

AGENDA

COUNCIL WORKSHOP

Monday, January 31, 2022

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road

North Vancouver, BC

Watch at <https://dnvorg.zoom.us/j/67910218298>

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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AGENDA

1. ADOPTION OF THE AGENDA

1.1. January 31, 2022 Council Workshop Agenda

Recommendation:

THAT the agenda for the January 31, 2022 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. September 27, 2021 Council Workshop p. 7-13

Recommendation:

THAT the minutes of the September 27, 2021 Council Workshop are adopted.

2.2. October 25, 2021 Council Workshop p. 15-20

Recommendation:

THAT the minutes of the October 25, 2021 Council Workshop are adopted.

2.3. November 22, 2021 Council Workshop p. 21-24

Recommendation:

THAT the minutes of the November 22, 2021 Council Workshop are adopted.

2.4. December 6, 2021 Council Workshop p. 25-33

Recommendation:

THAT the minutes of the December 6, 2021 Council Workshop are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. January 31, 2022 Transportation Workshop - Cycling p. 37-47 File No. 16.8620.01/000.000

Report: Section Manager – Transportation, January 14, 2022
Attachment 1: Staff report dated November 1, 2021

Recommendation:

THAT the January 14, 2022 report of the Section Manager – Transportation is received for information;

AND THAT Phase 1 of the Lynn Valley Road Active Transportation Project proceed to construction;

AND THAT Phase 2 of the Lynn Valley Road Active Transportation Project proceed to public engagement in winter 2022.

**3.2. E. 29th St. Safety & Mobility Improvements –
Supplemental Information**
File No. 16.8620.20/054

p. 49-58

Report: Section Manager – Transportation and Transportation Planner, January 14, 2022

Attachment A: Information Report to Council dated July 11, 2019

Recommendation:

THAT the January 14, 2022 joint report of the Section Manager – Transportation and Transportation Planner entitled E. 29th St. Safety & Mobility Improvements – Supplemental Information is received for information;

AND THAT staff are directed to develop and report out a concept that is in line with the recent Lynn Valley Road Phase 1 design.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the January 31, 2022 Council Workshop is adjourned.

MINUTES

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:01 p.m. on Monday, September 27, 2021 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back (via Zoom)
Councillor M. Bond (via Zoom)
Councillor M. Curren (via Zoom)
Councillor B. Forbes (via Zoom)
Councillor J. Hanson (via Zoom)
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Ms. S. Walker, General Manager – Corporate Services
Mr. R. Danyluk, Deputy General Manager – Finance & Deputy CFO
Ms. J. Paton, Assistant General Manager – Development Planning & Engineering
Ms. T. Atva, Manager – Community Planning
Mr. J. Gordon, Manager – Administrative Services
Mr. M. Hartford, Manager – Community Planning
Ms. C. Jackson, Manager – Climate Action, Natural Systems & Biodiversity
Ms. G. Lanz, Deputy Municipal Clerk
Mr. J. Cairns, Planner
Ms. A. Reiher, Council Liaison/Support Officer
Ms. S. Dale, Confidential Council Clerk
Ms. A. Dalley, Planner
Ms. E. Lee, Planner
Ms. S. Clarke, Committee Clerk

1. **ADOPTION OF THE AGENDA**

1.1. **September 27, 2021 Council Workshop Agenda**

MOVED by Councillor MURI

SECONDED by Councillor BACK

THAT the agenda for the September 27, 2021 Council Workshop is adopted as circulated.

CARRIED

2. **ADOPTION OF MINUTES**

2.1. **June 14, 2021 Council Workshop**

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the minutes of the June 14, 2021 Council Workshop meeting are adopted.

CARRIED

2.2. July 12, 2021 Council Workshop

MOVED by Councillor MURI

SECONDED by Councillor HANSON

THAT the minutes of the July 12, 2021 Council Workshop meeting are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Final Report from the Rental, Social and Affordable Housing Task Force

File No. 01.0360.20/078.000

Ms. Katherine Fagerlund and Mr. Phil Dupasquier, Rental, Social and Affordable Housing Task Force (RSAHTF), presented the Final Report to Council to Address Rental, Social and Affordable Housing Issues.

Ms. Fagerlund and Mr. Dupasquier reviewed the Task Force's background and housing issues in the District including:

- Growth projections and goals in the 2011 Official Community Plan (OCP) did not address housing affordability;
- Candidate platforms in the 2018 General Local Election regarding OCP housing goals;
- Statements by candidates regarding development and the type of development needed in the District;
- Appointment of the committee by Council for a two-year period;
- Potential Federal and Provincial partnerships.
- Implementation of some of the recommendations in the committee's September 2020 Interim Report, including hiring a Housing Planner and reviewing District lands as possible affordable housing sites;
- The significant gap between incomes and the cost of rental housing;
- The disparity between the percentage of market and non-market units approved to the end of 2020 to meet 2030 estimates in the OCP; and,
- A loss of residents in all income groups below \$100,000 per year between 2011 and 2016.

The final report reaffirms the importance of the six rental and affordable housing goals outlined in the existing Rental and Affordable Housing Strategy (RAHS), and is structured according to these goals. Within each of the six goals, several recommendations are provided that may be used to inform future policy development, programs, planning and decision-making. In total, more than fifty recommendations are made across the six RAHS goal areas.

The committee grouped the six goals in the RAHS into two categories, with "Create new affordable housing" including Goals 1, 2 and 6: Expand the supply and diversity of housing, Expand the supply and new rental and affordable housing and Partner with other stakeholders to help delivery affordable housing; and "Protect existing affordable housing" including Goals 3, 4 and 5: Support maintenance and retention of existing affordable housing, Enable replacement of existing affordable housing with conditions, and Minimize impacts on tenants.

The final report offers several main recommendations in the Executive Summary which will help to assist the District in efforts to create affordable housing opportunities as well as protect existing affordable housing and tenants:

- Reduce barriers to innovation in housing form such as tiny homes;
- Support OCP goal of 10-25% of growth outside of Town Centres;
- Support the development of new and affordable housing rather than more market housing;
- Allocate Community Amenity Contributions (CAC's) from new market developments to a Housing Reserve Fund to be used exclusively for affordable housing;
- Ensure residential redevelopment provides a benefit to the community;
- Support the Housing Planner's role as being oversight of the implementation of recommendations from the RAHS and the Task Force's reports;
- Identify and inventory any and all available land that can be used for affordable housing projects;
- Create partnerships to support affordable housing projects;
- Develop policies, procedures, and programs to protect or promote rental housing;
- Reduce the time required for approvals and permits for affordable housing projects; and,
- Consider improvements to the Residential Tenant Relocation Assistance Policy, drawing upon best practices from other municipalities such as the City of Burnaby.

In addition, the final report offers several recommendations that the Task Force thinks will be helpful for the District to provide and maintain a comprehensive understanding of the status of the housing stock. The recommendations suggest the District should:

- Provide staff resources and leadership to work with a variety of different partners including First Nations, non-profits and church groups, develop creative solutions, and identify funding opportunities;
- Be mindful of the need for housing for First Nations peoples and acknowledge District land is on traditional First Nations territory;
- Raise standards for environmental sustainability of housing to ensure consistency for all developers and to reduce long-term operating costs;
- Support long-term housing solutions including standards of maintenance to retain existing affordable units;
- Acquire, maintain, and use up-to-date housing data including the number of bedrooms and basement suites to inform decision-making funding allocations, policy development and evaluation of goals and objectives of the RAHS;
- Improve citizen engagement on matters of land use and community planning, including the creation of an Advisory Planning Commission and a monitoring committee to follow up on the work of the RSAHTF;
- Define affordability and create a publicly accessible matrix of housing affordability in the District;
- Confirm assumptions on housing demand and affordability, including community context and if the addition of more units translates to more affordability; and,
- Monitor progress to increase transparency and assess future needs.

Ms. Fagerlund drew attention to the estimated demand for three housing forms in the District's Housing Continuum chart and questioned the lack of growth for these forms through the year 2030: Ownership – Co-op, Ownership – Co-housing and Affordable Home Ownership. She also commented on the Metro 2050 Draft Regional Growth Strategy, noting that District Council had expressed concern with growth needs described in the Metro 2050 report.

Mayor Little advised that the recommendations of the final report will require comprehensive review and a subsequent report back to Council with potential next steps. The recommendations of the final report and potential District actions will need to be assessed with consideration to the Corporate Plan, OCP Action Plan, Council's Strategic Directions, Housing Needs Report available resources, and current work plan.

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

- Commended the efforts, expertise, experience and commitment of the Task Force;
- Spoke in support of the Final Report to Council to Address Rental, Social and Affordable Housing issues;
- Spoke regarding the stress involved with-finding and retaining rental housing, particularly for families and people with pets;
- Stated that the rental market is extremely expensive and many people have lost their rental housing to redevelopment;
- Commented on the growth projections in the District Housing Continuum chart and opined that more market housing is not needed;
- Commented on the OCP goals to protect light industrial and properties as well as older housing and make the community environmentally and economically sustainable going forward;
- Noted the gap between wages and housing costs;
- Suggested working with the neighbouring municipalities;
- Spoke in support of hiring a General Manager of Housing to work with partners, develop creative solutions, and identify funding opportunities;
- Suggested that the report presented should be a framework used on how to move forward;
- Suggested that Council meet with members of the Task Force for further discussions;
- Noted that the majority of North Vancouver is affected by affordable housing;
- Stated that affordable housing is reaching crisis level;
- Commented on the importance of building partnerships with senior levels of government and the challenges of working with their priorities and timelines;
- Noted that diverse housing is needed;
- Suggested the creation of an Advisory Planning Commission and a monitoring committee;
- Questioned if the Task Force assessed the need for smaller units;
- Noted that the older generations want to age in the community;
- Commented that the Official Community Plan contradicts these recommendations as it has an overarching goal of increasing housing choices to meet the diverse needs of residents of all ages and incomes;
- Commented on the 2018 ballot question regarding affordable housing;

- Commented on the need to define affordable housing and noted that it may be defined differently by different housing partners including BC Housing and Metro Vancouver;
- Disagreed with the idea that additional market housing is not needed and agreed that more non-market housing is needed;
- Requested clarification on the proportion of market and non-market housing deficiencies in the RSAHTF presentation.
- Spoke to the importance of enhancing communication with the public;
- Suggested providing a matrix on the District's web page so that current information is presented in one place;
- Expressed concern with the lack of employment housing;
- Suggested working with First Nations;
- Commented on the challenges of obtaining current data;
- Expressed support for appointing a member of Council to any future housing committees;
- Expressed concern regarding the influence of foreign buyers on housing prices and that many foreign-owned properties are left vacant;
- Commented on the effect of land valuations on housing affordability and questioned how high market values will reach in the decades to come;
- Commented on the value of District land and utilizing coach houses;
- Stated that Federal and Provincial assistance is needed on the North Shore;
- Suggested working with the non-profit sector; and,
- Spoke to the capacity to build and the labour shortage in the trades sector.

In response to a question from Council, the Task Force members advised that they did not specifically address the disparity between rents paid by new and existing tenants in older rental buildings or whether this has an effect on affordability in older buildings.

In response to a question from Council, the Task Force members stated the following:

- Commented on the challenges of obtaining current data;
- Noted that it is not possible to assess and address some of the questions on affordability such as rent rates by length of tenancy without more data;
- Commented on the need for smaller units such as tiny homes and secondary suites and suggested this be further investigated;
- Expressed concern regarding the Flexible Planning Framework for Lynn Valley;
- Reminded Council that the OCP calls for 10 to 25 percent of growth outside of Town Centres; and,
- Commented that the Official Community Plan contradicts the recommendations and itself as it has an overarching goal of increasing housing choices of meet the diverse needs of residents of all ages and incomes.

In response to a question from Council, the Task Force members discussed challenges and highlighted the following:

- The task force met approximately fifty times in two years;
- It is comprised of eleven members representing a mixture of ideas and perspectives;

- Spoke to the staff turnover and advised three staff liaisons were appointed to the task force during their term;
- Complained that minutes were changed by staff before being posted to the District website;
- Commented on the relationship between District staff, committee members and Council;
- Suggested that a member of Council be appointed to the task force to give it more strength; and,
- Expressed concern with regards to the difficulty of obtaining data and information from staff and the need to have Council intervene.

In response to a question from Council, the Task Force members stated the following:

- Spoke to the increased real estate prices on the North Shore;
- Commented on steps by other levels of government to control factors affecting prices such as foreign ownership, money laundering and vacant homes;
- Commented that District residents were more economically diverse in the past;
- Suggested partnering with BC Housing;
- Stated that Federal and Provincial assistance is needed on the North Shore; and,
- Suggested identifying District-owned land that would be suitable for affordable housing and rezoning at higher density for affordable housing, noting that Council will need to deal with NIMBYism.

In response to a question from Council, the Task Force members stated the following:

- Urged staff to work with the non-profit sector;
- Commented that the non-profit sector will charge rents that are needed to maintain the building;
- Opined that if the District continues to build market rent housing the District will continue to build unaffordable housing;
- Noted that the non-profit sector will not increase rent when turnover happens;
- Commented on the need for land and money; and,
- Spoke to the urgency of addressing affordable housing issues.

In response to a question from Council, the Task Force members stated the following:

- Noted that the number of people per dwelling is decreasing;
- Commented that the North Shore has an aging population;
- Suggested that the changing consumption of housing needs to be looked at carefully;
- Acknowledged that the cost of construction has increased significantly;
- Noted that the trades industry does not want to commute to the North Shore;
- Expressed concern regarding the capacity to build affordable housing in the District; and,
- Noted that senior levels of government are going to be restrained because of the COVID-19 Pandemic.

Public Input:

Mr. Herman Mah:

- Thanked the Task Force for their hard work;
- Suggested expanding appropriate types of housing, including rent-to-own;
- Opined that if the District focuses on rental-only housing, residents won't be able to get ahead;
- Commented that existing policies and bylaws need to be reviewed;
- Suggested gentle densification through coach houses and secondary suites and recommended allowing both housing forms on individual properties; and,
- Commented that working with other partners is an important solution to build a better community.

Mr. Peter Teevan:

- Complained that he was not allowed to appear before the RSAHTF;
- Commented on the structure of the committee and its relationship to District staff, residents and stakeholders;
- Encouraged Council to ask more questions;
- Advised that he has information on factors affecting affordability;
- Spoke in support of the proposed recommendations; and,
- Commented on the need to specifically define the term affordable housing and ensure it is used consistently.

MOVED by Councillor MURI
SECONDED by Mayor LITTLE

THAT the September 1, 2021 report of the Community Planner entitled Final Report from the Rental, Social and Affordable Housing Task Force is received for information;

AND THAT staff is directed to report back to Council on the action items recommended in the September 1, 2021 report of the Community Planner entitled Final Report from the Rental, Social and Affordable Housing Task Force.

CARRIED

4. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Mayor LITTLE

THAT the September 27, 2021 Council Workshop is adjourned.

CARRIED
(6:50 p.m.)

Mayor

Municipal Clerk

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 7:00 p.m. on Monday, October 25, 2021 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back (via Zoom)
Councillor M. Bond
Councillor M. Curren (via Zoom)
Councillor B. Forbes (via Zoom)
Councillor J. Hanson
Councillor L. Muri (via Zoom)

Staff: Mr. D. Milburn, General Manager – Planning, Properties & Permits
Ms. S. Walker, General Manager – Corporate Services
Mr. A. Wardell, General Manager – Finance/CFO
Mr. R. Danyluk, Deputy General Manager – Finance & Deputy CFO
Ms. J. Paton, Assistant General Manager – Development Planning & Engineering
Ms. T. Atva, Manager – Community Planning
Ms. C. Grafton, Manager – Strategic Communications & Community Relations
Ms. G. Lanz, Deputy Municipal Clerk
Ms. K. Charters-Gabanek, Research and Communications Assistant
Ms. A. Dalley, Community Planner
Ms. A. Reiher, Council Liaison/Support Officer
Ms. S. Dale, Confidential Council Clerk
Ms. K. Hebron, Committee Clerk

Also in

Attendance: Mr. Matt Thomson, Community Housing – Urban Matters

1. ADOPTION OF THE AGENDA

1.1. October 25, 2021 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor HANSON

THAT the agenda for the October 25, 2021 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. September 27, 2021 Council Workshop

This item was withdrawn from the agenda.

3. REPORTS FROM COUNCIL OR STAFF

3.1. **Housing Needs Report – Draft**

File No. 10.5040.01/000.000

Mr. Dan Milburn, General Manager, Planning, Properties, and Planning, advised that in 2019 the *Local Government Act* was amended to require all local governments to develop a Housing Needs Report by 2022. He noted that the Housing Needs Report is a useful planning tool designed to establish a trend for population change, extend that trend into the future, and estimate the amount of housing units needed to accommodate the anticipated population. The Housing Needs Report provides a projection of population change and estimates housing demand, but it is not a forecast and it does not provide a normative determination of future population. Given these limitations, it is important to place the Housing Needs Report within the existing policy context, regional trends and characteristics, and existing housing capacity.

Ms. Tina Atva, Manager – Community Planning, introduced the consultant and provided a brief overview of the Draft Housing Needs Report. She advised that to meet the UBCM grant funding requirements, the District's report must be completed and posted online by January 4, 2022.

The Housing Needs Report includes the content required by the Province and provides:

- The number of units required to meet current and anticipated housing needs for the next five and ten years;
- Statements about key areas of local need; and,
- The number and percentage of households in core housing need and extreme core housing need.

Ms. Arielle Dalley, Community Planner, advised that public input and stakeholder engagement was conducted between June and September 2021. Based on stakeholder engagement regarding housing affordability for particular groups and supported by data regarding core housing need, there is a strong need for housing for families, seniors, immigrants, homeless individuals, indigenous households, and people with accessibility needs.

Ms. Dalley highlighted key findings from the report:

- The District's housing stock is predominately single-family homes, with the share of single-family housing being much higher than what is seen regionally;
- Over the last number of years, the District has seen an increase in the share of housing in compact centres which is one of the directions of the Official Community Plan;
- Homes in the District tend to be larger than homes in the region as a whole;
- In 2016, fewer than 200 households in the District, or about 0.5%, were in studios and 10% of households were in one bedrooms, whereas 70% of District households were in homes with three-bedrooms or more;
- The average vacancy rate for purpose-built rental units in the District has remained low since as early as 2005 noting that a healthy vacancy rate is typically between 3-5%;
- There has been an overall rise in the vacancy rate since 2016, but this is likely due to several temporary factors, including a number of units becoming

available in 2017-2018, temporarily raising vacancy rates, as well as the COVID-19 pandemic being linked to temporarily higher vacancy rates across the region due fewer students and international workers moving here;

- On average, vacancy rates have been lower for studios and one-bedrooms, and higher for two and three bedrooms;
- The North Shore Community Housing Action Committee (CMHC) Rental Market Survey reports that the District has just under 1,700 rental units in the primary rental market, which is also referred to as purpose-built rental and is about a quarter of the total number of rental units in the District;
- Purpose-built rental is more secure and is typically less expensive than units in the secondary rental market (which are units such as secondary suites, or condo units being rented out by the owner);
- Approximately 75% of renters in the District live in these less secure units;
- Approximately 20% of the District's residents are renters, and 80% own their home which aligns with the high proportion of single-family housing in the District;
- The District's average sales price has increased fairly steadily, with the exception of around 2018-2019 which may be a result of various regulations that came into effect including the speculation tax and stricter mortgage stress testing;
- As sales prices increase far faster than the median income, the affordability gap grows larger;
- There are three primary indicators of housing vulnerability used by Statistics Canada and CMHC; these are whether a household can afford their home (specifically, whether they're spending more than 30% of their income on housing), whether it's suitable (which is are there enough bedrooms), and is it adequate or in good repair;
- If a household experiences issues in any of these categories and can't reasonably afford an alternative option in their community, then they are in Core Housing Need;
- If a household is experiencing one of these issues and spending more than 50% of its income on housing, then they are in Extreme Core Housing Need;
- There are approximately 1,500 owner households in core housing need and about 1,600 renter households and over a quarter of all renters in the District are in core housing need;
- Nearly half of seniors who rent are in core housing need and approximately 40% of renters who are single-parents or living alone are in core housing need; and,
- Other renters who experience high rates of core housing need include: immigrants, people with disabilities, and Indigenous households.

Mr. Matt Thomson, Urban Matters, summarized key findings in the Draft Housing Needs Report highlighting the following:

- Core Housing Need to grow to approximately 2,100 renter households and 1,950 owner households by 2031 if additional supports aren't developed;
- 7,050 new households are projected for the District between 2021-2031;
- Considering units already approved but not yet occupied, approximately 4,550 more units are needed by 2031; and,
- The unit mix to accommodate all the new households is projected to be approximately: 40-60% studios or 1-bed, 15-30% 2-bed, 25% 3+ bed units.

Staff advised that the Housing Needs Report will be brought to Council by the end of 2021 and once received, it will be posted online for the public. It is anticipated that there may be updates needed to the Housing Continuum and/or the Rental and Affordable Housing Strategy. It was further noted that staff do not anticipate needing to amend the Official Community Plan at this time.

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

- Commented on the timing of the report noting that data from the 2021 Census will be released in February 2022;
- Opined that it is hard for long-term reports to be accurate and should not be used as a guiding document;
- Applauded the Province for mandating reporting on Housing Needs;
- Commented that growth can help provide new infrastructure;
- Noted that the ratio per person, per household, as been decreasing;
- Opined that growth should be focused in areas that have core transit infrastructure;
- Noted that the housing market has changed in the last seven years;
- Spoke to the challenges of obtaining current data;
- Acknowledged that one-bedroom apartments are being sold off-shore;
- Spoke to the importance of enhancing communication to the public; and,
- Mentioned that the international student and foreign workers market has significantly decreased.

In response to a question from Council, the consultant advised that vacancy rates in the District have been historically quite low; however, an increase in vacancy rates has been observed due to the impact of the COVID-19 pandemic. It is anticipated that the new data in 2020 will show that vacancy rates have decreased.

In response to a question from Council, staff advised that in future years when new information becomes available, appropriate adjustments can be made.

In response to a question from Council, the consultant concurred that the Housing Needs Report mandated by the Province is restrictive, has its limitations, and is a simplified projection model. However, it is a useful tool to observe trends when making changes within communities.

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

- Opined that rentals should be long-term;
- Opined that town centres should be densified so residents do not have to get in their cars and drive;
- Stated that the demographics in the District are changing and these trends need to be looked at to identify what type of housing is needed and who is being excluded;
- Commented that the District is a wealthy community and we need to work on making it more inclusive;
- Suggested staff look at the demographic data;
- Commented that the significant increase of median income in the District is directly linked to the existing housing stock;
- Stated that a more balanced housing stock is needed;

- Requested staff add an additional column once the new Census information is released;
- Commented that the Housing Needs Report will help shape future conversations with Council;
- Expressed concern that the data provided is not meaningful;
- Suggested sending a letter to the Province expressing concerns with the projections being enforced;
- Requested that staff report back to Council once the data is released with key changes;
- Commented that low income renters are struggling;
- Commented on the importance of equity;
- Expressed concerns that not all groups of people were engaged in the stakeholder engagement;
- Suggested including the cost per square foot in the report; and,
- Stated that rental is a stepping stone to home ownership.

In response to a question from Council, staff advised that the Tsleil-Waututh Nation is not required to submit a Housing Needs Report to the Province.

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

- Suggested slowing the pace of development and determining what the actual needs of the District is and building those gaps;
- Commented that seniors need to be taken care of;
- Expressed concern with the lack of employment housing;
- Suggested working with the neighbouring municipalities, the Squamish Nations and Tsleil-Waututh Nation;
- Spoke regarding the significant cost of land in the District;
- Opined that residents displaced from Emery Village will not be able to afford living on the North Shore;
- Commented on the restrictions of those living with pets;
- Opined that infrastructure needs to catch up to the pace of development; and,
- Commented that the North Shore needs to be built as a whole as what the City of North Vancouver does impacts the District.

In response to a question from Council, staff advised that a waitlist for non-market rentals can take from month to years depending on the type of housing needed. It was further noted that family and senior housing is a challenge.

Councillor MURI left the meeting at 8:47 p.m. and returned at 8:48 p.m.

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

- Commented that people immigrating and their impact on communities is a global problem;
- Clarified that the Housing Needs Report is a projection of core data and Council is free to make decisions going forward on how best to meet the needs of the community; and,
- Opined that smaller homes are needed in the future.

In response to a question from Council, staff advised that Statistics Canada does not include data from shelters or supportive housing.

Public Input:

Mr. Peter Teevan:

- Opined that the Housing Needs Report will be a useful long-term document;
- Commented on the timing of the report noting that data from the 2021 Census will be released in February 2022;
- Suggested that information regarding First Nations land be included in the report;
- Commented that the building industry was consulted;
- Expressed concerns that families displaced from Emery Village, seniors, North Vancouver Chamber of Commerce, and North Shore Community Housing Action Committee (CHAC) were not consulted;
- Stated that location, density, and Floor Space Ratio (FSR) are driving property values; and,
- Commented on the need for social housing.

Mr. Hazen Colbert:

- Commented on the timing of the report noting that data from the 2021 Census will be released in February 2022;
- Suggested that Council approve this report in its final form in April 2022; and,
- Commented that non-market housing is a challenge.

4. ADJOURNMENT

MOVED by Councillor HANSON

SECONDED by Mayor LITTLE

THAT the October 25, 2021 Council Workshop is adjourned.

CARRIED
(9:13 p.m.)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 7:02 p.m. on Monday, November 22, 2021 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back (via Zoom) (7:03 p.m.)
Councillor M. Bond
Councillor M. Curren (via Zoom)
Councillor B. Forbes (via Zoom)
Councillor J. Hanson
Councillor L. Muri (via Zoom)

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Mr. B. Dwyer, Assistant General Manager – Regulatory Review and Compliance
Mr. J. Gordon, Manager – Administrative Services
Ms. C. Grafton, Manager – Strategic Communications & Community Relations
Ms. C. Jackson, Manager – Climate Action, Natural Systems & Biodiversity
Ms. S. Warriner, Manager – Parks
Mr. R. Boase, Section Manager – Environmental Sustainability (Operations)
Ms. S. Clarke, Committee Clerk
Ms. S. Dale, Confidential Council

1. ADOPTION OF THE AGENDA

1.1. November 8, 2021 Council Workshop Agenda

MOVED by Councillor CURREN
SECONDED by Councillor BOND

THAT the agenda for the November 8, 2021 Council Workshop is adopted as circulated.

CARRIED

Absent for Vote: Councillor BACK

Councillor BACK arrived at this point in the proceedings.

2. ADOPTION OF MINUTES

2.1. April 19, 2021 Council Workshop

MOVED by Councillor BACK
SECONDED by Councillor CURREN

THAT the minutes of the April 19, 2021 Council Workshop meeting are adopted.

CARRIED

2.2. June 28, 2021 Council Workshop

MOVED by Councillor BACK
SECONDED by Councillor CURREN

THAT the minutes of the June 28, 2021 Council Workshop meeting are adopted.
CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Tree Protection Policy

File No. 13.6780.01/000.000

Mr. Richard Boase, Section Manager – Environmental Sustainability (Operations), outlined the current regulatory framework of the Tree Protection Bylaw, recommended areas for consideration of review, provided an update on the Urban Tree Canopy Program rolled out this year, and suggested ideas for future urban tree canopy projects.

Mr. Boase advised that the proposed bylaw changes are intended to reduce the amount of mature tree removal and encourage more planting and replanting on the District's single-family land base. The proposed bylaw changes include:

1. Create a new permit category and fee for large diameter tree removal;
2. Consider increasing the environmental compensation fee paid when no replanting takes place after large diameter tree removal;
3. Consider adding an additional form/type of environmental compensation for large diameter tree removal to replace lost ecosystem services; and,
4. Consider changing the security deposit formula for large diameter replacement trees.

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

- Inquired about the number of trees being removed;
- Commented that the fee structure is not aligned with the rising cost of construction;
- Expressed concern with trees being removed as a result of new development;
- Stated that an old, healthy, large diameter tree cannot be replaced;
- Suggested incentivizing homeowners and contractors to protect trees;
- Commented on the importance of protecting the urban forest within the District; and,
- Requested that staff report back to Council on a District incentive program.

In response to a question from Council, staff advised that the Environmental Compensation Tree account has a current balance of approximately \$200,000.

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

- Commented that fines are never going to be high enough to successfully prevent unauthorized tree removal;
- Spoke in support of the Urban Tree Canopy Program and commented that it will provide safety benefits to the community;
- Questioned if the District can withhold occupancy permits if tree replacement requirements have not been met;
- Queried how private property owners can protect trees;

- Suggested requesting the Provincial Government provide authority to municipalities to increase fines; and,
- Suggested reviewing tree protection incentives used by other municipalities in the region.

In response to a question from Council, staff advised that the District of North Vancouver is the only municipality that has a Tree Protection Bylaw to regulate the removal of trees on private property and noted that the City of Victoria has a tree incentive program to assist residents in buying and planting trees on private property.

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

- Spoke to the benefits of trees and the health benefits they provide to the community;
- Suggested educating homeowners during the building permit process;
- Stated that replacement trees are often not the right species of tree and not replanted in the correct location to provide the same benefits;
- Spoke to the challenges of measuring tree health in the District;
- Commented that a long-term integrated stormwater management plan is important;
- Spoke in support of increased fines;
- Expressed concern regarding the environmental impact of impermeable surfaces; and,
- Questioned if Development Permit Areas could be expanded.

In response to a question from Council, staff advised that replanting a like-for-like tree is required.

In response to a question from Council, staff advised that approximately \$7,000 has been withdrawn from the Environmental Compensation Tree account in 2021 and advised that the funds have been increasing because more large diameter trees are being removed.

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

- Questioned if the sale of timber once removed from private property can be stopped;
- Spoke to the significant risk of a forest fires on the North Shore and questioned how this can be mitigated;
- Queried the methods used by Metro Vancouver to measure the urban tree canopy;
- Commented that the District has limited enforcement tools for the removal of trees on private property;
- Inquired if there is a way to track the species of trees in the District;
- Spoke to the challenges of staffing levels; and,
- Questioned if the District has the resources to fight a wildfire.

In response to a question from Council, staff advised that the fees associated to the Tree Protection Bylaw are currently set at the maximum level under Provincial regulation.

Public Input:

Mr. Peter Teevan:

- Spoke regarding unintended consequences of tree removal;
- Spoke in support of a 20% canopy coverage but noted that the same target should be applied to single-family homes as it is on multi-family properties;
- Opined that if the 20% canopy coverage cannot be applied then a Community Amenity Contribution (CAC) should be granted to provide parkland;
- Expressed concern that the burden of a natural healthy environment is placed only on single-family homeowners;
- Commented on fire risk mitigation versus achieving canopy coverage; and,
- Suggested consulting with District residents on meaningful incentives.

Mr. Juan Palacio:

- Suggested increasing fines to a level that would impact tree cutting and removal; and,
- Spoke to the Urban Tree Canopy Project and opined that the replacement of two trees on private property should not be limited if there are sufficient funds.

4. ADJOURNMENT

MOVED by Councillor BACK

SECONDED by Mayor LITTLE

THAT the November 22, 2021 Council Workshop is adjourned.

CARRIED
(9:05 p.m.)

Mayor

Municipal Clerk

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 7:01 p.m. on Monday, December 6, 2021 in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back (via Zoom)
Councillor M. Bond (via Zoom)
Councillor M. Curren (via Zoom)
Councillor B. Forbes (via Zoom)
Councillor J. Hanson
Councillor L. Muri (via Zoom)

Staff: Mr. D. Stuart, Chief Administrative Officer
Mr. S. Ono, Deputy General Manager – Engineering, Parks & Facilities
Mr. R. Danyluk, Deputy General Manager, Finance & Deputy CFO
Ms. C. Grafton, Manager – Strategic Communications & Community Relations
Mr. S. Carney, Section Manager – Transportation
Ms. G. Lanz, Deputy Municipal Clerk
Mr. B. James, Transportation Demand Management Coordinator
Ms. A. Reiher, Council Liaison / Support Officer
Ms. I. Weisenbach, Transportation Planner
Ms. C. Archer, Confidential Council Clerk
Ms. S. Clarke, Committee Clerk

1. ADOPTION OF THE AGENDA

1.1. December 6, 2021 Council Workshop Agenda

MOVED by Councillor HANSON

SECONDED by Councillor BACK

THAT the agenda for the December 6, 2021 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. Slow Streets Initiative

File No. 16.8620.01/024.000

Mr. Steve Ono, Deputy General Manager – Engineering, Parks & Facilities, provided an introduction to the Council Workshop, noting that staff will provide a general overview of Transportation projects for the year to date as well as details of a proposed Slow Streets Initiative and an update on cycling and active transportation in Lynn Valley.

Mr. Steve Carney, Section Manager – Transportation, provided an update on the department's activities in 2021. Mr. Carney advised that staff from the Transportation, Community Planning, Facilities, Engineering and Finance departments worked together to prepare the Official Community Plan (OCP) Action Plan. He noted the following Transportation priority actions were identified in the plan:

- Delivering sustainable and diverse housing and transportation choices;
- Advancing Rapid Transit;
- Making transit faster and more reliable on major routes; and,
- Implementing continuous and connected walking and cycling routes.

Mr. Carney noted the following supporting actions for the above-noted priority actions:

- Improving road safety through a Vision Zero approach;
- Leveraging emerging technologies;
- Promoting transportation demand management (TDM); and,
- Encouraging transit and active transportation.

Mr. Carney advised that North Shore Connects, a partnership between the District and Squamish and Tsleil-Waututh Nations, the City of North Vancouver and District of West Vancouver, launched in October 2021. North Shore Connects consists of a technical working group comprised of staff and steering committee comprised of elected official working collectively to improve transportation on, to and from the North Shore, building on the Integrated North Shore Transportation Planning Project (INSTPP) in partnership with TransLink, the Provincial Ministry of Transportation and Infrastructure (MoTI), and the Federal Government.

Mr. Carney advised that the goal of North Shore Connects is to deliver diverse transportation options, including sustainable choices, in order to improve livability and prosperity for the area and that rapid transit is a high priority. Mr. Carney advised that modelling forecasts more than 100,000 daily riders and in excess of \$500 million in travel time savings by the year 2050.

Mr. Carney noted additional benefits of rapid transit include:

- Encouraging modal shift from private vehicle to public transit;
- Reducing greenhouse gas emissions (GHG's);
- Connecting North Shore businesses with workers;
- Reducing road collision costs; and,
- An estimated 43,000 new North Shore jobs.

Mr. Carney reviewed the development of a new Regional Transportation Strategy, *Transport 2050*, led by TransLink, which sets the vision, goals, strategies and key initiatives for the Metro Vancouver region for the next 30 years. Mr. Carney advised that the Burrard Inlet Rapid Transit (BIRT) project is included in *Transport 2050* and that North Shore Connects is working toward the inclusion of the BIRT project in the next ten-year investment plan.

Mr. Carney provided an update on the Phibbs Exchange upgrade, noting that the project is a partnership between senior levels of government, TransLink and the District, and that Federal funding has been secured for the project. He advised that the project will go to tender in early 2022 and that construction will be completed in

approximately 18 months. Mr. Carney noted the following features and benefits of the project:

- Improved accessibility;
- More shelters;
- Improvements to lighting to enhance safety;
- A new café and public washrooms;
- Improved connections for pedestrians and cyclists; and,
- Transit priority at the eastbound onramps to Highway 1.

Mr. Carney provided an update on the two-year pay parking pilot project in Lynn Canyon Park, noting that it is a TDM initiative with revenues being invested into District parks. He advised that revenues to date in 2021 are approximately \$170,000, despite the closure of the Lynn Canyon Suspension Bridge for most of the year. Once data from the kiosks has been analysed, staff will circulate an Information Report to Council with the results.

Mr. Carney provided additional updates on Transportation technology upgrades, including installing emergency signal pre-emption technology at key locations to improve emergency services response times, working with the City of North Vancouver and MoTI on cross-jurisdictional traffic signal coordination, and connecting traffic signals to allow remote access, with 85 percent of signals connected to the network.

Mr. Carney provided an update on small transportation projects delivered in 2021, including accessible transit projects, sidewalks, road safety, safe routes to schools, new crosswalks and crosswalk upgrades. Mr. Carney noted that the District secured more than \$1.3 million in funding through TransLink and ICBC for new infrastructure and \$60,000 for transportation studies in 2021.

Mr. Carney advised that the Lower Lynn Interchange Project is close to completion, with queue detection systems coming online in the near future. He noted that traffic redistribution is expected over the coming weeks as drivers adjust to the new configuration. The District is working closely with MoTI and the City to monitor traffic, queues, and adjust signal timing to optimize traffic flow. Mr. Carney advised that this project provides a number of improvements to the immediate area as well as east along Dollarton Road in the Maplewood Village Centre:

- Active transportation routes;
- Safety;
- East-west connectivity;
- Increased westbound capacity and optimized eastbound configuration within the constraints of the Ironworkers Memorial Bridge; and,
- Provides the route improvements to extend the Spirit Trail east.

Mr. Carney advised that the District, along with MoTI, the City of North Vancouver and District of West Vancouver have been involved with the Upper Levels Corridor Study since 2020, focussing on the segment of Highway 1 from Horseshoe Bay to the Lynn Valley Road interchange. The scope of the project is movement of people, safety and improving active transportation connections across the interchanges. He further noted that near-term improvements at the Capilano Road and Lynn Valley Road

interchanges are possible and that the final draft report for the project was recently released to project partners.

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

- Expressed concern regarding traffic congestion in the new interchange configurations and timing at new signals;
- Queried when the data will be available to evaluate the Lynn Creek interchanges and Main Street upgrades;
- Commented on traffic congestion on the Mountain Highway overpass and the impact on traffic from the Seymour area;
- Expressed concern regarding additional development proposed in Lynn Valley and the traffic capacity of Mountain Highway;
- Advised that there is a good business case in favour of the proposed rapid bus line and it is hoped that could be considered for approval and funding in the near future;
- Expressed concern that transportation mode shifts are not occurring at a sufficient pace to achieve GHG and carbon reduction targets;
- Opined that cycling infrastructure improvements primarily benefit recreational cyclists as commuting by bicycle fluctuates seasonally due to weather conditions;
- Commented on the need for year-round capacity for bicycles on transit as it is more heavily used in poor weather;
- Noted that heavy trucks starting and stopping in traffic use a large amount of fuel; and,
- Suggested working back from mode shift goals to create a timeline and required actions to achieve those goals.

In response to a question from Council, staff advised that there have been discussions regarding twinning the bridge on Highway 1 over Capilano Road to address the high number of collisions at the westbound entrance to the highway. The additional lanes would allow a standard length westbound onramp as well as a dedicated lane for active transportation.

In response to a question from Council, staff advised that measures including a No U-Turn sign and adjustments to the signal timing are being discussed with MoTI to address issues with westbound traffic on Mt. Seymour near the highway entrance.

In response to a question from Council, staff advised that MoTI's decision to install a signalized ramp at the Main St. and Dollarton Road eastbound entrance to Highway 1 rather than an alternating ramp may be due to the inclusion of a transit priority signal on the onramp.

In response to a question from Council, staff advised that flat concrete sections were installed on the multi-use path connecting Lynnmour Avenue and Mountain Highway to accommodate wheelchair users.

In response to a question from Council, staff advised that prioritization of funding for individual Translink projects is based on ridership numbers and which bus stops are most heavily used.

In response to a question from Council, staff advised that vehicle detection systems will be installed on the Lower Lynn Interchange project and that sound walls are expected to be completed within the next two months. Staff expect to be able to report back to Council on traffic due to the upgrades to the interchanges one year after completion, noting that the Ironworkers Memorial Bridge is operating at capacity.

In response to a question from Council, staff advised that the traffic delays from the Seymour area were caused by the temporary routing of the onramp through the traffic signal on Mountain Highway and that the new onramp directly onto the highway has been opened, alleviating this issue.

In response to a question from Council, staff advised that there are no current plans to increase the capacity of Mountain Highway and that TDM strategies could be considered for the route as well as a possible new rapid bus route between Lynn Valley and Lonsdale Quay.

In response to a question from Council, staff advised that the Lynn Valley Road and Capilano Road interchanges have been identified as sites for near-term improvements, including a northbound cycling lane on Lynn Valley Road. It was noted that funding has been secured for the design phase and not construction.

In response to a question from Council, staff advised that the tender has been awarded for the Spirit Trail crossing into the Lynn Creek Town Centre and construction will begin in the near future.

In response to a question from Council, staff advised that the Phibbs Exchange project is planned in phases, with the peripheral area to be completed first. Phibbs Exchange will continue to be operational throughout construction, which is expected to take approximately 18 months following the completion of the project tender, likely in the first quarter of 2022.

In response to a question from Council, staff advised that achieving mode shift is a challenge and that staff are actively working on investment in active transportation and transit, including rapid transit, which would have a significant impact.

Mr. Brendon James, Transportation Demand Management Coordinator, provided details of the proposed Slow Streets Initiative and the Vision Zero campaign to reduce speed-related injuries and deaths.

Mr. James reviewed the Vision Zero campaign, noting that the goal is to eliminate fatalities and serious injuries in the transportation system and that no loss of life is acceptable. The Vision Zero approach is based on the assumption that people make mistakes and that transportation systems must be designed and operated in a way that acknowledges human error. Mr. James advised that 15 Canadian cities have adopted or included elements of Vision Zero in their transportation planning.

Mr. James reviewed the correlation between vehicle speed and fatality risk in a collision, noting that lowering vehicle speed has a significant impact on the survival rate of pedestrians in motor vehicle-pedestrian collisions. Data from the Insurance Corporation of British Columbia (ICBC) on incidents in the District between 2016 and 2020 shows 142 reported vehicle incidents between motor vehicles and pedestrians,

with 119 resulting in injury, and 169 incidents between motor vehicles and bicycles, 146 of which resulted in injury. Mr. James further noted that the safety of all road users is considered in transportation planning and design at the District and active transportation projects, including improvements on West 15th Street and East 29th Street, also improve user safety.

Mr. James provided an overview of the Slow Streets Initiative, noting that a pilot project is proposed for a period of one year, with three speed zones on local streets: 30 km/h, 40 km/h and a control area with no changes from the current 50 km/h speed limit. Mr. James advised that speed reductions are not proposed for arterial or collector streets as part of the pilot project. The initial planning phase is proposed for 2022, with recommendations to be brought forward for Council consideration at the fall Transportation end of the year. Phase 2 of the pilot project would be subject to Council and budget approval and would involve six months of public engagement followed by implementation of the new speed limit zones. The pilot project would conclude with Phase 3, in which data from the implementation phase would be analysed detailed in a report.

Mr. James advised that the project is not currently included in the budget or planning for the Transportation department and would involve collaboration other departments including Streets, Finance and Communications. Collaboration with the RCMP would also be required to perform enforcement in the study areas. He further advised that funding would be needed for a large number of regulatory signage should the District adopt the Slow Streets Initiative throughout the District.

In response to a question from Council, staff advised that they do not currently have the data on the number of collision-related injuries and fatalities between 2016 and 2020 that occurred specifically on local streets, and that this information will be requested from ICBC and reported back to Council.

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

- Commented on the need to set benchmarks prior to implementing any changes in order to determine performance indicators;
- Commented on the high community impact and existing low statistical probability of collision-related fatalities;
- Commented on the social impacts of collision-related injuries;
- Expressed concern regarding the need for RCMP enforcement on local streets for the pilot project as RCMP resources are limited and the District cannot direct their deployment;
- Expressed doubt that lowering speed limits would be effective without enforcement;
- Opined that lowering speed limits on all local streets could have a negative impact on the enhanced visibility of school zones;
- Questioned the efficacy of speed limit signs versus engineering solutions such as raised crosswalks;
- Queried how Vision Zero affects collector and arterial roads and if it could be implemented on all District roads;
- Commented on the reclassification of arterial, collector and local roads;
- Questioned the need for a pilot project with years of data from other jurisdictions to show the approach is effective;

- Commented on the health impacts of vehicle-caused pollution and collisions;
- Opined that fewer people participate in active transportation modes due to the actual or perceived risks;
- Suggested coordinating the Slow Streets Initiative with the Safe Routes to Schools project;
- Expressed support for taking action to reduce risks and improve safety;
- Acknowledged slower driving speeds would be inconvenient;
- Noted a lack of safe cycling routes in and out of Deep Cove;
- Advised that travel times at 30 km/h and 50 km/h are not significantly different for many trips; and,
- Commented on the costs associated with a speed limit change on local streets.

In response to a question from Council, staff advised that all aspects of the pilot project would be fully explored during Phase 1, including research, supporting data and planning. Staff further advised that the allocation of resources for implementation would require shifting priority and funding from other areas.

In response to a question from Council, staff advised that data from other jurisdictions is important to the process as well as District-specific data and engaging with community.

In response to a question from Council, staff advised that enforcement needs would be quantified in Phase 1 during the first year of the pilot project, as well as possible engineering solutions.

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

- Expressed concern regarding the cost of a pilot project and staff resources for planning and implementation;
- Noted that the District is investing in improvements to active transportation routes;
- Opined that data from other jurisdictions may not be valid due to the District's unique geography; and,
- Opined that the community is not ready for a change to 30 km/h on all local streets.

Mayor Little left the meeting at 9:00 p.m.

Councillor Back assumed the Chair.

Mayor Little returned to the meeting at 9:01 p.m.

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

- Commented on society's tolerance of injury due to traffic collisions;
- Noted that while fatalities are rarer than injuries, serious injuries are a cause of hardship;
- Commented on the impact of speeding vehicles on neighbourhood liveability;
- Commented on changes in driving behaviour due to vehicle safety features and the impact on pedestrian and cyclist safety; and,
- Requested that the new North Vancouver RCMP Officer in Charge be invited to a Council meeting in early 2022.

In response to a question from Council, staff clarified the comparison chart of fatality rates vs. vehicle speed shows a fatality rate of 10 percent at 30 km/h and 85 percent at 50 km/h.

3.2. Cycling Program & Lynn Valley Road Active Transportation Project

File No. 16.8620.00/000.000

This item was deferred to a future Council Workshop.

Public Input:

Mr. Bev Parslow:

- Questioned the need for a pilot project if studies already show slower speeds are effective;
- Commented on the need for enforcement of existing traffic regulations;
- Suggested the use of technology and citizen participation to improve traffic safety;
- Expressed support for the Vision Zero approach;
- Commented regarding speeding on Delbrook Road and requested a traffic calming plan for the route; and,
- Commented regarding existing requests for lowered speed limits and speed bumps on specific streets.

Mr. Lyle Craver:

- Commented on traffic congestion in the Seymour area;
- Noted that there is an existing contract between the local First Nations and the District regarding use of highway exits on and near reserve lands;
- Commented on safety along East 29th Street and the road design; and,
- Commended meeting support staff for quality of Zoom experience

Mr. Peter Teevan:

- Commented on the published agenda, noting that the reports did not make it clear the Council Workshop included an annual Transportation update;
- Queried the effect of slower driving speeds on driver distraction and an increased chance of collision involving injury;
- Commented on the City of Vancouver's decision to not allow highways through the city;
- Noted there are limited east-west routes through the District; and,
- Opined that as congestion increases on major routes, more drivers will reroute to local streets and increasing highway throughput will reduce local traffic.

4. ADJOURNMENT

MOVED by Councillor BOND
SECONDED by Mayor LITTLE

THAT the December 6, 2021 Council Workshop is adjourned.

CARRIED
(9:26 p.m.)

Mayor

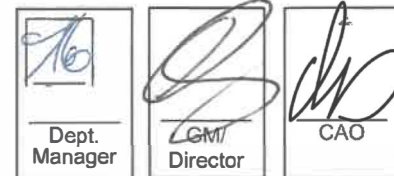
Municipal Clerk

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REPORTS

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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: January 31, 2022
<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

January 14, 2022
File: 16.8620.01/000.000

AUTHOR: Steve Carney, PEng, PTOE

SUBJECT: January 31 2022 Transportation Workshop - Cycling

RECOMMENDATION:

THAT Committee receive this Report for information,

THAT Phase 1 of the Lynn Valley Road Active Transportation Project proceed to construction,

AND THAT Phase 2 of the Lynn Valley Road Active Transportation Project proceed to public engagement in winter 2022.

REASON FOR REPORT:

This report provides context for the Jan 31, 2022 Transportation Workshop in which staff will request direction from Council on how to proceed with both Phase 1 and Phase 2 of the Lynn Valley Active Transportation Project. Phase 1 segment has been designed and the tender-ready package compiled. Phase 2 of LVR AT has three stages with each stage having its own public engagement plan.

The attached report 2021 Cycling Program & Lynn Valley Road Active Transportation Project (Oct 13, 2021) provides detail on the recommended project scope and scheduling options for both Phase 1 (Mountain Highway to Peters Road) and Phase 2 (Peters Road to Dempsey Road).

The LVR AT project involves changes to the walking and cycling environment by including pedestrian activated rapid flashing beacon crossing improvements, sidewalk extension, bus stop accessibility upgrades, separated cycling facilities, and road safety improvements including a new traffic signal at Lynn Valley Rd/Allan Rd. The project is split into two phases in order to enable more in-depth public consultation for the northern section, where parking demand is higher, allowing for the southern portion parking demand is lower to be potentially delivered earlier.

The LVR AT project was to be considered by Committee at its workshop December 6, 2021, but had to be deferred to January 31, 2022 due to lack of available time December 6.

Timing/Approval Process:

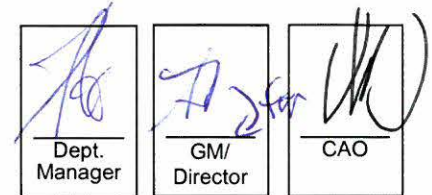
The District was awarded a \$500k grant through the BC Active Transportation Program for the Lynn Valley Road Active Transportation Project. The District must now report back to the province on the status of this project and provide an updated timeline as the current grant expenditure deadline is March of 2022.

Respectfully submitted,



Steve Carney, PEng, PTOE
Transportation Section Manager

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>November 8, 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

November 1, 2021

File: 16.8620.01/000.000

AUTHOR: Steve Carney, P.Eng., PTOE - Transportation Section Manager
Ingrid Weisenbach, Transportation Planner

SUBJECT: 2021 Cycling Program & Lynn Valley Road Active Transportation Project

RECOMMENDATION:

THAT Committee receive this Report for information,

THAT Phase 1 of the Lynn Valley Road Active Transportation Project proceed to construction,

AND THAT Phase 2 of the Lynn Valley Road Active Transportation Project proceed to public engagement in early 2022.

REASON FOR REPORT:

This report provides context for the Transportation workshop on November 8, 2021. The purpose of this report is to provide Council with a status update on the cycling program and seek direction regarding timing of the Lynn Valley Road Active Transportation (LVR AT) project phases:

- Phase 1 construction and
- Phase 2 planning & engagement.

SUMMARY:

Staff continue to make cycling improvements in the District of North Vancouver (District), from the rollout of the electric bicycle (e-bike) share program, to the cycling facilities opening up in and around the Lower Lynn interchanges. Collectively, these changes are making cycling safer, more comfortable and accessible.

Cycling projects often involve difficult trade-offs within the road right-of-way. While the District's 2020 cycling survey garnered one of the highest response rates for a District survey

and showed high support for separated type cycling facilities (e.g., cycle-tracks), these projects face often significant opposition. As outlined in the June 2021 transportation workshop, staff are adjusting timelines and budgets to build more time for consultation into the process.

The LVR AT project involves changes to the walking and cycling environment by including crossing improvements, filling in gaps in the sidewalk, bus stop accessibility upgrades and separated cycling facilities. The project was split into two phases in order to enable more in-depth discussion in the northern section, where the cycling components are most controversial and parking pressures are greatest, allowing for the southern portion to be potentially delivered earlier.

Staff seek input regarding the next steps for each phase. Phase 1 segment has been designed and the tender-ready package compiled. Phase 2 of LVR AT has three stages with each stage having its own public engagement plan. Based on operational concerns and public feedback, the one-block (Kilmer to Dempsey) one-way motor vehicle option has been eliminated from further consideration. The first (concept) stage is expected to take approximately six to nine months, resulting in one preferred option to be brought forward into the design stage. To date, staff have developed options to take forward to public engagement. Each phase of the LVR AT project is well positioned to move ahead when Council is ready.

BACKGROUND:

Safe and comfortable walking and cycling infrastructure is central to the District's ability to meet its transportation, economic, and environmental goals, including reducing greenhouse gas emissions. The Targeted OCP Review Action Plan, which was approved by Council on July 26, 2021 included eight Priority Actions to move the District towards the OCP Vision. Priority Action 6 focused on the need to deliver walking and cycling infrastructure, as follows:

Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle

Cycling facilities benefit all road users. A 2018 study, which looked at 13 years of data from 12 large US cities and over 90,000 injuries/fatalities, found that improving cycling infrastructure with more protected/separated bike facilities is significantly associated with fewer fatalities and better road safety outcomes¹. The infrastructure calms traffic, minimizing conflict between people driving/parking and people cycling. Cycling infrastructure is also a cost-effective way of moving more people².

This year, new cycling facilities are coming online as the Ministry of Transportation and Infrastructure (MOTI) completes work in and around the Lower Lynn interchanges. Staff also worked with MOTI to develop concepts at the Capilano Road and Lynn Valley Road/Boulevard Crescent interchanges. A major section of the Lions Gate Village – City of

¹ Source: [Why Are Bike-Friendly Cities Safer for All Road Users? \(MPC-18-351\) \(ugpti.org\)](https://www.ugpti.org/why-are-bike-friendly-cities-safer-for-all-road-users?MPC-18-351)

² Paving two arterial travel lane costs approx. \$410/m compared to reallocating parking to cycling costs approx. \$100/m (for road markings, signs and barriers).

North Vancouver (CNV) border cycling route was also introduced this fall. This project installed 30km speed signage, wayfinding, and road markings along a portion of Tatlow Avenue and W. 15th Street to support the neighbourhood bikeway.

2021 saw the start-up of the North Shore's new e-bike share program. As noted in the recent Information Report to Council (dated September 1, 2021), this service is seeing strong ridership. As of September 30, 2021 Lime reports 12,992 trips taken on the North Shore and six Lime Groves (parking locations) with more on the way within the District.

Another issue staff are investigating are cyclists' speeds on multiuse paths. Staff are collecting and analysing pedal and electric cycle speed data from the Spirit Trail across the North Shore. Using the results of the investigation, staff can gain greater understanding of the issues and if necessary, develop ways to address the issue.

Lastly, the District, in partnership with TransLink, installed a permanent counter on the Spirit Trail in Welch Strip Park. This new counter will allow staff to collect pedestrian and cyclist volumes for this popular section of the Spirit Trail.

Delivering Lynn Valley Road Active Transportation Project

In 2019, the stretch of Lynn Valley Road from Mountain Highway to Dempsey Road was endorsed by Council as one of their priorities for advancing a cycling network that connected town and village centres to one another and key destinations such as popular local and regional parks.

FIGURE 1: LVR AT Project Phases



In 2020, Council endorsed the phasing of the LVR AT project: Phase 1: Mountain Hwy – Peters Road and Phase 2: Peters Road – Dempsey Road. This allowed the Phase 1 segment to progress while more concept work and public engagement occurred for Phase 2.

On July 26, 2021 Council approved the OCP Action Plan. This plan contains Action 6: “Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle.” The plan further identifies Phase 1 of LVR AT as an implementing activity but also as a “Quick Win” (defined as activities that can be implemented within the first 18 months of the Action Plan)³.

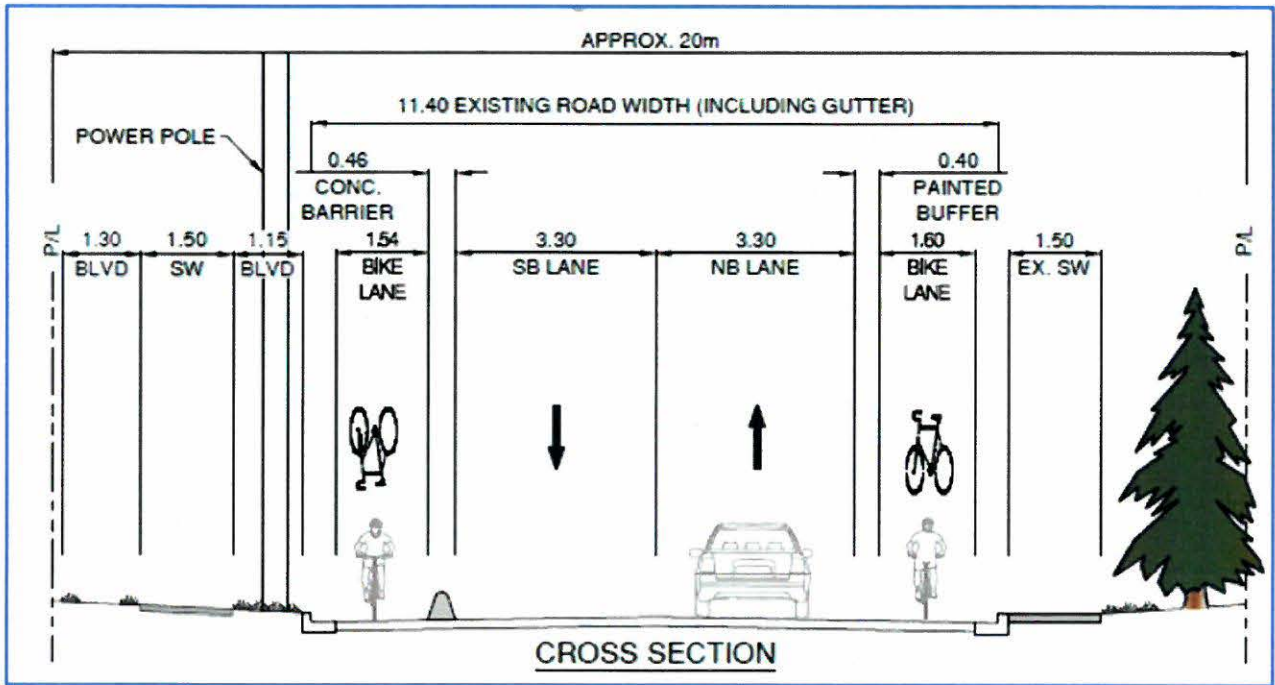
EXISTING POLICY:

The District’s cycling program is supported by the Official Community Plan and the Action Plan, Transportation Plan, Bicycle Master Plan, Priority Cycling Routes, Community Energy and Emissions Plan (CEEP), and INSTPP.

ANALYSIS:**Phase 1**

To deliver Phase 1 of LVR AT project, staff completed the design and engaged with internal and external stakeholders to ensure the project is safe, accessible, and can support all users, in particular vulnerable road users, while balancing operational lessons learned from similar projects. For details regarding the design, please refer to the June 4, 2021 Information Report to Council. Phase 1 segment is now tender-ready.

FIGURE 2: LVR AT Phase 1 Cross-section



³ Source: [OCP-review-action-plan.pdf \(dnv.org\)](https://dnv.org/ocp-review-action-plan.pdf)

Two project timeline options are illustrated in Figure 3. Option A would maintain the current pace of implementation. Option B would defer construction to 2023.

FIGURE 3: LVR AT Phase 1 Project Stages & Possible Delivery Timelines



Given that Phase 1 is ready to be packaged for tender and a quick win in the OCP Action Plan, staff recommend Option A timeline.

Phase 2

Phase 2 of LVR AT has three stages: concept, design, and construction. Each stage will have its own public engagement plan. The concept stage is expected to take approximately six to nine months, resulting in one preferred option to be brought forward into the design stage. This section of road has its own unique characteristics and local needs. In response, the District has engaged a consultant to develop road design options for this area that meet the goals and address concerns such as parking and vehicle flow. The project team is developing options that will all include sidewalks, bus stop upgrades, a new pedestrian crossing at Kilmer Road, and intersection safety upgrades.

Phase 2 has been split into two segments for analysis:

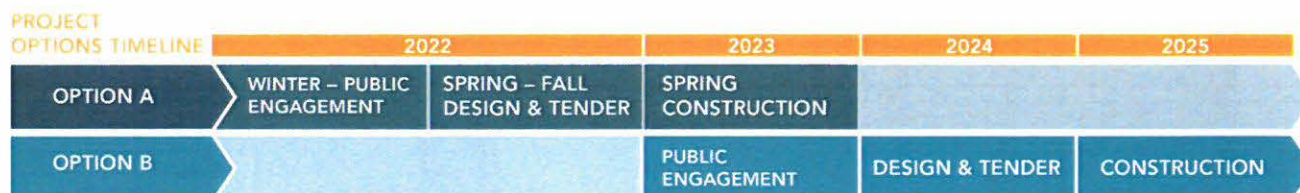
- Segment A extends north from Peters Road to Kilmer Road. This segment generally has low parking demands throughout the day, with ample excess supply available.
- Segment B extends north of Kilmer Road to Dempsey Road. This segment regularly experiences constrained parking conditions and reaches full capacity at peak times, primarily due to high utilization by visitors to surrounding destinations and trails.

The following Segment B options have been identified options that fall into two main streams: in-street and off-street. In-street options include trade-offs between motor vehicle parking and cycling in the existing space between the curb. Off-street options include trade-offs between cycling facilities, utilities and trees.

In Segment B, Option 5 was generated through initial discussions with Parks to provide a new paved pathway connecting Kilmer Road to Dempsey Road within the District right-of-way between Kilmer Park and the residential lots along the west side of Lynn Valley Road. This option allows the existing conditions along Lynn Valley Road to remain unchanged, while providing an additional connection to Kilmer Park and the surrounding amenities. Option 5 would be compatible with any of the other concept options south of Kilmer Road.

The three stages and two project timeline options are illustrated in Figure 4. Option A would maintain the current pace of concept development, public engagement, and design, targeting construction in 2023. Option B would defer construction to 2024 or beyond.

FIGURE 4: LVR AT Phase 2 Project Stages & Possible Delivery Timelines



The first stage – concept stage has started and is expected to extend approximately four to six months. The concept stage would end with public engagement with the objective of identifying the preferred option.

The overarching goal of the concept stage is to select a preferred concept that:

- Includes dedicated facilities for people walking and cycling.
- Defines the space between the curbs in a way that best balances the competing demands for the space,
- Meets the Council priority and community vision in completing the priority active transportation connection to key parks.

The design stage would start once a preferred option has been presented and endorsed by Council; in Option A this would occur in spring 2022. Construction is the final stage and in Option A it would occur in 2023. Under Option B, the public engagement planned to occur as part of the completion of concept development could be deferred to 2023, with design and construction pushed to 2024 and beyond.

Concurrence:

The cycling project team consists of representation from Transportation, Design Engineering, Project Delivery Office, Streets, Fleet & Solid Waste, Parks, and Communications.

Financial Impacts:

LVR AT Phase 1 class 'C' cost estimate is \$1.4M and includes a 25% contingency.

LVR AT Phase 2 costs for the initial concept stage are estimated at \$180,000. These funds are targeted to develop and evaluate the concepts and conduct meaningful public engagement. Costs for the planning and construction phases would be developed once a preferred option is selected.

Social Policy Implications:

Investment in active transportation networks have been shown to promote community health and social wellness, address equity concerns and 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.

Environmental Impact:

Emissions related to the transportation sector currently make up 52% of all emissions in DNV and passenger vehicles are responsible for 96% of transportation-related emissions. Sidewalks, cycling facilities and accessible bus stops are needed to support this shift and to encourage safe travel by active modes. Increased active transportation supports health-related benefits and reduced air pollution.

Public Input:

The project team recognizes the importance of the public participation process for this project and its role in ensuring that the preferred concept addresses the concerns of stakeholders and the local community. Public engagement for the LVR AT project will build on significant community input that has already occurred for Phase 1. Phase 1 engagement involved an inform approach, focused on local impacted residents and businesses. To date, the LVR AT Phase 1 project team delivered letters, hosted an online community meeting, posted detailed web content and Q&A documents, and held one-on-one conversations to answer questions and address concerns. Outreach to residents and stakeholders for LVR AT Phase 2 has not commenced. The draft engagement plan will be finalized once the scope of work and timing is confirmed.

Conclusion:

Staff continue to advance cycling in the District through a variety of studies and infrastructure projects. We continue to work with partner agencies such as TransLink or MOTI on initiatives that benefit cycling in the District. The Lynn Valley Active Transportation project can extend the District's cycling network along a vital corridor, addresses a number of intersection safety concerns, while providing important upgrades to the pedestrian and transit network. These improvements will help the District achieve their active transportation, road safety, and greenhouse gas emission reduction goals.

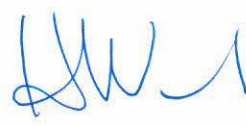
Options:

- 1) Endorse the recommendations as outlined in this report (Recommended), or
- 2) Refer back to staff.

Respectfully submitted,



Steve Carney, PEng, PTOE
Transportation Section Manager



Ingrid Weisenbach
Transportation Planning

Attachment A: Council Priority Cycling Routes

REVIEWED WITH:

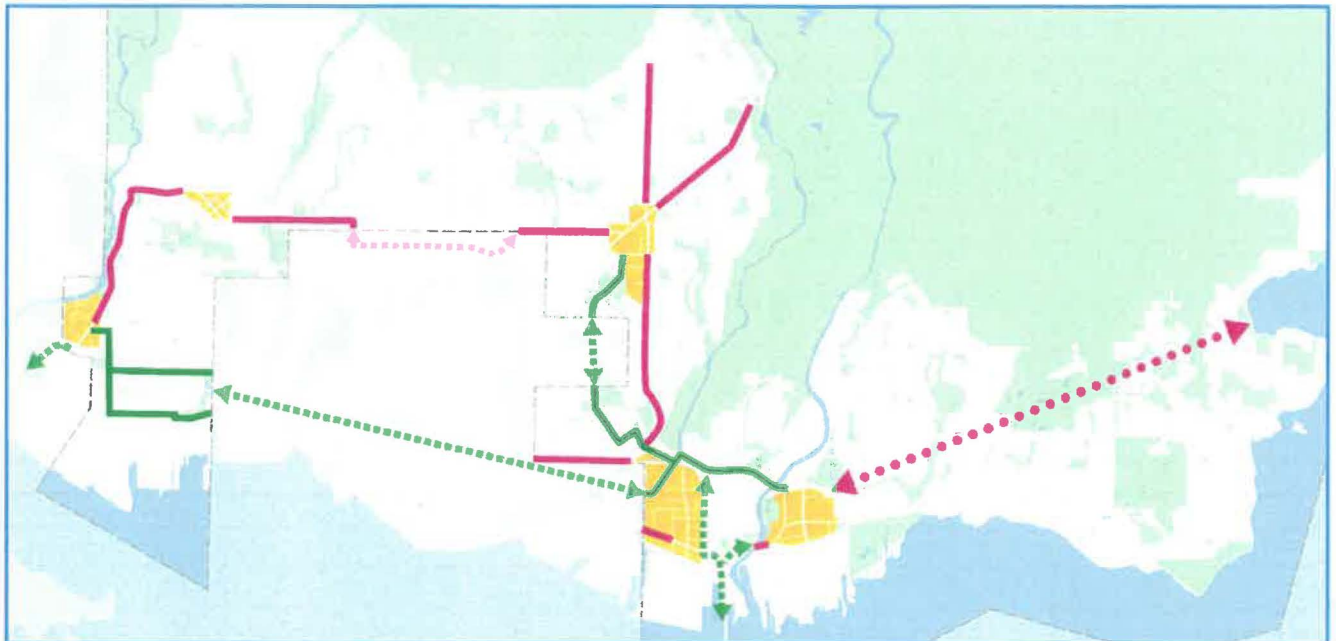
- ☐ Community Planning _____
- ☐ Development Planning _____
- ☐ Development Engineering _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks _____
- ☐ Environment _____
- ☐ Facilities _____
- ☐ Human Resources _____
- ☐ Review and Compliance _____
- ☐ Climate and Biodiversity _____

- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____
- ☐ Real Estate _____
- ☐ Bylaw Services _____
- ☐ Planning _____

External Agencies:


- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ NVRC _____
- ☐ Museum & Arch. _____
- ☐ Other: _____


Attachment A: Council Priority Cycling Routes



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AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: January 31, 2022
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____


 Dept.
Manager


 for GM/
Director


 CAO

The District of North Vancouver

REPORT TO COMMITTEE

January 14, 2022
File: 16.8620.20/054

AUTHOR: Steve Carney, Manager, Transportation Section
Ingrid Weisenbach, Transportation Planning

SUBJECT: E. 29th St. Safety & Mobility Improvements - Supplemental Information

RECOMMENDATION:

THAT the Committee of the Whole recommend to Council:

THAT Council receive this report for information,

AND THAT staff be directed to develop and report out a concept that is in line with recent Lynn Valley Road Ph 1 design.

REASON FOR REPORT:

- The purpose of this report is to: a) report back to Council on resolutions resulting from the July 22, 2019 meeting for E. 29th Street Safety & Mobility Improvements and b) seek direction from Council to develop concept and cost estimate for Council consideration that is in line with the recent Lynn Valley Road Phase 1 design.

July 22, 2019 Council Resolution

THAT staff report back on the number of left hand turn lanes traveling west into Tempe Heights.

That the July 11, 2019 report of the Manager – Engineering Services/Deputy General Manager entitled East 29th Street Corridor Safety and Mobility Improvements – Update is received for information;

AND THAT staff report on the parking zoning variance, potential lane openings and drop off zones.

SUMMARY:

Staff are able to report the following on the four items requested by Council:

1. Left hand turn lanes: There are two westbound turn lanes (Somerset Street and Tempe Crescent). Staff are collecting data regularly and will conduct a before-after analysis in 2023 once there are a minimum of three years of data after the implementation.
2. Parking Zoning Variances: Following completion of the project, staff received and approved several variance requests from E 29th St residents for driveway widening, new driveways, and increased lot coverage to improved accessibility to off-street parking.
3. Potential lane openings: Staff considered three concepts to extend the laneway connected to Fromme Road, north of E. 29th. Based on the estimated cost and impact to trees, staff does not recommend extending the laneway at this time.
4. Drop off zones: Staff considered two concepts; 1) loading zone pockets along E. 29th Street and 2) load zones on side streets. Based on tree impacts and greater risk to cyclists, staff do not recommend loading zone pockets along E. 29th Street. Staff do not recommend side street loading zones at this time due to space constraints and/or available on-street parking.

Operational concerns raised by internal and external stakeholders have caused staff to design cycling along Lynn Valley Road Phase 1 differently than E. 29th St. To balance the desire for cycling protection/separation with operational concerns for solid waste/recycling collection within the width and constraints, staff designed Lynn Valley Road Phase 1 with a combination of precast concrete roadside barrier (barrier assemblies) in key locations at the start and end of cycle lane block segments, along with wide painted buffer spaces between the barrier assemblies, and omitted the use of delineator posts. This design facilitates solid waste collection vehicles pulling out of traffic when necessary to allow queued traffic to pass. The District may want to consider developing such a concept for E. 29th Street.

BACKGROUND:

In 2019, the District installed cycling lanes along E. 29th Street, from Tempe Crescent on the west to Lynn Valley Town Centre on the east. This project was a product of a multi-year study, supported by the North Vancouver Bicycle Master Plan and is one of Council's priority routes. The cycling lanes were part of a larger project, which also addressed walking and transit issues along the corridor.

This cycling segment is one section of a route that will ultimately connect Lynn Valley Town Centre to Edgemont Village. Working in coordination with the City of North Vancouver, this route is the backbone of the network, allowing cyclists to travel between two town centres while also able to access the City of North Vancouver, three North Vancouver community centres, two District libraries and key parks.

Due to physical constraints, and Council's preference to separate people cycling from people walking or driving, staff designed a cycle lane by reallocating space previously used for parking vehicles.

At the July 22, 2019 Council meeting, staff were asked to report back on left turn lanes, additional loading zone options and possible laneway openings. In 2020, Council approved \$50,000 to fund recommended loading improvements.

EXISTING POLICY:

This project is supported by the Official Community Plan, Transportation Plan, Bike Master Plan, Pedestrian Master Plan, Priority Cycling Routes, Community Energy and Emissions Plan, and INSTPP.

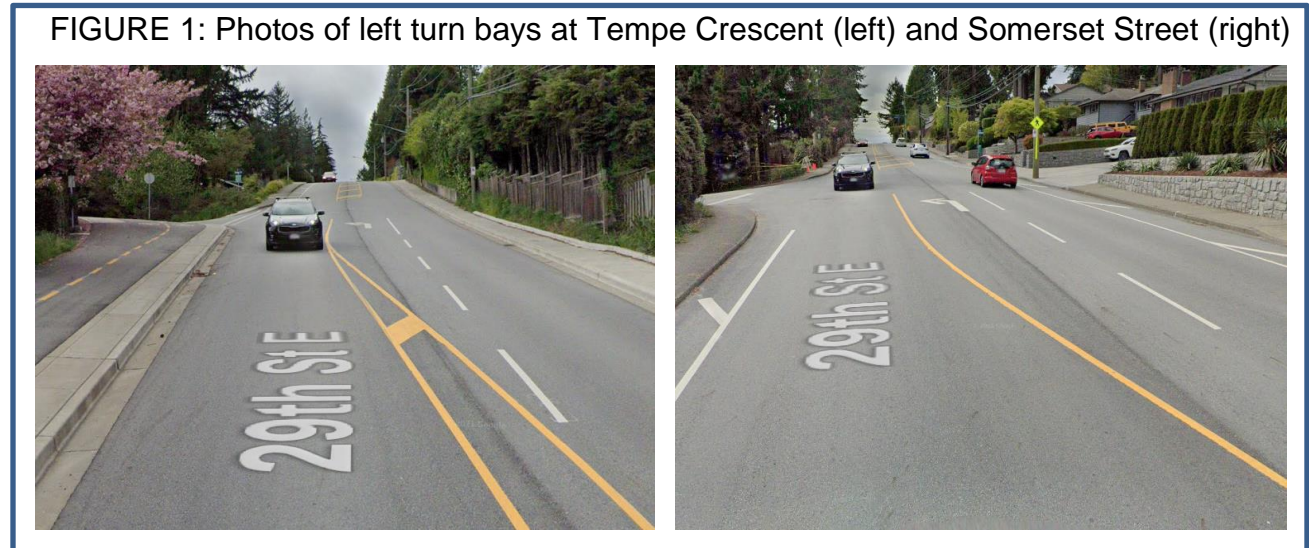
ANALYSIS:

Left hand turn lanes

The area south of E. 29th Street, between Lonsdale Avenue and Tempe Glen Drive within the City of North Vancouver, is generally considered Tempe Heights while the area to the north is considered Carisbrooke.

As part of the 2019 project, two left hand turn lanes were created: Somerset Street and Tempe Crescent. Photos are each left turn lanes shown in Figure 1 below.

FIGURE 1: Photos of left turn bays at Tempe Crescent (left) and Somerset Street (right)



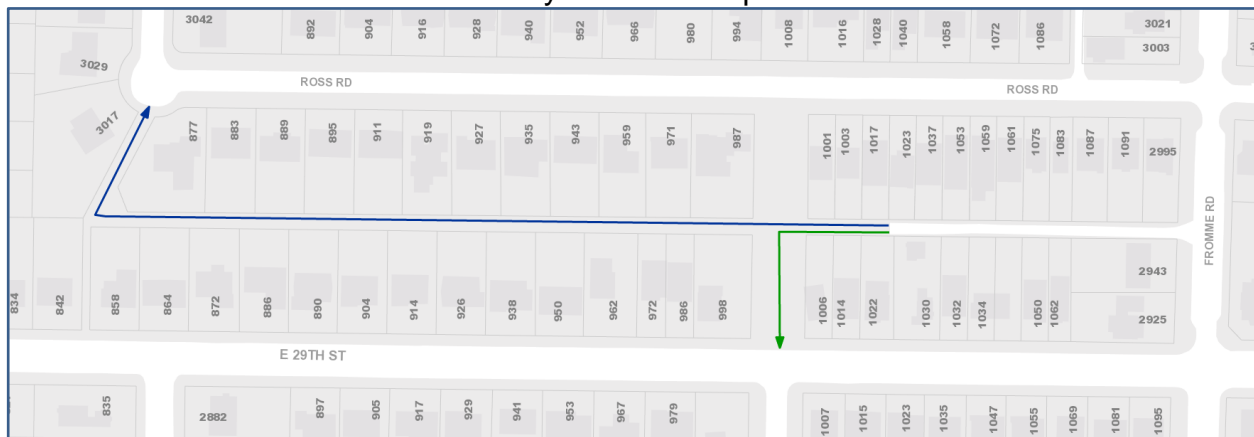
Parking Zone Variances

Following completion of the project, staff received and approved several variance requests from E 29th St residents for driveway widening, new driveways, and increased lot coverage to improved accessibility to off-street parking.

Potential Lane Openings

Staff developed high level concepts to extend the laneway north of E. 29th (see Figure 2) Due to costs and impacts to trees, staff do not advise pursuing laneway openings at this time.

FIGURE 2: Laneway Extension Options Considered



Note: Green option includes consideration with and without parking along the north-south portion.

Drop off zones

Staff presented two options to Council on July 22, 2019:

- A) Loading zone pockets constructed along E. 29th Street between driveways, and
- B) Side street loading zones created near the intersection with E. 29th Street.

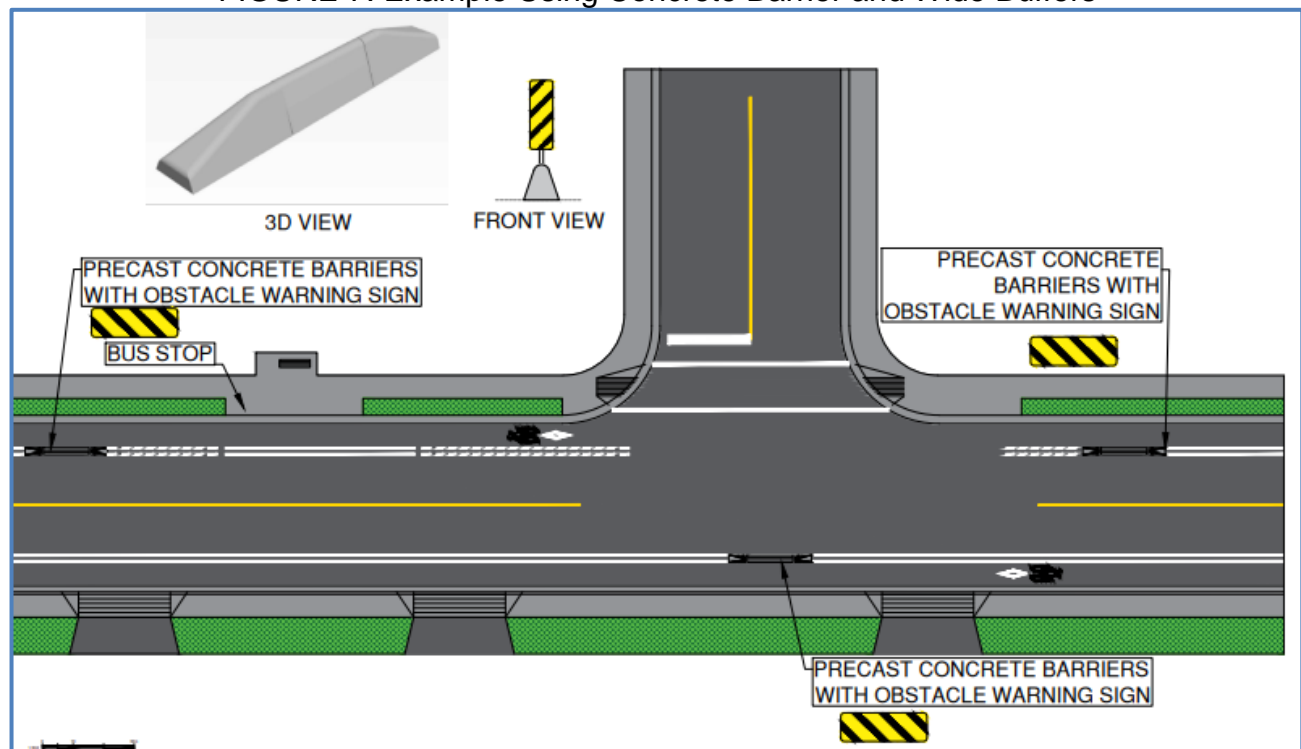
Staff evaluated the potential of creating parking pockets that could be used for short term loading and unloading. Staff do not recommend pursuing loading zone pockets on E. 29th at this time due to:

- Increased risk of collisions, including collisions with cyclists as drivers would be required to pull in/out of traffic by crossing the cycling lane, and
- Impacts to the boulevard and property frontages, which include the removal of trees, hedges and possibly fences.

Staff also evaluated side-street loading zones and associated sidewalk, similar to the one created on Regent Avenue. Due to narrow street widths, regular parking occupancy near to E. 29th, staff see limited benefit in pursuing this concept.

Other Concerns

Since this project was delivered in 2019, cycling design in the District has continued to evolve. To address operational concerns, newer facilities have addressed concerns by introducing hard barrier in the form of precast concrete roadside barrier in key locations along with a wide painted buffer. Staff recommend developing designs and costs for E. 29th for Council's consideration.

FIGURE 7: Example Using Concrete Barrier and Wide Buffers**Timing/Approval Process:**

Should staff receive direction from Council to proceed, staff can develop design concept and costs for Council's consideration and approval before proceeding with public engagement and implementation.

Concurrence:

Should staff receive direction from Council to proceed, a project team would be assembled which could include representation from Transportation, Design Engineering, Streets, Fleet & Solid Waste, and Construction Services.

Financial Impacts:

Council approved \$50,000 to be used for E. 29th Street in 2020.

Should staff receive direction from Council to proceed, staff would develop cost estimates for Council's consideration.

Social Policy Implications:

Investment in active transportation networks have been shown to promote community health and social wellness, address equity concerns and 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.

Environmental Impact:

Emissions related to the transportation sector currently make up 52% of all emissions in DNV and passenger vehicles are responsible for 96% of transportation-related emissions. Sidewalks, cycling facilities and accessible bus stops are needed to support this shift and to encourage safe travel by active modes. Increased active transportation supports health-related benefits and reduced air pollution.

Public Input:

Should changes be proposed for E. 29th Street, staff will engage with external stakeholders, including residents, HUB and the City of North Vancouver.

Conclusion:

The E. 29th Street changes implemented in 2019 balance multiple competing interests served by this major arterial street, prioritizing safety and mobility for all users in a cost effective way, consistent with the primary purpose of major arterials. The project mitigates competing interests of private property concerns as much as possible.

Staff continue to monitor operational issues for E. 29th Street and are not proposing any changes to on-street loading, drop off zones or new lane openings. Staff will continue to receive parking zone variance applications. Should Council desire, staff can consider changes to the cycling lanes to be in line with more recent designs and lessons learned.

Options:

- 1) Endorse the recommendations as outlined in this report (Recommended), or
- 2) Refer back to staff.

Respectfully submitted,



Steve Carney, PEng, PTOE
Manager, Transportation Section

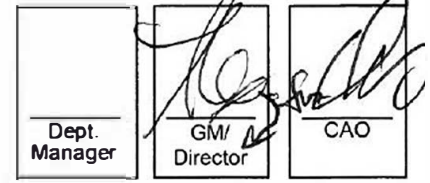


Ingrid Weisenbach
Transportation Planner

Attachment A: July 22, 2019 Report to Council

REVIEWED WITH:		
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<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance
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<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
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<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
<input type="checkbox"/> Climate and Biodiversity	_____	
External Agencies: <input type="checkbox"/> Library Board _____ <input type="checkbox"/> NS Health _____ <input type="checkbox"/> RCMP _____ <input type="checkbox"/> NVRC _____ <input type="checkbox"/> Museum & Arch. _____ <input type="checkbox"/> Other: _____		

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ATTACHMENT A

The District of North Vancouver INFORMATION REPORT TO COUNCIL

July 11, 2019

File: 16.8620.20/054.000

AUTHOR: Steve Ono, P.Eng., Manager, Engineering Services/Deputy GM

SUBJECT: East 29th Street Corridor Safety and Mobility Improvements - Update

REASON FOR REPORT:

To provide Council with updated information about resident feedback regarding safety concerns due to the approved East 29th Street Corridor Safety and Mobility Improvements Plan, particularly with the addition of bike lanes, and provisions in the design to respond to those concerns.

SUMMARY:

East 29th Street from Lonsdale Avenue to Lynn Valley Road is a transit route, classified as a major arterial road and carries upwards of 9,500 vehicles per day. Contrasting with the major arterial level of service, East 29th also provides direct access to many residences which is more similar to a collector road classification. A portion of this corridor is also a designated bike route. Hence, there are several conflicting interests. Between 2008 and 2017, there were 150 motor vehicle crashes recorded by ICBC in this corridor. This project aims to improve road safety for all users of this corridor.

A team of professionals analysed the safety issues and on May 27, 2019, Council approved the East 29th Street Corridor Safety and Mobility Improvements project to enhance road safety for motorists, pedestrians, cyclists and transit users, including separated bike lanes east of Tempe Crescent (eastern intersection). The project includes introduction of left turn lanes, new sidewalk, and crosswalks corridor wide, and bike lanes in the eastern half of the corridor.

The project is currently being constructed as approved by Council May 27, 2019. It will significantly improve safety for bicyclists and is consistent with the District's climate action goals.

Since approval, correspondence has been received in support of the bike lanes, as well as opposed to the bike lanes mainly due to loss of on-street parking. Staff have been considering the concerns of residents and will continue to work with residents to address their concerns where possible.

While all properties adjacent to the approved bike facilities within the project area have on-site parking available within their lots, the concerns related to loss of on-street parking can be categorised into lack of sufficient parking on-site for multiple vehicles resulting in spillover on-street, lack of convenient space for deliveries, lack of sufficient buffer space between driveway and travel lane, and lack of nearby space for drop-off/pick-up of mobility impaired persons.

Following project completion, the outcomes can be monitored, particularly regarding any need for drop-off/pickup zones. It is possible to add such zones adjacent to bike lanes, but impacts of such additions include boulevard tree/hedge loss, cost, and compromised cyclist safety.

BACKGROUND:

The East 29th Street Corridor Safety and Mobility Improvements are a result of more than two years of community consultation with neighbours, commuters, transit users, cyclists and pedestrians as well as the compilation of data from traffic safety studies and collision statistics for the area. The design approach retains existing curb, gutter and sidewalks in their existing locations where possible, minimising disturbance to boulevards.

An initial concept for the corridor was presented to Council May 6, 2019 proposing interim shared bicycle and motor vehicle lanes to temporarily preserve on street parking from Masfield to Lynn Valley Road along 29th (see Attachment 2). Council directed staff to strengthen the design of bicycle facilities east of Masfield to improve safety for cyclists and for consistency with District climate action goals.

The revised concept was approved by Council May 27, 2019 and added separated bicycle facilities from Masfield to Lynn Valley Road but required the elimination of all on street parking on 29th between Masfield and Fromme Road as well as on the south side of 29th from Fromme to Lynn Valley Road.

Since then, Council has received correspondence from residents concerned about the anticipated loss of on-street parking, as well as correspondence from citizens encouraging Council to continue with the bike lane facilities as approved May 27.

Residents have submitted an inventory they compiled acknowledging that all their properties between Tempe Glen/Royal Avenue and Fromme Road have access to off street parking via driveways fronting 29th Street or rear lane but expressing their concerns about loss of street parking (see Attachment 1).

Previous Council reports dated April 25, 2019 (considered at the Council Meeting May 6, 2019) and May 17, 2019 (considered by Council May 27, 2019) from the Section Manager, Transportation provide complete background.

EXISTING POLICY:

DNV Transportation Plan; DNV Official Community Plan; INSTPP; NV Bicycle Master Plan; North Shore Area Transit Plan; Community Energy & Emissions Plan (in progress); DNV Development Servicing Bylaw

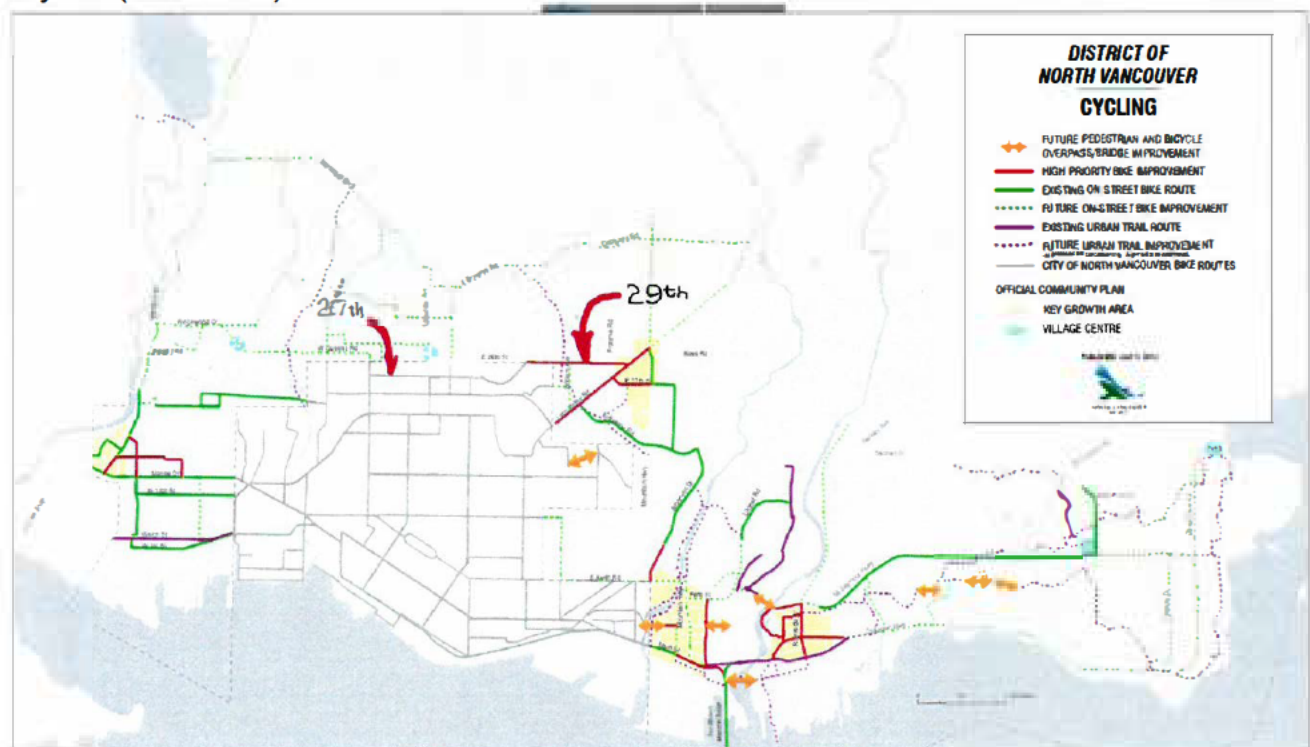
ANALYSIS

Collision Analysis

Justification for left turn lanes along East 29th Street is based on collision analysis and intersection capacity analysis. ICBC 10-year collision data (2008-2017) for the East 29th Street corridor (excluding the Lonsdale Avenue and Lynn Valley Road intersections) revealed a total of 150 crashes. Of these crashes, 30% were listed as rear-end type crashes, while 20% were side-impact crashes. New left turn lanes should substantially mitigate these collision types as turn lanes will provide a safe waiting zone for turning vehicles without obstructing vehicles approaching from the rear. Left turn lanes also enable drivers turning left to wait for safe gaps in oncoming traffic without pressure to accept smaller gaps from obstructed vehicles. Left turn lanes will also provide improved sight lines towards oncoming traffic, further enhancing safety.

Approved Concept

The NV Bike Master Plan identifies East 29th Street east of Tempe Crescent (east) as a key east-west cycling connection from Lynn Valley Town Centre. West of Tempe Crescent the bike route is amended to follow 27th Street to Lonsdale Avenue and west to Jones Avenue bike route which provides connections to the Green Necklace Greenway, Spirit Trail and beyond (see below).



Parking data was collected in 2016 and again in 2019. The 2019 data is generally consistent with data collected in 2016. Currently available on-street parking along the East 29th corridor between Lonsdale Avenue and Lynn Valley Road consists of approx. 200 spaces. The use of the available on street parking varies along the corridor with the highest demand observed at

the two ends near Lonsdale Ave, and near Lynn Valley Road. For the whole corridor, parking demand is approximately 40% occupancy on average. As part of the approved design, approximately 160 on-street parking spaces must be removed, approximately 75% of which may be attributed to accommodating safer bicycling facilities.

Specifically, adding cycling infrastructure within the existing curb to curb space requires removal of on-street parking along sections of the corridor east of Tempe Crescent (east intersection). In high-use areas adjacent to Lynn Valley Road, six on-street parking spaces will be retained. (**Figure 1** and **Figure 2**). Corridor-wide, approximately 25% of the on-street parking loss is due to new left turn lanes, sidewalks, transit stops and pedestrian refuges, with the balance due to new cycling infrastructure.

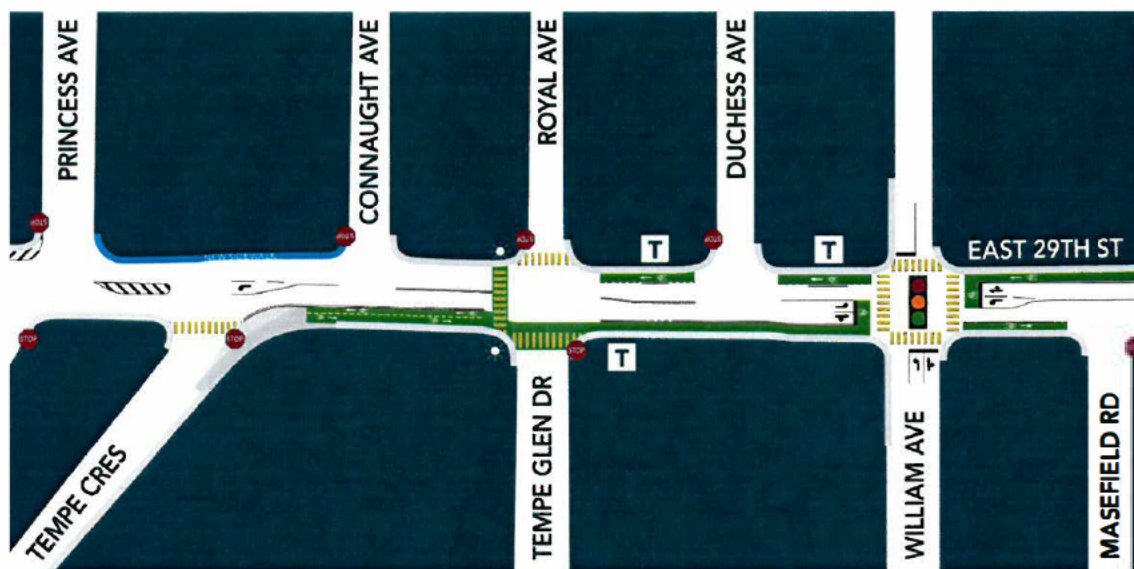


Figure 1. Approved Concept: Tempe Crescent to William

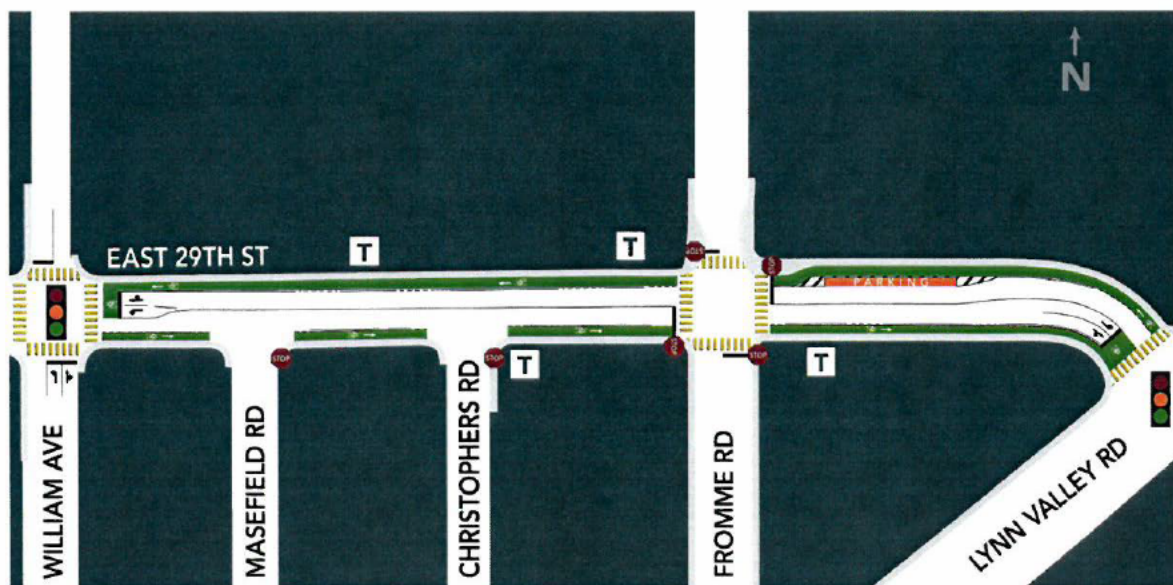


Figure 2. Approved Concept: William to Lynn Valley Road

The approved cross-section between Maselfield Road and Fromme Road features buffered bike lanes cost-effectively within the existing curb space (**Figure 3**).

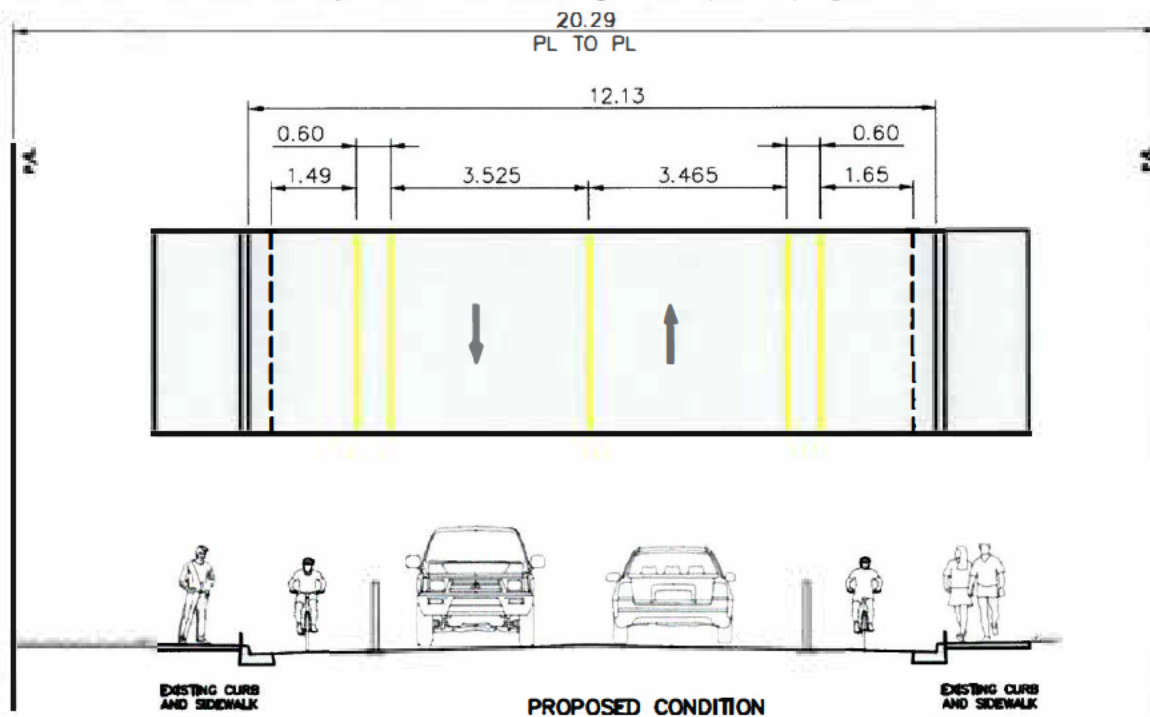


Figure 3. Approved Cross-Section Maselfield Road to Fromme Road

In response to project construction notification, DNV/CNV have received resident concerns about the project. The concerns have been catalogued and are summarized in Table 1; they are categorized into *convenience*, *process*, and *safety*.

	Convenience
	Process
	Safety

Concerns		Number of Written Complaints Received**
On-Street Parking Loss		82
Side Street Parking Impacts		9
East 29th as a bike corridor, hill too steep for biking		7
Public Consultation Process		17
Stop/rethink Project		15
Left Turn Bay Concerns		5
Safe Driveway Access		3
Speeding		4
HandyDART Access		2
William Avenue Traffic Signal		3

****Note:** Number of Complaints refers to households

Table 1. Resident Concerns and Frequency

In response, staff have met with and consulted with residents to better understand their safety concerns and have taken the following actions.

To address concerns about drop-off/pick-up for residents who use HandyDART services staff have coordinated with HandyDART and residents, including on-site meetings and assessment of the conditions. One concern was introduced by HandyDART users residing on the 1100 block of East 29th Street in a multi-unit building. In response, staff have incorporated a continuation of the existing bus stop location beyond the parkade driveway in the design, to allow HandyDART operators to safely load passengers. **Figure 4** details the planned location and signage for the dedicated HandyDART loading zone as agreed with the residents. The second concern was raised by the resident at 572 East 29th and staff have been in on-going consultation with the resident. Staff will be incorporating a solution that includes continuation of sidewalk up the West side of Regent Avenue to provide a drop-off/pick-up area for HandyDART as well as the adjacent residents in this area of the neighbourhood. The topography at this location near the crest of 29th Street hill limits safe options due to sight line limitations.

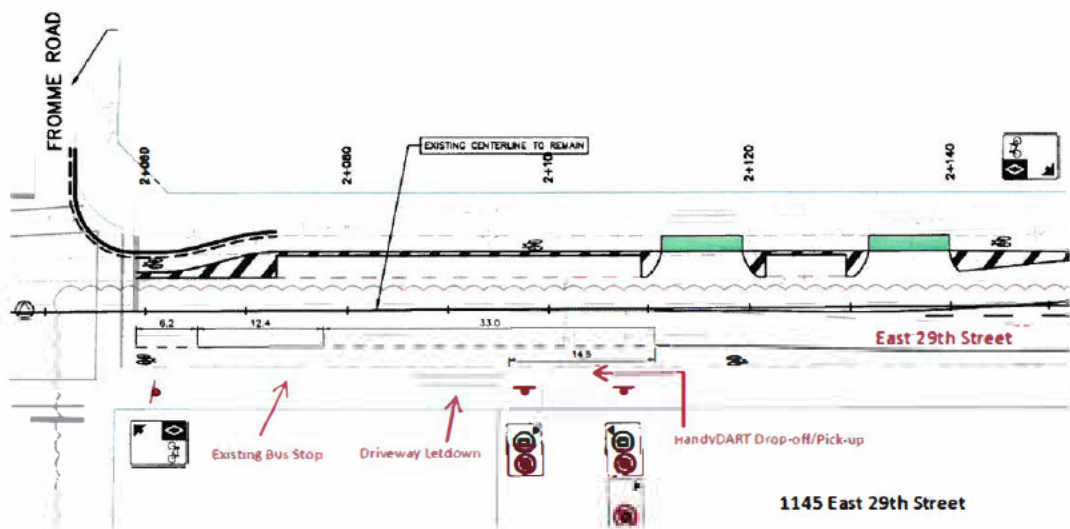


Figure 4. HandyDART Drop-off/Pick-up Zone Concept

To address safety concerns regarding driveway access staff have coordinated with City of North Vancouver and have added a painted buffer zone to the design. This painted buffer provides residents with difficult sightlines space to safely view oncoming traffic before entering the travel lane. Additionally, the painted buffer narrows the vehicle travel lane, helping to passively reduce traffic speeds. Staff will continue to review the details of the buffer zone design on a site specific basis and consider further extension of the buffer zone in areas where driveway exit sightlines are most challenging to optimise safe egress.

In response to residents inquiring about the possibility of increasing their off-street parking within their front yards, application may be made through the DNV Building Department based on the following information:

- Residents may extend off-street parking in accordance with the RS1-5 Zoning Guide (part of the Zoning Bylaw), which states: when there is a straight-in-entry parking structure or no parking structure a maximum of 40% of the required front yard may be covered with a combined total of structures, surfaces or paved areas designed or functioning to be capable of supporting parking
- For any extension beyond the aforementioned 40%, the District entertains variance applications through the Development Variance Permit process, or a variance application can be made through the Board of Variance.

To summarise, for those interested, the DVP process provides a means for residents to request consideration for additional parking on their land.

Further to the above-mentioned actions initiated by Staff to date, continued post-construction monitoring will be conducted, particularly with respect to road safety performance. Should the need be warranted, some future options are outlined below, which could be implemented, based on and pending the following assessments:

- monitoring data collection,
- feasibility and best engineering practices,
- the need for providing loading zones/short-term parking,
- impacts on road user safety and increased risk to safety of cyclists,
- impacts to existing vegetation including trees, hedges,
- impacts to boulevard and private property frontages,
- consultation with immediately-affected property owners, and
- cost.

Post-Construction Options

To address concerns about general loading/unloading zones for residents (particularly mobility impaired) and home-based businesses in the corridor, staff have identified 2 possible future additions: a) loading zone pockets and/or b) loading zones on side streets.

Short loading zone pockets could be constructed along 29th between driveways in a few select locations (see **Figure 5**). In order to accommodate these pockets, there would be impacts to the boulevard and property frontages, including removal of trees and hedges within the public right-of-way. The cost to construct an individual pocket is estimated at some \$50,000. This type of facility requires drivers to pull in and out of traffic and cross the bike lane to access the loading zone, increasing risk of collisions including collisions with cyclists.

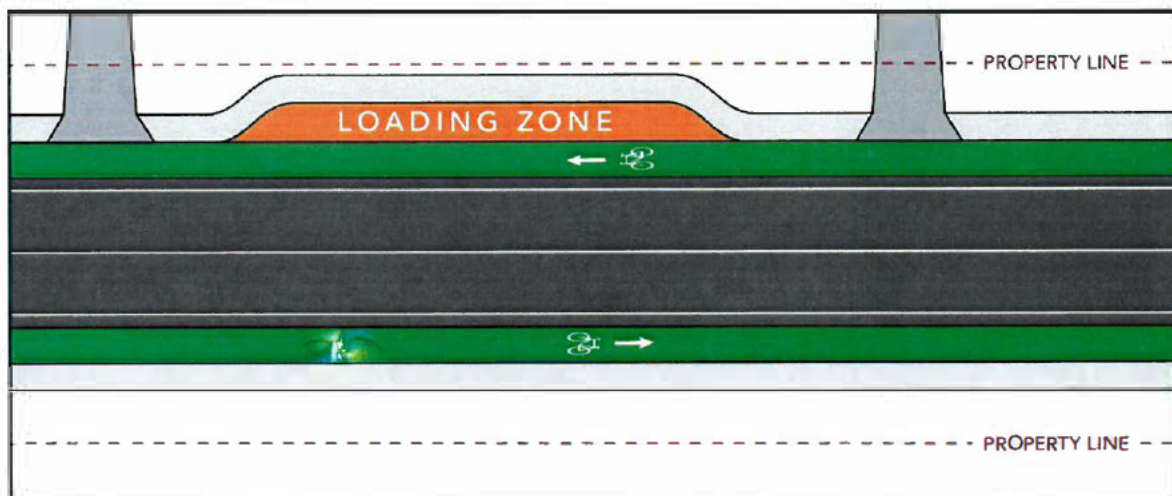


Figure 5. Passenger Loading Zone Concept

Side-street loading zones could be created on select side streets, near the intersection of East 29th St. Creating side-street loading zones would require extension of sidewalks, impacting the boulevard and property frontages and decreasing on-street stalls available for longer term parking. Construction costs are estimated at \$35,000 per zone. This kind of facility may serve corner properties well, but would not be as convenient for mid-block properties.

These options can be completed at any time in the future as a stand-alone project. Should Council support one or both of these possible measures, staff would work with the directly impacted residents.

PUBLIC RESPONSE:

In response to project notification, the DNV/CNV has now received complaints from approximately 80 households along the corridor specifically unhappy with the loss of on-street parking due to new cycling infrastructure. They have submitted correspondence acknowledging they have access to off-street parking, but still have concerns. The majority of the complaints is in the segment from William to Fromme, but some complaints originate throughout the corridor including from some side streets. In contrast, we have received considerable correspondence via social media, and e-mail expressing support for the bike lanes as well as a letter of project support from HUB (cycling advocacy group), and written support of the project from the Boundary Elementary School PAC Chair. Public input and staff response has been ongoing as discussed in the earlier section titled Approved Concept in this report.

Timing/Approval Process:

The current East 29th Street concept was endorsed by Council on May 27th, 2019. Construction started June 24th, 2019.

Concurrence:

The project team consists of DNV staff from Major Projects, Streets, Engineering Design and Transportation and CNV staff.

Liability/Risk:

Project risks include lack of public acceptance (delay in implementing comfortable bike and pedestrian facilities vs. loss of on-street parking vs climate action commitments); construction scheduling - paving scheduled for 2019 is limited to mill and asphalt overlay activities. If paving work is delayed there is a risk that future road rehabilitation would require costly road reconstruction.

Social Policy Implications:

Improving access to active transportation modes (walking, cycling, and transit) while improving vehicle mobility and safety is consistent with DNV policy. Providing infrastructure supportive of active transportation modes will increase use of such modes and should improve wellness of participants. Buffered bike lanes that are not adjacent to and between on-street parking and moving motor vehicles has been shown to reduce risk of significant injury cycling.

Environmental Impact:

Providing safe and comfortable walking, cycling and transit facilities along the corridor will increase use of alternative travel modes instead of the private car and thus help to reduce greenhouse gas emissions.

Public Input:

DNV engaged with the public twice during the public consultation process; early during the data gathering phase in fall 2016 and later in February/March 2018 to seek input on improvement options.

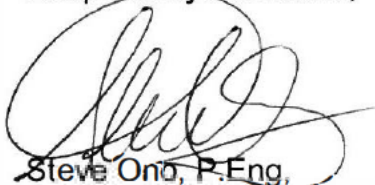
Following the May 27th Council decision, staff prepared communications messaging and materials. This involved the following:

- DNV.org/East29th website updates went live June 11th
- Approximately 700 letters were sent to immediately impacted residents on East 29th, delivery in person and via Canada Post on June 12th
- Following letter distribution to immediately impacted residents, a postcard drop to approximately 2,000 neighbourhood residents (who were involved in initial project consultation) was delivered June 17th
- On-street project information signage installed June 18th
- Ongoing construction updates via social media, website, and on-street signage
- Local businesses have also been contacted and consulted on parking needs

Conclusion:

The approved concept for the East 29th Street Corridor Safety and Mobility Improvements project strives to balance the multiple competing interests served by this major arterial street, prioritizing safety and mobility for all users in a cost effective way, consistent with the primary purpose of major arterials. The approved concept mitigates the competing interest of private property access as much as possible.

Respectfully submitted,



Steve Ono, P.Eng.

Manager, Engineering Services/Deputy GM

REVIEWED WITH:

- ☐ Community Planning
- ☐ Development Planning
- ☐ Development Engineering
- ☐ Utilities
- ☐ Engineering Operations
- ☐ Parks
- ☐ Environment
- ☐ Facilities
- ☐ Human Resources

- ☐ Clerk's Office
- ☐ Communications
- ☐ Finance
- ☐ Fire Services
- ☐ ITS
- ☐ Solicitor
- ☐ GIS
- ☐ Real Estate
- ☐ Bylaw Services

External Agencies:

- ☐ Library Board
- ☐ NS Health
- ☐ RCMP
- ☐ NVRC
- ☐ Museum & Arch.
- ☐ Other:

ATTACHMENT 1

Property Access Correspondence From Residents

SUBJECT: East 29th Street Corridor Safety and Mobility Improvements - Update

17 July 2019

Page 12

From: Brenda Irving [REDACTED]

Sent: June 22, 2019 11:15 AM

To: Alexandra Deaconu <DeaconuA@dnv.org>

Cc: Angus Pattison <PattisonA@dnv.org>; Steve Carney <CarneyS@dnv.org>; Mike Little, Mayor <LittleM@dnv.org>; Jordan Back <BackJ@dnv.org>; Mathew Bond <bondm@dnv.org>; Megan Curren <CurrenM@dnv.org>; Betty Forbes <ForbesB@dnv.org>; James Hanson <hansonj@dnv.org>; Lisa Muri <MuriL@dnv.org>; lbuchanan@cnv.org; hback@cnv.org; Don Bell <dbell@cnv.org>; agirard@cnv.org; thu@cnv.org; jmcilroy@cnv.org; tvalente@cnv.org; A Irving [REDACTED]

Subject: Front driveway/Back lane

Hello,



Though properties have front driveway or back lane access, they do not have adequate parking. Adequate being not accessible from a mobility challenge, not accessible due to too narrow, too small and/or poor visibility due to location with slope of 29th Street East (not from vehicles parked on street), not adequate due to not enough spaces for all vehicles of all residents with vehicles that reside at the property, not enough spaces on property for visitors, deliveries, work vehicles, clients, guests, hired workers, care attendants, tenants, etc., not adequate due to not enough space for trailers, RV's, boats, motor bikes, not enough space for on property parking due to small garage filled with bicycles and storage needs, or if only have back lane access and no front driveway but do shift work and do not want to disturb other members of the residence or neighbours by entering and exiting from back lane then on-street parking is required.

Above is a picture taken this morning, June 22, 2019 @ 10:05am. This is from Fromme Rd up to my home at [REDACTED]. You can see there is not one spot left on either side. Street parking is well used.

Parking for properties along 29th Street East, between Fromme Rd and Tempe Glen Dr/Royal Ave -

1095 29th Street East, south east side @ Fromme Rd. – no front driveway, back lane access – single vehicle back lane

1081 – front driveway that is single lane all the way through to back, back lane access – single vehicle back lane

1069 – front single lane driveway, no back parking but lane access – single vehicle back lane

1055 Stevens Plumbing – no front driveway, back lane access with limited parking – requires on-street parking for business vans, guests, visitors, deliveries, staff – single vehicle back lane

1047 – no front driveway, back lane access – single vehicle back lane

1035 – no front driveway, back lane access accommodates 2 vehicles. A further 3 vehicles park on-street, plus visitors, deliveries, etc – single vehicle back lane

1029 – no front driveway, back lane access – single vehicle back lane

1023 – no front driveway, back lane access but does not accommodate families use of parking or provide parking for guests, visitors, deliveries, parents doing drop-off and pick-up with small children for playdates or when grandparents visit. – single vehicle back lane

1015 – front driveway, family use. Visitors, deliveries park on-street. Back lane access but no back parking – single vehicle back lane.

1007 corner house 29th & St. Christophers - no front driveway, park on side of house along St. Christophers and deal with the congested on-street parking along St. Christophers. So, visitors, guests, deliveries make use of 29th Street East on-street parking.

979 House being built west side of this residence and before 953 – 979 Front driveway, allows for 2 parked cars. Have garage but it is filled with bicycles. No back lane, no back parking. On-street parking used for visitors, guests, deliveries, etc. The house being built beside 979 will have no back lane access and it looks like single lane front drive way. Currently workers park on 29th Street East.

953 House being built east side before 979 – Front driveway that is single lane, so shuffling of 3 vehicles, plus boat, plus utility trailer. Street parking used for shuffling and for visitors, guests, deliveries, etc. No back lane access.

941 – Front driveway access but does not accommodate all vehicles. No back lane access.

929 – Single lane front driveway, no back lane access.

917 – Single lane front driveway but only fits two cars, back-to-back so use of on-street parking utilized for parking and shuffling vehicles. Visitors, guests, contractors, deliveries, etc park on street. No back lane access.

905 – Single lane front driveway. No back lane access.

897 **just about corner of 29th & Masfield**, side of Masfield house in way – single lane front driveway, no back lane access, use on-street parking for visitors, guests, deliveries, etc Property that faces Masfield has visitors park along 29th Street East as well.

835 – small vehicle entry from 29th Street East, side of house driveway off of Masfield, no back lane access

827 **corner of 29th & William Ave** – front driveway

821 - faces William Ave but designated 29th Street East property – side of house driveway from 29th Street East, no back lane access, uses on-street parking for guests, visitors, deliveries, etc

815 - trail to Boudary Elementary West of property – front driveway, no back lane access

809 - trail to Boundary Elementary East of property – front driveway, no back lane access, utilize street parking for visitors, guests, deliveries, etc

807 – front driveway, no back lane access

805 – front driveway, no back lane access

803 – front driveway, no back lane access

801 – front driveway, no back lane access

793 – no front driveway, back lane access and parking but stairs that can create issues for those with mobility challenges and back parking not for visitors, deliveries, etc Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr. 793 is where back lane ends.

787 – no front driveway, back lane access but prefers to use on-street parking due to shift work and on-call late nights, on-street parking provides ease and doesn't disturb rest of family and neighbours. On-street parking used for visitors, guests, deliveries, etc Also, stairs at back entry and creates issues for those with mobility challenges. Back lane does not

go all the way through either. Entry and exit at Tempe Glen Dr.

779 City of NV – no front driveway, back lane access but one of the residents is nearly 87yrs and has difficulty with the stairs at the back of her property. Parking on-street creates ease and safety, especially when having to carry in groceries, etc from vehicle. On-street parking used for guests, visitors, soil delivery, general delivery, hired workers, etc. Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr.

775 City of NV – no front driveway, back lane access but stairs as well, which can create mobility challenges and back parking not used for guests, visitors, deliveries, etc Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr.

771 City of NV - no front driveway, back lane access but stairs as well, which can create mobility challenges and back parking not used for guests, visitors, deliveries, etc Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr.

761 City of NV - no front driveway, back lane access but stairs as well, which can create mobility challenges and back parking not used for guests, visitors, deliveries, etc Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr.

757 City of NV, **corner of 29th St & Tempe Glen Dr.** - no front driveway, back lane access but stairs as well, which can create mobility challenges and back parking not used for guests, visitors, deliveries, etc. Back lane does not go all the way through either. Entry and exit at Tempe Glen Dr.

1062 29th Street East, north east side, @ Fromme Rd. – no front driveway, back lane access. Uses on-street parking for vehicles, guests, visitors, deliveries, etc Narrow back lane. Not enough parking at back.

1050 – no front driveway, back lane access. Uses on-street parking for vehicles, guests, visitors, deliveries, etc. Narrow back lane. Not enough parking at back.

1034 – single lane front driveway, back lane access but does not use back lane to access property. Narrow back lane.

1032 – no front driveway, back lane access. Narrow back lane. Not enough parking at back.

1030 – no front driveway, back lane access. Narrow back lane. Not enough parking. On-street parking also used for visitors, such as grandkids, extended family, deliveries, guests, etc.

1022 – small front driveway, one car use, back lane access for one vehicle. Narrow back lane. Last property with back lane access. Utilize on-street parking for personal use, often

due to two large trees on property shared with neighbours. 12 ft. limbs, large pine cones rain down, especially on windy days. One tree leaks sap onto vehicle. Visitors, guests, deliveries, any hired workers utilize street parking. Street parking also utilized due to work hours and not wanting to disturb neighbours with back lane exit and entry.

1014 – single lane, one car use front driveway, no back lane access. On-street parking utilized by tenants, visitors, guests, deliveries, work vehicle that needs to be parked close to home due to previous experience parked farther away and being broken into. On-street parking provides ease with young child.

1006 – single lane, one car use front driveway, no back lane access. Care attendant, extended family, deliveries, visitors, etc make use of on-street parking.

998 – Narrow front driveway. Can park 3 vehicles down side of house but requires daily shuffling so prefers to park on-street for ease. Personal and work vehicles require parking. On-street parking used to accommodate all vehicles at this home, plus for visitors, guests, workers, deliveries, etc. No back lane access.

986 – front single lane driveway, no back lane.

972 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

962 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

950 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

938 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

926 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

914 Accounting Business – Front driveway that accommodates for 3 spots, used for family and requires shuffling of vehicles. Visitors, guests, deliveries, etc utilize on-street parking. LynchYang Business has 88+ clients that utilize on-street parking. No back lane access.

904 – front driveway, no back lane. Visitors, deliveries, etc use on-street parking.

890 Cedar Mill Daycare – small front driveway that can accommodate only one vehicle at a time. No back lane access. Daycare provides for 10 families. Families utilize on-street parking for drop off and pick up. Visitors, guests, deliveries, clients, etc use on-street parking.

886 – small front driveway, no back lane. Visitors, deliveries, etc use on-street parking.

872 - front single lane driveway, no back lane. Visitors, deliveries, etc use on-street parking.

864 Creative Children Daycare – small front driveway, no back lane. Families utilize on-street parking for drop off and pick up. Visitors, deliveries, etc utilize on-street parking.

858 – front driveway, no back lane.

842 – single lane front driveway, no back lane.

834 – single lane front driveway, no back lane.

830 corner house 29th & William Ave - no front driveway, side driveway off of William Ave, no back lane access.

828 – front single lane driveway, no back lane access.

826 parkland on west side of property

820 – small single lane driveway, no back lane access.

796 – no front driveway, back lane access for parking, accessed from Duchess – unable to accommodate visitor or delivery, etc parking along back lane or at back parking. Limited back parking. One way in and out.

780 – Back parking for up to one vehicle, accessed from Duchess. Unable to accommodate further parking along back lane. Daily use of parking for second vehicle, plus visitors, guests, deliveries, etc. One way in and out.

778 - Back parking for up to one vehicle, accessed from Duchess. Unable to accommodate further parking along back lane. Daily use of parking for second vehicle, plus visitors, guests, deliveries, etc. One way in and out.

772 – narrow single lane front worn-out driveway, no back lane.

762 – front driveway, no back lane – can only accommodate up to 2 vehicles. Utilize street parking.

756 corner house 29th & Royal Ave - no front driveway, no back lane, side of property driveway accessed from Royal Ave

ATTACHMENT 2

**Concepts Rejected and Referred Back to Staff by Council
May 6, 2019
To Improve Bicyclist Safety**

FIGURE 5: Segment C - Tempe Crescent (East) to William Avenue

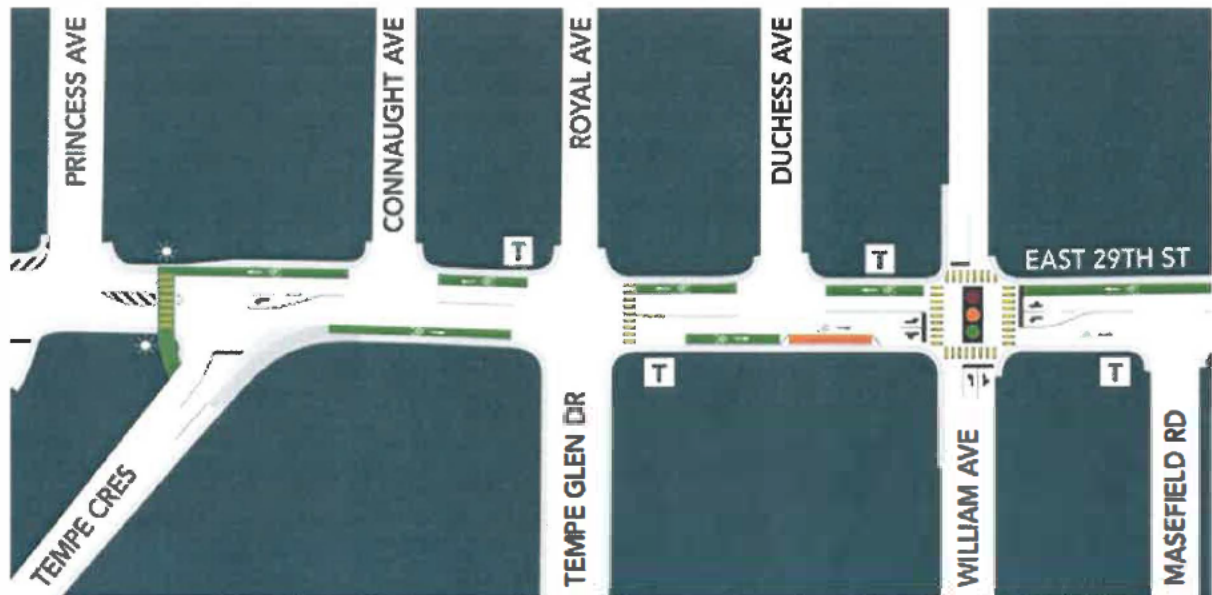
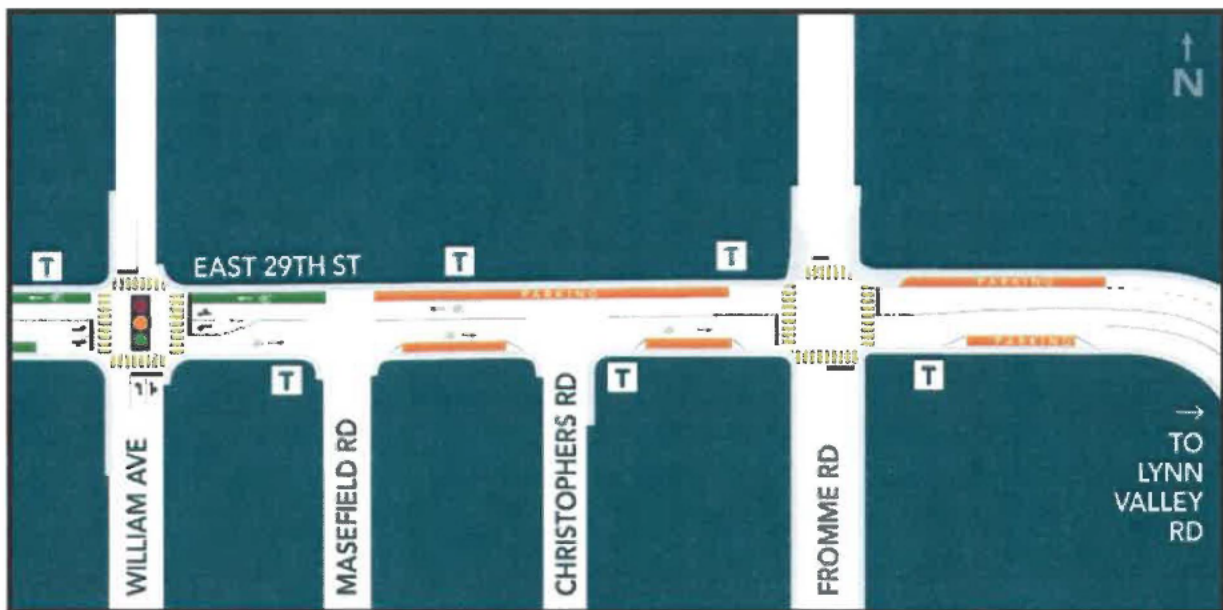


FIGURE 6: Segment D – Interim Configuration



*Referred back to staff to improve safety for cyclists due to shared bike/motor vehicle lanes adjacent to on-street parking

**Additional on-street parking stalls potentially retained on an interim basis in this concept approximately 70 between Duchess and Lynn Valley Road

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