

AGENDA

COMMITTEE OF THE WHOLE

Tuesday, April 21, 2015

5:00 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

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COMMITTEE OF THE WHOLE

5:00 p.m.
Tuesday, April 21, 2015
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. April 21, 2015 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the April 21, 2015 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. March 31, 2015 Committee of the Whole

p. 7-11

Recommendation:

THAT the minutes of the March 31, 2015 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Sunset Boulevard – Alternative Traffic Calming and Speed Reduction Measures

p. 15-25

File No. 16.8620.30/000.002

Recommendation:

THAT it be recommended to Council:

THAT Council consider alternative traffic calming and speed reduction measures as described in Appendix A of the Report dated April 7, 2015 of the Supervisor – Transportation Engineer entitled “Sunset Boulevard – Alternative Traffic Calming and Speed Reduction Measures”, and provide direction as to the measures considered reasonable and appropriate for implementation on lower Sunset Boulevard.

3.2. Deep Cove Parking and Access Implementation Plan

p. 27-48

File No. 16.8620.20/045.000

Recommendation:

THAT it be recommended to Council:

THAT the “Deep Cove Parking and Access Implementation Plan” be endorsed.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the April 21, 2015 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 5:02 p.m. on Tuesday, March 31, 2015 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor M. Bond
Councillor J. Hanson
Councillor R. Hicks
Councillor D. MacKay-Dunn
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Ms. N. Deveaux, General Manager – Finance & Technology
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. A. Wardell, Director – Financial Services
Mr. R. Danyluk, Manager – Financial Planning
Mr. J. Gordon, Manager – Administrative Services
Ms. L. Brick, Deputy Municipal Clerk
Ms. E. Geddes, Section Manager – Transportation
Mr. E. Iorio, Revenue & Taxation Manager
Ms. S. Dale, Confidential Council Clerk
Ms. N. Foth, Transportation Planning Technologist

Also in

Attendance: Councillor Don Bell, City of North Vancouver
Councillor Mary-Ann Booth, District of West Vancouver

1. ADOPTION OF THE AGENDA

1.1. March 31, 2015 Committee of the Whole Agenda

MOVED by Councillor BOND

SECONDED by Councillor HICKS

THAT the agenda for the March 31, 2015 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Tax Distribution

File No.

Ms. Nicole Deveaux, General Manager – Finance & Technology, provided an update on the Tax Strategy highlighting the 2015 implications. Ms. Deveaux noted that the purpose of this meeting is to provide staff with direction on how to spread the tax distribution between the property classes.

Ms. Deveaux advised that the Tax Strategy is at a juncture as the Provincial intervention on Fibreco valuations has caused a significant fluctuation in the heavy industry class. Ms. Deveaux noted that the BC Assessment valuation error of the Fibreco property is detrimental; however, the tax appeal is provided for in the budget. Ms. Deveaux noted that the list of non-capped properties is shrinking.

Council requested that this item be brought forward to a Finance and Audit Committee meeting for further discussion.

MOVED by Councillor MURI

SECONDED by Councillor MACKAY-DUNN

THAT it be recommended to Council:

THAT staff be directed to prepare the 2015 Tax Rates Bylaw.

CARRIED

Opposed: Councillors BASSAM and HICKS

3.2. North Shore Priorities for Transportation Investments

File No. 16.8620.01/000.001

Ms. Nicole Foth, Transportation Planning Technologist, provided an update on issues related to the North Shore transportation system. Ms. Foth identified ten of the North Shore transportation network deficiencies as follows:

1. Three different municipalities, a regional government and the Province are making decisions about the North Shore transportation system, even though the North Shore transportation system functions as a single network.
2. Expansion of the road network is unlikely. Given constraints ranging from topography and rivers/streams to land prices, enhancements to the transportation network will generally need to be focussed on upgrades to the existing infrastructure.
3. Congestion on Highway 1 occurs regularly. The BC Ministry of Transportation and Infrastructure is currently undertaking an operations review to determine why this is happening.
4. Highway interchange configuration and a limited number of east-west roads means that getting across Highway 1 can be difficult when the highway is congested. Funding for the Lower Lynn interchange improvements is not yet finalized.

5. Bus service improvements cannot be implemented without funding. Residents regularly request improved transit service, especially east-west connections within the North Shore and longer service hours. As a solution bus service has been reallocated from less-used routes to busier routes such as the routes which service Marine Drive, Lonsdale Avenue and Capilano University.
6. Bridge congestion could increase without more transit service. As a result of transit service investments made in the past, nearly 30% of the people travelling daily over the Lions Gate Bridge are being moved on transit in 2% of the vehicles; traffic volumes have been declining steadily over the past decade.
7. The North Shore will remain largely car-oriented in the immediate future. North Shore residents live primarily in single family neighbourhoods and will continue to rely on cars for most of their trips. Land use transitions in the town and village centres from the municipal Official Community Plan (OCP) will take time.
8. Better alternatives to driving are sought by seniors, youth and other members of the community, e.g. improved transit as well as infrastructure for walking and cycling.
9. Construction activities impede traffic flow. As the housing stock and municipal infrastructure are aging across the North Shore, there is an increasing amount of renewal underway. This is resulting in more road use for public and private construction activities. Improved construction traffic management planning is helping to manage the negative consequences of this activity.
10. Gaps in the pedestrian and bicycle networks will take years of capital investment to retrofit. Much of the North Shore was built in years when the focus was on moving cars. People of all ages have said they would like better pedestrian and bike access to schools and other key destinations.

Ms. Foth noted the importance of addressing these issues through continued collaboration between the North Shore municipalities, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, Transport Canada, Port Metro Vancouver, First Nations and other partners.

Ms. Foth advised that the District of North Vancouver is developing an online transportation feedback tool that will allow residents to pinpoint where they are experiencing transportation challenges, share anecdotal information, and suggest possible improvements. The online tool will be live for approximately eight weeks, after which staff would collate the results and report back to Council.

Council Discussion:

- Commented on the importance of collaborating with the North Shore municipalities and other partners;

- Commented that an improved transportation system will be a challenge due to major developments occurring in the three municipalities;
- Suggested advertising the transportation survey in the newspapers;
- Commented that the District of North Vancouver should look at cities with similar transportation issues to see what solutions have worked;
- Opined that walkable communities with better connections are important;
- Commented that transportation issues are a regional issue;
- Opined that the District of North Vancouver is not an affordable place to live and this is causing more people to commute;
- Encouraged Councillors from other municipalities to attend the April 27, 2015 Committee of the Whole meeting to further discuss transportation issues;
- Opined that smart and sustainable development may reduce cars;
- Commented that transportation issues are continuing to get worse;
- Stated that the North Shore is one community;
- Commented on the importance of making evidence-based decisions; and,
- Commented that losing the Handy Dart parking facilities will have a negative impact on the community.

Councillor Mary-Ann Booth, District of West Vancouver:

- Commented on the importance of the three municipalities working together;
- Suggested coordinating different school hours, ferry schedules and trade labour hours;
- Stated that in order to solve transportation issues it is critical to collect data; and,
- Expressed interest in attending the District of North Vancouver's April 27, 2015 Committee of the Whole meeting.

Councillor Don Bell, City of North Vancouver:

- Spoke in support of collaborating with the District of North Vancouver;
- Stated that transportation issues are a regional issue;
- Commented on the importance of sharing information between municipalities; and,
- Commented that the bus depot is important and should be made a priority.

MOVED by Councillor BASSAM

SECONDED by Councillor HICKS

THAT it be recommended to Council:

THAT District of North Vancouver staff continue to engage in integrated transportation planning with North Shore municipalities, TransLink, Ministry of Transportation and Infrastructure, Metro Vancouver, Transport Canada, Port Metro Vancouver, First Nations and other partners;

AND THAT staff report back to Council after on-line public input is collected about North Shore transportation issues and after the transportation plebiscite results are finalized to confirm the next steps in strategic collaboration with the North Shore municipalities, TransLink and other partners.

CARRIED

4. PUBLIC INPUT

Nil

5. RISE AND REPORT

MOVED by Councillor BOND

SECONDED by Councillor BASSAM

THAT the March 31, 2015 Committee of the Whole rise and report.

CARRIED
(6:40 pm)

Mayor

Municipal Clerk

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REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Committee of the Whole	Date: _____
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver REPORT TO COMMITTEE

April 7, 2015

File: 16.8620.30/000.002

AUTHOR: Alex Milek, Supervisor – Transportation Engineering

SUBJECT: **Sunset Boulevard - Alternative Traffic Calming and Speed Reduction Measures**

RECOMMENDATION:

THAT the Committee of the Whole consider alternative traffic calming and speed reduction measures as described in Appendix A and provide direction as to the measures considered reasonable and appropriate for implementation on lower Sunset Boulevard.

REASON FOR REPORT:

At the March 30, 2015 Regular Council Meeting, the following motion was passed:

That District staff report back to Council in three weeks' time with alternatives for traffic calming on lower Sunset Boulevard.

SUMMARY:

At the October 20, 2014 Council meeting, staff presented a report informing Council that a local area service petition for Sunset Boulevard was received and validated by the Municipal Clerk's Office on September 15, 2014. After Council's consideration of the report which included a discussion on alternative traffic calming measures, staff were directed to engage the broader community and report back to council with their findings.

At the March 30, 2015 Council meeting, a recommendation by staff to approve the construction of traffic calming works on Sunset Boulevard and have Bylaw 8093 read for a first, second and third time was defeated. Instead, Council passed a resolution to have staff report back with alternative traffic calming and speed reduction measures.

BACKGROUND:

In accordance with the District of North Vancouver's Traffic Calming Policy (Policy No. 11-8620-1), residents of a neighbourhood may elect to fund agreed-upon traffic calming measures on local or collector roads through a local area service petition. Property owners within the designated local service area on Sunset Boulevard from approximately Loraine Avenue to Emerald Drive expressed an interest in improving safety and the liveability of their neighbourhood by reducing vehicle speeds.

Engineering staff worked with the residents to develop a traffic calming plan that included four asphalt speed humps and one raised crosswalk at the intersection of Sunset Boulevard and Emerald Drive.

Although residents in the local service area obtained 73 percent support to proceed with the traffic calming initiative, due to considerable public opposition outside of the area and in light of the motion passed by Council at the March 30, 2015 meeting, alternative measures are now being considered.

EXISTING POLICY:

In accordance with the Corporate Policy on Traffic Calming (Policy No. 11-8620-1), the District shall use traffic calming as a means to, *"improve the quality of life of the residents, incorporate their requirements and preferences, and create safe and attractive streets."*

In January, 2012, the Traffic Calming Policy was amended to allow for the implementation of traffic calming measures on Collector Roads through a local area service petition. Prior to this, only Local Roads qualified for a local area service project. The Traffic Calming Policy also requires that two-thirds of the residents support the proposed traffic calming plan.

ANALYSIS:

- In 2012 and 2013, staff measured vehicle volumes and speeds, and conducted field investigations on this section of Sunset Boulevard. The street is classified as a Collector Road and carries average two-way weekday traffic volumes in the order of 2,800 vehicles per day. Typical traffic volumes on collector roads range from 1,000 to 8,000 vehicles daily, therefore Sunset Boulevard's traffic volumes are relatively low.
- The posted speed limit is 50 km/hr and the measured 85th percentile speeds ranged from 54 to 57 km/hr. The 85th percentile speed is the speed at or below which 85 percent of drivers travel. The 57 km/h 85th percentile speed poses safety concerns for residents on the street. It should also be noted that there is a 30 km/hr advisory speed limit posted for the horizontal road curve close to Hillcrest Avenue.
- While a review of the accident history did not show a significant number of vehicle crashes, residents have reported that there have been a number of close calls resulting from high vehicle speeds and restricted sight lines at driveways and intersection corners

Traffic Calming and Speed Reduction Measures

Appendix A presents the more typical traffic calming measures (meant to reduce speeds or traffic volumes in neighbourhoods) and speed reduction measures (not intended to reduce traffic volumes and may be used on major roads) considered in the District, along with the costs and the benefits and dis-benefits of each measure.

Traffic Calming Measures

- 1) Speed Humps
- 2) Raised Crosswalks or Tables
- 3) Traffic Circles
- 4) Curb Bulges
- 5) Center Medians
- 6) Slow Pavement Symbols
- 7) Transverse Bars

Other Speed Reduction Measures

- 8) Speed Reader Boards
- 9) Reduced Speed Limits
- 10) Police Enforcement

Speed humps and tables were originally proposed for Sunset Boulevard. As per the current Traffic Calming Policy, speed humps may be considered for collector roads if the average traffic volume is less than 5,000 vehicles daily and it is not a bus route. Sunset Boulevard carries an average of 2,800 vehicles a day and is not a bus route; therefore speed humps may be installed.

Recommended Alternative Measures

Following the consideration of the 10 options above, staff concluded that the following measures would be a reasonable and appropriate alternative to the original plan for this street. These alternative measures may improve safety and reduce overall vehicle speeds.

- Install a **raised crosswalk** across Sunset Boulevard at Emerald Drive that will add awareness to the existing pedestrian crosswalk and reduce vehicle speeds on both approaches.
- Implement a trial **40 kilometres per hour speed limit** from approximately Edgemont Boulevard to Emerald Drive. This would be aimed at reducing the 85th percentile speed and having a speed limit more appropriate for the existing street and traffic conditions.
- Install minimum **speed fine signs** at the beginning of the new 40 kilometre per hour speed zone ("*Minimum speeding fine - \$196*") for added driver awareness and education.

- Upgrade all of the existing curve warning, hidden intersection, advisory speed tab and pedestrian **warning signs** to provide added driver awareness and enhanced safety.
- Examine the feasibility of **improving the sight lines** across the northwest and southwest corners of the Hillcrest Drive intersection.

Staff would monitor traffic conditions and vehicle speeds following the implementation of the proposed alternative plan. If measurable speed reductions are achieved after a six-month monitoring period, the 40 km/hr speed limit change could be made permanent.

Timing/Approval Process:

The residents on lower Sunset Boulevard have requested that traffic calming measures be installed as soon as possible. There would be potential benefit in implementing these measures prior to the Capilano Road water main project due to the anticipated diversion of traffic during construction (scheduled to start August 2015). The proposed alternative traffic calming plan can be implemented prior to the start of the water main project.

Financial Impacts:

- 1) Raised Crosswalk across Sunset Boulevard at Emerald Drive (\$7,000, expected to be funded under existing capital budgets to be identified).
- 2) Speed limit and other signage upgrades (\$2,500, to be funded under current operating budget).

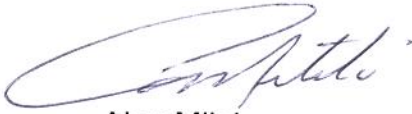
Conclusion:

It should be noted that Metro Vancouver is proposing a water main replacement project along Capilano Road from Edgemont Boulevard to Dam Road that is scheduled to commence this summer. Since Sunset Boulevard is the only continuous north/south route alternative to Capilano Road, west of Highland Boulevard, it is important to consider the potential benefits of the proposed alternative plan along Sunset Boulevard while traffic is displaced from Capilano Road for the Metro Vancouver Water Main Project.

Options:

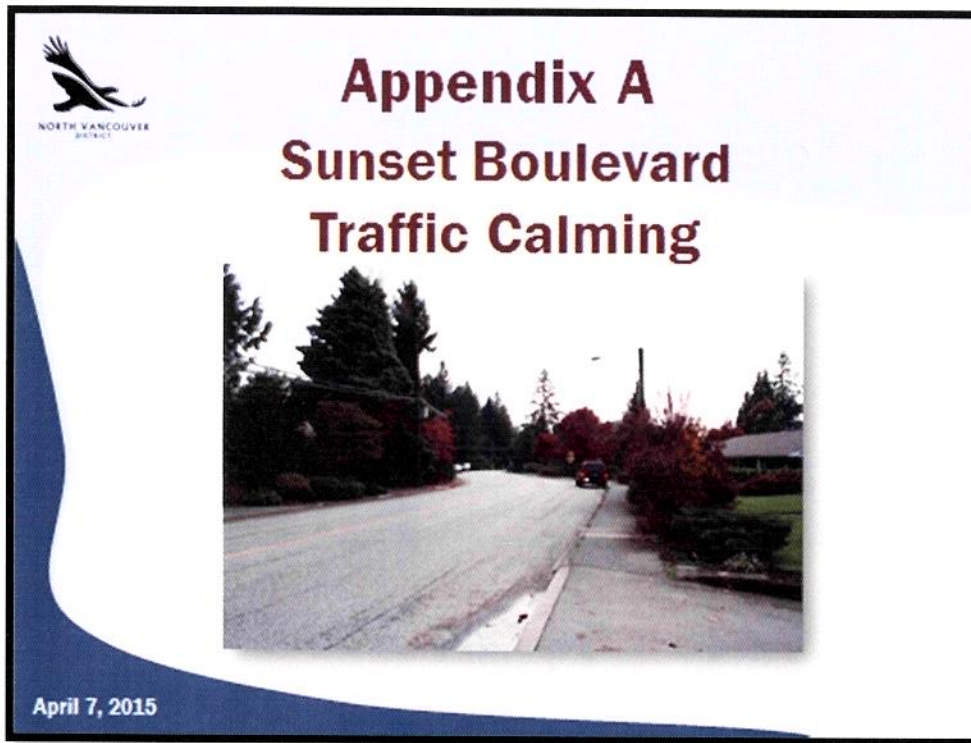
- 1) Implement the proposed recommended alternative action plan.
- 2) Consider other traffic calming measures.
- 3) Do nothing.

Respectfully submitted,



Alex Milek
Supervisor – Transportation Engineering

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____



1) Speed Humps



Pros:

- Reduces speeds to approx. ~ 24-32 km/hr.
- Low cost ~\$4,000
- Best practice to achieve vehicle speeds consistently under 50km/hr.
- Works well with existing parking, pedestrian and cycling activities

Cons:

- May increase roadway noise
- May slow emergency vehicles

2) Raised Crosswalks / Tables



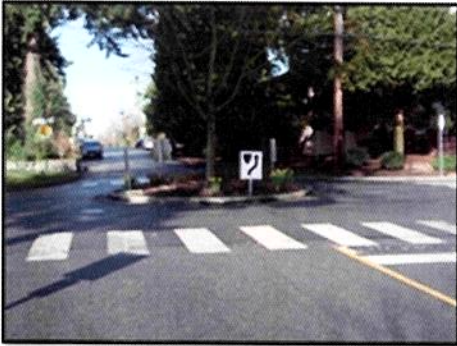
Pros:

- Reduces speeds to ~ 40-48 km/hr.
- Noise reduced due to profile (7m long)
- Low cost ~\$7,000
- Enhances pedestrian safety

Con:

- May slow emergency vehicles (to a lesser degree than humps)

3) Traffic Circles



Pros:

- Identity to neighbourhoods
- Reduces speeds
- Eliminates right angle collisions
- Minimal noise impacts

Cons:

- Higher cost
~\$15,000 - \$20,000
- May require landscape maintenance
- Difficult for cyclists and pedestrians to navigate
- Requires adequate road right of way

4) Curb Bulges



Pros:

- Reduces turning speeds
- Improves pedestrian visibility and reduces crossing distance

Cons:

- High cost ~\$12,000 - \$15,000
- May require landscaping and maintenance
- Narrows road width which can be a concern for cyclists
- Minimal benefit in terms of speed reduction

5) Center Medians



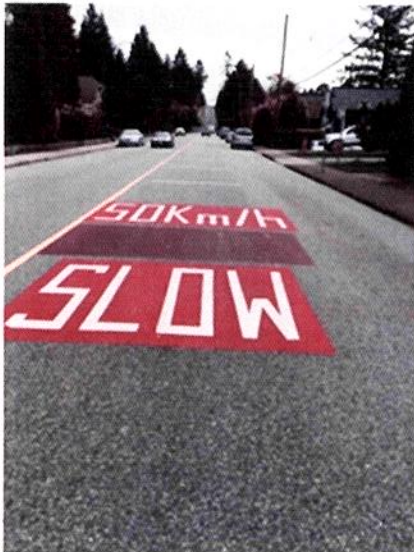
Pros:

- Provides refuge for pedestrians
- May reduce vehicle speeds
- Provides added awareness
- Cost ~ \$6,000

Cons:

- Impacts snow clearing operations
- Maintenance costs - signs

6) Slow Pavement Symbols



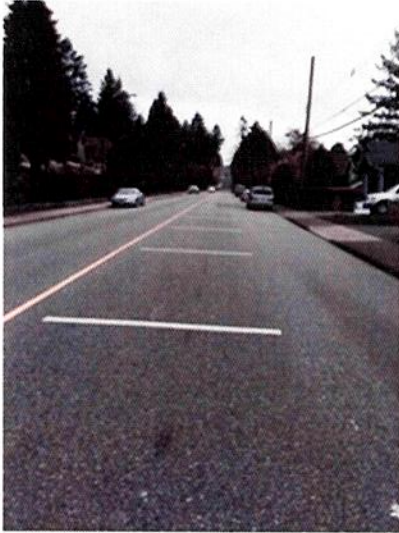
Pros:

- Can achieve speed reductions up to ~ 2km/hr.

Cons:

- High cost ~\$5,000 (given benefit)
- Decreased effectiveness over time due to driver familiarity
- Low wintertime visibility

7) Transverse Bars



Pros:

- Low Cost
- May reduce speeds initially

Cons:

- Low visibility in winter
- Decreased effectiveness over time, due to driver familiarity

8) Speed Reader Boards



Pros:

- Provides driver awareness of actual speed travelled
- Typical initial speed reductions of 5 km/hr.

Cons:

- Higher cost for Sunset Blvd. because there are no street light poles. ~ \$19,000 per board
- Selecting suitable location may be difficult due to street geometry. (horizontal curves)
- Effectiveness decreases over time due to driver familiarity
- Maintenance costs

9) Reduced Speed Limits



Pros:

- Low cost measure
~ \$600
- Lower speeds improve safety
- May result in lower 85th percentile speed

Con:

- Requires enforcement to be effective

10) Police Enforcement



Pro:

- Very effective during enforcement

Con:

- Requires regular police presence which may not be available given other priorities

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Workshop (open to public)	Date: _____

3.2		
Dept. Manager	GM/ Director	CAO

The District of North Vancouver REPORT TO COUNCIL

April 7, 2015
File: 16.8620.20/045.000

AUTHOR: Tegan Smith, Transportation Planner

SUBJECT: **Deep Cove Parking and Access Implementation Plan**

RECOMMENDATION:

That Council endorse the Deep Cove Parking and Access Implementation Plan.

REASON FOR REPORT:

This report responds to the Council direction at the March 30, 2015 regular Council meeting to bring back a full report on the Deep Cove Dialogue and the final made-in Deep Cove Parking and Access Implementation Plan, which reflects the solutions endorsed by stakeholders after carefully contemplating the trade-offs and compromises.

BACKGROUND:

Over the past several months, the District of North Vancouver completed a technical study, public opinion survey, and an innovative, in-depth community engagement process to understand the parking and access issues in Deep Cove.

At the Deep Cove Dialogue on Access and Parking on February 21, 2015, nearly 100 stakeholders worked together to evaluate trade-offs and understand where there was general consensus around technically-feasible solutions. A balance of interests was ensured so that each table had representation from all of the stakeholder groups. Eighty-five percent of the participants felt that the full diversity of all stakeholder groups was represented. The stakeholder input is summarized in the final report from SFU Centre for Dialogue.

At the March 30th regular Council meeting, the following motion was passed:

1. That staff be directed to respond to input heard at the Deep Cove Community Dialogue on February 21, 2015 by proceeding with the “quick start” initiatives to improve access and parking this summer, as described in the joint report from the Transportation Planner and Manager of Strategic Communications & Community Relations; AND
2. That staff be directed to report back to Council this Spring with a full report on the Deep Cove Dialogue featuring the made-in-Deep Cove Access and Parking Plan that reflects the solutions, trade-offs and compromises that were endorsed by the stakeholders.

Staff have begun work on the “quick start” initiatives that were endorsed by Council and have now prepared the final plan, based on the final summary of stakeholder input received from the SFU Centre for Dialogue (available at dnv.org/deepcove). Attachment 1 provides a summary of the final plan relative to the “quick starts” endorsed by Council on March 30th.

ANALYSIS:

The proposed Deep Cove Parking and Access Implementation Plan (Attachment 2) offers the municipality clear direction about actions to improve parking and access in the unique context of Deep Cove. The plan includes initiatives that stakeholders believe are supportable based on the trade-offs and compromises decided at the Dialogue.

As outlined in the final Dialogue report, the stakeholder input indicates support for Discussion Guide Action 5B that the District “*find new ways to share parking spaces on Panorama Drive between Panorama Drive residents and Indian Arm boat-only access residents*” (see Attachment 3). The stakeholders did not seem to distinguish between Indian Arm residents living within or outside of the District. The plan includes a key action to continue to finalize details regarding whether Indian Arm residents with boat-access only that do not reside in the District of North Vancouver also have the option to secure a Panorama Drive parking pass. The plan recognizes that this issue remains unresolved.

One of the “quick starts” confirmed at the March 30th Council meeting was to release twelve Panorama Drive parking passes on a specific date, on a first-come first-served basis, for boat-access DNV Indian Arm residents only in Spring 2015. Based on Discussion Guide Action 5B, boat-access Indian Arm residents who do not reside in the District of North Vancouver could also be allowed to obtain one of these additional new passes. This could be pursued for the 2015 season and staff could monitor the situation to further refine the appropriate level of parking passes relative to space availability. If Council wishes to pursue this option, the following motion could be passed:

That staff be directed to release twelve additional parking passes for Panorama Drive for the 2015 season on a specific date, on a first-come first-served basis to boat access only Indian Arm residents in Spring 2015, and with a maximum of five of those twelve passes available for Indian Arm residents whose boat-access only properties on Indian Arm are situated outside of the District of North Vancouver.

Concurrence:

Parks, Bylaws, Finance, Communications, Planning, and Engineering have been consulted on the potential solutions and have reviewed this report.

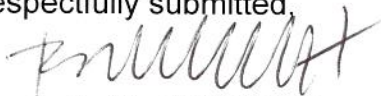
Financial Impacts:

While some of the initiatives in the Deep Cove Plan can be implemented within departmental work programs or through partnership arrangements, others are dependent on capital funding. The 2015 Capital Plan includes funding that can be used for “quick start” parking and access improvements benefitting Deep Cove Village. The need for capital investments in further improvements will be monitored over time and would be subject to consideration in future financial plans.

Conclusion:

Over the past several months, the District of North Vancouver completed a technical study, public opinion survey, and an innovative, in-depth community engagement process. The outcome of this work is a made-in Deep Cove Parking and Access Implementation Plan that reflects the trade-offs and compromises settled on by the community after considering the range of alternative viewpoints. The key actions outlined in the plan would be suitable for implementation by the District or through partnership arrangements.

Respectfully submitted,



Tegan Smith, MCIP RPP

Transportation Planner

REVIEWED WITH:					
<input checked="" type="checkbox"/> Sustainable Community Dev.	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Services	_____	<input checked="" type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Utilities	_____	<input checked="" type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input checked="" type="checkbox"/> Parks & Environment	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> Recreation Com.	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Human resources	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____

Attachment 1: Parking and Access Implementation Plan vs. Council-endorsed Quick Starts

SFU Dialogue Theme	Key Actions in the Plan	Quick Start
Maximize use of overflow lots, including better signs and communication	Continue use of Myrtle Park parking as an overflow parking lot.	Yes
	Seek permission from North Vancouver School District to use school and staff parking lots and gravel fields for satellite parking lots at Covecliffe and Seycove Schools.	Yes
Review rules and solutions for Panorama Drive parking	Encourage marina owners to establish more parking in future, recognizing this may involve building more parking or using a valet service to a satellite location.	Yes
	Make the trial resident only zone on Panorama Drive permanent.	Yes
	Introduce a limited number of additional passes for Indian Arm residents on a first come, first serve basis and rename the pass from visitor pass to DNV Indian Arm resident.	Yes
	Develop parking enforcement policy that recognizes the unique context of driveway pads on Panorama Drive.	Yes
	Encourage Belcarra and Electoral A residents to consider developing boat dock options within their jurisdictions.	Yes
	Continue to finalize details regarding whether Indian Arm residents with boat-access only that do not reside in the District of North Vancouver also have the option to secure passes.	
	Increase Bylaw enforcement in order that public on-street parking on Panorama Drive is not marked as private parking. Explore the risks and benefits of allowing overnight parking in Deep Cove village for Indian Arm residents.	
Investigate implementation of pay parking	Work with community stakeholders to investigate the risks and benefits of implementing pay parking and, if appropriate, develop a pay parking implementation plan.	Yes
	Investigate mechanisms for implementing pay parking within central commercial area (lots and on Gallant Avenue), May through August, seven days per week or 365 days per year.	Yes
Optimize regulations and efficiency in village core	Introduce new regulations and adjustments to improve efficiency of street use in the village core, including: <ul style="list-style-type: none"> • Four-way stop at the intersection of Gallant Avenue and Panorama Drive, • One hour parking on Gallant Avenue, where appropriate considering adjacent business uses, • Investigating suitable locations for tour bus pick-up and drop-off, and • Short term parking for passenger loading near the pharmacy. • Introduce new loading zone on Rockcliffe Drive for personal watercraft (e.g. kayaks, paddleboards). 	Yes
Provide better parking management coordination for special events	Require that all special events include pre-event messaging that: <ul style="list-style-type: none"> • encourages people to carpool, take transit and/or walk to event site, and • provides information about parking locations in Deep Cove. 	Yes
	Require that all special events have an approved traffic management plan that includes: <ul style="list-style-type: none"> • use of temporary way-finding signage to advertise overflow parking. • employing traffic management staff directing people to overflow lots, as appropriate. • provision of shuttles to/from overflow lots during major events. 	Yes

	Monitor and continue to refine requirements of event organizers to ensure that they are appropriately addressing parking and access needs of events.	
Consider building a new parking lot for Quarry Rock hikers	Consider over the long term the idea of a new parking lot for Quarry Rock and Baden-Powell Trail hikers. Consult with affected residents, should this proposal be contemplated.	
Increase enforcement	Increase visibility of parking enforcement on weekends and public holidays from Easter through September.	Yes
Keep revenue from Deep Cove in Deep Cove	Examine the risks and benefits of a funding strategy whereby revenues from specific activities could be used to support investments in parking or other economic development initiatives.	Yes
Build new parking in Deep Cove	Build about 10 parking spots by reconfiguring existing parking areas on Rockcliffe Drive and in the Panorama Parking Lot.	Yes
	Add more on-street bicycle parking in Deep Cove.	Yes
	Consider opportunities for shared parking arrangements between complimentary land uses within new and future private developments in Deep Cove.	
Restrict filming	Continue to not allow filming during the following periods: <ul style="list-style-type: none"> • Between Canada Day and Labour Day. • On statutory holidays and weekends. • Test limiting filming on Fridays from May to October. 	Yes
	Continue to provide notification about filming as follows: <ul style="list-style-type: none"> • Merchants and residents adjacent to and near the filming are notified three days in advance. • Public notices are posted on signs in the community. 	Yes
	Continue to require that filming-related vehicles are parked in Cates Park or at an alternative location outside of the Deep Cove village area (i.e. minimal parking made available only for essential film vehicles within Deep Cove village).	Yes
Better Information	Develop mobile-friendly website with maps showing the locations of parking, including overflow parking.	Yes
	Provide information way-finding maps within Deep Cove village.	Yes

* Quick start actions endorsed by Council at the March 30th regular Council meeting.

Attachment 2: Deep Cove Parking and Access Implementation Plan

DEEP COVE PARKING AND ACCESS IMPLEMENTATION PLAN

DISTRICT OF NORTH VANCOUVER
April 2015



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INTRODUCTION



Photo: District of North Vancouver

Located in the District of North Vancouver, Deep Cove is a small, waterfront-oriented village. From a community planning perspective, neither significant growth nor major physical changes are anticipated.

Deep Cove's scenic beauty and immense popularity with tourists, hikers, arts aficionados and boaters has created steadily increasing demand for access. However, its limited geography means that the Cove's popularity comes at a price. The District has heard from the community and has quantified the issues of limited parking spaces, pedestrian and driver safety issues, concern about emergency vehicle access, and, at the height of the summer season, frayed tempers and inappropriate behaviour. The District has taken the necessary steps to understand the issues, both technical and anecdotal, and is now in a position to act.

Back in the summer of 2013, the District heard amplified concerns about parking and access in Deep Cove from a variety of stakeholders. The parking crunch seems to have been triggered by an exponential growth in the popularity of the Quarry Rock hiking trail and waterfront recreation in Deep Cove, primarily driven by significant online promotion which was beyond the District's control.

In the summer of 2014, the District carried out a live technical study in the busy season to examine the access and parking supply and demand. A public opinion survey was conducted at the same time to hear from residents and visitors about their personal experiences, and a focus group session was held with village businesses.

With the results of the studies, in early 2015, the District of North Vancouver partnered with the Simon Fraser University Centre for Dialogue to co-host a community deliberative dialogue session. The event in late February provided an opportunity for nearly 100 residents, business owners, recreationalists, students, boaters, First Nations

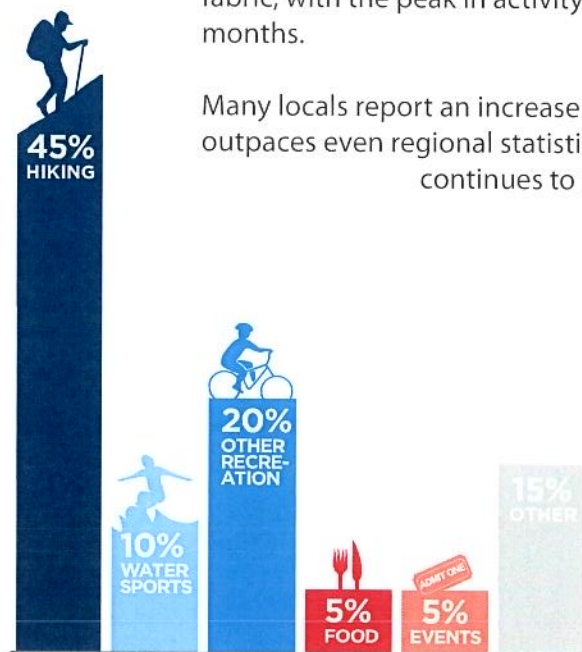
and others with an interest in the topic to be heard and hear others.

In a situation where there are a variety of possible outcomes, one person's solution can easily be another person's problem. The dialogue participants worked together to decide on the best access and parking solutions to help create this made-in-Deep Cove Plan. The careful work that went into building this plan provides the District with a solid foundation upon which to move forward, knowing the community has already carefully weighed the benefits and consequences of the solutions.

THE DIFFERENT STAKEHOLDERS OF DEEP COVE

Deep Cove is enjoyed by different stakeholders in different ways.

- For residents, the village provides the advantages of a small community, combined with access to recreational and cultural opportunities and close proximity to downtown Vancouver.
- For outdoor enthusiasts, it acts as a trailhead for Quarry Rock and the Baden-Powell Trail, as well as a rare access point to the waterfront in North Vancouver.
- For residents of Indian Arm who access their homes by boat, it serves as a gateway to daily life in Metro Vancouver.
- A number of businesses and non-profit organizations help to complete the Deep Cove community, ranging from restaurants to performing arts organizations. These institutions are supported by patronage from both residents and visitors, including a growing number of domestic and international tourists. A range of festivals and outdoor events add to this economic and social fabric, with the peak in activity taking place during the summer months.



Many locals report an increase in visitors to Deep Cove that outpaces even regional statistics. Outside interest in Deep Cove continues to rise while the capacity of the community itself has remained relatively unchanged.



DEEP COVE AREA

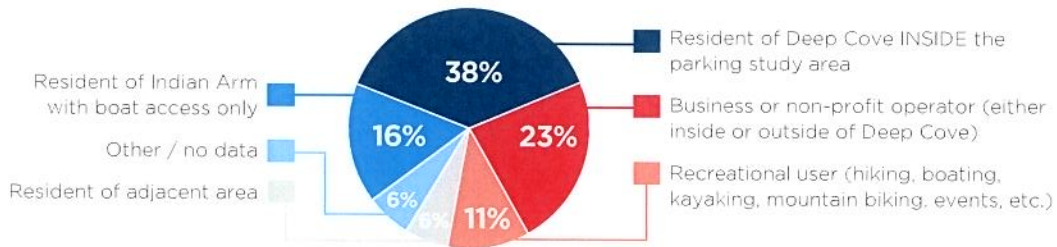
Photo: District of North Vancouver

UNDERSTANDING THE ISSUES AND MEANINGFULLY ENGAGING ALL OF THE STAKEHOLDERS



Photo: Mike Wakefield

To understand the issues in Deep Cove, the District conducted a public opinion survey (NRG Research, 2014) of residents, business owners and visitors concurrent with a parking and access technical study (MMM Group, 2014). The results helped staff understand what was happening on the ground as well as the wide variety of viewpoints and concerns about access and parking. The District’s understanding of the issues and how much they matter to residents was also informed by the hundreds of emails that were received. The challenge was to find a path forward on this complex issue.



The District engaged the SFU Centre for Dialogue to independently design and to facilitate the deliberative dialogue process. An advantage of this dialogue-based approach was the opportunity for stakeholders to hear different perspectives and identify potential areas for compromise. The following chart summarizes the participation by different stakeholders at the Dialogue.

At the Deep Cove Dialogue on Access and Parking on February 21, 2015, nearly 100 stakeholders worked together to evaluate trade-offs and understand where there was general consensus around technically-feasible solutions. A balance of interests was ensured so that each table had representation from all of the stakeholder groups. 85 percent of the participants felt that the full diversity of all stakeholder groups was represented.



Photo: Mike Wakefield

The stakeholder input is summarized in the final report from SFU Centre for Dialogue. At the conclusion of the event, 73 percent of participants indicated that they had shifted their perspective and 93 percent of participants said they were interested in participating in similar events in the future. The stakeholder input is summarized in the final report from SFU Centre for Dialogue available at www.dnv.org/deepcove.

DEEP COVE PARKING AND ACCESS IMPLEMENTATION PLAN

The Deep Cove Parking and Access Implementation Plan gives direction about actions that stakeholders believe are supportable based on the trade-offs and compromises decided at the Deep Cove Dialogue on Access and Parking.

The actions marked with 🕒 were endorsed by District Council as quick starts at the March 30th, 2015 regular Council meeting.



Maximize use of overflow lots, including better signs and communication

Stakeholders View

- There was strong support for improving signage to parking lots.
- Participants suggested that better information be made available about parking and access in Deep Cove.

Key Actions

- Continue use of Myrtle Park parking as an overflow parking lot. 🕒
- Seek permission from North Vancouver School District to use school and staff parking lots and gravel fields for satellite parking lots at Covecliffe and Seycove Schools. 🕒

Review rules and solutions for Panorama Drive parking

Stakeholders Views

- Stakeholders were most supportive of encouraging the marina to address its parking deficit.
- There was slight to moderate support in favour of both making the trial RPO zone permanent and adjusting the RPO rules to better accommodate Indian Arm residents.
- Support to expand the pool of parking permits available to Indian Arm residents was highest among Indian Arm residents, while further data analysis indicated that Panorama Drive residents were evenly split for and against this direction
- The option least supported by Panorama Drive residents was to raise the cost of parking permits to reduce demand.
- The option least supported by Indian Arm residents was to work towards alternate docking options in Belcarra.

Key Actions

- Encourage marina owners to establish more parking in future, recognizing this may involve building more parking or using a valet service to a satellite location. 📌
- Make the trial resident only zone on Panorama Drive permanent. 📌
- Introduce a limited number of additional passes for Indian Arm residents on a first come, first serve basis and rename the pass from visitor pass to DNV Indian Arm resident. 📌
- Continue to monitor the parking availability on Panorama Drive and consider an option whereby Indian Arm residents with boat-access only that do not reside in the District of North Vancouver would also have the option to secure passes.
- Develop parking enforcement policy that recognizes the unique context of driveway pads on Panorama Drive. 📌
- Increase Bylaw enforcement in order that public on-street parking on Panorama Drive is not marked as private parking.
- Explore the risks and benefits of allowing overnight parking in Deep Cove village for Indian Arm residents.
- Encourage Belcarra and Electoral A residents to consider developing boat dock options within their jurisdictions. 📌

Investigate implementation of pay parking

Stakeholders View

- There was slight support in favour of seasonal pay parking on Gallant Avenue and moderate support in favour of seasonal pay parking in District parking lots.

Key Actions

- Work with community stakeholders to investigate the risks and benefits of implementing pay parking and, if appropriate, develop a pay parking implementation plan. 🕒
- Investigate mechanisms for implementing pay parking within central commercial area (lots and on Gallant Avenue), May through August, seven days per week or 365 days per year. 🕒



Photo: District of North Vancouver

Optimize regulations and efficiency in village core

Stakeholders View

- There is support for new regulations and adjustments to improve efficiency of street use in the village core. Common ideas at the event included a four-way stop at the intersection of Gallant Avenue and Panorama Drive, short term parking for passenger loading, four bus pick-up and drop-off, as well as a loading zone near the pharmacy.
- There was strong support for introducing a drop-off location on Rockcliffe Road for personal watercraft (e.g. kayaks and paddleboards).

Key Actions

- Introduce new regulations and adjustments to improve efficiency of street use in the village core, including: 🕒
 - » Four-way stop at the intersection of Gallant Avenue and Panorama Drive,
 - » One hour parking on Gallant Avenue, where appropriate considering adjacent business uses,
 - » Investigating suitable locations for tour bus pick-up and drop-off, and
 - » Short term parking for passenger loading near the pharmacy.
- Introduce new loading zone on Rockcliffe Drive for personal watercraft (e.g. kayaks, paddleboards). 🕒

Provide better parking management coordination for special events

Stakeholders View

- There was a high level of support for the idea that parking needs to be well-managed by event organizers.
- There was strong support for requiring shuttle services to overflow lots during major events.

Key Actions

- Require that all special events include pre-event messaging that:
 - » encourages people to carpool, take transit and/or walk to the event site, and
 - » provides information about parking locations in Deep Cove.
- Require that all special events have an approved traffic management plan that includes:
 - » use of temporary way-finding signage to advertise overflow parking.
 - » employing traffic management staff directing people to overflow lots, as appropriate.
 - » provision of shuttles to/from overflow lots during major events.
- Monitor and continue to refine requirements of event organizers to ensure that they are appropriately addressing parking and access needs of events.



Photo: Amanda Dickson

Consider building a new parking lot for Quarry Rock hikers



Photo: Philippe Giabbanelli

Stakeholders View

- There was moderate support for creating a new parking lot for Quarry Rock and Baden-Powell Trail hikers.
- The most commonly proposed location for a new parking lot was Indian River Drive, though consultation with Indian River Drive area residents had not occurred and there had not been any analysis on the need for related road improvements.

Key Actions

- Consider over the long term the idea of a new parking lot for Quarry Rock and Baden-Powell Trail hikers.
- Consult with affected residents, should this proposal be contemplated.

Increase enforcement

Stakeholder View

- Stakeholders raised the idea that it would be beneficial to increase the visibility of Bylaw enforcement in Deep Cove during busy periods.

Key Action

- Increase visibility of parking enforcement on weekends and public holidays from Easter through September. 🕒

Keep revenue from Deep Cove in Deep Cove

Stakeholder View

- The suggestion was made that revenues raised in Deep Cove be used to fund parking and access improvements.

Key Action

- Examine the risks and benefits of a funding strategy whereby revenues from specific activities could be used to support investments in parking or other economic development initiatives. 🕒

Build new parking in Deep Cove

Stakeholder View

- There was moderate support for building more parking in Deep Cove.
- There was support for adding parking by increasing the capacity of existing parking lots.
- There were strong views against the idea of building a parkade on the Panorama Parking Lot.

Key Action

- Build about 10 parking spots by reconfiguring existing parking areas on Rockcliffe Drive and in the Panorama Parking Lot. 🕒
- Add more on-street bicycle parking in Deep Cove. 🕒
- Consider opportunities for shared parking arrangements between complimentary land uses within new and future private developments in Deep Cove.



Photo: District of North Vancouver

Restrict filming

Stakeholder Views

- There was moderate support of limiting permits for film shoots to times of year when parking is less constrained.

Key Actions

- Continue to not allow filming during the following periods: 🕒
 - » Between Canada Day and Labour Day.
 - » On statutory holidays and weekends.
- Test limiting filming on Fridays from May to October. 🕒
- Continue to provide notification about filming as follows: 🕒
 - » Merchants and residents adjacent to and near the filming are notified three days in advance.
 - » Public notices are posted on signs in the community.
- Continue to require that filming-related vehicles are parked in Cates Park or at an alternative location outside of the Deep Cove village area (i.e. minimal parking made available only for essential film vehicles within Deep Cove village). 🕒

Better Information

Stakeholder Views

- Participants shared ideas on opportunities for better information about parking and access in Deep Cove.

Key Actions

- Develop mobile-friendly website with maps showing the locations of parking, including overflow parking. 🕒
- Provide information way-finding maps within Deep Cove village. 🕒

FUNDING

While some of the initiatives in the Deep Cove Parking and Access Implementation Plan can be implemented within departmental work programs or through partnership arrangements, others are dependent on capital funding. The 2015 Capital Plan includes funding that can be used for “quick start” 🕒 parking and access improvements benefitting Deep Cove Village. The need for further improvements will be monitored over time and capital investments would be subject to consideration in future financial plans.

CONCLUSION

In 2014 and 2015, the District completed a technical study, public opinion survey, and an innovative, in-depth community engagement process. The outcome of this work is a made-in Deep Cove Parking and Access Implementation Plan that reflects the trade-offs and compromises settled on by the community after considering the range of alternative viewpoints.

The key actions outlined in this plan are suitable for implementation by the District of North Vancouver or through partnership arrangements. “Quick start” initiatives are planned for implementation in 2015. The District intends to continue to monitor the situation and based on stakeholder direction in this plan, additional measures can be contemplated in the years to come.



Photo: District of North Vancouver

SUBJECT: Deep Cove Parking and Access Implementation Plan

April 7, 2015

Attachment 3: Analysis on Expansion of Panorama Drive Parking Permit Program

During the Deep Cove Dialogue, the following key actions were identified as new ways of sharing parking spaces on Panorama Drive between residents and Indian Arm boat-only access residents:

- Raising the cost of permits for all permit classes on Panorama Drive to free up capacity. The number of permits would be capped and monitored.

This was not supported by Panorama Drive residents.

- Allowing Indian Arm residents with boat-only access who pay taxes in the District of North Vancouver to have a second parking pass on Panorama Drive. Label these passes “DNV Indian Arm Resident” rather than “Visitor”.

There was strong support for this idea from Indian Arm residents and moderate support from Panorama Drive residents.

- Allow all Indian Arm residents with boat-access to purchase additional Panorama Drive parking passes beyond current allowances, with a fee that reflects the market value of the service and a cap on the total number of passes.

This was not supported by Panorama Drive residents but it was supported by Indian Arm residents.

Other than on the idea of a second pass, the Indian Arm residents at the Dialogue did not seem to distinguish between boat-access only residents that are on the tax-roll of the District of North Vancouver and those that reside outside the District. The Dialogue report indicated a high level of support for the marina to establish more parking and for Belcarra and Electoral Area A residents to develop boat dock options within their jurisdictions.