

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, April 29, 2019**

**7:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Mike Little

Councillor Jordan Back

Councillor Mathew Bond

Councillor Megan Curren

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Lisa Muri



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## **COUNCIL WORKSHOP**

**7:00 p.m.  
Monday, April 29, 2019  
Committee Room, Municipal Hall,  
355 West Queens Road, North Vancouver**

### **AGENDA**

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

##### **1.1. April 29, 2019 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the April 29, 2019 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

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

##### **2.1. April 1, 2019 Council Workshop**

**p. 7-10**

Minutes: April 1, 2019

*Recommendation:*

THAT the minutes of the April 1, 2019 Council Workshop are adopted.

#### **3. REPORTS FROM COUNCIL OR STAFF**

##### **3.1. Response to Questions on Major and New Capital Projects**

**p. 13-29**

File No.

Report: Project Manager – Infrastructure Planning Group, April 18, 2019

*Recommendation:*

THAT the April 18, 2019 report of the Project Manager – Infrastructure Planning Group entitled Response to Questions on Major and New Capital Projects is received for information.

##### **3.2. Bike Share Program on North Shore - Update**

**p. 31-35**

File No. 16.8450.01/004.000

Report: Section Manager – Transportation

*Recommendation:*

THAT the April 17, 2019 report of the Section Manager – Transportation entitled Bike Share Program on North Shore – Update is received for information.

**4. PUBLIC INPUT**

(maximum of ten minutes total)

**5. ADJOURNMENT**

*Recommendation:*

THAT the April 29, 2019 Council Workshop is adjourned.

## MINUTES

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## DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:00 p.m. on Monday, April 1, 2019 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

**Present:** Acting Mayor B. Forbes  
Councillor J. Back  
Councillor M. Bond  
Councillor M. Curren  
Councillor J. Hanson  
Councillor L. Muri

**Absent:** Mayor M. Little

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Ms. C. Grant, General Manager – Corporate Services  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Mr. R. Danyluk, Manager – Financial Planning  
Mr. B. Dwyer, Manager – Development Services  
Mr. J. Gordon, Manager – Administrative Services  
Ms. A. Reiher, Confidential Council Clerk

### 1. ADOPTION OF THE AGENDA

#### 1.1. April 1, 2019 Council Workshop Agenda

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the agenda for the April 1, 2019 Council Workshop is adopted as circulated.

**CARRIED**

### 2. ADOPTION OF MINUTES

#### 2.1. February 20, 2019 Council Workshop

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the February 20, 2019 Council Workshop are adopted.

**CARRIED**

## **2.2. February 26, 2019 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the February 26, 2019 Council Workshop are adopted.

**CARRIED**

## **2.3. March 12, 2019 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the March 12, 2019 Council Workshop are adopted.

**CARRIED**

## **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. Housing Affordability Definitions**

File No. 10.5040.20/019.000

Mr. Dan Milburn, General Manager – Planning, Properties & Permits, provided an overview of housing definitions for affordability and types of housing the District wishes to support and subsidize. He advised housing is considered affordable if it costs less than 30% of a household's before-tax income.

Mr. Milburn commented about the 2016 census data in regard to the rate of unaffordable housing. He provided a draft definition of social housing as:

Housing that a government or non-profit housing partner owns and operates including:

- Supportive housing – housing for people who are typically homeless or at risk of being homeless;
- Low-income households – households with up to \$30,000 before-tax income which are typically households requiring a deeper level of subsidy, such as seniors on a fixed income and those receiving income assistance; and,
- Low-to-moderate income households with annual before-tax incomes between \$30,001 and \$85,170 and shelter costs geared to before tax income.

He advised that if tenants no longer meet the income eligibility criteria they can often be accommodated by either paying more rent based on their higher income and a rebalancing of the rents across the portfolio, or the tenants may be given an adequate period of time to relocate to another type of housing in accordance with the *Residential Tenancy Act*.

Mr. Milburn discussed social housing and commented on the current rental and affordable housing strategy and housing continuum. He discussed middle-income households with typical before-tax incomes of up to \$71,200 for homes with less



than two bedrooms, or up to \$104,000 for homes with two or more bedrooms typically consisting of market rental, less than market ownership or co-op housing.

In response to a question from Council, staff advised social housing providers have different criteria and may keep their own wait lists.

In response to a question from Council, staff advised that for low-to-moderate income earners, rents are based on before tax income levels and the rents provided in the presentation are maximum rents by unit type.

In response to a question from Council, staff advised that the Habitat for Humanity criteria falls in the income range of low-to-moderate income households and that the draft definitions provided in the presentation relate to the BC Housing Building BC: Community Housing Fund criteria.

In response to a question from Council, staff advised that the income information in Appendix 1 of the Council report is an average of salaries across the District.

In response to question from Council, staff advised that the 1200 Emery Place development includes 84 rental units of which 42 are at non-market rental rates.

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

- Commented about the Mount Seymour Housing Society rental rates including rents geared to incomes at 30%;
- Spoke about transportation and transit improvements to help achieve green house gas emission targets and housing affordability;
- Suggested that a development application process be studied by Council, including housing agreements and CAC's to better understand the role of Council in the process;
- Commented about purpose-built rentals in the District and their rental rates, and the income required to rent such properties;
- Commented on the need to understand upcoming lease renewals for District properties, parking costs, storage costs and utilities;
- Expressed concern regarding the cost of gas and housing in the Province;
- Commented about the residual income model and the academic studies on the 30% affordability model and suggested that focus be on building homes for those with core housing needs;
- Spoke regarding the proposed Rental, Social and Affordable Housing Task Force and it's mandate and opined that the Residential Tenant Relocation Assistance Policy may need to be reviewed; and,
- Commented about the net-zero climate emission target by 2050 and suggested that it be included as a part of housing discussions.

Public Input:

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Expressed concern about affordability and housing definitions.

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Expressed concern about the sign-up procedure for public input at Regular Council meetings;
- Expressed concern about the Emery Village housing agreement, rents, affordability definitions profit and non-profit housing; and,
- Commented about transit services, income levels and employment on the North Shore.

#### **4. ADJOURNMENT**

**MOVED by Councillor MURI**

**SECONDED by Councillor CURREN**

THAT the April 1, 2019 Council Workshop is adjourned.

**CARRIED**  
(6:37 p.m.)

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Mayor

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Municipal Clerk

## REPORTS

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## The District of North Vancouver INFORMATION REPORT TO COUNCIL

18 April 2019

File:

**AUTHOR:** Victoria Grant-Smith Project Manager, Infrastructure Planning Group

**SUBJECT:** Response to questions on Major and New Capital Projects

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### REASON FOR REPORT:

To provide information on significant capital projects approved in the 2019 Capital Plan and currently underway.

### Information on Capital Projects 2019

#### Parks and Open Spaces

Lynn Canyon Central Area Upgrades  
Inter River Artificial Turf Field Construction  
Bridgman Park Multi Unit Play Structure Upgrade  
Seylynn Park Upgrade  
Belle Isle Park Renovation

#### Community Facilities

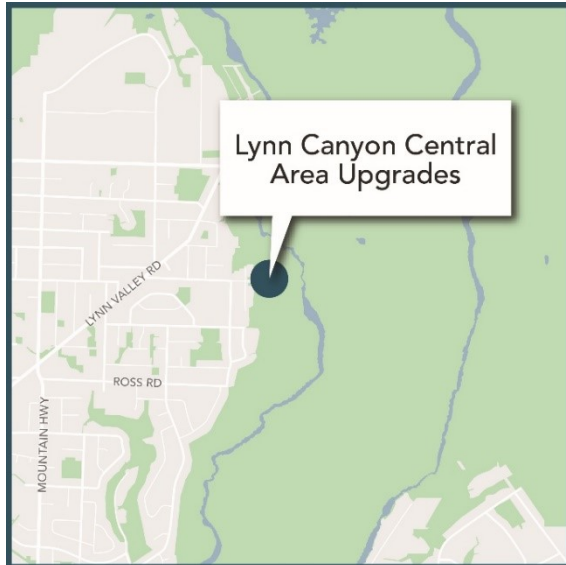
Lynn Creek Community Recreation Centre

#### Transportation

Spirit Trail/Hunter Street Bridge

## Parks and Open Spaces

### Lynn Canyon Central Area Upgrade



#### ***Strategic Purpose & Prior Approvals:***

Lynn Canyon Park is one of the District's most popular parks drawing more than 800,000 visitors annually. The Park offers regional attractions that include the Ecology Centre, Suspension Bridge, beauty of Lynn Creek, Lynn Creek café, and kilometres of natural trails. The increased traffic and pedestrian volume has an impact on the broader neighbourhood. The central area and roadways have not been upgraded in over 50 years and require renovation to safely meet the demands of the high volumes of use.

The Lynn Canyon Management Plan (1990s) and the Parks and Open Space Strategic Plan (2012) identified the need to expand and improve parking and circulation in the central area, in turn mitigating impacts to the surrounding neighbourhood. Drainage improvements are also necessary to mitigate runoff impacts on the

environment.

#### ***Description:***

As part of the Lynn Canyon Central area upgrade a team of consultants was engaged to review and evaluate the existing parking, roadways, path systems and to provide a design with recommendations to improve vehicle and pedestrian safety and upgrade the aging facilities. Upgrades will include: formalization of the upper parking lot to improve and maximize parking, paving the gravel with asphalt, storm water management improvements, landscape restoration, upgrading underground utilities, and improving traffic flow and sight lines for vehicles to minimize risk to pedestrians and vehicles.

The total estimated cost for the design and construction of the Lynn Canyon Area Upgrades is \$1,650,000. Work is expected to be completed by end of 2020. The project funding includes DCC's and is 4% spent.

#### ***Public Consultation:***

The broader neighbourhood, who are significantly impacted by the increased traffic in the area, have been engaged in 2018 with demand management initiatives to manage traffic and buses related to park visitors, and the central area design is a further initiative designed to mitigate local traffic problems. The original proposal for the central area upgrade was reviewed by the public as part of the Lynn Canyon Park Management Plan. Staff have also engaged directly with the immediate neighbours on Robinson Road who border the parking lot. The Robinson Road residents were consulted, and design modifications to the upper parking lot were undertaken to address their concerns. A Communications Plan is under preparation to initiate in summer 2019 and advise the general public.



**Status:**

Detailed construction plans completed in January 2019. Plans to be tendered and awarded in summer 2019.

**Next Steps:**

Site construction and renovation to start in fall 2019 with a completion in 2020.

**Potential Impacts of Delay:**

As the largest DNV Park, and with 800,000 annual visitors, there are significant public safety concerns for vehicles

and pedestrians both throughout the broader neighbourhood and within the parking area. Re-organised parking and circulation will mitigate the traffic congestion impact on the broader community and optimise parking supply. Within the parking area public safety concerns due to the poor traffic circulation and the condition of roadways has become an issue to manage. With approved funding in place for 2019, this long awaited project can move forward, reducing traffic and safety impacts to the community and providing a well-managed and safe 'staging area' for visitors.

A delay will result in continuing vehicle and pedestrian safety issues, and the roadway surfacing will continue to deteriorate. Lynn Canyon Park is a popular destination, and from a risk management perspective, these central area upgrades are important to support public safety, and to ensure the park is maintained and managed to a high service level.

Further delays will also result in additional costs and inflation due to rising construction costs.

## **Inter River Park – Grass Field # 1 Converted to a Multi- Purpose Artificial Turf Field (South Inter River Park)**



### ***Strategic Purpose & Prior Approvals:***

The Inter River Park Master Plan approved by Council in the 1990's, and the Parks Open Space Strategic Plan (2012) identified Inter River Park to be developed as a tournament-level sports field facility to meet the needs of a growing sports-field community. A planning study, the Inter River Park ATF Study, was undertaken in 2016 and approved by Council in 2018, in consultation with sports users. Council approved the final park and field design in 2018. The grass field in south Inter River will be converted to a lit multi-purpose ATF to serve soccer, football and hockey. The artificial turf permits year-round play and field lighting extends the hours of use to maximize playing hours.

### ***Description:***

As part of the proposed Inter River Sports tournament centre, sports field #1 has reached the end of its service life and the plan is to convert the grass field to a lit artificial turf field to meet current play field standards and maximize hours of annual play. Site planning and design have been completed to upgrade related infrastructure including a multi-purpose tournament-sized field, user parking, renovated road ways, trails, sidewalks, field lighting, fencing, and other upgrades. District staff have met with the users and adjustments to current user fees and funding for exclusive use of facilities is anticipated.

While inconclusive, the ATF industry is aware that some members of the public have raised health and safety concerns associated with crumb rubber infill used in ATF, and alternate field infill are made available by the industry. In the detailed field design phase, staff will be considering the alternate options in the context of criteria that include health & safety, performance, climate, and maintenance requirements.

Total estimated cost for all phases of this project is \$6.2 million (Class D). To date 43% of the budget has either been spent or is committed under contract for work completed to date, including design, site preparation and pre-load. Projected date of completion is 2022. Project funding includes \$1,793,000 of DCC funding.

### ***Public Consultation:***

The Inter River ATF project underwent a comprehensive public consultation process for over 2 years, including 3 public meetings, presentations to Council, Community Sports Advisory Committee and the Parks and Natural Environment Advisory Committee.

### ***Status:***

Phase 1 of construction is field pre-loading – the tender was issued and awarded in 2018. Site preparation was completed in November 2018 with pre-load material expected to be installed in 2019. Material will remain in place for a minimum of one year.



**Next Steps:**

Field construction of the lit artificial turf field is scheduled for 2021 depending on settlement rate of the pre-load material.

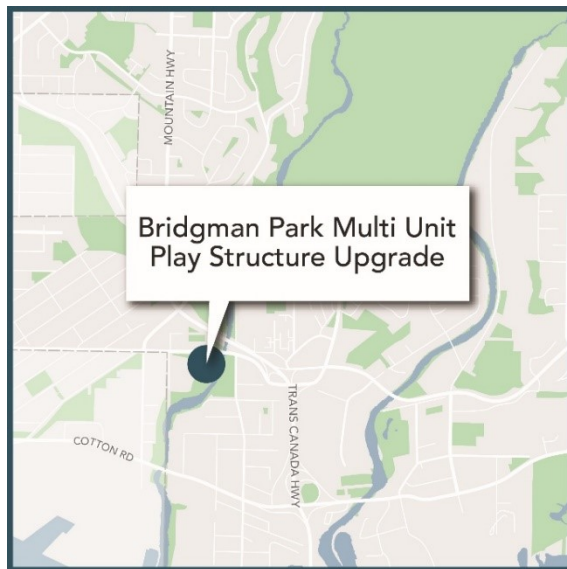
**Potential Impacts of Delay:**

The sports community rated this project as a high priority to help meet the sports field demand. Phase 1 of the project is currently funded and awarded, so any delays will impact the ability to complete the project in a timely manner. Through the planning process the additional field would support 1,000's of annual hours of play to meet the growing sportsfield needs, and to support tournaments. The construction of the new field has been communicated to the general public and sportsfields users for 2 years, and delays would not be well received.

Any changes to schedule would also result in additional construction costs due to inflation, and any associated changes to the current design.



## Bridgman Park Multi-Unit Play Structure Upgrade



### ***Strategic Purpose & Prior Approvals::***

Bridgman Park (6.25 ha) is a valuable community asset for the developing Lynn Creek town centre, offering an active and passive space for the community and plays a critical role in creating a walkable compact community. Along with Seylynn Park, the area offers a gateway to the Lynn Creek watershed, and a buffer to the surrounding urban landscape.

The Bridgman Park Master Plan (2015), and the Park Asset Management Plan (2018) identified the need to upgrade the existing playground equipment which has reached the end of its life cycle. Recognizing the growing population in the Lower Lynn Town Centre, the playground is redesigned to incorporate creative and physical play for all age groups, and will provide “nature inspired” spaces for children to learn and interact with nature.

### ***Description:***

As the new Lynn Creek Town Centre grows, development will draw additional residents and families to the area who will use the existing playground in Bridgman Park. The park play structures are at the end of their service life and are being replaced and upgraded in 2019 to ensure safe play and meet the needs of the growing community at a cost of \$250 000. The playground design is underway and incorporates play areas for all age groups including tots, pre-school and school age children in a series of interconnected play spaces.

The total estimated cost for the replacement of Bridgman Park Play structure is \$250,000. The project includes \$150,000 of local area CAC funding. To date only internal costs have been incurred.

### ***Public Consultation:***

The public were engaged extensively during the development of the Seylynn/Bridgman Park Master Plan in 2013 and 2014. To date, the design has been reviewed by representatives from local child care and schools for input and feedback. In addition, NVRC has provided input in terms of identifying particular play needs for all age groups. Broader public consultation will continue through spring, 2019.

### ***Status:***

The playground design is currently underway, including site planning, equipment and play space identification, with feedback from park and playground users. The detailed design phase will be completed by summer 2019.

***Next Steps:***

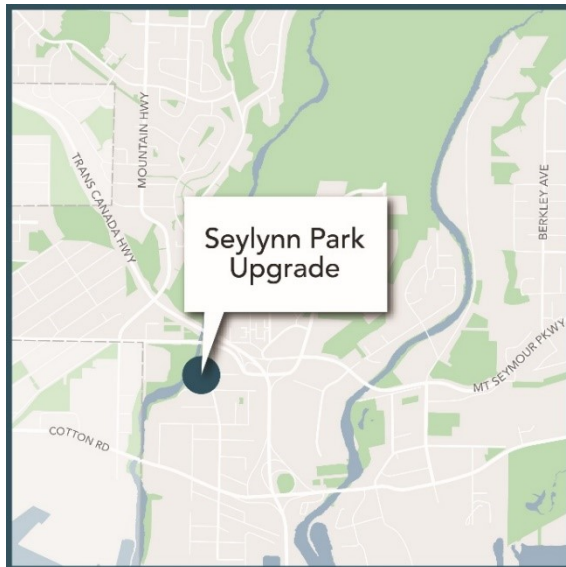
Upon completion of detailed design, the playground will be tendered in summer, 2019 and awarded and constructed in fall 2019.

***Potential Impacts of Delay:***

Under the Park Asset Maintenance Program, the current playground has reached the end of its lifecycle and requires replacement. Issues of play safety arises if the equipment no longer meets the Canadian Safety Playground Safety Guidelines.

A delay in the replacement of the existing playground would result in the decommissioning and removal of the outdated and unsafe structure.

## Seylynn Park Upgrade - Phase 1



### ***Strategic Purpose & Prior Approvals::***

The Seylynn Park Conceptual Master Plan was presented to Council in 2015, following a comprehensive public process to explore park revitalization options. The direction for park improvements to Seylynn Park was first identified in the OCP and Lower Lynn Town Centre Town process – with 3,000 new housing units anticipated for Lower Lynn over the next 15 years, Seylynn Park will play an important role in meeting the diverse recreational needs of a growing community.

In March, 2019 an Information Report to Council entitled “Seylynn & Bridgman Parks Park Planning Processes” was submitted to Council to provide a status update on the park project.

### ***Description:***

The Seylynn Park Master Plan divided the park construction into two phases. At present Parks is in the process of planning and delivery Phase 1.

### **Phase 1**

Phase 1 constitutes most of the southern and western portions of the park, and incorporates the following park elements – a redesigned multi-purpose field for casual and scheduled field use, upgraded trail to Spirit Trail standards, landscaping, seating areas and a new entry plaza at corner of Hunter and Mountain Hwy. After consultation with the skate bowl users, the Seylynn Park skate bowl is currently being repaired.

The total estimated cost for design and construction of Seylynn Park Upgrade- Phase 1 is \$3,000,000. The project funding is through developer contributions, approximately 50% DCC's and 50% local area CAC's, and is 5% spent.

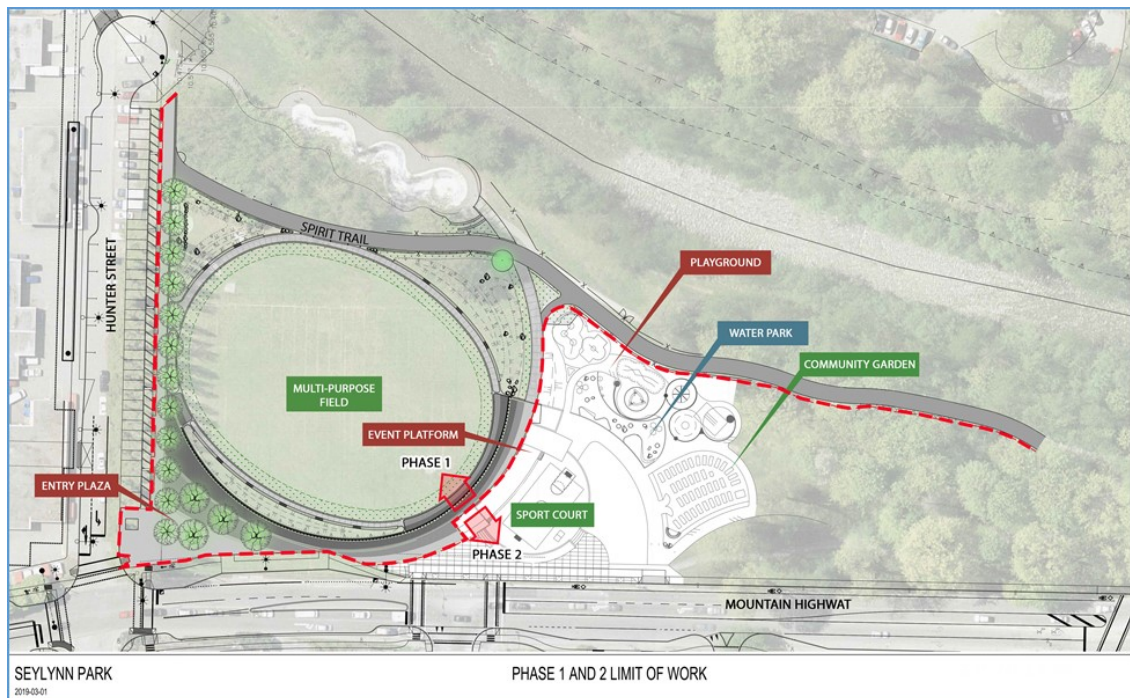
### **Phase 2**

The Phase 2 project will not commence until after the new Lynn Creek Community Centre is available to replace Seylynn Hall. Opportunity for further input will be possible before Phase 2 design commences and Council will be engaged for their input.

The projected date to commence detailed design plans for Phase 2 is 2021.

Phase 2 of Seylynn Park revitalization would include provision for a new playground, community garden, sports court, small washroom, trails and potential for an event platform to support community special events.



**Public Consultation:**

The Seylunn/Bridgman Conceptual Master Plan underwent a comprehensive public process with 2 stakeholder workshops, 2 public open houses, input from Parks and Natural Environment Advisory Committee and North Vancouver Community Sport & Recreation Advisory Council, as well as presentations and discussions with Council.

**Status:**

Detailed design plans for Phase 1 is 95% complete.

**Next Steps:**

The projected date for tendering Phase 1 is spring 2019 with a projected construction starting in summer 2019.

**Potential Impacts of Delay:**

The result of changes to schedule of Phase 1 construction is that new residents of Lynn Creek will not have a comprehensive neighbourhood park available to them when the majority move into the Town Centre. The public and development expectation is that the park will be renovated over the next several years. The park is intended to complement the new Lynn Creek Rec Centre.

Increases in total project costs due to a delay would include inflation, costs to either update or revise the public consultation process, the design and costs to revise the tender.

## Belle Isle Park Renovation



### ***Strategic Purpose & Prior Approvals::***

Belle Isle Park was identified in the Lions Gate Town Centre Implementation Plan (2013) as a new neighbourhood park to serve the new town centre residents, west of Capilano Road. The public's expectation is that the existing Belle Isle Park will be upgraded as part of the town centre development. Providing green spaces and park spaces is fundamental to creating a healthy and vital community.

### ***Description:***

The park will include an interactive playground, multi-purpose sports court, and dog area, open passive grass area, interconnecting town centre trails, seating, picnic area and landscaped areas.

The total estimate cost for the design and construction of Belle Isle Park is \$2,900,000 (Class D estimate). The

project is primarily funded by DCC's and is 5% spent.

### ***Public Consultation:***

In 2015/2016 a public consultation was undertaken as part of the Town Centre and Belle Isle Park planning process, which included an on-line public survey, a public open house, and input from the Parks and Natural Environment Advisory Committee. In addition, the conceptual park plan was placed on the DNV website for comment.

### ***Status:***

In the near future the Belle Isle Park site will be utilised by adjacent developments under a Temporary Licence to occupy (with payment to DNV) for construction staging, in order to reduce the impact of construction traffic on the surrounding residents. In addition site preparation will be semi-completed by adjacent developments. The start of construction of the park is tied to the completion of neighbouring developments.

Detailed park design is underway and will be completed in 2019.

### ***Next Steps:***

The park construction schedule is interconnected with adjacent housing, roadways and other public amenities associated with Lions Gate development.

Upon completion of adjacent developments the park site will be available for the District to construct the park. The construction of the park is currently projected for 2022

***Potential Impacts of Delay:***

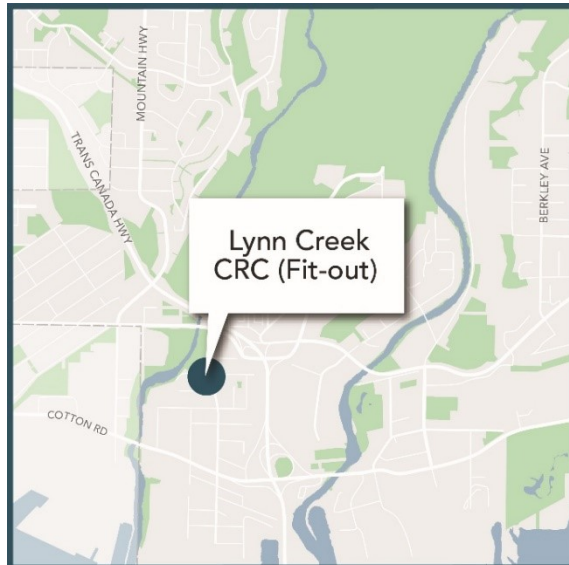
The impact of a delay in the construction of the park will result in a period in which there is a vacant, semi prepared park site near the heart of the town centre.





## Community Facilities

### Lynn Creek Community Centre



#### **Strategic Purpose & Prior Approvals:**

The need for new Lynn Creek Community Centre is identified as part of the Lynn Creek Town Centre Implementation Plan (2013). The CRC, adjacent to Seyllynn Park and in the heart of Lynn Creek Town Centre, will provide a vital community space for children, youth, families, and adults in the neighbourhood to recreate and socialize. The CRC is planned to fulfil needs identified in the *Lower Lynn Town Centre, Community Recreation/Facility Needs Assessment*, June 10, 2014 prepared by Lees & Associates and Bruce Carscadden Architect.

As the new Lynn Creek Town Centre grows LCCRC will provide opportunities for child care, recreation, cultural experiences and community gatherings for the area. These are key services for a complete community.

The CRC will replace the aging Seyllynn Hall located in

Seyllynn Park. A detailed Information Report was submitted to Council in Feb 2019.

#### **Description:**

The Lynn Creek Community Recreation Centre (LCCRC) is an approximately 24,000 square foot facility within the Hunter Street residential development in the growing Lynn Creek area of the District.

Located at the southwest corner of Mountain Hwy. and Hunter St. LCCRC will include the following features:

- a full-sized gymnasium with basketball, volleyball, badminton, and pickleball
- an express library operated by North Vancouver District Public Libraries (NVDPL)
- Community spaces, including a 'living' room with comfortable seating areas, multi-purpose rooms for recreation and other community activities and gatherings.
- A 37-space daycare including outdoor play areas.





North Vancouver Recreation and Culture (NVRC) will operate the District owned facility.

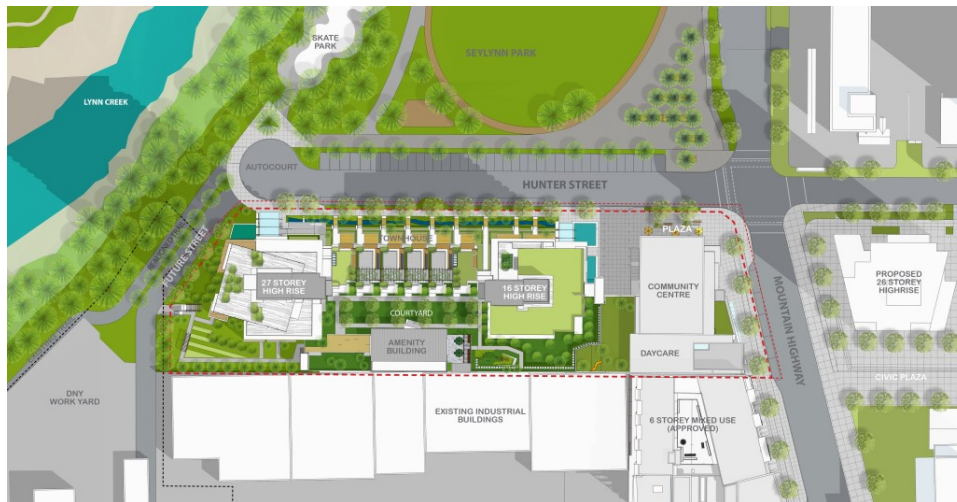
The building shell is being delivered by the developer of the Hunter Street development and is currently valued at \$10 000 000, the interior fitting out will be carried out by the District Facilities department working with a general contractor and is currently valued at \$6,200 000.

The total estimated cost for the Lynn Creek Community Centre is \$16.2 million. The project spans multiple years and is funded 2/3 through CAC's (cash and in-kind contributions) and 1/3 through the District's renewal reserves (replacement of an existing facility). The project is 7% spent.

**Status:**

Shell: the residential development is in the early phases of construction. District Facilities is working in collaboration with NVRC on the design of the facility. The design of the shell of LCCRC is approximately 95% complete.

Fit out and finishes: The community centre shell would be ready for fitting out in late 2022, construction of the fit out would begin in late 2022 and be complete in mid 2023. The design of the interior fit out is at a schematic stage with limited costs.

**Next Steps:**

The detailed design of the interior fit out will be completed in early 2021. The fit out of the centre will be tendered to prequalified contractors in 2021 to meet the handover from the developer.

**Potential Impacts of Delay:**

A delay in the schedule of the design and construction of the fit out of the centre would have impacts in cost escalation but given the long break between preliminary design and final design delays in the design are manageable.

Should the community centre opening be delayed beyond the planned 2023 opening delay costs could include operations costs for the empty shell building turned over to District from the developer.

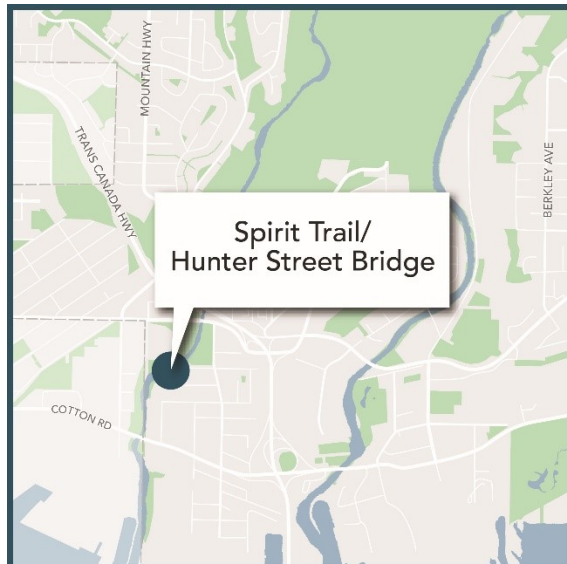
The community centre and the adjacent plaza areas are positioned at the heart of the Lynn Creek community and are intended to be the hub of the neighbourhood. A delay in the opening of the centre would have the following impacts on the residents of Lynn Creek:

- deficit in childcare spaces, 37 spaces
- deficit in recreation spaces, Gymnasium, multipurpose rooms

- deficit in community spaces, seniors and youth programs, community meeting space, library access
- an extension of the disruption due to construction

## Transportation

### Spirit Trail – Central: CNV Boundary to Seylynn Park



#### **Strategic Purpose & Prior Approvals:**

The Spirit Trail and associated bridge connecting Bridgman Park and Seylynn Park is a key component of both the Lions Gate Priority Bike Route and the North Shore Spirit Trail.

The connection is part of one of three routes designed to create a connected network of cycling facilities across the north shore (as per the Council Information memo 15<sup>th</sup> April). The Lions Gate Village Centre cycling route connection to Lynn Valley Town Centre, known as the Lions Gate Priority Bike Route, was identified as part of Council discussions (2017) on how to advance cycling infrastructure.

The success of modal change initiatives, like the e-Bike Program, are dependent on connections like this to overcome barriers to active transportation.

Walking and cycling facilities will reduce reliance on car travel and these reduce GHG emissions.

The North Shore Spirit Trail is envisioned as a 35 km long, accessible, low-lying, waterfront-oriented greenway that will link Horseshoe Bay and Deep Cove. (Spirit Trail Report, 2013) and connects the CNV section to the DNV section in Bridgman Park.

The bridge will eliminate a significant barrier and provide a protected, separated option for pedestrians and cyclists crossing Lynn Creek supporting the connections of Spirit Trail segments and the Lions Gate Priority Bike Route.

The trail will function as both a recreation and transportation amenity for walkers, cyclists, in-line skaters and people with wheeled mobility aides connecting neighbourhoods, parks, trails, businesses, recreation services, and transportation hubs

#### **Description:**

The roughly 300m segment will connect residential areas, shopping (e.g., Park and Tilford mall) and community amenities (community centre) in and around the new Lynn Creek Town Centre. The project includes design and construction of 4m wide Spirit Trail, lighting, wayfinding, furniture, and a pedestrian/cycling bridge spanning Lynn Creek, connecting Bridgman and Seylynn Park.

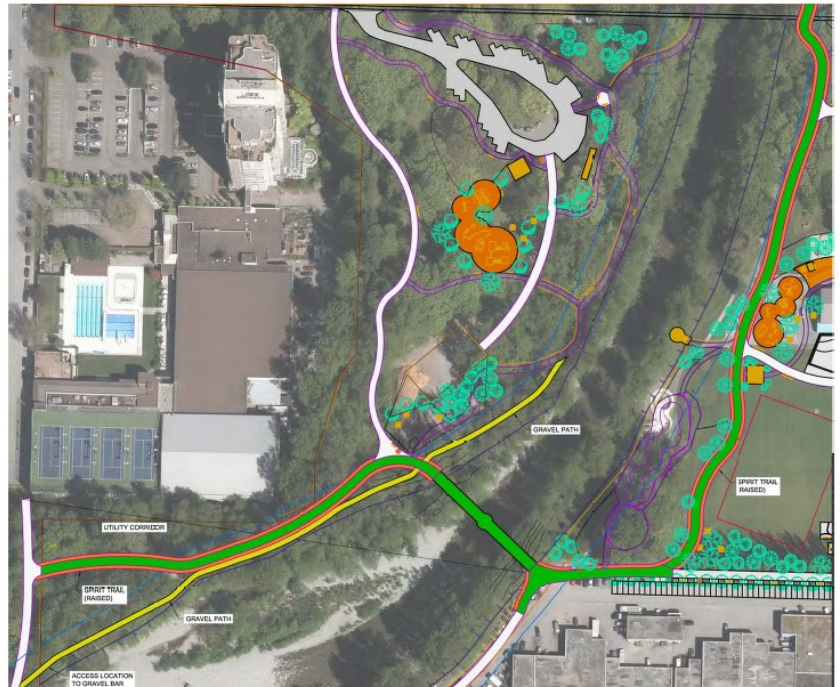
The estimated cost for the design and construction of the Spirit Trail is \$1.2M and Bridge is \$3.8M over 2 years. Funding includes \$1,500,000 DCC funding and \$2,480,000 has been sourced through TransLink grants.

**Public Consultation:**

Public consultation on the trail and construction of the bridge was included as part of the extensive engagement conducted during the OCP as well as included in any planning and consultation for the Spirit Trail.

**Status:**

Conceptual design options are currently underway and are expected in 2019.



**Figure 2-1**  
**Bridge Related Trail Connections Plan**

*Proposed Trail Connections added to Seyllynn and Bridgman Park Master Plan, DNV (2015), by Urban Systems*

**Next Steps:**

Staff will seek Council input on the conceptual design options and proceed to detailed design with construction expected to begin in 2020.

**Potential Impacts of Delay:**

Delay of the completion of this key connector for both the Lions Gate Priority Bike Route and the Spirit Trail has the potential to prevent the completion of both networks.

A delay has the potential to impact the available grant funding (\$2.5 M), should it extend beyond the approved funding period.

Respectfully submitted,



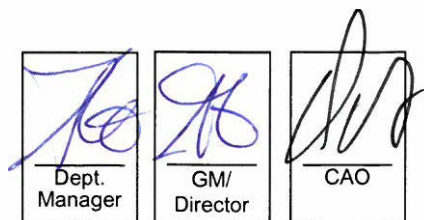
Victoria Grant-Smith  
Project Manager, Infrastructure Planning Group

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>April 29, 2019</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

April 17, 2019

File: 16.8450.01/004.000

**AUTHOR:** Steve Carney, PEng, PTOE - Transportation Section Manager

**SUBJECT:** Bike Share Program on North Shore - Update

### RECOMMENDATION:

THAT the April 17, 2019 Report of the Transportation Planner entitled '*Bike Share Program on North Shore – Update*' is received for information.

### REASON FOR REPORT:

To provide an update to Council regarding the pilot bike share program. The pilot is a joint program between the District of North Vancouver (DNV), City of North Vancouver (CNV) and District of West Vancouver (DWV) with a planned for launch in summer 2019.

### SUMMARY:

As reported in the November 5, 2018 Information Report to Council, private bike share companies approached the North Shore municipalities, looking to operate within our jurisdictions. Council is likely aware that several bike shares already operate in the Region. This report provides an update of activities since the previous report as well as the goals and key features of the pilot program.

### BACKGROUND:

In 2018, DNV along with DWV and CNV were approached by bike share companies that were interested in operating on the North Shore. Based on interest, the three municipalities worked collaboratively to explore this idea and developing it into a pilot program.

Bike share companies are similar in nature to one-way car share companies such as Evo and Car2Go. They provide a service to users with little or no cost to the municipalities. These systems allow users the ability to pick up a bicycle in one location and return it to another location within a defined service area.

Bike share in North America dates back to the early 1990s but only became widespread when technology and the sharing economy blossomed. By 2017, more than 130 North American cities used bike share and more come on line every month. Locally, bike shares are operating in Vancouver, UBC, Richmond, and Kelowna. As bike share has become more

prolific, municipalities are learning from each other, sharing best practices and continuing to improve the programs. The tri-municipal team reached out to numerous cities in order to learn directly from their experiences for a successful launch.

There are numerous bike share models and systems in existence; from municipal owned (i.e. Vancouver) to privately owned (i.e. Kelowna and Calgary), from docked systems (i.e. Vancouver) to dockless, free-floating systems (i.e. Kelowna and Victoria). Each model and system requires different level of financial involvement and risk from municipalities. More recently, there have been different types of vehicles to consider including both traditional bikes and electric-assist bikes (e-bikes).

### **Existing Western Canadian Bike Share Programs:**

UBC - In 2018, UBC entered into a license agreement with Dropbike, Canada's first smart bike sharing and micro-mobility company, to deliver a public bike share system at the UBC Vancouver campus. There are currently 150 bikes on campus with more on the way.

City of Vancouver – Mobi, Vancouver's public bike share system launched in Summer 2016 and features non-electric bikes with docking stations. By Fall 2017, Mobi had 125 stations, over 1,200 bikes, and over 650,000 trips covering over 2 million kilometres.

City of Kelowna – Launched in February 2018, the City of Kelowna entered into a license agreement with Dropbike for the purpose of operating an 18 month bike share pilot. The pilot began in the Spring of 2018 and is operated by Dropbike at no cost to the City.

City of Victoria - In October 2017, U-Bicycle started a dockless bike share operation in the City of Victoria. They have up to 500 bikes and serve neighbouring municipalities of Saanich, Esquimalt and Langford.

City of Richmond – Launched in October 2018, U-Bicycle began operating a dockless bike share program in Richmond. Initially 75 bikes were made available, with plans to expand the program to 1,500 bikes.

City of Calgary – Launched in October 2018, the City of Calgary began an electric (pedal assist), dockless bike share pilot that is fully funded by the bike share companies Lime and U-Bicycle. Phase 1 of the pilot involves a fleet of 375 bikes and is scheduled to run until 2020.

### **Local Needs**

The North Shore tri-municipal team also considered the needs of the North Shore, such as topography and congestion. The shared goals for the program are:

- Increase mobility for a wide range of residents, employees and visitors;
- Decrease barriers to cycling;
- Increase cycling mode share; and
- Provide alternatives to single-occupancy vehicle trips during peak periods.



Data from bike share usage showing trip patterns is also used to guide cycling-related infrastructure improvements. As a result, strategic investments can be made along corridors with proven cycling desire lines.

**North Shore Bike Share Features**

Based on months of research, the team agreed on three key features for a North Shore program:

1. Vehicle type: Electric-assist bicycles;
2. Operating mode: Dockless with havens (virtual docking stations defined by GPS based geo-fencing); and
3. Governance model: Pilot contract for services with private operator.

Renting a dockless bicycle is typically facilitated through a smart phone app. Dockless bikes must be returned to a designated haven location. Havens (also known as drop zones or virtual parking stations) are identified on company apps. Failure to end your trip in a designated parking location will result in a charge.

These three elements will best mitigate risks while creating a viable, healthy and sustainable program that supported municipal goals. Additional benefits to the program were also identified, including improved first and last mile connections to transit and other key destinations, reduced parking demand in residential areas in close proximity to high attraction destinations, and enhanced tourist experience through improved access to high attraction destinations.

**North Shore Bike Share Pilot**

In March 2019, a Request for Proposals (RFP) was posted on BC Bid, requesting proposals for an Electric-assisted Bike Share Pilot. This pilot will allow the municipalities to test e-bike share on the North Shore in a controlled, low risk, low cost manner. Staff will have access to more data about cycling on the North Shore than we've ever had. We will be able to study where, when and how many people want to bike beyond the traditional manual or tube counters. Detailed cycling data will help DNV staff and Council make more strategic decisions in prioritizing cycling infrastructure investments by better understanding where people are biking. This pilot will also allow the municipalities and service provider to start with a small fleet of e-bikes in a small geographic area, only growing when certain thresholds are met.

The terms of the RFP provides municipalities with control over key factors such as fleet size and/or geographical area covered. The RFP asked respondents to propose service areas, but asked that the following locations within DNV be considered at a minimum: Edgemont Village, Lynn Valley Town Centre, Lions Gate Village, Capilano University, and Lynn Creek Town Centre. While not designated service areas, other neighbourhoods such as Deep Cove, Lynn Canyon, and Capilano/Grouse Mountain may benefit through a reduced dependence on private motorized vehicles for both resident and non-resident mobility. The RFP closed on April 9, 2019 and proposals received are under evaluation by the team. The pilot could be ready for launch as early as Summer 2019.

**EXISTING POLICY:**

Transportation initiatives in the DNV are generally guided by the Transportation Plan, adopted by Council in 2012. A goal under Transportation Demand Management is to implement strategic and practical measures to make walking, cycling and transit viable options to driving. Launching an e-bike share pilot was also endorsed as a DNV priority at the Integrated North Shore Transportation Planning Project (INSTPP) Council workshop on February 4, 2019.

**ANALYSIS:****Timing/Approval Process:**

The RFP closed on April 9, 2019 and staff are reviewing proposals. The pilot is expected to be launched this Summer 2019. Council will be informed of more specific dates once a service provider has been selected.

**Concurrence:**

Each municipality engaged with a number of departments internally to ensure compliance with local, regional and Provincial bylaws. DNV Transportation engaged with the following District departments to aid in the development of the RFP: Purchasing, Risk Management, Legal, Planning, Building, Communications, and IT. Additional discussions with Parks, Streets, Fleet, Finance, Major Projects and Engineering Design have also help guide the program's development.

**Financial Impacts:**

The program has been developed to incur little to no cost to the municipalities. The RFP charges proponents a pilot management fee, used to cover the costs for a joint bike share coordinator working on behalf of the three municipalities. The RFP also identified a performance bond, to ensure the service provider operates per the specifications and within the timeframes for collection and relocation of faulty, damaged or improperly parked e-bikes.

**Liability/Risk:**

The program has been developed to be low risk to the municipalities. Similar to other municipalities, the selected operator is responsible for informing all customers about the Province's mandatory helmet law.

**Social Policy Implications:**

A bike share program can improve accessibility to transportation services and promote active transportation which supports wellness and healthy communities.

**Environmental Impact:**

Emissions related to the Transportation sector currently make up 52% of all emissions in DNV. The primary source of these emissions are derived from the use of single-occupant vehicles and existing travel behaviour. To meet DNV's GHG reduction targets a shift active transportation is required. Bike share also helps to address first-mile/last-mile challenges associated with growing transit ridership. Enabling these shifts to transit and cycling will have a positive environmental impact. Studies have found that roughly 20% of all bike share trips in other cities would have been made by automobile.

DNV's Community Energy and Emissions Plan, currently being developed, recommends implementing bike share as a measure for achieving emissions reductions over the long term. It is recognized as one of a series of Transportation Demand Management (TDM) measures that will aim to cumulatively reduce single-occupant vehicle trips in DNV and provide viable alternatives for short-distance trips to, from, and within town centres and to key destinations. These measures, taken together, are anticipated to have a 'moderate' impact on transportation emissions by 2050.

**Public Input:**

The tri-municipal team reviewed the program with stakeholders such as the North Vancouver Chamber of Commerce and North Shore HUB. Once the pilot has launched, staff will be conducting user surveys to assess the quality and success of the program.

**Conclusion:**

The tri-municipal team has conducted thorough research in order to develop an e-bike share program tailored for the North Shore, one that is low risk and low cost to the municipalities while delivering a high quality, equitable and innovative service that is an asset to our community and high quality of life, allowing people more options for travelling in and around the North Shore.

Respectfully submitted,



Steve Carney, PEng, PTOE  
Transportation Section Manager

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