

# TAG Meeting Notes re 4500 Northlands Boulevard

**Preferred elements: What do you like/what works well that supports TAG/OCP goals, Climate Big Moves and the Guiding Principle: Enhance connectivity and mobility?**

## Parking

- Underground parking
- Underground parking but also need some surface parking
- Limited parking
- Limited parking spaces

## De-emphasizing vehicle traffic

- Keeping vehicles out of central space invites other modes of transportation
- Lane concept is good
- Road features/elements that force cars to travel slowly
- The 30km/h shared street
- The boulevard provides clear public connection into the site and the public realm
- Pedestrian focus; cars underground/garaged

## Active transportation

- The Valley Trail connections through the site
- Pedestrian walkways
- Connection to Valley Trail
- Concept of improved pedestrian connection at Lorimer and Northlands
- Good Valley Trail connections through the site

## Sharing

- Shared mobility (car share, on-demand transit) possible

## Other

- Significant greenspace, trees, natural landscaping
- WHA housing? 42 beds only or more?

## **Missing features: What features are missing that would be needed – or could be enhanced/improved – to maximize active transportation and transit connections and minimize vehicle use?**

### **Secure bike parking**

- Secure electric bike parking for residents and visitors
- Residents need dedicated e-bike storage; can't carry an e-bike up the stairs to apartment
- E-bikes are heavy so secure storage at street level is important
- Storage infrastructure designed around e-bikes; they're quite big and heavy
- Secure e-bike parking charging infrastructure
- Shelters / covered for short term bike parking
- Smaller pods for securing bike storage or gear
- In-unit bike storage as close to the front door as possible

### **Transit/shuttles**

- Covered bus shelters
- Add a transit stop for the free village shuttle right at the development
- Defined method for residents at this site to get to the ski hill; existing bus system will not be sufficient
- Better access to quality transit; current stops are far from existing stops

### **Vehicle parking**

- Consider reducing parking spots to < 1/unit
- Underground parking – need to use low embodied emission concrete; underground parking accounts for a significant percentage of the embodied emissions of a building
- Uncouple parking stalls from units
- Pooled parking spaces instead of private parking spaces

### **Carshare**

- Dedicated parking for carshare, preferably e-carshare
- Carshare spaces for residents and visitors

### **Other**

- Not enough employee housing in this development as it will ease traffic on the highway

## **How can this development further support active transportation/reduced car use to and from the development? What specific initiatives/programs/transportation components are needed?**

### **Transit/bus/shuttle**

- Hotel type shuttle to skiing, Lost Lake, etc., paid by strata fee
- If it's convenient to get on the free shuttle, then skiers will leave the car parked
- Re-route existing shuttle to swing by
- Could a winter ski shuttle be included in strata fees
- School bus stop locations
- Bus bay on Lorimer on north side
- Transit priority at intersection (e.g., signalization – Lorimer and Northlands)
- Better bus connections to other routes
- Any development should not preclude buses (either small or big) from accessing in case of future shuttle services, either conventional or on-demand in the future
- Lanes wide enough to accommodate buses

### **Connection to Marketplace/Village**

- Strong pedestrian connection from 4500 Northlands to Village – Valley Trail (connect to/through Marketplace)
- Repositioning Valley Trail to connect between Marketplace to the site
- Wayfinding
- Improve the pedestrian connection from the site across Lorimer Road and into the Village stroll
- Extend the reach of the development to Marketplace commercial, i.e., direct Valley Trail
- Allow shoppers to use shopping carts to get groceries home from Marketplace to they don't use the car

### **Active transportation infrastructure**

- Pedestrian overpass over Lorimer
- Could the boulevard running through the centre of the site be active transportation only?
- Reconfigure Lorimer Road – only one lane for cars and rest of space for bikes, peds and buses
- Ped overpass from Whistler Cay Heights to site and to Nesters to improve ped connections – safety
- Bike routes/Valley Trail with zero or minimal road/vehicle interface
- Dedicated and prioritized snow clearing on walking/cycling paths