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

www.dnv.org
COUNCIL WORKSHOP

5:00 p.m.
Monday, June 28, 2021
To be held virtually
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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 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

*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  

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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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
<table>
<thead>
<tr>
<th>REVIEWED WITH:</th>
<th>External Agencies:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Planning</td>
<td>Libary Board</td>
</tr>
<tr>
<td>Development Planning</td>
<td>NS Health</td>
</tr>
<tr>
<td>Development Engineering</td>
<td>ITS</td>
</tr>
<tr>
<td>Utilities</td>
<td>Solicitor</td>
</tr>
<tr>
<td>Engineering Operations</td>
<td>GIS</td>
</tr>
<tr>
<td>Parks</td>
<td>Real Estate</td>
</tr>
<tr>
<td>Environment</td>
<td>Bylaw Services</td>
</tr>
<tr>
<td>Facilities</td>
<td>Planning</td>
</tr>
<tr>
<td>Human Resources</td>
<td></td>
</tr>
<tr>
<td>Review and Compliance</td>
<td></td>
</tr>
<tr>
<td>Climate Action</td>
<td></td>
</tr>
</tbody>
</table>
### Table A1: Projects that are on track to start construction in 2021

<table>
<thead>
<tr>
<th>Description</th>
<th>Expected Construction Start Date</th>
<th>Expected Construction End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edgemont Blvd Sidewalk (west): W Queens Rd - Thorncliffe Dr</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>Frederick Rd Sidewalk (north): Fromme Rd - Mountain Hwy</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Lions Gate Village - CNV border Cycling Route</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Livable Deep Cove</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Lynn Valley Rd Active Transportation: Mtn Hwy to Peters Rd (Ph I)</td>
<td>Q3 2021</td>
<td>Q3 2022</td>
</tr>
<tr>
<td>Montroyal Blvd Sidewalk (south): Pheasant Pl to Cliffridge Ave</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Pedestrian Crossing: Dempsey Rd @ Nottingham Rd</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Phibbs Exchange Upgrade</td>
<td>Q3 2021</td>
<td>Q1 2023</td>
</tr>
<tr>
<td>Riverside Dr Drainage &amp; Crossing Improvements: MSP – Old Dollarton Rd (west side)</td>
<td>Q3 2022</td>
<td>Q4 2022</td>
</tr>
<tr>
<td>Spirit Trail (central) multiuse path: CNV Border - Seylynn Park</td>
<td>Q3 2021</td>
<td>Q2 2023</td>
</tr>
<tr>
<td>Pedestrian Crossing: Lonsdale Ave @ E Kings Rd</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>Transit Related Improvements: Coleman St @ Underwood Ave</td>
<td>Q3 2021</td>
<td>Q4 2021</td>
</tr>
</tbody>
</table>
### Table A2: Projects delayed

<table>
<thead>
<tr>
<th>Description</th>
<th>Reason for Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Institute Rd Sidewalk (east): Frederick Rd - LVR</td>
<td>Bundled as part of sidewalk program outside of the 5 yr bylaw</td>
</tr>
<tr>
<td>East sidewalk on Institute Rd</td>
<td></td>
</tr>
<tr>
<td>Pedestrian Crossing: Fromme Rd @ Frederick Rd</td>
<td>Coordinated with other work in vicinity – Scheduled for 2022</td>
</tr>
<tr>
<td>Crossing upgrades with flashing lights on south leg.</td>
<td></td>
</tr>
<tr>
<td>LVTC - LCTC (western) cycling route</td>
<td>Changing due to proposed updated in cycling program</td>
</tr>
<tr>
<td>Connecting Lynn Valley Town Centre to Lynn Creek Town Centre by</td>
<td></td>
</tr>
<tr>
<td>combination of multiuse paths through parks and on-street bikeways on</td>
<td></td>
</tr>
<tr>
<td>slow residential streets.</td>
<td></td>
</tr>
<tr>
<td>Main St cycling link (WB): CNV border - Harbour Ave</td>
<td>Changing due to proposed updated in cycling program</td>
</tr>
<tr>
<td>Westbound cycling link on Main St</td>
<td></td>
</tr>
<tr>
<td>Marine Dr Bike Lane (south): DWV border - Capilano Rd</td>
<td>Changing due to proposed updated in cycling program</td>
</tr>
<tr>
<td>Working with DWV to improve cycling connection from Lions Gate Bridge</td>
<td></td>
</tr>
<tr>
<td>to Capilano Rd.</td>
<td></td>
</tr>
<tr>
<td>W Queens Rd – Jones Ave Corridor Upgrades</td>
<td>Changing due to proposed updated in cycling program</td>
</tr>
<tr>
<td>Create cycling facilities and ensure bus stops are accessible along W.</td>
<td></td>
</tr>
<tr>
<td>Queens Rd, from Edgemont Village to Jones Ave.</td>
<td></td>
</tr>
<tr>
<td>Spirit Trail (eastern): MV - DCV</td>
<td>Changing due to proposed updated in cycling program</td>
</tr>
<tr>
<td>Connects Spirit Trail from Maplewood Village to Deep Cove Village</td>
<td></td>
</tr>
</tbody>
</table>
Table B1: Proposed Delivery Schedule for Projects Involving Cycling

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

Active Transportation

November 9, 2020
Delivering Priority Cycling Routes

![Map of priority cycling routes with various colors indicating the estimated year of construction (2021, 2022, 2023, 2024, 2025, 2026-2030), as well as lines for built or to be built by others.]

**Est. Year of Construction**
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026-2030
- Built or to be built by others
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

Est. Year of Construction
- Built or to be built by others
- 2021
- 2022
- 2022 - 2030
- 2023
- 2024
- 2025
- 2026 - 2030
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
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)
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

PARKING TURNOVER & AVAILABILITY
On-Street Parking Policy – Where we are at

- Parking Goals & Tools endorsed by Council at Workshop (4 Nov 2019)
- Council approved On-Street Parking policy (23 Nov 2020)

- Staff update to Council on effectiveness of new Policy

- pre-November 2019: Parking restrictions were previously applied in an ad-hoc basis.
- November 2019: Council Workshop on on-street parking management (22 June 2020)
- June 2021: We are here

District of North Vancouver
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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