

**INTEGRATED TRANSPORTATION COMMITTEE**

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

Wednesday, March 5, 2014 at 6:00pm

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**M I N U T E S**

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**Present:** Alex Boston  
Susan Skinner  
Brian Polydore  
Robert Glover  
Heather Drugge  
Melina Scholefield (Chair)  
Pam Horton  
Raj Janjua  
Ann McAlister  
Cam McLeod

**Staff:** Clare Husk, Committee Clerk  
Alex Kurnicki, Streetscape Planner  
Michael Epp, Planner

**Guest:** Paul Pinsker, Parking Engineer (retired), City of Vancouver

**Apologies:** Craig Keating

Quorum 5

0360-20-ITC

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**1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM FEBRUARY 2014**

The meeting was called to order by Melina Schofield at 6:02pm with a quorum present. New members Ann McAlister and Cam McLeod were welcomed to the committee.

Agenda was adopted with one new item – after hour's accessibility to City Hall.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, February 5, 2014 be adopted as amended.

## **2.0 BUSINESS ARISING**

None.

## **3.0 Streetscape – promoting a pedestrian focussed City**

This topic was requested by the Committee in 2013.

Highlights of Mr. Kurnicki's presentation included:

- Aim is for vibrant streetscapes and public realm to contribute to a pleasant urban experience for our residents
- Scope of streetscape – items in the right of way and boulevard, plus bike racks, car share, urban agriculture, bus shelters, seasonal lighting, streetscape guidelines, rain gardens+, development review, etc.
- The City has streetscape standards for sidewalks and street furniture (everything from trash receptacles, benches, water fountains, corner bulges).
- Examples of new streetscape standards are Lonsdale and Marine Drive.
- Successful streetscapes include Lower Lonsdale (especially Jack Loucks Court) and the café seating and urban plaza by the City Library
- Streetscape Projects in the near future:
  - Roger Brooks vision for Lower Lonsdale (emphasis on streetscape and a pleasant urban experience).
  - On street Parklets
  - Innovative and alternative alley treatments.

### **Comments from the Committee included, but were not limited to:**

- Sidewalk treatment the area by Loblaws is not comfortable for those in strollers, mobility aids etc.
- The City should protect its alleys as the loss of alleys compromises pedestrians and cyclists opportunity to go through the City. Alleys are also opportunities for affordable retail businesses locations.

- There is a need for design guidelines for installation of bike racks and bike rack designs. Anthem (17<sup>th</sup> and Lonsdale) was cited as having the best bike racks.
- There is a need parking lot design standards. Thrifty's new lot was cited as being poor (lacking in connectivity, unsafe for pedestrians).
- Covered bike parking seen as more appealing (pods are bulky)
- Parklets idea is appealing. Some residential areas have very generous right-of-way, e.g. the 100 blocks west and east of 5<sup>th</sup> and Lonsdale. The width is not needed for parking or travel; it could be used for pocket parks or trees.
- Hydro poles were discussed as well as the need for undergrounding (it is done on a case by case basis, or a block can ask for it as a Local Area Service and cost share with BC Hydro). BC Hydro has no plans to make changes.

Mr. Kurnicki left the meeting at 7:20pm

#### **4.0 Parking Policy Q & A**

Led by Paul Pinsker, retired City of Vancouver Parking Engineer

Discussion was broken into four areas,

1. Parking as a strategic tool in shaping land use policy
2. What we have tried and how it worked
3. Vehicle ownership and parking
4. Parking requirements for rentals as opposed to owned residences  
(note: this was covered in a post meeting discussion).

#### **Parking as a Strategic Tool**

Parking is very site specific, for that particular locale.

Standards are not simple, affected by location, land use, affluence of residents, and politics. Standards changed as the city moved to more sustainability and less auto ownership (higher density, smaller units). Having no parking and small units can encourage affordability. Also the city supports transit orientated developments.

Minimum parking strategy is to aim low as the developer can always provide more. (City of Vancouver now includes street parking into the figures) If you set guidance of what parking is required the developer will provide too much parking.

Standards are best when they are predictable (for developers to calculate) but also flexible e.g. shared use provisions.

### **Innovations Tried**

Parking and dog issues the main issues. Knew they succeeded if people were not expressing their concerns about it.

SE False Creek: narrow streets, minimum bike lanes, medium high density, mixed use, almost self-contained community. Car sharing a requirement. Too early to tell if it is a success.

East Fraser lands: brown field site aim to make it a new urban community, a walkable community with a village centre. Transit hub not built. Currently have to drive to get anywhere.

Car sharing: developers given a parking reduction in requirements for each car share space provided.

Mechanical parking: expensive but for certain sites it is ideal.

Zero parking required: for special applications e.g. the DTES district or designated heritage buildings converted to residential.

Regulatory review: for businesses wishing to convert to other businesses removed the parking requirements (e.g. from retail to café). By removing the parking requirements the City was aiming for commercial viability.

TDM plans: now a requirement as part of development plans.

### **Vehicle ownership**

Analysed looking at age, social and economic indices: no statistical difference in car ownership between employed/unemployed, renters or owners. Only one area, Arbutus valley drive area, the over 60s started owning fewer cars.

## **5.0 Evening Accessibility to City Hall**

The perception is that the afterhour's access to City Hall (the old reception area) is unsafe, especially during the darker evenings. Main door is hidden from view by fencing. Windows have been opaque, so the commissionaire cannot clearly see out.

It was the opinion of one of the members that CPTED has not been considered in the design of this after hour's entry.

Members asked that the main door (plaza entry) to be used to access and egress.

**Action: Chair will work with Committee Clerk.**

## **5.0 CITY PROJECTS**

Deferred to next meeting

## **6.0 MEMBERS TRANSPORTATION EVENTS**

Deferred to next meeting

## **7.0 PROPOSED JOINT MEETING**

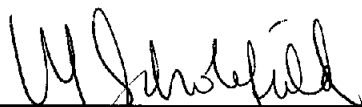
Will be May 7<sup>th</sup>. ITC to commence at 6pm and finish at 7pm. Joint meeting to commence then. ITC resolution to be at the end of the meeting.

Also District of North Vancouver transportation committee wishes to meet with ITC. Date to be confirmed.

## **8.0 ADJOURNMENT**

Thank you to Paul for sharing his wealth of experience and expertise.

There being no further business, the meeting was adjourned at 8:28pm

  
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Melina Scholefield, Chair

  
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Clare Husk, Committee Clerk