

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, SEPTEMBER 1, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Anna Hardy
Bradley Cuzen
Christie Sacré
Dana Bourgeois
Denis Beaulieu (RCMP)
Ilana Baxter
Mateusz Debicki
Ron Spence

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

Presenters: Andrew Devlin, Manager, Transportation Planning
Blair Underhill, Planner 2, Planning & Development
David Johnson, Development Planner, Planning & Development

Chris Cheng, Bunt & Associates
James Lee, Bunt & Associates
Mike Doiel, HDR Architecture Associates
Veronica Gillies, HDR Architecture Associates
Donogh O'Connor, PCL Constructors Westcoast Inc.
Gary Thomas, PCL Constructors Westcoast Inc.
Travis Prystai, PCL Constructors Westcoast Inc.
Chris Arthur, VCH

Absent: Councillor Tony Valente
Jonathan Arnold
Maxwell Lai

1. CALL TO ORDER

The agenda for September 1, 2021 was adopted. The minutes of July 7, 2021 were approved as circulated.

The Chair introduced Cpl. Denis Beaulieu to the ITC. Cpl. Beaulieu will be sitting on the committee as the RCMP representative.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. LIONS GATE HOSPITAL

The Development Planner and consultants from PCL Constructors Westcoast Inc., HDR Architecture Associates, and Bunt & Associates presented on Lions Gate Hospital (LGH).

Key points included:

- Development Variance Permit application for the LGH site at 231 E 15th Street.
- Application proposes a six-storey Acute Care Facility (ACF).
- Subject site for the ACF is located along the East 13th Street frontage, between the Hope Centre to the east and the South Tower to the west.
- Building proposes two main entrances that would each provide patient drop-off and pick-up points.
- Proposed entrance is located along East 13th Street, with a reconfigured front drive-aisle proposed to access the site directly west of the existing ambulance driveway that serves the Hope Centre.
- Island divide proposed between the two to distinguish the two access points.
- The main drive-aisle configuration is designed to facilitate one-way traffic flow from East 13th Street along the front of both the ACF building and the existing South Tower before re-entering at 13th Street.
- North entrance of the ACF would be located along the main north-south drive within the LGH campus, and modifications would be made to provide a drop-off and pick-up area for the ACF as well as the main entrance to the existing North Expansion Building.
- Future vehicle trip generation:
 - Net vehicle trip demand expected to be negligible as little to no new hospital staff, visitors, or patients are expected;
 - As existing traffic operations in study area are acceptable, no new traffic capacity issues anticipated.
- Future parking overview:
 - Net parking demand expected to be negligible;
 - ACF results in small net gain in parking (+2 stalls);
 - Upon completion of ACF, temporary gravel parking lots will be provided to help accommodate LGH parking demand in short/medium-term (~65-80 stalls).
- Future transportation initiatives ACF Development:
 - Bike gear drying facilities provided in change rooms;
 - New outdoor bike racks provided. A portion of these racks will be covered with bike shelters.
- Future transportation initiatives LGH Campus:
 - LGH campus – continuation of existing TDM program and facilities;
 - Lime E-Bike station located adjacent to campus.

Comments/Questions:

- What is currently at the site where the gravel parking will be? **A:** There are seven lots in total. Two are being used by the Health Authority for staff parking and five are being provided to PCL Constructors for construction purposes.
- There is a lack of transit frequency to Central Lonsdale and this area should be given more focus given that it is the centre of the City. **A:** City staff are working with TransLink to improve bus services on the North Shore by implementing more rapid bus connections, bus queue jumpers and in the future, fixed rail transit.
- What is the project timeline? **A:** Construction will begin this fall and the ACF is slated to open in early 2024.
- If the City continues developing high-density residential buildings around the hospital, we might see more workers living closer and walking to work, which will put less demand on our roads and transportation network.
- Ensure more thought is made to mobility lane travelers and making room for all users when roads are partially closed for construction.
- Members requested an update during the construction period in terms of how progress is being made.

It was regularly moved and seconded

THAT the Integrated Transportation Committee has reviewed the Development Variance Permit application for the Lions Gate Hospital site at 231 East 15th Street and supports the project. The Committee makes the following additional comments:

- The Committee likes that the proposed main entrance drive-aisle configuration along East 13th Street provides for one-way traffic flow only; and,
- Suggests having no left-turns when exiting the driveway onto East 13th Street.

CARRIED UNANIMOUSLY

4. MOBILITY STRATEGY

The Manager, Transportation Planning and Planner 2, Transportation Planning presented an update on the Mobility Strategy.

Key points included:

- Today's discussion focused around introducing select draft actions and strategies along with seeking feedback on how to best frame these ideas for discussions with the public and stakeholders.
- New practices, policies and tools for discussion:
 - New street types and design objectives
 - New street types will provide guidance to staff on how we plan and prioritize available space on different streets
 - Unites street design with adjacent land use and built form

- Establishes a clear, more accessible way to discuss the purpose and functions of different streets with the public, stakeholders and development community.
 - Bike/mobility lane and transit priority expansion
 - Ensure most new cycling and mobility lane infrastructure is designed to meet all ages and abilities (AAA) standards.
 - Rapidly deliver the City's priority mobility lane network to link all neighbourhoods and key destinations in the City of North Vancouver
 - Provide transit priority to keep buses moving fast and reliably along the most congested segments of the City's Frequent Transit Network
 - Neighbourhood speed limits and traffic management
 - Decrease speed limits for all Local Streets and Shared Streets
 - Deliver street design and traffic access management interventions across local neighbourhoods to direct most through traffic onto Connector Streets
 - Work with the Province and North Vancouver RCMP to introduce electronic traffic enforcement to increase compliance
 - Parking and curbspace management
 - Increase the flexibility of curb zones along High Street and Connector Streets by using digital street and curb regulations
 - Introduce and expand tools for managing on-street parking along High Streets and Connector Streets
 - Develop a new Residential Parking Permit Program
 - Transportation requirements for new developments.
 - Reduce the amount of vehicle parking that developers are required to provide in new buildings in the Lonsdale Regional City Centre
 - Increase amount of long-term bike parking and ensure sufficient horizontal space for cargo and family bikes
 - Enable shared parking between complementary uses
 - Adjust TDM expectations to be based on development type and size
- Next steps:
 - Fall 2021, undertake Phase 2 engagement on draft Mobility Strategy.
 - Winter 2022, Prepare final Mobility Strategy for Council consideration.

Comments/Questions:

- Be thoughtful in how this information will be presented to the public.
- If parking is not being prioritized for new developments, we will not be able to utilize our streets in the way we want if there is nowhere to put our vehicles.
- Very impressed with the amount of work that has gone into this strategy.
- It is important to simplify the information to the audience you are engaging as the amount of content can feel overwhelming at times.
- Allow the audience to understand "what is in it for them". Providing solutions the audience can draw on or relate to is key.
- What are the mechanics of getting this information out to the public? **A:** In the short-term, we are looking to develop a stripped down discussion guide for the next round of public engagement. In the long-term, we will be delivering the Mobility Strategy alongside the Environment Strategy and Community Well-Being Strategy to Council in 2022, which will steer policy for the next 10-years

in support of our Official Community Plan (OCP). Each action within the Mobility Strategy will be implemented in a number of different ways (i.e. through Bylaw or project based implementation).

- Did City Council direct staff to develop the plan? **A:** Yes.
- Will Council have the opportunity to approve the policies? **A:** Staff will present the draft strategy to Council this fall before it goes out for public engagement. After public engagement, the strategy will be updated based on feedback and then presented to Council for final consideration in early 2022.
- What is the purpose of the residential exempt parking pass program? **A:** The program was introduced around 15 years ago to try to mitigate some of the parking issues we were seeing in residential streets that were adjacent to the hospital and other busy commercial areas in Central and Lower Lonsdale. People that live on these blocks are eligible for a permit for a fee that gives them the ability to park on the street that exempts them from any time restrictions. The only people that are eligible for those permits today are people who live in buildings that do not meet the off street parking requirements that are set out in the zoning bylaw.
- What is the leading contributing factor to increased congestion on the North Shore? **A:** In the last decade, the North Shore added nearly twice as many jobs than it did people – there are more people driving to the North Shore to work than ever before which is a contributing factor to congestion.
- Any thought given to allowing space in multi family developments for different types of vehicles such as service or utility vehicles? Many employers require employees to drive service vehicles that do not fit into underground parking. **A:** We will discuss this with the Development Planners to see how that works within the Subdivision Control Bylaw.
- It is a good news story that we have such a thriving economy in North Vancouver. The fact that we have people who want to come here to work is fantastic. We have to be mindful that they have a place to live.

5. COUNCILLOR UPDATE

- Agenda item #5 deferred to the next meeting.

6. ITC – ROSTER OF PROJECTS

The committee reviewed the spreadsheet prior to the meeting.

Comments/Questions:

- Lime E-Bike update:
 - The service launched on July 26th;
 - In first 4 weeks, 4,500 trips were taken by 2,800 unique riders;
 - Between July 26th and Aug 19th, averaging around 150 trips/day with approximately 40-50 bikes available at any given time (2.5 trips per bike);
 - Most trips are under 10 minutes or under 3 kilometres;
 - Issues with bike parking and use of helmets; Lime is introducing incentives to encourage helmet use and returning bikes to designated groves.

- The service will be operating through the fall but likely at more reduced numbers.
- Why are there bike lane diverters set up at Harbourside? **A:** These are temporary measures and are a part of the upcoming Kings Mill Walk park redevelopment and planning for Concert Properties development that will begin this fall.

7. TRANSPORTATION EVENTS

- The Fromme Fondo takes place on Saturday, September 4th.
- This September, residents who share a positive walk, roll, or ride experience on social media with the hashtag #WalkRollRideCNV will be entered in a draw for one of five one-month Compass Card passes.

8. ROUND TABLE

- Hub Cycling has been posting video of the Dollarton Hwy construction on their Facebook. If you cycle or drive, it is an interesting video to watch to see what has changed in that area.

9. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:29 pm.


Chair Signature

Oct 15, 2021
Date