



Corporation of the City of North Vancouver
Integrated Transportation Committee

MEETING MINUTES

Minutes of the meeting held at City Hall in Conference Room A,
141 West 14th Street, North Vancouver, BC on March 5, 2025

The City of North Vancouver respectfully acknowledges that this meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlilwətaʔ (Tsleil-Waututh) Nations.

Members Present

Brady Faught (Chair)
Matthew Cusanelli (Vice Chair)
Mark Adams
Andrew Major
Rita Odey
Michael Okun
Richard Walton
Benjamin Woodyatt
Daniel Anderson (SD#44)

Denis Beaulieu (RCMP)
Karen Rendek (Port of Vancouver)

Absent

Karen Speirs
Cllr. Jessica McIlroy

Staff Present

Sarah Tremblay, Transportation Planner
Gavin Duffus, Project Manager, Lonsdale Great Streets
Emily Macdonald, Planner 2, City Design and Planning
Eleanor Parrott, Committee Clerk – Secretary

The meeting was called to order at 6:01 pm.

1. ADOPTION OF AGENDA

1.1 The Agenda for March 5, 2025 was adopted as circulated.

2. ADOPTION OF MINUTES

2.1 Minutes of the meeting held on February 5, 2024 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

3.1 None raised.

4. LONSDALE GREAT STREET

4.1 The Project Manager presented an overview of the Lonsdale Great Street project:

- The project is in phase 1. Staff have carried out preliminary analysis and made some early observations following the public engagement period. The feedback provided during this phase will contribute to shaping the future strategy and action plan.
- There has been extensive growth in the Lonsdale area, which has brought with it a need to adapt and accommodate new residents.
- The project applies to the area extending from Victoria Park to the Trans Canada Highway.
- The consultant hired to lead the project is Gehl, a leading urban strategy and design consultancy with extensive experience in commercial corridors similar to Lonsdale. The Gehl consultant team is also comprised of sub-consultants Hapa Collaborative landscape architecture, Jon Stover and Associates economic development consultants, and Stantec Engineering. The consultant's initial conclusion is that the street performs well and has a low commercial vacancy rate.
- The project considers the street holistically.
- Over 2,500 survey responses were received, which is a very high response rate. The responses have highlighted five key themes and an overview of each was provided to members. Theme 5 relates to how people travel to, from and around Central Lonsdale safely and comfortably using all modes and is most relevant to this committee.

4.2 Members presented the following notable questions and comments:

- What is the great street concept? **A:** The aim is to create a competitive street at the pedestrian scale with a range of inviting environment elements.
- What is the intended project outcome? **A:** The initial aim is to outline changes to the street that touch on design, built form, businesses, and an implementation strategy alongside each including actions the City could take to finance the changes. Lonsdale Great Street will also serve as a roadmap for a long-term plan.
- Does the project consider the type of businesses allowed and rent control to encourage small businesses to flourish? **A:** Economics are an important factor in the project which includes consideration of how to retain and encourage different businesses.
- Does the great street concept refer only to the economic performance of the street? **A:** The project considers the street as a whole from a range of lenses, but is led by the City's Economic Development group so there is an emphasis on the sustainability of businesses.
- The majority of survey respondents said they drive to Lonsdale but the goal of the project should be to make Lonsdale a great street for people that is safe for pedestrians and micro-mobility users. Survey respondents usually have vested interests, and the preservation of auto-culture is often overrepresented.
- Given the far more significant rate of car users reflected in the survey compared to cyclists, will the outcomes mirror this weighting in favour of drivers to the same extent? **A:** This is a project of trade-offs and staff will need to demonstrate that when space has been allocated for one thing, space for something else is given up. There have been no decisions on bike lanes as of yet.
- Is there an overarching narrative of increasing micro-mobility and reducing car access on Lonsdale? Will the project be incremental or transformational? Is there a bold objective to move away from car usage, or is the aim to maintain the status quo? **A:** The project considers the needs of a growing City, which means there will be more users of all modes.

- Is Lonsdale part of the Major Road Network? **A:** Yes Lonsdale is currently a trucking route and bus route, and is a major corridor.
- Is Lonsdale currently convenient for vehicles? **A:** The street currently serves vehicle users fairly well but there are trade-offs such as noise, fumes, transit, and the pedestrian experience.
- When visiting numerous stores on Lonsdale, it is helpful to use a car so you can buy larger amounts of goods than you would otherwise be able to carry as a pedestrian or transit user. This is especially helpful when shopping with children.
- Initiatives to reduce the number of vehicles on Lonsdale have caused a ripple effect and pushed traffic to the surrounding residential areas. Staff could consider the placement of residential areas and ideally place these next to parks and green spaces, with businesses being centred in more traffic heavy areas.
- A reduced vehicle speed limit and no right turn on red restrictions at every street would be welcome. This would reduce noise and make it safer for people.
- Vehicles on Lonsdale may function well from a volume perspective, but the driving experience is sub-optimal with tight lanes and limited parking.
- Other areas in Metro Vancouver similar to Lonsdale have implemented pay parking, which means reduced time for drivers to find a parking space and fewer cars in the area.
- It is unreasonable to expect people to pay for parking. The City should make developers provide free underground parking spots. Older people often have no alternative to driving and paid parking is unfair in an ageing society.
- Many people do not have a vehicle or are not able to drive such as youth, those with a low income, or those with mobility challenges.
- The Grosvenor Connaught building in Edgemont village incorporates free underground parking for those accessing amenities and parking spaces are usually readily available. Negotiation with developers could increase the availability of underground parking.
- Lonsdale aims to capture the traditional uses of a high-street such as those in the UK, where shoppers tend to park outside the high-street area and walk into the town centre. Underground parking on Lonsdale would facilitate a similar usage.
- Could Lonsdale be fully pedestrianised? **A:** At the previous meeting, Councillor McIlroy confirmed this is not the intention of the project. Lonsdale is also a transit, truck and vehicle corridor, so staff are considering how to make this multimodal corridor perform better.
- A creative approach such as that used on Granville Street in Vancouver could be considered. Prohibiting vehicles on Lonsdale during quiet periods would encourage pedestrian usage during these times when the area is underutilised, such as evenings. The street could be bus-only during certain times of the day.
- Pedestrian-scale street lighting is a good idea to help create a safer and more inviting pedestrian environment, especially for women.
- Lonsdale should be a place where people want to stay and enjoy.
- The parklets are currently an unpleasant experience because they are located directly on Lonsdale. Locating parklets on side streets would provide a nicer experience if they were located on side streets.
- Walking in the Lonsdale area via laneways is particularly challenging due to the high speed and unpredictable nature of vehicles using these roads and poor sightlines. A reduced speed limit of 30kmh and enforcement of sightlines would be an improvement.
- Being able to cycle on Lonsdale rather than approach it from the side streets would be positive. However, there is not enough space for everything and this project needs to determine and focus on the key goals of the street.

- The distance between buildings, the sidewalk and the road is limited. Whilst the possibility of being able to cycle on Lonsdale is attractive, this would likely worsen the situation for road users, pedestrians, and create a sub-par experience for cyclists. Given the limited space available, compromises are required and it is not possible to cater to everyone's preferences. A road for everyone is a road for no one.
- The transit routes to Lonsdale are not efficient from all areas of the City.
- An urban school will likely be required to accommodate population growth in this area over the next 10-15 years. Plans should be put in place now to ensure a safe route to a school in the area because as the Lonsdale corridor is changed, parallel corridors also change. Roads could be categorised into bike, drive and walk roads similar to the process used in East Vancouver with the Adanac corridor.
- The availability of public washrooms would increase the use of public transport and bicycles to access Lonsdale, especially if located where transit converges such as at Lonsdale and 15th street.
- Residents north of the highway up to 29th street are not considered in this project. The ability for these residents to safely cross the highway to access Lonsdale would be welcome, such as via wider sidewalks on the Lonsdale overpass.
- Has the impact of inclement weather been considered? There is little overhang from buildings on Lonsdale to offer coverage from the rain. **A:** There are awnings on some Lonsdale buildings but they are not consistent. This was highlighted in survey responses.
- Aesthetic cohesion is currently missing from Lonsdale. A consistent sidewalk treatment would improve the area.
- The project provides opportunities to explore animated east / west spines themed for major attractors such as wellness near the hospital.
- Victoria Park provides an ideal site for other uses and could be used to create an additional space like the City Plaza.
- Europe offers a good case study of plazas providing pleasant places to sit. The City is formed of corridors and it is not pleasant to linger on sidewalks at present. Rather than aiming to fit multiple uses onto Lonsdale, side streets could be closed off to provide plaza-like quartered areas. 100 block west Lonsdale would provide an ideal area to barricade off as a trial run over the summer.

The Planner 2 joined the meeting at 6:45pm. The Project Manager left the meeting at 7pm.

5. SMALL-SCALE MULTI-UNIT HOUSING DRAFT ZONE

5.1 The Planner 2 provided an overview of the Small-Scale Multi-Unit Housing (SSMUH) Draft Zone:

- Through Bill 44, the Province introduced legislation to enable ground-oriented housing options called SSMUH. All municipalities were required to implement changes in their Zoning Bylaw and OCP that align with this legislation. The City's draft SSMUH zone is the response to this legislation.
- The intent of the legislation is to enable multiplex development in existing low-density residential areas. This applies to any city with a population of over 5,000.
- The City's single family zone already allows a secondary suite and coach house for a total of three units so is not subject to the new SSMUH zone. The SSMUH applies to the City's duplex zones.
- The City needs to update its Zoning Bylaw by June 1, 2025 to adopt the SSMUH zone. Affected lots have been mapped, based on the Zoning Bylaw.

- Developments may contain a maximum of 3, 4 or 6 units depending on lot size and proximity to prescribed bus stops.
- Some cities have already begun allowing development of properties in line with SSMUH by adopting multi-plex housing 2-3 years ago, so examples are available.
- Some lots need to be rezoned to allow up to 6 units which brings challenges. Buildings need to be large enough to accommodate the units whilst also allowing space for walkways, garbage and parking spaces, which are typically 2.5m wide. The Province has prohibited the City from setting a minimum parking space requirement for 6 unit developments, and the City has chosen not to set a limit for 4 unit developments. Given that developers are likely unwilling to risk trying to sell units without parking spaces, the lack of parking space minimums are unlikely to have an impact on actual parking spaces delivered.
- Design guidelines are not required by the Province, but will be developed by the City and provided to Council at the end of this year. Members can provide input to the development of the design guidelines. The guidelines add a review stage to the development application process, and apply a policy lens to applications received. The guidelines will include goal-oriented language and the ability to incentivise positive design features and regulate developments.
- A range of existing strategies are relevant to the aims of the SSMUH zone. Three mobility goals have been identified as a result of analysing the Mobility Strategy. The design guidelines will help to control and regulate these goals in developments.
- One zone will be applied across different properties.
- Developments of 3 units or more require two bicycle storage spaces, but the specifications are not onerous. Spaces can be provided within the unit or in a shared bike room.
- Regulations require a well-lit pathway of 1.6m and no more than 3 steps over a 10m distance are permitted.

5.2 Members presented the following notable questions and comments:

- A number of properties north of the Trans Canada Highway are single family homes on large lots. Why are these areas not included in the map of properties affected? **A:** If these properties were zoned for single family dwellings they would not be included, because the City's single family zone allows coach houses and secondary suites.
- Will developments within the SSMUH zone be low rise? How many floors will they have? **A:** The maximum height is 3 floors.
- Is the requirement to allow 6 units on lots in close proximity to certain bus stops due to the restriction on prescribing a minimum number of parking spaces on these lots? **A:** SSMUH requires 6 units on lots within a certain distance from prescribed bus stops, and parking cannot be required. The Province's Transit Oriented Areas legislation is similar in that the City cannot require parking, but it is a different scale of density.
- What qualifies as a bicycle parking space? **A:** If the space is within the unit, there are no requirements for a bike rack to be installed, but it must meet minimum dimensions and be accessible by a path with low slope and few steps. If in a bike room, the space must meet standard size requirements and a bike rack must be installed to support the bikes and allow for a bike lock to be used.
- Bikes are varied. Cargo bikes would not fit in a small indoor bicycle storage space or be easily carried up steps. **A:** The design guidelines could contain an incentive to cater for other mobility devices, and encouraging language could be used.
- Will Development Permit Applications for the SSMUH zone be approved by staff or Council? **A:** Approval of Development Permit Applications may be delegated to staff.

All of the City's other Development Permit Applications are delegated to staff, currently, and we would recommend the same for these ones.

- Parking spaces are already limited. Has the City considered pre-zoning these parcels to enable land assembly? This would allow developers to build underground parking and let these parcels meet the City's goals. **A:** Land consolidation incentives were not included in the SSMUH zone. But this may be an important future consideration to enable more efficient building forms.
- Conflict arises between residents when there are not enough parking spaces available on their street. **A:** Staff are developing the Curb Access and Parking Plan to manage current and future on-street parking. The plan should result in policies to better manage demand and supply.
- Setting parking minimums is counter-intuitive. In the long-term, removing parking space minimums will help to facilitate a mindset shift and people without cars will choose to live in multiplexes without parking spaces.
- Why are staff not implementing a block zone to cover the mapped properties affected which are next to each other? This would provide an incentive for cheaper developments, as developers could build more units on a combined lot rather than fewer units on a single lot. The development of a larger multi-plex would likely reduce conflict amongst neighbours, compared with numerous smaller developments intermixed on one street. The areas of 13th Street to Keith Road, and St Andrews to Ridgeway provide opportunity for block zones. In addition, it is more feasible for a developer to build underground parking for a 20-unit building, rather than for 6-units or fewer.
- Other cities should be studied for ideas on what to include in the guidelines. Montreal contains a range of mixed density areas which lends well to shared spaces, but multiplexes are constrained. Montreal buildings were developed over a long time period. Examples of new build multiplexes would be more beneficial and comparative to the City. **A:** The SSMUH zone is not prescriptive in terms of the building style. Developers will use design work and architecture to meet the goals and aims of the SSMUH zone.
- Residents living in multiplex housing could be surveyed for their input on what is working well and what could be improved.
- It is difficult to provide input to the design guidelines without first reviewing a draft. **A:** The draft guidelines are not yet complete but staff will present the guidelines at a future meeting for further input.
- How much development do staff anticipate following the implementation of the SSMUH zone? **A:** This extent of development is driven by multiple market factors and is difficult to predict.

ACTION: Staff to present the draft Design Guidelines to a future meeting.

The Planner 2 left the meeting at 7:47pm.

6. COUNCILLOR UPDATE

6.1 Councillor McIlroy was not presented at the meeting but requested that the Transportation Planner to provide an update on the Financial Plan:

- On Monday, March 3, Council endorsed the draft budget which had changes to the Mobility Lane Network. The bids received for the construction of the Casano-Loutet overpass were higher than anticipated. Construction will still take place this year with the target completion date in summer 2026. To accommodate this, Council needed to

approve an addition \$5.8M. The first phase of the Midtown Connector will be delivered with the Casano-Loutet overpass.

- As a result of the increased Casano-Loutet overpass cost, bike and micro-mobility parking facility study, the Upper Levels Greenway and the Chesterfield Mobility Lane projects have been delayed. Staff will continue to seek funding for these projects from senior government levels with the aim of bringing completion back to original dates.

6.2 Members presented the following notable questions and comments:

- Has the Upper Levels Greenway been deferred by two years? **A:** Yes this project contains complexities around the Lonsdale crossing. Staff have been working with the Ministry of Transportation and Transit and delays to this project were evident prior to the budget change.
- A north-west crossing from the area north of the Trans Canada Highway to Lonsdale should be considered. The proposed land bridge idea has garnered support amongst residents north of the highway but the cost is likely too high, especially given the existing budget constraints.

7. TRANSPORTATION EVENTS – MEMBER UPDATE

- Wednesday, March 5, 2025 – Zero-Emission Fleets: Reconnect 2025 organised by Plug In BC was held today. The Mayor opened the event and featured representative from TransLink and BC Hydro. A range of zero-emission vehicles were displayed. The City has adopted a progressive role in this movement, which was noted by a representative from Quebec who noted the City's leadership has encouraged progress in other Provinces.
- Thursday, April 3, 2025 – Open House for the Midtown Connector and Casano-Loutet Overpass projects. The event will take place at Sutherland Secondary School but the time is yet to be confirmed.
- Thursday, May 1, 2025 – Volunteer Appreciation Reception at City Hall.

8. ROUND TABLE

- The North Shore Bike Park is confirmed for closure. This is disappointing as the park has served as a good place for children to learn cycling skills.

9. DATE OF NEXT MEETING

9.1 The next regular meeting is scheduled for April 2, 2025

10. ADJOURN

10.1 The Chair adjourned the meeting at 7:59 pm.

"Certified Correct by Chair"

Brady Faught, Chair

01/10/2025

Date