

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room A
141 West 14th Street, North Vancouver

Wednesday, April 3, 2013 at 6:00pm

MINUTES

Present: Alex Boston
Eugenio Berti
Heather Drugge
Melina Scholefield (Chair)
Ian Williams
Raj Janjua
Robert Glover
Tony Weller

Staff: Clare Husk, Committee Clerk
Dragana Mitic, Manager, Transportation
Iona Bonamis, Transportation Planner
Michael Epp, Planner
Mark Roseland, City Planner

Apologies: Craig Keating
Susan Skinner
Kathleen Callow
Marcus Siu
Marlene Morton, RCMP

Quorum 6

0360-20-ITC

- 1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM MARCH 2013
The meeting was called to order by Melina Scholefield at 6.05 with a quorum present. Agenda was adopted. The Annual Report item has been moved to the May agenda.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, March 6, 2013 be adopted.

2.0 BUSINESS ARISING

A number of items were raised at the last meeting. These have been listed and will be addressed at future meetings.

Action: Committee Clerk to circulate list.

Ms. Mitic introduced Michael Epp who will be the second Staff support for the committee.

3.0 A FRAMEWORK FOR REVISING THE CITY'S OCP.

Dr. Mark Roseland introduced the concept of "Community Capital" and gave the Committee an overview of the Community Capital Sustainability Framework which was presented to Council on March 18th. Council suggested that staff take it to advisory committees for comment.

Community Capital Framework balances social, economic and environmental aspects of community development. It makes more sense to have six forms of capital rather than the traditional three-legged sustainability stool used in the last OCP.

Six forms of assets, or capital:

1. Natural assets (living within ecological limits);
2. Physical capital (facilities);
3. Economic capital (making more with less, circulate money, maximising use of existing resources);
4. Human capital;
5. Social capital (bonds and bridges in our society, local governance, partnerships, collaboration); and
6. Cultural capital (traditions and values, heritage and place, the arts, diversity and social history).

Community Capital Tool is associated with the Framework.

The tool is comprised of two instruments: the Community Sustainability Balance Sheet, for monitoring and assessment, and the Community Capital Scan, to support integrated decision-making.

It is designed to balance social, economic and environmental aspects of community development; the aim is to maximize all six forms of capital in the framework.

It is a way to identify and group elements that have to be looked at in the context of community decision-making.

Comments & Suggestions from the Committee included, but were not limited to:

- In response to an observation that the placement of the six assets can lead to a change in the perception of the shading, Dr. Roseland noted that the assets start with natural capital, going from "harder" to the "softer". The end message should be the same.

- Dr. Roseland noted that the Community Capital Tool “balance sheet” has been designed to work at a municipal level. The data collection part is where we are now, would be evaluating it in a couple of years, i.e. both the model and the report card.
- In response to the query of how this tool will become the driver for projects such as developments Dr. Roseland noted that in the early days, the City will evaluate this using the framework, but in the future will be used in the beginning of the proposal. Existing documents are currently being evaluated with respect to the tool.
- One member noted that there needs to be a connection between the indicators and the data, currently it seems to be a very data driven exercise.

The Committee decided to defer giving their resolution until after the next CityShaping workshop

Action: Add Resolution to next agenda: Committee Clerk

4.0 LAND USE AND OCP – DEVELOPING LAND USE SCENARIOS

Mr. Michael Epp, Planner gave an update on the Land Use Scenario and Policy Directions report. Will be using comments to refine presentations at the upcoming public event where the land use scenarios will be presented and discussed.

His overview included where we are at and how we have got here, and the current phase, tying them in with the regional transportation plans.

He noted that there are three potential areas for growth: Mahon Park, Central Lonsdale and 3rd Street. The potential areas of growth were an outcome from the January 19th Growth and Land Use workshop.

Mr. Epp showed, visually, the levels of development in the current OCP.

Three potential areas of growth were identified at from comments and discussion at the January 19th Growth and Land Use workshop:

1. East 3rd Street Area
2. Mahon neighbourhood and
3. Central Lonsdale.

The other components of growth were in existing single family residential areas (e.g. suites and coach houses, and increasing density in Upper Lonsdale (e.g. around Harry Jerome) and Lower Lonsdale.

He showed the existing six levels of density (from single family homes to duplexes, to row houses and townhomes, to midrise then high-rise); and asked the members of the committee to evaluate three scenarios, which were developed by combining these different components together.).

Comments & Suggestions from the Committee included, but were not limited to:

- Could there be an underestimate in the population growth numbers (are we projecting beyond the growth required?)?
- Is the City estimating an overcapacity in the development of the land? Are the 4,000 additional units all needed?
 - Response: In many cases, the maximum allowable floor space area is not actually built. The 4,000 additional units estimate assumes that there would be an 80% utilization of what is actually allowed to be built. This is the current utilization rate in the City.
- There has to be a better understanding of the need for the 20% buffer (i.e., the 80% utilization rate).
- Concerned that there is too much residential in the prime transit routes. Should also be including commercial (especially as residential land use prices are higher than commercial, it makes it hard for commercial development to occur when the land is priced based on residential values).
- The study looked at walkability, affordability, transit types, etc.
- Scenarios also to strengthen the current commercial core. Want the commercial diversity we have now, protect and enhance. Have to think of commercial building sites that are more affordable, e.g. lane access. E.g. around Lonsdale pub, walkable, passageways that strengthen walkability and connectedness.
- It was suggested to show the visuals of the residential levels when presenting this at the next workshop. It will calm the fears of "towers everywhere".
- It was also suggested that there should be potential for more 6 to 8 storey buildings. Can we have an image that is not just a high-rise (6 to 8 storeys, which have the potential to be more energy efficient than towers)).
- In response to the comment that transit is more expensive than cycling and walking, it was noted that the North Shore Transit Vision was developed in partnership with the North Shore municipalities and incorporated land use plans from the three municipalities. Growth areas were identified which led to the connected rapid growth lines. Transit users make up a high percentage of our population, and to achieve our GHG emission reduction targets, the City needs to increase the number of transit users.
- The Queensbury area seems to be a lost opportunity.
- Suggested creating a visual game for the next Open House, i.e. using building blocks to create buildings with more stories to show that the reality is that these numbers are not huge, they just sound huge. Make it tangible.

- What if the transit investment in infrastructure pieces do not materialise? Is there a backup plan to achieve this even if transit does not materialise? Will the City make it a pedestrian-oriented City that will work even if transit does/does not happen. (Need to add pleasure in walking).
- Transit is a critical piece. A walkable and bikeable (they are different) city *can* align with the transit plan but *do not necessarily* align with the transit plan. We live in an incredibly distributed area and people need to get to work, and people mostly drive to get there. We do not have plans for a bike network that deals with aging demographic, young families and cyclists who do not wish to be on busy roads.
- In response to a query about the history and changing experience in 3rd Street areas. Mitic noted that as both municipalities went through their OCPs there was a natural corridor – showing growth in the Marine Drive area – leading to East 3rd. This is not new, has not evolved in the last few months.

5.0 COMMITTEE MEETING PROCEDURES

Ms. Mitic noted that this topic is to be raised annually. The full Advisory Body procedures are on the USB stick in the binders given to new members.

Ms. Mitic's overview included

- The Committee's focal points (transportation policy, planning and mobility issues with the City)
 - Terms of reference
- Distinction between an advisory body and an advocacy body
- What Council expects advisory bodies to do
- Meetings are open to the public to observe
 - observers cannot participate in the discussion
- if a member has a conflict of interest
 - cannot participate in the discussion
 - has to declare a conflict and nature of the conflict
 - has to absent from the meeting
- One of the main functions of ITC is to advise Council and staff and this is done via resolutions.
 - The advice from ITC is a recommendation not approval, and always helps Council make a decision even if it is not accepted.
 - Resolutions passed at ITC are used in reports to Council.
- Quorum is half of the voting members plus one. Without quorum the meeting cannot be held.
 - Non- voting members are representatives from the Port Metro, RCMP and Squamish Nation.

6.0 CITY PROJECTS

Ms. Bonamis updated the Committee on the current transportation projects.

- Harbourside development – still issues with transit provision, Concert Properties is discussing with TransLink and City. Infrastructure improvements being resolved right now.
- Harbourside Parking review, letters distributed and notice board put up – inviting businesses to meet to discuss. (<http://www.cnv.org/City-Services/Streets-and-Transportation/Parking-in-the-City/Harbourside-On-Street-Parking-Assessment>)
- Chesterfield Bike way project open house on April 18th between 5 and 7:30pm www.cnv.org/CACI
- Boulevard Crescent – design to come to council on Monday. Pocket parking on west side extended to provide more spaces. Cycling lanes on both sides of street.
- Mackay Avenue repaving – 2nd open house held, design approved. (<http://www.cnv.org/Property-and-Development/Roadwork-and-Construction-Updates/Mackay-Avenue-Repaving>)

7.0 COMMITTEE LINKAGES

Presentation by Committee member Ms. Drugge.

Sixteen City or Tri-Municipal committees, five could have linkages to Integrated Transportation Committee:

- Advisory Planning commission - their focus includes transportation
- Advisory Design Panel – input for massing, streetscape design, etc. transportation routes next to new designs would be of interest to ITC
- RecCommission - encourage and promote physical activity. This one is a maybe
- NS Advisory Committee on Disability Issues – all 3 municipalities participate on this committee.
- Parks and Environment Advisory Committee – we have reviewed park plans and we also have a common mandate to reduce GHGs. We did the joint Field Trip.

Suggestions on how the committees can link

- Assigning members to attend committees
- Present to the other committees
- Invite members from other committees to attend ITC.
- Joint meeting on specific issues.
- Joint excursions.
- ACDI – invite a permanent member to be on our committee.
- APC – present at meetings, joint meetings
- ADP: we review same projects, present at their meeting one time on general principles to ensure transportation-related issues are something they comment on too.

- PEAC – already had joint excursion. Parks often provide active transportation options
- RecCommission – maybe give an ITC update.

Strongly recommend that we invite ACDI to meet with ITC.

8.0 TRANSLINK UPDATE

Open Houses held by TransLink in November and December 2012.

Proposed Changes for North Vancouver (City and District) bus routes:

- 211 Service Refinement: Remove low-ridership Fairway detour.
 - OUTCOME: Most residents did not support this change. So TransLink staff recommend keeping the route
- 229 Service Redesign: Split service at Lynn Valley and convert lower-demand portion to 227 community shuttle.
 - OUTCOME: Some acceptance of rationale to match service with demand. TransLink staff recommended the change. Frequency of shuttle will be less.
- N24 Service Redesign: Reroute northern end of service to connect to Lynn Valley Town Centre.
 - OUTCOME: Generally supported

9.0 TRANSPORTATION EVENTS (member update)


Move to next meeting

10.0 ANY OTHER BUSINESS

None

11.0 ADJOURNMENT

There being no further business, the meeting adjourned at 9pm



Melina Scholefield, Chair



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 1, May 2013 at 6:30pm in Conference Room A, City Hall.