

**DISTRICT OF NORTH VANCOUVER  
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:01 p.m. on Tuesday, November 14, 2017 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

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

**Absent:** Councillor R. Bassam  
Councillor L. Muri

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. R. Danyluk, Manager – Financial Planning  
Ms. S. Rogers, Manager – Parks  
Ms. L. Brick, Deputy Municipal Clerk  
Ms. C. Archer, Confidential Council Clerk  
Ms. C. Girard, Parks Planner  
Ms. I. Weisenbach, Transportation Planner

Also in

Attendance: Ms. Sophia Cote, Consultant – Mobility Pricing Independent Commission  
Mr. Daniel Firth, Executive Director – Mobility Pricing Independent Commission  
Mr. Vincent Gonzalves, Engagement and Communications – Mobility Pricing Independent Commission

**1. ADOPTION OF THE AGENDA**

**1.1. November 14, 2017 Council Workshop Agenda**

**MOVED by Councillor MACKAY-DUNN**

**SECONDED by Councillor HICKS**

THAT the agenda for the November 14, 2017 Council Workshop is adopted as circulated.

**CARRIED**

**2. ADOPTION OF MINUTES**

Nil

**3. REPORTS FROM COUNCIL OR STAFF**

**3.1. Sportsfield Program – Inter River Park, Argyle School & Kirkstone Park**  
File No. 12.5810.01/000.000

Mr. Gavin Joyce, General Manager – Engineering, Parks & Facilities, advised that the purpose of the Council Workshop is to report back on the feasibility study, public consultation and design options for the Inter River South sports fields in advance of the 2018 budget.

Ms. Susan Rogers, Manager – Parks, provided background on the sports field program, reporting that the 2010 Sports Field Needs Assessment was reviewed by a consultant in 2017 to evaluate how many more fields would be required to meet community needs over the next five to ten years. Ms. Rogers reported that existing and proposed artificial turf fields (ATF's) would meet capacity needs and that the fields at Kirkstone Park in the District and Fen Burdett in the City of North Vancouver will add an additional 6,000 hours of new capacity in 2017. Proposed fields at Argyle School and Inter River Park would add additional capacity.

Ms. Rogers advised that, should Council direct staff not to proceed with a second field at Inter River Park, an existing gravel field at Kilmer Park, Delbrook Park or Myrtle Park could be renovated to provide an additional practice field.

Mr. Rick Danyluk, Manager – Financial Planning, advised that Parks and Finance staff have worked with the consultant, sports user groups and the North Vancouver Recreation and Culture Commission to develop a funding strategy for the sports field program. It was noted that approximately \$50 million in capital costs for improvements over the next ten years would be needed. Mr. Danyluk noted that sports user groups are open to options to fund the proposed improvements, including user fees.

Mr. Danyluk reviewed cost sharing options and funding sources to recover costs, noting that the District would pay all the site preparation and environmental costs and split the field cost evenly with the user groups. District funding sources could include grants, Development Cost Charges, local Community Amenity Contributions and tax growth.

Ms. Carolyn Girard, Park Planner, reviewed the Inter River Feasibility Study and conceptual design, noting that a public information session was held in August 2016, with three options presented:

- A: One ATF field and warm-up area;
- B: Two side by side ATF fields; and,
- C: Renovation of an existing grass field.

At a Council Workshop in October 2016, staff were directed to implement Option A and explore alternatives for Option B. An alternate option for two separated ATF's and a practice area was identified and presented at a public information session in June 2017 and is the proposal being reviewed at this Council Workshop.

Ms. Girard reviewed the alternate option, noting the following:

- A projected 6,000 hour increase in ATF capacity;
- Increases opportunities for tournament play;
- Includes a field house;

- Loss of approximately 130 trees from a rare flood plain forest area;
- Loss of well-used park land;
- 162 new parking spaces would be added;
- Premier Street would be closed off, creating a cul-de-sac;
- Increased traffic, noise and field lighting; and,
- Additional costs for environmental restoration of approximately \$1.3 million, for a total cost of \$10 million, compared with a total cost for Option A of \$6.2 million.

Ms. Girard provided an overview of the public survey and information session in June 2017, noting that:

- Seventy-nine percent of participants were District residents and twenty percent were from the local area;
- Participant concerns included:
  - Loss of park space'
  - Loss of rare flood plain forest;
  - Loss of animal habitat, including amphibians and birds;
  - Noise;
  - Traffic; and,
  - Environmental and health risks.
- Participant feedback in support of building ATF fields included:
  - Increased demand and need for all-weather fields;
  - Potential for tournament use;
  - Field house use for the North Vancouver Football Club (NVFC); and,
  - Accommodates a variety of sports.

Ms Girard reviewed the survey responses regarding preferences for one field or two, noting that eighty-seven percent of nearby residents preferred one field and the same percentage of the broader community preferred two fields.

Ms. Rogers provided an update on the conversion of the Kirkstone Park field from gravel to ATF, noting a grant had been provided for the project by Infrastructure Canada and that the field is scheduled to open for use in December 2017. It was noted that converting existing fields to ATF is an economical model.

Ms. Rogers provided an update on work with the North Vancouver School District regarding a potential ATF field at Argyle School, noting that the District is recommending a tournament size field at this location.

Council discussion ensued and the following comments and concerns were noted:

- Acknowledged the preference for one or two fields is different for nearby residents and the broader community;
- Requested clarification of the areas that could be designated as parkland and not developable for the two options presented, in order to provide clarity for residents;
- Queried the distance between the Inter River Park field area and Lynnmour School, and if it would be feasible for the field to be used by Lynnmour students;
- Noted Inter River Park has been identified as a location for a tournament sports field identified for at least ten years;
- Noted upper fields cannot be converted to ATF due to the former landfill site;
- Commented regarding the potential for an additional 3,000 hours in capacity;

- Commented regarding the removal of trees, noting three replacement trees would be planted for each tree removed;
- Commented regarding the health of the trees to be removed;
- Queried what other noise and light mitigation measures could be taken, acknowledging the additional cost required;
- Commented regarding the value of natural parkland and forested areas;
- Acknowledged there are conflicting community needs;
- Expressed support for the one-field option;
- Discussed possible alternate sites, including the District Fire Training Centre, noting there would be no need to remove trees from that site and that it is located near an existing school field;
- Commented that two ATF fields at Inter River Park would allow NVFC to relocate from Delbrook, where there are currently issues with parking and crowding;
- Commented regarding the community impact of noise and light from sports fields;
- Recommended protecting forested areas near residential areas;
- Remarked on players playing off the North Shore due to a lack of adequate facilities; and,
- Commented on the demand created by more elite players.

In response to a question from Council, Ms. Rogers advised that the existing upper five fields are tournament size and that there is current capacity to run tournaments. However, side-by-side fields are preferable for tournaments. In response to a question from Council regarding other locations for two side-by-side ATF fields, Ms. Rogers advised that there are no other suitable locations in the District.

Mr. Joyce advised that the lack of a field house is a consideration for field users when planning tournament use.

In response to a question from Council regarding staff's reasons for recommending the one-field option rather than two fields, Ms. Girard referred to the cost and the potential loss of forest and natural parkland as the main factors.

Mr. David Stuart, Chief Administrative Officer, reported on the possibility of moving the District Fire Training Centre, which could provide space for a tournament field.

In summary, Mr. Stuart noted that general consensus on the following items had been reached:

- Staff is directed to proceed with at least one artificial turf field plus warm-up area in Inter River Park;
- Staff is directed to continue to formalize a partnership with the School District 44 to develop an artificial turf field at Argyle School;
- The program to convert gravel all-weather fields to artificial turf field surfaces, where feasible, is supported;
- Staff will continue to work with field user groups to explore cost sharing opportunities;
- Staff will review plans for the surrounding area and report back on other opportunities for a second field option.

Councillor HANSON and Councillor HICKS left the meeting at 6:04 pm and returned at 6:06 pm.

### **3.2. Mobility Pricing Independent Commission**

File No. 16.8620.01/018.000

Mr. Daniel Firth, Executive Director – Mobility Pricing Independent Commission (MPIC), advised that the MPIC was established by the Mayors' Council and the Translink Board to study how roads and bridges in the region are financed and the fairness of how financing is distributed, as well as potential revenue sources for transportation expansion.

Councillor MACKAY-DUNN left the meeting at 6:11 pm and returned at 6:12 pm.

The MPIC is comprised of fourteen community leaders from across the region. The Commission's objectives are:

- Reduce traffic congestion;
- Promote fairness;
- Support transportation investment.

Mr. Firth reported that traffic congestion is a significant issue in the region for residents and businesses, with a continued increase in population expected in the future. The MPIC has been asked to examine decongestion charging, also known as road usage pricing, as one piece a larger package dealing with the overall congestion and transportation issue.

Mr. Firth noted that mobility pricing is an umbrella term that includes all the different ways commuters pay to get around, including existing costs such as transit fares, fuel and parking taxes, as well as potential decongestion charging. The Commission is looking specifically at decongestion charging, as well as how all the pieces fit together and how they might work differently.

Mr. Firth reviewed the MPIC's process:

- Phase One of the stakeholder and public engagement is underway, noting that 1957 respondents have provided feedback to date;
- Stakeholder workshops are underway, including elected officials and the Union of BC Indian Chiefs;
- Phase Two will involve next stage stakeholder workshops in January and February;
- Phase Three, beginning in March, will be in-person and online engagement regarding detailed options;
- The report is scheduled to be released by the end of April 2018 and is expected to include policy design, privacy and affordability concerns and next steps.

Mr. Firth reviewed different forms of decongestion charging in use in other cities, including London, Stockholm and Singapore, noting that the systems in each city are different and have reduced traffic congestion in the targeted areas.

In response to a question from Council regarding revenues from congestion charge fees, Mr. Firth advised that the revenues are collected by the Treasury in Sweden and directed to transportation in the region and that fees from London have been directed to a specific list of transportation items. Mr. Firth further noted that transparency in where funds are directed has contributed to the acceptance of decongestion charging.

Mr. Firth reported that polls conducted in September 2017 show that most Vancouver area respondents are frustrated with traffic congestion and the unpredictability of travel times.

Mr. Firth advised that research is underway regarding moving around the Metro Vancouver area, highlighting that eight congestion hot spots were identified, including travelling within, to and from the North Shore.

Council discussion ensued and the following comments and concerns were noted:

- Commented regarding tolls on bridges and new roads;
- Recommended calculating the cost to the public per vehicle for road use, including infrastructure, in order to show how much is currently being paid;
- Acknowledged that implementation will be challenging;
- Recommended providing the public with information on how congestion charging would impact travel times;
- Remarked on the cost of increased congestion; and,
- Queried what technology might be employed.

**4. Public Input**

Nil

**5. ADJOURNMENT**

**MOVED by Councillor HANSON**

**SECONDED by Councillor MACKAY-DUNN**

THAT the November 14, 2017 Council Workshop is adjourned.

**CARRIED**  
(6:55 pm)

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Mayor

  
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Municipal Clerk