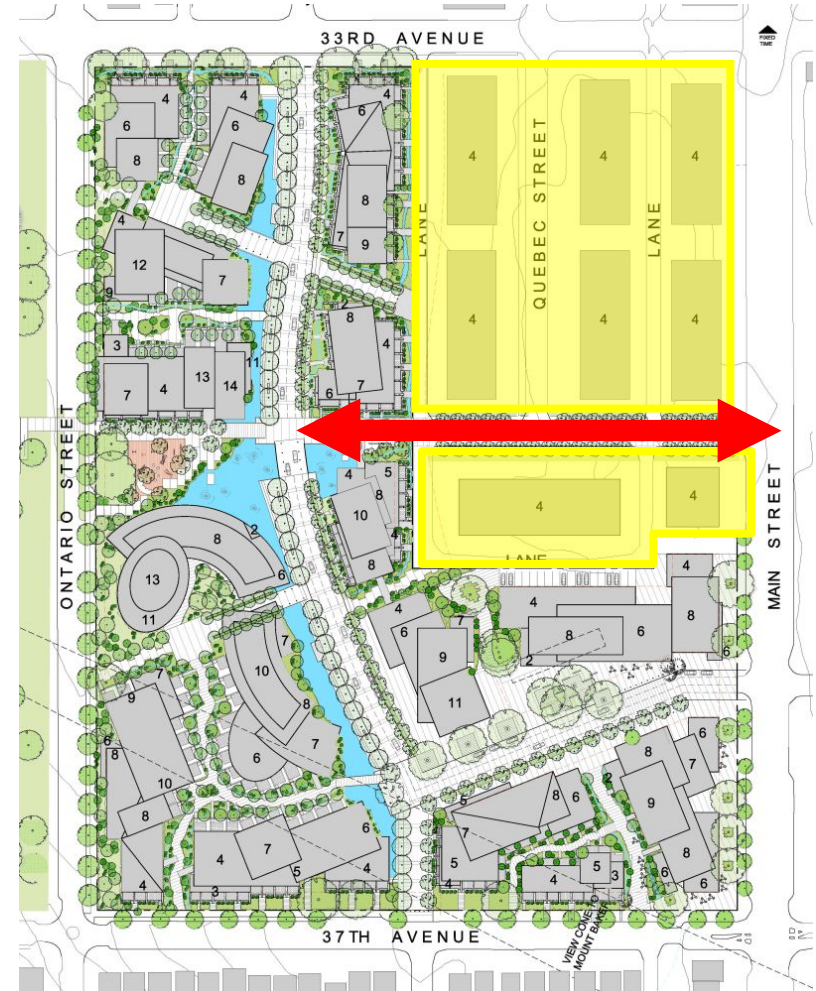
# CENTRAL STREET ALIGNMENT

- Limit vehicular connections only to arterial streets
- Ensure new street aligns with existing street network



# 35<sup>th</sup> AVENUE CONNECTION

- Consider additional vehicular access on 35<sup>th</sup> Avenue
- Conditional on adoption of a multi-family residential rezoning policy for Adjacent Area (Northeast Quadrant)



# TRAFFIC CALMING

- Assess traffic impacts on local roads and bikeways and implement traffic calming measures if warranted



# GUIDING PRINCIPLE

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.



# PARKING STRATEGY

- Develop a parking standard that encourages use of other forms of transportation and minimizes traffic impacts as well as parking impacts on community
- Increase car-share opportunities



# GUIDING PRINCIPLE

Enhance access to transit and seek opportunities to improve transit service



# TRANSIT IMPROVEMENTS

- Provide clear & attractive connections to transit stops and towards rapid transit stations
- Provide well-located, high-quality transit stops



# Summary of Draft Policies



# SUMMARY OF DRAFT POLICIES

- Prioritize pedestrians, cyclists and transit users in design
- Create a high-quality public realm
- Protect & enhance Greenways/bikeways
- Minimize impacts on local streets
- Adopt an appropriate parking strategy
- Enhance access to transit

## Group questions & comments

## Communicating Advisory Group position

- Consensus (or not...)
- Sub-group to develop position