

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room A  
141 West 14<sup>th</sup> Street, North Vancouver

Wednesday, September 4, 2019 at 6:00 pm

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M I N U T E S

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- Present:** Trevor Bowden, Chair  
Dolores Altin  
Matthew Carter  
Martin Davies  
Sgt. Bryan Fedirchuk  
Carol Reimer  
Christie Sacré  
Patrick Stafford-Smith  
Councillor Tony Valente
- Staff:** Daniel Watson, Transportation Planner  
Edytha Barker, Committee Clerk  
Wendy Tse, Planner  
Larisa Lensink, Environmental Technician
- Presenters:** Foad Rafii, Rafii Architecture Inc.  
Parm Mahal, McElhanney  
Darith Sok, McElhanney  
Graham Brewster, Cressey Development
- Apologies:** Bradley Cuzen  
Brent Hillier  
Rohan Soulsby

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**1.0 CALL TO ORDER, ADOPTION OF AGENDA AND ADOPTION OF MINUTES  
OF MEETING OF SEPTEMBER 4, 2019**

T. Bowden called the meeting to order at 6:02 p.m.

The agenda for September 4, 2019 was adopted and the minutes of June 5, 2019 were adopted as circulated.

## 2.0 BUSINESS ARISING FROM PREVIOUS MINUTES

None.

*Councillor Valente arrived at 6:10 p.m.*

## 3.0 200 WEST ESPLANADE

W. Tse introduced the project and the applicants.

The City has received a development application to rezone 200 West Esplanade to support the development of a 100% rental residential building with 75 units, above a ground floor of retail.

The applicants are seeking ITC's input on the requested parking variance to reduce the required residential parking spaces from 53 (45 spaces for residents and 8 spaces for visitors) to a total of 25 (22 spaces for residents and 3 for visitors), Transportation Demand Management (TDM) measures, design and accessibility of the vehicle and bicycle parking spaces, and the general design of the public realm.

### Key points included:

- The new development will replace an existing building which currently consists of retail space on the ground floor fronting West Esplanade, a large Cineplex theatre and a floor of office space above the theatre.
- The existing parking access is shared with a neighbouring building off of West Esplanade, where there are 25 parking stalls. The proposed building would have one level of parking, accessed from the lane, which includes secured bicycle storage for 100 bikes.
- The site is located approximately 350 metres from Lonsdale Quay and the SeaBus station.
- Due to the nature and location of the development, the anticipation is that there will be more pedestrian trips than vehicular trips during peak hours.
- The loading space is large enough to accommodate a moving, delivery or garbage truck and two passenger vehicles.

### Questions/Comments from ITC:

- Will there be designated visitor parking or are visitors expected to park in the neighborhood?
  - There will be 20 commercial stalls, 15 of those will be for residents. There could be flexibility as to how they are allocated to visitors, car share or other. We could also combine residential and commercial parking stalls and have designated hours for each.
- Using an entire North Vancouver wide estimate for bicycle mode share may be underestimating; this development will be located on a high quality biking infrastructure, therefore, more people may use bikes than anticipated.



- Even if we up the estimate to 20%, there is sufficient storage for 100 bikes.
- Question for City staff: This area is only going to get busier. What is being planned now to get ready for that in terms of the bicycle and pedestrian lane on Chesterfield? What will this area look like 60 years from now?
  - D. Watson: This area of Chesterfield and Esplanade is currently being worked on; the final design has not been determined but these issues are being taken into consideration. We are designing as appropriately as we can for the future.
  - G. Brewster: This area brings both benefits and challenges. There are currently a significant set of existing infrastructure kiosks, Engineering requires us to underground those as part of this development. This will provide an improved sidewalk condition.
- What kind of bike storage is being provided? Will there be power for e-bikes? What about people that have more expensive bikes?
  - W. Tse: As part of the zoning bylaw, one electrical outlet is required per four bikes.
  - G. Brewster: We are looking at providing more secured, locked bike cages. Our concern and plan is to make them totally useable.
- You have suggested locations for street parking in the area; has a study been done of those places, for example, could I leave my car there 24/7? I endorse having less parking but many people walk or bike to work but may also have a car. If the street parking is used up by residents, that may have an impact on commercial parking availability. I would like to see any data available that low amounts of residential parking work.
  - F. Raffii – There is some parking provided; the landlord could perhaps rent out parking spots to 10 units. I have talked to landlords of other rental buildings in the area and some still have parking spots available.
  - W. Tse: Metro Vancouver has done studies and have found that rental buildings tend to have fewer parked cars than strata buildings. Landlords are now decoupling rental suites from parking spots. The hope is that someone would choose to rent in this building knowing it is mostly for people without cars.
- In the event that all spots are used, are there some areas in that neighbourhood that are designated residential permit 24/7 parking?
  - D. Watson: It is a commercial area, parking is restricted until you get as far up the hill as 4<sup>th</sup> or 5<sup>th</sup>. The City is looking at reviewing that.
- I have a concern about pick up and drop off on Esplanade, especially for people that have accessibility issues.
  - D. Watson: As mentioned, we are still working on the design for Esplanade. The main concerns are protecting bikes, considering buses, then pick up / drop off. Other developments along Esplanade don't have adequate loading. I will have that team come to ITC when they are ready.

- G. Brewster: From a residential perspective, there would be an opportunity to use the loading area as pick up and drop off zone. People could also pull into the parking area to drop off.
- I can understand putting the resident entry on top of the grade near the lane but, given accessibility, there may be a number of people that want to be in the building but can't get in easily. Is there anything that can be done on the street scape side that could facilitate entry into the building for people like this?
  - F. Raffii – On the west side of building, there is flat access to the bike room.

*Applicants left the meeting – 6:50 p.m.*

It was moved and seconded:

**THAT** the Integrated Transportation Committee, having received the presentation from G. Brewster, P. Mahal, D. Sok and F. Rafaii, supports the project at 200 West Esplanade as presented at the September 4, 2019 meeting, but notes the following issues for further consideration and to be resolved to the satisfaction of City staff:

- ITC strongly encourages the provision of as many alternative high quality transportation demand management measures as possible such as individual secure bike storage, transit passes, bike maintenance area, individual charging spaces for e-bikes or other electric mobility solutions and car share vehicle and space allocation.
- Given ITC's concern about increasing demand for already-limited street parking in Lower Lonsdale, encourages Council to direct staff to investigate additional parking-demand management strategies for this area.

The Committee also commends the developer for the improvement of the pedestrian realm regarding the elimination of the above ground service kiosks.

**CARRIED UNANIMOUSLY**

*W. Tse left the meeting at 7:40 pm.*

*Break – 7:40 – 7:55 pm.*

*L. Lensink joined the meeting at 7:55 pm.*

## **2.0 EV STRATEGY**

L. Lensink presented the City's Electric Vehicle Strategy.



### Key points included:

- The City supports the transition to EVs because of the significant opportunity they present to decrease our community-wide emissions, where passenger vehicles account for 43% of our total emissions.
- The City has set ambitious climate targets including our newly adopted target of net zero, or 100% reduction in emissions by 2050, and the transition to EVs will help us meet these targets.
- The Electric Vehicle Strategy was adopted in September 2018 with a goal to remove barriers to EV ownership by increasing access to charging infrastructure and providing public education about EVs and EV charging.
- The strategy outlines 30 actions in five key areas to encourage electric vehicle adoption, including expanding the public charging network, electrifying the City's fleet, providing public education and increasing access to home charging.
- Since the Strategy was adopted, the City amended the zoning bylaw to require 100% of residential stalls to be EV-ready or equipped with an energized outlet capable of providing Level 2 charging or higher.
- The City also installed a new DC fast charging station at City Hall and introduced user fees at all City-owned stations in April, 2019.
- Over the summer, the City hosted a handful of EV outreach events in partnership with Emotive, Metro Vancouver's EV outreach campaign, including a test drive event in the City Hall parking lot
- Going forward, the City is undertaking a fleet opportunities assessment to explore electrification of medium and heavy duty fleet, conducting research into potential EV charging infrastructure requirements for commercial buildings and continuing to expand the public charging network

### Questions/Comments from ITC:

- How long does a fast station take and how much does it cost?
  - L. Lensink: 30 minutes and \$16 per hour.
- Who is allowed to sell power? I have seen in other provinces that all sorts of businesses have installed EV chargers and charge people to use them. This may be a good way to incentivize other types of parking lots to put in EV infrastructure. Is this in the City's jurisdiction?
  - L. Lensink: The British Columbia Utilities Commission did an inquiry and determined because the EV charging market is a free market, they did not feel they need to regulate it. Any one can charge, so we will see more and more businesses charging for power and recouping costs.
  - Would be great for the City to get that information out to businesses, etc.
- Is there a strategy for retrofitting community centres, etc?
  - L. Lensink: Many of them are at capacity for what can be installed but new or refurbished centres have EV charging stations added.

We have also just started looking into on-street chargers; new developments could include in the sidewalk improvements.

- Has there been a growth in BC in the purchase of EV's and, if so, was this due to a government program?
  - L. Lensink: Yes, there were provincial and federal incentive programs that people could access together. The provincial program has now been lowered.
- Very comprehensive strategy, great speed at expanding the network. Fast chargers are great.
- For existing stratas, a formal mechanism should be put in place whereby they can reduce visitor / other parking spaces in order to provide space for EV charging while still being in compliance with their visitor parking requirements.

*L. Lensink left the meeting - 8:04 p.m.*

### **3.0 UPDATE ON FIELD TRIP**

D. Watson advised the committee on the plans for the upcoming field trip on Monday, September 16. We will meet at Park and Tilford, near the gardens. The subject is RapidBus; we will go along the line and talk about some of the spots where work is being done and end up at Lonsdale Quay. If there is time, we can continue on to the Mosquito Creek Bridge.

E-bikes are not available and the City's e-bike share program has been delayed. The committee was asked if they would prefer a bus or if individuals have their own regular bicycles to bring and ride? P. Stafford-Smith advised that the Commerce has been working with Ohm in Harbourside and he check with them in case they have any options for us. D. Watson will send an email to members next week to confirm.

### **4.0 COUNCILLOR UPDATE**

- The rezoning for the cannabis retail outlets came to Council in July. Two sites have been approved; one in Park and Tilford and one at Sailor Hagars. We are the only North Shore municipality so far to have cannabis retail.
- The City received \$250,000 in funding from the federal government to support an economic impact study of congestion rapid transit connection across Burrard Inlet.
- In July, Councillor Valente and Councillor McIlroy brought forth a Notice of Motion to ask staff to review the City portion of the North Vancouver Bicycle Master Plan and to identify priority AAA active transportation infrastructure corridors. Staff are to report back to Council in the fall.

### **5.0 ITC – ROSTER OF PROJECTS WORKSHEET**

D. Watson will circulate the updated worksheet by email.

**6.0 TRANSPORTATION EVENTS**

- Rail-volution, a transit and community development conference is happening September 8 – 11 at the Hyatt Regency in Vancouver.
- The Chamber is hosting a panel discussion on e-transportation on October 17.
- TransLink 2050 consultation still going on; go to their webpage and provide your comments.

**7.0 ROUND TABLE**

- We need to start talking about bike speed limits and shared use paths

**8.0 ADJOURNMENT – 8:38 p.m.**



Chair Signature

2 Oct 2019

Date