

**City of North Vancouver**

**Integrated Transportation Committee**

**City Library, Singh Meeting Room  
141 West 14<sup>th</sup> Street, North Vancouver**

**Wednesday, March 7, 2012 at 6:30pm**

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**M I N U T E S**

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**Present:** Eugenio Berti  
Heather Drugge  
Raj Janjua  
Scott Robarts  
Melina Scholefield (Chair)  
Ian Williams  
Marcus Siu (Port Metro Vancouver)

**Guests:** Suzanne Smith, Planner

**Staff:** Dragana Mitic, Assistant City Engineer - Transportation  
Daniel Watson, Transportation Planner  
Clare Husk, Committee Clerk

**Apologies:** Councillor Craig Keating  
Kathleen Callow (Squamish Nation)  
Jeanette O'Brien (NVCC)  
Cpl Marlene Morton (RCMP)  
Robert Glover

Quorum 5

0360-20-ITC

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**1.0 Call to Order, adoption of Agenda and Minutes from February**

The meeting was called to order by Ms. Scholefield at 6:04pm.

The agenda was amended to include a new topic "Transportation Events Attended by Members".

**Adoption of Minutes**

The minutes of February 1, 2012 were reviewed.

**It was regularly moved, seconded and carried unanimously:**

**THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, February 1, 2012 be adopted.**

## 2.0 Transportation Events Attended by Members

New Item: the transportation focussed events that members attended in the last month?

**Action:** add to agenda for all ITC meetings: **Committee Clerk**

Three members reported attending one of the North Shore Area Transit Plan meetings (held in West and North Vancouver). They reported

- Open Houses were well attended. Members reported:
- The discussion was geared to just focus on the items in the package. Not open to taking other suggestions from attendees.
- Some items planned for will not occur until 2040.
- Organizers did not wish to listen to other things outside of their plan.
- Some interesting things they are talking about – e.g. East West connector and improvements to Phibbs etc.

Low Level Road Workshop by Port Metro Vancouver

- Member reported that the information was interesting and more detailed than previous
- the new plan is an improvement for local residents

CityShaping event.

- Two members participated in the CityShaping kickoff event.

## 3.0 Official Community Plan – CityShaping – Workbooks *Suzanne Smith, Planner*

*Ms. Drugge joined the meeting at 6:34*

Comments from the Committee included:

### Land Use

- Focus land use that supports walking and cycling. This will make the City more self sufficient to meet mobility needs, and not dependent on the politics of the competing needs in the region around transit service and infrastructure resource allocations. Investing heavily in walking and cycling infrastructure and, more importantly, land use that supports these modes of transportation will help our city become more adaptable and resilient in the future, particularly with rising concerns around transportation-related contributions to global warming and rising fuel prices that will contribute to more and more people wanting and needing to find alternatives to private automobile use.
- Land use: we are building toward the transit infrastructure - where can we put our transportation infrastructure to facilitate our land use development and the movement of goods and people etc. Also, how do we orient our land use to support significant investments in transportation infrastructure?.
- Zoning to have more mixed areas, less car attractant areas.
- Encourage people to use transit – make it comfortable, safe and convenient with good infrastructure (bus stops, more busses, accessibility for mobility impaired people).
- Concern about protecting areas for commercial and light industrial developments. Speculation on the conversion of these land uses to residential

uses, which have generally higher land values, can hamper future commercial/job space development of these lands. Do not want residential land use prices to trump commercial developments (commercial land value and development revenues cannot compete with residential land values and development revenues).

- Land use: mixed use is essential – not a residential enclave.
- As land use becomes more complex we are progressing towards spot rezoning. Suggest to preclude certain uses in certain areas, and to require some uses to be in certain areas, have a mechanism where this could be possible.
- Would like to see more amenities in growth concentration areas that support concentrated land use developments. Examples incl. children's parks, playgrounds and many local destinations for residents, businesses and employees.

### Transit

- Make public transit visible; give passes and other incentives
- Transit shaping city rather than serving the city. We should prioritize jobs in transit accessible areas.
- Do not wish to have noisy emitting busses up and down the corridor. Should we be thinking about electric trolley bus or other lower noise, lower pollution transit solutions for the long term?
- Transit pass – make it more economical for people? Can the City give tax breaks to employees to use transit passes? What about encouraging local employers to develop employee sustainable transportation programs that may include discounts on monthly transit passes, for example

### Cycling

- Increase bike lockers and bike shelters (help remove barriers to cycling)

### Goods Movement

- Facilitates the economy including small businesses as well, make it easy for people to do their shopping, e.g. a bus shuttle up and down and east and west (like the San Diego bus shuttles).
- Goods movement associated with the Port is important to the local as well as the regional economy. Would like to understand better the break down of truck and rail mode shares (rail corridor goes through the city). Is goods movement in conflict with residential development as well. Proximity issues?
- Goods movement – vital to keep non retail and non office type of land use areas, e.g. light industrial in order to provide space for businesses and economic activity that supports our citizens and our service and office sector jobs. Not having them there means having to go off the north shore to get these needs met, we become less self-sufficient and may incur higher transportation costs in meeting local economic/goods movement needs (e.g. big transportation implications).
- Goods movement is a major component and should not be put on the back burner

#### 4.0 Bicycle Master Plan Update

*Daniel Watson, Transportation Planner*

Bicycle Master Plan is a planning document. It shows where the two municipalities are striving to put in the bike routes. (Such as the signs and markings, signals at intersections, and other infrastructure such as bridges in the District). This will guide how and where the bike routes are being implemented and the priority.

Some routes are high traffic roads, as we do not always have the option due to topographical challenges. The online survey asked cyclists where they want to cycle. The Plan is for both novice and expert cyclists.

This bike plan is a joint effort between the City and District of North Vancouver

Discussion included W27<sup>th</sup> and W25<sup>th</sup> bike routes, and how to connect East Keith road to 4<sup>th</sup> and 3<sup>rd</sup> street.

Resolution on the Plan deferred to April meeting.

#### 5.0 Any Other Business

##### Low Level Road Meeting

Tuesday 27 March, 6:30pm, Council Chambers.

##### North Shore Interchanges Study

Study is about the highway improvements and changes to the ramps north of the second narrows bridge. Seeking volunteer to be on the MoT study group - Mr. Williams volunteered.

##### North Shore Area Transit Plan Study and Consultation Process (TransLink)

One member gave an overview of the study.

Discussion then focussed on bus use increases, and the end of the lease of the north shore bus depot.

- Concern expressed by a number of members about implications of constraints on the ability of North Shore transit services to be expanded based on constraints at the existing bus depot on 3<sup>rd</sup>, which is also scheduled to be closed.
- Members expressed a desire to see further exploration, in partnership with the District, Port and other relevant stakeholders about what spaces on the North Shore would be suitable for a future bus depot, particularly and transit needs will be increasing over time. How might this future land use need relate or need to be represented in the OCP process?

TransLink to be invited to meet with Committee to discuss bus ridership, bus depot noise issue and GHG and electrification and ridership projection. Committee suggested crafting a recommendation for the City to work with the District of North Vancouver and TransLink to explore the transit depot issue and how it connects to

current long-range land-use planning programs underway in both the City and the District.

**Action:** invite TransLink rep to meet with Integrated Transportation Committee:  
**Committee Clerk**

## 6.0 ADJOURNMENT

There being no further business, the meeting adjourned at 8.42pm

  
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Melina Scholefield, Chair

  
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Clare Husk, Committee Clerk

## DATE OF NEXT MEETING

The date of the next meeting is Wednesday 4<sup>th</sup> April 2012 at 6:00pm at the City Hall