

The Corporation of the City of North Vancouver

**INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, JUNE 1, 2022 at 6:00 PM**

**City Hall, Conference Room A
141 West 14th Street, North Vancouver**

MINUTES

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

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

Guests: Jennifer Draper, Deputy Director, Planning & Development
(via tele-conference)

Absent: Mateusz Debicki
Anna Hardy
Brent Hillier
Maxwell Lai
Councillor Tony Valente

1. CALL TO ORDER

The agenda for June 1, 2022 was adopted.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. CLIMATE AND ENVIRONMENT STRATEGY

The Deputy Director, Planning & Development provided a presentation on the Climate and Environment Strategy.

Key points included:

- The City is developing a Climate and Environment Strategy (CES) to eliminate carbon pollution and promote a healthy environment.
- The strategy will be our guide for planning, adapting and making decisions for the climate and environment today and over the next decade.
- The purpose of this presentation is to provide the committee with information on the “our pathway to net zero” and “leading by example” strategies of the framework.
- A number of draft actions were shared with the committee.
- Next steps:
 - Staff are preparing to bring the draft CES to Council on June 13th to seek direction to begin public and stakeholder engagement on the draft strategy.
 - Additional information about the draft CES and the public survey once live will be posted at www.letstalk.cnv.org/environment.
- Staff would like feedback from the committee on the following aspects:
 - Refinements to the draft strategies, actions and targets related to transportation;
 - Considerations for prioritization and implementation of draft CES actions;
 - Insight into how the City can best support community uptake of draft transportation related CES actions.

Comments/Questions:

- Is there an incentive from the government to push people to use non-electric devices? Current financial advances to get people out of their cars and into an alternative transport system is all focused on electric systems. **A:** Thank you, from a context perspective, this is worth noting.
- Update the zoning bylaw standard to require developments to provide space for cargo-bikes.
- Ensure pedestrian/rolling infrastructure is designed to be passable at high water to ensure active modes of transportation are available year round.
- How are we going to retrofit all the homes that burn natural gas to use electricity? **A:** Many of the older buildings have natural gas boilers that heat base boards for example. We can retrofit those systems to become hydraulic and still use infrastructure inside the suite.
- The plan is bracing for a very big spike in the number of micro-mobility solutions (i.e. e-bikes and e-scooters). How will our infrastructure system be able to handle this spike in a way that is safe? **A:** The Mobility Strategy does a good job of looking at how our street classifications and our street network can be better prioritized to meet the most important pressing demands on those corridors. Education, regulation and enforcement also plays a big part in managing public safety within our network.
- There is a lack of data around air pollution and how that can inform decisions on a day to day basis.

- Do you have dates for your targets? **A:** The International Panel for Climate Change has recommended to governments around the world to try and meet a reduction target of 45% in emissions over 2007 levels by 2030.
- Integrate more of the Mobility Strategy into this plan to strengthen the connection in how these plans support one another.
- As we begin to transition over to using more electric powered devices, what happens to all the batteries that cannot be used or recycled? **A:** As a City, we will need to stay on top of this and have the right local infrastructure to deal with the proper handling, recycling and remaining usage of those batteries.
- Can we look into alternative sources of energy and promote those various types? **A:** We have been intentional with a lot of our language being low carbon fuel but we can consider hydrogen fuel as well.
- Look into food service businesses and delivery increase that has showed up in North Vancouver (i.e. Door Dash, Skip the Dishes and Uber Eats). A lot of carbon excess comes from increased number of delivery drivers.
- How does our city compare to others' in climate action? **A:** Vancouver's influence in the region is strong and they have been able to do some very progressive things in the last 10 years. The great thing about our city is that it is much smaller and denser; therefore, we can be a lot more nimble. We still have that closeness with our residents, visitors and elected officials.
- Who is your target audience in the "leading by example" section? **A:** We are speaking to our community partners and non-profit organizations and enabling them to be able to grow their services and attract more volunteers to deliver on projects they are better at delivering.
- A lot of the things the City is doing, is probably very applicable to other businesses because the City's organization is similar in size to others.

4. WATERFRONT TRANSPORTATION NETWORK STUDY

The Transportation Planner, Planning and Development, provided a presentation on the Waterfront Transportation Network Study

Key points included:

- Scope is between Chesterfield and St. Georges Avenue (southern side of Esplanade).
- Study objective is to:
 - Maximize safe access and circulation for all users of the transportation network;
 - Maximize the functionality of the transportation network to support residential, business and service needs;
 - Maximize opportunities for space activation and contribution to the area's identity and sense of place.
- Intended outcomes slide:
 - Inventory of access conditions and needs for all modes of transportation;
 - Network plan outlining changes to access and circulation in the area for all modes;
 - Recommendations for changes to curbside regulations;

- Traffic control designs and measures, as needed.
- Options were presented to ITC based on the study of different options around the Shipyards to consider (i.e. whether to make certain streets one-way, two-way, full closure, or to remain how it is now).
- Staff would like feedback from the committee on the following aspects:
 - How well do you think people and goods flow through the area?
 - Are there any safety issues that you are aware of?
 - How do you think people and goods should move through the area?

Comments/Questions:

- Looking back at what was planned, what part of the City’s plan worked, did not work and why? **A:** Loading and vehicle access in general did not work. Creating more centralized parking by St. Georges Avenue would have been ideal. Potentially, if we can restrict loading times and vehicle sizes, we can make some real changes to this area. This area was rezoned in the early 2000s and there was lower regulations for waste and garbage space at that time. We are trying to get development planners to increase waste rooms and for garbage to be collected off the main streets.
- Change the way the data ranking is displayed on slides 23-25.
- Drawing ideas from Granville Island’s design may help with the redesign for this area.
- Signs indicating that the area is a shared space with pedestrians, bikes and vehicles.
- Having a middle line would be helpful but also indicate that it is a shared space with vehicles.
- If you want pedestrians to be safer, then put in those customary signs.
- Put a speed limit for cyclists on the Spirit Trail as guidelines.
- Instead of the stop bars, use bollards.
- Aesthetically, the bollards look better than a barrier gate and are more inviting and welcoming.
- Barrier gates give off the perception that no one is allowed in them
- Barrier gates would create a barrier for cyclists to have to go around them.

5. ITC – ROSTER OF PROJECTS WORKSHEET

The Committee reviewed the spreadsheet prior to the meeting.

Comments/Questions:

- Burrard Inlet study – Transport 2050 includes rapid transit from Metrotown to Park Royal. TransLink are looking at potentially upgrading the route to have a better bus connection in the near term and then provide separate grade rapid transit in the long term. If TransLink get the funding proposed, that is when they would start considering the technology and route alignment.
- Are the lights on Keith Road at Ridgeway and Moody Avenues going to be activated soon? **A:** Yes, we are waiting on pavements markings at the Moody Avenue intersection first before we activate the lights.

- Casano/Loutet – City staff are working with the other levels of government. We have gotten to the point where we can move forward but we still need to finalise funding.

6. TRANSPORTATION EVENTS

- None.

7. ROUND TABLE

- None.

8. ADJOURN

There being no further business, the meeting was adjourned at 8:45 pm.



Chair Signature

Jan. 7, 2023

Date

Hayley van Gelderen

Committee Clerk

January 04/2023

Date