

AGENDA

COUNCIL WORKSHOP

**Monday, December 14, 2020
7:00 p.m.**

**To be held virtually but 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



NORTH VANCOUVER
DISTRICT

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COUNCIL WORKSHOP

7:00 p.m.

Monday, December 14, 2020

To be held virtually but streamed at

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

AGENDA

RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

Recommendation:

WHEREAS:

- the Minister of Public Safety and Solicitor General has issued Order M192; and,
- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act*; and,
- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act*; and,
- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,
- the District has determined that, at this time, it cannot safely allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* or its Covid-19 Safety Plan;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held without members of the public being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:

- Providing an online subscription service for residents to sign up and be apprised of upcoming meetings and the post-meeting availability of meeting minutes and meeting videos;
- Providing advance notice of this meeting in accordance with the *Community Charter* and advising the public on how they may participate in the meeting by providing public input;
- Providing the availability of the agenda for this meeting on the District's webpage six days in advance of the meeting;
- The live streaming of this meeting via a link readily available on the District's webpage;

- Maintaining the thirty minute public input opportunity at each regular meeting and the discretionary public input opportunity at each workshop;
- The ability of the public to provide input on agenda items by full two-way audio and video means;
- Adhering the rules of procedural fairness and acting with respect and courtesy at all times when hearing the public;
- Conducting meetings in a manner that resembles in-person meeting as much as possible;
- And reminding the public that they may contact Mayor and Council at any time on any topic via its council@dnv.org email address.

1. ADOPTION OF THE AGENDA

1.1. December 14, 2020 Council Workshop Agenda

Recommendation:

THAT the agenda for the December 14, 2020 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. November 9, 2020 Council Workshop

p. 9-14

Recommendation:

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

2.2. November 23, 2020 Council Workshop

p. 15-19

Recommendation:

THAT the minutes of the November 23, 2020 Council Workshop meeting are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Lynn Canyon Pay Parking Pilot Project – Update

p. 23-27

File No. 16.8620.01/009.000

Report: Transportation Engineer, December 1, 2020

Recommendation:

THAT the proposed implementation plan for the Lynn Canyon Park Pay Parking Pilot is endorsed and referred to Council.

3.2. Seymour Trails Strategic Planning
File No. 12.6285.01 /000.000

p. 29-35

Report: Section Manager – Natural Parkland, October 14, 2020
Attachment 1: Scope of Trail Study

Recommendation:

THAT the October 14, 2020 report of the Section Manager – Natural Parkland entitled Seymour Trails Strategic Planning is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the December 14, 2020 Council Workshop is adjourned.

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MINUTES

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**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:05 p.m. on Monday, November 9, 2020. The meeting was held virtually with participants appearing via video conference.

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. Stuart, Chief Administrative Officer
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. A. Wardell, General Manager – Finance & CFO
Mr. R. Danyluk, Manager – Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Mr. L. Jensen, Manager – Public Works
Mr. S. Ono, Manager – Engineering Services
Ms. G. Lanz, Deputy Municipal Clerk
Mr. S. Carney, Section Manager – Transportation
Mr. M. Toland, Manager – Fleet and Solid Waste
Ms. I. Weisenbach, Transportation Planner
Ms. S. Goodman, Acting Solid Waste Coordinator
Ms. S. Dale, Confidential Council Clerk
Ms. C. Archer, Clerk Typist 3

Also in

Attendance: Sargent Simon Gravel

RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

MOVED by Councillor CURREN

SECONDED by Councillor BACK

WHEREAS:

- the Minister of Public Safety and Solicitor General has issued Order M192; and,
- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act*; and,
- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act*; and,

- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,
- the District has determined that, given the current state of the pandemic in the province, it is prudent to limit in-person attendance to the minimum necessary meetings, being Regular Council meetings;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held without members of the public being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:

- Providing an online subscription service for residents to sign up and be apprised of upcoming meetings and the post-meeting availability of meeting minutes and meeting videos;
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- Conducting meetings in a manner that resembles in-person meeting as much as possible;
- And reminding the public that they may contact Mayor and Council at any time on any topic via its council@dnv.org email address.

CARRIED

1. ADOPTION OF THE AGENDA

1.1. November 9, 2020 Council Workshop Agenda

**MOVED by Councillor BACK
 SECONDED by Councillor HANSON**

THAT the agenda for the November 9, 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. Solid Waste Programs Update 2020

File No. 11.5360.90

Mr. Gavin Joyce, General Manager – Engineering, Parks & Facilities, provided an overview of the current and emerging Solid Waste programs and services.

Mr. Michael Toland, Manager – Fleet and Solid Waste, provided an update on the Solid Waste Management Bylaw and sought Council's feedback.

Mr. Toland advised that the Solid Waste Management Bylaw proposes the following changes:

- Single-family;
- Multi-family;
- Wildlife attractants;
- Assisted collections;
- Collection route and frequency; and,
- Environmental fees.

Sargent Gavel provided an update on wildlife attractants and acknowledged that the District is home to a variety of wild animals including black bears. He encouraged residents to properly handle and store food scraps, and avoid putting food waste into garbage carts to ensure they do not attract bears and other animals. He noted that bears are also attracted to foods that are not part of your garbage and will wander into neighbourhoods after being attracted by fruit trees bearing over-ripe fruit, or easily accessible bird feeders, among other things. He concluded by stating that with a few simple actions, human-bear conflict across the North Shore can be dramatically reduced.

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

- Questioned the process of relocating a bear;
- Stated that public safety is the primary concern;
- Commented on early intervention of bear behaviour;
- Spoke to the importance of educating residents;
- Questioned if bears are a threat to the safety of residents;
- Encouraged staff to continue to work with stakeholders within the community;
- Spoke to the issue of enforcement;
- Questioned how many fines and warnings were issued last year;
- Spoke to the issue of funding;
- Commented on staffing challenges;
- Spoke to the successes of Bear Smart programs in Squamish and Whistler;
- Commented on the increasing resident population;
- Noted the importance of becoming a Bear Smart Community; and,
- Thanked the conservation officers for their hard work.

Mr. Joyce advised that once revisions or changes to the draft Solid Waste Management Bylaw are made, staff will return the bylaw to a Regular Council meeting for their consideration.

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

- Expressed concerns with seniors struggling to bring their carts to the curbside;
- Suggested looking at what other municipalities do;
- Spoke to the challenges of accommodating individual requests;
- Acknowledged that the District of North Vancouver provides high level of services;
- Noted that greenwaste is still considered an attractant even if it is just grass clippings;
- Noted that many homes do not have enclosed carports;
- Expressed concerns regarding the contamination of organics and grass clippings;
- Commented that the proposed bylaw has flexibility to allow for future changes;
- Expressed concern that District residents are experiencing challenges with the transition to Recycle BC's services;
- Suggested working with residents to educate them on how to make their garbage less of an attractant;
- Expressed concern with enforcement issues;
- Expressed concern with deconstruction materials and the volume of waste generated;
- Noted extensive work has been done with single-family residences to reduce waste and suggested working with multi-family residences;
- Spoke to the advantages of bi-weekly pickup;
- Questioned if secondary suites have separate containers;
- Spoke to the issue of illegal dumping;
- Suggested looking at a four-day pickup rotation schedule;
- Commented on the importance of a robust communication system;
- Opined that the community does not want change;
- Expressed concerns with the overflow of garbage in District parks; and,
- Generally spoke in support of the proposed bylaw.

Public Input:

Ms. Maryam Ossanlou:

- Commented on the importance of protecting bears and wildlife;
- Noted that most neighbours keep waste and organics in their backyard;
- Commented that bears can access waste and organics stored in side and back yards as easily as curbside; and,
- Suggested improving cart locking systems.

Mayor LITTLE left the meeting at 6:41 p.m. and Councillor BACK assumed the Chair.

3.2. 2020 Annual Transportation Workshop

File No. 16.8620.01/023.000

Mr. Steve Carney, Section Manager – Transportation, provided an updated on the following:

- 2020 highlights;

- 2021 Active Transportation work plan;
- Priority cycling routes timeline; and,
- Project phasing for Lynn Valley Road Active Transportation project.

Mayor LITTLE returned to the meeting and assumed the Chair at 6:46 p.m.

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

- Suggested lobbying different levels of government for assistance;
- Requested the Lynn Valley Active Transportation project be expedited;
- Commented that further community engagement will be required with Lynn Valley residents;
- Thanked staff for their continued work to improve active transportation;
- Expressed concerns regarding bridge connectivity;
- Commented on the importance of educating residents on other modes of transportation;
- Highlighted the importance of walkable communities and improving connections;
- Requested that staff work with local business during phase two of the Lynn Valley Road Active Transportation project;
- Questioned how COVID-19 has impacted TransLink;
- Suggested linking bicycle routes to facilitate cycling between Town Centres;
- Expressed concern regarding the safety of the non-continuous Lynn Valley bike lane at Mtn. Highway;
- Spoke to the accessibility issues of Lynn Canyon Park;
- Expressed support for the Lynn Canyon pay parking pilot project;
- Spoke to the opportunity to use technology to message residents when parks are full;
- Suggested providing local residents the opportunity to apply for resident exempt parking;
- Encouraged staff to work collaboratively with Metro Vancouver;
- Expressed concerns with the safety of multi-use paths and how they will be managed going forward;
- Suggested clear directional signage is needed;
- Noted that small incremental changes overtime can be beneficial; and,
- Requested a second transportation workshop be brought forward to discuss broader transportation issues at a future Council Workshop.

Public Input:

Mr. Don Piercy, Chair – HUB North Shore Committee:

- Spoke in support for the proposed multi-year plan to implement a network of safe and connected bike infrastructure across the District;
- Requested that the completion of high priority routes be expedited; and,
- Requested staff examine alternatives for building priority cycling infrastructure that is dependant on future redevelopment that is likely be more than three years away.

4. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Mayor LITTLE

THAT the November 9, 2020 Council Workshop is adjourned.

CARRIED
(8:06 p.m.)

Mayor

Municipal Clerk

**DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:05 p.m. on Monday, November 23, 2020. The meeting was held virtually with participants appearing via video conference.

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. A. Wardell, General Manager – Finance & CFO
Ms. T. Atva, Manager – Community Planning
Mr. R. Danyluk, Manager – Manager – Business Planning and Decision Support
Mr. J. Gordon, Manager – Administrative Services
Mr. S. Ono, Manager – Engineering Services
Ms. G. Lanz, Deputy Municipal Clerk
Mr. S. Carney, Section Manager – Transportation
Ms. A. Reiher, Council Liaison/Support Officer
Ms. S. Dale, Confidential Council Clerk
Ms. E. Brandson, Planner
Ms. N. Foth, Planner
Ms. B. Rahmani, Project Engineer
Ms. C. Archer, Clerk Typist 3

Also in

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

RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

MOVED by Councillor MURI

SECONDED by Councillor BACK

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CARRIED

1. ADOPTION OF THE AGENDA

1.1. November 23, 2020 Council Workshop Agenda

MOVED by Councillor MURI
SECONDED by Councillor BACK

THAT the agenda for the November 23, 2020 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. October 26, 2020 Council Workshop Minutes

MOVED by Councillor MURI
SECONDED by Councillor HANSON

THAT the minutes of the October 26, 2020 Council Workshop meeting are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. District of North Vancouver Draft Child Care Action Plan

File No. 10.4750.00/000.000

Ms. Tina Atva, Manager – Community Planning, presented the District of North Vancouver Draft Child Care Action Plan. Ms. Atva advised that the Plan focuses on four strategic goals as follows:

- Increasing access to child care;
- Improving affordability;
- Focusing on aspects of service quality such as staff training and design; and,
- Strengthening partnerships.

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

- Questioned the percentage of for-profit and non-for-profit childcare spaces;
- Suggested that recreation centres accommodate childcare services for the community;
- Suggested utilizing classrooms and looking at opportunities for shared spaces in the School District;
- Suggested focusing on the quality and not on the quantity of childcare space;
- Commented on limited Provincial funding;
- Expressed concerns related to childcare affordability;
- Stated that childcare needs to be affordable for everyone;
- Spoke to the importance of providing access to good outdoor space;
- Questioned how COVID-19 has impacted this industry and noted that parents working from home will still require childcare;
- Commented about the difficulty of maintaining staffing levels for before and after school daycare services;

- Questioned what other municipalities are doing and their long-term solutions;
- Commented that as childcare becomes more affordable the demand will become greater and will need to be monitored going forward;
- Questioned the hourly wage of a childcare provider; and,
- Questioned why there is a shortage of early childcare educators.

Staff advised that the District will be meeting with the North Vancouver School District 44 Board of Education in early December.

Public Input:

Mr. Peter Teevan:

- Commented that before and after school care is at capacity; and,
- Suggested that public funds such as Community Amenity Contributions be used for shared playgrounds near daycares.

3.2. Long-Term Financial Plan Update

File No. Financial Plan Process/2021

Mr. Rick Danyluk, Manager – Business Planning and Decision Support, provided an update on the long-term Financial Plan. He advised that the Corporate Plan guides work within Council's four-year term and the organizations ten-year strategic planning framework. The strategic planning framework reflects the directions, service levels and desired trends included in the District's approved plans and strategies and summarizes them under the organizations five long-term-goal. The 2021-2030 Financial Plan describes how those directions are funded and identifies funding gaps over the ten-year period. Applying a financial lens through the 2021-2030 Financial Plan and prioritizing investments in services will provide the necessary tools to make the plans more affordable.

Next Steps include:

- Update plan for Council directions received this fall;
- Complete funding gap analysis; and,
- Present to Council in January.

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

- Commented on the carbon budget;
- Commented on the significant investments required for adaptation in regards to the climate emergency;
- Spoke to the District's natural assets and questioned their values; and,
- Acknowledged the impact of COVID-19 and the need to look forward to maintain resiliency.

3.3. 2021 Budget Update

File No. Financial Plan Process/2021

Mr. Rick Danyluk, Manager – Business Planning and Decision Support, provided an update on the 2021 budget update noting the following:

- Metro Vancouver charges have been updated and are reflected in the utility rate reports;

- Collective agreement increases are confirmed at 2%;
- The Province has confirmed a COVID-19 Safe Restart Fund for Local Governments and staff will be reviewing eligible costs incurred in 2020 and anticipated costs in 2021 to support investments in safety, changes in demand and potential revenue losses; and,
- Recommend staying with the slow and steady approach for 2021 and a property tax rate increase at inflation plus 1%.

In response to a question from Council, staff advised that the plans to resume recreation and culture services have been gradual and cautious and that staff are paying close attention to demand, financial impact and community service in the restart planning.

Council commented on local small businesses and expressed concern that they are struggling as a result of the COVID-19 pandemic.

4. ADJOURNMENT

MOVED by Councillor BACK
SECONDED by Councillor CURREN

THAT the November 23, 2020 Council Workshop is adjourned.

CARRIED
(6:43 p.m.)

Mayor

Municipal Clerk

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REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Council Workshop	Date: December 14, 2020
<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

December 1, 2020
File: 16.8620.01/009.000

AUTHOR: Banafsheh Rahmani, PEng Transportation Engineering

SUBJECT: Lynn Canyon Pay Parking Pilot Project- Update

RECOMMENDATION:

THAT the proposed implementation plan for the Lynn Canyon Park Pay Parking Pilot be endorsed and referred to Council.

REASON FOR REPORT:

The reason for this report is to provide Council with an update on the Lynn Canyon Park Pay Parking Pilot Project implementation plan and seek endorsement.

SUMMARY:

During the Nov 04, 2019 Transportation Workshop, Council endorsed the use of pay parking as a demand management tool. Further, the implementation of a seasonal pay parking pilot at the Lynn Canyon Park parking lot was endorsed for the beginning of the 2021 season following recent parking lot safety and circulation improvements completed in 2020.

The pay parking pilot will be coordinated with a Metro Vancouver pay parking pilot planned for the Lynn Headwaters Regional Park, with implementation scheduled for March 01, 2021. Council has directed that revenues generated from the Lynn Canyon Pay Parking pilot are invested back into DNV Parks and/or active transportation infrastructure or other transportation demand management (TDM) initiatives.

In addition, the District's On-Street Parking Policy should be applied to the residential streets surrounding Lynn Canyon Park to ensure that park-related parking demand does not adversely impact adjacent neighbourhoods. It is proposed that this pilot is run for a minimum of 2-year seasonally from March 01 and Oct 31, with dynamic (variable) pricing to reflect demand. Initial rates are proposed at \$3.00/hr to a maximum of 3hrs to facilitate turn-over within the parking lot. DNV residents will be eligible to purchase an annual 'DNV Park Parking Pass' at a cost-neutral price designed to cover administrative fees, similar to the DNV resident parking only program. Per Council's direction, a DNV Park Parking Pass will exempt residents from the hourly rate.

BACKGROUND:

Attracting more than one million visitors annually, Lynn Canyon Park is one of our most popular destinations. Lynn Canyon Park parking lot demand reaches 2,500 vehicles per day during peak summer periods. In 2017 the Lynn Canyon Ecology Centre welcomed 90,000 visitors, prompting the introduction of a tour bus permitting system to help regulate the volume of daily visitors. On-street parking regulations were also introduced in 2018 to better manage impacts to residential neighbourhoods.

During the Nov 04, 2019 Transportation Workshop, Council endorsed the use of pay parking as a demand management tool, and on Nov 23, 2020 Council endorsed a comprehensive on-street parking policy. This policy presents an array of regulatory tools such as pay parking, resident parking only, and time limited with/without resident exemption for use by transportation staff to better and more consistently manage parking demand across the District.

Transportation staff also prepared a June 10 Lynn Canyon Pay Parking Pilot Project Information Report to Committee outlining project scope, schedule, financial impacts, and expected revenues. The Lynn Canyon Pay Parking pilot was also discussed in detail during a June 22, 2020 Parking Policy Workshop.

ANALYSIS:

1.0 TIMELINE AND SEASONAL CHARGES

The Lynn Canyon Pay Parking Pilot Project is proposed as a two year pilot, effective seasonally from Mar 1st to Oct 31st.

2.0 COORDINATION WITH ON-STREET PARKING REGULATIONS

It is anticipated that unless increased on-street regulatory controls are established surrounding Lynn Canyon Park, implementation of the pay parking pilot would impact surrounding neighbourhood. The on-street parking regulations on the adjacent streets will be respectively coordinated with the pay parking implementation. This will likely involve a combination of resident parking only, and time limited with/without resident exemption. Expanded parking regulations will be implemented in coordination with the start of the Lynn Canyon Pay Parking pilot in accordance with the District's On-Street Parking Policy.

3.0 PAY PARKING EXEMPTIONS

The District of North Vancouver's residents are exempt from payment at the lot. The District residents can apply for a parking season pass (1 pass per household) to be purchased. The season passes are cost neutral. Vehicles with a disability decal are exempt from payment at the lot.

Financial Impacts:

1.0 PARKING RATES AND ALLOWED TIMING

Based on various parking rates throughout Vancouver, Table 2 shows the recommended rates to be applied to the Lynn Canyon Park:

Hours	Rate
1 Hour	\$3
2 Hour	\$6
3 Hour (Maximum)	\$9

Table 2: Recommend Parking Rates

Note: The maximum 3 hour parking is a demand management strategy during peak periods to encourage a higher visitor turnover rate. The parking rates per hour can be adjusted so the projected revenue remains unchanged. Also, if vehicles park beyond 3 hours, a higher rate could be charged for those additional hours. We will be monitoring the proposed parking fee as part of a dynamic pricing initiative to address parking demand in the lot and adjacent streets.

2.0 REVENUE GENERATION

Based on the available stalls, the conservative estimation of the revenue generated by the parking lot will be maximum of \$4,000 on a busy day when all the stalls are occupied. On a busy season, it is estimated to generate an annual maximum of \$960,000. Based on the industry-standard, average parking lot of 133 spot size generates about \$480,000 per annum. The assumption is that 50% of the residents will apply for a season pass. Therefore, the range for the revenue is expected to be between \$250,000 and \$480,000 per season. There is a potential for the pilot pay parking project to be expanded to other high use parks depending on learnings from the Lynn Canyon Pay Parking Pilot Project.

The generated revenue can be used towards mitigation of park use demand impacts, TDM initiatives and advance traveller information. It is noted that Council direction proposes significant investment in active transportation over the next ten years. Pay parking revenues could assist in supporting that investment.

Social Policy Implications:

Some concern expressed that pay parking may be a potential impediment for access to parks. Lynn Canyon Park is accessible by transit with a stop on Peters Road about two blocks away. Access via bicycle and on foot is reasonable, and free parking remains available at the Lower Seymour Conservation Reserve via Lillooet Road.

Travellers with a valid Handi-cap Permit issued by the Social Planning and Research Council of BC (SPARC) are exempt from parking fees.

Environmental Impact:

Pay parking is an effective Transportation Demand Management (TDM) tool which will encourage alternative transportation modes to the personal motor vehicle and reduce carbon emissions pursuant to the District Community Energy and Emissions Plan (CEEP).

3.0 COMMUNICATION STRATEGY

A communications strategy will be developed to raise awareness about Lynn Canyon Pay Parking and to notify residents about pay parking exemptions once all program details are finalized.

Concurrence:

DNV Parks, DNV Bylaws, DNV Finance.

Conclusion:

- The pay parking system is anticipated to be initiated in March 1st, 2021 and be in effect from March 1st to October 31st. This is a 2-year pilot project.
- Parking rates are in coordination with Metro Vancouver parking rates at \$3/hour. The generated revenue is expected to support park use demand impact, TDM initiatives and advanced traveller information.
- New on-street parking regulations will be implemented on the adjacent streets in accordance with the District's On-Street Parking Policy.
- The District residents are exempt from payment upon displaying a season pass in their vehicle.

Options:

It is recommended that the plan for pay parking pilot project implementation be endorsed and referred to Council.

Respectfully submitted,

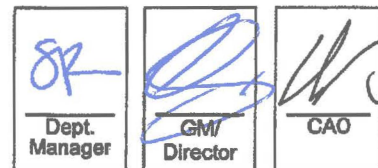


Banafsheh Rahmani P.Eng
Transportation Engineer

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 checked="" type="checkbox"/> Finance <i>MS</i> _____	<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 _____	

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<input type="checkbox"/> Info Package	Date: Nov 18/20
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The District of North Vancouver INFORMATION REPORT TO COUNCIL

October 14, 2020

File: 12.6285.01/000.000

AUTHOR: Wayne Maskall - Section Manager Natural Parkland

SUBJECT: Seymour Trails Strategic Planning

REASON FOR REPORT:

The purpose of this report is to provide Mayor and Council with an update on steps taken, and further planning initiatives towards a comprehensive Seymour Trails Strategic Plan.

SUMMARY:

Parks has begun work on developing a Seymour Trails Strategic Plan. While other land managers on Mount Seymour (BC Parks and CMHC) have also begun preliminary trail planning work, MetroVan is the only land manager who has developed a more complete trails guideline plan for the LSCR region, at this point in time. Over the next year, the Parks department will continue to work towards a comprehensive plan for trail management that incorporates the key trail use values – **environmental protection, ecological sustainability, sustainable trail infrastructure and use, and multi-use access.**

In anticipation of the continued increase in recreational use, it is recommended that special care be taken to protect and preserve wetlands, streams, and streambanks, as emphasized in the Parks and Open Space Strategic Plan.

Public consultation, stakeholder engagement, agreements with adjacent land managers, and master planning will be key roles of a dedicated trail planning consultant. Parks will work closely with the consultant to ensure that a high quality trail network is developed, that respects the environment, provides access to a wide variety of users, without compromising trail user excitement or enjoyment.

BACKGROUND:

Mount Seymour contains an extensive network of trails, and recreational use has been increasing steadily over the past decade. A similar pattern was seen on Fromme back in 2008 when the District developed a trail management plan for Fromme. While the trails on Fromme are largely maintained by the North Shore Mountain Biking Association (NSMBA), under the Fromme Mountain Trail Maintenance Agreement (Agreement), no such agreement exists on Seymour - largely due to the fact that a formal strategic plan has not yet been developed for Seymour, and the vast majority of the trails on Seymour are currently classified as unauthorized.

There are myriad of challenges that complicate a seamless strategic plan on Seymour, such as; land ownership, land claims, private property issues, competing recreational uses, environmentally

sensitive areas, and access to some locations within the study area. Parks has been working towards a management plan framework, while trying to navigate these challenges.

The Fromme Mountain Sustainable Trail Use and Classification Plan (the Plan), approved by the Council in 2008, provides guidelines and best management practices (BMPs) to help minimize the environmental impacts of recreational trails and use. The subsequent Fromme Mountain Trails Environmental Assessment (Fromme Assessment), finalized in 2015, was undertaken by the District to determine the environmental condition of a representative sample of Fromme Mountain trails, and provides recommendations for sustainable trail management. Since the Plan and Fromme Assessment were completed, the DNV has applied its BMPs for trail construction and maintenance to the few authorized trails on Mount Seymour, as resources have permitted.

Mount Seymour is a complicated patchwork of land ownership that includes regional, provincial, federal land (CMHC), private property, and DNV lease land that will require inter-jurisdictional agreements for the management of any shared trails. DNV Parks staff have begun discussions with CMHC, MetroVan, and BC Parks (BCP) with respect to shared ownership and management of trails, and have worked collaboratively on a few trail construction and decommissioning projects. Both CMHC and BCP are also currently working on preliminary plans towards a trails management strategy. MetroVan has developed a plan specific to the LSCR region.

DNV Actions:

In line with Council's commitment to support sustainable trail use, the DNV initiated baseline environmental assessments of trails in the Cove Forest area of Deep Cove on Mount Seymour in 2017, and then in the Berkley Hyannis, Central Seymour and Darkside areas in 2018. Over 60 kilometers of both authorized and unauthorized hiking and biking trails were captured within these reports, and assessed in the context of environmental sustainability.

The purpose of the assessments was to establish a baseline dataset of trail conditions and environmental impacts, as prior to this, no formal inventory or assessment of trails on Mount Seymour had been conducted. In 2019 a complete assessment of all technical trail features (TTF's) was completed for all trails, to capture a baseline inventory of all built structures (jumps, ramps, bridges, boardwalks, etc.) on District trails, including those on Seymour.

In 2019, Parks, BCP and the NSMBA worked collaboratively on developing and constructing the first all access / adaptive mountain bike trail in the Central Seymour area, which has been a tremendous success. Riders of all levels and capabilities have enjoyed this trail.

In 2020, as a result of the Seymour trail assessments, four distinct management zones were identified for trails on District lands. These management zones were prioritized based on volume of use and impact ratings, and not surprisingly, in order of priority the four management zones are; Berkley Hyannis, Central Seymour, Cove Forest, and the Darkside - those zones adjacent the highest density residential areas were rated as the highest priority, due to ecological impact and volume of use.

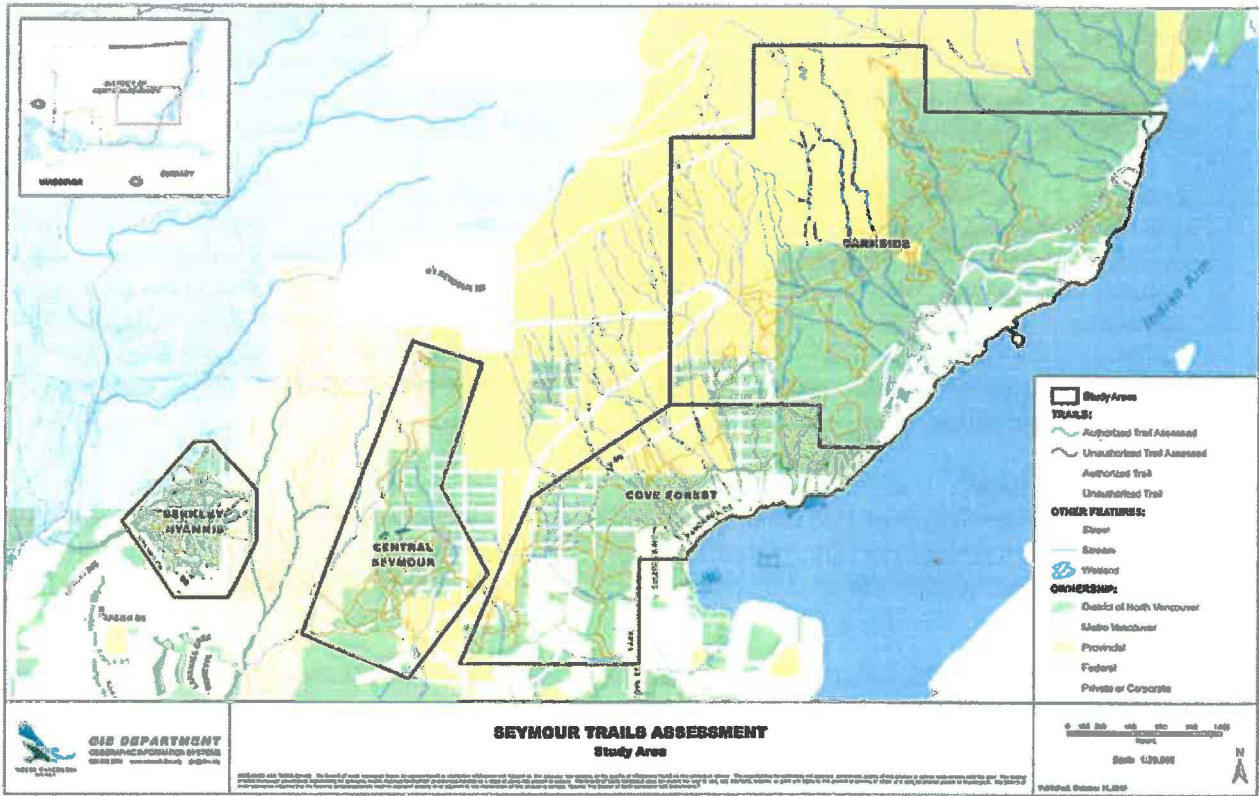


Fig. 1 – Seymour Trails, study areas, and land ownership.

Staff have begun to focus their efforts on the Berkley Hyannis area, and are currently developing a framework for trail decommissioning, consolidation, and select closures as a means to reduce the environmental impact from a heavily braided and often redundant trail network. However, in the absence of an agreement such as the one with the NSMBA on Fromme, and the deferral of the seasonal trail crew due to COVID-19 financial cut-backs this year, it has been challenging for staff to make significant progress in this area, and are focussing on relatively minor “quick wins” as a stop-gap measure until resources are again made available.

For 2021/22, Parks will continue to rely upon a seasonal trail crew responsible for trail maintenance, minor infrastructure repairs, decommissioning of unsustainable trails, and restoration of heavily impacted areas. Berkley Hyannis, and Central Seymour will be priority areas during this time.

Staff have also begun to collect trail usage data in the Central Seymour study area, through the installation of strategically located trail counters. As trail use fluctuates by season, trail counters will remain in place for several months in each location. Once data is collected in one area, counters will be relocated into the other study areas over the next 9-12 months.

Currently only six authorized trails with the DNV owned Seymour trails network have permits assigned to independent trail builders to undertake necessary maintenance and repairs on an as-needed basis. This work is purely on a volunteer basis, as no additional budget has been assigned to trails on Seymour. These six trails are classified as mountain bike primary. To date, no hiking trails have authorized trail permit holders.

Under the current system, Seymour trails are overseen by a single Trail and Habitat Coordinator within the Parks Department. Trail permits, requests for repairs and maintenance, trail improvements and the coordination of decommissioning of unauthorized trails are the responsibility of this single staff person. Bylaw and environmental protection enforcement falls upon the Park Rangers, who also assist in coordinating and participating in unsustainable trail decommissioning.

Recently, a very large fully developed and illegally built trail was located on Seymour. The environmental impact of this trail was significant with many mature trees illegally removed, and vast amounts of native soil moved to construct the trail. As the trail initiated on BC Parks lands before entering DNV lands, Rangers and Parks staff worked in collaboration with BCP Rangers to swiftly dismantle high risk structures and decommissioned the trail, which exited onto a private road in the Sunshine Falls neighbourhood. Through the North Shore Restorative Justice Program, the District worked with the trail builder, who was fined and assigned 50 hours of community service to support trail restoration areas.

Future Planning:

The DNV owned Seymour trail network is comprised of approximately the same linear quantity of trails as Fromme, however it is spread out over a much larger geographical area, with many trails crossing multiple jurisdictions. The total length of trails across all jurisdictions far surpasses that of Fromme.

As a considerable amount of trail assessment and data gathering on Seymour has already been completed by staff, next steps would include retention of a dedicated Park Planning position (under contract) to oversee the study, and the engagement of a trail planning consultant to; collate and analyse data, develop priorities and prepare initial recommendations, consult with adjacent land managers, conduct public open houses and stakeholder engagement sessions, in-field intercept surveys, on-line surveys, and begin to prepare a plan for trail management. If endorsed by Council and budgetary resources were made available, this process would start in early 2021.

During the consultation phase, District staff will be requesting that the consultant closely consider and make recommendations for specific hiking only trails and loops, as the demand for this type of single use trail is on the rise.

Refer to "Attachment 1" for details on scope of trail study.

Future Trail Management:

Once a strategic plan has been developed and endorsed by Council, operational budgets and staff resources would need to be allocated on an annual basis to manage the trail system. Currently on Fromme, the NSMBA receives an annual budget of \$100,000 for trail maintenance work performed on behalf of the District. As part of the study different maintenance models will be explored and evaluated.

As the NSMBA only maintains authorized mountain biking trails on Fromme, hiking trails receive minor maintenance, unless performed by volunteers or the District Trail and Habitat Coordinator as resources allow. Ideally, a year-round full time alpine trail crew would be approved within Parks to inspect and maintain trails, to decommission unsustainable trails, and / or those trails that may be recommended for closure through the study.

While many trails cross multi-jurisdictional boundaries on Seymour, trail maintenance agreements would need to be developed with adjacent land managers, to ensure seamless transitions for trail users, as well as a consistent level of maintenance and repair.

ANALYSIS:

Timing/Approval Process:

The Seymour Trails Strategic Plan will be given a priority in 2021, with initial planning steps, formalization of a project team to begin the project, and a public consultation framework being developed in Q1. The study project would then proceed through the remainder of the year, with preliminary recommendations being presented in early 2022.

Financial Impacts:

Parks estimates the project team would require a one time budgetary allocation of \$100,000 in 2021 to support completion of the study.

Future staff resourcing, operational budget, and contract for service budgets will be determined at a later date, in response to recommendations following the completion of the study.

Liability/Risk:

With the authorization of formal trails on Mount Seymour will come a higher duty of care for the District, as there will be an expectation for trail inspection and routine maintenance. Joint management agreements will need to be sought with adjacent land owners.

Social Policy Implications:

As previously stated, there are significant land ownerships, First Nations land claims on adjacent federal lands, private property, and lease land considerations which will need to be taken into consideration during the consultation phase.

Environmental Impact:

The Parks Department's key trail use values are; environmental protection, ecological sustainability, sustainable trail infrastructure and use, and multi-use access. While Parks will endeavour to create a trail network that meets these values, there is the real possibility that a formalized and authorized plan may also draw more regional users as area becomes more popular.

Public Input:

Public input will be critical in informing any future management decisions guiding the strategic plan, and will be undertaken in collaboration with the Corporate Communications Department.

The Parks and Natural Environment Advisory Committee (PNEAC) will be consulted and will provide study oversight.

Conclusion:

With no formal trail management plan in place for the Mount Seymour trail network, and trail use rising in popularity over the past decade, Parks is recommending that Council endorse a framework to continue the planning of a comprehensive Seymour Trails Strategic Plan.

Respectfully submitted,



Wayne Maskall
Section Manager Natural Parkland

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	_____		

Appendix 1.

Scope of Seymour Trails Strategic Plan would include the following key elements, some of which are currently underway, or complete:

- Inventory and review of existing trails within an environmental sustainability and condition assessment context
- Identify sensitive ecological areas that require protection strategies to support a balance of recreational access and environmental protection
- Review existing trails within the context of existing trail, environmental, park and climate change policies, bylaws, best management practices, construction standards and risk management
- Develop a recommended trail classification system that identifies different trail uses (single use hiking, mountain biking, and multi-use trails etc.), highlights trails to formalize and upgrade, identifies unsustainable trails from an environmental, risk management, or trail construction framework,
- Develop a public consultation process to engage the variety of stakeholders and trail users for feedback
- Recommend a signage package that identifies trail heads, trail maps, trail type and ratings, directional information, trail user information and regulations.
- Identify key staging and parking areas to access trails, and review potential barrier free access trails, where feasible
- Review sustainable trail design standards and best management practices, that include vegetation restoration and forest management, as applicable
- Develop a planning and budgeting framework for capital and trail maintenance programs to implement the final approved trail plan
- Develop an implementation plan for final approved recommendations that identifies annual work priorities with annual funding
- Explore models and different frameworks for trail maintenance, enforcement, and risk management to effectively manage the final approved trail classification system
- Apply an adaptive management approach which permits on-going monitoring and modifications, as required, to ensure the vision and intent of trail plan is achieved
- Work collaboratively with adjacent land managers (Metro Vancouver, CMHC, & BC Parks) where trails cross into other jurisdictions to ensure continuity in trail management and priorities.

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