



## MEETING MINUTES

Minutes of the meeting held on June 5, 2024 at City Hall in Conference Room A at 141 West 14<sup>th</sup> Street, North Vancouver, BC.

*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.*

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### **Members Present**

Anna Hardy (Chair)  
Jonathan Arnold  
Matthew Cusanelli  
Jane Farquharson  
Brady Faught  
Allan Moors  
Richard Walton  
Benjamin Woodyatt  
Karen Speirs  
Denis Beaulieu (RCMP)

### **Staff Present**

Jennifer Draper, Deputy Director, Planning and Development  
Elicia Elliott, Manager, Transportation  
Blair Underhill, Planner 2, Transportation Planning  
Sarah Tremblay, Transportation Planner  
  
Sarah Friesen, Administrative Coordinator

### **Absent**

Cllr. Jessica McIlroy  
Lailani Tumaneng (SD#44)

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

### **1. ADOPTION OF AGENDA**

### **2. ADOPTION OF MINUTES**

The minutes from May 1, 2024 were approved as circulated.

### **3. BUSINESS ARISING FROM THE MINUTES**

Staff shared members' feedback from last meeting with the Clerk's Department.

In lieu of a closed meeting, the Chair opened the floor for members to share how they would like to receive information from staff. The resulting questions and comments were as follows:

- Are we permitted to submit questions and comments in writing? **A:** Yes. Any written submissions will be circulated to staff and the Clerk's Department as needed.
- Before a staff presentation, members wish to hear the project context and timeline to understand if there is an opportunity to shape the outcome before providing feedback to ensure their comments are relevant.

- I would like to go through the options for how we could be engaged.
- I would like the opportunity to share lived experience and understanding when project elements are finalized or have the opportunity to change or strengthened, that is important.
- J. Draper, Deputy Director of Planning and Development, shared that staff recognize and appreciate the value committees provide to projects. We acknowledge that members' ideas need to be shared earlier on. To provide some internal context as to why fewer projects have been coming to the committee for feedback, the staff team for transportation project efforts is small. They're balancing the need for feedback with quickly shifting priorities, staff changes, and limited capacity. Staff hear your feedback and thank you for sharing your perspectives. Thank you to Sarah Tremblay and Elicia Elliott for their efforts on getting these projects to the committees.
- With new legislation changes, projects are being pushed through to execution.
- A committee review is occurring in the Clerk's Department to ensure we continue to get great input. The date of this is to be announced.
- Members thanked staff for their feedback, acknowledging that there is a lot of work to bring projects to the table.
- In the event a project is not ready for ITC's review, are staff comfortable communicating this and cancelling the scheduled meeting? **A:** Yes, we want to respect your time. We have cancelled meetings before when there have been no items to share.
- The Chair offered to consolidate any further comments from members via email into a document for staff if they wish to share any other feedback.

#### **4. CURB ACCESS & PARKING PLAN WORKSHOP**

B. Underhill, Planner 2 – Transportation Planning, shared a presentation outlining the City's Curb Access & Parking Plan prior to an interactive workshop on the proposed policy changes. This same workshop will later be presented to the public as a form of public engagement.

The workshop's intention is to generate constructive feedback on the policy changes themselves and test run the activity's effectiveness before it is presented to the public.

ITC members were encouraged to provide a resolution at the end of the night.

##### *Presentation*

The City's Resident and Visitor Parking Permit (RVPP) policy was developed in the mid 1990s. Updating policies and curb use regulations through the [Curb Access & 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 is 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

Bylaw enforcement has been involved in the project and are quite supportive.

The focus of this work will take place in the curb lane within the City’s right-of-way.

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.

The five proposed policy changes are as follows:

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. This can be updated annually.
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 curb space needs are achieved.

The planned development schedule is in three phases:

- Phase 1 – Develop project and build awareness (Winter 2023)
- Phase 2 – Policy, planning, analysis (2024). We are here now. Council directed staff to undergo another round of engagement on May 13, 2024.
- Phase 3 – Phased delivery and monitoring (Spring 2025)

Opportunities for public input will be online from June 17 – July 8<sup>th</sup> at [cnv.org/curb](https://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 curb 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 Comments and Questions from Members:

- What is the issue with resident exempt permits excluding the majority of our residents? **A:** The policy is outdated and does not allow for many residents, especially those in multi-unit developments, to access the permits.
- Would the City consider dynamic pricing (increased prices for high demand times) for parking? **A:** The City is hoping to do this in the near future.
- Does the City regulate who gets a disability pass? Many abuse the privilege by sharing the pass with friends or family to access premium parking spots. **A:** [The Social Planning and Research Council of BC](#) administers passes to a person, not a vehicle. This is a tricky issue that Bylaws is aware of.
- Consider diversifying pop-up event locations beyond Lonsdale Avenue to places like Capilano Mall and Moodyville.
- When gathering data, try to capture people's motivations about who they are, why they're here in the City, and what they want to see. If it is only drivers complaining, that is important to know. There is a big segment of the City that do not drive and want these changes. **A:** Staff are trying to do a better job of cross tabulating engagement results. Members are encouraged to take the survey and visit the website to see if it meets expectations in this regard. Staff will also be completing intercept surveys on Lonsdale to understand how people are getting to this corridor.
- Are all five proposed policies applied to the whole City? **A:** Yes. Staff are actively seeking ITC's feedback to prioritize which projects move forward first. Some areas of the City have 35% occupancy and these will not be our first priority.
- With the new changes, will new signage be added and updated? For example, above the highway people park very close to stop signs. **A:** Our engineering colleagues will be taking care of sightline issues and signs.
- Who parks on Central Lonsdale? Perhaps the people who complain don't live in the City. **A:** Over 70% of trips are from people on the North Shore driving within the North Shore. The North Shore Transportation Survey has just concluded and results will be posted online in about a month. Staff are aiming to do intercept surveys to understand more.

- Are staff conducting more public input beyond pop-ups, especially with Lonsdale businesses and business associations? Businesses who rely on parking are often in opposition and the most difficult stakeholder to deal with. We've heard a lot of negative comments after the [North Shore News article](#) came up. **A:** We're hosting workshops specifically for businesses in the City, and are working with the Lower Lonsdale BIA and Central Lonsdale BIA, as well as in touch with our economic development colleagues who have many relationships with businesses in the community.
- Various City strategies may have conflicting perspectives on how curb space can be used. Are staff limited to the scope of the five priorities? **A:** This is the beginning of parking management and a universe of potential changes. Due to time constraints, we'll revisit this conversation another time.

### *Resolution*

The committee discussed the following before coming to a resolution:

- The approach is right, but the questions could be refined. A member of the general public may wish to provide their personal experience in a given area.
- How do you collate the public's feedback and make it meaningful? If comments are anonymous, it's hard to follow up for more information. We need targeted questions with targeted answers.
- Members had fun in the activity, although providing a unified resolution without hearing everyone's comments or feedback is challenging.
- Supply of parking is fixed but density is increasing. Members have concerns with street parking permits as it can pit neighbours against one another. **A:** The market helps decide for people. If the parking situation gets too difficult, people start making different decisions regarding their transportation choices.
- Hoping people will begin to make changes about how they get around the City as we densify. **A:** Many of our trips are very short and have the opportunity to shift to walking, cycling, transit, etc.
- Ensure there are no conflicts between the various City policies.
- Members foresee the limited supply of parking being the key issue that dominates the public's general feedback.

The committee presented the following resolution:

"The Committee has reviewed the five proposed policy changes and supports them in principle. The Committee looks forward to providing more input prior to presentation to Council. The Committee supports moving the project into the next phase of public participation."

Staff expect this project to return to Council in October or November 2024.

## 5. COUNCILLOR UPDATE

Councillor McIlroy requested staff share two updates in her absence:

1. Transit-Oriented Areas bylaw: With the issuance of [Bill 47](#), The Province has mandated a certain amount of height, density and parking requirements near significant transit stops (SkyTrain, SeaBus, bus exchanges). To come into compliance, the Council cannot turn down any developments based on height and density within these areas and minimum requirements for parking are no longer needed. This bylaw will need to be adopted by the Province's June 30, 2024 deadline.

Brady Faught left the meeting at 8:02pm.

2. At the recent Lower Mainland Local Government Association conference, some transportation related resolutions passed that will now move to the Union of BC Municipalities, including a call for financial support for Electric Vehicle (EV) charging, active transportation and transit. The resolution Councillor Valente and McIlroy submitted on intersection cameras passed, and a resolution attempting to put a road charge on EVs was amended to be a road charge on all vehicles. This update was added to the minutes after the meeting.

## 6. TRANSPORTATION EVENTS – MEMBERS UPDATE

- The Lynn Valley Days event on Saturday, June 22, 2024 may affect traffic.
- The first annual North Shore Bike Festival happened this past weekend. Overall, it was a success. We had bike related vendors, music, a bike rodeo and a big public turnout. The E-Cargo Bike Share model was demonstrated to share what's possible in the future with the City.
- The Province has updated the [Motor Vehicle Act](#) – all drivers passing vulnerable road users must give 1 metre distance, and this distance increases to 1.5 metres on highways with a posted speed limit above 50 kilometres per hour.

## 7. ROUND TABLE

- With respect to the 'No Right Turn on Red' initiative, could cyclists have a separate right turn signal? This would mean that bikers would need their own path.
  - The westbound right turn green (advanced green arrow) interval has been decommissioned as it cannot be served at the intersection with the new painted green bike boxes in front of vehicular stop bar markings, the painted green boxes are safe areas for cyclists where cyclists are allowed to stop in front of the motor vehicles – For these reasons we do not have plans to reintroduce the westbound right turn signal at this time. The modifications implemented at this intersection including the new 'No Right on Red' restrictions have been selected based on findings from a data driven engineering analysis. Safety of cyclists and pedestrians is our top priority, and implemented changes are justified as immediate safety improvements for vulnerable road users.  
With that being said, staff have recently implemented signal timing changes which includes reallocation of green time for the eastbound and westbound directions to provide better level of service for westbound right-turn

movement. We will continue to monitor this key intersection and consider making further improvements and modifications as justified. With the new Harry Jerome Community Recreation Centre construction, staff are actively reviewing the Lonsdale Ave and 23rd Street intersection. We will include consideration for advance green arrow for westbound traffic and other safety improvement for cyclist and pedestrian as part of this project. Due the ongoing construction work along 23rd Street, we want to coordinate any roadway improvement work with adjacent construction to reduce traffic impacts.

- Is there a long term plan to formalize the [Green Necklace](#) on the 23<sup>rd</sup> Street corridor?
  - The Green Necklace will, once construction is complete, travel though Rodger Burnes Green via a midblock crossing on E 23<sup>rd</sup> St between St Georges Ave and Lonsdale Ave and connect to the existing Green Necklace multi-use pathway at W 21 St.

Action Item:

- Staff to report back with a response to both questions.

## 8. DATE OF NEXT MEETING

The next regular meeting is scheduled for July 3, 2024.

The Chair asked if staff could canvas for quorum a bit earlier because in the past, attendance has been low in the summer months.

## 9. ADJOURN

The Chair adjourned the meeting at 8:10pm.

*“Certified Correct by the Vice Chair”*

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Jonathan Arnold, Vice Chair

*“Certified Correct by the Chair”*

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Sarah Friesen, Administrative Coordinator