

AGENDA

COUNCIL WORKSHOP

Monday, June 22, 2020

5:00 p.m.

To be held virtually but audio streamed at

<http://app.dnv.org/councillive/>

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

5:00 p.m.

Monday, June 22, 2020

To be held virtually but streamed at

<http://app.dnv.org/councillive/>

AGENDA

1. ADOPTION OF THE AGENDA

1.1. June 22, 2020 Council Workshop Agenda

Recommendation:

THAT the agenda for the June 22, 2020 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. February 24, 2020 Council Workshop

p. 7-11

Recommendation:

THAT the minutes of the February 24, 2020 Council Workshop meeting are adopted.

2.2. March 2, 2020 Council Workshop

p. 13-15

Recommendation:

THAT the minutes of the March 2, 2020 Council Workshop meeting are adopted.

2.3. March 3, 2020 Council Workshop

p. 17-19

Recommendation:

THAT the minutes of the March 3, 2020 Council Workshop meeting are adopted.

2.4. March 9, 2020 Council Workshop

p. 21-25

Recommendation:

THAT the minutes of the March 9, 2020 Council Workshop meeting are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. On-Street Parking Policy

p. 29-42

File No. 11.5210.00/000.000

Report: Section Manager – Transportation

Attachment 1: District of North Vancouver On-Street Parking Policy

Recommendation:

THAT the On-Street Parking Policy as attached to the June 11, 2020 report of the Section Manager – Transportation entitled On-Street Parking Policy is supported.

3.2. Lynn Canyon Pay Parking Pilot Project

p. 43-46

File No. 16.8620.20/059.001

Report: Section Manager - Transportation

Recommendation:

THAT the June 10, 2020 report of the Section Manager – Transportation entitled Lynn Canyon Pay Parking Pilot Project is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the June 22, 2020 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 5:01 p.m. on Monday, February 24, 2020 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond (5:16 pm)
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. A. Wardell, General Manager – Finance/CFO
Mr. S. Ono, Deputy General Manager – Engineering, Parks & Facilities
Mr. R. Danyluk, Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Mr. E. Iorio, Manager – Financial Services
Ms. C. Archer, Confidential Council Clerk
Ms. S. Dale, Confidential Council Clerk
Ms. J. Simpson, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. February 24, 2020 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor HANSON

THAT the agenda for the February 24, 2020 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. January 27, 2020 Council Workshop

MOVED by Councillor CURREN

SECONDED by Councillor BACK

THAT the minutes of the January 27, 2020 Council Workshop are adopted.

CARRIED

2.2. February 3, 2019 Council Workshop

MOVED by Councillor CURREN
SECONDED by Councillor BACK

THAT the minutes of the February 3, 2019 Council Workshop are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Reserve Funds Bylaw 8418

File No.

Mr. Rick Danyluk, Manager, Business Planning and Decision Support, provided an overview of the proposed Reserve Funds Bylaw 8418, noting that the original Reserve Fund establishing bylaws were adopted more than 70 years ago. The bylaw will provide the following benefits:

- Resources are directly linked to Council priorities;
- Social, ecological and economic benefits
- All reserve funds will be in one bylaw for easier reference;
- The Financial Plan Bylaw will include a schedule showing funds received and used in each fund;
- Contributions may be amended, though once contributions have been made to a specific reserve fund, they must be used for the purposes of that fund; and,
- A regular review process is established.

Mr. Danyluk advised that changes made since the bylaw was originally proposed include removing the Operating and Risk category, which will be further reviewed, and the addition of definitions to clarify the purposes of specific reserve funds. The reserve funds are under three broad categories: existing capital; new capital, initiatives and growth; and lands and housing, with an estimated total of \$421 million available over the five year financial plan, subject to 2019 surplus from operations.

Mr. Danyluk advised the next steps in the process are consideration of three readings of the bylaw scheduled for March 9 and consideration of adoption on March 23.

In response to a question from Council, staff advised that sale and acquisition of both land and parkland are linked under the *Community Charter*, with funds from the sale of municipal land available only for the acquisition of land and the sale of parkland only available for the acquisition of parkland. The name of the reserve funds can be changed if the words “sale” and “acquisition” are objectionable to Council.

In response to a question from Council, staff advised that the definitions for capital included in the bylaw are being incorporated into provincial reporting requirements.

Councillor BOND arrived at this point in the proceedings (5:16 p.m.).

In response to a question from Council, staff advised that the *Community Charter* requires the separation of accounts.

In response to a question from Council, staff advised that affordable housing is under a separate category from land. Council noted that affordable housing projects could draw from multiple reserve funds, including the Land fund. It was noted that funding opportunities for affordable housing from other levels of government have only become available in recent years.

In response to a question from Council, staff advised that CAC's go into a specific reserve fund and, if further restricted, would be tracked.

In response to a question from Council, staff advised that some sources of funding for active transportation are anticipated to come from future grants from other levels of government.

Public Input:

Mr. Peter Teevan, District Resident:

- Expressed concern regarding the Tax Growth reserve fund being used in the future as a slush fund;
- Queried the number of years a build would be considered new for the purposes of directing funds to this specific reserve fund; and,
- Suggested a time limit and restrictions on future redirection of the resources in this fund be added to ensure they are not misused.

Staff clarified that the purpose of the Tax Growth reserve fund is to insulate existing residents from the impacts of new construction, noting that new construction impacts future expenses and the resources directed to the reserve fund align with these costs.

In response to a question from Council, staff advised that the amount to be directed to the Tax Growth reserve fund in 2020 is approximately \$2 million. Council has the discretion to change how much is directed to the reserve fund, stop contributions or make other changes such as expanding the purposes. A preliminary analysis shows an estimated \$6 million balance in the Tax Growth reserve fund after five years, with incremental revenue and incremental expenses very close beyond that point and future obligations still being assessed.

In response to a question from Council, staff advised that tax growth from increases in value due to single-family redevelopment were previously directed to transportation and, under the new Reserve Funds Bylaw would be directed to Council priorities as set and revised over time.

In response to a question from Council, staff clarified that the estimates for the Tax Growth reserve fund are based on already approved development as well as projected approvals.

In response to a question from Council, staff advised that asset management considers the life cycle and replacement of long-term assets such as buildings and infrastructure, as well as climate change adaptation.

Staff further advised that Council will have the opportunity to have in-depth discussions on financial questions such as what is funded by taxation or by user fees, including capital and operating costs.

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

- Requested more clarity on the concept that “development pays for development,” including specific examples;
- Queried if the District paid for paving and the installation of utilities early in its history through land sales;
- Commented that the price of land was much lower at the time much of the District was built and some community amenities were built by the Federal Government;
- Recommended considering the total number of existing recreational facilities across the entire North Shore when assessing the community’s future recreation needs;
- Noted that the District is an industry leader in asset management and more resources are expected to be added to reserve funds when new capital assets such as recreation centres are built to account for depreciation and replacement costs; and,
- Commented that the amenities received as Community Amenity Contributions (CAC’s) may be replaced by something different in the future as community needs and wants change, with higher replacement costs than anticipated.

Staff confirmed that capital planning takes into account estimated operating and replacement costs of new assets at the time they are added, taking into account all major components and the possibility of component replacement to extend the lifecycle of the asset.

In response to a question from Council, staff advised that having all the reserve funds in one bylaw allows easier tracking and transparency than if each reserve is established in a separate bylaw. Staff further advised that the proposed bylaw provides a foundation for discussing efficiency and the availability of funds for specific projects.

Public Input

Mr. Corrie Kost, District Resident:

- Commented regarding the relative contributions to community assets of long-time residents and newcomers; and,
- Queried if funds in the Land reserve funds could be used to support affordable housing.

Staff clarified that resources in the Land reserve fund may only be used to acquire land.

Mr. Jon Carrodus, District Resident:

- Commented regarding the resources allocated to the Climate and Innovation reserve fund; and,
- Queried if resources for energy retrofits for existing buildings could be drawn from other reserve funds.

Staff advised that investments in facility retrofits could be drawn from reserve funds for existing assets and that the purpose of the Climate and Innovation reserve fund is to reduce the District's emissions and carbon footprint. It was noted that energy retrofits have been performed on District facilities for several years.

Staff advised that they will change the names of the two reserve funds as directed by Council to from Land Sale to Land and Parkland Acquisition to Parkland in the bylaw before bringing it forward for Council consideration.

Ms. Kelly Bond, District Resident:

- Queried when CAC's are allocated to projects.

Staff advised that appropriations from reserve funds and allocations to specific projects are made in the Financial Plan Bylaw each year and may be amended by Council. Finance tracks items and combines them in two annual amending bylaws to the current Financial Plan Bylaw in the spring and fall.

In response to a question from Council, staff advised that resources from the Land reserve fund may be needed to acquire land to build affordable housing.

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Council FORBES

THAT the February 24, 2020 Council Workshop is adjourned.

CARRIED
(6:09 p.m.)

Mayor

Municipal Clerk

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:02 p.m. on Monday, March 2, 2020 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor B. Forbes
Councillor J. Hanson
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. D. Milburn, General Manager – Planning, Properties & Permits
Mr. R. Danyluk, Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Mr. E. Iorio, Manager – Financial Services
Ms. S. Dale, Confidential Council Clerk
Ms. J. Simpson, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. March 2, 2020 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor CURREN

THAT the agenda for the March 2, 2020 Council Workshop is 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. Financial Plan Deliberations

File No.

Mr. Rick Danyluk, Manager – Business Planning and Decision Support, reviewed the Financial Plan process to date, noting that public input had been received at the February 24, 2020 Regular Meeting of Council and that earlier questions brought forward by Council have been addressed. Mr. Danyluk further advised that the purpose of the Council Workshop was to discuss the 2020 - 2024 Financial Plan and address any additional questions.

In response to a question from Council, staff advised that the budget could be amended at any time and is typically amended each spring and fall based on new information and Council direction received during the course of the year.

In response to a question from Council, staff advised that the community's feedback plays a critical role in shaping the Financial Plan. In addition to providing written feedback, the public can attend Council deliberations on the draft plan to provide input as well as annual public planning workshops.

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

- Expressed concern that not all responses to questions received during the financial plan process from the public were reflected in the budget;
- Expressed concern that the \$150 million for affordable housing approved in a 2018 referendum has not been included and requested further discussions;
- Spoke about public consultation with the community;
- Commented that cycling routes need to be made a priority;
- Suggested creating a trail linking the Blueridge area to Parkgate Centre; and,
- Opined that there is a good balance of Council directed priorities in the new capital budget that have been well articulated to the public.

In response to a question from Council regarding transportation demand management, staff advised that this information will be brought back to a future Council Workshop.

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

- Encouraged the District to be as transparent as possible;
- Requested that the bicycle master plan be brought forward to a future Council Workshop;
- Noted that sufficient funds have been allocated to wastewater management;
- Opined that the District's website is difficult to navigate;
- Expressed concern with safety issues in the Riverside area;
- The need to discuss park upgrades and future planning with the Sports Council;
- Discussed options for turf fields and requested a workshop on the topic;
- Requested reviewing the Maplewood Plan;
- Commented that property tax increases are similar to previous years and are stable;
- Requested that the long-term financial plan be discussed at a future Council Workshop;
- Spoke to the opportunity to use the tax notice to educate the public;
- Commented on the need for future transportation and infrastructure maintenance;
- The need to review asset allocations for housing;
- Identified the desire to commit to employment housing;
- Commented on the need to educate the public on the carbon budget;
- Questioned when the Long-term Financial Plan will be further discussed;
- Spoke regarding amalgamation and noted that the District needs the support of the other North Shore Municipalities to move forward; and,

- Suggested working with the City of North Vancouver and noted the possible benefits of collaborating on planning and transportation.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Requested information regarding the cost to run a municipality each year;
- Expressed concern about the perceived lack of engagement with the community and encouraged the District to be as transparent as possible; and,
- Expressed concern that it is hard to find public information on the District's website.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke regarding the question of the \$150 million for affordable housing approved in a 2018 referendum; and,
- Expressed concern that historical information is no longer available on the District's website.

3.2. COVID-19 Virus Update

Ms. Charlene Grant, General Manager – Corporate Services, provided an update on the COVID-19 virus and spoke to the District's responsibilities.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke regarding the Corona Virus and commented that the elderly are at high risk.

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Advise that Japanese music students scheduled to perform at Seycove High School has been cancelled due to the Corona Virus.

4. ADJOURNMENT

MOVED by Councillor CURREN

SECONDED by Mayor LITTLE

THAT the March 2, 2020 Council Workshop is adjourned.

CARRIED
(6:41 p.m.)

Mayor

Municipal Clerk

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:03 p.m. on Tuesday, March 3, 2020 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond (5:10 pm)
Councillor M. Curren
Councillor B. Forbes

Absent: Councillor J. Hanson
Councillor L. Muri

Staff: Ms. J. Paton, Assistant General Manager – Development Planning & Engineering
Ms. T. Atva, Manager – Community Planning
Mr. R. Danyluk, Manager – Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Ms. S. Dale, Confidential Council Clerk
Ms. J. Simpson, Confidential Council Clerk
Ms. C. Rucci, Social Planner

Also in

Attendance: Ms. Sandra Menzer, Project Manager and Lead Consultant, Social Planning and Research Council of BC (SPARC)

1. ADOPTION OF THE AGENDA

1.1. March 3, 2020 Council Workshop Agenda

MOVED by Councillor FORBES

SECONDED by Councillor CURREN

THAT the agenda for the March 3, 2020 Council Workshop is adopted as circulated.

CARRIED

Absent for Vote: Councillor BOND

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Update on the Child Care Strategy and Action Plan

File No. 10.4750.00/000.000

Ms. Sandra Menzer, Project Manager and Lead Consultant - SPARC, provided an overview of the Child Care Strategy and Action Plan, including an overview of the process and the work completed so far. Ms. Menzer advised that the final Child Care Strategy and Action Plan is anticipated to be completed by April 2020 and will be provided to Council for review and endorsement.

Councillor BOND arrived at this point in the proceedings.

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

- Spoke to the challenges of before and after school childcare;
- Suggested utilizing classrooms and looking at opportunities for shared spaces in the School District;
- Questioned the targets proposed to establish the appropriate space per child;
- Questioned the percentage of for-profit and non-for-profit childcare spaces;
- Questioned if the issue of child care has improved overtime;
- Questioned why there is a shortage of early childcare educators; and,
- Expressed concerned that there is not a school in close proximity to the Lions Gate area.

Ms. Cristina Rucci, Social Planner, provided an overview of the District's Child Care actions and highlighted the following:

- Staff from Community Planning, Finance and Facilities have been working together to prepare an application to Ministry of Children & Family Development for funding for the new District owned child care facility at Lynn Creek Community Centre;
- Looking at opportunities to co-locate child care in under-utilized District-owned buildings; and,
- School District 44 has been reviewing school sites to understand what sites can accommodate purpose built child care noting that this presents opportunities to establish partnerships to create child care.

Staff sought Council's feedback on possible solutions that will help inform the draft strategy.

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

- Expressed concern with the lack and quality of outdoor play spaces for children;
- Questioned what Vancouver Coastal Health's role is in providing childcare space;
- Spoke to the challenges and restrictions of providing quality spaces;
- Commented on the opportunities to provide modular spaces;
- Spoke to the balance of the need for spaces and the facilities that are available;
- Questioned what other municipalities are doing and their long term solutions;
- Suggested having further discussions with the School Board; and,
- Commented on job sharing opportunities.

Public Input:

A District Resident:

- Questioned what the childcare need is versus what the census figures indicate; and,
- Expressed concern about the transportation of children to school.

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Commented about the difficulty of maintaining staffing levels for before and after school daycare services; and,
- Suggested that schools accommodate such services for the community.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Suggested focusing on the quality and not on the quantity of childcare space;
- Commented that Provincial funding is limited;
- Noted that the highest needs are for infant-toddler care and school age children;
- Questioned what the child to caregiver ratio is; and,
- Spoke to the importance of providing access to good outdoor space.

4. ADJOURNMENT

MOVED by Councillor BACK

SECONDED by Mayor LITTLE

THAT the March 3, 2020 Council Workshop is adjourned.

CARRIED
(6:28 p.m.)

Mayor

Municipal Clerk

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:01 p.m. on Monday, March 9, 2019 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor J. Hanson
Councillor L. Muri

Absent: Councillor B. Forbes

Staff: Mr. D. Milburn, General Manager – Planning, Properties & Permits
Ms. T. Atva, Manager – Community Planning
Mr. R. Danyluk, Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Ms. C. Grafton, Manager – Strategic Communications & Community Relations
Ms. J. Paton, Manager – Development Planning & Engineering
Mr. S. Carney, Section Manager – Transportation
Ms. S. Dale, Confidential Council Clerk
Ms. N. Letchford, Senior Planner
Ms. J. Simpson, Confidential Council Clerk

Also in

Attendance: Allison Clavelle, Transportation Engineer – Urban Systems
David Bell, Planner and Land Economics Team Lead – Urban Systems
Adam Mattinson, Consultant – Hemson Consulting
Brian Bydwell, Consultant

1. ADOPTION OF THE AGENDA

1.1. Monday, March 9, 2020 Council Workshop Agenda

MOVED by Councillor BOND

SECONDED by Councillor BACK

THAT the agenda for the Monday, March 9, 2020 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

Nil

3. REPORTS FROM COUNCIL OR STAFF

3.1. Targeted Official Community Plan (OCP) Review: Workshop Series

File No. 13.6480.35/001.000

Mr. Brian Bydwell, Consultant, introduced the Targeted OCP Review noting the four categories:

- Improving Mobility and Transportation;
- Increasing Housing Diversity and Addressing Affordability;
- Supporting a Vibrant Economy and Jobs-Housing Balance; and,
- Taking Action on Climate Change.

Ms. Tina Atva, Manager – Community Planning, spoke to the timeline stating that the projected completion is summer 2020. Ms. Atva concluded with a brief overview of the five year financial plan, and identified the methods to increase the scope of public engagement input opportunities as:

- Stakeholder workshops;
- Information sessions;
- Pop ups;
- Online surveys; and,
- Focus groups.

Ms. Allison Clavelle, Transportation Engineer, introduced the Mobility and Transportation goal and provided an overview of the key issues and their causes, how it relates to other topics of the Targeted OCP Review and provided suggestions of what will make a difference.

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

- Commented on the feasibility of the Integrated North Shore Transportation Planning Project (INSTPP) in regards to the rapid transit connection to the North Shore; and,
- Suggested the eastern route identified in the INSTPP provides an opportunity for affordability.

In response to a question from Council, staff advised that the District has shortlisted six feasible routes from the INSTPP, and the next phase will focus on cost, constructability, land use planning and forecasting ridership. Furthermore, the three North Shore municipalities, Translink, the Ministry of Transportation and Infrastructure, First Nations and the business community are working together and will have an opportunity for public input in the second phase.

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

- Suggested that the District's use of space does not achieve the goals;
- Commented on transit priority measures;
- Spoke in support of the funding to electrify Translink vehicles;
- Questioned the effectiveness of parking restrictions;
- Questioned the differences of accommodating traditional bikes versus electric bikes; and,
- Spoke to the lack of transit reliability and congestion.

In response to a question from Council, the consultant advised that the number of service hours has increased and Translink has maintained their promise of service.

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

- Commented on the public's complaints in regards to service cuts; and,
- Questioned whether the decrease of transit ridership is correlated with affordability.

In response to a question from Council, the consultant advised that new buildings did not track in accordance with traffic and went in opposite directions. It was also noted that the Metro Vancouver region is driving more today than in 2011.

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

- Commented on the impact of growth and parking demand;
- Questioned the number of cars registered to a multi-family building;
- Suggested that parking costs are too high, pushing residents to park on side streets;
- Questioned how to deal with strata costs of parking stalls;
- Requested more detailed data in regards to traffic; and,
- Spoke in support of education around non-vehicle modes of transportation.

In response to a question from Council, the consultant advised that the new lanes in Lynn Creek are expected to provide traffic relief, however, additional road capacity may induce more traffic.

In response to a question from Council, the consultant advised that high density areas and residents that are located close to transit and services drive less. Additionally, the complexities with collecting in-depth information were explained.

In response to a question from Council, staff advised that a trip diary survey is being completed to add to the Translink study. This will exhibit the trends that assist the District in making planning decisions.

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

- Questioned whether further data could be provided in regards to ridership;
- Commented on the parking issues in regards to tourism; and,
- Questioned what amenities could be provided closer to homes to reduce the need to leave the community.

In response to a question from Council, the consultant noted that the increase in driving trips is due to shopping and personal business.

In response to a question from Council, staff advised that the recreational draw on the North Shore is substantial. Tourism and park usage has grown immensely and contributes to the increased weekend volume over the bridge. Staff are looking at increasing transit services to popular areas to minimize overflow parking issues and restrictions. Furthermore, it was noted that paid parking will be piloted in Lynn Canyon this summer.

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

- Questioned whether tourism was calculated in the transportation study;
- Commented on the City of Vancouver's traffic strategy of directing people through the city;
- Expressed concerns that the Ironworkers Memorial Second Narrows Crossing is becoming a regional bridge; and,
- Commented on the District of West Vancouver decreasing their population, but increasing transit ridership.

In response to a question from Council, staff advised that the surveys and focus groups being conducted in April will acquire greater local knowledge in terms of ridership.

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

- Suggested that focus groups should look into how people are living in regards to income and amenities;
- Commented on the difficulties of driving within the District; and,
- Spoke to the difficulty with obtaining public engagement.

In response to a question from Council, staff advised that the focus groups will be demographically representative and facilitated by a professional. The District is looking at a multitude of techniques to improve public engagement.

David Bell, Planner and Land Economics Team Lead, and Adam Mattinson, Consultant, introduced the Economy and Employment Lands goal and provided an overview of the key issues and their causes, how it relates to other topics of the Targeted OCP Review and provided suggestions of what will make a difference.

In response to a question from Council, the consultants highlighted the benefits and importance of retaining industrial lands.

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

- Commented on the current Light Industrial zoning in regards to the intended use being dominated by accessory businesses; and,
- Spoke to the cost of living and affordability in regards to the need for job creation.

In response to a question from Council, the consultants noted that businesses recognize the challenge to grow and stated that worker housing may address these issues. Additionally, the impact of shopping patterns was expressed.

In response to a question from Council, the consultants advised that 57% of jobs are filled by local residents and the stakeholder workshop revealed the challenges employers face to stay within the District.

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

- Commented on the feasibility challenges for small businesses;
- Spoke to the need of decarbonizing the industry at the port; and,
- Spoke to property tax increases and the unheard decreases.

In response to a question from Council, the consultants advised that there was significant growth in manufacturing, accommodation and retail jobs, and the main reason for this is tourism. Additionally, it was noted that there is a large proportion of home-based businesses.

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

- Commented on zoning types and specialized space in regards to managing the land base;
- Questioned what strategies will retain businesses and avoid displacement due to intensification of zoning;
- Suggested that the community's facilities are not sustainable;
- Suggested that highest and best use is a major problem;
- Spoke to the transportation and truck traffic issue;
- Commented on the noise and smell issues with Light Industrial areas;
- Suggested tightening the uses and size of retail and commercial units;
- Supported the recommendations from the Industrial Lands Task Force; and,
- Questioned how to promote more commercial space and employment opportunities within town centres.

In response to a question from Council, the consultants advised that specific zoning requirements, such as space restrictions, may aid in preventing larger companies from occupying available commercial spaces within town centres.

4. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT the Monday, March 9, 2020 Council Workshop is adjourned.

CARRIED
(7:00 p.m.)

Mayor

Municipal Clerk

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REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver

REPORT TO COMMITTEE

June 11, 2020

File: 11.5210.00/000.000

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

SUBJECT: On-Street Parking Policy

RECOMMENDATION:

THAT the On-Street Parking Policy (Attachment - DNV On-Street Parking Policy, March 19, 2020) is endorsed by Council.

REASON FOR REPORT:

The reason for this report is to seek endorsement of the On-Street Parking Policy.

SUMMARY:

A comprehensive parking policy is needed to enable Transportation staff to more effectively manage parking restrictions in a fair, equitable, and consistent way across the District. Effective management of both on-street and off-street parking supply also offers a number of key benefits. It can help to promote local commercial activity in town centres and villages, encourage walking, cycling and transit trips, ensure public access to parks and other open spaces, and improve liveability within residential communities. Available regulatory tools to achieve these benefits or goals include Resident Parking Only (RPO), Time Limited Parking with/without Resident Exempt (RE), and Pay Parking. These goals and tools were endorsed by DNV Council at the November 04, 2019 Transportation Workshop.

BACKGROUND:

Currently, the District does not have a comprehensive parking management policy. Parking regulations have evolved inconsistently over time across the District, influenced largely by local residents and without a Council-endorsed methodology or criteria for objective evaluation. As a result, access to DNV Parks and trails in some areas is severely restricted. In addition, RPO permit costs and allowances for visitor passes are inconsistent between neighbourhoods. While there is language in the Street and Traffic Bylaw (Bylaw 7125) on how to obtain Resident Parking Permits, the existing process falls to the discretion of the Municipal Engineer and/or Council.

EXISTING POLICY:

Currently, there is no comprehensive policy to effectively and consistently manage on-street parking across the District.

Financial Impacts:

Permit Fees collected based on the proposed comprehensive On-Street Parking Policy would be designed to cover administrative costs as a cost-neutral program.

Respectfully submitted,



Steve Carney, PTOE, PEng
Transportation Section Manager

Attachment: DNV On-Street Parking Policy (March 19, 2020)

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	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		



District of North Vancouver On-Street Parking Policy

Updated March 19, 2020

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Definitions

“Parking Meter” means a device or other method of controlling parking by the requirement of payment or deposit of a parking fee, including an Electric Vehicle Charging Station.

“Pay Parking” is parking in a designated parking space during the fixed hours on payment of a prescribed parking fee.

“Resident Exempt (RE) Zone” is an area where residents whose vehicles are registered to a civic address belonging to that zone are exempt from the existing parking time restrictions for up to 72 hours. Non-residents are permitted to park within the RE zone in accordance with the posted time restrictions.

“Resident Parking Only (RPO) Zone” is an area where only residents whose vehicles are registered to a specific civic address designated as a RPO Zone can obtain a permit to park within that zone for up to 72 hours. Non-residents are not permitted to park within the RPO zone at any times.

“Resident Parking Permit” is a permit which authorizes residents of an area which has been designated by the District as an RE or RPO zone to purchase a permit to park on their block and be exempt from the existing parking restrictions for up to 72 hours. Permit applicants must meet the criteria outlined in Appendix B to obtain a relevant permit. Permit holders are required to comply with all Street and Traffic Bylaw and Motor Vehicle Act provisions.

“Time-Limited Zone” means the area or space on a roadway designated by a traffic control device and established to restrict parking of vehicles for the indicated limited continuous periods of time.

“Visitor Parking Permit” is a permit which authorizes residents of an area which has been designated by the District as an RE or RPO zone to purchase a permit for their visitors to park on their block and be exempt from the existing parking restrictions for up to 72-hours.

1. Introduction

Effective on-street parking management strategies can be used to achieve the objectives of a community. Whether that is to increase turnover around businesses, improve liveability for local residents, improve safety around schools, or manage demand related to parks and tourism destinations, deliberate and careful consideration needs to be given to managing on-street parking supply.

Key drivers for parking demand are land use, built form and geographic features. Parking demand can also vary by time of the day, day of the week and season of the year. Due to the increasing demand for parking primarily due to the growing popularity of our parks and tourist attractions, and employment and population growth, the District is presenting this on-street parking policy in order to better manage our curb-side space. The purpose of this procedure is to manage existing on-street parking resources more effectively and to reduce parking pressure on residential streets where insufficient off-street parking exists.

Coherent and effective on-street parking management offers several benefits. It can help to create parking availability through increased turn-over, address road safety concerns by improving sight lines, encourage walking, cycling and transit trips, and improve liveability within residential communities. Along some corridors, the reallocation of space reserved for on-street parking to active transportation modes or transit priority lanes provides a viable and cost-effective opportunity for increasing people moving capacity with secondary benefits such as reduced carbon emissions, improved wellness and improved options for transportation reliability.

The following goals were considered in the development of the District's parking management strategy:

- Improve liveability in residential neighbourhoods
- Maintain public accessibility to parks and other open spaces
- Promote local commercial activity through increased turnover
- Encourage travel by public transit and sustainable modes of transportation
- Achieve fair and consistent parking management treatments across the District
- Complement and support the OCP and town centres
- Regulate based on daily and seasonal variations in demand
- Revenue generation

2. On-Street Parking Management Tools

To achieve the District identified goals the following on-street parking management tools can be used:

- Regulatory tools (resident parking only, pay parking, resident exemption, time limited)
- Parking supply tools (parking lots, street space allocation etc.)

- Travel demand management tools (preferential treatment for car share, car pool, active transport, transit priority, etc.)

The goals will have different weights depending on the neighbourhood. For example, town centres may need more supportive parking regulations for commercial activity whereas residential neighbourhoods near high use parks may emphasize liveability. Tools would also give us ability to vary by season, by time of the day and day of the week. Here are on-street parking regulatory tools for the District of North Vancouver:

- Resident Parking Only (RPO)
- Time Limited Parking with/without Resident Exempt (RE)
- Pay Parking with/without Resident Exempt (RE)

This policy outlines the application and implementation of on-street parking regulatory tools throughout the District of North Vancouver, and optimizes the use of on-street parking by residents and non-residents.

3. Criteria to Approve the Parking Regulatory Tools

3.1 Resident Parking Only (RPO) and Resident Exempt (RE) Zones

Designation of RPO and/or RE parking zones for a particular block will be considered if all of the following criteria are met:

a. High Parking Demand

RPO and RE parking zones should only be considered for collector and local streets where parking demand is high.

b. Completed and submitted petition in favour of RPO and/or RE designation

A new zone request must be supported by a petition signed in favour of the RPO or RE designation by at least 67% of all of the residences of the block seeking exemption. Residents of corner lots are permitted to participate in the petition process for blocks adjoining their civic address. A petition can only contain one signature from each residence on the block. See Appendix A for a sample petition form.

c. A shortfall of parking on a block is demonstrated

A shortfall is deemed to exist if more than 85% (for RPO) or 75% (for RE) of on-street parking spaces are occupied on a weekday or weekend as determined by a survey/investigation of on-street parking conducted by District staff following the submission of a neighbourhood petition.

In the event of District-Led parking projects and initiatives, The District's GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee will have the authority to grant RPO or RE zones without completed and submitted petition by the residents.

3.2 Time Limited Parking with/without Resident Exempt (RE)

Time limited parking zones for a particular block will be considered if the parking demand is very high. Under this parking regulatory tool, a specific time restriction will be assigned to a particular block. However, in certain cases, local residents living on that block may be exempt from this restriction. The duration of the restrictions (i.e. one hour, two hours, four hours, etc.) will be determined by a survey/investigation of on-street parking conducted by District staff that includes, but not limited to, parking occupancy, turnover, parking duration, surrounding land uses, etc.

3.3 Pay Parking

Pay parking is an effective tool to manage demand for a finite supply of on-street parking spaces. Pay parking for a particular block/area will be considered to increase parking turnover to increase parking availability, promote commercial activity, and discourage long-term car storage within the public right of way space. This parking regulatory tool will also be considered at popular parks or other recreation-based destinations to improve accessibility.

Pay parking may be considered for the following areas:

- **Town and Village Centres** — The Official Community Plan (OCP) establishes a network of connected town and village centres, and directs future growth and renewal to these centres. Each centre supports effective transit, walking, and cycling, promotes healthier living and social interaction, and protects surrounding green space. Each town and village centre incorporates a vibrant mixed use centre that serves as a focal point for the community, accommodate a diverse mix of housing, and support local employment opportunities. Pay parking may be used in Town and Village Centres to promote economic vitality by facilitating access to local businesses by customers and distributors.
- **Access to public parks, recreational facilities, and open space** — Public parks and open spaces are vital places of recreation for the District's diverse communities and visitors. Many public facilities including transit hubs, civic buildings, libraries, tourist attractions, and universities are major trip generators and generate high parking demand. Ensuring access to these shared spaces and their facilities, pay parking is an important consideration in managing on-street parking around public parks.
- **High-density mixed-use buildings** — High-density mixed-use buildings require active management of both on and off street parking spaces coupled with supportive mixed of land use, transit and TDM measures to optimise on-street parking demand. Pay parking may be used in high-density mixed-use areas to discourage on-street car storage, maintain access for deliveries and visitors to the building and broader area, reduce car ownership rates, and encourage alternative modes of transportation.

4. Approval Process

The District's GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee will have the final authority on approving on-street parking regulatory tools. However, the District's GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee may, in his/her discretion, consider hearing from any person who feels they are, or could be, aggrieved by the decision of the on-street parking management tools. If a neighbourhood under consideration for an RPO and/or RE designation fails to meet the requirements, the GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee is authorized to make an RPO and/or RE designation under special circumstances. The GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee may reject or revoke any existing RPO and/or RE designation if it is contrary to this policy or if he/she considers it to be contrary to the public interest or to municipal planning considerations. GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee may implement seasonal on-street parking management tools such as seasonal RPO or seasonal RE as considered appropriate.

5. On-Street Parking Regulatory Tools Implementation

All on-street parking regulatory tools including the approved RPO and RE zones will result in regulatory signage being installed or modified at the direction of the GM of Engineering Parks & Facilities (or Municipal Engineer) per the Streets & Traffic Bylaw or their designee along the identified block so that all road users can clearly identify what parking is available.

6. Parking Permits

a. Application for Resident Parking Permits

Residents on a block that has been designated as an RPO and/or RE zone may purchase a Resident Parking Permit to park on their block and be exempt from the existing parking restrictions for up to 72-hours. Permit applicants must meet the criteria outlined in Appendix B to obtain the relevant a permit. Permit holders are required to comply with all applicable parking provisions in the *Street & Traffic Bylaw* and *Motor Vehicle Act*.

b. Application for Visitor Parking Permits

Residents on a block that has been designated as an RPO and/or RE zone may purchase a Visitor Parking Permit for their visitors to park on their block and be exempt from the existing parking restrictions for up to 72 hours. Permit applicants must meet the criteria outlined in Appendix B to obtain the required permit. Permit holders are required to comply with all applicable parking provisions in the *Street & Traffic Bylaw* and *Motor Vehicle Act*.

c. Fees

Fees for RPO and RE parking permits are as listed in the District's Fee and Charges Bylaw. These fees will be subject to annual review. Any replacement permits required due to damage to original permit, sale of vehicle, windshield replacement, etc. will be provided upon receiving old permit decal, new documentation and payment of fee.

d. Use of Permit

Any issued permit is not transferable. Permits must reflect the vehicle licence plate number of the vehicle in which it is displayed and designated area in which it is parked. If circumstances change and the permit holder no longer meets the eligibility criteria, the permit is no longer valid and must be returned.

e. Renewal of Parking Permit

Parking Permits must be renewed at the beginning of each calendar year, subject to satisfying eligibility criteria. Permits are not automatically renewed. It is the permit holder's responsibility to make sure that the permit is valid at all times. Large Vehicles and Recreation Vehicles Residents that have vehicles with a Gross Vehicle Weight (GVW) of more than 4500 kilograms, or an overall length (including trailer) exceeding 6.4metres do not qualify for the RE or the RPO permit.

APPENDIX

Appendix A – Example Petition Form

This petition is to determine support for establishing _____ on _____ Block of _____ Street, and was undertaken on MM/DD/20YY. This petition must be signed in favour by at least 67% of affected residents on the block for the changes to be implemented.

Note: A successful petition for an on-street parking designation does not guarantee implementation. Other criteria needs to be met. The District reserves the right to change the parking restrictions or the permit fees at any time based on future needs.

Please return this form to the District Hall for evaluation to the attention of Transportation staff.

Address	In Favour		Phone /Email	Signature	Name (Print)
	Yes	No			

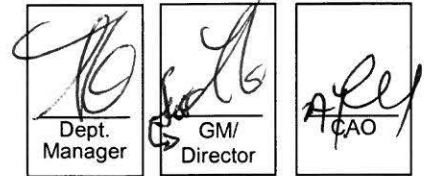
Appendix B – Criteria for Parking Permits

Permit for	Required Documentation	Validity
Resident Permit Only (RPO)	<ul style="list-style-type: none"> Two pieces of ID showing resident's address is in permit zone Vehicle registration (must include licence plate information and address) Note: If the resident is not the owner of the vehicle, they must be listed as the primary driver. 	<ul style="list-style-type: none"> Valid for residents that reside at a civic address that is within RPO zone Valid for calendar year specified upon applying Maximum 2 permits per address at any one time Not transferable Licence Plates and Decal must be clearly visible to enforcement officers at all times
Resident Exempt (RE)	<ul style="list-style-type: none"> Two pieces of ID showing resident's address is in permit zone Vehicle registration (must include licence plate information and address) <p>Note: If the resident is not the owner of the vehicle, they must be listed as the primary driver.</p>	<ul style="list-style-type: none"> Valid for residents that reside at a civic address that is within RE zone Valid for calendar year specified upon applying Maximum 2 permits per address at any one time Not transferable Licence Plate and Decal must be clearly visible to enforcement officers at all times
Annual Visitor	<ul style="list-style-type: none"> Two pieces of ID showing resident's address is in permit zone Visitor's drivers licence Valid vehicle registration documents <p>Note: If the visitor is not the owner of the vehicle, they must be listed as the primary driver</p>	<ul style="list-style-type: none"> Valid for visitors to residences within an RPO or RE zone Valid for calendar year specified upon applying Maximum 1 permits per address at any one time Not transferable Licence Plates and Decal must be clearly visible to enforcement officers at all times

Permit for	Required Documentation	Validity
Temporary Visitors (i.e. Contractors)	<ul style="list-style-type: none"> • Company Name • Company Vehicle License Plate Number • Valid Vehicle insurance • Address of work being done • Two piece of ID showing resident's address is located within a permit zone • Documentation showing the work being done: Business name & licence, work order or building permit must be shown to the District as evidence 	<ul style="list-style-type: none"> • Valid for up to 4 weeks • Maximum 1 transferrable temporary permit per address at any one time (Between vehicles from the same company) • Renewable • Residential work only • Valid from 7:00am to 8:00pm Monday to Fridays and 8:00am to 6:00pm Saturdays • Permit must be clearly visible to enforcement officers at all times
Medical Needs	<ul style="list-style-type: none"> • Homecare provider's vehicle registrations • Two pieces of ID showing resident's address is in the permit zone • A letter from a medical practitioner stating the need for homecare services 	<ul style="list-style-type: none"> • Duration of the visit or the Annual Permit if ongoing (Renewable) • Maximum 1 transferrable temporary permit per residence at any one time (between vehicles from the same company) • Permit must be clearly visible to enforcement officers at all times
Occasional Visitors	<ul style="list-style-type: none"> • Visitor's vehicle registration (must include the licence plate information and address) • Two pieces of the host's ID showing their address is in the permit zone 	<ul style="list-style-type: none"> • Duration of the visit (no more than 4 weeks) • Permit must be clearly visible to enforcement officers at all times • Not transferrable or renewable • Maximum of one per residence at one time

☐ Info Package

Date:



The District of North Vancouver INFORMATION REPORT TO COMMITTEE

June 10, 2020

File: 16.8620.20/059.001.000

AUTHOR: Steve Carney, PEng, PTOE

SUBJECT: Lynn Canyon Pay Parking Pilot Project

RECOMMENDATION:

THAT the Lynn Canyon Pay Parking Pilot Project report dated June 10, 2020 from the Section Manager, Transportation be received for information and discussion.

REASON FOR REPORT:

To provide Mayor and Council with an update on the plan for implementation of the Lynn Canyon Pay Parking Pilot.

SUMMARY:

At the November 2019 Transportation Workshop, DNV Mayor and Council endorsed the use of pay parking both as a parking management and transportation demand management tool. Staff have since prepared a plan for a pay parking pilot project at Lynn Canyon Park as discussed at the Workshop, in coordination with the Lynn Canyon Central Area Upgrade Project currently underway. During the Workshop, discussion ensued around such matters as pay parking as a transportation demand management tool, the potential beneficial use of parking revenues within the local park or neighbourhood, the desire for public input, the effect on nearby street parking, and potential exemption for residents. To provide opportunity to gather more information around these topics, installation of the pay parking pilot infrastructure will be completed as part of the Lynn Canyon Park upgrades through a 12-month full turn-key operation contract, but parking fees will not be charged until spring 2021. Instead, parking user data will be collected and public input will be gathered before and after the fees are charged.

BACKGROUND:

Attracting more than one million visitors annually, Lynn Canyon Park is one of our most popular destinations. Visitor counts to the park can peak at upwards of 2,500 vehicles per day during the summer season. In order to better manage this demand, DNV is implementing a pay parking pilot project at Lynn Canyon Park. The Lynn Canyon Pay Parking Pilot will be delivered in coordination with on-street parking restrictions in the neighbourhoods surrounding Lynn Canyon Park.

The pay parking pilot can be implemented in ways to support the goals endorsed by Council at its November 2019 Workshop:

- Improve liveability in residential neighbourhoods
- Maintain public accessibility to parks and other open spaces
- Promote local commercial activity through increased turnover
- Encourage travel by public transit and sustainable modes of transportation
- Achieve fair and consistent parking management treatments across the District
- Complement and support the OCP and town centres
- Regulate based on daily and seasonal variations in demand

EXISTING POLICY:

The District currently does not have a policy on pay parking, however a DNV Parking Policy document has been prepared for Council endorsement based on direction received from Council at the November 2019 Transportation Workshop. This policy includes recommendations for the implementation of pay parking where appropriate.

ANALYSIS:**Project Scope**

The Lynn Canyon Central Area Improvements Project, now nearing completion, includes the addition of under-ground electrical conduit to facilitate the pay parking pilot, and the future ability for installation of CCTV cameras for security and/or real time conditions and parking lot occupancy information. The layout of the Lynn Canyon Parking Improvement Project is shown in **Figure 1**.

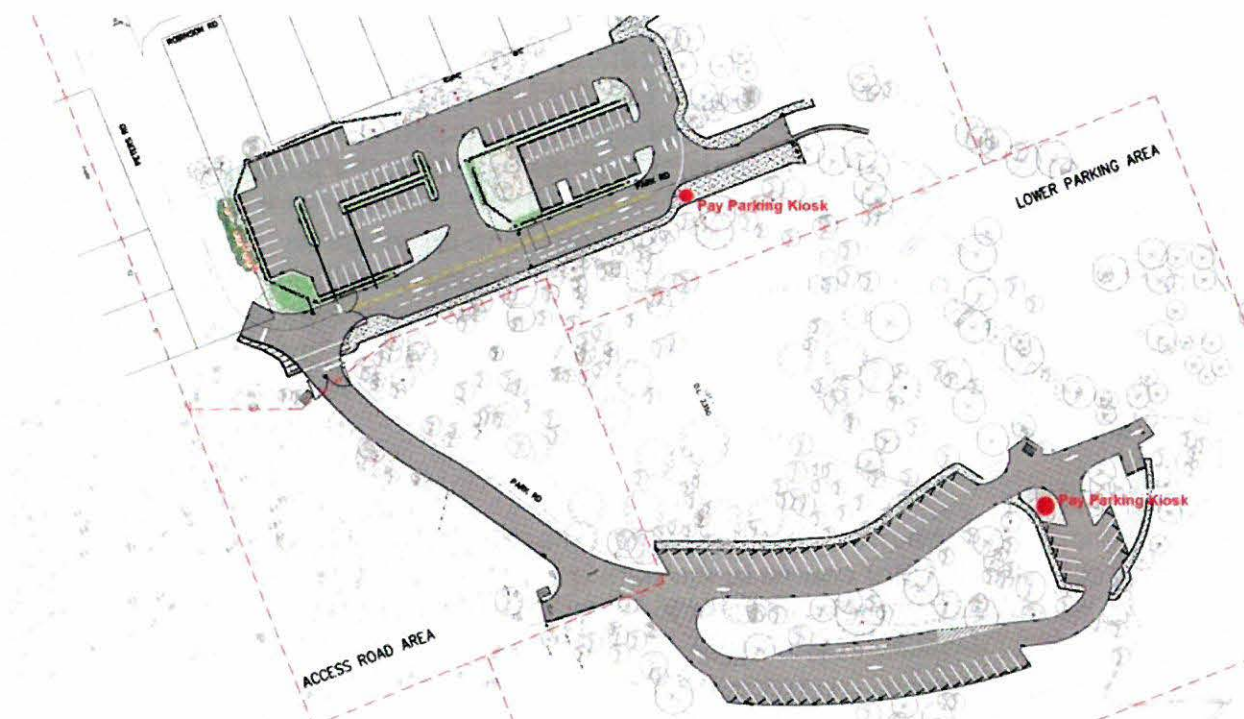


Figure 1. Lynn Canyon Parking Improvement Project

Environmental Impact:

Pay parking is considered a highly effective Transportation Demand Management (TDM) tool in reducing auto-use. Reduced auto-use has the positive environmental impact of reducing GHGs.

Financial Impacts

At the November 2019 Transportation Workshop, Council supported a proposal to consider a pay parking pilot project. It is opportune that this pilot project occurs at Lynn Canyon following completion of the parking lot upgrades. To facilitate a pay parking pilot at Lynn Canyon, both under-ground and above-ground infrastructure is required. This was not included in the parking lot upgrade scope when the \$1.6M budget was approved by Council as part of the 2019 financial plan.

Accordingly, the Lynn Canyon Central Area Upgrade Project required additional funding for pay parking infrastructure. The necessary funds were reallocated from deferred projects in the amended the 2020 capital plan to ensure timely installation of the underground infrastructure before final pavement installation.

Lynn Canyon Park Pay Parking Revenue Forecast

Based on the industry-standard, for a full turn key pay parking operation with 133 parking stalls at Lynn Canyon, District revenues are expected to be in the range of \$450,000 to approximately \$900,000 for the year (operator fees would range from \$30,000 to \$54,000, respectively). The upper range assumes relatively high utilization (fully occupied at \$10 per 3-hr period with 3 daily turnovers per stall for an 8 month period). Hence, the incremental cost of the pay parking infrastructure is recouped quickly.

Should the Council wish to add enhancements such as a parking lot real-time occupancy system and digital display board, an additional \$180,000 would be required. Other future additions could include CCTV webcams and lighting for viewing real-time Lynn Canyon conditions/parking lot occupancy through the District's website at a cost of \$80,000. These project component costs can be offset by revenues and are summarized in **Table 1**.

Table 1. Project Component Cost Summary

Component	Cost
Lynn Canyon Parking Lot Improvement Project (2019 scope)	\$1.6M
Infrastructure for Pay Parking	\$280,000
Parking Occupancy System (future)	\$180,000
Lighting and CCTV Cameras (future)	\$80,000

Project Schedule

The Lynn Canyon Central Area Upgrades are under construction with completion anticipated for August 2020. Installation of the pay parking pilot infrastructure will be completed in 2020 as part of the Lynn Canyon Park upgrades through a 12-month full turn-key operation

contract, but parking fees will not be charged until spring 2021. This will enable before and after data and public input to be collected as part of the pilot.

Pay Parking Pilot Implementation

A full turn-key 12 month contract (with the option to extend up to 4 additional years) is planned. This turn-key agreement includes software set up, equipment installation, pay-parking kiosks, maintenance, and enforcement. The incremental fee the operator retains for the turn-key system is approximately 5% of revenues.

Concurrence:

DNV Parks, DNV Bylaws.

Public Input:

As the current opportunity for traditional public consultation is limited due to COVID-19 Physical Distancing requirements, the strategy for gathering public input will be through utilization of remote means including on-line and feedback cards.

Conclusion:

Installation of the pay parking pilot infrastructure is being completed in 2020 as part of the Lynn Canyon Park upgrades through a 12-month full turn-key operation contract, but parking fees will not be charged until spring 2021. This will allow opportunity for park user data collection and community input.

Respectfully submitted,



Steve Carney, PEng, PTOE
Transportation Section Manager

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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