

**The Corporation of the City of North Vancouver**  
**INTEGRATED TRANSPORTATION COMMITTEE**  
**WEDNESDAY, JUNE 15, 2022 at 6:00 PM**  
**Via WebEx**

**MINUTES**

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

**Staff:** Daniel Watson, Transportation Planner  
Hayley van Gelderen, Committee Clerk – Secretary

**Guests:** Coreen Alexander, Planner 1, Long Range & Community Planning  
Renee de St. Croix, Manager, Long Range & Community Planning  
Blair Underhill, Planner 2, Transportation

**Absent:** Mateusz Debicki  
Anna Hardy  
Councillor Tony Valente

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**1. CALL TO ORDER**

The agenda for June 15, 2022 was adopted.

**2. BUSINESS ARISING FROM PREVIOUS MINUTES**

- None.

**3. COMMUNITY WELLBEING STRATEGY**

The Manager, Long Range & Community Planning presented on the Community Wellbeing Strategy.

### Key points included:

- Purpose of the presentation is to gather feedback on the strategy in a way that helps form the actions and details of the plan.
- The strategy will be our guide to planning and making decisions that support the wellbeing of our community today and over the next decade.
- Vision: a city where everyone belongs and has the opportunity to thrive.
- Goals needed to achieve our vision:
  - Goal 1 – Creating complete and connected neighbourhoods;
  - Goal 2 – Fostering an equitable city;
  - Goal 3 – Investing in people and communities.
- Three themes to organize our strategies and actions include “Healthy Neighbourhoods,” “Supporting People,” and “Working Together.”
- A number of draft actions were shared with the committee.
- Next steps:
  - Council workshop in the coming month;
  - Continue to meet with stakeholders;
  - Broad engagement anticipated for late fall;
  - Questions can be directed to wellbeing@cnv.org.

### Comments/Questions:

- What is the decided price for affordable housing? **A:** There is not a decided amount. We have completed our Housing Needs Report earlier this year and it looks at what we are projected to need in terms of population growth, general expectations around the types of housing and who we need to house. This strategy allows us to try and achieve the right supply of different types of housing with different types of supports.
- What is the average household income based on/year? **A:** Instead of looking at a dollar amount, we look at needs around different populations, how they fall into different income categories and types of needs for us to determine what type of suitable housing needs they would fall into.
- So the policy is not focusing on housing as a whole but rather housing supplements? **A:** It includes broader policy direction to take action on all areas of the housing continuum within the city. Some policies will focus on condo development, working with BC Housing to provide transitional housing and other supportive housing structures to support individuals in need, and more broadly on the missing middle and how we can support those types of units (i.e. townhomes).
- Since you are looking into forming partnerships with senior levels of government, look into BC’s Affordable Home Ownership Program (AHOP).
- Will you look to expand the number of Mid-Market Rental (MMR)? **A:** We are working on this in the Inclusionary Zoning policy and the intent is to make MMR more affordable but also to increase the number of units.
- Through a transportation lens, thinking about how to create opportunities for connection, identifying what is family friendly infrastructure and how people can spend time together makes a big difference (i.e. the Spirit Trails has created connection and purpose by creating different ways of getting around the community but it also brings people together).

- There are gaps in housing for people with mobility issues, for those who need assisted living and for young adults with different types of abilities (i.e. mobility and neurological).
- Commend the direction that staff are taking on this strategy.
- More spaces with coverage like there is at the Shipyards is significant for community wellbeing, especially on the many rainy days we experience here in North Vancouver.
- Improve accessibility in public washrooms and increase the number of public washrooms in the community (i.e. average counter height is too high for hand washing, especially for children or people with accessibility issues).
- Does this strategy encompass the City's bike network plan? **A:** No, but through this strategy we would look at how we can enhance the social components of cycling (i.e. making the network more accessible or increasing the various amenities that support cycling). The Mobility Strategy is the main document that focuses in on bike plans.

*R. de St. Croix and C. Alexander left the meeting at 6:55 pm.*

#### **4. NEIGHBOURHOOD SPEED REDUCTION**

The Planner 2, Transportation, provided a presentation on Neighbourhood Speed Reduction: Improving Safety and Livability on Local Streets.

##### Key points included:

- Reducing speed limits is a key action in Council's endorsed plans and strategies, including the Mobility Strategy, Walk CNV and the Safe Mobility Strategy.
- Reducing vehicle speeds yields a broad range of benefits and outcomes such as reduced noise, emissions, healthcare and societal costs, and increased comfort for vulnerable road users who share road space.
- Reasons for focusing speed limit reductions on local streets include:
  - Supports more comfortable conditions for vulnerable road users on key parts of the active travel network;
  - Greater credibility and likelihood of success;
  - Increased consistency and understanding for all road users; and
  - No meaningful impact on vehicle travel times.
- Next steps:
  - Continue to review evidence and case studies to ensure staff are putting forward appropriate recommendations;
  - Undertake initial costing analysis on various ways to provide intuitive signage; and
  - Approach Council (Q4 2022 / Q1 2023) with recommended option for endorsement.

##### Comments/Questions:

- Why are the streets, located a block off Lonsdale Avenue, not considered local streets? **A:** They are neighbourhood connector streets, which are streets that pull the traffic away before they flush out to local streets.

- Has there been consideration to turn Main Street (Cotton Road) into a primary road? **A:** This specific segment of road is unique and is directly adjacent to the District of North Vancouver, which would require partnership on how the street is redeveloped in the future.
- Given all the neighbourhoods in the city are small neighbourhoods, you probably would not receive much pushback from local residents if you were to change the speed limits to 30km/hour on all local streets.
- Notice that when traffic is backed up on Keith Road, drivers speed through the 30km/hour zones and they are likely people who do not live in these neighbourhoods.
- Jones Avenue north of the highway is a very wide street and it is common to see drivers speeding. Narrowing the street really does help to slow down traffic as observed on other narrow streets in that neighbourhood.
- Would like to know current data on the number of drivers who were given a re-exam road test referral that resulted from a crash report, a police observation or other information that indicates a person cannot manage a common driving situation.

## 5. COUNCILLOR UPDATE

- Council Valente was not present. Item #5 was deferred to the next meeting.

## 6. TRANSPORTATION EVENTS

- None.

## 7. ROUND TABLE

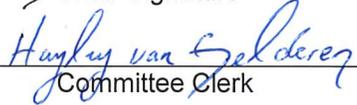
- The Chamber of Commerce put on a meeting with the head of TransLink, Kevin Quinn. The meeting was about what Translink is planning for the North Shore. Highlights from the meeting included:
  - Bus rapid transit is when the bus has its own dedicated lane, stops and has priority over stop lights.
  - TransLink is looking into bus rapid transit. The alternative would be rail, which costs upwards of \$400 million/kilometre and bus rapid transit is about 10% of that cost.
  - Determining which lanes would be dedicated to bus rapid transit and how it will be paid for is still unknown at this time.

## 8. ADJOURN

There being no further business, the meeting was adjourned at 7:48 pm.

  
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 Chair Signature

Feb. 7, 2023  
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 Date

  
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 Committee Clerk

February 1, 2023  
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 Date