

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Planning Commission  
Held via Webex on Wednesday, May 12<sup>th</sup>, 2021**

---

**MINUTES**

---

Present: Y. Al-Nakeeb  
K. Balcom  
A. Rahbar  
S. Tornes  
M. Mathieson  
A. Wilson  
M. McCorkindale  
S. Huber  
Councillor Hu  
Councillor McIlroy

Staff: R. de St. Croix, Manager  
R. Fish, Committee Clerk

Guests: J. Draper, Deputy Director  
A. Devlin, Manager - Transportation Planning

Absent: M. Tasi Baker  
C. Castro

---

A quorum being present, the meeting was called to order at 6:02PM

**1. Acknowledgement of Unceded Territory**

**2. Approval of Agenda**

The agenda of May 12<sup>th</sup>, 2021 was adopted as circulated.

**3. Adoption of Minutes of Meeting of April 14<sup>th</sup>, 2021**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Planning Commission held April 14<sup>th</sup>, 2021 be adopted as amended.

**Carried Unanimously**

**4. Business Arising**

None.

## 5. Staff Update

R. de St. Croix reviewed relevant planning development, project and policy items from the previous Council meetings.

## 6. Mobility/Community Well-Being/Environment Strategies

Staff presented on the three strategies. The main points included but were not limited to the following:

- Streamlined and simplified approach.
- Council Strategic Plan guides the strategies – a City for people, a liveable City and a connected City.
- Economic Investment Strategy will be coordinated with these three Strategies.
- With changing conditions and new considerations we have to continue to modernize and make new plans to fill in policy gaps.
- Future state includes modernized, integrated policy framework and actions and a simplified zoning and development Bylaw with street classification.
- Shifting scope from transportation to mobility, sustainability to climate and environment and social to community well-being.
- Shift focus from plan to playbook.
- Shift horizon from 30-year to 10-year.
- Identified set of shared principles for plan making process: Collective Health, Resilience, Equity and Timeliness.
- Mobility Strategy
- Vision: Healthy Streets that work for everyone.
- Goals include complete, safe, sustainable and vibrant streets.
- Providing more choices in how we move, transform the way we design our streets and efficiently manage demand on our streets.
- Community Well-Being Strategy
- Vision: A City where everyone belongs.
- Goals include being hyper local, making space for community, being a just city and investing in people.
- Providing healthy design, human essentials, supporting people and working together.
- Environment Strategy
- Will be the City's roadmap for achieving the emissions reduction targets of 80% below 2007 levels by 2040 and 100% by 2050.
- Two Visions:
  - A: A resilient and sustainable City for everyone.
  - B: A healthy, natural and urban environment for everyone.
- Goals include to decarbonize to net zero with urgency, be a City where people and nature thrive and be a City of climate leaders.
- Providing resilient ecosystems and City, our pathway to net zero, empowered choices and awareness and leading by example.

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

### Mobility Strategy

- One thing possibly missing in this Strategy is resilience. As climate changes, we are seeing increases in temperature which means we spend time outdoors and in the streets when it's warm. We may need to adjust for this by shading the streets, changing pavement colour, considering the types of structures and greenery, flooding, patterns of rainfall may change. Consider this as part of these designs and strategies. **A:** We heard this a lot in the stakeholder engagement sessions. This type of work would fall under Phase 2 and are critical things that the City has the ability to change. We want to flush this out more with specific actions.
- Mobility is one of the most important functions of a city and city planning. How does employment within the city fit into this? **A:** We want to capture these in the framework we are shaping and influence where we can. With trip distributions, things are different now due to COVID-19, before that we were seeing a lot of north shore residents staying here. The trips that leave the north shore are for work or school. Most stay close to western side of the Burrard Inlet. There's more diversity in terms of where people travel from elsewhere to the city, from Surrey, Delta, White Rock are all predominantly for work. We have added more jobs than people. We will look at how to improve transportation demand management programs to encourage people to get here and housing affordability to reduce the need for people to travel here.
- There is a relationship between transportation and housing, ideally people would like to be able to walk to work. In most cases, management tends to live so close they could walk, whereas people in the lower parts of the industry work extremely far away and depend on having a car. People who have lower paid jobs have longer commutes.
- Males and females also have different rates of commuting patterns. Men are more likely to drive to work and women are more likely to take transit and walk.
- Staff: There will be different lenses of equity around these plans. The notion in these plans is to acknowledge that broad sweeping notions don't provide direction. We need to ensure these outcomes are benefited from all persons.

### Community Well-Being Strategy

- Hyper local has some negative undertones to it. Consider rephrasing this to emphasize the benefit, focusing on the 15 minute walkable component. Consider the importance of collaboration beyond our borders. We are huge beneficiaries of being so close to Whistler, Vancouver, BC Housing, hospitals with specialists and non-profits.
- Staff: A lot of our planning activities and engagement happen with other municipalities. We are doing more and more collaboration with neighbours and that will be a key component on how we structure this.
- It is important to consider the impact of sound on well-being when designing these Strategies. Consider the way sound affects the relationship to environment and look at uses for public spaces.
- The 15 minute city idea is great. Is it a focus to stay within nodes and is there consideration to link them to address multi-stop trips to bring auto usage down within the city? **A:** The 15 minute city idea is becoming very popular. Three variables to help choose or decide what the 15 minute city would be: the time, the mode and the what (which is the uses within your 15 minute circle). The

concept we are playing with would be concentric circles, within 5 minutes would be smaller localized things (ex. small parks), what we would need/prefer within 10 minutes (ex. schools) and what's acceptable within 15 minutes (ex. bigger stores or shopping). Starting to set up what things belong in which minute category and how people would access them.

- Is the City exploring the last kilometer or electrification? **A:** The City has been awarded the ability to run an e-scooter pilot and we are bringing regulations to Council this spring to use e-bikes legally in the City. We are close to making an announcement on e-bike share next steps. Applicants have submitted proposals and the details are being finalized.

#### Environment Strategy

- Leaning towards the second part of the vision but resiliency is important.
- There's no reason why we can't be a leader in this. Recommend including something to do with accountability. Emissions data should be available.
- Consider having some kind of target around 2030 to address whether we are on the right course or not. BC and Canada never reach a target that we're promised and have barely gone downward. We should see if we are moving in the direction we say we are. The City should provide more open data.
- Staff: We are trying to include accountability and will be more public facing.
- Consider a statement that includes a bit of both for the vision. Language around being healthy is still a valuable one to include. Something along the lines of 'a healthy and sustainable environment for everyone'. The present and future should be reflected in the statement.
- Be specific with terminology – don't say net zero without saying net zero carbon or energy, these are important considerations. They are very different goals with different actions and can lead to confusion and problems.
- The Step Code allows time for the supply chain to catch up and keep housing affordability within reach too.
- A lot of the things that can be done need to be done at a regional level. What's unique to North Vancouver and our public spaces, marine ecology run off, decreasing waste, these strategies are there but it would be nice to address those. The amount of coordination required to address some of these issues needs to be done at a regional scale or Metro Vancouver level?
- Staff: We have made progress on the transportation side in terms of multi-level governance structure and with Translink in terms of coordination. We are toying with this on the climate action side to do something similar to help us advocate.
- The frameworks are relatable with a good amount of information and have been consolidated and narrowed down. The key goals and actions makes it digestible and usable.

#### **4. Adjournment**

There being no further business, the meeting adjourned at 8:00 p.m.

The next regular meeting of the Advisory Planning Commission will be held on Wednesday, June 9<sup>th</sup>, 2021.



---

Chair