

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Planning Commission  
Held at City Hall, 141 West 14th Street, North Vancouver, B.C.  
in Conference Room A on Wednesday, June 12<sup>th</sup>, 2019**

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**MINUTES**

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Present: M. Tasi Baker  
A. Boston  
K. Balcom  
M. McCorkindale  
B. Thorburn  
A. Wilson  
Councillor Hu  
Councillor McIlroy  
D. Marshall  
S. Huber

Staff: M. Friesen, Planner 2  
R. Fish, Committee Clerk  
D. Watson, Transportation Planner

Absent: A. Rahbar  
S. Tornes

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A quorum being present, the meeting was called to order at 6:05PM

**1. Acknowledgement of Unceded Territory**

**2. Approval of Agenda**

The agenda of June 12<sup>th</sup>, 2019 was adopted as amended to add item #7 – Agenda Setting Process.

**3. Minutes of the Meeting of the Advisory Planning Commission held May 8<sup>th</sup>, 2019**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Planning Commission held May 8<sup>th</sup>, 2019 be adopted.

**Carried Unanimously**

#### **4. Business Arising**

- Include opportunity for INSTPP presentation in agenda item #7.

#### **5. Staff Update**

M. Friesen reviewed relevant planning development, project and policy items from the previous Council meetings.

#### **6. Walk CNV – Pedestrian Plan Framework**

D. Watson presented on the Walk CNV Pedestrian Plan Framework indicating that since the final draft of the plan was completed last summer, there have been several changes to the direction of the plan moving forward.

The main points included:

- Began in 2016 with public outreach and a discussion paper to understand why people are and are not walking.
- In 2018 we began finalizing an actual plan to move forward.
- The plan is now a smaller component of the Mobility Strategy.
- The Strategy will have individual modes and has been reshaped into a framework document that provides higher level goals and objectives including background and best practices.
- Policy Context and Vision: Three OCP goals.
  - 2.1: Prioritize walking, cycling, transit and good movement over single-occupancy vehicles
  - 2.2: Integrate Land Use and Transportation Planning to reduce the need for car travel
  - 2.3: Support a safe, accessible, resilient and affordable transportation system
- It paints a picture of walking in the city today. We want to encourage people to walk, complete the sidewalk network and ensure sidewalks are properly maintained and clear.
- Making walking safe and comfortable:
  - Ties into the Safe Mobility Strategy going to Council on June 24<sup>th</sup>
  - Looks at road and section crossing, multi-use paths and CPTED issues
- What prevents people from walking is safety.
  - Missing gaps in the network, speed, volume of vehicle traffic and lack of lighting especially in the winter months with lack of sunlight and rain.
- We have developed actions that are aimed at improving and enhancing the pedestrian experience.

- This could include public washrooms, art, canopies on buildings, street animation and design and vegetation on the street.
- We want to increase the awareness of the benefits of walking:
  - Promoting activities
  - GoCNV campaign, Look Think Go campaign – marketing safety and road etiquette
- Making walking safer and more desirable means including elements like better crossing facilities, raised crosswalks and monitoring crossing walk times.
  - We need to inform and guide future planning and open it up to make sure people are considering everyone when they plan including children, youth and seniors. Accessibility considerations need to take place as well.
- We need to provide a higher level of pedestrian connections through the City of North Vancouver.
- Once we've developed the network, we will develop it with the Mobility Strategy to take into account other modes and safety issues.
- Staff will update our pedestrian infrastructure guidelines for each block, ensuring it will be more prescriptive.
- It will help guide capital spending on sidewalk replacement and upgrades
- We have developed a list of near term (1-2 year) actions.
- Most of the points raised in the APC resolution passed in May of 2018 have been addressed.
- We are looking for an endorsement of the Pedestrian Plan Framework which will go to Council on July 8<sup>th</sup>.

**Questions from the Commission included but were not limited to:**

- Does this cover e-bikes? **A:** More so in the mobility plan. This is just for pedestrians.
- Are you looking at the metrics of the percentage of people that live within walking distance to transit? **A:** It's in the monitoring plan of the Mobility Strategy and how accessible transit is for them.
- Are you going to set a target for improving this? **A:** This will be shaped by development and where we choose to locate the people. It's hard to locate single family neighbourhoods near all the services. If there are reliable routes with benches and rest points it lengthens travel/walking distances.
- Within formalizing the CNV program, are you looking at car free days? **A:** We've had several car free days to different degrees of success. The more recent one was incorporated with Slide the City. We're looking to bring back this to encourage people. The plan itself doesn't speak to that but gets wrapped into the Play CNV work.

- One of the actions says to reduce speeds on local streets, is this a targeted approach or a wholesale comprehensive thing? **A:** We have a neighbourhood traffic calming policy that we've been following which has since finished and there's neighbourhoods we haven't looked at. We don't have any tools to reduce the speed limits other than bike routes. We want to do this on more of a neighbourhood basis. Reducing the speed limits by putting a sign up doesn't do anything so we want to get more aggressive with narrowing the street so people can't drive too fast.
- Have you looked into alternative intersection designs? **A:** Yes, in the past but not recently. We are looking at designing a lot more for bikes and how to get them through an intersection.
- Will this be included in the pedestrian plan or separate? **A:** There's a section that speaks to that.
- Can you speak to the methods used for clearing sidewalks and who is responsible for clearing the sidewalks and roads? **A:** For city roads, the adjacent lot owner is responsible for cleaning the sidewalks. Engineering updated the snow clearing bylaw because people didn't know they were supposed to do it. The next strategy is to do an awareness campaign so they know what their responsibilities are.
- What is the reason we can't move towards having a clearing method for the sidewalks? **A:** It comes down to the volume and amount of sidewalks. The idea for when the pedestrian corridors come in would be that they also get priority as the main corridors do for snow removal.
- 15<sup>th</sup> and Lonsdale is a problematic walkability landscape, full of safety issues. What are your recommendations to improve that intersection? **A:** It has high vehicle and pedestrian volume and people changing busses. It will also be on a b-line route in the future. We've studied it from a pedestrian point of view and have a better idea of where people want to cross while also measuring transit delays. We will be matching those two together while including safety and incident review to make it an intersection which follows the guidelines in the OCP. We're not there yet but we have a lot of the factors that lead into that.
- For the pedestrian corridors, are you looking to improve them to make them more visible or add more? **A:** 12 years ago, we completed the long term transportation plan of all missing sidewalks in the city. Two years ago those were only getting filled in by developers or residents that initiated the service. We began receiving sidewalk funding and using it to install sidewalks based on a prioritized list. We ask developers to build sidewalks to a certain standard. For those not delivered to a high standard, we would update them. Once we identify those corridors, we will develop a streetscape guideline and can refer developers to that which will become something they have to deliver.
- With the actions listed in the plan, what is that timeline? **A:** The next 2 years.
- Are they prioritized? **A:** No.
- Will we have a prioritization? **A:** Yes, through the capital plan through Council.

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

- There is no mention of congestion management. The most cost effective way of moving people around the city is by foot.
- This is more anti car – establish a modal hierarchy.
- There's an opportunity to make short trips the most attractive way to get people moving around.
- Invest in pedestrian infrastructure.
- Recommend adjusting the goals so it's not a jab at car drivers and address congestion.
- An important imperative is health and that's not one of the goals.
- Action Item C doesn't mention tax payers and congestion management – these are top priorities.
- We have beautiful parks in the city but sometimes they can be an impediment for walking. Incorporate signage in parks for getting across.
- Consider sidewalk closure during construction.
- Minimize the time that detours need to be in operation.
- Encourage signage. This might help parents as well for walking through areas to get to schools.
- There are very generic images. Include actual specific examples. There are a few nice areas you could include visually in the presentation. This will help developers to understand what you want.

It was regularly moved and seconded

**THAT** the Advisory Planning Commission has reviewed the WalkCNV Pedestrian Plan Framework and recommends approval with the following recommendations:

- Strengthen congestion management, taxpayer benefits, health objectives in the purpose, goals and benefits;
- Adjust the framing to be pro-walk vs anti-car, with a clear, modal hierarchy with pedestrians at the top, followed by bike, transit, goods, car share and automobile;
- Strengthen accessibility goals in the Framework;
- Integrate goals to establish basic needs within every home's walkshed and make walking the most attractive mode for short trips;
- Prioritize sidewalk space during construction and minimize sidewalk closures;
- Include attractive, local images that showcase the City of North Vancouver's excellence in pedestrian infrastructure;
- Integrate parks into the pedestrian network, including wayfinding to and through parks and pedestrian amenities; and
- Integrate targets and prioritize actions to guide implementation of the plan.

**Carried Unanimously**

D. Watson left meeting at 7:32PM.

**7. Agenda Setting Process**

- Action Item: Staff to follow up with Jennifer Draper on INSTPP discussion.
- Establish a procedure for setting the agenda and include a telephone call to discuss items to be included in next month's meeting.
- It was agreed by the Commission for the Chair and/or Vice Chair to work with staff to discuss potential agenda items for consideration.

**8. Announcements**

- Handsworth Secondary received their building permit at district Council.

M. Tasi Baker left the meeting at 7:39PM.

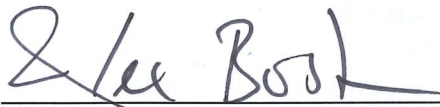
**9. Round Table**

- There was a round table discussion on the most exciting thing happening in the city this summer.

**10. Adjournment**

There being no further business, the meeting adjourned at 7:42 p.m.

The next regular meeting of the Advisory Planning Commission will be held on Wednesday, July 10<sup>th</sup>, 2019.



Chair