



MEETING MINUTES

Minutes of the meeting held at City Hall in
Conference Room A and Electronically (Hybrid),
141 West 14th Street, North Vancouver, BC on June 12, 2024

The City of North Vancouver respectfully acknowledges that this meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlílwətaʔ (Tseil-Waututh) Nations.

<u>Members Present</u>	<u>Staff Present</u>
S. Luce	Jennifer Draper, Deputy Director, Planning & Development
M. Mathieson	Renee de St. Croix, Manager, Long Range & Community Planning
D. Anderson	Blair Underhill, Planner 2, Transportation Planning
S. Tornes	Eric Post, Planning Assistant (Transportation)
Y. Al-Nakeeb*	
C. Dempster	Sarah Friesen, Administrative Coordinator
Councillor D. Bell	
Councillor H. Back	*participated electronically
 <u>Absent</u>	
A. Rahbar	

The meeting was called to order at 6:03 pm.

A round of introductions occurred to introduce the new members to the group.

C. Dempster joined the meeting at 6:10 pm.

1. **ADOPTION OF AGENDA**

The Agenda for June 12, 2024 was adopted as circulated.

2. **ADOPTION OF MINUTES**

Minutes of the meeting held on May 8, 2024 were approved as circulated.

3. **BUSINESS ARISING FROM THE MINUTES**

- This is the Manager, Long Range & Community Planning’s final meeting with the committee as she has accepted a role at another organization.
- The Chair shared about her experience at a Green Tech conference on increasing sustainability within the Municipality of the City of Halifax. They proposed a new

decarbonisation tax to advance the Municipality's sustainability efforts in partnership with the Port of Halifax.

- City Updates:
 - The Climate and Environment Strategy is going to Council on June 17, 2024
 - The Community Wellbeing Strategy is going to Council on June 24, 2024.
 - The Economic Strategy was passed in May 2024.
 - The Mayor gave the 'State of the City' address this morning, which describes where the City's at and the direction its going.
 - The Transit Oriented Area bylaw is in front of Council.
 - City staff have applied for an extension from the Province on the Small Scale Multi Unit Housing legislation requirements.
 - Staff can now provide an update on Bill 16 because it has received Royal Assent. We'll have information for the committee in July or September 2024.

Councillor Back left the meeting at 6:20 pm.

4. CURB ACCESS PARKING PLAN WORKSHOP

B. Underhill, Planner 2 – Transportation Planning, and E. Post, Planning Assistant (Transportation) shared a PowerPoint outlining the City's proposed Curb Access Parking Plan prior to an interactive workshop reviewing anticipated policy changes. This same workshop will later be presented to the public as a form of public engagement.

Council has directed staff to undertake another round of public engagement, so the workshop's intention is to generate constructive feedback on the policy itself and test run the activity's effectiveness before it is presented to the public.

The City's original parking policy was developed in the mid 1990s. Updating policies and curb use regulations through the [Curb Access and Parking Plan](#) will allow more people and businesses to reliably access curb space when needed.

During Phase 1 of public engagement, staff heard that:

- It's hard to find parking in our busiest areas
- Resident parking permits exclude the majority of our residents
- More convenient and safe loading opportunities are needed
- The supply of accessible parking is insufficient
- Changes in on-street/off-street parking policy need to be coordinated
- Curb space for mobility, storage, and public place-making requires ongoing conversation

A City-wide mail out has just been sent out to City residents to seek their feedback on this project. Bylaw enforcement has been involved in and supports the project.

Councillor Back returned to the meeting at 6:33 pm.

The focus of this work will take place in the curb lane within the City's right-of-way. The Curb Action Parking Plan is largely a sign-based initiative. Curb space is currently managed by unrestricted parking, permit restrictions, time or vehicle type restriction, and paid parking.

Staff arrived at the proposed policy changes based on:

- Tools the City already has,
- Considering global best practices,
- Aligning with City-wide and project objectives, and
- Responding to challenges heard from community members.

Staff are observing the City is at 100% capacity for parking and aim for 85% capacity.

The five proposed policy changes are:

1. Expand pay parking in high-demand areas of the City to better manage parking turnover and demand.
2. Modernize the Resident and Visitor Parking Policy, including expansion of spatial coverage, and adjustment of eligibility criteria and costs.
3. Provide more short-term loading zones for the efficient and safe movement of people and goods.
4. Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the city.
5. Enable unique special-use parking to ensure a wide range of curbside space needs are achieved.

The planned development schedule is in three phases:

- Phase 1 – Develop the project and build awareness (Winter 2023).
- Phase 2 – Policy, planning, analysis (2024). We are here now. The Curb Action Parking Plan was approved by Council on May 13, 2024. The next round of public engagement will occur this month.
- Phase 3 – Phased delivery and monitoring (Spring 2025).

Opportunities for public input will be online from June 17 – July 8th at cnv.org/curb or at the Pop Up Event locations below:

Date	Time	Location	Event Type
Wed June 19	12-2 PM	Civic Plaza	Pop Up Event
Fri June 28	3-6 PM	1st and Lonsdale (Parklet)	Pop Up Event
Wed July 3	12-2 PM	Civic Plaza	Pop Up Event
Fri July 5	3-6 PM	1st and Lonsdale (Parklet)	Pop Up Event

Interactive Workshop Activity

The following questions were presented for the members for consideration before the workshop began:

- Let us know if you'd like more/less/different information as it pertains to these changes as we embark on another phase of public engagement.
- How do you anticipate these changes will have an effect on curbside access and use for you and the community as a whole?
- Are there specific areas you feel should be prioritized for implementing these changes?

Members were encouraged to get up and visit each of the different posters around the room to provide written and verbal feedback while adding coloured stickers to proposed policies they supported.

Notable Questions and Comments from Members:

- Clarification on the locations of pop-up events. **A:** Staff are seeking the best locations in the East and West regions in the City. Staff are noticing it's challenging to get the public to provide feedback.
- A recommendation was made to canvas the businesses whose operators may not be able to attend the workshops during the day.
- Members observe loading zones without time limits – is there a possibility to remove the loading designation after hours? **A:** Yes, we'll discuss this in the workshop.
- Ensure the businesses between 13th and 23rd Street are aware of the opportunity to provide feedback, as these operations are strongly affected by parking.
- How does this initiative integrate with the Great Street Project? **A:** These fortunately align, although the timeline and scope are slightly different.
- How do staff know the streets are at 100% capacity? **A:** Staff monitor the streets and collect data at different times. Sometimes contractors are hired to do the same when staff have limited capacity.
- When do the new signs go up? **A:** Nothing has been decided yet until Council approves. It could be around 2025.
- City residents who are accustomed to street parking for the duration of their lives may feel blindsided by the new regulations. Older people living in older buildings may not have off-street parking and can't move.
- Could there be considerations to have different types of permits for variable durations (short term, day parking, long-term, etc.)? **A:** We've carefully considered this by observing neighboring municipalities and building on their progress.
- Many people don't know where the paid off-street lots are.
- Consider that some people with accessibility requirements need vehicles near their residence. **A:** Even though legislation cannot issue minimum parking requirements, accessible parking and pick up/drop off zones are still required. As developments occur, developers and prospective residents will be educated on what the options are.
- Where are people going to park their cars when they do actually take transit or their scooters? It's unfair to the neighbours to force people to park on the street. City residents need to utilize the existing off-street parking which often remains vacant.
- Can maps demonstrate where the TOAs are?

D. Anderson left the meeting at 7:30 pm.

Members' Feedback on the Activity:

- Integrate images into the workshop with maps and annotated boxes.
- How do you integrate the modes with Translink? **A:** The City and Translink have formed a close working relationship in efforts to make driving and transit time comparable. On the North Shore, a park and ride is not really a consideration in the planning because of the high frequency of transit users.
- The policy goal in the Mobility Strategy is for new developments to not create any extra trips. This works by looking at Transportation Demand Measurements.
- Have staff considered the reasons people move to the North Shore? Is it because of the transit friendly neighbourhood or because they want to be close to the mountains and Whistler or Squamish? I think it's the latter. Their needs are not being met with their expectation. **A:** It's about offering choices so people aren't reliant on cars. The City isn't obligated to provide parking spaces simply because they're wanted.
- With the increase in smaller units of parking durations, the ratio of off-street parking availability will stimulate business.
- Paid parking is severely underused because people want free parking. It's expensive for developers to build parking lots. Consider pre-selling lots to parking company to reduce costs.
- Is there a way to integrate loading zones into laneways? If we look at examples like the West End, the use of laneways is maximized.
- What about electrical vehicle chargers be included? The North Shore has a high percentage of EVs. **A:** The City has an EV strategy to build a hub-based approach for electrical vehicle charging.

5. **DATE OF NEXT MEETING**

The date of the next meeting is July 10, 2024.

6. **ADJOURN**

The Chair adjourned the meeting at 7:59 pm.

Certified Correct by the Chair

Meghan Mathieson, Chair