

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, MAY 19, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Bradley Cuzen (Vice Chair)
Anna Hardy
Bryan Fedirchuk (RCMP)
Dana Bourgeois
Ilana Baxter
Jonathan Arnold
Mateusz Debicki
Maxwell Lai
Ron Spence
Councillor Tony Valente

Staff: Daniel Watson, Transportation Planner
Hayley Reiss, Committee Clerk – Secretary

Presenters: Andrew Devlin, Transportation Planner
Barry Savage, Three Shores Development
Blair Underhill, Planner 2
Chris French, Planning Assistant
Emily Macdonald, Planner 2
Mladen Pecanac, IBI Group
Natalie Corbo, Sustainable Transportation Coordinator
Rhys Leitch, Integra Architecture
Zach Mathurin, North Shore TDM & Bike Share

Public: John Niles (Member at Large)

Absent: Brent Hillier (Chair)
Christie Sacré

1. CALL TO ORDER

The agenda for May 19, 2021 was adopted.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

The Vice Chair informed the Committee that member, C. Quigley has resigned from the ITC. The City will be recruiting for a new member to fill the vacancy.

3. NEW TRAFFIC BYLAW FINES

The Planning Assistant presented an update on New Traffic Bylaw Fines.

Key points included:

- Commitment to keeping the Street and Traffic Bylaw aligned with key City policies such as the Safe Mobility Strategy and Long Term Transportation Plan.
- The City has a growing network of AAA mobility lane corridors dedicated to cycling and other forms of active transportation.
- Prior to adoption of the new traffic bylaws in February 2021, staff were seeing an increase in occurrences of cars stopping or parking in mobility lanes.
- The new definition for a mobility lane and the associated fine for impeding a mobility lane seeks to improve enforcement and discourage use by motor vehicles that may impact the safety of vulnerable road users.
- Drivers violating the Street and Traffic Bylaw can be issued a ticket of \$200.
- Education around the new traffic bylaw fines have been communicated out to the public, stakeholders, and partners through letters, emails and social media channels, as well as signage on key corridors.
- Staff will monitor the effectiveness of the new fines by comparing the number of violations per month over the next two years.
- Other changes to the Street and Traffic Bylaw include:
 - Impeding a transit lane \$120;
 - Allowing skateboards in mobility lanes;
 - Passport pay parking technology; and,
 - Adding a definition for “pedestrian” and updating the definition for a “cycle” to include “e-bikes”.

Comments/Questions:

- How can the City ensure early on that there will be enough bylaw officers to begin to enforce the fines? **A:** Bylaw Officers will go out and perform enforcement blitzes where they will be patrolling the corridors for a specified period of time. Blitzes will be organized each month on different topics on the Street and Traffic Bylaw.
- Is there any data on how many fines have been given out so far? **A:** Enforcement has only just started and the data has not been reviewed as of yet.
- Why is the fine for blocking a transit lane less than the mobility lane? **A:** The traffic rules for blocking a transit lane is in line with what is enforceable with the Motor Vehicle Act.

4. 133 EAST 4TH STREET

The applicant from Three Shores Development and IBI Group presented the 133 East 4th Street proposal.

Key points included:

- Application proposes the rezoning of 133 East 4th Street to support the development of a six storey, 23-unit rental apartment building in addition to a childcare on the lower level.
- Site requires 20 parking spaces based on the current bylaw (14 spaces for residents, three spaces for visitors, and three spaces for childcare use).
- Applicant is proposing zero parking spaces for the residents and one pick-up and drop-off space in the lane for the childcare.
- Applicant has another project at 145-153 East 4th Street, two lots over from the subject site. This project has a parking surplus of 15 stalls, which can be used to accommodate parking demand for the proposed development.
- The site is located within the Lower Lonsdale area, and is within easy walking distance to the RapidBus routes and stops; the Official Community Plan (OCP) supports consideration for parking reduction in developments close to transit.
- The Transportation Study review indicates the development is suitable for a pilot project for zero parking considering new parking trends, adequate nearby parking availability and alternative transportation network availability such as car share, transit and the bike route.
- To reduce auto usage, a comprehensive Transportation Demand Management (TDM) plan will be implemented. The applicant is contemplating:
 - Offering 15% of residents public transit passes over two years;
 - Estimating 50% of residents wanting to have access to car share, which will be offered at the other site nearby;
 - Providing a bike repair stand with all bicycle maintenance tools and supplies; and,
 - Covered bicycle parking for visitors.
- The City's Transportation team made the following comments:
 - Requested the applicant make a financial contribution towards bicycle facilities on the 4th Street Bicycle Route that can be upgraded to provide an AAA bicycle connection to the site.
 - The applicant is required to produce a one-year post occupancy study to allow the City to understand the affects of the parking arrangement.
 - Concerns with having only one childcare pick-up and drop-off zone and the potential for queuing in the lane as a result.
 - Concerns with the proposed 100% vertical bike storage. The bylaw recommends that only 35% of the storage is vertical.
- Staff is seeking the Committee's input regarding the proposed parking variance and the proposed solution the applicant is presenting, as well as on providing residents of the site to use the surplus stalls of the 145-153 East 4th Street site.

Comments/Questions:

- Concerns with having only one spot for childcare pick-up/drop-off, the potential for queuing and congestion, and the safety risks of it being located in the lane.
- Vertical bike storage cannot accommodate heavy e-bikes or bikes with a trailer hitch – consider revising to horizontal storage.
- Is the bicycle amenity room available to childcare customers? **A:** No, it is for resident use only. There will be stroller storage available within the daycare.

- What is the childcare’s occupancy? **A:** Approximately 36 children.
- The development is in a dense area where providing zero residential parking could work well and the applicant would be setting a positive example for future applicants to rethink onsite-parking plans in the Lower Lonsdale area.
- Can you offer discounts to residents who are car share members who wish to use the car share that is proposed for the other project site? **A:** There are five parking stalls in the back lane located at the project site one lot over. We are contemplating dedicating one of those stalls to car share but we have not committed to it yet.
- Did the Transportation Study take into account how COVID-19 has affected parking? **A:** Yes, based on the survey conducted two weeks ago on 5th Street down to 2nd Street, between Lonsdale and St. George’s Avenues, approximately 20-30% of parking spaces are available.
- Suggestion to dedicate some on street parking for residential use only.
- Where is the proposal at in the approval process? **A:** Currently collecting feedback from City staff and anticipate going forward for first and second reading in the next month.

It was moved, seconded and carried unanimously:

THAT the Integrated Transportation Committee, having reviewed the proposed development at 133 East 4th Street, supports the proposed variance to residential vehicle parking.

The Committee identifies the following as being its major concerns:

- The Committee suggests that the applicant is required to notify potential new residents of the zero parking available in the building and low parking availability on surrounding streets;
- The Committee has concerns over congestion in the lane resulting from the provision of only one child care parking space and suggests the applicant explore ways to minimize potential congestion; and,
- The Committee does not support the 100% vertical bicycle parking, and recommends that more horizontal parking spaces be provided as well as additional parking for cargo bikes and trailers.

5. MOBILITY STRATEGY – CONSULTATION UPDATE

The Planner 2 from the Transportation Planning division of the Planning and Development Department presented an update on the Mobility Strategy public consultation.

Key points included:

- Engagement process overview:
 - Online survey open from mid-March to end of April, 2021;
 - Stakeholder meetings undertaken during the same period;

- Public and stakeholders asked questions about the current issues of moving around the city and initial thoughts on the draft vision, goals, key directions and key strategies;
- 250 people participated in the Let's Talk survey and quick polls;
- >2000 people viewed the mobility strategy engagement material; and,
- ~30 in-depth meetings with partners, peer agencies and associations.
- What we heard:
 - There is an interest in more active travel;
 - Appreciation of proximity to parks and amenities;
 - Common challenges largely focused on congestion; and,
 - Individual circumstances influence travel decisions.
- Feedback on vision and goals:
 - Strong levels of support for the draft vision and goals;
 - Safety is paramount;
 - Environmental sustainability has to play a key role; and,
 - Desire to see equity and resilience featured more prominently.
- Feedback on key directions and strategies:
 - Recognizing transport affordability and accessibility is essential;
 - Desire for clarity for how the City prioritizes space on our streets;
 - Our streets contribute to the prosperity of businesses; and,
 - Significant interest in improving the 'small things' (i.e. improving lighting, wayfinding, or the sidewalk network).
- Other feedback:
 - Desire for more plain language; and,
 - Importance of partnerships and collaboration.
- Next steps:
 - Incorporate feedback from phase 1 engagement;
 - Begin to develop draft mobility strategy in the coming months;
 - Working sessions with ITC to share draft policy and initiatives at a detailed level.

Comments/Questions:

- How do staff use the feedback collected from consultations? **A:** Staff spend hours combing through the feedback in addition to the quantifiable data. We organize the comments into themes of feedback and compare it against the framework we are developing. Adjustments are then made to the framework to reflect some of the values and priorities people have shared during the consultation period.
- Are there opportunities for small business or employers to offer incentives to their staff to encourage use of active transportation (i.e. offering a subsidy on monthly transit passes or loans to purchase bicycles)? **A:** We do a lot of work with major employers to give them the tools to run their own internal programs (Transportation Demand Management programs). Many of these types of initiatives cost money to deliver and the City is not subsidizing these programs for businesses. Through the Mobility Strategy, we are hoping to explore what role we can play in potentially formalizing requirements on new development in the City to offer incentives as a means to offset other cutbacks (i.e. parking reductions).

7. E-SCOOTERS

The North Shore TDM & Bike Share Coordinator and Sustainable Transportation Coordinator presented on E-Scooters.

Key points included:

- Provincial Motor Vehicle Act Pilot for E-Scooter is a three-year term.
- New Provincial regulations as of April 5, 2021 and only apply to pilot communities.
- Bylaw amendments required for the City.
- E-Scooters will be for personal use only (no E-Scooter share allowed).
- E-Scooters are treated like bikes, and will have similar operating areas, and rights and responsibilities that are enforceable by RCMP and Bylaw Officers.
 - Bell, lights and helmet required;
 - Must be 16+ but no driver licence requirement;
 - For use by only one rider – no passengers or towing;
 - Sidewalk and highway use prohibited;
 - Dismount at crosswalks unless permitted (e.g. elephant's feet).
- Draft Proposed Operating Network:
 - Permitted – local roads, mobility lanes, and multi-use paths;
 - Not permitted – sidewalks, arterial roads (no mobility lanes), park trails, and extremely steep hills.
- Next steps:
 - May – continued coordination with internal/external stakeholders;
 - Early summer – bylaw amendments brought to Council for consideration;
 - Ongoing – pilot program monitoring, including data collection, surveys.

Comments/Questions:

- How can I try one? **A:** Staff are considering if bike businesses would be permitted to rent out E-Scooters similar to how they can rent out E-Bikes.
- General pamphlet or marketing materials for retailers to provide to customers who purchase E-Scooters to ensure safety guidelines and regulations are being communicated out.
- Any collaboration with public transport for how E-Scooters will access public transit? **A:** Currently, E-Scooters and similar devices are not permitted on the SeaBus. We have started to have conversations with TransLink around this given that both sides of the Burrard Inlet are going to be permitting E-Scooters. Permitting E-Scooters on the bus network and SkyTrain may be difficult since E-Scooters are not permitted in other regions.
- Will the pilot explore the extent to which scooters interact with cyclists, and whether these two modes of mobility are compatible with existing infrastructure? **A:** We have started to capture speeds of devices at various locations along the Spirit Trail in the three municipalities. We also record the number and types of devices that are being used. We are keeping track and monitoring how other users are interacting with various devices and that will continue throughout the three-year pilot.

- Younger children under the age of 16 will want to use these devices.
Suggestion to permit lower wattage E-Scooters for use by teenagers under the age of 16 (to allow E-Scooter travel at safer speeds).
- Is there any movement on legalizing other powered devices such as E-Skateboards or Segways? **A:** We have inquired with the Province through the consultation on the development of these regulations about other types of devices and there was not much information that they were able to give us on potential regulations or definitions for other types of devices.

10. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:30 pm.


Chair Signature

Aug 20, 2021
Date