

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, JUNE 2, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Anna Hardy
Bradley Cuzen
Bryan Fedirchuk (RCMP)
Christie Sacré
Dana Bourgeois
Ilana Baxter
Jonathan Arnold
Ron Spence
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk – Secretary

Presenters: Andrew Devlin, Manager, Transportation Planning
Christel Lindgren, Streetscape and Pedestrian Planner
Coreen Alexander, Planner 1
Mike Friesen, Manager, Strategic Initiatives
Natalie Corbo, Sustainable Transportation Coordinator
Niraj Sunuwar, Transportation Planning Engineer, Urban Systems

Absent: Maxwell Lai
Mateusz Debicki

Public: Keivan Hirji

1. CALL TO ORDER

The agenda for June 2, 2021 was adopted. The minutes of May 5, 2021 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

None.

3. NORTH SHORE NEIGHBOURHOOD HOUSE

The Manager, Strategic Initiatives from the City and the Transportation Planning Engineer from Urban Systems presented on the North Shore Neighbourhood House (NSNH).

Key points included:

- The subject property is City-owned land located at St. George's Avenue, between East 1st and East 2nd Streets.
- Project partners are Catalyst Community Development Society (Catalyst), The Health and Homecare Society of BC, NSNH, and Hollyburn Family Services Society.
- The proposed project is comprised of two buildings and a newly envisioned Derek Inman Park.
 - A 6-storey, mixed-use building is proposed in the northwest corner of the site with an overnight respite care and adult day program at ground level, with below-market rental housing above.
 - A mixed-use building up to 18-storeys is proposed in the southwest corner, containing the new (NSNH) facility occupying the first three floors and below-market rental housing above.
 - The Derek Inman Park is proposed to move to the eastern half of the site, with no net loss in dedicated park space.
- Vehicle parking variance is as follows:
 - Below Market Rental proposed supply is 36 spaces, including four visitor spaces for 89 units (-18 spaces below bylaw parking requirement);
 - Care BC proposed supply is eight spaces (-8 spaces below bylaw parking requirement);
 - Below Market Rental proposed supply is 72 spaces, including nine visitor spaces for 179 units (-36 spaces below bylaw requirement);
 - NSNH proposes 27 spaces (meets bylaw parking requirement);
 - Proposed loading supply for north building is 2 large and 1 small;
 - Proposed loading supply for south building is 1 large and 1 small;
 - Remaining loading will be on street (time-restricted).
- Bicycle parking for the proposed components meets the bylaw bicycle parking requirement.
- Transportation staff have the following comments:
 - Application proposes a passenger drop-off zone on St. George's Avenue, which is classified as a minor arterial. The drop-off zone could result in attempted double parking – suggest relocating to East 1st or 2nd Streets.
 - A Transportation Demand Management (TDM) plan should be developed for the users of both facilities, highlighting travel options and any provisions that are included by the applicant in lieu of parking provision. The plan should assess the trip demands of the site and the existing on-street conditions; it should then recommend measures that can be implemented to encourage active transportation and transit use.
 - Pedestrian crossing issues have been noted at 1st and 2nd Streets and St. George's Avenue. A signal should be provided at both locations in order to provide a safe walkable connection to Lonsdale Avenue and transit.

Comments/Questions:

- Agree with reduction of parking spaces due to transit availability in the area.
- What is the expected demographic of people who will be occupying the building or using the facilities? **A:** There are two residential programs, the first one being Catalyst servicing the general population and the second one being Hollyburn Family Services servicing youth, elderly, and families.
- Ensure bike parking is easily accessible and provide parking spaces large enough to accommodate cargo bikes.
- Committee commended the project for having respite care.
- Important to provide parking for residents that may require a vehicle to travel such as seniors or families, as well as for visitors/caregivers who are coming in to care for seniors.
- The Official Community Plan (OCP) amendment is to allow for residential use and respite care on site and part of that will be identifying a new height maximum for the site.
- Will the proposed buildings have dedicated EV charging infrastructure? **A:** Yes.
- How might the Esplanade Complete Street (ECS) project affect any of the parking studies done to date? **A:** There will be changes to available on street parking and loading on Esplanade as part of the ECS project. There is a significant number of underused off street parking in the Central Lonsdale Area (< 50% utilization), which will balance out anything lost on Esplanade and also provide options for people wanting to visit this site.
- Why is there no sharing of the parking between the two buildings? **A:** Due to the design and grade difference between the two buildings, the parking levels need to be different for each building.
- Will NSNH be housing more daycare within their facility than what is currently offered? **A:** Increase from approximately 36 to 54.
- Will there be a dedicated parking area for staff to park during construction? **A:** The applicant is required to create a construction management plan, which includes a parking management plan for people visiting the site.

It was moved, seconded and carried unanimously:

THAT the Integrated Transportation Committee has reviewed the North Shore Neighbourhood site redevelopment with regards to transportation and parking and supports the project to date. The committee makes the following additional comments:

- The Committee suggested prioritizing the transportation needs of residents and visitors with the highest mobility needs, such as some seniors and their caregivers.

4. ST. ANDREWS AVENUE SAFETY IMPROVEMENTS

The Transportation Planner and Streetscape and Pedestrian Planner presented on the St. Andrew's Avenue Safety Improvements.

Key points included:

- The project is composed of two parts:
 - Sidewalk infill – the installation of sidewalks on the east side of the 700, 900-1200 blocks to complete the sidewalk network.
 - Street calming package – design and construction of quick-build on-road traffic calming measures to improve driver compliance with the new 30km/hr speed limit and improve safety and comfort for more vulnerable road users.
- Sidewalk infill update:
 - Detailed design to complete the sidewalk on east side of St. Andrew's Avenue, between East Keith Road and East 13th Street;
 - Design includes a 2-metre sidewalk with a grass boulevard between the sidewalk and parking, and a larger boulevard between the sidewalk and adjacent lots.
 - Back boulevard has been designed to accommodate street trees;
 - Design will incorporate future vehicle and pedestrian scale street lights along the corridor;
 - Installation of benches that will provide rest stops along the route;
 - Sidewalk will be installed this summer, with street trees and lights to follow in the coming years.
- Street calming package:
 - Narrowed vehicles travel lanes;
 - Raised crosswalks at 8th and 9th Streets;
 - Separated on-road northbound bike lane (painted);
 - Shared on-road southbound bike facility;
 - Parking reduction on west side to improve sightlines and to ensure people are not parking too close to the intersection;
 - Parking reduction on east side to accommodate the bicycle lane;
 - No half block loses more than two stalls of parking.
- Public consultation and data analysis took place this spring and staff have developed a proposed design that will be taken to the public in June for comments and questions.
- Following second round of consultation, staff will amend the design as needed and move to construction this summer.

Comments/Questions:

- Will concrete be used to separate the bike lane? **A:** No, essentially the parked cars are the separation. Staff are considering using delineators between cars and the bike lane.
- Why are the designs temporary? **A:** The speed limit reduction was initiated due to COVID-19 to accommodate the increase of pedestrian and cycling activity on the street. Later on, the speed limit was reduced for the rest of the neighbourhood. The designs are permanent in the sense that drivers and cyclists will need to abide by the new design, but we are using quick build materials to provide us the flexibility to easily adapt the designs if needed.
- Do you plan to extend the 30km/hr zone further up Ridgeway or St. Andrews Avenues? **A:** It is not currently in the plan. The Safe Mobility Strategy has a policy that allows staff to change the speed context for different streets in the

city; this project will provide us with a good set of observations that will help to inform other street design projects in the future.

- Does the City consider this design an All Ages and Abilities (AAA) cycling route? **A:** The intent is to get vehicles volumes (< 1,000 trips/day) and traffic speeds down in order for it to be considered AAA.
- Placing the sharrows in the middle of the road make cyclists feel they can take up a full lane in traffic, which is important.

5. SCHOOL TRAVEL PLANNING

The Sustainable Transportation Coordinator presented on the City's Safe and Active School Travel Program (SASTP).

Key points included:

- SASTP encourages safe and healthy school travel habits through outreach and improvements to the transportation infrastructure around schools.
- The program covers nine schools, including elementary schools and all public high schools within the City.
- At each school, the City works with a consultant team on a series of targeted engagement activities over an 18-month period.
- The result of each program is a School Travel Plan with action items for both the school and the City to continue with.
- A North Vancouver Travel Planning Survey was conducted in March 2021 to better understand school travel choices, identify existing transportation challenges and opportunities, and compare results to past surveys to assess impact of STP initiatives and inform a program refresh.
- Questions for ITC:
 - Do you have any experience with School Active Travel Programs?
 - Do you have any ideas for sustaining program momentum after the facilitators are no longer at the school?
 - Other ideas for program improvements?

Comments/Questions:

- The City does not have any French Immersion schools, causing families to choose different schools outside of their neighbourhood as well as choose driving over active transportation. **A:** There are other schools within the City located across the highway and it is important to do what we can to improve the safety routes to those schools. The new Cloverley Elementary School will potentially be a French Immersion school so we can keep those students in this community walking to school as opposed to driving.
- Some of the safety issues addressed in the 2016 report for Westview Elementary School are still not resolved. What is the plan to address those issues? **A:** We keep a catalogue of all the outstanding infrastructure commitments we have at schools and we are currently prioritizing the work to get them all finished. Similar to the St. Andrews Avenue Safety Improvement project, we are looking into using quick build materials to resolve some of these issues as quickly as we can with the available budget that we have.

- Can Mahon Park be made into a mobility access route? **A:** It would not work for a cycling route as the grade of the park drops down steeply to the creek. The park is also classified as an environmental area, which limits what type of surface and lighting we can use, ultimately limiting the usability of a trail.
- For the beautification of some of the paths, use the Ontario Greenway in Vancouver as a reference point.
- Any plans for wayfinding and/or signage on AAA routes? **A:** 2022 is the year the City is revising our wayfinding strategy and we will be coming to the committee for input.
- The committee commended the Sustainable Transportation Coordinator for all her hard work and commitment to working with parents/students to improve safe and active routes to schools.
- How do you follow-up on surveys? **A:** Most surveys have been paper surveys and it is unclear if this is affecting the response rate or not. We have had an excellent response rate to most of the online surveys we have done. We have also had success with the high schools when the principals agree to dedicate some time during class for students to complete the survey on their own personal devices.
- Every school in the City and District of North Vancouver has their own individual safe routes to school map on their school website.

6. COUNCILLOR UPDATE

Key points included:

- Metro Vancouver Transit Police delegation on May 10th.
- RCMP delegation, Superintendent Bhayani presented the RCMP Strategic Plan on May 17th.
- OCP and zoning bylaw amendment for Millennium Development's project at 125-145 East 13th Street. The project proposes an increase to the height of the commercial floors and will be going to a Public Hearing on June 7th.
- Appropriations to allocate funds for some existing infrastructure safety improvements, pavement markings citywide, new sidewalks to complete the pedestrian network, and Marine-Main corridor improvements to extend the bus lanes beyond Brooksbank Avenue across Lynn Creek.
- Staff are setting up a Task Force for the new Crickmay and Rodger Burns Park.
- Starting to advance Waterfront Park master planning process.
- BC Cycling Coalition has been advocating for amendments to the Motor Vehicle Act to indicate safe passing distance. Currently, it only specifies that vehicles pass other vehicles safely but does not specify specific distance for vulnerable road users.

7. ITC – ROSTER OF PROJECTS WORKSHEET

The committee reviewed the worksheet prior to the meeting.

Comments/Questions:

- None.

8. TRANSPORTATION EVENTS

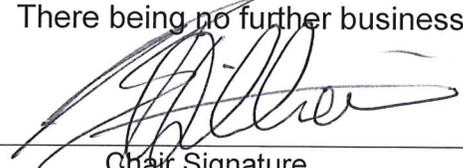
- May 30 – June 5 is Commuter Challenge Week.
- May 31-June 6 is Go by Bike Week (GBBW).

9. ROUND TABLE

- None.

10. ADJOURNMENT

There being no further business, the meeting was adjourned at 9:12 pm.



Chair Signature

Aug 20, 2021

Date