

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room A  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, March 4, 2020 at 6:00 pm

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M I N U T E S

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- Present:** Brent Hillier, Chair  
Dolores Altin, Vice Chair  
Ilana Baxter  
Dana Bourgeois  
Bradley Cuzen  
Christie Sacré  
Chris Quigley  
Councillor Tony Valente
- Staff:** Daniel Watson, Transportation Planner  
Edytha Barker, Committee Clerk  
Andrew Devlin, Manager, Transportation Planning  
Justin Hall, Manager, Public Realm Infrastructure
- Apologies:** Rohan Soulsby  
Sgt. Bryan Fedirchuk  
Matthew Carter
- Presenters:** Farzad Mazarei, CEO, Cascadia Green Development  
Steven Petersson, Director of Development, Cascadia Green Development  
Víctor Ngo, Transportation Planner, Watt Consulting Group
- Observer:** Laurie Parkinson

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**1.0 CALL TO ORDER, ADOPTION OF AGENDA AND ADOPTION OF MINUTES  
MEETING OF FEBRUARY 5, 2020**

The agenda for March 4, 2020 was adopted and the minutes of February 5, 2020 were adopted as circulated.

## 2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

## 3.0 REVIEW OF ITC TERMS OF REFERENCE

The Transportation Planner gave a presentation on ITC's Terms of Reference and mandate.

### Key points included:

- ITC is to advise Council and staff on transportation policy, planning and mobility issues with a focus on active transportation (walking and cycling), transit and integration of all modes of transportation.
- ITC is to review and prepare recommendations on various matters relating to transportation including consideration of the plans and development referred by Council that may impact mobility.
- Assist in educating the public on the benefits, necessities and safety aspects of active transportation.

### Questions/Comments:

- None.

## 4.0 MOBILITY STRATEGY

The Manager, Transportation presented an update on the City's Mobility Strategy.

### Key points included:

- The mobility strategy will provide the City with a modernized framework for transportation planning and service delivery.
- Four key components: Vision, Big Moves, Supporting Policies and Action Plan.
- The existing transportation plan is over 10 years old and has delivered on a broad range of focus areas over the last 10 plus years.
- There are many things shaping our current mobility landscape, ie. Limited network connectivity and lack of rapid transit connection.
- The ultimate outcome is to create streets that work for everyone in the face of change and uncertainty.
- We are currently in Phase 1 of the development of the Mobility Strategy; we hope to move through the phases quickly, ending with Final Strategy and Action Plan in early 2021.
- ITC is a key stakeholder in this project; staff will be looking to ITC to share ideas and input, asking questions, flagging issues and opportunities and as Community Champions.

- Questions for ITC for discussion and early input:
  1. What are top of mind issues or opportunities that you feel the plan needs to consider and address?
  2. For you, what makes moving around the City fun, easy and enjoyable? What makes it frustrating or difficult?
  3. What kind of information from the public would you want to know/learn in our early information gathering phase?

Questions/Comments:

- What efforts has the City made to communicate with minority groups? Are documents translated into other languages?
  - We are in the process of developing an engagement strategy and that is on the radar. Many other strategies are being updated at the same time, and will use those as engagement windows, touch points. We are looking at non traditional ways to engage.
- Regarding big moves, is delivery under the control of the City? Working with TransLink, the province and the federal government, it would be good to get a sense of how some of these big moves need to be aligned, it is important to be clear about what you can and cannot control.
  - This is good timing for this update as we can piggyback off what is happening at a regional level with TransLink's Transportation 2050. Great point.
- Looking back 12 years to 2008, what lessons have we learned? Were there things that did not get followed through on?
  - Great idea. We will look to bring that back to a future meeting.
- It is hard to move around the City. Sometimes we prioritize pedestrian and bikes only when it is convenient. We need to start reserving that real estate; make it a devoted space. Sidewalk widths should also be looked at; they are not wide enough any more.
- The City needs to find a middle ground between encouraging walking and active transportation and cars and parking. We tend to treat parking as worthless but the public can be very protective of it.
- Biking is moving beyond bikes to more devices such as scooters; we should be enabling them to help with congestion on the roads. We have a great network of multi-use trails but they seem to be encouraged for recreational use more than transportation. More education is needed on walking and biking in the City.

## 5.0 1<sup>ST</sup> STREET MOBILITY CORRIDOR

The Manager, Public Realm Infrastructure presented on the 1<sup>st</sup> Street Mobility Corridor.

Key points included:

- The Mobility Network Strategy (a plan to improve a series of corridors connecting key destinations in the City) was endorsed by Council in the fall of 2019.

- The Off-Marine and West 1<sup>st</sup> Street Mobility Corridors are the alternative east-west corridors being developed to connect users from the City to businesses and services along Marine Drive, DNV, DWV and Lions Gate Bridge.
- Some of the features of the 1<sup>st</sup> Street Corridor will include: 1) wide protected mobility lane, 2) adjustments to intersections to improve safety and operation, 3) retain centre left turn lane, 4) buffer to separate mobility lanes from parked cars and travel lanes and protect vulnerable road users and 5) green paint to highlight driveway entrances.
- The City is currently in consultation with the businesses and other stakeholders; a public consultation is scheduled for March 12 – ITC members are encouraged to attend.
- Detailed design will begin in spring 2020. We hope to go to construction in summer 2020.

Questions/Comments:

- Can you speak to any engagement the City has had with the DNV? Do they have their own network mobility plan?
  - Our Bicycle Master Plan was developed with the DNV. We do collaborate with them quite a bit and have just finished a project where we worked with them on designing key corridors as one cohesive route.
- Are there any plans to have dedicated bike routes where no vehicles are allowed? Are bike routes designed with energy use in mind?
  - We are aware energy conservation is a huge decision making factor when choosing which route to take. We do try to take advantage of the least challenging ones. Something like that is more suited to the mobility strategy. It is not being contemplated through this project but through others in the mobility network.
- On the 1<sup>st</sup> Street Corridor, where you have shown parking retained on the north side, there are a lot of surface parking lots on that side, street parking is low priority and you could perhaps get away with taking it out. The centre lane is used for turning, could you do something with selective left turns that could slow down the lane for everyone? Also wondering about the quality of the landscape, there are no street trees.
  - Good points, there are limited opportunities here but we have taken these things into consideration.

*8:00 p.m. - J. Hall and L. Parkinson left meeting*

*8:05 p.m. – S. Petersson, V. Ngo and F. Mazarei joined the meeting*

## 6.0 402-438 EAST 3<sup>RD</sup> STREET / 341-343 ST. DAVIDS AVENUE - CASCADIA GREEN DEVELOPMENT

The Cascadia Green Development is a proposed mixed-use development consisting of three buildings with residential, retail, office/medical, restaurant/café and child care uses. The existing uses of the site are low density residential, including duplex. 223 overall parking spaces are proposed (a variance of 57 spaces). They are requesting parking reductions due to the future RapidBus service on East 3<sup>rd</sup> Street, shared parking and proposed TDM measures which include off-side pedestrian and cycling improvements, bicycle maintenance facilities and unbundled parking.

S. Petersson presented regarding the project. V. Ngo presented regarding the Transportation Study.

### Questions/Comments:

- Where is the access to the underground parking?
  - It is off of St. Patricks Avenue, south of the lane. We are proposing 2 levels of parking.
- Isn't the outdoor space adjacent to the daycare dark?
  - The shadow analysis shows this is a good place to locate the daycare. Yes, there will be shadow impacts. We have discussed this with Vancouver Coastal Health and CNV's social planning and they have no concerns.
- Is the daycare's outdoors space far enough away from East 3<sup>rd</sup>?
  - There is quite a setback. This was not a concern that was triggered for VCH staff.
- Has there been consideration of car share or dedicated car share space?
  - Not as yet. We have done that on other projects and are open to that. We have been waiting to see what will happen with car share companies in Vancouver.
- How will parents drop-off to the daycare?
  - If they were to drive, they can come into the parkade to a dedicated day care parking spot near elevator. There may be an opportunity on St. Davids for some short term drop off spots. The additional loading space could be used as well. Seven spaces will be dedicated to the daycare, some for staff.
- Where will the stop for the RapidBus be?
  - Less than 1 block to the east in front of the former Coast Mountain Bus station.
- Can you explain the commercial parking?
  - It would be publicly accessible and spots may be available at daycare pick-up and drop-off times.
- Will there be charging available in the bike storage?
  - All spots for bikes and parking stalls will have charging available.

- Keep in mind that not all bikes are the same size; mountain bikes are bigger, there are longer bikes available for families, cargo bikes. You might need extra space to accommodate these types of bikes.
- Why does the City feel there should be a signal at St. Patricks and East 3<sup>rd</sup> Street?
  - To support access and egress from the parkade, particularly turning onto St. Patricks. Pedestrian safety in the area is a consideration.

It was moved and seconded:

THAT, the Integrated Transportation Committee, having received the presentation from Cascadia Green Development regarding the project located at 402-438 East 3<sup>rd</sup> Street/341-343 St. Davids Avenue, supports the project in principle, with the following considerations:

1. The traffic signal at the intersection at St. Patrick's and 3<sup>rd</sup> Street be installed.
2. Provision of a car share vehicle in line with the zoning bylaw subject to staff and car share operator interest.

Further, the Committee commends the applicant for providing charging ability in each car and bicycle parking space.

**CARRIED UNANIMOUSLY**

*9:15 p.m. - S. Petersson, V. Ngo and F. Mazarei left the meeting*

## **7.0 COUNCILLOR UPDATE**

- At the February 10, 2020 Council meeting, a Development Variance Permit was approved for 829 West 15<sup>th</sup> Street. They will be converting some of the existing parking stalls to an outdoor childcare space.
- The Community Recreation Strategy was approved unanimously at the February 24 Council meeting. This will allow staff to report back to Council on the prioritization of Harry Jerome components and associated projects
- Two Cannabis retail locations were approved – 1433 Lonsdale Avenue and 820 Marine Drive.
- At the March 2 meeting, third reading was given to the Smoking Regulation Bylaw amendments. These amendments include increased smoking penalties and introduce a vaping project advertisement policy.

**8.0 ITC – ROSTER OF PROJECTS WORKSHEET**

D. Watson updated the group on the project worksheet.

**9.0 TRANSPORTATION EVENTS**

The Open House for the 1<sup>st</sup> Street Mobility Corridor is scheduled for March 12, 2020.

RapidBus will be launching beginning of April.

**10.0 ROUND TABLE**

- More information (when available) was requested on the six options for additional crossings.
- Could staff present the parking study produced by Metro Vancouver?

**11.0 ADJOURNMENT – 9:30 p.m.**

  
Chair Signature

Sep 11, 2020  
Date

