

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, June 28, 2021  
5:00 p.m.**

**Watch at <https://dnvorg.zoom.us/j/65345321120>**

**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 28, 2021**  
**To be held virtually**  
**Watch at <https://dnv.org.zoom.us/j/65345321120>**

## 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 Public Health Officer orders; 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 Public Health Officer orders; 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 physically 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 virtually and without members of the public, or Council, 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](mailto:council@dnv.org) email address.

**1. ADOPTION OF THE AGENDA**

**1.1. June 28, 2021 Council Workshop Agenda**

*Recommendation:*

THAT the agenda for the June 28, 2021 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

**2. ADOPTION OF MINUTES**

**3. REPORTS FROM COUNCIL OR STAFF**

**3.1. Active Transportation Program Update**  
File No. 16.8620.01/000.000

**p. 9-22**

Joint Report: Acting Section Manager – Transportation and Transportation Planner, June 11, 2021

Attachment A: 2021 Active Transportation Project Updates

Attachment B: Cycling Program Update

Attachment C: PowerPoint Presentation

*Recommendation:*

THAT the June 11, 2021 joint report of the Acting Section Manager – Transportation and Transportation Planner entitled Active Transportation Program Update is received for information.

**3.2. On-Street Parking Policy – Update**  
File No. 16.8620.00/000.000

**p. 23-31**

Report: Acting Section Manager – Transportation  
Attachment A: PowerPoint Presentation

*Recommendation:*

THAT the June 4, 2021 report of the Acting Section Manager – Transportation entitled On-Street Parking Policy – Update is received for information.

**4. PUBLIC INPUT**

(maximum of ten minutes total)

**5. ADJOURNMENT**

*Recommendation:*

THAT the June 28, 2021 Council Workshop is adjourned.

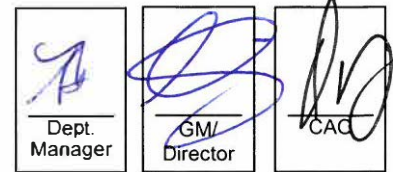
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## REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>June 28, 2021</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

June 11, 2021

File: 16.8620.01/000.000

**AUTHOR:** Nicola Chevallier, Transportation Section Manager (Acting)  
Ingrid Weisenbach, Transportation Planner

**SUBJECT:** **Active Transportation Program Update**

### REASON FOR REPORT:

This report provides context for the Transportation workshop on June 28, 2021. The purpose of this report is to provide Council with a status update on 2021 active transportation projects and the impact on the cycling program.

Appendices are attached with further information.

### SUMMARY:

As part of the November 2020 Transportation workshop with Council, staff provided a list of 19 proposed active transportation projects to be delivered in 2021. Staff are working to deliver these projects and are on-track to start construction for 12 of these projects this year. Seven projects are being delayed, of which five projects are related to the cycling program.

The cycling program's timeline provided during the November workshop has been updated to reflect the new project schedules. The revised timeline attempts to balance resources, priorities and feedback received following the workshop. Staff propose to build in more time to project schedules to: 1) allow space for more fulsome public engagement on projects in more residential neighbourhoods and 2) better align timelines for projects that must be coordinated with other agencies (e.g. District of West Vancouver, Ministry of Transportation and Infrastructure). These projects must also be balanced against available staffing resources over the next 9 years.

### BACKGROUND:

Staff had intended to deliver 19 active transportation projects in 2021 as presented to Council at the Transportation workshop in November 2020. Council provided feedback at the workshop on the need for more fulsome public engagement for complex projects that needed to be considered in the project schedules. Staff also received subsequent information about the other related projects that affects the timing and sequencing of the cycling program.

**ANALYSIS:**

Staff re-evaluated the delivery of the cycling program based on feedback received from Council, lessons learned from similar cycling projects and in coordination with other projects within the District.

The positive momentum related to the Livable Deep Cove project along Gallant Avenue has created an opportunity to advance key elements of the Spirit Trail network in the area. However, this will draw staff resources away from projects in the original November 2020 plan. Staff hired a consultant to help identify key components near the village that can facilitate walking and cycling by residents to the village.

Staff agree that a more measured approach (such as expanded use of pilot implementation where practical) on specific projects that involve difficult trade-offs is necessary and want to create the space in the project delivery schedule to accommodate time for more public engagement. These projects often are located in residential neighbourhoods and involve road space reallocation and operational challenges. Staff believe data collection and extensive dialogue to support public engagement is necessary on an individual project basis to ensure that staff understand the public's perspectives and concerns while balancing the needs of all users. This includes projects such as Lynn Valley Road Active Transportation, Phase 2 or the cycling route along W. Queens Road.

Other projects involve coordination with neighbouring municipalities and/or the Province that require additional work and coordination of delivery timelines. These projects fill a critical gap such as at bridgeheads or interchanges. Projects requiring additional coordination include the Capilano Road corridor, connecting Ridgewood Drive to the cycling lanes south of Hwy 1 or upgrades along the south side of Marine Drive, from the Lions Gate Bridge to McGuire Avenue.

Staff are proposing to take three years to take a project from concept through construction. During year one, staff would undertake options analysis and public engagement, allowing staff to make a recommendation to Council for the preferred solution. Staff would complete detailed design during the second year and construct during the third year. Previously staff had planned a two year project timeframe.

Due to the level of effort cycling projects take and available resources, staff propose to undertake no more than two projects requiring extensive public engagement per year and no more than two projects requiring extensive coordination per year. This approach also impacts the rate of program delivery.

While this new approach accounts for available resources, allows for more time for public engagement and/or agency coordination, it does slow the delivery of the cycling program. However, given the importance of this program, staff feel this is the appropriate approach.

**Timing/Approval Process:**

The active transportation projects will be pursued within available financial and staffing resources.

**Financial Impacts:**

The District is on-track to start construction on approximately \$9.7M of active transportation projects and approximately \$3.0M of active transportation projects will be deferred to future years. Staff are working closely with Finance to ensure that the 5 year bylaw and 10 year plans are adjusted to reflect the changes in timeline.

**Existing Policy**

The District's Active Transportation program is supported by the Official Community Plan, Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan, and Community Energy and Emissions Plan (CEEP).

**Social Policy Implications:**

Investment in active transportation networks have been shown to promote community health and social wellness, provide benefit to local economies, and overall liveability. Integrated land use and transportation planning also presents opportunity for higher levels of transit, reduced car-dependency and housing diversity. Throughout project development and delivery, staff employ robust community engagement while working collaboratively with partner agencies.

**Environmental Impact**

Transportation initiatives that reduce congestion, support active modes, improve access to transit, reduce trip generation, or involve transportation demand management strategies have environmental benefits that help the District take action on climate change.

**Conclusion:**

Staff are working to develop a comprehensive approach to delivering active transportation projects that balances extensive public engagement, working with multiple stakeholders, and achieves the transportation-related directives set in our District plans.

Respectfully submitted,



Nicola Chevallier  
Transportation Section Manager (Acting)



Ingrid Weisenbach  
Transportation Planning

<b>REVIEWED WITH:</b>					
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<input type="checkbox"/> Climate Action	_____				

**Attachment A: 2021 Active Transportation Project Update**

Table A1: Projects that are on track to start construction in 2021

Description	Expected Construction Start Date	Expected Construction End Date
<b>Edgemont Blvd Sidewalk (west): W Queens Rd - Thorncliffe Dr</b> New sidewalk on west side of Edgemont Boulevard	Complete	
<b>Frederick Rd Sidewalk (north): Fromme Rd - Mountain Hwy</b> Sidewalk on north side of Frederick Rd	Q3 2021	Q4 2021
<b>Lions Gate Village - CNV border Cycling Route</b> Bringing existing cycling route up to standard, connecting Lions Gate Village to CNV border, along Tatlow and W. 15 <sup>th</sup> St. Includes wayfinding signage, road markings, speed signs & limited civil works at Lloyd Ave.	Q3 2021	Q4 2021
<b>Livable Deep Cove</b> Scope is still under discussion	Q3 2021	Q4 2021
<b>Lynn Valley Rd Active Transportation: Mtn Hwy to Peters Rd (Ph I)</b> Corridor upgrades along Lynn Valley Road include bus stop improvements, cycling facilities, intersection upgrades at Allan Rd.	Q3 2021	Q3 2022
<b>Montroyal Blvd Sidewalk (south): Pheasant Pl to Cliffridge Ave</b> Sidewalk segment on the south side to connect the bus stop	Q3 2021	Q4 2021
<b>Pedestrian Crossing: Dempsey Rd @ Nottingham Rd</b> Crossing upgrades with flashing lights on west leg	Q3 2021	Q4 2021
<b>Phibbs Exchange Upgrade</b> New sidewalk and cycle track on the west side of the exchange, connecting Oxford to Main St.	Q3 2021	Q1 2023
<b>Riverside Dr Drainage &amp; Crossing Improvements: MSP – Old Dollarton Rd (west side)</b> West side shoulder upgrades & crossing improvements at Windridge Dr.	Q3 2022	Q4 2022
<b>Spirit Trail (central) multiuse path: CNV Border - Seylynn Park</b> New 4m wide multiuse path, connecting CNV border to Seylynn Park, through Bridgman Park.	Q3 2021	Q2 2023
<b>Pedestrian Crossing: Lonsdale Ave @ E Kings Rd</b> Crossing upgrades with flashing lights on south leg	Q3 2021	Q4 2021
<b>Transit Related Improvements: Coleman St @ Underwood Ave</b> New sidewalk connection from NW corner to bus stop, new bus pad & crosswalks	Q3 2021	Q4 2021

Table A2: Projects delayed

Description	Reason for Delay
<p><b>Institute Rd Sidewalk (east): Frederick Rd - LVR</b> East sidewalk on Institute Rd</p>	<p>Bundled as part of sidewalk program outside of the 5 yr bylaw</p>
<p><b>Pedestrian Crossing: Fromme Rd @ Frederick Rd</b> Crossing upgrades with flashing lights on south leg.</p>	<p>Coordinated with other work in vicinity – Scheduled for 2022</p>
<p><b>LVTC - LCTC (western) cycling route</b> Connecting Lynn Valley Town Centre to Lynn Creek Town Centre by combination of multiuse paths through parks and on-street bikeways on slow residential streets.</p>	<p>Changing due to proposed updated in cycling program</p>
<p><b>Main St cycling link (WB): CNV border - Harbour Ave</b> Westbound cycling link on Main St</p>	<p>Changing due to proposed updated in cycling program</p>
<p><b>Marine Dr Bike Lane (south): DWV border - Capilano Rd</b> Working with DWV to improve cycling connection from Lions Gate Bridge to Capilano Rd.</p>	<p>Changing due to proposed updated in cycling program</p>
<p><b>W Queens Rd – Jones Ave Corridor Upgrades</b> Create cycling facilities and ensure bus stops are accessible along W. Queens Rd, from Edgemont Village to Jones Ave.</p>	<p>Changing due to proposed updated in cycling program</p>
<p><b>Spirit Trail (eastern): MV - DCV</b> Connects Spirit Trail from Maplewood Village to Deep Cove Village</p>	<p>Changing due to proposed updated in cycling program</p>

**Attachment B: Cycling Program Update**

Table B1: Proposed Delivery Schedule for Projects Involving Cycling

Project	Phase		
	Concept	Design	Construct
Spirit Trail (central): CNV Border - Seylynn Park		2020	2021
Lions Gate Village - CNV border cycling route		2021	2021
Lynn Valley Town Centre – Lynn Canyon Town Centre (western) cycling route (exc. middle link)		2021	2022
Lynn Valley Rd Active Transportation: Mtn Hwy - Peters Rd (Ph I)		2021	2022
Marine Dr cycling link (south): DWV border - McGuire		2021	2022
Mtn Hwy cycling link: Arborlynn Dr - Hwy 1 WB Ramps		2021	2022
Welch St Safety Improvements: Garden Ave - Pemberton Ave		2021	2022
Edgemont Village – Lions Gate Village cycling route: Paisley Rd	2021	2022	2023
Lynn Valley Rd Active Transportation: Peters Rd - Dempsey Rd (Ph II)	2021	2022	2023
Main St cycling link (WB): CNV border - Harbour Ave	2021	2022	2024
Capilano Rd cycling link: Ridgewood Dr - Hwy 1 ramps	2022	2023	2024
Lynn Valley Town Centre – Lynn Canyon Town Centre (eastern) cycling route	2022	2023	2024
Mt Seymour Pkwy cycling link: Mt Seymour Rd - Deep Cove Rd	2022	2023	2023
Spirit Trail (eastern): Maplewood Village – Deep Cove Village	2022-2030		
Edgemont Village - Lynn Valley Town Centre cycling route (western section)	2023	2024	2025
Lions Gate Village - CNV border cycling route @ Marine Dr	2023	2024	2025
Deep Cove Rd Complete Streets: Caledonia Ave - Mt Seymour Pkwy	2024	2025	2026
Mtn Hwy Active Transportation: McNair Dr - Lynn Valley Rd	2024	2025	2026
Dollarton Hwy cycling & transit: Hwy 1 ramps - Amhurst Ave	2026-2030		
E Keith Rd cycling link: Sutherland Ave - Shavington St	2026-2030		
Edgemont Village - Lions Gate Village cycling route: Ridgewood Dr	2026-2030		
Lynn Valley Town Centre – Lynn Creek Town Centre (western) cycling route: Middle link	2026-2030		
Mt Seymour Pkwy cycling route: Riverside Dr - Mt Seymour Rd	2026-2030		

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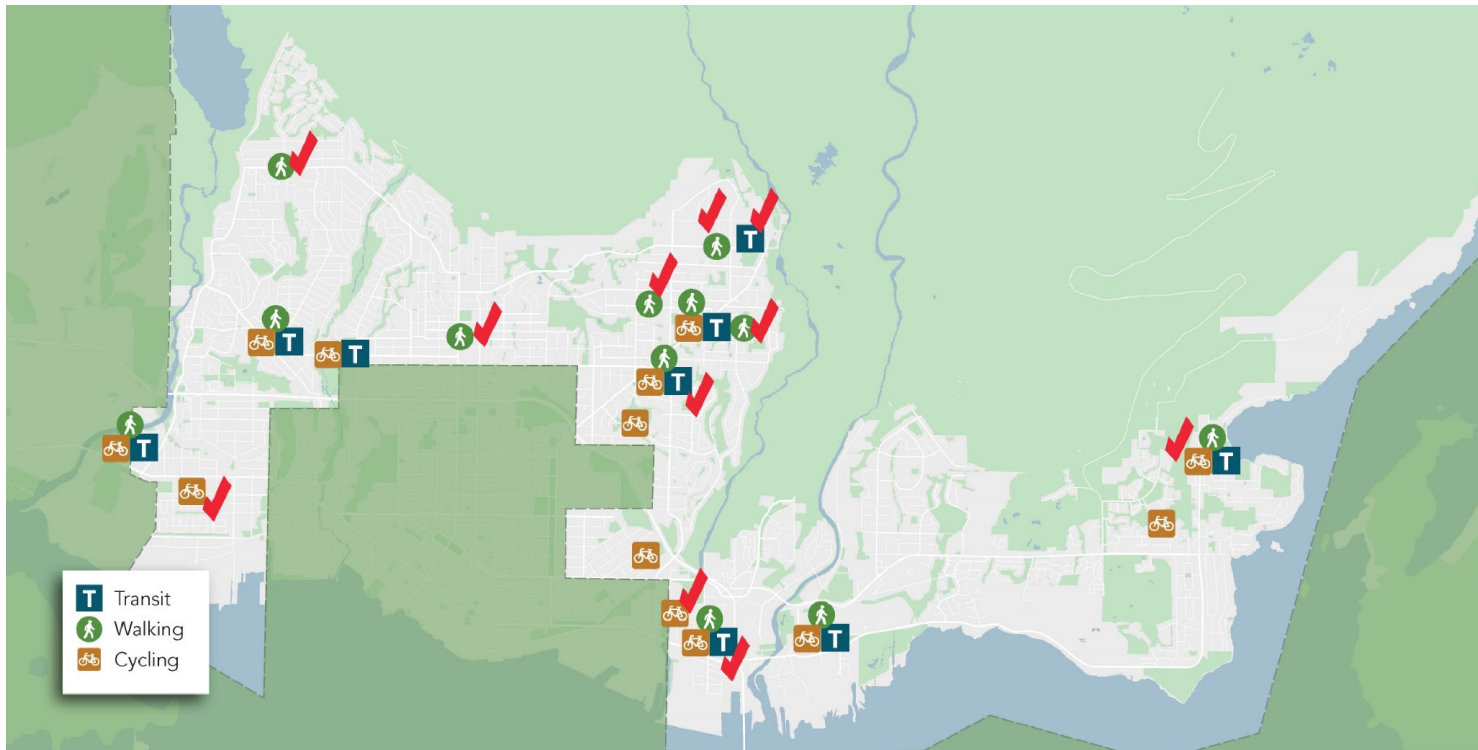
# Transportation's 2021 Summer Workshop

## Active Transportation

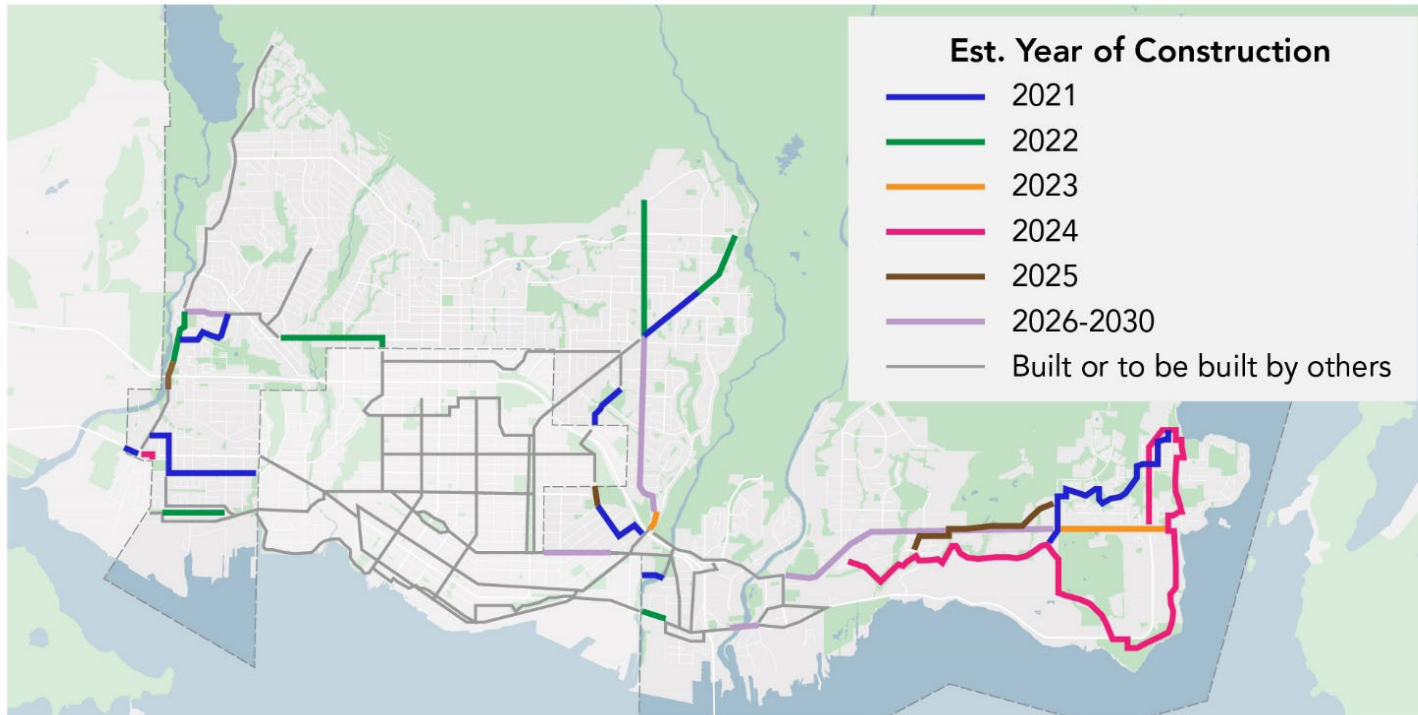
November 9, 2020



# 2021 Active Transportation



# Delivering Priority Cycling Routes



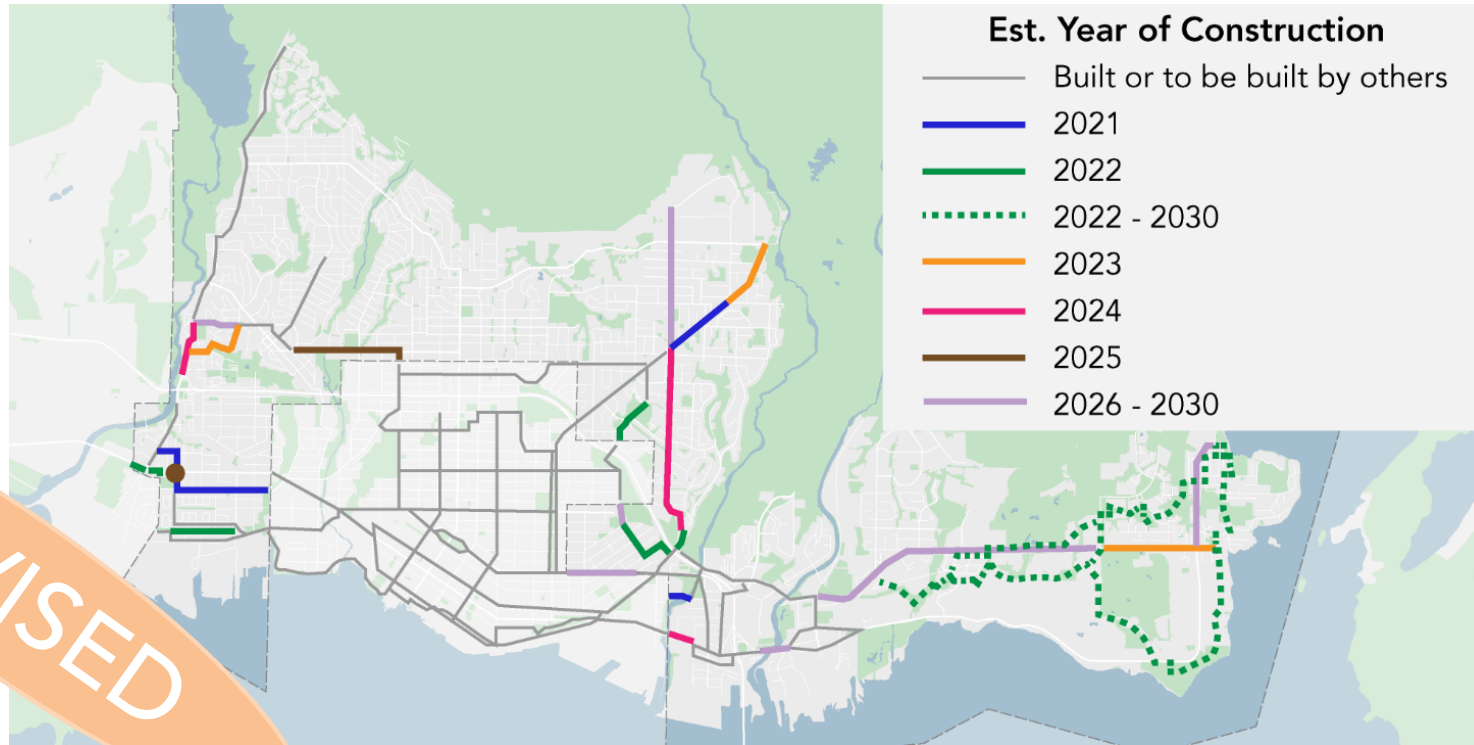
## Delivering Priority Cycling Routes

### Guiding Principles

- Add'l time for public engagement on projects involving difficult trade-offs
- Add'l time for multi-agency coordination on projects connecting to or across boundaries
- Max. 2 projects requiring extensive public involvement per year



# Delivering Priority Cycling Routes



REVISED

## Delivering Priority Cycling Routes

### Conclusion & Discussion

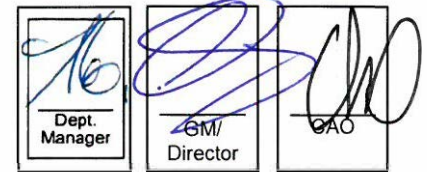
New timeline allows time for:

- More public engagement
- Coordination with partner agencies

Next Steps

- Align work with 5-yr financial plan

AGENDA INFORMATION	
<input type="checkbox"/> Council Workshop	Date: <u>June 28, 2021</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

June 4, 2021

File: 16.8620.00/000.000

**AUTHOR:** Nicola Chevallier, Transportation Section Manager (Acting)

**SUBJECT:** On-Street Parking Policy - Update

### REASON FOR REPORT:

The reason for this report is to update Council on the use and effectiveness of the On-Street Parking Policy since its adoption in November 2020.

### SUMMARY:

The On-Street Parking policy adopted by Council in November 2020 has provided staff the regulatory tools needed to apply a consistent and principled approach for balancing the competing public interests with respect to on-street parking. The policy provide guidance on the principles to apply and provides enough flexibility to vary regulations by season, day of the week and time of day to suit the demands and context for each area.

While parking demands near popular destinations such as commercial or industrial centres, transit hubs, schools, universities, trailheads and parks, cause significant impact to residents in the area, we also receive feedback from District residents and business owners who feel that Resident Parking Only (RPO) zones are overly restrictive, limiting their access to these destinations.

Residents concerned with parking in their area are being encouraged to apply to the District per the procedure laid out in the policy in order to ensure that new restrictions are implemented in compliance with this policy. At this time, previously approved RPO zones are being left in place as exceptions to the policy until sufficient resources can be applied to bring those areas into compliance.

### BACKGROUND:

Prior to adoption of the On-street Parking policy in November 2020, the District did not have a comprehensive parking management policy. This led to an ad-hoc approach to parking regulations, tailored to suit each location, which evolved over several decades as the District sought to keep neighbourhoods liveable in the face of increasing demand for convenient on-street parking near popular locations.

In the past, access to on-street parking in some high demand areas has not adequately balanced competing interests of residents and visitors, as well as staff and customers. In addition, RPO permit costs and allowances for visitor passes, particularly around trailheads and parks, have been inconsistent between neighbourhoods and signage has not always met regulatory requirements to allow for proper enforcement. With increased popularity of District parks, and the associated increase in parking demand, the need for consistent policy District-wide became more acute. The somewhat arbitrary approach of the past had caused some residents to express concern about fairness across neighbourhoods. Many residents have indicated the goals of the new Parking Policy are supportable, and they have also been understanding of the approach to gradually revisiting previously established RPO zones over time to bring them into compliance rather than rushing to undue decades of history immediately.

Over a 12 month period in 2019-20, staff worked with Council as they thoughtfully considered the significant public interests served by our streets and on-street parking in Council workshops including the On-Street Parking Management Strategy workshop (November 04, 2019) and the Parking Policy workshop (June 22, 2020). The workshops resulted in the District adopting a new On-Street Parking policy November 23, 2020 to provide more consistency in the management of on-street parking going forward.

#### **EXISTING POLICY:**

The District's [On-Street Parking policy](#) was adopted by Council on November 23, 2020.

#### **ANALYSIS:**

The On-Street Parking policy enables staff to more effectively manage competing public interests and enforce parking restrictions in a fair, equitable, and consistent way across the District. Effective management of on-street and off-street parking supply has key benefits, as articulated in the following **goals**:

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

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.



The goals outlined in the policy provide useful guidance on finding the necessary balance between competing interests and interests we must balance, and the regulatory tools provide enough flexibility to vary regulations by season, day of the week and time of day to suit the demands and context for each area.

While parking demands near popular destinations such as commercial or industrial centres, transit hubs, schools, universities, trailheads and parks, cause significant impact to residents in the area, we also receive feedback from District residents and business owners who feel that Resident Parking Only (RPO) zones are overly restrictive, limiting their access to these destinations.

With growth in District and regional parks' popularity, particularly during the pandemic, there has been an increased parking demand, putting increased pressure on surrounding residential areas. Finding the balance between neighbourhood impacts, parking demands, and parking restrictions near other destinations such as commercial and industrial centres, transit hubs, schools and universities can also be difficult. The policy establishes parking restriction criteria that can be applied to non-arterial streets to balance the parking needs of local residents, businesses, and visitors.

Residents who wish to have on-street parking regulations changed on their street need to demonstrate support by at least 67% of abutting property owners. Residents requesting changes to parking restrictions to their street are directed to submit a petition demonstrating this support to initiate the process of confirming through data collection and analysis what, if any, restrictions are warranted.

Several areas had RPO regulations installed prior to policy adoption and the cost, eligibility criteria, and enforceability of those previously established parking passes and restrictions vary widely. We regularly receive complaints from residents wanting more restrictions and enforcement for their street (though not necessarily the associated signage and permit fees), and from other District residents who are frustrated about the lack of parking for these same streets to access nearby trailheads and parks. It will take significant time, resources and engagement to bring these previously approved areas into alignment with the policy. However, ensuring that any new restrictions do comply with the policy will provide a more equitable and consistent approach going forward.

**Financial Impacts:**

The annual fee for a Resident parking decals is \$30.11. In 2020, \$9213.66 in revenue was collected for 306 paid parking permits issued District-wide. Permit fees collected based on the proposed comprehensive On-Street Parking policy are designed to cover administrative costs as a cost-neutral program. While nominal, permit fees also imply there is value associated with exclusive use of public road right of way for parking, and provides some incentive for residents to be judicious in requesting restrictive parking zones and purchasing of permits.

**Public Input:**

Opportunity for public input was available during public workshops on November 4, 2019, and June 22, 2020.

**Conclusion:**

The On-Street Parking policy allows staff to effectively manage on-street parking through articulation of clear goals, use of appropriate regulatory tools and balanced consideration of significant public interests served by our streets and on-street parking.

Respectfully submitted,



Nicola Chevallier, P.Eng.  
Section Manager, Transportation (Acting)

REVIEWED WITH:					
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<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
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# Transportation's 2021 Summer Workshop

## Parking Update

# Parking Management Goals

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

# On-Street Parking Regulatory Tools



**Resident Parking Only (RPO)**

Unequitable access for public to business, public spaces and schools

**Unrestricted Parking**

Ineffective and inefficient parking management strategy

**Time Limited with Resident Exempt**

Increase parking turnover while residents are exempt

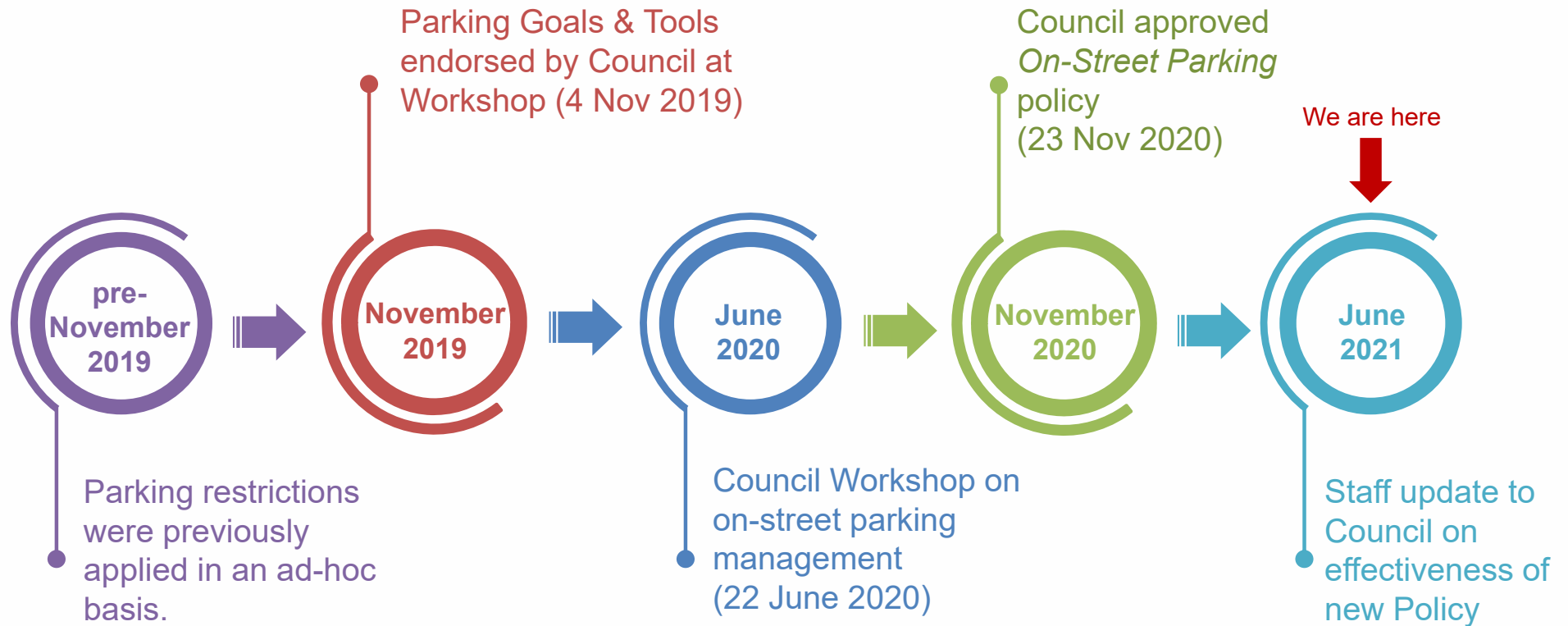
**Time Limited Parking**

Increase parking turnover and availability, and better access to businesses

**Pay Parking**

Increase parking turnover and availability where demand is very high

# On-Street Parking Policy – Where we are at



# Conclusion & Discussion

- New On-street Parking Policy provides staff with:
  - Clear consistent Council endorsed goals
  - Sufficient, versatile array of regulatory tools
  - Basis for consistent, fair application District-wide
- Next Steps
  - Regulate streets based on policy
  - Plan for gradual conformance of pre-existing zones (within available resources)

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