

**The Corporation of the City of North Vancouver  
INTEGRATED TRANSPORTATION COMMITTEE  
WEDNESDAY, JANUARY 5, 2022 at 6:00 PM  
Via WebEx**

**MINUTES**

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- Present: Brent Hillier (Chair)  
Jonathan Arnold  
Denis Beaulieu (RCMP)  
Bradley Cuzen  
Mateusz Debicki  
Anna Hardy  
Ron Spence  
Councillor Tony Valente
- Staff: Andrew Devlin, Manager, Transportation Planning  
Matthew Menzel, Planner 2, Development Planning  
Blair Underhill, Planner 2, Transportation  
Daniel Watson, Transportation Planner  
Hayley Reiss, Committee Clerk – Secretary
- Guests: Jacqueline Garvin, Assistant Development Manager, Polygon Homes  
Donna Howes, Senior Transportation Engineer, Howes Technical Advantage  
Rene Rose, Senior Vice President, Polygon Homes  
Gwyn Vose, Director, IBI Group  
Lorne Wolinsky, Vice-President Development Polygon Homes
- Absent: Ilana Baxter  
Maxwell Lai  
Christie Sacré  
Dana Bourgeois
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**1. CALL TO ORDER**

The agenda for January 5, 2022 was adopted. The minutes of December 1, 2021 were approved as circulated.

**2. BUSINESS ARISING FROM PREVIOUS MINUTES**

- None.

### 3. MOBILITY STRATEGY

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

#### Key points included:

- The Mobility Strategy will set the City's new overarching blueprint for how we plan, prioritize, operate, maintain, and invest in our transportation system.
- The Strategy is currently in Phase 2 - refining the goals and strategies, developing the proposed actions, and seeking public input on the draft strategy.
- What we heard in Phase 1 engagement:
  - Increased traffic is making us feel frustrated, less safe, and is hurting our economy;
  - We want to use our vehicles less;
  - Mobility needs to be affordable and accessible.
- Development of the preliminary actions:
  - Reflects and responds to community feedback and concerns;
  - Reinforces Council's Strategic Plan and Official Community Plan (OCP) objectives;
  - Responds to emerging City and regional mobility trends;
  - Draws on proven best practices tailored to our city's context.

*R. Spence joined the meeting at 6:22 pm.*

- Examples of recommitted actions:
  - Complete the pedestrian network and add quality amenities;
  - Expand transit priority on our busiest corridors;
  - Continue to enable compact walkable neighbourhoods;
  - Expand the scope of our community travel programs.
- Refined actions:
  - Faster mobility lane network expansion;
  - Lower speed limits on all local streets;
  - Modernized parking and curb management;
  - More space for plazas, parklets and patios.
- New actions:
  - Reducing parking requirements close to transit;
  - Enabling low-emission and impact deliveries;
  - Create enabling conditions for Burrard Inlet Rapid Transit;
  - Introduce new street types to guide future designs.
- How to get involved:
  - Phase 2 engagement period runs January 10<sup>th</sup> to February 6<sup>th</sup>;
  - Participate in the survey and learn more on our website;
  - Pop-up events at the library and Shipyards skate plaza;
  - Share your thoughts and join the conversation on Twitter, Facebook, and Instagram.
- The Strategy will be finalized and prepared for Council consideration in spring 2022.

Comments/Questions:

- Like the suggestion to increase the network of roads that have 30kmph speed zones.
- What are the plans to enforce new, 30kmph speed zones? **A:** It is recognized that speed limit signs might not be sufficient and need to come with additional traffic calming measures. The Strategy is designed to set the overarching goals of where we want to be and once implemented, appropriate interventions may need to happen for each individual community.
- Mobility pricing should have a bigger emphasis in the Strategy; because it plays such a small role in the document, the significance of it will get lost. Suggest strengthening the language in the plan and see if more work can be done with neighbouring municipalities to raise your collective voice to other levels of government.
- Can some streets be made into transit only streets? **A:** Street typology is the most powerful part of this document from a street design perspective and it starts to explain that not all streets are equal. We have to be blunt that different mode or uses have to be prioritized differently on different streets.
- Happy to see car sharing in the document. Making car share more readily available and enabling conditions for cross-jurisdictional travel may persuade people to reduce the number of personal cars they have at home.
- Like the concepts in the Mobility Strategy around use of curb space and also how that relates to development parking supply.
- Like City parklets and think curb space can be used in a number of interesting ways that the City has done a good job with.
- Parking can be a bit of a waste in many areas and sometimes is not a productive use of curb space.
- The Strategy talks about an expectation on businesses to provide end of trip facilities. What would that look like? **A:** The idea around this is to recognize that without end of trip facilities, people might be less inclined to use alternative modes of transportation. It is mentioned in the plan to nudge businesses to consider providing end of trip facilities but we also recognize that there is so much influence we have over private property.
- Do you think the draft strategy reflects a high degree of ambition and takes into account the future demand on mobility? **A:** The Mobility Strategy is purposefully built to be a 10-year playbook as opposed to a 30-year playbook. The intention is to move quickly on the things we can change now. In terms of future infrastructure considerations, the language that is provided in the Strategy enables the values we have put in place to improve on infrastructure conditions.

**4. 114-132 WEST 15<sup>TH</sup> STREET**

The Planner 2, Development Planning and consultants from Polygon Homes, Howes Technical Advantage and IBI Group provided a presentation on 114-132 West 15<sup>th</sup> Street.

Key points included:

- Application proposes a 22 storey mixed-use building, with a two level podium containing retail and office tenancies, and 20 levels of residential strata units.

**Access**

- The development will gain access via one new access point from the laneway to the north side of the subject site, and a pedestrian focus along West 15<sup>th</sup> Street will be maintained.

**Car Parking**

- 215 car parking spaces provided within five basement levels, with eight spaces provided at grade on the site, which is in accordance with the requirements of the Zoning Bylaw.

**Bicycle Parking**

- 434 bicycle parking spaces, consistent with the requirements of the Zoning Bylaw. There are enough bicycle facilities for residents and tenants.

**Loading and Servicing**

- Two off-street loading areas.
- This arrangement will ensure all loading, including garbage and recycling, will be undertaken on-site, and will not affect the functionality of the road network.

**Infrastructure Upgrades/Land Dedications**

- A small triangle of land on the northeast corner of the site will have a right-of-way taken in order to facilitate truck turning between the north/south and east/west lane.

**Pedestrian Network**

- Applicant has proposed a publicly accessible plaza in both the northeast and southeast corners of the site.

**Public Transport Network**

- Proposed development has excellent access to the existing frequent transit network along both 15<sup>th</sup> Street and Lonsdale Avenue.

**Comments/Questions:**

- When will the development be completed? **A:** 2023.
- How is bike storage accessed? **A:** The first access point is from the lane to the ground floor and the second access point is by the ramp to the basement.
- How big are the bike lockers? **A:** 2'x6' for horizontal storage and 2'x3' for vertical storage.
- Will there be bicycle storage available for larger bikes such as cargo bikes? **A:** No, not in the current plan, but there is an overage of bike storage so it is something that could be contemplated.
- Is there residential truck parking? **A:** Two loading bays, one for commercial and one for residential.
- Concerned that the commercial use from the east lane may cause some potential back-up for vehicles turning right into the complex.

- Recommend that the developer consider including a dedicated car share parking spot for occupants in the building.
- The development has the potential change to the 15<sup>th</sup> Street frontage, has the RapidBus discussed in Phase 3 of the Mayor's Plan been considered in this project? **A:** Yes, one thing City staff are considering doing is changing the parking on the block. Currently, there is short time limited parking that helps the existing retail stores along the frontage. With this proposed development, they are providing a lot more parking on site and that will give the City greater flexibility on how we assign parking along the frontage. For example, we could put in 3-4 hour parking limits, which would result in less parking turnover and in turn, less delay to transit.
- How many of the parking spaces are able to charge at one time? **A:** We have planned for 100% charging availability on every residential stall, including visitors stalls.
- What is the charging capacity in the bike storage facilities? **A:** There is one receptacle for every four spaces, as per the bylaw.

It was regularly moved and seconded:

THAT the Integrated Transportation Committee has reviewed the Rezoning application for 114-132 West 15<sup>th</sup> Street and supports the project.

The Committee makes the following recommendations:

- That the developer include larger bike parking facilities to accommodate cargo bikes; and,
- That the developer explore opportunities for car share parking in the building.

**CARRIED UNANIMOUSLY**

## **5. COUNCILLOR UPDATE**

- New provincial legislation established a requirement for local governments to complete a Housing Needs Report by April 2022 and every five years thereafter. More information can be found on the City website at <https://www.cnv.org/city-services/planning-and-policies/housing/housing-needs-report>
- Received a thank you note from a public resident thanking City Operations for clearing priority bike routes and the Green Necklace.
- For interest, in the City of Victoria, the municipality is looking into using their mobility lanes to include use by people with disabilities (i.e. allowing people who use powered scooters to use mobility lanes).

**6. TRANSPORTATION EVENTS**

- The Mobility Strategy public engagement runs from January 10<sup>th</sup> to February 6<sup>th</sup>. Staff will be speaking to residents about the strategy at the City library, community centres and Shipyards skate plaza over the next month.
- TransLink announced adding brail to all the bus stops in the region by end of 2022.

**7. ROUND TABLE**

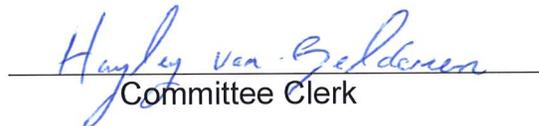
- The Transportation Planner proposed the idea of providing a series of presentations to the Committee on City processes (how developments are processed, how staff plan a capital plan project etc.). If members' have requests for specific processes that they think would be beneficial for the community to hear about, please email D. Watson.

**8. ADJOURN**

There being no further business, the meeting was adjourned at 8:57 pm.

  
Chair Signature

Mar 8, 2022  
Date

  
Committee Clerk

March 2, 2022  
Date