



## MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,  
141 West 14<sup>th</sup> Street, North Vancouver, BC on May 3, 2023

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### **Members Present**

Anna Hardy (Chair)  
Jonathan Arnold  
Dana Bourgeois  
Genevieve Macmillan  
Allan Moors  
Karen Speirs  
Benjamin Woodyatt  
Christian Zollner

### **Absent**

Denis Beaulieu (RCMP)  
Martin Davies  
Jane Farquharson  
Cllr. Jessica McIlroy  
Ron Spence  
Lailani Tumaneng

### **Staff Present**

Emily Macdonald, Planner 2, Planning and  
Development *\*participated electronically*

Sarah Tremblay, Transportation Planner 1  
Hayley van Gelderen, Committee Clerk

### **Guests**

Nil.

The meeting was called to order at 6:00 pm.

### **1. ADOPTION OF AGENDA**

### **2. ADOPTION OF MINUTES**

- a) Minutes of the meeting held on Wednesday, April 5, 2023 were approved as circulated.

### **3. BUSINESS ARISING FROM THE MINUTES**

Minutes of April 5, 2023:

- Members requested an update on the City's pedestrian signal timing strategy and specifically around the push buttons on Lonsdale Avenue.
  - Staff responded that pedestrian signal timing parameters are calculated based on requirements outlined by Transportation Association Canada (TAC) in the Manual of Uniform Traffic Control Devices (MUTCD). In addition to basic requirements for Walk, Flashing Don't Walk, and Clearance Intervals, City staff implemented numerous pedestrian-friendly signal timing functions to improve safety of pedestrians at signalized intersections, such as Leading Pedestrian Intervals (LPI), "Rest in Walk" functions, "Pedestrian Recall" functions, and many more. Pedestrians are typically not required to push the push buttons at intersections with high pedestrian volume during daytime. For example, pedestrians do not need to push at most signalized intersections along Lonsdale

Avenue in Lower Lonsdale and Central Lonsdale during daytime. During nighttime, when there is low pedestrian volume on the street, pedestrians are required to push the push buttons since some motor vehicle drivers have the tendency to drive through a red light if they do not see pedestrians crossing the road while they wait for a green light, endangering vulnerable road users.

- Members requested an update on the upcoming work to update the City's Transportation Study Guidelines.
  - Staff responded that this summer, City staff will work with the Zoning Bylaw Update team to update the City's Transportation Study Guidelines and further define multimodal Transportation Demand Management requirements for development projects, whether new developments or changes to existing developments. This work will include contemplating changes to vehicle and bike parking and charging provisions, multimodal access and circulation, and nagging travel demand overall through programming and policy.
- Members inquired into the bus rapid transit lane westbound at Keith Road and Marine Drive and if it is more effective than using a queue jump phase.
  - Staff responded that dedicated rapid transit lanes have advantages over bus queue jump phases as the introduction of a bus queue jump phase (i.e., Transit Signal Priority, or TSP phase) introduces delays for all intersection approaches when it is served, including pedestrians and cyclists waiting to cross the road and transit vehicles approaching from other streets. TransLink's Bus Speed and Reliability Study identified transit delays for westbound buses on Keith Road approaching Bewicke Avenue at the Marine Drive intersection. The West Keith Road slow general purpose lane has been monitored as underutilized and was promoting speeding, so converting it to a dedicated transit and cyclist lane was a justified modification for several reasons including improved transit travel time, improved safety for cyclists, reduced speeding by westbound general purpose traffic, and reduced delays for all Marine Drive at Bewicke Avenue intersection approaches by not introducing a new TSP phase. Further work with TransLink will help the City identify bus speed and reliability improvements at intersections and on transit corridors.
- Members asked about the City's annual sidewalk program and how it leverages new developments for infill. Staff responded with the following comments:
  - New sidewalk to complete the pedestrian network – this is new sidewalk construction that fills in gaps in our existing network where sidewalk has not previously existed. This is delivered annually by City staff managing construction. Missing segments are priorities for infill based on a series of criteria including, proximity to schools or transit stops, constructability, etc.;
  - Development delivered works – when a property is developed, the City requires developers to construct sidewalks adjacent their property to modern standards that allow people to pass one another and include a treed boulevard separating pedestrians from the curb edge. In areas where sidewalk does not exist and a critical mass of development has not occurred, a financial contribution for the future construction of sidewalk is provided to the City. When 50% of properties of a given street have provided contribution, the City will pool all of the contributed funds and deliver the sidewalk. In many circumstances, contributed funds will be applied on a sidewalk project described above that follows the priority list for delivery (e.g. 600 block East 22<sup>nd</sup> Street).
- Members asked if there will be bike valet at the Shipyards Night Market.
  - Staff responded that The Shipyards is well connected by pedestrian infrastructure, transit and bicycle routes with bicycle parking. Bicycle valet is normally on-site for large scale events and festivals and this year, The Shipyards

Division, with support from Engineering, Parks and Environment, will be supplying complimentary bike valet services for weekend events starting on Friday, June 2 until September 15. For more information and location on bike valet at The Shipyards, we encourage participants to check the website.

- Members requested an update on the City's prioritization efforts on improving pedestrian and cyclist mobility and safety at the intersection of Lonsdale Avenue and 23<sup>rd</sup> Street in response to the cyclist fatality.
  - Staff responded that City staff share the community's anguish and extend heartfelt sympathies to all who knew her. We trust that the RCMP investigation will be a thorough and complete examination of the circumstances surrounding this heartbreaking event and we will do everything we can to support their efforts. In tandem, we have begun our own review to determine if there are any additional actions that the City could take to enhance the safety of road users in this area. The City of North Vancouver is a mobility-forward community with cycling being a primary mode of transportation for many of our residents. The safety of everyone who uses our roads and walkways is essential to a healthy city. This is why we prioritize investing in our bicycle route network and creating protected bike lanes and off-street pathways.

#### **4. LAND USE AND DEVELOPMENT PROCESS 101 / ZONING BYLAW UPDATE**

Emily Macdonald, Planner 2, Planning and Development, presented the following highlights regarding Land Use and Development Process 101 / Zoning Bylaw Update:

##### Land Use Planning and Development

- Zoning regulates how a property can be used and what you can build on a property; each municipality has their own Zoning Bylaw.
- Building permits (for buildings and residential uses) and business licenses (for commercial uses) are the primary tools for administering the Zoning Bylaw.
- Different neighbourhoods result from different Zones, such as low-density residential, park and institutional, commercial, mixed use, and industrial.
- A part from regulating land use, the Zoning Bylaw also regulates housing types, building form and design, and multimodal transportation requirements such as car parking, bike parking, charging, access and circulation.
- There are a list of actions within the Mobility Strategy staff would like to include into the Zoning Bylaw in order to better integrated land use and transportation.
- Unique or major developments may come to ITC for input on:
  - Multimodal transportation impacts, opportunities and improvements; and
  - Alignment with the goals of the Mobility Strategy.

##### Zoning Bylaw Update Project Overview

- The Zoning Bylaw is over 50 years old and requires a complete overhaul that considers new definitions, formatting, organization, zones and digital user interface.
- Project objectives include quality urban design, engaging and accessible, easy to use, integrated approach, and innovative and enabling (be able to adapt to future needs).
- Traditional vs. Modern Zoning – moving from segregated use to mixed use (reducing distances enables more mobility options).
- A new Zoning Bylaw can help build complete and sustainable communities, create housing diversity and livability, contextualize parking requirements, improve the building-street interface, streamline development approval and create future opportunities.

- A new Zoning Bylaw presents transportation opportunities such as direct implementation of some of the Mobility Strategy’s goals, greater consistency and control over form and design, and improvements to the existing Zoning requirements.
- Form Based-Zoning Bylaw would be less restrictive on use and more restrictive on how a building is shaping.
- Project and Engagement timeline:
  - Phase 1: Information gathering and analysis in 2023 with City staff, advisory bodies, the public and stakeholders;
  - Phase 2: Drafting the new Zoning Bylaw and design guidelines in early 2024;
  - Phase 3: Approval and implementation before end of 2024; and
  - Phase 4: Evaluation in 2025.
- First public engagement event will be held in-person at the Civic Plaza from 10am-2pm on June 3<sup>rd</sup>.
  - All updates on the project will be posted on the project webpage, [www.cnv.org/zoningupdate](http://www.cnv.org/zoningupdate)

Members presented the following notable questions and comments:

- Who else has influence over the final decision of whether a development gets approved or not? **A:** The *Local Government Act* sets out requirements that municipalities must follow and each municipality sets up their process. An applicant would submit a pre-consultation application to the Planning Department, which gets reviewed internally for preliminary comments. A memo is then returned to the applicant that in turn, allows them to submit a full application. Full applications receive a more thorough review by the Planner, Engineering and Building Departments. Staff make sure that the building being proposed is one that can be built, is consistent with the OCP and other policies; the whole process can take up to a year.
- Would this work consider things like the reduction of parking ratios or minimums? **A:** Yes, as we are drafting the Zoning Bylaw, we will take direction from the Mobility Strategy and other policy to inform our work.
- What considerations go into choosing the forms in the “form-based zoning bylaw?” **A:** We have Urban Designers on the project team who will take the best examples from past site-specific rezoning and use them in the Zoning Bylaw update process. We will be working with the Building Department to ensure the forms we are prescribing are sustainable and energy efficient buildings and work toward framing a good public realm. Focus will be around the human scale elements versus other things that do not need to be clearly defined.
- Would this work include updating signage and wayfinding parameters? **A:** No, the Zoning Bylaw regulates what is on private property or business signage.
- How will the Mobility Strategy communicate with the Zoning Bylaw? It is important to have amenities close to where people live and for the zoning process to help facilitate that. **A:** There are goals in the OCP that support your comments (e.g. adding neighbourhood/commercial areas). We want the Zoning Bylaw to help us achieve these goals and allow us to create complete communities, which will help cut down on trips and build community resilience.
- Will this work consider setbacks criteria for sidewalks and active transportation infrastructure? **A:** Yes, Planning staff will coordinate this piece with Engineering staff to ensure both the public and private realm are being reviewed.
- Will this work consider use of energy and prohibitions of energy types? **A:** No, this criteria is not in the boundaries of this work but can be found in the Construction Regulation Bylaw.

## 5. COUNCILLOR UPDATE

Cllr. McIlroy was not in attendance but emailed staff an update to provide to the Committee, which included:

- Council Strategic Planning begins this week; transportation and mobility plays an important role in a number of the Council's priority areas, and working with everyone in the community to build support for safe and diverse options across the city will be very important.
- Council has given direction to staff to develop a code of conduct that will provide guidance and expectations on respectful behaviour and communications for Council, staff, the public and committees; this will enable us to build a strong community and organizational culture that is centered in common values.

Members presented the following notable questions and comments which were emailed to Cllr. McIlroy and responded to via email:

- Does the public have any involvement in the strategic planning process? **A:** The Council Strategy Plan is the document that conveys the shared priorities of Council based on current challenges, opportunities, external trends, and our collective vision. The plan is a guiding document for decision making, initiatives, projects and plans, and for the operational plans created by staff. Similar to other organizational or corporate strategic plans, the public doesn't play a role in the development of the plan.
- When will the Strategic Plan be shared publicly? **A:** Uncertain as to when the plan will be completed and released to the public, but the intent is to do a refresh of the 2018 – 2022 plan and so it will not take as long to complete.

## 6. TRANSPORTATION EVENTS – MEMBER UPDATE

Members presented the following notable updates:

- May 29-June 4 – Go By Bike Week; the City's celebration station will be on Esplanade and Lonsdale on June 2 from 4-6pm.
- June 4 – Cllr. Valente and Cllr. McIlroy are hosting a spring bike ride event starting at The Shipyards (coincides with Go By Bike Week).
- HUB Cycling's website shows where you can get a free service on your bike during Go By Bike Week.

## 7. ROUND TABLE

Members presented the following notable round table comments:

- Block Parties
  - A member shared an idea around sustainable block parties / movie nights in the summer in a relaxed environment like Ray Perrault Park, encouraging attendees to arrive by bike or by other active modes of transportation.
- Lonsdale Avenue and 23<sup>rd</sup> Street intersection
  - A member shared their concerns about the intersection of 23<sup>rd</sup> and Lonsdale as well as around the dangers of using slip lanes (e.g. on 24<sup>th</sup> and Lonsdale and 25<sup>th</sup> and Lonsdale), and would like to see an update from the City and Ministry of Transportation and Infrastructure on what safety improvements will be made to enhance pedestrian and cycling infrastructure in this area.

- The staff liaison shared that the recent fatality of the cyclist at the intersection of 23<sup>rd</sup> and Lonsdale is currently under investigation with the RCMP and that the City is conducting its own review to determine if there are any additional actions that the City could take to enhance the safety of road users in this area.
- The Chair brought up that at a meeting in the past, the committee made a motion when discussing the Harry Jerome Community Recreation Centre project that the City continue to advocate for improved active transportation connection across the Highway. It was suggested that a possible path forward would be to recommend that Council advocate to the Ministry of Transportation and Infrastructure to reiterate the importance of safe pedestrian and cyclist infrastructure on the Highway overpass.
- RCMP Advocacy
  - Members are interested in learning more about what kinds of activism comes from the RCMP regarding issues such as dangerous intersections or their involvement when it comes to policy / Motor Vehicle Act.
  - The staff liaison noted that the role of the committee is advisory (to respond to issues referred to the committee by Council or raise issues to Council that are within the committee's mandate) and the committee felt that they could recommend Council advocate to the RCMP and the Ministry of Transportation and Infrastructure on some of the issues raised.

## **8. DATE OF NEXT MEETING**

The next regular meeting is scheduled for June 7, 2023.

## **9. ADJOURN**

The Chair adjourned the meeting at 7:22 pm.

*"Certified Correct by the Chair"*

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Anna Hardy, Chair