

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**INTEGRATED TRANSPORTATION COMMITTEE**

City Hall, Atrium Meeting Room  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, November 5, 2014 at 6:00 pm

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**M I N U T E S**

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**Present:** Alex Boston  
Ann McAlister  
Melina Scholefield (Chair)  
Pam Horton  
Robert Glover

**Staff:** Dragana Mitic, Manager, Transportation  
Courtney Miller, Planning Technician  
Tessa Forrest, Planning Analyst  
Tanis Huckell, Committee Clerk

**Presenters:** Amanda Frazer, MSc, Project Coordinator – Active Streets,  
Active People  
Christine Voss, Post-Doctoral Fellow, UBC Faculty of  
Medicine

**Regrets:** Brian Polydore  
Cam McLeod  
Craig Keating  
Gary Goller  
Heather Drugge  
Kathleen Callow  
Marcus Siu  
Raj Janjua  
Susan Skinner

Quorum 5

0360-20-ITC

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- 1.0 CALL TO ORDER, OPENING COMMENTS, ADOPTION OF AGENDA**  
The meeting was called to order by the Chair at 6:00 pm with a quorum present. One member indicated she would be leaving at

8:30pm, and suggested our resolution should be formed by 8:15pm. Additionally, another member asked that an item called Civic Responsibility be added under Other Business.

With no additional comments, a motion to accept the agenda was made by Ms. Ann McAlister, seconded by Mr. Robert Glover. The motion was approved with all in favour.

## **2.0 ADOPTION OF MINUTES**

It was regularly moved, seconded and carried unanimously:

**THAT** the minutes of the regular Integrated Transportation Committee meeting held on Wednesday, September 17, 2014 be adopted.

## **3.0 BUSINESS ARISING FROM PREVIOUS MINUTES**

None.

## **4.0 RETHINKING ACTIVE TRAVEL TO SCHOOL: LESSONS FROM THE URBAN CORE**

The Chair introduced Ms. Amanda Frazer and Dr. Christine Voss from UBC's Centre for Hip Health and Mobility. Among other things, their research looks at children's modes of transit to and from school, physical activity, health, and the built environment (meaning, the human design of the neighbourhood).

Their presentation outlined how all of these factors interact with each other and provided the Committee with some interesting food for thought. For example, only 7% of young Canadians (ages 5-18) are currently "sufficiently active", meaning completing at least 60 minutes of physical activity per day. Approximately 1/3 of a child's daily physical activity can generally be accomplished on their commute to and from school.

Data from America shows a large decline in walking to school currently in comparison to the 1970s. Factors affecting this include parental perceptions of safety, the distance to school, the age of the children, and the built environment.

This project to study links between the built environment and travel patterns used King George Secondary and Elsie Roy Elementary in downtown Vancouver for the focus groups.

The students were given accelerometers (a device intended to gather information on the wearer's movements) to wear for a certain time period. These ultimately showed spikes of activity at approximately 9am and 3pm. Some interesting things learned were: 1. children don't necessarily take the shortest route to/from school, and 2. individuals taking public transit and walking as opposed to only walking both got just under ten minutes of moderate physical activity on the trip in question. In other words, transit users still walk for a significant portion of their trip.

The research group also learned, through interviewing the participants, that children do seem to understand the importance of walking or biking to school as well as the influence of the built environment. Among other things, quotes from children expressed happiness at spending time with their parents as well as observations and appreciation of the plant life along the way.

One issue that clearly emerged was bike safety, both in terms of children feeling safe and confident while riding a bike, and parking their bike securely at their school. Both improved infrastructure and increased education would be valuable in encouraging more bike riding as a mode of commute.

Discussion ensued regarding bike use, transit use, and patterns and habits of families throughout the Lower Mainland. The Active Streets, Active People research program is currently partnered with HASTe (HUB for Active School Travel) and is spending time in Surrey, which is highly car-dependent. Further research there should prove very interesting as the researchers try to tease out the most important factors to create active travelers.

On behalf of the group, the Chair thanked Ms. Frazer and Dr. Voss for their excellent presentation.

## **5.0 PARKING STALL STANDARDS – OFF-STREET PARKING STALL AND MANEUVERABILITY REVIEW.**

Ms. Tessa Forrest, Planning Analyst from Community Development, introduced herself.

Her presentation examined the City's regulations with respect to the size and configuration of off-street parking stalls and maneuvering aisles. She presented potential revisions to these standards to the Committee for consideration and recommendation, which will go into a subsequent Council Report. The report will also go to other advisory bodies before being finalized and taken to Council.

Background: at the Council meeting on March 4, 2014, Council directed staff to review and report on current off-street parking and maneuvering requirements. The motion directed staff to review both residential and commercial properties.

Ms. Forrest described the current City of North Vancouver standards for stall width, length, and maneuvering aisle. Additionally, there are requirements for setbacks from adjoining structures such as walls, fences, or structural columns, depending on the size of those structures.

Various factors influence the dimensions of a parking stall. A stall should accommodate what is referred to as ICBC's "design vehicle" – a theoretical, generic car with a 1.85 m width (6.1 ft) and a 5 m length (16.4 ft).

In addition, parking stalls should allow for drivers and passengers to comfortably enter and exit vehicles. The width requirement for opened vehicle doors varies slightly for low turnover uses (generally residential stalls, with a turnover of one or two cars per day) versus high turnover uses (typically visitor, commercial and institutional stalls, with a turnover of five or more cars per day).

The City's current minimum stall width requirement is 2.4 m (8 ft). However if the higher turnover door opening dimensions are used, the required widths range from 2.46 m (8.1 ft) to 2.53 m (8.3 ft). This suggests that the City's current stall width requirements are adequate for residential uses, but that the stall

width requirement should be increased to accommodate other non-residential uses.

Other factors influencing stall width include the maneuvering aisle width. The maneuvering aisle should accommodate two cars and pedestrian traffic, and should accommodate vehicles maneuvering in and out of stalls. There is an inverse relationship between stall width and aisle width; developers generally choose the ratio that has the narrowest stall width and offers a more generous maneuvering aisle.

The City of North Vancouver staff proposal is a minimum stall width increase from 2.44 m (8 ft) to 2.50 m (8.2 ft), and to retain a maneuvering aisle width of 22 ft. Discussion ensued with the following questions/comments and answers.

Q. How many small car stalls are allowed in a parking lot? A. Approximately 30%; staff confirmed that there is indeed a limit.<sup>1</sup>

Q. Has it been found that vehicle size has been increasing or decreasing over the past years? A. Our current regulations are based on a bylaw from 1967; around that time vehicle sizes decreased significantly as we entered the energy crisis, and started to increase again in the 1990s. They have continued to gradually increase in part due to the reduction of fuel costs and safety requirements, however, a lot of small cars are simultaneously being introduced. Because of this it's hard to say if sizes have generally increased or decreased since the 1998 ICBC "design vehicle".

Q. There were lots of large cars when this bylaw was introduced in the 1960s. It's hard to believe cars nowadays are larger on average than cars in the 1960s. A. Length is relatively standard; it's really the width of cars and the stalls that we're concerned about.

Q. Have you considered how other municipalities had staggered options? A. For now, this is what's being proposed, but something different could be considered further. Staff did contact other

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<sup>1</sup> Post-meeting confirmation: Zoning Bylaw 906(3)(b) stipulates a 35% maximum; developments typically provide far fewer small car spaces than this maximum.

municipalities; there the option used 90% of the time is that providing the greatest number of narrow stalls. Whether these get used is hard to say, but developers would appreciate having the choice. It's also worth noting that a lot of parking stalls are built larger than our minimums.

Discussion ensued regarding what other considerations it might be useful to bring forward to Council. For example, it would be nice to see some additional analysis. There is probably more diversity in car size now, giving us an opportunity to create new developments in stall sizes. Smart cars, for instance, are only 5 feet wide; additional bike parking could be put in some stalls intended for smaller vehicles. There was concern expressed about a comprehensive increase in dimension, when we are wanting to encourage people to buy and use smaller cars. There are a number of different factors to be considered and it would be useful to provide Council with a number of criteria.

Further discussion ensued regarding how helpful a couple of inches can sometimes be in a parking spot, whether you've got small children, an elderly or disabled passenger, additional gear for any reason, and so forth.

Discussion continued regarding the reasons for the report. Do residents note that there is an issue? Is there ICBC data on door scratch/dent incidents in parkades that support consideration of the City's parking standards? In general, Committee members would have preferred additional background information.

The Chair asked staff to please consider the proposed resolutions, namely:

1. Amend parking stall widths for commercial, visitor and other non-residential uses only (recommended).
2. Amend parking stall widths for all uses.
3. Direct staff to bring forward revisions as part of Phase 4 of the Zoning Bylaw Comprehensive Review.

Staff clarified that for each option, the allowance for projections along 4 ft from each end of the stall would also apply.

General discussion ensued regarding the nature of turnover in commercial spaces versus residential spaces, and the pressure of moving one's car quickly but safely in a crowded lot. Some members felt the width increase would be helpful, while others felt that by encouraging larger cars it would be a move in the wrong direction. It was suggested that we add wording to the resolution to reflect the Committee's concern and to somehow encourage the increased use of smaller cars.

The resolution was ultimately as follows:

**THAT** the Integrated Transportation Committee has reviewed the proposal to amend parking stall widths and supports Option 1, amending parking stall widths for commercial, visitor and other non-residential uses only. The Committee also recommends staff consider:

1. giving preferred locations to small vehicles as an incentive to small vehicle use; and
2. exploring flexibility in the width of small car spaces to reflect the fact that these cars are typically narrower than standard vehicles.

Discussion further ensued regarding the small car parking spots, and the suggestion that we have a need to reassess the dimensions of those spots. Very often a mid-size or even a larger car will park in one of those spots. If those spots were truly significantly smaller, making other spots larger would seem to be a more logical change.

A motion to accept the resolution was made by Alex Boston, seconded by Pam Horton. All in favour.

## **6.0 TRANSPORTATION EVENTS**

A member informed the group that at some point on November 21<sup>st</sup>, the Canada Line is predicted to have its 200 millionth passenger.

Bike to Work Week just concluded last week. Unfortunately we didn't have perfect weather but many organizations and many citizens participated which is highly commendable!

With respect to civic responsibility, the Chair reminded all attendees of the upcoming election on November 15. There are several locations for advanced voting and all eligible members of the public should be encouraged to vote. Unfortunately, historically we have had a very weak voter turnout.

## **7.0 ANY OTHER BUSINESS & CORRESPONDENCE**

The Chair asked whether there was any more news on the regional referendum; staff responded that right now the Mayor's Council are working on the referendum questions and it will be going forward next year.

Dragana Mitic showed the group a publication called *BC on the Move: A Ten Year Transportation Plan*. The publication and the associated website created by the Ministry of Transportation are meant to provide information about provincial and regional transportation networks, and to give residents an opportunity to share their thoughts on priorities and issues through a survey. The deadline for submitting feedback to the Ministry is Friday December 12, 2014 at 4:00 pm. The URL for the publication and associated survey is <http://engage.gov.bc.ca/transportationplan/>.

The Chair thanked Dragana and requested that any time more information comes out about this type of topic, that the ITC group continues to be informed.

Staff also informed the Committee that the Low Level Road is open. Some sections are still being worked on before the project can be considered officially complete, but we are hoping for finalization by the end of November.

The Chair also confirmed for the members that our field trip, originally cancelled in August with a number of subsequent attempted reschedulings, has been finalized. It is planned for Saturday, November 29, with a 10 am start time. Please RSVP to the Committee Clerk as soon as possible.

The Committee also asked staff to respond to concerns raised via email regarding the Jones Avenue area of the green necklace. In

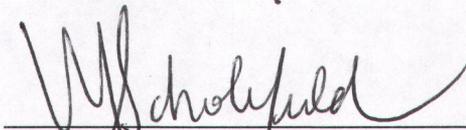
short, it appears that some tight bottlenecks have been created due to inadequately designed curb bulges. At certain points the size of the curb bulges make the road particularly narrow and consequently, dangerous for both drivers and bike users.

Staff explained that Jones project is still under construction. There are several barriers, fences, and so forth that make the road narrower than what it will be once the construction is completed. It was never designed for bikes and cars to be on the road side by side; rather, it was designed for single file use. Having said that, staff will measure the curbs to ensure the distance is acceptable.

*ACTION: STAFF TO REVIEW ROAD MEASUREMENTS ALONG JONES AVENUE, PARTICULARLY AT 16<sup>TH</sup> STREET.*

#### **8.0 ADJOURNMENT**

There being no further business, the meeting adjourned at 8:30 p.m.

  
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Melina Scholefield, Chair

  
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Tanis Huckell, Committee Clerk