



**TRANSCRIPT OF THE POLICY COMMITTEE MEETING HELD IN
THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET,
NORTH VANCOUVER, B.C., ON MONDAY, JULY 13, 2009 AT 8:00
P.M.**

PRESENT:

COUNCIL MEMBERS

Mayor D.R. Mussatto
Councillor P.J. Bookham
Councillor R.C. Clark
Councillor R.J. Fearnley
Councillor R.G. Heywood
Councillor C.R. Keating
Councillor M.L. Trentadue

STAFF MEMBERS

A.K. Tollstam, City Manager
S.E. Dowey, City Clerk
J.M. Rowe, Assistant City Clerk
P. Sanderson, Manager, Economic Development
D. Sigston, Deputy Director, Corporate Services
D. Pope, Deputy City Engineer
G. Penway, Deputy Director, Community
Development
G Venczel, Development Planner
S. Wilks, Timekeeper

**Policy Committee re Western Avenue Planning Study Implementation: Parking
and Transition - File: 3330-02-W2**

The Policy Committee Meeting was called to order at 8:00 p.m.

CHAIR: Councillor Guy Heywood

Councillor R.G. Heywood

Ms. Dowey!

Ms. S.E. Dowey, City Clerk

Thank you Councillor Heywood. The purpose of the Policy Committee Meeting is regarding Western Avenue Planning Study implementation: Parking and Transition. The purpose of the Policy Committee Meeting is to obtain community feedback on the recommended parking and transition option for the Western Avenue Planning Study Area, specifically the west side of the 2300/2400 block of Western Avenue. The recommendation's three main points are:

1. no lane to be opened
2. vehicle access to be from Western Avenue
3. no rear yard townhouse infill units

Councillor Heywood

The first part of the evening will be a staff presentation, followed by representations from the public and then questions and comments from members of the Policy Committee and finally we will deal with the recommendation of the Policy Committee of Council. Ms. Venczel! Thank you and please take it away.

a. **Staff Presentation**

Ms. G. Venczel, Development Planner

Thank you Mr. Chair. This is the presentation on Western Avenue Planning Study Implementation: Parking and Transition. This presentation will give an overview for the Western Avenue Planning Implementation: Parking and Transition on the following items: Purpose; Background; Planning Analysis; Open House Boards, Option 1, 2 and 3; Open House Questionnaire results and the recommendation.

In terms of context for the purpose. The Official Community Plan maximum density of the 2300 block, the maximum Official Community Plan density of the 2300/2400 block of Western Avenue right here was increased to Level 3, 0.75 fsr in February/March of 2007 as part of the Western Avenue Planning Study. The 2300/2400 block of Chesterfield Avenue remained at Level 1, maximum fsr 0.75 as it was not part of the Planning Study itself.

There is a significant lane dedication roughly about 66% already between Chesterfield Avenue properties and the west side of Western Avenue properties. Parking access is usually from the rear to maintain a pedestrian friendly streetscape on the street and for garbage pickup in the back lane. There already is an east/west back lane existing in this area. Council had directed that the transition area between Chesterfield Avenue and Western Avenue, over here, be examined as a result of the increase in the maximum Official Community Plan density on Western Avenue. Council had also directed that issues relating to parking be examined for this side of Western Avenue at Level 3. Normally the parking would be in this area or any redevelopment for the west side of Western Avenue.

Tonight's Policy Committee Meeting will be addressing two items. The first one being the transition between Western Avenue, which has a maximum fsr of 0.75 and Chesterfield Avenue which has a maximum fsr of 0.5. So this is the transition area we are speaking to tonight and the parking access issue for Western Avenue, in this area, the parking will be in the rear. We will be speaking about how to access that rear parking.

In terms of an overall background the Western Avenue Planning Study was identified in the Official Community Plan in 2002 "as a special study area that warrants special study consideration to determine whether a slightly higher density would provide a better transition from Lonsdale's medium density apartment uses to Western Avenue's low density single family attached dwellings". The outcome of this was, in terms of the purpose for tonight, that there was an increase in Official Community Plan density for the west side of Western Avenue.

At the time, February/March of 2007, when Council had approved those changes that was a time that the parking and transition issues were asked to be examined by Council. March 19, 2009 Council had endorsed a report that recommended further public consultation, which resulted in a May 5, 2009 open house on the Western Avenue Planning Study Implementation: Parking and Transition that was held in the front lobby of the Harry Jerome Recreation Centre.

In terms of planning analysis, the City is required to give parking access to all developments and parking usually is provided in the rear yard and the three options that were presented in the May 5, 2009 open house was:

- Option 1: Convention lane dedication and the resulting transition; 10 feet of lane dedication from each abutting property;
- Option 2: Dedication from Western Avenue only and the resulting transition which would mean a 20 foot dedication upon redevelopment from the Western Avenue properties; and
- Option 3: No lane dedication and the resulting transition from that.

Very briefly, what the conventional lane dedication and transition options meant, upon redevelopment and in terms of lane dedication is to always upon redevelopment it would be 10 feet from each property. So, for instance this property here has already dedicated 10 feet so they would not be required to dedicate. However if this property here wished to redevelop they would be asked to dedicate 10 feet towards a back lane. Again, for Option 1, infill housing discouraged over the garages and the rear yard for more privacy. Until the lane was fully accessible there may be some temporary driveway access from Western Avenue and then the temporary driveway access would be removed once there is full access. It would result in a pedestrian friendly streetscape and building design. It would be a suitable transition from Western Avenue 0.75 fsr to 0.5 fsr on Chesterfield Avenue. That is what the site actually looks like from a bird's eye view. So, this is Western Avenue, west side, and this is east side of Chesterfield Avenue and this is the back lane and some of its dedicated portions.

Option 2: Western Avenue dedication only and resulting transition. Again infill housing discouraged over the garages, in the rear yard to provide for more privacy. The lane dedication would come exclusively upon redevelopment from the Western Avenue property owners so that redevelopment would not have to wait necessarily until the Chesterfield Avenue properties were redeveloped or require a new building permit so that they could redevelop in an orderly fashion. There would be temporary street access for the driveway access in rear yard parking. In this case, in this particular lot, let us say this gets redeveloped they have already dedicated 10 feet but they would be asked, this is the dedicated 10 feet, they would be asked to dedicate another 10 feet should redevelopment occur in this particular option. So, in terms of transition there would be a greater physical distance between the existing buildings on Chesterfield Avenue and any proposed future buildings on west side of Western Avenue. And again, that is a bird's eye view of the area.

The no lane option, again, the same thing as the other options. Infill housing discouraged over the garages and the rear yard for more privacy. The no lane option maintains a status quo. The area which is currently grass remains as grass. It would actually result in some permanent driveway access from Western Avenue so this is one of the scenario options in terms of how big the lot sizes are and there may be some options for shared driveway access.

There are ways to actually give access to the rear yard parking. It would also result in front yard garbage recycling pickup but in terms of walkability it would be maintained because the traffic is not that intense in that area as this is a cul-de-sac area. So, the area again, a bird's eye view.

In terms of the open house questionnaire results, under 10 people attended the May, 2009 open house. Nine people responded to the questionnaire with four people being anonymous plus two email letters. The questionnaire results strongly indicated support for the no lane Option 3. Two letters received also indicated preferences for the no lane Option 3.

The recommendation is that Council endorse Option 3, No Lane and Transition as this option appears to be the one favoured by the respondents in the open house questionnaire and that is my presentation for this Policy Committee Meeting.

Councillor Heywood

Thank you Ms. Venczel. We will now move to any members of the public who would like to ask questions or make comments on the proposal. Ms. Malcolm! Please introduce yourself and give your address.

b. Representations from members of the public

Ms. Jan Malcolm, 522 East 4th Street, North Vancouver

My name is Jan Malcolm and I live at 522 East 4th Street. Can I go back on a slide? I just want to comment about the "under ten people attended the May 5, 2009 open house". I was a participant in an open house on another matter that the City publicized and we had about the same number of people. I did not attend this open house. It had no bearing on me and I was questioned at another Council meeting about that. So, I just want to you recognize that people don't come to the open houses for these things if it does not directly affect them.

Councillor Heywood

Thank you. Does anybody else want to make a comment. If not I will draw this part of the meeting to a close and see if there are questions or comments from members of the Council. Am I drawing a blank here too? We just closed the public portion, but with the forbearance of Council please go ahead. Could you please come to the microphone because these are recorded.

Ms. Carrie Kimberley, 2400 Western Avenue, North Vancouver

I am live at 2400 Western Avenue. My name is Carrie Kimberley. I am just curious to know how the traffic flow is changing on Western Avenue because I am noticing now that the development as you see whether it is the lodge that is being redeveloped on the corner of Western Avenue and 23rd Street and it seems now that the road is narrowed substantially from what it was before. Like before, two cars, two vehicles could pass at the same time but now my concern is that the road is narrowed so traffic getting in and out of Western Avenue is going to become a lot more difficult.

Councillor Heywood

Thank you, I will readdress your question to staff. Mr. Pope!

Mr. Doug Pope, Deputy City Engineer

Through the Chair, there was a traffic study for a Western Avenue Study that we commissioned in 2006 that looked at existing traffic and looked at forecasting future traffic for that area ten years hence, based on the proposed development, actually a denser development than what is proposed here tonight. Generally it looked at the performance of the Western Avenue and 23rd Street intersection that the speaker just spoke of, quite closely and looked at all the intersections in the general area. There is a development going on right now on the corner of Western Avenue and 23rd Street and it is part of their development. They have actually extended the curb. It is called a curb bulge. It has narrowed the roadway just at that corner and that is to facilitate a safer crossing in the future, for example, if we want to put in a crosswalk at that point. But generally the roadway has been left the same width. It has not changed, other than at that corner bulge.

Going back to the traffic study in general, it indicated that there should be some changes to the intersection at 23rd Street and Lonsdale Avenue which we have in the Capital Plan for next year and that Western Avenue and 23rd Street intersection could continue under the development proposal to operate in a safe manner. Left hand turn, south bound out of Western Avenue will over time get continually a bit more difficult but they said it would continue to be safe with some minor improvements.

Councillor Heywood

Does that answer your questions?

Ms. Kimberley

Yes. I am not sure. I mean you obviously know more than me saying that the width of the road has not changed but based on me driving in and out of that road on a regular basis it definitely has. There is no way that two vehicles could pass on that road anymore, at the same time. If somebody is turning left doing a right turn onto Western Avenue and I am coming down there is absolutely no way that we would be able to be at the end of the intersection at the same time with the expansion of the curb that has been done with the development occurring on the corner of the street.

Councillor Heywood

I am not sure this is quite germane to the lane way issue. It is more of a traffic management issue.

Ms. Kimberley

I am just curious. I mean I didn't know if the whole thing tied in with the lane issue that is being addressed this evening which is why I just wanted to bring it up.

Councillor Heywood

I don't think it does. Did you have any other comments, Mr. Pope?

Mr. Pope

Through the Chair, it is something we can look at again but it has been designed such that two cars can pass safely but by all means we will look at that design again and make sure that is what has been put in.

Councillor Heywood

Okay.

Ms. Kimberley

Okay, thank you.

c. Questions and comments from members of Council

Nil.

d. Recommendation

Councillor Heywood

Returning to members of Council, are there any members of Council who have a comment, query or concern? Hearing none, is there a recommendation? Moved by Councillor Keating!

Councillor Keating

I will move Option 3!

Councillor Heywood

I assumed that, I am sorry. Is there a seconder? Councillor Clark!

Councillor Clark

Second!

Councillor Heywood

Any discussion? Councillor Keating!

Councillor Keating

Just very briefly, Your Worship, I think staff and the public are in agreement Mr. Chair that this is the path of least resistance to the extent that it is the path of least disturbance to the community and much of the things that are there are left in place. I think it is an ideal solution to this although the frontages on Western Avenue in the 0.75 fsr area will be non-conforming to the extent that they put their garbage out front rather than the back alley. I think, again, this is the thing that is best for all concerned with the extent that it leaves an open green space and leaves things much the way they were in the past. Thank you.

Councillor Heywood

Are there other comments from members of Council? Seeing no interest I will call the question. All those in favour of the motion? Opposed? Unanimous!

Moved by Councillor Keating, seconded by Councillor Clark

PURSUANT to the report of the Development Planner, dated June 30, 2009, entitled "Policy Committee Meeting of Council, Western Avenue Planning Study Implementation: Parking & Transitions":

THAT Option 3: No Lane and Transition between Western Avenue to Chesterfield Avenue be incorporated into the Low Density Guidelines, as per the June 30, 2009 report, be endorsed.

CARRIED UNANIMOUSLY

e. **Adjournment**

Councillor Heywood

I will call for a motion to adjourn the Policy Committee. Councillor Keating!

Councillor Keating

So moved!

Councillor Heywood

Councillor Clark!

Councillor Clark

Second!

Councillor Heywood

All those in favour? Unanimous!

Moved by Councillor Keating, seconded by Councillor Clark

THAT the Policy Committee Meeting adjourn.

CARRIED UNANIMOUSLY

The Policy Committee Meeting adjourned at 8:18 p.m.