



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 November 1, 2023

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

Members Present

Anna Hardy (Chair) **participated electronically**
Jonathan Arnold
Denis Beaulieu (RCMP)
Martin Davies **participated electronically**
Cllr. Jessica McIlroy
Allan Moors
Karen Speirs
Ron Spence (Chamber of Commerce)
Lailani Tumaneng (SD#44)
Benjamin Woodyatt

Absent

Dana Bourgeois
Jane Farquharson
Genevieve Macmillan

Staff Present

Siobian Smith, Manager, Economic Development
Blair Underhill, Planner, Transportation Planning

Sarah Tremblay, Transportation Planner
Hayley van Gelderen, Committee Clerk

The meeting was called to order at 6:00 pm.

1. ADOPTION OF AGENDA

2. ADOPTION OF MINUTES

- a) Minutes of the meeting held on October 4, 2023 were approved as circulated.

3. BUSINESS ARISING FROM THE MINUTES

Commercial Space and New Developments

The Development Planning team provided additional context on the several mechanisms the City of North Vancouver uses to promote the growth of office space through new development.

- Density Bonus and Community Benefits Policy: one of the options for development applications wishing to exceed their maximum allowable density is to provide Employment Generating Uses as a community benefit.

- Zoning Bylaw: has a number of Commercial and Lower Lonsdale zones that encourage 1.0 Floor Space Ratio (FSR) mixed-use developments with 1.0 FSR below the residential levels (essentially a two-storey commercial podium), meaning that we are allowing and encouraging mixed-use developments which provide some commercial/office space on the first two floors of buildings with residential above. These commercial units are permitted up to a 1.0 FSR or Gross Floor Area, as often times some other commercial area areas are limited to 0.75 FSR. This is in our Zoning Bylaw for our Lower Lonsdale zones, which are some of our most desirable areas for residents, both from a commercial and residential perspective.
 - Ex: “a minimum Gross Floor Area of 1.0 times the Lot Area shall be located below the third Storey of the Principal Building for development in the LL-1 and LL- 2 zones”.
- Official Community Plan: one of our goals and objectives is to “Provide space for commercial uses in mixed-use developments to support employment and economic development.” There are several land use designations that include office space, including mixed-use level 3, 4, and 4b. Our Regional Context Statement also supports the development of office space in the mixed-use commercial district Lonsdale Regional City Centre and along key transit corridors, including the new Frequent Transit Development Area.

4. ECONOMIC DEVELOPMENT STRATEGY

S. Smith, Manager, Economic Development presented the following highlights regarding the Economic Development Strategy:

- The Economic Development Strategy aims to achieve business retention and expansion, workforce attraction, and provide an enabling approach and services.
- The Strategy has four core areas of focus:
 - Enhance economic space – land use needs and business opportunities;
 - Make it easy to do business – streamline City processes and services and increase access to resources;
 - Create world-class, multifunctional spaces – enhance public places and programming and support increased integration of commercial and community activities; and,
 - Build a future-focused, resilient local economy.

Members presented the following notable questions and comments:

- Why does the City have so many new, high-rise condominiums without commercial space being built into them? **A:** Staff provided the following answers:
 - Any existing apartment building that has commercial space in it is preserved if the building is redeveloped;
 - In areas of the City where there are existing employment opportunities, we prioritize densification or optimization of that economic space with every development we look at;
 - Many residential areas do not have zoning to permit business activities.
 - Comment from Council member: When a piece of land goes through rezoning, the City cannot require them to put in commercial space. We have different policies in place to encourage different types of businesses or other use of that space, but ultimately it is the land owner’s decision on how they want to rezone their land.

- If there are more opportunities for people to live and work in the same community, traffic congestion will be reduced. **A:** The 'working from home' workforce has provided a significant number of opportunities for workforce to remain and stay on the North Shore. Job growth on the North Shore has grown 7% over the last eight years.
- Building office space is not enough to get businesses to open. People are moving off the North Shore and having to commute because of housing unaffordability, which ramps up traffic congestion. Transportation and housing affordability is key.
- Under the 'Enabling Approach and Services' bucket in the presentation, there is value in trying to differentiate between the different kinds and size of businesses that the City wants to and can enable on the North Shore. **A:** Data shows that growth of smaller businesses has been quite strong with 10-12 employee business size on a growth streak over the last eight years. There has been reasonable growth in the 100-200 employee business size (17% over the last four years and 35% over the last 15 years). There has been a decline in the 200+ employee business size and this may be due to the lack of large commercial spaces suitable to accommodate that size.
- Is office space planned as part of the Capilano Mall redevelopment and to what extent is the City involved? **A:** The City has an extensive team involved and we are seeking to understand the future community needs of the neighbourhood. Our team will look to optimize the economic opportunities that currently exist. It is a very integrated area (i.e., recreation, professional offices, retail, and industrial operations) so we have to ensure that there is an ability for those existing operations to grow alongside an integrated and active community.
- Under core area 3 in the presentation – it is critical to maintain public space that is not fully activated with economic activities. In the quest to activate the public realm, there is often an exclusion of all the other uses of those spaces that are non-transactional (i.e., covered public spaces, spaces for youth to hang out etc.).
- Will the Lonsdale Great Street initiative span to the new Harry Jerome Recreation Centre and are there any plans to activate Upper Lonsdale? **A:** There are no current plans in place for Upper Lonsdale. The concept aims at identifying Lonsdale as a great street and the commercial centre of the City (approximately 23rd Street to 11th Street). The project will start off with community engagement to learn what the community would like to see for the area.
- Consider including the cost of congestion to economic growth in this strategy as another way of highlighting that this is a major policy problem for the City and the region. The more the City can raise this issue, the more it is highlighted for higher levels of government to recognize and acknowledge.

5. CURB ACCESS & PARKING PLAN

B. Underhill, Planner 2, Transportation Planning presented the following highlights regarding the Curb Access & Parking Plan:

- At the October 23rd Council Meeting, Council directed staff to move forward with project initiation and public and interest holder engagement.
- Engagement will run from November 20-December 11th.
- First engagement phase is focused on listening, building relationships and awareness, and developing support from stakeholders to achieve the benefits of this plan.
- The Plan will review the many uses of the curb lane.
- Next steps Q4 2023-Q1 2024:
 - Initial engagement, outcomes and analysis;

- Approval to proceed with developing draft policy directions and phase two engagement.
- Questions and Discussion:
 - Tell us about your experience with curb access and parking in the City?;
 - Do you have recommendations for staff during the first phase of public and interest-holder engagement?

Members presented the following notable questions and comments:

- Do you have a strategy to attract a diversity of voices to ensure that drivers are not dominating the conversation? **A:** Yes, staff have started doing outreach to equity-seeking groups who may not have the means to access this information. Rather than doing just opt-in workshops, we are working on doing more specific outreach to various groups across the North Shore. For example, we are working with Impact North Shore on co-creating a workshop as well as working with the library to co-create a workshop targeted toward youth.
- How can we ensure stronger bylaw enforcement with the rollout of this plan? **A:** The current restrictions are very difficult and time sensitive for bylaw enforcement to monitor. The 72-hour bylaw, along with various 4-hour and 2-hour parking restrictions are time intensive for our officers. A consideration that enables greater enforcement is around curbside paid parking as it reduces the amount of enforcement overhead that is needed and officers can be redeployed to the time restrictive areas. Nothing has been decided at this time and all ideas are on the table.
- An option to consider is hiring a third party company to enforce parking – Sweden does this for example.
- Avoid dedicating too much curbspace to electric vehicle parking – the focus should not just be around switching over to driving electric vehicles but rather to reduce car use all together.
- There is an opportunity to remove unnecessary street parking on Larson and Westview and improve pedestrian and cycling infrastructure instead, as almost all the homes in that area have off-street parking already.
- Is removing parking entirely and reallocating it for other uses being considered in this project? **A:** We are open to all feedback at this time, including reallocation of curbspace.
- Would like to see more dedicated on-street parking for more car share programs.
- Currently, curbspace is not very intuitive and this plan presents an opportunity to provide more consistency. People will need to learn to adjust to the changes and build new habits. The City will need to apply these changes in a way that people can quickly and intuitively understand.
- One way to approach some of these changes is to borrow or repurpose approaches that are used in other local municipalities that other people are familiar with and understand.
- From an enforcement perspective:
 - Some parking signage wording is ambiguous, confusing and difficult to enforce;
 - Liaise with the District and develop one platform for ticketing. Currently, the City and District use different printers and software programs, resulting in multiple printers in police vehicles, which makes ticketing an onerous task;
 - Consider allocating various time periods in the day for bylaw officers to solely focus on ticketing.
- Does the City have data on the number of off-street parking spots available? **A:** Yes, staff try to collect data twice/year (dependent on budget and staffing availability).

- How much consideration is given when curbspace is temporarily taken away during a development project? Does the City consider the other possibilities that are available to utilize the space in a better way once it becomes available again? **A:** Yes, it is taken into consideration and we work closely with our Transportation Engineer to make sure that the needs are represented alongside the transportation study that occurs.
- Where are HandyDARTs permitted to park? **A:** TransLink works on the placement of loading zones for HandyDART use. We see good compliance of short-term pick up and loading for passenger loading zones.

6. COUNCILLOR UPDATE

Cllr. McIlroy presented the following notable updates:

- The 2022-2026 Council Strategic Plan is now public and can be viewed [here](#).
- St Andrews Safety Improvement Project – street works have started from 9th to 13th Streets. Improvements that relate to 9th to Keith Road will be coming back to Council in the New Year.
- November 6, 2023 Council Meeting – Council will be asking for the City to investigate and report back to Council on implementing no right-turn on red lights at all intersections where there are 20 casualty crashes and that the Mayor write to the Province requesting to install speed and red light cameras at all those intersections or allow us to install them and collect fines. Data shows that the City has 60 of these intersections. There are a number of municipalities across B.C. that are doing this at the same time.

7. TRANSPORTATION EVENTS – MEMBERS UPDATE

Members presented the following notable questions and comments:

- November 11, 2023 - Remembrance Day in the City of North Vancouver. The parade starts at the Armoury at 9:30am and the ceremony will take place in Victoria Park at approximately 10:30am. Please note that there will be significant traffic impacts during this event.

8. ROUND TABLE

- The Chair and Vice-Chair are unable to attend the meeting in December and asked if another member could be the alternate at the next meeting. Benjamin Woodyatt volunteered to Chair the meeting on December 6th.
- A member thanked the City for the changes made on St Andrews as part of the St Andrews Safety Improvement Project.

9. DATE OF NEXT MEETING

The next regular meeting is scheduled for December 6, 2023.

The Chair adjourned the meeting at 7:36 pm.

“Certified Correct by the Chair”

Anna Hardy, Chair