

## **DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP**

Minutes of the Council Workshop for the District of North Vancouver held at 5:03 p.m. on Monday, June 28, 2021. The meeting was held virtually with participants appearing via video and telephone conference.

**Present:** Mayor M. Little  
Councillor J. Back  
Councillor M. Bond  
Councillor M. Curren  
Councillor B. Forbes (5:10 p.m.)  
Councillor J. Hanson

**Absent:** Councillor L. Muri

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. S. Ono, Deputy General Manager – Engineering, Parks & Facilities  
Ms. S. Walker, General Manager – Corporate Services  
Mr. A. Wardell, General Manager – Finance/CFO  
Mr. R. Danyluk, Deputy General Manager, Finance & Deputy CFO  
Ms. N. Chevalier, Acting Manager – Facilities, Infrastructure Planning & Project Delivery  
Mr. J. Gordon, Manager – Administrative Services  
Ms. C. Jackson, Manager – Climate Action, Natural Systems & Biodiversity  
Ms. I. Weisenbach, Acting Section Manager – Transportation  
Ms. C. Archer, Confidential Council Clerk  
Ms. S. Clarke, Committee Clerk  
Ms. K. Hebron, Committee Clerk

### **RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

**MOVED by Councillor BACK**

**SECONDED by Councillor HANSON**

**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.

**CARRIED**

Absent for Vote: Councillor FORBES

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

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

**MOVED by Councillor CURREN**

**SECONDED by Councillor BACK**

THAT the agenda for the June 28, 2021 Council Workshop is adopted as circulated.

**CARRIED**

Absent for Vote: Councillor FORBES

## **2. ADOPTION OF MINUTES**

Nil

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

### **3.1. Active Transportation Program Update**

File No. 16.8620.01/000.000

Mr. Steve Ono, Deputy General Manager – Engineering, Parks & Facilities, provided background on the Active Transportation Program, noting that there has been signification progress, including prioritized funding for active transportation by Council. Mr. Ono advised that the Transportation Plan was endorsed by Council in 2020 and adjustments are needed as conditions change. He further noted that staff is taking time to engage residents and ensure that impacts are minimized. Lynn Valley Road improvements have been split into two phases to allow completion of the first section while the second, upper section will have a pilot phase to gauge the impacts of the project.

Councillor FORBES arrived at this point in the proceedings.

Ms. Ingrid Weisenbach, Acting Section Manager – Transportation, advised that the staff presentation covers the current year Active Transportation Program as well as a longer-term look at the cycling program. Ms. Weisenbach reviewed the 19 projects that were planned for 2021 as of November 2020, noting that 12 of the projects are on schedule to begin construction this year. She advised that scheduling of the seven other projects has been adjusted, some due to changes in priorities and others to coordinate construction with other works.

Ms. Weisenbach noted that the crossing upgrade at Fromme and Frederick Roads has been rescheduled to 2022 to coordinate with a culvert project, new fields and sidewalks to minimize the need to re-pour concrete. She further advised that the central portion of the Spirit Trail is expected to be tendered in late summer and awarded in fall 2021. She further advised that this connection will provide a vital link for pedestrians and cyclists in an area with heavy traffic congestion on roadways.

Ms. Weisenbach provided an overview of priority cycling routes, noting that timelines have been adjusted along with changing priorities, including a growing focus on the Liveable Deep Cove project, which will require additional pedestrian and cycling projects to improve active transportation options in and around the village. She advised that two phases of work will be undertaken for Lynn Valley Road and that work will commence on border route upgrades between Lions Gate Village and the City of North Vancouver (CNV) in summer 2021.

Ms. Weisenbach advised that the factors considered for prioritizing cycling projects include:

- Resource availability;
- Complexity of the route;
- Opportunities to combine with other projects;

- Partnership opportunities with neighbouring municipalities;
- Grant requirements; and,
- Proximity to bridgeheads.

For projects that are being rescheduled, Ms. Weisenbach advised that additional time has been allocated to public engagement for projects with significant trade-offs and that a maximum of two such projects will be undertaken per year. One such project is the north portion of Lynn Valley Road, where a consultant has been engaged to design and pilot a one-way configuration and receive public input on the pilot.

Additional time will also be allocated to projects where coordination with other agencies is required. Upcoming projects involving other agencies include:

- Cycling connections under Highway 1 at Capilano Road and at Lynn Valley Road with the Ministry of Transportation and Infrastructure (MOTI);
- Westbound cycling link from the Lions Gate Bridge to McGuire Avenue with the District of West Vancouver; and,
- Linking Lynn Valley with Lynn Creek in partnership with the CNV.

Ms. Weisenbach advised that the timeline for completion of the Spirit Trail has been adjusted to deliver the project over the next nine years. Challenges for this project include steep terrain and routes through residential neighbourhoods that are sensitive to local concerns.

In response to a question from Council, staff advised that the timing of the Lynn Valley Road project has been accelerated to coordinate with MOTI works.

In response to a question from Council, staff clarified that the north Lynn Valley Road pilot will keep some on-street parking for residents and that different options are being considered.

In response to a question from Council, staff advised that properties are smaller at the northeast end of Lynn Valley Road with less off-street parking and high street parking demand. The pilot project will test how effective the one-way route and different street parking options are. Traffic monitoring will be ongoing, including traffic counts.

In response to a question from Council, staff advised that commuter cyclists ride straight uphill on Mountain Highway and that there has been significant uptake on the use of e-bikes in the community. Despite the steep grade, Mountain Highway remains a desirable route, though more protection from vehicle traffic would be of value to cyclists on this route.

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

- Acknowledged the difficulties associated with transforming a transportation system;
- Commented on the need for the public to be educated in order to make health-based decisions;

- Noted that the Official Community Plan (OCP) goals include a target of 35 percent mode share other than motor vehicles and accelerated action will be necessary to meet this goal;
- Commented on the high number of vehicle trips within the District and the need to reduce these in the future;
- Commented on the environmental impact of motor vehicles;
- Noted that staff need to be empowered to effect change;
- Commented on the high number of cyclists travelling downhill on Mountain Highway;
- Recommended widening the sidewalks on Mountain Highway near Eastview Elementary School to improve student safety;
- Expressed concern regarding extending cycling lanes up Mountain Highway;
- Commented on competing demands for space for sidewalks, cycling lanes, passenger vehicle traffic, buses and other large vehicles;
- Queried if traffic counts are available for motor vehicles and bicycles on 29<sup>th</sup> Street and requested an update on when the CNV will be completing work on the south side of the street;
- Noted that larger municipalities such as the City of Vancouver are able to build more cycling and pedestrian infrastructure due to new development and having more physical space;
- Noted that the purchase of private property could be required to widen some routes;
- Expressed concern about the pace at which decisions are being made regarding cycling routes;
- Commented on the need to identify routes that will most effectively achieve mode shifts and improve safety for pedestrians and cyclists;
- Expressed support for the three-year rolling program to have projects available for grant opportunities;
- Requested an update on future cycling improvements on Main Street from Phibbs Exchange to the CNV border; and,
- Commented on the challenges facing cycling commuters travelling over the Ironworkers Memorial Bridge.

In response to a question from Council, staff advised that work will commence on the connection between Harbour Avenue and the bridge at Lynn Creek in fall 2021 and that CNV is likely to work on the western section in 2024.

In response to a question from Council, staff advised that a small portion of the Spirit trail will cross Dollarton Highway and no other cycling improvements are planned for Dollarton Highway at this time.

In response to a question from Council, staff advised that Dollarton Highway is narrow with little or no shoulder, which decreases the feasibility and significantly increases costs associated with building cycling infrastructure for this route.

Staff further advised that the criteria for route prioritization includes where the most effective mode shift for the best value can be achieved. It was noted that densified town centres reduce the number of vehicle trips by placing residents near the services they want to access.

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

- Opined that infrastructure is required to attract users and that needs cannot be accurately gauged without building cycling routes first;
- Expressed concern regarding project timelines;
- Commented on the need for more cycling infrastructure in the Seymour area;
- Noted that pedestrians and cyclists do not always feel safe using those transportation modes;
- Acknowledged that the District has some challenging topography for cycling infrastructure; and,
- Expressed support for the allocation of additional resources for cycling lanes.

In response to a question from Council, staff advised that Mt. Seymour Parkway cycling lanes are built to an old standard and are narrower than one metre in some sections. It was noted that vehicle speeds are higher on Mt. Seymour Parkway and some commuters choose to use Dollarton Highway despite the lack of cycling lanes as vehicle speeds tend to be lower on this route.

Staff further noted that data collection on cycling lane use is possible after separation and cycling lanes are installed as data collection devices are subject to being hit by vehicles when placed on the roadway.

In response to a question from Council, staff advised that promoting cycling on the North Shore and commuting off the North Shore are different priorities and that both may not be achievable within current budgets. It was noted that reducing local vehicle trips is likely the higher priority at this time.

### **3.2. On-Street Parking Policy – Update**

File No. 16.8620.00/000.000

Ms. Nicola Chevalier, Acting Manager – Facilities, Infrastructure Planning & Project Delivery, advised that the purpose of this presentation is to provide an update to Council following the approval of the On-Street Parking Policy in November 2020. The policy was a critical first step in mitigating parking pressures in town centres and other neighbourhoods with high parking demand, providing staff with clear direction and regulatory tools to balance competing needs. Prior to the approval of the policy, decisions regarding on-street parking were made on a relatively ad hoc basis. Ms. Chevalier noted that staff receive a high level of requests for Resident Parking Only (RPO) zones during the summer and it remains important to review these requests using the principles in the policy.

Ms. Chevalier reviewed the parking management goals in the On-Street Parking Policy, noting that achieving a balance between the needs of residents, business owners, customers and workers is often a complex process:

1. Improved liveability in residential neighbourhoods;
2. Public access to parks and other open spaces;
3. Promotion of local commercial activity by encouraging the turnover of parking spaces;
4. Encourage travel by sustainable transportation modes;
5. Fair and consistent parking management across the District;



6. Complement and support the OCP; and,
7. Regulate parking based on daily and seasonal variations in demand.

Ms. Chevalier reviewed the regulatory tools available to balance the different goals as well as the benefits and disadvantages of each:

1. Resident Parking Only (RPO):
  - Advantages:
    - Improved livability for local residents.
  - Disadvantages:
    - Restricted access to parks and other public spaces;
    - Administrative costs;
    - Costs to residents for passes;
    - Residents may find it too restrictive; and,
    - Residents may not like the required signage.
2. Unrestricted parking:
  - Advantages:
    - Full public access;
    - No administrative or enforcement costs; and,
    - No signage required.
  - Disadvantages:
    - No ability to manage parking supply or turnover; and,
    - Possibly impacts to resident livability depending on demand.
3. Resident Exemption (RE):
  - Advantages:
    - Encourages parking turnover for visitors to parks or businesses; and,
    - Maintains resident ability to park for longer periods.
  - Disadvantages:
    - Possible high parking turnover in residential areas;
    - Administrative costs; and,
    - Costs to residents for passes.
4. Time Limited Parking
  - Advantages:
    - Increased turnover; and,
    - Better access to businesses and outdoor spaces.
  - Disadvantages:
    - Reduced access for customers, staff, and park visitors who want to stay for longer periods.
5. Pay Parking
  - Advantages:
    - Generates revenue; and,
    - Effectively manages demand.
  - Disadvantages:
    - Public acceptance; and,
    - Administrative and administrative costs.

Ms. Chevalier advised that RPO zones implemented before the approval of the On-Street Parking Policy need to be reviewed to ensure they align with the policy and are effective and fair. She noted that the District receives complaints from

residents who want more restrictions as well as members of the public who want more access to trailheads and parks.

In response to a question from Council, staff advised that data collection for Lynn Valley Park would be premature at this time as the suspension bridge remains closed due to the COVID-19 pandemic. She further advised that additional parking restrictions were introduced on neighbouring residential streets to balance liveability with the needs of park users.

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

- Acknowledged that street parking can be a divisive issue;
- Noted that residents have complained about the \$30 fee for resident parking;
- Commented on resistance to change;
- Expressed frustration at the slow pace of mode shift away from personal vehicle use;
- Commented on street parking issues near trail heads, including blocked driveways and people driving over residents' lawns;
- Commented on issues at trailheads in the Blueridge area; and,
- Expressed concern that improving trails will attract more visitors to residential areas and cause additional disruption to local residents.

In response to a question from Council, staff advised that more parking spaces have been added at Blueridge Park as well as additional signage to address problem behaviours. She further noted that not all residents near trailheads and parks are willing to purchase passes or have the required signage around their homes.

In response to a question from Council, staff advised that the On-Street Parking Policy will be integrated with the Seymour Trails Strategic Plan to detail options for access and parking to balance the needs of residents and trail users.

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

- Commented on growth of outdoor trail use and the need to physically spread out users on the trails;
- Commented on the behaviour changes needed to affect climate change;
- Noted that space on roadways is physically limited;
- Expressed support for additional public engagement and consultation for any changes to on-street parking; and,
- Commented on parking pressures in commercial and industrial areas.

In response to a question from Council, staff advised that lowering speed limits on a regional basis is under Provincial jurisdiction. A Translink subcommittee is developing a recommendation for an amendment to the Motor Vehicle Act to reduce default speed limits province-wide. Staff advised that District staff have reviewed materials from municipalities that have enacted reduced neighbourhood speed zones, a program not currently on the District's work plan. Staff further advised that there are high costs associated with neighbourhood speed zones as speed limit signs would need to be posted on all of the affected streets.



Public Input:

Mr. Don Piercey:

- Spoke on behalf of HUB Cycling;
- Expressed support for the Active Transportation Program;
- Encouraged the District to provide more resources to accelerate active transportation projects;
- Commented on the prioritization of more densely populated population areas to reduce short trips by car;
- Noted that some cycling routes have significant gaps; and,
- Commented on the grade of Lynn Valley Road versus alternate routes in Upper Lynn Valley.

Mr. Corrie Kost

- Opined that private vehicles are the only safe mode of transportation;
- Commented on reduced ridership on public transportation; and,
- Opined that cycling is only for those who are young and in good health.

Mr. Eric Andersen

- Expressed concern that the Seymour Trails Strategic Plan will not solve neighbourhood issues;
- Noted that balancing the priorities of different groups will be difficult;
- Commented on ways to encourage trail and park users to respect neighbourhoods without using signs; and,
- Noted that many trail users do not live on the North Shore.

Mr. Bev Parslow:

- Expressed concern regarding vehicle speeds on Delbrook Road and the high number of crashes at the intersection of Delbrook and Queens Roads; and,
- Requested traffic calming measures for the route, including lower speed limits at crosswalks and near parks, bump-outs at crosswalks, parking and cycling lanes on both sides of the street, as well as a new crossing at Windsor Road.

**4. ADJOURNMENT**

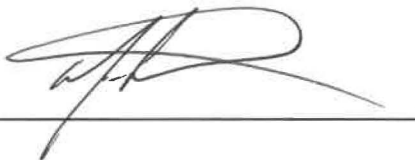
**MOVED by Councillor CURREN**

**SECONDED by Mayor LITTLE**

THAT the June 28, 2021 Council Workshop is adjourned.

**CARRIED**  
(7:32 p.m.)

Mayor



Municipal Clerk

