

**The Corporation of the City of North Vancouver
INTEGRATED TRANSPORTATION COMMITTEE
WEDNESDAY, NOVEMBER 3, 2021 at 6:00 PM
Via WebEx**

MINUTES

Present: Brent Hillier (Chair)
Jonathan Arnold
Dana Bourgeois
Bradley Cuzen
Christie Sacré
Ron Spence
Councillor Tony Valente

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

Presenters: Coreen Alexander, Planner 1, Long Range & Community Planning
Renee de St. Croix, Manager, Long Range & Community Planning
Blair Underhill, Planner 2, Planning & Development

Absent: Anna Hardy
Denis Beaulieu (RCMP)
Ilana Baxter
Mateusz Debicki
Maxwell Lai

Guests: Karen Speirs (Member of the Public)

1. CALL TO ORDER

The agenda for November 3, 2021 was adopted.

2. BUSINESS ARISING FROM PREVIOUS MINUTES

- None.

3. COMMUNITY WELLBEING STRATEGY

The Manager and Planner 1, Long Range and Community Planning, presented on the Community Wellbeing Strategy.

Key points included:

- The Community Wellbeing Strategy is intended to help make the City a healthier, more livable, equitable, and connected place, where everyone belongs.
- The Strategy will be used to inform and guide the City's actions over the next 10 years, including planning for services, programming, resources, and amenities, as well as provide direction for social issues.
- The City has developed a draft framework for the Strategy and is currently undergoing public consultation on the draft framework, vision, goals, and 20 emerging strategies organized around four themes: healthy design; human essentials; supporting people and working together.
- The Vision: A City where everyone belongs.
- Four goals needed to achieve the vision include building a city of short distances, making room for community, being an equitable city, and repositioning social investments.
- More information is available at www.letstalk.cnv.org/community-wellbeing
- Staff seek the Committee's feedback on the following aspects of the Strategy:
 - Draft vision, goals, and emerging strategies (the draft framework);
 - Ideas for action and implementation;
 - Alignment with broader transportation goals.

Comments/Questions:

- How does the Community Wellbeing, Mobility, and Climate and Environment strategies overlap and support each other? **A:** A person's ability to move around in the City can be affected by a person's wellbeing and the way they access things. The Community Wellbeing strategy focuses on more of a social lens when considering environment and mobility functions. For example, rather than focusing on the choices people make (walking, cycling biking), we focus on the efforts around how people access those choices (physical, location, financial) that enables mobility.
- Having the ability to grow food in our community is important; does the Strategy consider integrating community gardens in more neighbourhoods? **A:** From the Strategies perspective, community gardening is a significant benefit (food security, social security, health benefits etc.). The City is currently undertaking a review on how we can include more community gardens.

K. Spiers left the meeting at 6:27 pm.

- Check out Table Matters in regards to food security: www.tablematters.ca
- How did the older strategy inform this work, particularly around transportation? **A:** Through all three strategies, we have been digging deep in terms of reviewing the history and learning from what is and is not working. We are keeping the strategies that are working, making tweaks where necessary, and coming up with items that are brand new to really move us forward and be progressive. We are focusing on accessibility, the financial components, and looking at how people are accessing our city and what we can do to make it easier.

- Really impressed with quality of content and an advocate for the “15-minute city”.
- In regards to reconciliation, are the 94 calls to action part of this strategy? **A:** With every action we are taking, there should be some reconciliation component within it. We want to be collaborative and implement actions that are important to the First Nations communities we are speaking with and that can be done within 10 years. There is a lot of learning and listening to do with the Nations and we would like to be responsive as to what is important to them. Additionally, the City is actively looking at a broader scale internal organisational component into reconciliation as well as equity, diversity and inclusion.
- The other non-transportation issue that is worth noting was whether addictions services and the drug-poisoning crisis are included within the mental health component of the strategy.

*R. de St. Croix and C. Alexander left the meeting at 6:42 pm.
B. Underhill joined the meeting at 6:55 pm.*

4. BIRT Update

The Planner 2, Transportation Planning presented an update on the BIRT Study.

Key points included:

- The City of North Vancouver, along with project partners on the North Shore, oversaw the development of a study that assessed the benefits of a rapid transit investment along the North Shore and across the Burrard Inlet to improve connections to the rest of the Metro Vancouver region.
- This study was identified through the Integrated North Shore Transportation Planning Project (INSTPP), which has recently rebranded as North Shore Connects.
- The goal of North Shore Connects is to improve mobility, connect communities, and help everyone spend more time living and less time commuting.
- A Burrard Inlet Rapid Transit Benefits Assessment analysed two potential alignments both traveling from Park Royal, across the North Shore and the Second Narrows, with one alignment terminating in Downtown Vancouver, and the other alignment terminating at Metrotown.
- Benefits of rapid transit to the North Shore include sustainable and safe transportation options, connecting First Nation communities, improved access to jobs and housing, reliable transportation connections for transit users, drivers and goods movers, and less regional congestion.
- Next steps include engineering and planning work, undertaking Indigenous, stakeholder and public engagement, and securing government funding.

Comments/Questions:

- How will this project be funded? **A:** We will need to have conversations with the community. It also depends on how soon we want to implement this and what is the most appropriate investment. For example, the amount of money and effort it will take to create a tunnel across the North Shore will take a lot longer than

doubling down on some of our existing priority transit lanes and turning it into separated rail transit. The cost aspects will hopefully come part and parcel with determining the technology and alignment through community engagement.

- Is BRT similar to c-train in Calgary? **A:** The BRTs that are heavily referred to is Ottawa's system of BRT completely separated surface rail operated with a bus instead of a rail car.
- How soon will we see a decision on a route? **A:** This is preplanning work, which falls outside of the normal business casing work that the Province and TransLink would use to study and fund these sorts of projects. Local Governments are building their case and advocating for the need of having such a route to the North Shore. This business case still needs to go through more study and analysis but at a minimum we are probably looking at 5-6 years.
- Communities like Squamish, Whistler and the Sunshine Coast who are commuting through the North Shore add to the congestion but fall outside the TransLink envelope. It begs the question in how that fits in terms of the decisions that TransLink would make in prioritizing this project at the Mayor's Council.
- Would the City consider at some point a sensitivity analyses around mobility pricing? **A:** Yes, we can consider it. It is more a matter of when and where the regional conversation is around mobility pricing.
- What is the lifespan of Second Narrows Bridge? **A:** Major maintenance is required in the next 10 years, which will keep it in operation for a long time after that.

*B. Underhill left the meeting at 7:50 pm.
L. Lensink joined the meeting at 7:50 pm.*

5. COUNCILLOR UPDATE

- North Shore Neighbourhood House project has the potential to bring 260 units of affordable housing.

Comments/Questions:

- Who represents us on the Mayor's Council for our area? **A:** Mayor Linda Buchanan.
- Do they have the final decision on whether these projects are advanced? **A:** The Transit Board of Directors are appointed members to a private board and look after the fiduciary responsibility of TransLink as a corporate entity and are responsible for things like the annual budget, the performance of the CEO etc. The Mayor's Council sits above the Transit Board and set the overarching priorities and direction for the organization as a whole and for regional transportation as a whole.
- Is mobility pricing being discussed on council? **A:** It is not coming up because it is inter-regional. I would expect that to go to the Mayor's Council.

6. ITC – ROSTER OF PROJECTS

The committee reviewed the spreadsheet prior to the meeting.

The Planner 2, Environmental Sustainability presented a brief introduction to the Climate and Environment Strategy.

Key points included:

- The City has formally launched the first round of public and stakeholder consultation on the Climate and Environment Strategy (CES).
- The Strategy will help us become a resilient and sustainable city where everyone thrives.
- The CES will include actions to cut our carbon pollution and improve our natural environment over the next decade.
- Complete the survey by visiting www.letstalk.cnv.org/environment before November 26th to share your feedback on the plan’s vision, goals and strategies.
- More information on the CES will be shared at ITC’s next meeting in December.

L. Lensink left the meeting at 8:07 pm.

7. TRANSPORTATION EVENTS

- None.

8. ROUND TABLE

- None.

9. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:08 pm.



Chair Signature

Dec. 15, 2021

Date