

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, FEBRUARY 2, 2022 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier
Jonathan Arnold
Denis Beaulieu (RCMP)
Dana Bourgeois
Bradley Cuzen
Martin Davies
Anna Hardy
Maxwell Lai
Genevieve MacMillan
Christie Sacré
Ron Spence
Christian Zollner

Staff: Andrew Devlin, Manager, Transportation Planning
Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk – Secretary

Absent: Mateusz Debicki
Councillor Tony Valente

1. CALL TO ORDER

The agenda for February 2, 2022 was adopted. The minutes of January 5, 2022 were approved as circulated.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. ORIENTATION

As three new members were present, all members introduced themselves and shared their comments on how they get around the City.

The Transportation Planner gave a PowerPoint presentation on the purpose of ITC, the Terms of Reference and the key documents that inform ITC's work.

4. ELECTION OF CHAIR AND VICE CHAIR

D. Watson explained the roles of Chair and Vice Chair and commenced elections. It was unanimously agreed to vote by a show of hands.

Nominations were called for Chair. B. Cuzen, D. Bourgeois, and R. Spence nominated B. Hillier for Chair. There being no further nominations, B. Hillier accepted the nominations and was declared Chair by acclamation.

Nominations were then called for Vice Chair. B. Hillier, D. Bourgeois, and A. Hardy nominated B. Cuzen for Vice Chair. There being no further nominations, B. Cuzen accepted the nominations and was declared Vice Chair by acclamation.

5. OVERVIEW OF CITY PROJECTS

The Manager, Transportation Planning provided an overview of City Transportation Projects.

Key points included:

- In a 2019 North Shore Travel Survey, results indicate that local residents make about 3-4 trips each day and are driving around 15 kilometres/day, 70% of trips are by vehicle and 70% of trips stay local to the North Shore.
- What is shaping our current mobility landscape:
 - Fragmented street network;
 - Compact community with employment growing faster than people and households;
 - Competition for limited road and curbside;
 - Rising infrastructure costs; and,
 - Regional travel dynamics.
- It is important to note that many levels of government share responsibility for our transit network system. The City is responsible for all elements of streets (sidewalks, managing curbspace, mobility lanes, design of the public realm and land use decisions etc.).
- Oversight of the City's mobility system is shared between Planning and Engineering.
 - Strategic Planning and Policy – The Transportation Planning team helps to establish the City's general blueprint for mobility.
 - Project and Program Design and Delivery – The Engineering and Transportation Planning teams are responsible for planning and delivering capital and infrastructure projects, service, and programs to support the City's mobility goals, objectives and policies.
 - System Operations and Management – Engineering and Operations manage the day-to-day function and level of service of the City's streets and transportation assets.
- Recent projects that ITC have helped shape are the Esplanade Complete Streets design and the West 1st Street Mobility Lane design.
- What is coming up in 2022:
 - New City-wide strategies focused on mobility, climate action, and community well-being;

- Finalizing Waterfront Network Transportation Study;
- Neighbourhood speed limits;
- Parking and curbside management;
- Transportation requirements for new development; and,
- Upper Levels Greenway project.

Comments/Questions:

- What is driving the increase in employment? **A:** The waterfront industries are growing significantly in the last decade and is a major draw for employment. Another major driver is trades and construction traffic.
- Is it true that the City is not allowed to make modifications to streets where they cross over HWY 1 without approval from provincial government? **A:** Yes, the City is not allowed to do anything without provincial approval for any street or parcel of land within 800 metres a highway interchange.
- Is the HWY 1 Interchange Project complete? **A:** The major construction finished in October 2021. The last piece that has not been finished yet is the signal at the Main Street on-ramp.
- Does the City and District of North Vancouver communicate with each other on certain projects that affect transportation? **A:** Yes, the Transportation Planning team does a high level of coordination and exchange with the District. We meet with colleague's once/month and engage with them regularly on specific projects. We also have a member of staff who reports to the City and the Districts of North and West Vancouver, working on Transportation in all three municipalities.

6. OVERVIEW OF THE DEVELOPMENT PROCESS

The Transportation Planner provided an overview of the development process.

Key points included:

Developments – Application Process

- When an applicant wants to bring a development to the City, there is various levels they can enter into with an application.
 - An Official Community Plan (OCP) amendment looks to change the density, height or the land use of a site significantly from what is provided for in the OCP.
 - Zoning – A rezoning can change the use by introducing a new use, eg residential above commercial, or change the building density. The changes will be in excess of the existing zoning, but permitted in the OCP. Most multi-family and any multi-family mixed with commercial sites will be a rezoning application.
 - Development Permit – When there is an area that has been rezoned on mass by the City (i.e. Harbourside, Moodyville). The Development Permit Area has guidelines, the Development Permit is used to assess if the application fit's those guidelines.
 - Development Variance Permit – When the development basically meets the zoning requirements but there is some milder issues where it does not fully fit. The development has to meet the required use, height and density

of the site, but it might not have the right setbacks, or it might be too close to a stream etc. and therefore would need to go through a Development Variance Permit.

- Building permit – To build anything significant in the City, you need a building permit (e.g. you need a building permit if you are looking to pave your driveway, or build a 30 story tower).

Transportation Studies and ITC

- Staff analyse how many vehicles will come or go from the site during its busiest 1-hour period:
 - Fewer than ~30 vehicles results in no transportation study;
 - Between ~30 and 100 vehicles triggers a Mini Transportation Study;
 - Between ~100 and 150 vehicles triggers a Transportation Study Level 1 and a review by ITC;
 - ~150 or more vehicles triggers a Transportation Study Level 2 and a review by ITC.
- Transportation Studies and ITC review may also be required for development with significant transportation impacts, for instance a large parking variance
- ITC's feedback informs staffs comments to the applicant and the resolutions made at meetings are included with the report to Council.

Comments/Questions:

- In the case of a private school or daycare being presented for a 4 point (roads around it), would they need a study to get certain parking, safety or speed zone signs? **A:** The daycare can contact the City and staff would review the concerns based on the existing policies and the specific site.

7. COUNCILLOR UPDATE

- Item #7 was deferred to the next meeting.

8. ITC – ROSTER OF PROJECTS WORKSHEET

The Chair explained the Roster of Projects Worksheet and process to committee members, whereby members are asked to review the projects worksheet ahead of the meeting and raise any questions during the meeting.

D. Watson provided a brief overview of City projects to the Committee.

Comments/Questions:

- What is the status of the Casano/Loutet Overpass project? **A:** The City has funding in place and is currently going through the permitting process with the Province including indigenous consultation and archeological site investigation. Staff are working with our funding partners to amend funding agreements to reflect the updated timeline so work can proceed on this priority project as soon as possible.

- The City is very proactive at working with the school district to promote safe routes to school. The City funds crossing guards at main roads by City schools and is very much appreciated.
- Each school has a “safe routes” map that is promoted at the beginning of the school year. It helps families to see the safer routes to actively get to school.
- Are more kids walking to school compared to a few years ago? **A:** There are more people walking to school at some schools. Changing behaviours/habits is the key, as well as finding a “champion” at each school is sometimes difficult.
- Oppose any considerations around deforestation when the Upper Level Greenway is being developed.
- Signalization of intersections has increased in the City, can you explain why? **A:** When deciding whether to signalize an intersection, we refer to the Transportation Association of Canada guide, which has warrants that determines the different process we can use. Many of the main arterials are getting to a point that triggers a signal through the warrant analysis. Signals are for not only safety, but also they help to keep traffic on arterials moving. For example, when the new signals on 3rd Street go in, they will all be coordinated and TransLink is working on coordinating their buses with the signals, too.

9. TRANSPORTATION EVENTS

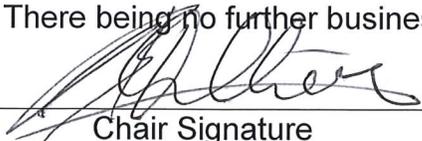
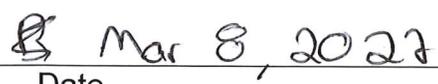
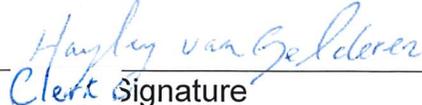
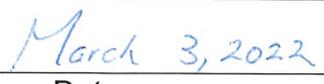
- Provide your input for the Upper Levels Greenway project by completing the survey on Let’s Talk, <https://letstalk.cnv.org/upper-levels-greenway>
- Ice Skating at the Shipyards plaza runs until the end of February.
- RCMP will be starting up the Commercial Vehicle Enforcement checkpoints at the City and District. Dates of enforcement to be confirmed.

10. ROUND TABLE

- Would like to know what the bylaws are regarding bike storage for new developments and if they can be changed to include requirements for cargo bikes.
- Is there a map of walking and cycling routes on the North Shore? **A:** The TransLink regional bike map is a good resource and can be accessed by visiting, <https://www.translink.ca/rider-guide/bike-and-ride-on-transit/cycling-in-metro-vancouver#metro-vancouver-cycling-maps>
- A map with net elevation for different routes would be helpful (i.e. how many gears do you need on your bike or how much battery power etc.).

11. ADJOURN

There being no further business, the meeting was adjourned at 8:37 pm.

 Chair Signature	 Date
 Committee Clerk Signature	 Date