

AGENDA

COMMITTEE OF THE WHOLE

Monday, September 29, 2014

6:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

6:00 p.m.
Monday, September 29, 2014
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. September 29, 2014 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the September 29, 2014 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. June 16, 2014 Committee of the Whole

p. 7-9

Recommendation:

THAT the minutes of the June 16, 2014 Committee of the Whole meeting be adopted.

2.2. July 22, 2014 Committee of the Whole

p. 11-16

Recommendation:

THAT the minutes of the July 22, 2014 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2014 Transportation Investments & 2015 Transportation Priorities p. 19-59 File No. 16.8620.01/001.000

Recommendation:

THAT the memo dated September 16, 2014 of the Section Manager – Transportation be received for information.

3.2. Recycling Update
File No. 11.5370.01

p.61-73

Recommendation:

THAT the report dated September 22, 2014 of the Acting Manager – Waste Reduction, North Shore Recycling Program be received for information.

3.3. Pace of Development / Managing Impacts
File No.

p. 75-77

Recommendation:

THAT the September 22, 2014 report of the General Manager – Planning Properties and Permits and Manager - Engineering Services be received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the September 29, 2014 Committee of the Whole rise and report.

MINUTES

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 7:09 p.m. on Monday, June 16, 2014 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam (7:10 pm)
Councillor R. Hicks
Councillor M. Little
Councillor D. MacKay-Dunn
Councillor L. Muri
Councillor A. Nixon

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties, & Permits
Mr. S. Ono, Acting General Manager – Engineering, Parks, & Facilities
Mr. J. Gordon, Manager – Administrative Services
Ms. S. Haid, Manager – Sustainable Community Development
Mr. P. Chapman, Social Planner
Mr. D. Veres, Planner
Ms. S. Berardo, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. June 16, 2014 Committee of the Whole Agenda

Moved by Councillor LITTLE

Seconded by Councillor MURI

THAT the agenda for the June 16, 2014 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. April 8, 2014 Committee of the Whole

Moved by Councillor LITTLE

Seconded by Councillor MURI

THAT the minutes of the April 8, 2014 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Lower Capilano Village Centre – Housing Options for the Peripheral Area

File No. 13.6480.30/002.004

Ms. Susan Haid, Manager – Sustainable Community Development, provided an update on the draft housing policy for the peripheral area surrounding the future Lower Capilano Village Centre core. Ms. Haid advised that the intent of this policy is to enable a range of low density housing options such as duplex, triplex, townhouse, and low-rise apartments on key sites to provide more diverse types of housing and to create a sensitive transition of building from the core of the future Village Centre to the surrounding residential neighbourhood. The draft policy reflects significant community input during the Official Community Plan and implementation planning processes and responds to existing and future community housing needs.

Councillor LITTLE left the meeting at 7:27 pm and returned at 7:54 pm.

Ms. Haid noted that design of any new multi-family housing in the peripheral area will require special design measures to provide a sensitive transition to single family areas, reflect the unique character of the areas and relate to the Village Centre core. The District's multi-family design guidelines apply. In addition, good neighbour measures will be implemented. These involve consultation with neighbours during the design phase, a buffer area (wide setbacks and two storey heights or less) to single family homes and encouraging retention, and, where possible, salvage of significant vegetation.

The next steps are to complete the current consultation, refine the draft housing policy based on the community and Committee of the Whole's feedback, and then to forward the proposed policy to Council for final consideration.

Council discussion:

- Commented that the District is completely rebuilding the community;
- Commented that the proposed development will allow residents to age in their community;
- Expressed concern with management of this development;
- Questioned how the District will manage applications coming forward;
- Stated that there are too many projects;
- Noted the importance of continued public engagement;
- Commented on the need of good traffic management policies;
- Expressed concern regarding the phasing of this development; and,
- Requested staff to report back on development management and phasing strategies.

Ms. Haid advised Council that all applications in the Peripheral Area are subject to rezoning and OCP amendment process which includes public consultation. Site specific rezoning will give Council the ability to control the pace of redevelopment.

Public Input:

Doug Curran:

- Expressed concern that the community has false information and expectations;

- Commented that this is an opportunity to renew aging homes and enhance the neighbourhood; and,
- Commented on the importance of being able to age in the community.

Corrie Kost:

- Expressed concern with management problems; and,
- Suggested the District track the actual uplift in property values over time.

Moved by Councillor NIXON

Seconded by Councillor LITTLE

THAT the Committee of the Whole recommend to Council:

THAT staff prepare the proposed housing policy for the Lower Capilano Village Centre peripheral area for Council's consideration.

CARRIED

4. RISE AND REPORT

Moved by Councillor LITTLE

Seconded by Councillor NIXON

THAT the June 16, 2014 Committee of the Whole rise and report.

CARRIED
(8:29 pm)

Mayor

Municipal Clerk

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**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting of the Council for the District of North Vancouver held at 5:09 p.m. on Tuesday, July 22, 2014 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Hicks
Councillor M. Little (5:17 pm)
Councillor D. MacKay-Dunn
Councillor A. Nixon

Absent: Councillor R. Bassam
Councillor L. Muri

Staff: Mr. B. Bydwell, Acting Chief Administrative Officer
Mr. J. Gordon, Manager – Administrative Services
Ms. S. Haid, Manager – Sustainable Community Development
Ms. S. Dal Santo, Section Manager – Planning Policy
Ms. L. Brick, Confidential Council Clerk
Mr. P. Chapman, Social Planner
Mr. R. Taylor, Planner
Mr. D. Veres, Planner

Also in

Attendance: Ms. Margot Long, PWL Landscape Consultant
Mr. Jason Wegman, PWL Landscape Consultants

1. ADOPTION OF THE AGENDA

1.1. July 22, 2014 Committee of the Whole Agenda

MOVED by Councillor NIXON

SECONDED by Councillor MACKAY-DUNN

THAT the agenda for the July 22, 2014 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. June 16, 2014 Committee of the Whole

MOVED by Councillor HICKS

SECONDED by Councillor MACKAY-DUNN

THAT the minutes of the June 16, 2014 Committee of the Whole meeting be adopted.

CARRIED

2.2. June 17, 2014 Committee of the Whole

MOVED by Councillor HICKS

SECONDED by Councillor MACKAY-DUNN

THAT the minutes of the June 17, 2014 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Coach Housing – Results of Community Engagement and Next Steps

File No. 13.6480.30/003.000

Mr. Phil Chapman, Social Planner, provided an overview on the gradual entry program for coach houses in the District of North Vancouver.

The gradual entry program includes:

- Redefining the definition of secondary suite to include a coach house;
- Approval through the Development Variance Permit process;
- Establishment of minimum lot size, maximum coach house size and not increasing the overall permitted density in single family zones;
- Coach houses are capped at a maximum size of 968 sq ft.;
- Coach houses are not intended to be strata property, only for rental stock;
- Design considerations include maximum height and size;
- Good neighbour and environmental provisions; and,
- Neighbourhood consultation process.

Councillor LITTLE arrived at this point in the proceedings.

Mr. Chapman reviewed the public consultation process noting that the responses to the survey supported that the District consider coach housing as a housing option. It was noted that there was a strong interest from residents who wished to move forward with building coach houses.

Respondents who were in support of the policy noted that the policy may:

- Increase diversity and offer comparative affordability;
- Allow people to stay in their neighbourhood; and,
- Offer options for downsizing.

Concerns raised by respondents to the survey included:

- Too much residential growth;
- Insufficient parking both on site and on the street;
- Lack of sufficient infrastructure to support development; and,
- A loss of privacy.

Staff advised that these concerns will be addressed through the “How to Guide” for the development of coach houses and that a monitoring program will be

implemented. Staff noted that a two year gradual approach will help to address any situations as they arise.

Council Discussion

Council inquired how staff intends to deal with the portions of the building below grade when calculating the maximum square footage of a coach house; staff noted that they have considered basement space and will address this concern in the “How to Guide”. Staff noted that there is discussion to allow a crawl space for storage, but not a full basement.

Staff advised that the number of eligible properties in the District, on which coach houses can be built, is estimated at:

- 2500 lots which are 50 feet or wider and serviced on a lane;
- 1500 lots which are 50 feet or wider and are on a corner lot; and,
- 3500 lots which are 10,000 square feet or larger.

Staff confirmed that the District of West Vancouver has recently adopted a similar Coach House Policy.

Council inquired if home based businesses would be allowed at properties which also have a secondary suite or coach house; staff advised that they will review each application on a case by case basis based on the outward impact of the business on the community.

Staff noted that this process will be a Development Variance Process and there will be a requirement in the process for engagement with neighbours at the beginning of the process and staff are creating a “How to Guide” as a companion for the Policy.

Staff advised that the gradual entry program is envisioned to run for two years as the processes is developed, after which time there will be consideration to moving to a staff approval system.

In response to a query regarding the building of secondary suites on properties which have coach houses, staff advised that enforcement will be on a complaint basis.

Council discussed the use of prefabricated coach houses, staff noted that any prefabricated housing must meet the building code and they must be in keeping with the design guidelines.

Public Input:

A member of the public inquired about the need to notify neighbours and the radius for such notification, staff advised that the Development Permit Process requires notification of neighbours. It was noted that there is no notification requirement for secondary suite applications.

In response to a query from a member of the public staff advised that the next steps include drafting an amendment to the Zoning Bylaw and moving forward to a public hearing in the fall.

Staff advised that neighbour comments will be considered in the final decision but will not be the only factor in the approval process.

Discussion ensued regarding how the final size of a coach house is determined; staff noted that this is a mathematical calculation which takes into account the existing square footage on the property. It was noted that a survey may be required.

MOVED by Councillor HICKS

SECONDED by Councillor NIXON

THAT the Committee of the Whole recommends to Council:

THAT the July 9, 2014 joint report of the Section Manager – Policy Planning and Social Planner entitled Coach Housing – Results of Community Engagement and Next Steps be received for information;

AND THAT staff be directed to prepare, for Council's consideration, the Zoning Bylaw amendment and other implementation tools as may be needed to enable a gradual entry approach to coach houses in the District.

CARRIED

The meeting recessed at 6:08 pm and reconvened at 6:12 pm.

3.2. Lower Capilano Design Guidelines

File No.

Presentation: Susan Haid, Manager – Sustainable Community Development, Ross Taylor, Community Planner, and PWL Landscape Consultants

Ms. Susan Haid, Manager – Sustainable Community Development, spoke regarding the Lower Capilano Village Centre Concept Plan which will create a livable design and a network of parks in the Lower Capilano Village Centre.

Staff noted that the new public spaces in the area will include three new parks, three new plazas, gathering spaces, and half a kilometre of trails connecting the area.

Ms. Margot Long and Mr. Jason Wegman, PWL Landscape Consultants, reviewed the design principles for the Lower Capilano area.

The following points were highlighted:

- The crossroads plaza will have soft and hard landscaping;
- The roads within the development will become important outdoor spaces;
- The village plaza is a central gathering place and should be able to accommodate a variety of uses;

- There is a lot of similarity and form with the various street plans in the area;
- Green spaces with lawn and trees and on roads which can be closed down for community uses; and,
- Social spaces bridging across the community to provide an inclusive space for the neighbourhood.

Mr. Jason Wegman spoke regarding the water and planting features in the Village Centre and how they will impact the neighbourhood and the feeling of the spaces. It was noted that this is a design direction, not a detailed design plan, but the concept design could be implemented and practical aspects can be added to the Plan.

Council Discussion:

Concern was expressed regarding the cost of pavement treatments and high end streetscape finishing; Mr. Wegman noted that costs in the public realm are considered in the plan and by stretching the park space uses it will decrease costs.

Concern was expressed regarding the accessibility of the public spaces, it was noted that consideration during the planning process was given to accessibility issues and input was received from a member of the Advisory Committee on Disability Issues.

The sidewalk materials proposed are a mix of regular concrete and aggregate, there is consideration to use special concrete unit pavers in the woonerf area which can be moved to provide access to the utilities under the street.

Discussion ensued regarding the finishing treatment on the woonerf street, it was noted that community amenity contributions will be used to pay for the finishing of the plaza.

MOVED by Councillor LITTLE

SECONDED by Councillor MACKAY-DUNN

THAT the Committee of the Whole recommends to Council:

THAT staff be directed to complete the community consultation program and finalize the public realm guidelines for Council consideration in the fall of 2014.

CARRIED

4. PUBLIC INPUT

A member of the public spoke in support of the public process and commented that there had been input regarding accessibility to the site.

Mr. Doug Curran noted that the area will become a community hub and encouraged that the streetscape finishing reflect the importance of the area.

5. RISE AND REPORT

MOVED by Councillor NIXON

SECONDED by Councillor MACKAY-DUNN

THAT the July 22, 2014 Committee of the Whole rise and report.

CARRIED
(6:58 pm)

Mayor

Municipal Clerk

REPORTS

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Memo

Approved by: Manager

GM

3
CAO

September 16, 2014
File: 16.8620.01/001.000

TO: Mayor and Members of Council
FROM: Erica Geddes, Section Manager - Transportation

SUBJECT: 2014 Transportation Investments & 2015 Transportation Priorities

At the September 29th Committee of the Whole meeting, Transportation staff intend to present the following:

- An **update on 2014** transportation projects in the District, as described in Attachment 1; and
- **Potential 2015 transportation projects** for consideration in budget deliberations, as described in Attachment 2.

The potential improvements for 2015 were compiled based on Council input and the projects embedded in the District's Transportation Plan adopted by Council in 2012.

In addition to projects, the Transportation Section intends to pursue other activities in 2015, expected to include:

- Partnership with North Vancouver School District for a school safety study;
- Completion of Deep Cove parking and circulation study;
- Highland Boulevard Corridor study and consultation; and
- Development reviews.

During the September 29th session, staff will be seeking Council comment and direction on the proposed projects for 2015. Based on this, the projects will be submitted through the regular District capital planning process to determine whether they are funded when compared to other priorities.

Thank you for your consideration.



2014 TRANSPORTATION PROJECTS

September Update

This document provides the status of the transportation work that is complete or on-going this year. A one-page summary of each project is enclosed in this package.

2014 Transportation Updates Provided

1. Philip Avenue Overpass
2. Lower Lynn Interchanges
3. Deep Cove Parking and Access Study
4. Transportation Studies for Centres
5. Design of Keith Road Bridge Replacement
6. East Keith Road Extension
7. Bus Shelter and Bench Contract
8. Pedestrian Safety Projects
9. Transit Road-Related Improvements
10. Rail Crossing Safety Upgrades
11. Traffic Calming and Local Improvement Projects
12. Street Light Program
13. Traffic Signal Replacement Program
14. Traffic Signal Software System
15. Bicycle Projects
16. Sight Distance Policy
17. Spirit Trail
18. Mount Seymour Parkway Widening

At the September 29th Committee of the Whole, transportation staff intend to present the highlights of these 2014 transportation projects and the projects proposed for 2015.



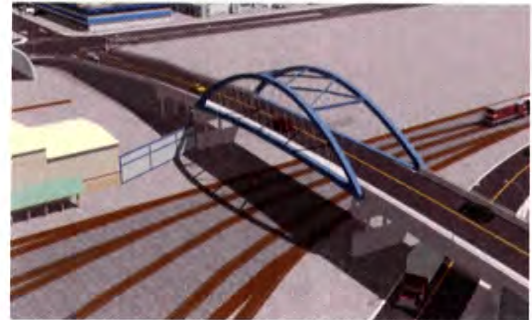
ROADS

Description

This improvement replaces the current Pemberton Avenue at-grade rail crossing with a new two-lane overpass structure at Philip Avenue and 1st Street, spanning the existing CN Rail mainline and McKeen Avenue.

Additional span length is provided for the possible future addition of two rail tracks and a maintenance road on the north side of the existing rail corridor.

Construction has been awarded to Lafarge Canada / Columbia Bitulithic. Binnie and Associates is the project management consultant with MMM Group providing site inspection and design support services.



Philip Avenue Overpass Structure

Project Status

Completion is scheduled for the latter part of 2015. The project is underway with the District leading delivery of the construction phase of the project.

Project Benefits

- Allows longer trains to operate on the CN Rail mainline, which is critical to the growth of North American exports terminals in the North Shore Trade Area;
- Eliminates vehicle wait times at Pemberton Avenue crossing and reduces air pollution by reducing vehicular traffic congestion and idling;
- Addresses major complaints of Norgate residents related to rail noise by:
 - reducing noise associated with train operation, by installing noise barrier walls at key locations along the corridor, and
 - reducing train whistling noise and safety issues associated with the two at-grade crossings along McKeen Avenue;
- Improves public safety by providing incursion barriers along rail corridor; and
- Improves access for commercial traffic to terminal facilities and port businesses.

Origin Identified in the North Shore Trade Area study, the project is a public/private partnership with Federal and Provincial governments contributing 80 percent of the project eligible costs, CN Rail and Kinder Morgan are paying 13 percent and 6 percent respectively, and the District at 1 percent.

ROADS

Description

The District has been working with the Ministry of Transportation and Infrastructure for several years to plan and design improvements to the Highway 1 Interchanges in the Lower Lynn area. This includes Main Street/ Dollarton Highway, Fern Street/Mount Seymour Parkway, and Mountain Highway.

The goals of such improvements would be to increase separation of Highway 1 and local traffic, reduce collision risk, and provide cycling and pedestrian routes across Highway 1.

Funding has not yet been identified to realize this project.



Highway 1 in Lower Lynn

Project Status

The District is working to finalize an agreement with the Province to confirm a preferred option. At that time, a funding and phasing strategy would be identified, the public consulted, and more detailed engineering designs prepared.

Project Benefits

A preferred design would:

- Complement and support development of nearby transit-oriented centres (Lower Lynn, Lynn Valley and Maplewood);
- Provide cycling connections to the Ironworkers' Memorial Second Narrows Bridge and across Highway 1;
- Improve goods movement to and from the adjacent industrial areas;
- Create better access to the North Shore of Port Metro Vancouver and other industrial areas; and
- Reduce crash risk and delays along Highway 1.

Origin

Congestion on Highway 1 severely impacts the ability for residents to travel east-west across the District. This particular impacts the Seymour and Lynn Valley neighbourhoods. The need for improvement is also identified in the District's Transportation Plan.

NEIGHBOURHOOD TRANSPORTATION SAFETY

Description

This study is gathering public opinion and traffic engineering information to position the District to be more effective in addressing current parking and access issues in Deep Cove.

The study aims to develop recommendations that balance the needs of residents, visitors and businesses as much as is practical.



Parked cars on Panorama Drive

Project Status

An existing conditions assessment has been prepared and a preliminary list of options on how to improve conditions is expected this Fall. It is anticipated that additional consultation will be required to confirm appropriate solutions with the community. From there, the final study would be completed and some initial improvements could be made in time for the tourist season in 2015.

Project Benefits

- Deliverable includes proposed improvements and budget-level cost estimates, in order that the District can move forward
- Public opinions heard from residents, visitors and businesses
- Comprehensive analysis of Deep Cove vehicle and bicycle parking supply and demand (including parking duration) during different conditions, e.g. peak and off-season, special events, et cetera
- Evaluation of the trial Resident Parking Only zone on Panorama Drive
- Vehicular traffic analysis
- Review of collision history to identify locations for improvement

Origin

Resident complaints regarding parking and circulation as Deep Cove Village has recently become an even more popular attraction and destination for North Shore and regional visitors.

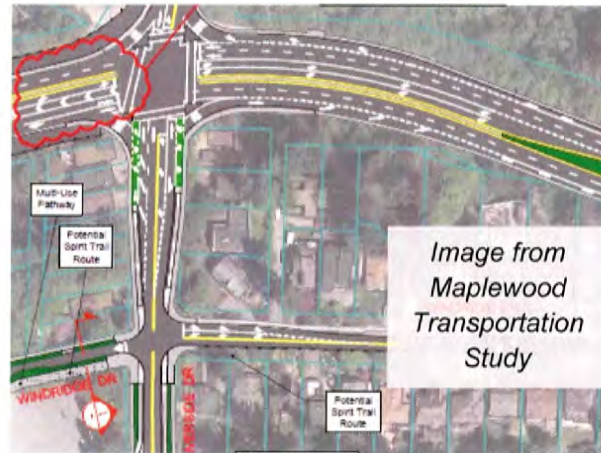
The need for this review was identified during a parks planning study to determine the best use of three purchased lots.

NEIGHBOURHOOD TRANSPORTATION SAFETY

Description

A series of transportation studies were completed in 2014 to support development review in the town and village centres:

- **Maplewood** Transportation Study;
- **Edgemont Village** Transportation Study; and
- **Lower Capilano** road network functional design.



*Image from
Maplewood
Transportation
Study*

Project Status

Maplewood and Edgemont (Phase 1) transportation studies were completed in January 2014. Phase 2 of the Edgemont work is now commenting, with completion late 2014.

Lower Capilano road network functional design was substantially complete in April and the final report is expected in Fall 2014. The design has been refined to align with the Lower Capilano design guidelines.

Project Benefits

- Provide detail on transportation impacts of growth plans in the OCP;
- Identify transportation improvements needed to accommodate growth comfortably;
- Provide guidance on allocation of limited road space considering multiple interests including pedestrians, bicyclists, buses, cars, landscape, trees and utilities; and
- Determine land dedication required from development to enable improvements, e.g.
 - Road improvements such as turn pockets, new connections, and signalization;
 - Transit support, such as space for transit shelters;
 - Pedestrian safety upgrades such as sidewalks or new crossings; and
 - Cycling improvements.

Origin

Transportation studies were undertaken to understand the long term impacts of development and provide enough information so that, through redevelopment, land can be secured.

DESIGN of KEITH ROAD BRIDGE REPLACEMENT Lynnmouth Avenue to Mountain Highway

ROADS

Description

The District intends to replace the Keith Road Bridge in 2015 with a new five-lane facility with bike lanes and sidewalk on both sides. Design and construction is estimated at approximately \$14 million.

- 2013: Started conceptual design of new Keith Road Bridge and roadway approaches;
- 2014: Undertaking preconstruction work such as property acquisition, consultation, permit applications, completion of the design and tender package;
- 2015: Expect to start the construction contract, environmental monitoring and engineering supervision.



Keith Road Bridge Rendering

Project Status

Design is 90 percent complete as of September 2014 and a Class B estimate is being prepared. Tendering is planned for November 2014. The construction is expected to start in January 2015.

Project Benefits

- More clearance over the trails that run alongside Lynn Creek;
- Safe cycling route (none exists now);
- Pedestrian route on both sides;
- Safe passage for higher and/or heavier vehicles;
- Better clearance for flooding or debris flows;
- Opportunities to improve area road safety; and
- Additional capacity expected to result in reduced delay, particularly for vehicles accessing Highway 1.

Origin

Planning studies: Lower Lynn Town Centre Implementation Plan; Transportation Plan.
Previous bridge studies: Keith Road Bridge Condition Assessment Report; Lower Lynn Transportation Strategy.

EAST KEITH ROAD EXTENSION Mountain Highway to Highway 1 ramps

ROADS

Description

The Seylynn Village development was required to build a new road connecting the Keith Road Bridge with the Highway 1 interchange.

A new signalized intersection will be developed at Keith Road and Mountain Highway.

Fern Street will become a neighbourhood cul-de-sac street.



Keith Road Extension Location

Project Status

Timing is determined by Seylynn. To date, the road is paved, but not yet open. Seylynn has indicated that the road will be fully-operational by November 2014.

Project Benefits

- Helps east-west traffic movements in the District.
- A multi-use pathway.
- Opportunities to improve area road safety.

Origin

Planning studies: Lower Lynn Town Centre Implementation Plan; Transportation Plan.
Previous bridge studies: Keith Road Bridge Condition Assessment Report; Lower Lynn Transportation Strategy.

TRANSIT

Description

An agreement on a new bus shelter and bus bench contract will likely be reached with Pattison Outdoor Advertising within the coming weeks.

After an extensive competitive process, the proposed contract is consistent with the principles confirmed with Council at the November 5, 2013 Committee of the Whole.



Proposed new bus shelter and bench

**Project Status**

District staff are working with Pattison Outdoor Advertising staff towards having the contract ready to be signed within the next several weeks. If successful, replacement of shelters and benches could begin soon after.

Project Benefits

- New bus shelters and benches support people making the choice to use transit.
- Bus shelters and bus benches enhancing the surrounding streetscape in both the District's established neighbourhoods and in growth centres.
- Pattison Outdoor Advertising has been selected to deliver bus stop amenities because the District is able to secure the greatest number of amenities.

Origin

The District's bus shelter contract expired in 2014 after 20 years. The search for a bus shelter provider was extensive (across North America) and involved different potential vendors.

NEIGHBOURHOOD TRANSPORTATION SAFETY

Description

In 2014, crossing enhancements are planned for the following three crosswalks to provide a higher level of crossing control:

- **Indian River at Inlet Crescent** – Upgrade existing overhead signed and marked crosswalk to a Special Crosswalk (may be deferred to 2015).
- **4001 Mount Seymour Parkway** – Upgrade existing overhead signed and marked crosswalk to a Special Crosswalk.
- **Mount Seymour Parkway at Fairway Drive** – Upgrade existing signed and marked crosswalk to a Special Crosswalk.



New crosswalk

This is an annual program aimed at enhancing and/or upgrading pedestrian crosswalks.

Project Status

Design and cost estimates being developed, with implementation scheduled for the fall of 2014.

Project Benefits

- Research shows that amber flashing beacons are an effective tool for increasing driver awareness and compliance with yielding right-of-way to pedestrians in crosswalks.
- Special Crosswalks are used at crossing locations where a full or pedestrian traffic signal is not warranted.

Origin

Implementation Priority of Study Locations - Crossing Facilities (2013).

TRANSIT ROAD-RELATED IMPROVEMENTS

Bus stop access improvements

NEIGHBOURHOOD TRANSPORTATION SAFETY

Description

This annual Transit Related Road Infrastructure Program (TRRIP) is cost shared with Coast Mountain Bus Company (CMBC). Work scheduled for 2014 will improve access to two bus stops by constructing sidewalks and landings at:

- Mountain Highway at Dempsey Road (including retaining wall); and
- Underwood Avenue at Evelyn Street.

Other improvements include:

- Installation of a wheelchair-accessible pad at Lynn Valley Road and Morgan Avenue;
- Revision of road markings to provide safer transition for westbound road users on Marine Drive at Garden Avenue (on the approach to the transit priority lane);
- Relocation of the bus shelter and re-grading of existing sidewalk eastbound on Marine Drive, on the far side of Bridgman Avenue; and
- Relocation of the bus shelter westbound on Marine Drive, on the far side of Bridgman Avenue (may be deferred to 2015).



*New bus stop
at Mountain Highway at Dempsey*

Project Status

- Projects to be completed in the fall of 2014.
- The two bus shelter projects may be deferred to 2015 and are subject to finalization of the new bus shelter contract.

Project Benefits

- Improved safety for transit passengers and pedestrians; and
- Improved accessibility of the transit system for people of all ages and abilities.

Origin

- Public requests; and
- Requests from Coast Mountain Bus Company.

ROADS

Description

This initiative included clearing rail right-of-ways of brush and vegetation and improvements to advance warning signage, STOP signs, and pavement markings at four rail crossings in the Seymour Industrial area.

This supplements the major safety improvement being implemented on Pemberton Avenue with the construction of the Philip Avenue overpass.

This initiative also aligns with the recent rail crossing improvements undertaken by the City of North Vancouver.



*Railway Crossing,
Spicer Rd. at Amherst Ave.*

Project Status

Pavement upgrades have been completed at the Riverside Drive and Spicer Road rail crossing. Work orders for the remaining works have been issued, with completion expected this Fall.

Project Benefits

- Clearing rail right-of-way of brush and vegetation will improve sightlines.
- Installing new STOP and advanced warning signs and pavement markings is provided to improve safety by increasing the stopping compliance at the rail crossings.
- Important step towards aligning the District's infrastructure with Transport Canada's proposed Railway-Roadway Grade Crossings Regulations (2012).

Origin

District of North Vancouver - Seymour Industrial Area Rail Safety Audit (August 2013) involved site observations and a review of the Road/Rail at Grade Crossings. Vancouver North Shore Assessment Final Report (2010).

11 TRAFFIC CALMING and LOCAL IMPROVEMENT PROJECTS Fullerton Avenue, Pemberton Heights

NEIGHBOURHOOD TRANSPORTATION SAFETY

Description

Through a community survey, the District found that a majority of neighbourhood residents support moving forward with traffic calming along Fullerton Avenue. The plan for Fullerton Avenue includes raised crosswalks, curb bulges, a traffic circle and a sidewalk at the intersection of Glenaire Drive.

Other local initiative requests were received throughout 2014, for traffic calming and/or lane paving.

*Fullerton Avenue
Traffic Calming Plan
(2013)*



Project Status

Fullerton Avenue – Design has been completed. Partial funding was approved in 2014 and will be used for the first phase crossing improvements and a sidewalk near Glenaire Drive. Permission is now being sought from Woodcroft to construct the work on their land. It is expected the issue will be reviewed at a Woodcroft strata meeting in late October 2014. Implementation may be delayed until early 2015 if permission is delayed.

Lane Paving - One block in Pemberton Heights has also been completed.

Temporary traffic calming projects – a number of projects remain in place with temporary devices, including the curb bulges at the intersection of 29th Street and William Avenue.

Project Benefits of Fullerton Avenue work

- Enhanced neighbourhood livability in the Lower Capilano Village Centre and surrounding neighbourhood;
- Improved conditions for walking and cycling and reduced overall vehicle speeds

Benefits of Lane Paving

- Reduced maintenance, less dust

Origin

Fullerton Avenue Traffic Calming Plan (2013), which was developed by a group of residents called the Fullerton Avenue Streetscape Improvement Committee (FASIC). Other traffic calming or lane paving requests are received directly from interested residents.

STREET LIGHTS

Description

This annual program to renew street light infrastructure includes:

- Inspection and replacement of poles due to structural failure and/or motor vehicle accidents;
- Replacement of street light luminaires at the end of their service life; and
- Installation of street light service panels previously housed in BC Hydro kiosks.

Old and new street light poles



Old drop lens and new flat lens (photo: BC Hydro)

Project Status

The program has been active this year and is on-going.

Project Benefits

- General safety improvement (managed risk), improved lighting, fewer call-outs and reduced routine maintenance costs;
- Poles brought to current standards with powder-coated finishes which provides a longer lasting coating (20 years) versus painted products (7 years); and
- Luminaires brought to current standards with flat (versus drop) lenses.

Origin

Updated asset management plan prepared in 2014.
2009 Asset Management Program and 2007 Capital Infrastructure Program.

TRAFFIC SIGNALS

Description

This is an annual program that involves the replacement of traffic signal infrastructure, including davit poles, wires, and controllers.

Traffic signal infrastructure is replaced under the Transportation Department's Asset Management program and is based on equipment life cycle, malfunctions and visual inspections.

In 2014, improvements will include:

- The installation of uninterrupted power supplies (UPS) at Marine Drive at Tatlow Ave. and Garden Ave.;
- Replacement of three traffic signal controllers on Dollarton Hwy. and Main St.
- The rewiring of the Mt. Seymour Pkwy. at Mt. Seymour Rd. traffic signal.
- Replacement of two traffic signal poles (TBD).



New traffic signal

Project Status

Design and cost estimates are complete. Equipment order in progress.

Project Benefits

- Replacing a portion of the transportation infrastructure annually through an ongoing program reduces maintenance costs, public inconvenience and may prevent catastrophic failures that could increase the District's liability.

Origin

Sustainment capital.

TRAFFIC SIGNALS

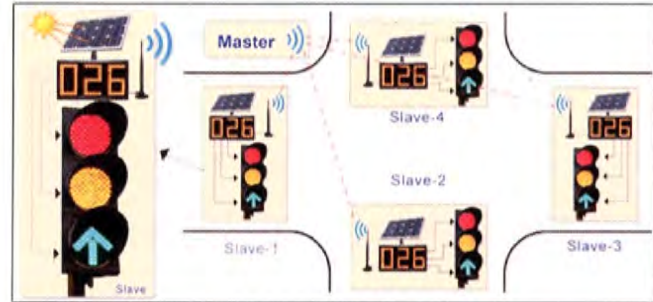
Description

In 2013, the District invested in replacing its legacy Aries signal software with the new Centracs traffic signal management system.

Additional investment in 2014 supported an annual maintenance agreement and the expansion and enhancement of the new system.

Corridors to be completed in 2014 include:

- Dollarton Highway;
- Main Street; and
- Mt. Seymour Parkway.



Centracs System

Project Status

Design and cost estimates complete. Equipment order in progress.

Project Benefits

- Improved signal coordination along our major corridors will reduce delays and rear-end collisions;
- Improved monitoring and alarm reporting;
- Better management of a growing number of traffic monitoring and video detection cameras, which are used to monitor traffic conditions and construction-related delay ; and
- Replacement of aging and non-supported software.

Origin

Staff recommendation due to obsolescence of legacy signal control software.

CYCLING

Description

Four bicycle facilities are being implemented this year.

1. **Barrow Street** cycling markings and connection provides an alternate route to Main Street from Harbour Ave. to the Ironworkers Memorial Bridge on-ramp, Phibbs Exchange, and Orwell Street, leveraging partner funds from TransLink and the Province of BC.
2. **Capilano Road** now has marked lanes on Capilano Road between Highway 1 and Ridgewood (some parts missing) as part of the repaving project, leveraging partner funds from TransLink.
3. **Nancy Greene Way** cycling markings are being explored to accompany the recent re-paving project, leveraging partner funds from TransLink.
4. **Welch Street** cycling lanes will provide a link between the Garden Avenue/West 1st Street bike lanes and West Vancouver Spirit Trail, helping to reduce conflicts on the Spirit Trail by offering a parallel route for faster cyclists.

**Project Status** (as of September 2014)

- **Barrow Street** – connector path from Barrow Street to Ironworkers' Memorial Bridge is the last part of the project, with completion expected by end of 2014.
- **Capilano Road** – complete.
- **Nancy Greene Way** – design being finalized for approval.
- **Welch Street** – paving complete, design being finalized for approval.

Project Benefits

- To offer safer, designated travel routes for cyclists.
- To help drivers and pedestrians know where to expect cyclists on the road.
- To work toward a more complete cycling network in the Bicycle Master Plan.

Origin

Bicycle Master Plan (2012).

ROADS

Description

A policy is being developed to provide direction in allocating resources to address sight distance issues. Removing obstacles from intersection corners can provide drivers with more time to perceive and react to oncoming traffic. The ultimate goal is a reduction in the number and rate of collisions.

The policy also seeks to clarify the line of responsibility within the organization.

Funding for this work is being provided by the Municipal Insurance Agency.

**Project Status**

The intersections with the highest crash rates were reviewed in 2013 and a state-of-the art literature review conducted. A staff workshop was held in May of 2014 to further develop the issues and a preferred direction.

A draft policy is under development and expected in Fall 2014.

Project Benefits

- Will enable staff to evaluate whether a sight line obstruction is to be addressed and who needs to be involved.
- Allocates resources to locations with higher crash risk and reduces time spent at low risk locations.

Origin

Staff recommendation.

ACTIVE TRANSPORTATION

Description

The Spirit Trail is envisioned to be an east-west accessible greenway that will link Horseshoe Bay and Deep Cove.

In 2014, wayfinding signage was installed in the completed Western Section. Signage has also been installed to encourage better sharing of the trail.

The Central Section is the next area of focus, but it is on hold as Council has requested a revision to the route.

Identification of the new Central Section route is affected by:

- Location for crossing Lynn Creek;
- Plan for Seylynn and Bridgman Parks;
- City of North Vancouver route preferences;
- Options for connections to the east (including crossing of Highway 1); and
- Limited space available in Lower Lynn.



*New Wayfinding
Signage on the Spirit
Trail, Western Section*

Project Status

- Western Section wayfinding signage was installed in 2014.
- Central Section route planning is on-going and will continue next year.

Project Benefits

- A recreation and transportation amenity for walkers, cyclists, in-line skaters and people with wheeled mobility aides.
- An All Ages and Abilities (AAA) route.
- Improve connections between neighbourhoods, parks, trails, businesses, recreation services, and transportation hubs.

Origin

In 2007, the three North Shore municipalities collaborated to start the Spirit Trail as a 2010 Legacies Now project (Olympics). It is collaboration between the municipalities, Squamish Nation, Provincial Government, and other organizations.

MOUNT SEYMOUR PARKWAY WIDENING Seymour Boulevard to Riverside Drive

ACTIVE TRANSPORTATION

Description

The Mount Seymour Parkway road widening and bicycle lane improvement project provides an important regional connection for cyclists and pedestrians.

The new cycling route links the Seymour and Deep Cove areas with other parts of the District and region. Much of the funding is provided by the Province of BC and TransLink, with some from adjacent private developers.



Project Status

- The bridge over Seymour River was widened as a previous separate project. This project to widen the corresponding roadway was started in late 2013 and completed in the summer of 2014.
- The quoted cost for artwork currently exceeds available funds and so the planned artwork for the boulevard has not yet been installed. A review of the scope and budget options is underway.
- Trail connections from the bridge to Maplewood Farm are envisioned as a separate future project.

Project Benefits

- Mount Seymour Parkway bike lanes connect Seymour/Deep Cove with Lower Lynn and Maplewood town centres, transit hubs (Capilano University and Phibbs Exchange) and the Ironworker's Memorial Bridge
- Forms part of the Seymour River Greenway and possibly the Spirit Trail

Origin

Bicycle Master Plan (2012) and District of North Vancouver Transportation Plan (2012).



2015 Proposed TRANSPORTATION PROJECTS

This document provides a description of transportation projects proposed for 2015. A one-page summary of each project is enclosed in this package.

2015 Transportation Projects Proposed

(listed in approximate order of priority)

New Projects and/or New Assets

1. Keith Road Bridge Replacement
2. Mount Seymour Parkway Multi-Use Pathway
3. Lynn Valley Road Bike Route
4. Municipal Infrastructure around Phibbs Exchange
5. Transit-Related Road Improvements
6. Pedestrian Safety Projects
7. Lower Lynn Interchanges (Design)
8. Intersection Improvement: Capilano Road and Curling Road
9. Spirit Trail Bridge over Lynn Creek (Design)
10. Bicycle Safety Projects
11. Deep Cove Parking Improvement
12. Fullerton Traffic Calming
13. 29th Street Sidewalk
14. Capilano Road Improvements

Sustainment Projects (Maintenance or Rehabilitation)

15. Traffic Signal Infrastructure
16. Street Light Program
17. Sign and Marking Renewal
18. School Safety Study
19. Traffic Signal Pole Painting
20. Corridor Safety Planning

At the September 29th Committee of the Whole, transportation staff intend to present the highlights of 2014 transportation projects and these projects proposed for 2015.

Description

The current Keith Road bridge is being replaced with a new bridge with the following design features:

- Clear span (no piers)
- No overhead structure
- Art incorporated into railings
- Barrier to protect pedestrians

The block-long project is designed to include:

- Four through travel lanes for vehicles
- Additional turn lanes: westbound left and eastbound right
- Bike lanes (both sides)
- Sidewalks (both sides)
- Lighting upgrades



Origin Bridge assessment reports, Lower Lynn Transportation Strategy (2010)

Project Benefits

- Keith Road provides an important transportation connection for all modes.
- The current two-lane bridge restricts vehicle access to the Seymour area when Highway 1 queues back up.
- Sidewalks are needed on both sides of this major arterial road due to the difficulty for pedestrians in crossing this road (school access, transit stop access).
- A cycling route is needed across Lynn Creek.
- The bridge is a gateway to the new Lower Lynn town centre and will provide a key link for the new residents of Lower Lynn.
- Project includes improvements to adjacent trail system.
- If not replaced, the bridge would have been due for a multi-million dollar rehabilitation.

Funding

Expected to be fully funded by the District.

Timing

Start early 2015, with 12 to 18-month duration expected.

Corporate Goals

☐ Implementing the OCP ☒ Building strong foundations ☐ Improving the way we do business

CYCLING

Description

In order to provide a continuous cycling connection along Mount Seymour Parkway between Lower Lynn and Maplewood centres, this project proposes:

- Improving pavement condition, drainage, and lighting along the multi-use pathway on the north side of Mount Seymour Parkway between Lillooet Road and Seymour Boulevard; and
- Improving crossing conditions for cyclists at the two signalized intersections.



This project was discussed with Council last year, but did not receive capital funding approval. Partner funding is now in place that was unavailable last year.

Origin Potential interim Central Section Spirit Trail alignment (Draft Report 2013), Transportation Plan (2012), and Bicycle Master Plan (2012)

Project Benefits

- Provides access between Mount Seymour Parkway and Lower Lynn and Maplewood centres, and facilitates connections to Phibbs Transit Exchange and Ironworkers Memorial Bridge
- Provides a key link in Seymour River Greenway, connecting to Capilano University.
- Removes current trip hazards caused by inadequate asphalt that is now heaving due to roots.
- Increases space between the trail users (pedestrians and cyclists) and high speed vehicles on Mount Seymour Parkway, improving comfort and reducing risk.
- Improves conditions for cyclists crossing at intersections.
- Completes east-west connection for Mount Seymour Parkway bike route.

Funding

BikeBC contribution has been secured. Community Amenity Contribution (CAC) is also expected.

Timing

Completion summer 2015.

A high priority has been assigned to complete this, as the BikeBC grant expires in June 2015.

Corporate Goals

☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

LYNN VALLEY ROAD BIKE ROUTE

Highway 1 to William Avenue or Mollie Nye Way

CYCLING

Description

Widening of Lynn Valley Road north of Highway 1 is proposed to allow for dedicated bicycle lanes. The District is collaborating with City of North Vancouver and the Ministry of Transportation and Infrastructure (MOTI) to design the Boulevard Crescent-Lynn Valley Road bike route. The City constructed its piece in 2014.

Lynn Valley Road, facing northeast



There are two options for 2015:

1. Highway 1 to William Avenue only (approximately 380 metres in length); or
2. Highway 1 to Mollie Nye Way (approximately 505 metres in length).

The benefit of completing the project in one year instead of multi-year projects is to reduce the road impacts from construction traffic management, and to better coordinate design, construction work and public consultation.

This project was discussed with Council last year, but did not receive capital funding approval.

Origin Bosa Development community amenity at Lynn Valley (2014); Transportation Plan (2012); Bicycle Master Plan (2012); Pedestrian / Cyclist Hwy 1 Crossing Study for Lynn Valley /Loutet Area (2010)

Project Benefits

- The travel lanes on Lynn Valley Road are currently too narrow to safely accommodate cyclists.
- The need for a safe cycling link across Highway 1 was first identified in the Bicycle Master Plan, and then confirmed as a priority throughout the Lynn Valley Town Centre consultation process.
- Bosa Development committed to building the bike route under Highway 1 and another vehicle lane southbound through MOTI's interchange. This project would be next to Bosa's work.

Funding

BikeBC and TransLink contributions have been secured for the Highway 1 to William Avenue section. Additional funding from TransLink and BikeBC is likely available if the project is extended to Mollie Nye Way.

Timing

- Construction is planned for 2015.
- A high priority has been assigned as the BikeBC grant expires in June 2015.

Corporate Goals

☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

TRANSIT

Description

The District intends to work with TransLink and MOTI to design municipal infrastructure (i.e. street, pedestrian, and bicycle network improvements) to integrate Phibbs Exchange into the new Lower Lynn Town Centre.

The other two partners are expected to fund the direct improvements to the transit exchange to improve security, provide customer amenities, and allow for transit expansion.

The work is being designed within the context of a future Lower Lynn highway interchanges improvement scheme.



Origin Partner agreement with TransLink and Province (2014); Mayors Vision (2014); Phibbs Exchange study (2013); Lower Lynn Implementation Plan (2013); North Shore Area Transit Plan (2012); Transportation Plan (2012).

Project Benefits

The project would improve usability, provide transit operational efficiencies, and make Phibbs Exchange a more desirable place to be. By working in collaboration with partners, the design is expected to integrate well with the District's vision for the new Lower Lynn Town Centre.

This collaborative process is expected to result in phasing, financing and revenue strategies for municipal, highway, and transit exchange infrastructure with targets and measures for implementing the vision over the short, medium and long-term.

Funding

It is expected this work would be jointly funded among the District, MOTI, and TransLink.

Timing

Completion late 2015

Corporate Goals

☒ Implementing the OCP ☒ Building strong foundations ☒ Improving the way we do business

TRANSIT ROAD-RELATED IMPROVEMENTS

Bus stop access improvements

SIDEWALK

Description

The annual Transit Related Road Infrastructure Program (TRRIP) is cost-shared with Coast Mountain Bus Company (CMBC). Key improvements in 2015 are to include:

- Installation of concrete pads at about 10 locations for attractive long term non-advertising benches;
- Installation of concrete wheelchair pads on E 27th St at Mountain Hwy; and
- Installation of concrete sidewalk to provide connection to bus stops.



Origin Public requests, requests from Coast Mountain Bus Company; Bus Shelter and Bench Contract - Draft (2014)

Project Benefits

This annual program helps to support people in making the choice to use transit by:

- making it more comfortable for transit riders with attractive street furniture; and
- introducing new wheelchair pads to improve accessibility.

Funding

Coast Mountain Bus Company is the District's funding partner for this program.

Timing

2015

Corporate Goals

☒ Implementing the OCP ☒ Building strong foundations ☒ Improving the way we do business

Description

This annual program is aimed at upgrading pedestrian crossings to improve pedestrian safety and visibility between pedestrians and drivers. The plan for 2015 is to upgrade the existing signed and marked crosswalk at Capilano Road and Paisley Road to a pedestrian signal. Numerous requests for this upgrade have been received from the public.



Capilano Road at Paisley Avenue

As background, over the past few years District staff have been working to develop formal a list showing crosswalk improvement priorities that could be shared with the public. Improvements would then be made over several years as funding permits. For example, these have been the recent the top priority crosswalks improvements:

Recently Completed

Mount Seymour Parkway at Broadview

2014 Projects

(in progress)

Queens Rd at Thorncliffe Drive

Mt Seymour Pkwy at Fairway Drive

Indian River Drive and Inlet Crescent (may be delayed to 2015)

4001 block Mt Seymour Pkwy

Proposed for 2015

Candidates for 2016 or 2017

Capilano Rd at Paisley Road

Mt Seymour Rd and Banff Court

Mt Seymour Rd at Parkgate Mall Driveway

Highland Blvd and Belmont Avenue

Origin Public requests; crosswalk scoring system

Project Benefits

The existing signed and marked pedestrian crosswalk on Capilano Road at Paisley Road does not provide an acceptable level of crossing control for the Capilano Road which is a multi-lane Arterial Road. A pedestrian signal would satisfy the level of crossing control recommended by national best practices (Transportation Association of Canada warrant).

Funding

Contributions are expected from ICBC due to the safety benefits. Funding from the Municipal Insurance Agency may also be available.

Timing

Summer 2015

Corporate Goals

☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

ROADS

Description

The District has been working with the Ministry of Transportation and Infrastructure for several years to plan and design improvements to the Highway 1 Interchanges in the Lower Lynn area of the District of North Vancouver.

If an agreement can be reached, federal funding would then be sought for improvements to the interchanges at Main Street/ Dollarton Highway, Fern Street/Mount Seymour Parkway, and Mountain Highway.

This project would set aside money to continue design work as a partner with the Province of BC.

**Origin**

Congestion on Highway 1 severely impacts the ability for residents to travel east-west across the District. This particular impacts the Seymour and Lynn Valley neighbourhoods. The need for improvement is also identified in the District's Transportation Plan.

Project Benefits

Benefits of the interchange improvements include the provision of dedicated east-west routes over Highway 1, reductions in collision risk, and improved cycling routes.

The benefit of the District providing direct funding for the design include:

- Ensuring municipal interests represented in the final design concept;
- Actively managing consultation with the community; and
- Ability to influence the value of the residual and adjacent lands.

Funding

At this time, it is anticipated that funding would be shared among the District, MOTI, and the federal government's Building Canada Fund.

Timing

Design work is expected to take at least one year after confirmation of federal funding.

Corporate Goals

- ☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

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INTERSECTION IMPROVEMENTS Capilano Road and Curling Road

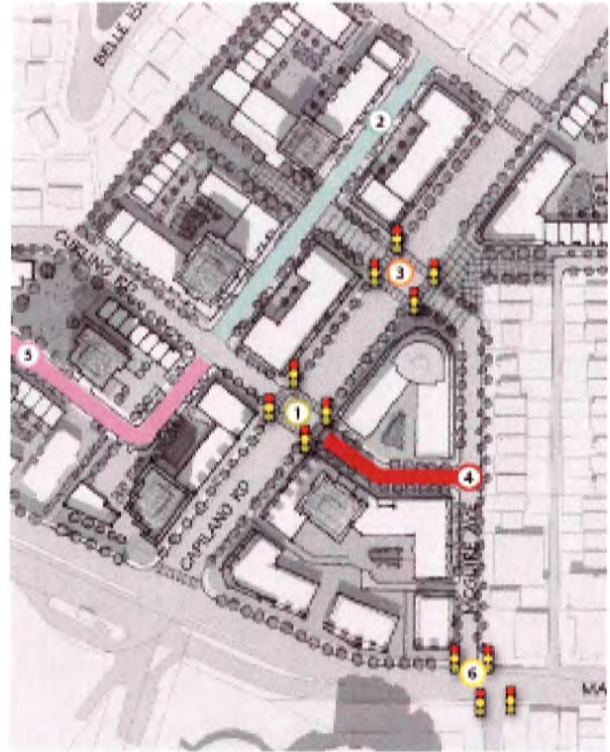
ROADS

Description

The need for a new traffic signal at the intersection of Capilano Road and Curling Road was identified as an essential component of the transportation network needed in the new Lower Capilano village centre.

This project would use Development Cost Charges to ensure that the signal is built before the first development.

Some work may need to be staged until the adjacent property re-develops.



Origin

Lower Capilano Transportation Plan; Development applications

Project Benefits

The signal is needed before construction begins on major developments expected in this area (Larco, Grouse Inn or other) to provide safe and efficient access and egress for construction vehicles. The scope of work and phasing will depend on which development proceeds first.

The benefit of the District leading the implementation of this intersection is that there is more certainty that the intersection will be in place before major construction begins and regardless of which development proceeds first.

Funding

It is expected this work would be funded through Development Cost Charges (DCCs).

Timing

Design could begin once the first development is confirmed.

Corporate Goals

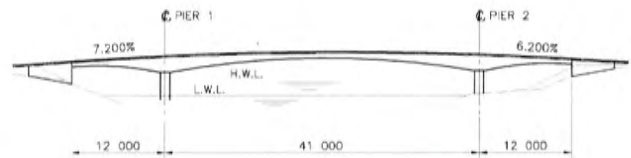
- ☒ Implementing the OCP
- ☐ Building strong foundations
- ☐ Improving the way we do business

ACTIVE TRANSPORTATION

Description

This would be a supplemental request regarding funding of the design of a new Spirit Trail bridge over Lynn Creek with District funds.

A previous capital project was approved for this work. At the time, it was envisioned that 50 percent of the funding would come from developers (CAC's). This funding has not materialized and is not expected in the next few years. Meanwhile the remaining 50 percent funding (BikeBC) will expire in 2015.

**Origin**

Spirit Trail Planning Report

Project Benefits

The overall benefits of the Spirit Trail are generally accepted and include encouraging cycling and walking as a transportation and healthier recreation activities.

The specific benefits of funding 50 percent of the design of the bridge with District funds instead of a developer contribution (CAC) include:

1. Retention of the provincial grant – the BikeBC grant for the remaining 50 percent will expire;
2. Increased likelihood of contributions from other funding partners, who are more likely to be attracted to a shelf-ready project; and
3. Advanced schedule for Spirit Trail bridge construction to support the Lower Lynn Town Centre.

Funding

BikeBC funding has been secured for this design work.

Timing

Design could begin in early 2015.

Corporate Goals

- ☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

CYCLING

Description

This annual program includes minor safety improvements for cyclists and drivers sharing the road, such as:

- Marking bike boxes and introducing push buttons at signalized intersections;
- Introducing bike route signs and pavement markings (for example on Hope Road, Welch Street, Ridgewood Drive, etc); and
- Implementing bike route wayfinding signs.

This program will also address some key improvements identified in the 2013 Cycling Safety Review, like introducing signs that allow cycling on sidewalks near highway interchanges.



Bike box pavement marking

Origin Cycling Safety Study (2013); Bicycle Master Plan (2012); Transportation Plan (2012); TransLink Regional Wayfinding Strategy (2013)

Project Benefits

- Bike boxes allow cyclists to wait in a more visible location so that drivers can see them and they can see drivers.
- Signage and pavement markings improve visibility and legibility of bike routes and can reduce collisions.
- Marking cycling routes increases comfort for cyclists using the facilities.
- Making conditions for cycling more comfortable has proven to result in more people cycling. Thus, this program supports the District moving towards its goal of 35 percent of trips by walking, cycling, and transit.

Funding

Contributions are expected from both TransLink and ICBC.

Timing

Summer 2015

Corporate Goals

☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

DEEP COVE PARKING IMPROVEMENT Implementation of Recommendations (Phase I)

NEIGHBOURHOOD TRAFFIC SAFETY

Description

This project enables the District to move forward with implementing recommendations of the Deep Cove Parking and Access study (currently underway) and respond to considerable public input about the need to improve:

- parking supply,
- management of peak season parking demand,
- event management,
- safety, as well as
- wayfinding signage and public information.

The specific scope for this improvement project will be identified at the conclusion of the study, but is expected to involve improvements to parking.



ORIGIN Deep Cove Parking and Access Study (2014)

Project Benefits

Responds to public input heard through the Deep Cove Parking Access Study in 2014 by:

- improving safety,
- reducing congestion, and
- mitigating neighbourhood impacts.

Funding

It is expected that this project would need to be funded by the District.

Timing

2015

Corporate Goals

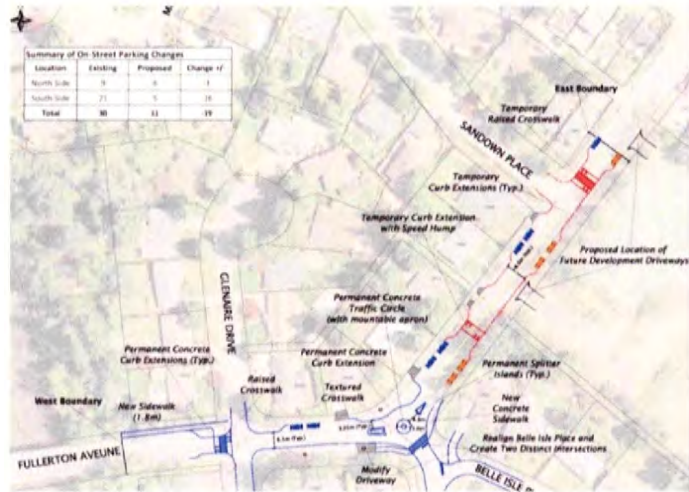
☒ Implementing the OCP ☒ Building strong foundations ☒ Improving the way we do business

Description

In 2014, the District approved partial funding of the community's Fullerton Avenue traffic calming plan. Phase 1 would include installing the pedestrian crossing improvements at Glenaire Drive.

Phase II would include:

- Raised crosswalks at the intersections of Sandown Place;
- Speed humps, traffic circle, and curb extensions to reduce overall vehicle speeds; and
- A design to better accommodate cyclists.



Fullerton Avenue Traffic Calming Plan (2013)

The final segment could be completed by the adjacent development.

Origin Fullerton Avenue Traffic Calming Plan (2013), which was developed by a group of residents called the Fullerton Avenue Streetscape Improvement Committee (FASIC)

Project Benefits

- Enhanced neighbourhood livability in the Lower Capilano Village Centre and surrounding neighbourhood;
- Improved conditions for walking and cycling and reduced overall vehicle speeds; and
- Takes advantage of funding from developer, as the portion of the project along the frontage of 2035 Fullerton Avenue is expected to be funded as frontage improvements of the proposed development.

Funding

It is expected that the District would fund this Phase 2 work. The final segment would be funded by the adjacent development (Larco).

Timing

2015

Corporate Goals

- ☐ Implementing the OCP ☐ Building strong foundations ☒ Improving the way we do business

Description

This improvement entails construction of about half a kilometre of new sidewalk along the north side of 29th Street, between William Avenue and Fromme Road.

This could also be done as a partial project over two years.

This project was previously discussed with Council, but was not approved for capital funding in 2014.



West 29th Street, facing east

Origin Transportation Plan (2012); Pedestrian Master Plan (2009)

Project Benefits

- Typically the District provides sidewalks on both sides of busy arterial roads whereas sidewalk is currently only provided along the south side of 29th Street.
- Completes walking link to Lynn Valley Town Centre and several nearby schools.
- As 29th Street is a transit route (and expected to accommodate increased transit service in the future), the sidewalk will facilitate safer access to/from bus stops.

Funding

It is expected that this project would be generally funded by the District. A contribution from Coast Mountain Bus Company will be sought for areas near bus stops.

Timing

2015

Corporate Goals

- ☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

MULTIPLE

Description

This project would set aside funds for improvements to be made as part of the installation of Metro Vancouver's Capilano Watermain No. 9 project.

The District may wish to provide additional improvements that would have been outside of the original project scope, but that are best delivered with the watermain project. Details will need to be negotiated with Metro Vancouver, but improvements could include:

- Cycling infrastructure;
- New sidewalks;
- Sidewalk width to allow for bus shelters or wheelchair pads;
- Upgrades to east-west trails expecting additional use as detours; and
- Funding to make new traffic signal permanent at intersection of Edgemont Boulevard and Ridgewood Drive.



Similar Metro Vancouver construction to the upcoming Capilano Watermain project

Origin Transportation Plan (2012), Bicycle Master Plan (2012) and community input

Project Benefits

When Capilano Road is under construction, it will be beneficial to include detours for pedestrians and cyclists as well as vehicles. There seem to be opportunities to introduce trail connections for pedestrians where a road link is not possible due to topography.

The reconstruction of Capilano Road presents the opportunity for the appropriate pedestrian and cycling infrastructure to be implemented. The need for improved conditions for walking and cycling on Capilano Road is long-standing.

Funding

Funding will be subject to negotiation with Metro Vancouver.

Timing

2015-2016

Corporate Goals

- ☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

TRAFFIC SIGNALS (SUSTAINMENT PROJECT)
Description

This is an annual program to replace traffic signal infrastructure, including davit poles, wires, and controllers.

Replaced items include damaged or worn wires, communications cables, service connections, and conduit. Traffic signal poles and bases are selected for replacement after inspection for rusting and stress-related problems and/or those struck by motor vehicles. Traffic controllers are replaced approximately every 12 years.

In 2014, improvements will also include:

- Uninterrupted power supply (UPS) at about three locations; and
- Accessible signals at about three locations.



Origin Sustainment capital

Project Benefits

- Replacing a portion of the infrastructure items each year through an ongoing program minimizes costs and prevents catastrophic failures, which could increase the District's liability.
- Accessibility improvements address safety for people of all ages and abilities.

Funding

The traffic signal program is generally funded by the District. ICBC funding may be available for some upgrades that are expected to have safety benefits.

Timing

2015

Corporate Goals

☐ Implementing the OCP ☒ Building strong foundations ☐ Improving the way we do business

STREET LIGHTS (SUSTAINMENT PROJECT)

Description

This annual program to renew street light infrastructure includes:

- Inspection and replacement of poles due to structural failure and/or motor vehicle accidents;
- Replacement of street light luminaires at the end of their service life; and
- Installation of street light service panels previously housed in BC Hydro kiosks.



Origin 2009 and 2014 Asset Management Programs; 2007 Capital Infrastructure Program

Project Benefits

- General safety improvement (managed risk), improved lighting, fewer call-outs, and reduced routine maintenance costs;
- Poles are brought to current standards with powder-coated finishes, which provide a longer lasting coating (20 years) versus painted products (seven years); and
- Luminaires are brought to current standards with flat (versus drop) lenses.

Funding

The street light program is generally funded by the District.

Lights on the Major Road Network may be funded by TransLink. ICBC funding may also be available.

Timing

2015

Corporate Goals

- ☐ Implementing the OCP ☒ Building strong foundations ☐ Improving the way we do business

Description

This project creates a specific capital program for re-painting pavement markings and replacing signs on an ongoing basis. A specific allocation would be made to clean street signs, many of which are now illegible.

Focus would be on regulatory signs and centre lines, followed by those intended to protect vulnerable road users, i.e. pedestrians, with a focus on those crosswalks most used by children and seniors, and cyclists.



Origin Staff recommendation to accommodate public and Council requests.

Project Benefits

In addition to the aesthetic benefits, ensuring that District signs and pavement markings do not fade and are highly visible provides safety benefits by helping road users to understand and follow the traffic control.

Previously, attempts have been made to accommodate this work within operating budgets, but this has not been sufficient to provide the level of service requested by the public.

Funding

It is expected this project would be fully funded by the District.
ICBC funding may be available if upgrades are included with expected safety benefits.

Timing

2015

Corporate Goals

☐ Implementing the OCP ☒ Building strong foundations ☐ Improving the way we do business

Description

This project involves working with the Handsworth family of schools to identify education, school policy, enforcement, and infrastructure initiatives to improve conditions for children walking and cycling.

The study is envisioned to involve:

- an update of previous recommendations (NVSD school commuting survey, past school studies, input provided by PAC s and community and the Edgemont Refresh Plan);
- Walkabout with consultant and PACs; and
- Generation of a list of high priority potential improvements.



Origin Transportation Plan (2012); Safe Routes Advocated (SRA) delegation January 2014

Project Benefits

Collaboration between DNV and parents, school principals, and the School District has previously been effective. The District's Transportation Plan recognizes that infrastructure that makes routes safer for children walking to/from school also improves conditions for people of all ages and abilities who are walking within established neighbourhoods.

The current study is intended to engage the west region Handsworth group of schools to capitalize on the energy of the SRA parent group and list of suggestions.

If this model is effective, staff would consider continuing a similar process in the central and eastern areas of the District over the coming few years.

Funding

This study is expected to be jointly funded by School District 44, ICBC, and the District.

Timing

2015

Corporate Goals

✓ Implementing the OCP □ Building strong foundations □ Improving the way we do business

TRAFFIC SIGNALS (SUSTAINMENT PROJECT)

Description

This project continues work over the final year of a three-year period, with this specific project to paint approximately 60 traffic signal poles. Graffiti and posters would also be removed.

Current plans are to retain the existing paint colours, although this could change within town centres as new design guidelines are adopted.



Origin Council request.

Project Benefits

While painting can prevent and reduce rusting, the main benefit of this project is to improve the appearance of the signal poles.

Painting would be done one corridor or area at a time.

Funding

This work would be fully funded by the District.

Timing

2015

Corporate Goals

☐ Implementing the OCP ☒ Building strong foundations ☐ Improving the way we do business

Description

This project involves engaging a consultant to lead a public process to identify a suitable road space arrangement for Highland Boulevard.

After Metro Vancouver's Capilano Road water main construction is complete, Highland Boulevard is scheduled to be rebuilt from the road base to address extremely poor pavement condition. This work is now planned for 2016.

When the road is being rebuilt, there will be opportunities to alter the road lanes to provide a buffer for pedestrians and to make other safety improvements.



Origin Edgemont Village Refresh Plan (2014); Safe Routes Advocates delegation report (January 2014); Transportation Plan (2012)

Project Benefits

A consultant-led public process would engage the community in a meaningful discussion that considers various points of view. For example, the final solution should try to provide a buffer for pedestrians, improve crossing conditions, and discourage speeding, while respecting the needs of vehicle traffic.

Over the years and especially during summer 2014, there has been considerable public interest that the design of the Highland Boulevard corridor (from Edgemont Boulevard to Montroyal Boulevard) balances the needs of road capacity and pedestrian safety.

Funding

This planning work would be fully funded by the District.

Timing

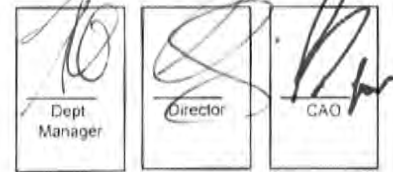
2015

Corporate Goals

☒ Implementing the OCP ☐ Building strong foundations ☐ Improving the way we do business

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**The District of North Vancouver
REPORT TO COUNCIL**

September 22, 2014

File: 11.5370.01

Tracking Number:

AUTHOR: Kathleen O'Malley, Acting Manager – Waste Reduction
North Shore Recycling Program

SUBJECT: Recycling Update

RECOMMENDATION:

THAT this report be received as information.

REASON FOR REPORT:

To update Council on the status of:

1. Current Curbside Recyclables Collection Contract with Waste Management (WM);
2. Multi-Material British Columbia (MMBC) Packaging and Printed Paper (PPP) Stewardship Plan
3. Request for Qualifications (RFQ) and Request for Proposal (RFP) for a new Curbside Recyclables Collection Contract;
4. Solid Waste Recommendations; and
5. Results of Recycling Survey

SUMMARY:

Curbside Recyclables Collection Contract with WM

Staff came to Council in September, 2013 to obtain approval to extend the joint North Shore contract with Waste Management of Canada Inc. (WM) in partnership with the District of West Vancouver and the City of North Vancouver. Council approved the request and the WM contract was extended for one (1) year from July 1, 2014 to June 30, 2015.

The Options presented to Council at that time were:

- A. extend the WM contract in partnership with the District of West Vancouver and City of North Vancouver (**Recommended and Approved by Council**);

- B. reject the WM offer of extension and proceed to a new open tender process, seeking a new 5 year contract on single-family (SF) residences only; or
- C. hand over SF and multi-family (MF) recycling collection to MMBC as of July 1st, 2014.

The benefits to extending the WM contract were:

- Retained service levels and thereby eliminating service disruptions for residents given the compressed time frame with the start of the MMBC PPP Stewardship Program;
- Retained service levels and control of the existing residential recycling program e.g, multi-stream, curbside glass collection, weekly collection, and coordination of recycling collection with garbage;
- Retained control of all MF buildings as MMBC had agreed to wait until all existing contracts were concluded before they initiated a competitive approach on the open market for MF;
- Provided time to monitor how the MMBC program rolled out in other communities; and
- Provided time to seek public input on the residential recycling program under the MMBC model.

The existing contract has an option to extend for a second and final year from July 1, 2015 to June 30, 2016. Based on our contractual obligations, WM must be notified by December 31, 2014 if the contract term will be extended for a final additional year.

MMBC PPP Stewardship Plan

The District has entered into a contract with MMBC to deliver recycling services for PPP material and the program started on May 19, 2014. To date, the District has now received 3 months of incentive payments from MMBC for the months of May, June and July. The amount received of \$87,680/month offsets approximately 60% of the District's monthly collection costs of approximately \$150,000.

If the recycling program was handed over to MMBC, they make no commitment to level of service. An RFP would be posted by MMBC and there are no guarantees as to what level of recycling service would exist on the North Shore. Weekly collection, multi-stream, segregated glass at curbside, and same day collection of garbage/yard trimmings/green can and blue box could be different than current service under MMBC control. MMBC advises that they let the market price for recyclables collection dictate the service level provided. The only reassurance they have provided is that, to date, bids they have received in other municipalities who have deferred to MMBC for collection services (Coquitlam and Anmore) resulted in acceptable pricing for provision of weekly collection including curbside glass collection.

One change MMBC has recently indicated is that they would prefer that MF now be collected by one service provider as one contract, given the experience in Coquitlam.

MMBC is or will be providing recycling curbside collection service, through a subcontractor, by Jan 1, 2015 to these Metro Vancouver communities: Coquitlam; Anmore; University Endowment Lands (UEL) and City of Langley. As UEL is very new and Langley has not yet

launched, MMBC findings to date relate to Coquitlam and Anmore where glass is collected in a separate container at curbside. Furthermore, newspapers and mixed waste paper are no longer segregated at curbside and are being comingled into either the yellow or blue bags. Enforcement of non-accepted PPP was the primary challenge in the early days of Coquitlam's transition.

Based on our contractual obligations, MMBC must be notified by December 31, 2014 if the District is handing over SF and MF recycling collection to them.

RFQ/RFP for new Curbside Recyclables Collection Contract

The RFQ and RFP process, in part, is to assist Staff with the process of evaluating options being considered with respect to the collection of curbside recyclables.

NSRP have issued a RFQ for weekly, multi-stream curbside collection of PPP materials, including segregated glass, from SF and MF dwellings in compliance with MMBC requirements. The RFQ Submission date is September 16, 2014.

Qualified contractors will be invited in early October to submit RFP's. The RFP closing date is November 5, 2014.

Solid Waste Recommendations

Staff went to Council on April 8, 2013 with SF Solid Waste Collection Recommendations as follows:

1. provide each SF residence with a dedicated locking wildlife resistant 240 litre or 140 litre cart for weekly collection of organics and food waste;
2. bi-weekly garbage collection using standard locking 240 litre cart with a reduced cost to residents who choose to downsize to the 140 litre cart;
3. allow residents to purchase an additional cart or utilize an existing 360 litre cart for additional yard trimmings;

Council proposed that a final decision be postponed until a decision was made regarding the MMBC PPP Stewardship Plan.

Recycling Survey

One of the benefits discussed with Council to extending the WM contract was that it provided time to seek public opinion on the residential recycling program.

As a result, the North Shore Recycling Program (NSRP) conducted a North Shore wide public consultation survey to measure the opinions of residents to find out what is important to them when it comes to who is responsible for making recycling service decisions and their willingness to pay for various levels of service. Due to the complexity of explaining the new MMBC program, NSRP worked with a consultant to draft questions and ran an in-person paid focus group with a cross-section of residents from each of the three North Shore

municipalities to test the survey questions. NSRP then worked with the consultant to edit the questions based on the focus group results.

A total of 187 District residents responded to the survey, with 110 respondents from SF residents and 77 from MF residents.

To gain reassurance that respondents were aware that under the new MMBC program, cost for recycling of PPP is now included in the price consumers pay for goods at the till, the following pre-ambls were included in advance of questions regarding cost of recycling:

A new province-wide recycling program began May 19, 2014. This Stewardship Program is managed by Multi-Material BC (MMBC), a not-for-profit organization run by a private sector board of directors. The costs associated with administering this Stewardship Program are now imbedded in the products purchased by consumers.

There is an option being considered where recycling services could be free or cost less if the recycling system was operated by MMBC, a not-for-profit organization run by a private sector board of directors. Municipalities would no longer have control over levels of service, such as:

- *weekly vs. every-other-week recycling collection;*
- *collection schedule coordination with other municipal waste services, i.e. all materials (e.g. garbage/yard trimmings/green can, recyclables) are collected on the same day;*
- *local customer service contact; or*
- *curbside vs depot collection of glass*

Based on the results of the survey, the message we heard from District residents was the following:

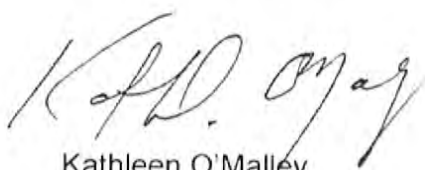
- maintaining municipal control over decision-making and delivery of recycling services was important, including whether glass is collected at the curb;
- preference for multi-stream stream recycling compared to single-stream;
- preference for curbside collection of glass compared to drop-off depots;
- over half of residents are willing to pay for curbside collection of glass, even if a fee were charged;
- of those residents willing to pay for curbside collection of glass, a fee of approximately \$25/yr would be the extra amount acceptable to pay;
- preference for garbage/yard trimmings/green can and blue box recycling to continue to be collected on the same day; and
- preference for weekly collection of recycling compared to every-other-week.

The Executive Summary of the Survey Report is attached.

TIMING/APPROVAL PROCESS

In accordance with the corresponding contractual obligations, staff will be requesting that Council choose one of the following options at the December 15, 2014 Council meeting:

1. Accept the option to extend the WM contract for the final one (1) year extension of the contract term (July 1, 2015 to June 30, 2016); or
2. Accept the new Curbside Recyclables Collection contract resulting from the RFP process; or
3. Accept MMBC's offer to take full control of the recycling program.



Kathleen O'Malley
Acting Manager, Waste Reduction
North Shore Recycling Program

Att.: *Recycling on the North Shore, A Survey Research Report, Points of View Research & Consulting Ltd, 8/25/2014, Executive Summary*

REVIEWED WITH <input type="checkbox"/> Communications <input type="checkbox"/> Env. Protection <input type="checkbox"/> Human Resources <input type="checkbox"/> Eng. Trans/Public Works <input type="checkbox"/> Eng. Admin <input type="checkbox"/> Eng. Parks <input type="checkbox"/> Eng. Utilities	REVIEWED WITH <input checked="" type="checkbox"/> Finance <input type="checkbox"/> Fire Services <input type="checkbox"/> Clerk's Office <input type="checkbox"/> Land <input type="checkbox"/> Building <input type="checkbox"/> Community Planning	REVIEWED WITH External Agencies: <input type="checkbox"/> Recreation Commission <input type="checkbox"/> Library Board <input type="checkbox"/> Health Dept <input type="checkbox"/> RCMP <input type="checkbox"/> Other: _____	REVIEWED WITH Advisory Committees: <input type="checkbox"/> _____ <input type="checkbox"/> _____
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Recycling on the North Shore A Survey Research Report

Points of View Research & Consulting Ltd.

8/25/2014

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
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INTRODUCTION

Background.....	1
Research Objectives.....	1

RESULTS

Perceived Importance of Municipal Decision-making Control	3
Preference for Single-Stream or Multi-Stream Recycling.....	6
Preference for Drop-off or Curbside Collection of Glass Packaging	8
Willingness to Pay a Fee for Curbside Collection of Glass	9
The Extra Annual Amount Willing to Pay for Curbside Collection of Glass.....	10
Perceived Importance of Municipal Control of Method for Recycling Glass	13
Importance of Same Day Curbside Collection of All Recyclables	14
Preference for Weekly or Every Two Weeks Curbside Collection of Blue Box Materials	16
Perceived Importance of Municipal Control of Delivery of Recycling Services	18
Reasons for Feeling It Is Important to Maintain Municipal Control Over the Levels of Recycling Collection Service	20
Reasons for Feeling it is Not Important to Maintain Municipal Control Over the Levels of Recycling Collection Service	23
Willingness to Continue Paying the Solid Waste Utility Fee to Maintain Municipal Control of Recycling Services	25

SURVEY METHODOLOGY

Survey Design	27
Questionnaire Development and Survey Process	27
Participation Rate, Sample Size and Data Analysis.....	28
Demographic Profile of Sample	29

EXECUTIVE SUMMARY

SURVEY OVERVIEW

A new province-wide recycling program began May 19, 2014. This Stewardship Program is managed by Multi-Material BC (MMBC), a not-for-profit organization run by a private sector board of directors. As a result of this province-wide change, options are being considered for the future of recycling services on the North Shore. A public consultation was conducted across the North Shore to measure the opinions of residents regarding recycling service.

A survey of North Shore residents was undertaken to find out what is important to them when it comes to who is responsible for making recycling service decisions and their willingness to pay for various levels of service. Residents could participate in the survey in one of three ways. The two main methods were an online survey, which could be accessed from the NSRP website, or a telephone interview could be requested by phoning a toll-free survey request line. For a limited time, residents could pick-up a printed questionnaire from the North Shore Recycling Program office and drop it off when completed.

The survey frame consisted of 6,800 mailing addresses of the North Shore. Approximately, 148 unopened survey notification letters in their envelopes were returned to sender as undeliverable mail; therefore, the denominator for calculating the survey participation rate is $6,800 - 148 = 6,652$. The final sample size is 543, and the survey participation rate is $543/6652$ or 8.2%.

The table below shows the survey sample size and the sub-samples of each municipality.

	Sample size
Total Sample	543
District of West Vancouver	179
District of North Vancouver	187
City of North Vancouver	177

A sample of 543 yields results that can be expected to be accurate at least plus or minus 4.2 percentage points 19 times out of 20. The reliability of results for the areas and demographic sub-groups will be less reliable than the results for the total sample.

City of North Vancouver. A sample of 177 yields results that can be expected to be accurate at least plus or minus 7.35 percentage points 19 times out of 20.

District of North Vancouver. A sample of 187 yields results that can be expected to be accurate at least plus or minus 7.16 percentage points 19 times out of 20.

District of West Vancouver. A sample of 179 yields results that can be expected to be accurate at least plus or minus 7.15 percentage points 19 times out of 20.

SUMMARY OF SURVEY RESULTS

The main results of the survey are summarized below.

Perceived importance of municipal control over decision-making and delivery of recycling services. Similar questions about maintaining municipal control were asked at two points in the series of survey questions. Control over decision-making about recycling collection services was the first question of the survey and control over the delivery of recycling services was asked just over halfway through the survey. At the initial question on maintaining municipal decision-making control over recycling collection services, a large majority of respondents (79%) rated importance high for maintaining local control. Half (50%) said it is very important. The mean (average) rating was 4.16.

The results for the municipalities are as follows: City of North Vancouver - 45% indicated very important and 78% indicated important (4 or 5 rating). District of North Vancouver - 53% indicated very important and 81% indicated important (4 or 5 rating). District of West Vancouver - 51% indicated very important and 75% indicated important (4 or 5 rating).

The level of support for municipal control was not as strong when the question was asked again midway through the survey. At this point in the survey, a majority of 64% of respondents rated importance high for maintaining municipal decision-making control over the specific aspects of recycling services, and just under half (43%) said it is very important. The mean (average) rating was 3.86. The results for the municipalities are as follows: City of North Vancouver - 38% indicated very important and 62% indicated important (4 or 5 rating). District of North Vancouver - 43% indicated very important and 66% indicated important (4 or 5 rating). District of West Vancouver - 47% indicated very important and 65% indicated important (4 or 5 rating).

It is not known if the different results for very similar questions was due to respondents' changing attitudes as they learned more about the issue from the survey itself or to the different lead-ins for the questions. For example, the lead-in to question 7 included "curbside vs. depot collection of glass", however, the lead-in to question 1 did not mention glass specifically. Also, question 7 followed several questions on glass recycling, where the possibility of an extra fee for curbside collection of glass was introduced to respondents.

Preference for single-stream or multi-stream recycling. A large majority of North Shore residents who participated in the survey indicated a preference for multi-stream recycling – 81%. About one in five (19%) said they preferred single-stream recycling. The results for the

municipalities are as follows: City of North Vancouver - 80% prefer multi-stream and 20% prefer single-stream. District of North Vancouver - 83% prefer multi-stream and 17% prefer single-stream. District of West Vancouver - 75% prefer multi-stream and 25% prefer single-stream.

Preference for drop-off or curbside collection of glass packaging. If glass had to be collected separately from other recyclable materials, a very large majority of 87% prefer curbside collection of glass. 13% said they prefer drop-off at depots by residents.

The results for the municipalities are as follows: City of North Vancouver - 88% prefer curbside collection of glass and 12% prefer drop-off at depots by residents. District of North Vancouver - 84% prefer curbside collection of glass and 16% prefer drop-off at depots by residents. District of West Vancouver - 89% prefer curbside collection of glass and 11% prefer drop-off at depots by residents.

Willingness to pay a fee for curbside collection of glass. The strong support for curbside collection of glass decreased when respondents were informed of the possibility of an extra fee being levied for this service. 64% of those who initially preferred curbside collection of glass still preferred it, even if a fee were levied, and 36% would not prefer curbside collection of glass if they had to pay an extra fee for the service. Those who preferred curbside collection even if a fee were charged comprised a slight majority of the total sample - 55%.

The results for overall municipal support for curbside collection of glass are as follows: City of North Vancouver - 53% of surveyed residents prefer curbside collection of glass even if a fee were levied for the service. District of North Vancouver - 53% of surveyed residents prefer curbside collection of glass even if a fee were levied for the service. District of West Vancouver - 62% of surveyed residents prefer curbside collection of glass even if a fee were levied for the service.

The extra annual amount willing to pay for curbside collection of glass. The most frequently chosen acceptable amount of an extra fee for curbside collection of glass was between \$25 and \$50. This amount was chosen by 63% of those who would be willing to pay an extra fee for curbside collection of glass. These respondents represent 35% of the total sample. 74% of those willing to pay an extra fee for curbside pick-up of glass selected an amount up to \$50. These respondents represent 41% of the total sample.

Further analysis of these results indicates that if a fee were imposed for curbside collection of glass, a fee of around \$25 per year would be the amount acceptable to the largest number of residents - 46% of the total sample and 83% of those willing to pay an extra fee for this service are willing to pay a fee of \$25 per year.

In each municipality, a fee of \$25 to \$50 was the most frequently mentioned acceptable amount to pay for curbside collection of glass. City of North Vancouver - 67% of those willing to pay a fee and 36% of the total municipal sample said a fee of \$25 to \$50 is acceptable, and 45% of the municipal sample and 85% of municipal residents willing to pay an extra fee for this service are willing to pay a fee of \$25 per year.

District of North Vancouver - 64% of those willing to pay a fee and 34% of the total municipal sample said a fee of \$25 to \$50 is acceptable, and 44% of the municipal sample and 84% of municipal residents willing to pay an extra fee for this service are willing to pay a fee of \$25 per year.

District of West Vancouver - 57% of those willing to pay a fee and 35% of the total municipal sample said a fee of \$25 to \$50 is acceptable, and 48% of the municipal sample and 77% of municipal residents willing to pay an extra fee for this service are willing to pay a fee of \$25 per year.

Perceived importance of municipal control of method for recycling glass. A large majority of respondents (72%) rated importance high for maintaining municipal decision-making control as to whether glass is collected at curbside or at depots. Just under half (45%) said it is very important. The mean (average) rating was 4.03.

The results for the municipalities are as follows: City of North Vancouver - 38% indicated very important and 71% indicated important (4 or 5 rating). District of North Vancouver - 48% indicated very important and 75% indicated important (4 or 5 rating). District of West Vancouver - 49% indicated very important and 67% indicated important (4 or 5 rating).

Importance of same day curbside collection of all recyclables. The majority of respondents (65%) rated importance high for garbage/yard trimmings/green can and blue box recycling to be collected on the same day. More than half (53%) said it is very important. The mean (average) rating was 3.85.

The results for the municipalities are as follows: City of North Vancouver - 43% indicated very important and 55% indicated that it is important (4 or 5 rating). District of North Vancouver - 53% indicated very important and 65% indicated that it is important (4 or 5 rating). District of West Vancouver - 63% indicated very important and 75% indicated that it is important (4 or 5 rating).

Preference for weekly or every two weeks curbside collection of blue box materials. A very large majority of 78% of survey respondents prefer that recycling be collected weekly, and 22% would prefer recycling to be collected every other week.

The results for the municipalities are as follows: City of North Vancouver - 81% prefer recycling collected weekly and 19% prefer recycling collected every other week. District of North Vancouver - 77% prefer recycling collected weekly and 23% prefer recycling collected every other week. District of West Vancouver - 74% prefer recycling collected weekly and 26% prefer recycling collected every other week.

Reasons for feeling it is important to maintain municipal control over the levels of collection service.

Two reasons for their opinion were chosen by large majorities of survey respondents that rated maintaining municipal control as important. These reasons were: *Municipalities are closer to the needs and concerns of local residents and can address them better than a provincial government or private sector entity could* – said to be a reason by 78% of the survey respondents that rated municipal control as important and 50% of all survey respondents. *There needs to be somebody in charge who is democratically elected, who is accountable to North Shore residents and who can be replaced regularly if voters/residents are not satisfied* – said to be a reason by 72% of the survey respondents that rated municipal control as important and 46% of all survey respondents.

The rank order of reasons and the percentages of endorsement by residents differed somewhat for municipalities. City of North Vancouver. A very large majority of 82% of City residents that rated municipal control as important indicated that *Municipalities are closer to needs and concerns of local residents and can address them better than a provincial government or private sector entity could* is a reason for their opinion. They were more likely than residents of other municipalities to cite *Recycling will cost residents one way or another, either by paying at the time of purchase of products or through taxes for collection* as a reason – 58% of those that rated municipal control as important.

District of North Vancouver. For District of North Vancouver residents, the relative endorsement of the various reasons is very similar to that of the total sample. District of North Vancouver residents were least likely to cite *Recycling will cost residents one way or another, either by paying at the time of purchase of products or through taxes for collection* as a reason.

District of West Vancouver. In the District of West Vancouver, the reason selected by the largest percentage of residents is: *There needs to be somebody in charge who is democratically elected, who is accountable to North Shore residents and who can be replaced regularly if voters/residents are not satisfied*. These North Shore residents were least likely to cite *Recycling is a community issue and control should be kept within the community* as a reason.

Reasons for feeling it is not important to maintain municipal control over the levels of collection service.

Both of the reasons presented in the survey were chosen by large majorities of the survey respondents that rated maintain municipal control as not important. These reasons were: *I don't care who is in control, as long as recycling doesn't become more onerous than it already is* – said to be a reason by 58% of the survey respondents that rated municipal

control as not important and 8% of all survey respondents. *If MMBC took over, their key motive would be profit resulting in potential for efficiencies and reduced costs* – said to be a reason by 48% of the survey respondents that rated municipal control as important and 7% of all survey respondents. The percentages of endorsement for reasons differed somewhat for municipalities; however, interpretive caution is advised, because the findings are based on very small sub-samples of respondents who reside in a particular municipality and do not feel that it is important to maintain municipal control.

Willingness to continue paying the solid waste utility fee to maintain municipal control of recycling services. A majority of respondents (57%) are willing to continue to pay for North Shore municipalities to retain control over recycling services, with approximately one third (32%) that said they are very willing. The mean (average) rating was 3.67.

The results for the municipalities are as follows: City of North Vancouver - 24% indicated very willing and 54% indicated willingness (4 or 5 rating). District of North Vancouver - 35% indicated very willing and 57% indicated willingness (4 or 5 rating). District of West Vancouver - 37% indicated very willing and 59% indicated willingness (4 or 5 rating).

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AGENDA INFORMATION	
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<input checked="" type="checkbox"/> Workshop (open to public)	Date: SEPT. 29.14

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Dept. Manager	GM/ Director	CAO

The District of North Vancouver REPORT TO COUNCIL OF THE WHOLE

September 22, 2014

AUTHOR: Brian Bydwell GM Planning Properties and Permits
Steve Ono Deputy GM / Manager Engineering Services

SUBJECT: Pace of Development / Managing Impacts

RECOMMENDATION: That this report be received for information.

REASON FOR REPORT: Council requested information regarding the pace of new developments and how we are managing private and public construction impacts

BACKGROUND: In 2011 Council adopted a new OCP. Consultation leading to the adoption of the OCP highlighted issues related to profound demographic change, a missing generation and housing choice and affordability. The OCP is a planning framework to achieve a diversity of housing, to create new vibrant neighbourhoods, to promote financial and economic health and environmental sustainability through effective land use decisions. Focused growth in town and village centres is intended to protect existing neighbourhoods, natural areas, create conditions for better access to alternate forms of transportation and a diversity of housing for all generations.

Implementation plans have been completed for Lower Lynn Town Centre as well as Lower Capilano / Marine Village Centre. An Edgemont Refresh plan was completed in 2014 while a planning framework was adopted for Lynn Valley Town Centre in 2013. A Maplewood Village Refresh plan is anticipated to be completed in 2015. A District wide Transportation Plan has been adopted along with centre specific transportation strategies.

The OCP planning framework accommodates up to 10,000 new housing units (and 20,000 new residents). The plan looks ahead 20 years (2011 to 2031). 75-90% of growth is directed to take place in centres. Centres are strategically located across the District to take advantage of existing and future frequent transit corridors and transportation options.

Currently there are 17 institutional, industrial, commercial, mixed use and multi-family projects in various stages of construction or in the building permit review stage. Council has adopted zoning or issued DP's for 3 other projects that could reasonably be expected to receive building permits in the next 6 to 9 months. It will be 4-5 years post-OCP adoption before any of this first wave of developments will see occupancies.

These projects are evenly spread across the District with 89% of new residential units in centres.

At the September 29, 2014 Committee of the Whole staff will present District wide and centres specific maps illustrating not only where this construction is occurring but where development is anticipated in the future.

ANALYSIS:

Post-OCP Development: There has been considerable community and development interest in the OCP vision of a network of centres. Land assemblies, development applications and construction have been active in all centres. Applications for significant rezonings within centres are expected to continue through 2015. Looking forward, Lower Capilano Marine Village appears to be attracting the most interest. Reasons for this interest include its excellent location relative to transportation and transit networks, proximity to the City of Vancouver, West Vancouver amenities, access to outdoor recreation assets, large potential development sites as well as an engaged local community.

All major projects (Bosa, Grouse Inn, Seylynn, Larco) have indicated that they will be multi-year and phased. Seylynn has applied for a DP for its second market phase as well as for the 70 unit affordable rental building. From zoning adoption to occupancy of the final phase Seylynn Village could reasonably be expected to take 6 years for completion. Bosa is looking forward to a building permit in June 2015 for its first 130 units. Larco has publically discussed a 6-10 year construction timeline. Typically major off-site infrastructure upgrades are done during the early phases.

Market specialists have indicated that there is a healthy inventory of new, unsold multi-family residential units. Many of the current and anticipated development sites are controlled by established, experienced real estate development companies. Given regulatory and financial controls it is expected that the market will build out in an orderly manner.

While residential absorption rates will vary from year to year, they are not anticipated to vary, in the long term, significantly from historical norms. Absorption rates and construction starts could be affected, however, where developers target niche or untapped markets (ie hotel units or dedicated seniors housing). As ground oriented multi-family housing sites are generally in short supply on the North Shore it is anticipated that there will be keen developer and buyer interest in those projects.

Managing the Impacts of Construction

The strategy to direct 75-90% of development in centres largely protects existing neighbourhoods from the direct impacts of construction. The centres themselves, however, are focussed along existing key transportation corridors and nodes. While development will bring significant infrastructure improvements (paid for and installed by development) the management and coordination of on site construction and off site infrastructure projects has been challenging, but it has also been an opportunity for learning and restructuring how we do business.

At the September 29 meeting staff will present how we are responding to that challenge. Some of those responses include:

- Shifting corporate culture from a “siloe” approach to one of coordination and communication
- Creating two positions to manage and coordinate private construction, infrastructure improvements and special event usage of our roads and right-of-ways
- Requiring more rigorous traffic management plans and incorporating meaningful penalties into service agreements when those plans are not followed
- Higher Street and Traffic Bylaw fines
- Building relationships with other agencies including utilities, City of North Vancouver, District of West Vancouver, Metro, Port Metro, MoT, etc
- Enabling night work where works of strategic importance are required, particularly work on major transportation corridors
- Incorporating new technology tools for more effective planning, tracking and communication with the residents

At the September 29 meeting Staff will present a DNV wide map providing a general overview of anticipated major projects for 2014 / 15.

Conclusion:

Given the current pace of applications, the distribution of projects, a mature development industry and new tools, skills and resources to manage construction impacts staff are confident that private and public construction can be managed to minimize disruption to the travelling public while, at the same time, realizing new infrastructure and progress towards the OCP vision.

Respectfully submitted:



Brian Bydwell
GM – Planning Properties and Permits



Steve Ono
Deputy GM / Manager Engineering Services

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