

DEEP COVE

PARKING & ACCESS

COMMUNITY DIALOGUE

FINAL REPORT
APRIL 10, 2015



CENTRE FOR DIALOGUE
SIMON FRASER UNIVERSITY



NORTH VANCOUVER
DISTRICT

ACKNOWLEDGEMENTS

The Deep Cove Parking & Access Community Dialogue was a significant undertaking and could not have happened without the hard work and dedication of many individuals. The District of North Vancouver and its leaders are credited with taking a new and innovative approach to collaborate with their citizens. Staff members Mairi Welman and Tegan Smith provided key guidance to ensure the dialogue met its goals and objectives. Additional contributors included Stephanie Smiley for communications and event management, and the large team of District staff, including volunteers who facilitated and took notes at each table during the event.

Several Centre for Dialogue staff contributed to the success of this engagement process, including Shauna Sylvester, who designed and moderated the deliberative dialogue, Robin Prest, who provided project management and was the primary author for the Discussion Guide and Final Report, and Sebastian Merz, who led the stakeholder outreach and analysis of the dialogue outputs.

Many thanks to School District 44 for working closely with us to provide a wonderful space for the session that was within walking distance for most participants.

Finally, an especially large thank you to the residents and stakeholders who provided invaluable background information in advance of the dialogue session, and to the almost 100 participants who dedicated a rare sunny Saturday in February to work across individual perspectives and identify solutions that are in the best interest of the entire community. This report reflects your collective input and wisdom.

ABOUT THIS REPORT

Purpose of Document

This report was independently prepared by Simon Fraser University's Centre for Dialogue under the sponsorship of the District of North Vancouver. The purpose is to present the full outcomes from the February 21, 2015 Deep Cove Parking & Access Community Dialogue. This follows the publication of an Early Findings Report on March 11, 2015, which presented a portion of the information contained in this final report.

This publication is intended to convey the perspectives of participants at the February 21 Deep Cove Parking & Access Community Dialogue, and does not necessarily reflect the opinions of Simon Fraser University's Centre for Dialogue or the District of North Vancouver. It is published in the Creative Commons (CC BY-ND), and may be reproduced without modification so long as credit is attributed to Simon Fraser University's Centre for Dialogue. Any works referring to this material should cite:

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About the District of North Vancouver

With its naturally beautiful wilderness surroundings, high quality of life, and close proximity to downtown, North Vancouver District is one of the most desirable places to live, work and play in the world. Home to over 87,000 residents and many major waterfront industry employers, the District's unique characteristics provide residents, business owners, and visitors alike with the benefits of being part of a dynamic metropolitan region, along with the appealing attributes of living in a smaller community.

About the SFU Centre for Dialogue, Civic Engage Program

Civic Engage is a program of Simon Fraser University's Centre for Dialogue designed to increase the capacity of governments and citizens to work collaboratively on policy decisions. The program leverages the Centre for Dialogue's status as a neutral facilitator and reputation as a globally-recognized centre for knowledge and practice in dialogue. Program focus areas include capacity building, direct services, research, and public forums. For more information, visit sfu.ca/civic-engage.

EXECUTIVE SUMMARY

The February 21 Deep Cove Parking & Access Community Dialogue provided a unique opportunity for residents of Deep Cove, residents of Indian Arm, business and non-profit operators, recreational users and other stakeholders to collaborate with the District of North Vancouver in shaping public policy.

The dialogue followed a formal resolution by the District Council to engage the community-at-large in a process that would result in a made-in-Deep Cove plan for parking and access improvements. To this end, District staff engaged Simon Fraser University's Centre for Dialogue to independently design and facilitate a deliberative dialogue that would create space for stakeholders to hear different perspectives and co-create solutions.

The District and Centre for Dialogue implemented an extensive outreach campaign to ensure balanced inclusion of stakeholder groups, with 97 participants attending the half-day dialogue. A Discussion Guide provided factual information in advance of the event, and reflected a range of possible approaches and stakeholder perspectives for parking and access changes. Participants worked in small, diverse groups to co-create solutions in the best interest of the entire community. Participants also expressed their individual preferences in a post-dialogue survey, allowing organizers to analyze trends in opinion by stakeholder group. Broad support among stakeholder groups was stated as a major criterion for shaping the plan that would go forward to Council.

A key survey finding was that participants strongly support the notion that the Deep Cove community should be shared by residents and visitors. Among the solutions proposed by participants, the themes with the strongest, broad-based support include:

- Maximize use of overflow lots, including better signs and communication
- Make Panorama Drive RPO permanent, with adjustments to increase access to parking for Indian Arm residents
- Implement seasonal pay parking
- Optimize regulations and efficiency, especially in the village core
- Require special events to provide better parking management coordination (e.g. shuttle buses)
- Build a new parking lot for hikers on Indian River Drive

Participants also expressed interest in increased parking enforcement and were generally in favour of building new parking, although support for these themes was not as strong as for the others mentioned.

Participant satisfaction with the Deep Cove Parking & Access Dialogue was high, with 93% of participants stating they would be interested in participating in similar events in the future. This level of satisfaction, combined with the demonstrated ability of different stakeholder groups to identify areas of compromise and mutual agreement, provides a strong mandate for the made-in-Deep-Cove action plan. The District of North Vancouver is anticipated to act upon the dialogue results in spring 2015, with a mixture of “quick starts” and longer-term planning. These actions will also be governed by standard planning constraints, such as cost and technical feasibility, and will be subject to the final decision-making power of the District Council.



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DEEP COVE AREA



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EVENT OVERVIEW

PURPOSE

The February 21 Deep Cove Parking and Access Community Dialogue provided a unique opportunity for residents, non-profits, outdoor enthusiasts, local businesses, and other stakeholders to collaborate with the District of North Vancouver in shaping public policy.

The dialogue followed a formal resolution by the District of North Vancouver Council to engage the community-at-large in a deliberative process. The District asked Simon Fraser University's Centre for Dialogue to independently design and facilitate this process, with the goal of producing a made-in-Deep Cove plan for presentation to Council in the spring of 2015. Pending Council approval, this plan would lead directly to the implementation of viable, short-term parking and access changes in advance of summer 2015, with other changes implemented over longer timelines.

To facilitate the creation of a made-in-Deep Cove plan, the Centre for Dialogue asked stakeholders to place themselves in the shoes of a city planner, with full information about potential solutions and constraints. To this end, the Centre worked with the District to author a discussion guide to provide a factual basis for conversations about parking and access in Deep Cove. The guide also presented a wide range of stakeholder perspectives to inform the dialogue process, based on interviews, research, and previous public input.

A major advantage of this dialogue-based approach was the opportunity for stakeholders to hear different perspectives and identify potential areas for compromise. This type of process differs significantly from traditional town hall meetings, which, although serving a necessary and important purpose in certain contexts, create a structure of engagement that is inherently adversarial.

OUTREACH AND REGISTRATION

The District of North Vancouver and SFU Centre for Dialogue worked together to identify and promote the dialogue to all primary stakeholder groups affected by parking and access in Deep Cove. These include residents of Deep Cove, residents of Indian Arm, business and non-profit operators, and recreational visitors. The project team employed a variety of communications methods to reach these stakeholders, including:

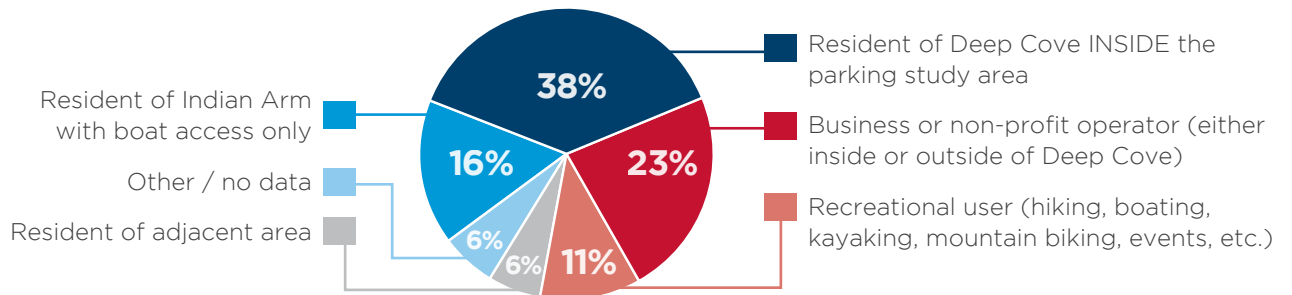
1. On-street signage in over 20 locations throughout Deep Cove, including at trailheads, the Seycove Marina entrance, and around the commercial zone.
2. Postcard mail drops within the Deep Cove Village area.
3. Postcard mail drops to Indian Arm residents within District boundaries.
4. Inter-governmental communications with Electoral Area A and Belcarra to reach Indian Arm residents in those jurisdictions.
5. Door-to-door canvassing of businesses and non-profits in the Deep Cove Village.
6. Paid advertisements in the North Shore News and the Deep Cove Crier.
7. Social media, including paid Facebook boosts targeting recreational users, who are less present in Deep Cove during winter months.
8. Direct outreach to citizens who previously registered interest in the issue.
9. Targeted promotion to relevant organizations, such as business improvement associations, neighbourhood associations, hiking communities, film production companies, tourism organizations, etc.
10. A request for Seycove Secondary School to identify and invite youth aged 15 and older.
11. Mayor's column in Deep Cove Crier (January and February editions).

To ensure balanced representation, the Centre for Dialogue implemented a quota system for each stakeholder group. Registrants within each stakeholder group were accepted on a first-come, first-served basis with a target of hosting 100 total participants after attrition. Final participant demographics are provided in the next section. An online feedback option was provided by the District for individuals unable to attend the dialogue. This survey primarily focussed on qualitative feedback for the approaches listed in the Discussion Guide. District staff have reviewed the results of this online feedback through a separate process and have indicated similar results to the views expressed by stakeholder who participated in the dialogue.

PARTICIPANT DEMOGRAPHICS

Ninety-seven participants attended the Deep Cove Parking and Access Community Dialogue. All participants provided demographic and other information through a pre-dialogue survey. This demographic information allowed event organizers to confirm the participant composition and to better understand the perspectives of individual stakeholder groups during later dialogue activities.

Fig 1. Stakeholder representation (primary interest)



The pre-dialogue survey asked participants to self-identify their primary interest for parking and access within the Deep Cove Parking Study Area, selecting one option only. This data provides the primary source for information about stakeholder representation and for breaking down quantitative survey results by stakeholder group.

Fig 2. Full Range of participant interests (Primary and Secondary)

The pre-dialogue survey also asked participants to self-identify any secondary interests in the event topic. When combined with participants' primary interest, the results demonstrate that most participants had multiple interests related to parking and access in Deep Cove. Secondary interests also support further analysis about the representation and perspectives of specific stakeholder groups (e.g. residents inside the Panorama Drive resident parking only zone).

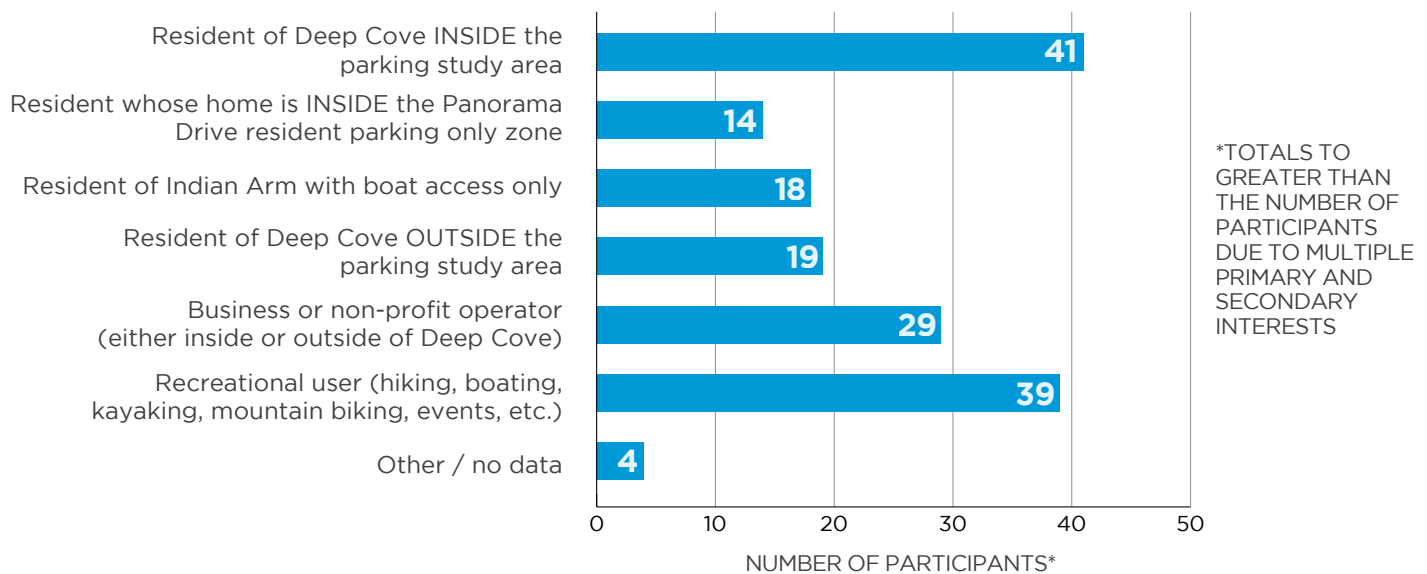
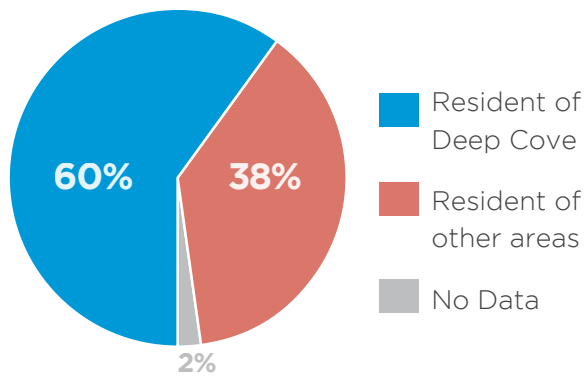
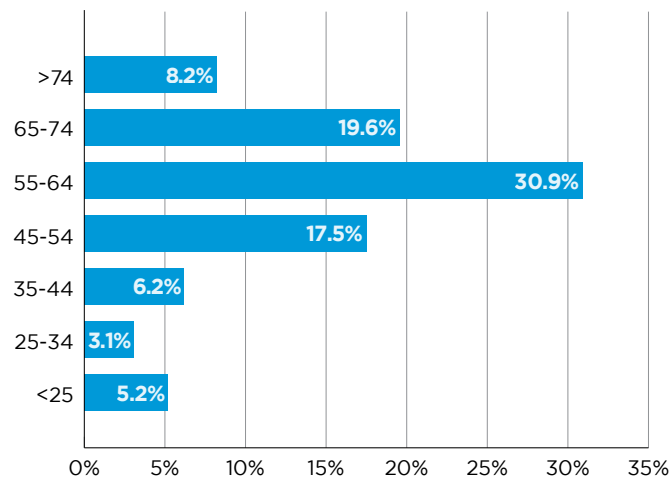


Fig 3. Representation of Deep Cove Residents



Approximately 60% of participants self-identified as living inside Deep Cove (inside or outside the parking study area).

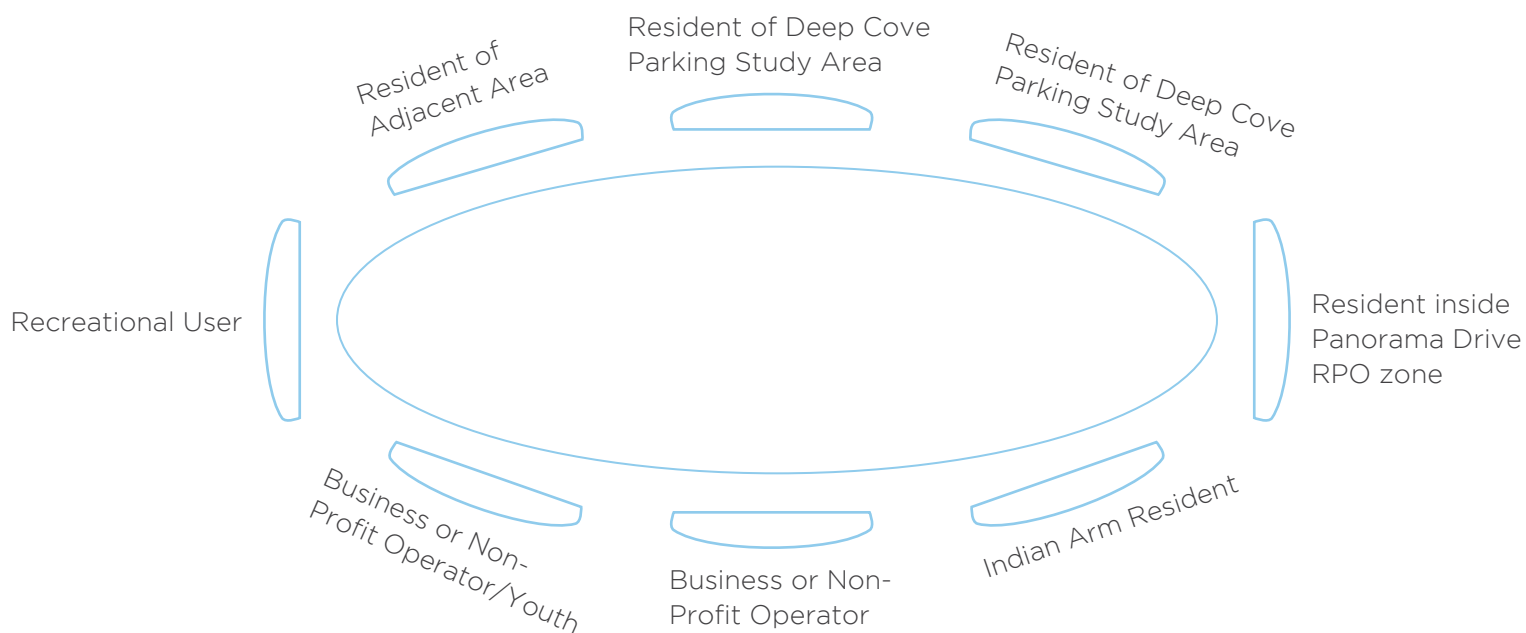
Fig 4. Share of Participants by Age Group



Participants came from all age ranges, with heavier attendance by individuals aged 45 and older.

Fig 5. Typical Breakout Table Composition

Figure 5 shows the composition of a typical breakout table. Event organizers used registration data to pre-assign at least one member of each major stakeholder group to all tables.



The February 21 Deep Cove Parking and Access Community Dialogue took place over a half-day (10am – 3:30pm) with a one-hour break for lunch. Centre for Dialogue organizers created a pre-assigned seating plan to ensure diverse tables of six to eight participants. These tables were staffed by District of North Vancouver note-takers and facilitators, whose duties were to accurately capture participant ideas and enable equal opportunities for all participants to contribute.

Upon arrival, participants received a printed copy of the dialogue Discussion Guide, having been encouraged to review an electronic copy prior to the event. The Discussion Guide provided factual information to support participant deliberations, including context about parking and access challenges. It also explored a spectrum of possible approaches to solving these challenges, which ranged from limiting the attractions in Deep Cove to increasing parking capacity and availability. Each of these “illustrative approaches” included a detailed list of potential actions, along with common arguments for and against each action from different stakeholder perspectives.

The formal program began with introductory statements by District of North Vancouver Mayor Richard Walton and Centre for Dialogue moderator Shauna Sylvester. This introduction helped to clarify the scope of the dialogue, how community input would be used, and the timeframe for implementing initial changes to parking and access in Deep Cove. At this time, the table facilitators also collected an anonymous pre-survey from participants designed to test attitudes and understanding of issues related to the dialogue, as well as to gather detailed participant demographic information.

The first major activity provided an opportunity for participants to review and provide feedback on the illustrative approaches presented in the dialogue Discussion Guide. Participants examined each of the five illustrative approaches for 15 minutes, starting with a short presentation with key highlights of each approach. Additional activities included individual reflections about the advantages and disadvantages of each approach, followed by small group discussions to hear the perspectives of other group members.

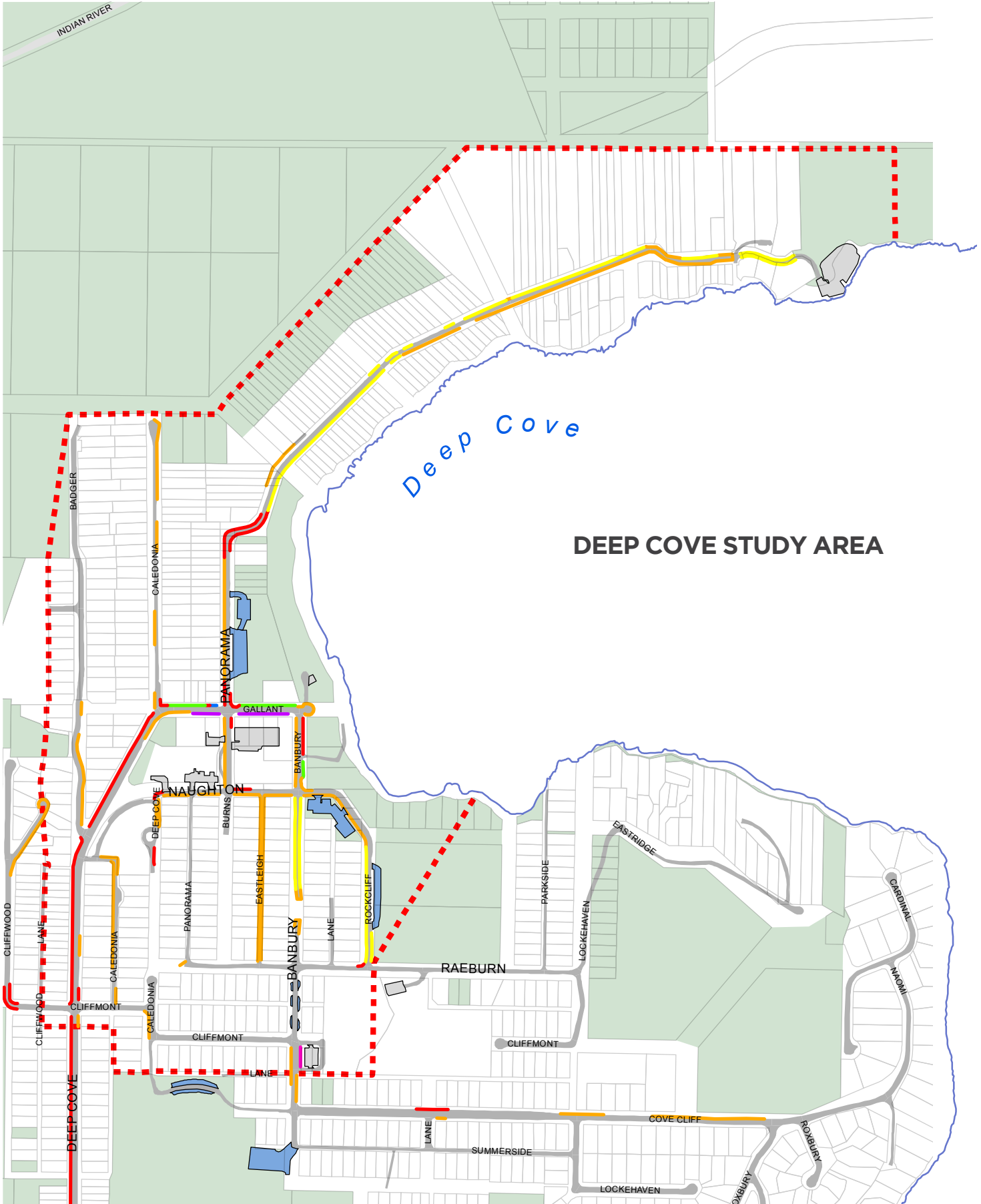
Next, participants worked to develop a set of guiding principles that reflected the values they would like to consider during their deliberations. These principles are also intended to assist the District of North Vancouver in its future decision-making. Participants had an opportunity to hear a sample of the guiding principles developed at different tables in a plenary session before lunch.

To start the afternoon, participants worked together in small groups to co-create solutions for Deep Cove's parking and access problems. Groups were asked to develop solutions in the best interest of the entire community. Groups were also asked to use the principles they had brainstormed in the morning to guide their discussions, and to account for the same constraints considered by a city planner. These constraints were:

- Cost-effectiveness
- Impact on parking problem
- Implementation timelines
- Demonstrated feasibility
- Broad acceptability to stakeholder groups

One representative from each table had two minutes to pitch his or her group's proposal to the entire room. Participants rated each pitch using the standard city planning considerations listed above. The act of rating pitches provided an opportunity for participants to actively consider which solutions they most preferred and why, especially in relation to real-world planning constraints. The data collected from this exercise is not definitive because each group's proposal contained multiple actions, and it is not possible to identify which specific actions each participant liked or disliked. The primary value was therefore to help participants form their final opinions so that they could express these opinions at a more granular level in the post-dialogue survey.

The post-dialogue survey provided an opportunity for participants to express their individual preferences for specific actions. This is in contrast to the table proposals, which represented areas of agreement and compromise among diverse groups. An anonymous tracking code allowed Centre for Dialogue staff to match post-dialogue surveys to participant demographic information and break down results by stakeholder group. It also enabled a comparison of knowledge and attitudes between the pre and post-dialogue surveys. In addition to quantitative scoring, the post-dialogue survey asked participants to identify in written form their best final advice for the District of North Vancouver and their top three solutions for parking and access in Deep Cove. Finally, the survey allowed participants to provide feedback about their satisfaction with the dialogue experience.



METHODOLOGY

This section outlines the major themes and findings emerging from the Deep Cove Parking and Access Community Dialogue. For the purpose of this report, a “theme” is defined as an action or solution proposed by at least four breakout tables. These solutions represent areas of agreement that emerged after several hours of perspective sharing and deliberation between diverse stakeholders. Within each theme, we present the full list of suggested actions to surface variations in approach. As much as possible, actions are presented in participants’ own words. Some actions are listed more than once where they correspond to more than one theme.

Quantitative results from the post-dialogue surveys are presented alongside each theme to provide a better understanding of overall participant support. These scores use a standard Likert scale, where a score of one indicates “strongly against,” a score of four indicates “neutral,” and a score of seven indicates “strongly in favour.” In all cases, Centre for Dialogue staff have verified that these averages are not skewed by minority viewpoints. Where relevant, the results are broken down by stakeholder group. Broad support among stakeholder groups is intended to be a major criterion for shaping the plan that goes forward to Council. Where the themes mentioned in this section have varying levels of support among stakeholder groups, we explicitly highlight this.

Standard District of North Vancouver decision-making criteria—such as a solution’s impact on parking availability, cost, implementation timeframe, and demonstrated feasibility—are also important factors in shaping this plan. These latter criteria were outlined for participants to consider during their deliberations. Explicit evaluation of participant solutions based on these criteria is outside of the scope of this report.

KEY FINDINGS

Among the themes emerging from the dialogue, the areas with the strongest, broad-based support include:

- Maximize use of overflow lots, including better signs and communication
- Make Panorama Drive RPO permanent, with adjustments to increase access to parking for Indian Arm residents
- Implement seasonal pay parking
- Optimize regulations and efficiency, especially in the village core
- Require special events to provide better parking management coordination (e.g. shuttle buses)
- Build a new parking lot for hikers on Indian River Drive

Participants also expressed interest in increased parking enforcement and were generally in favour of building new parking, although these themes were not as strong as the others mentioned. The ideas to “keep revenue from Deep Cove in Deep Cove” and “restrict filming” had sufficient support among table proposals to be counted as a theme, but did not register among individual participants’ “top three solutions” in the post-dialogue survey.



THEME: MAXIMIZE USE OF OVERFLOW LOTS, INCLUDING BETTER SIGNS AND COMMUNICATION

Twelve out of 13 tables proposed ideas to maximize the use of overflow parking. These ideas included providing better physical signage, making school parking lots available outside of school hours, and using digital outreach (e.g. apps, websites). Post-dialogue survey results indicate strong support for improved wayfinding signs to overflow lots.

Relevant Group Proposals



Table 1: “Maximize + optimize access to overflow parking, including: Myrtle Park, Covecliff (field), and Seycove Secondary (by improving signage).”



Table 5: “Clear and more signage (e.g. improvements to the clarity, frequency, and number of signs, plus including maps on signs with “you are here” dots).”



Table 2: “More Parking - Open school lots for overflow parking.”

“Better Signage - Directing people to overflow lots. Also update maps and request that hiking/recreational websites include information about overflow lots.”

“Optimize already available parking - through existing landscaping, ditches, micro parking projects (gravel parking), use of overflow parking, etc.”

“Deep Cove app, with maps, business info, parking info, etc.”



Table 3: “Better signage for overflow parking, considering both cars and pedestrians.”

“Use School District 44 parking lots and perhaps gravel fields for peak periods, or on regular basis (overnight, weekends).”



Table 6: “Proper, clear signage for overflow parking lots.”



Table 4: “Using available lots (schools) and improve signage to these lots.”



Table 7: “Way-finding signage to overflow parking lots.”



Table 8: “Very clear parking signage for visitors within Deep Cove, as well as signage prior to arrival into Deep Cove directing visitors to trail heads and alternate parking.”

“Better and offsite parking options.”



Table 10: “School District 44 should open up school parking lots for evenings and weekends.”



Table 11: “Create signage for overflow lots.”



Table 9: “Create a new Deep Cove App.”
“Improved engineering and use of our existing space - better signage and linage toward overflow areas.”



Table 13: “Quick and cost effective use of existing overflow lots. Clear trail markers. Encourage use with better signage.”

■ AGAINST (SCORED 3 OR LOWER)

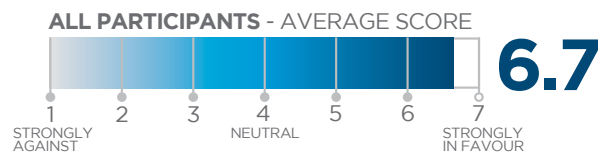
■ NEUTRAL (SCORED 4)

■ IN FAVOUR (SCORED 5 OR HIGHER)

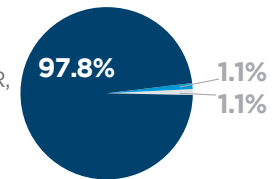
Relevant Survey Results

DISCUSSION GUIDE ACTION 2B

Improve wayfinding signs to overflow parking lots



ALL PARTICIPANTS - PERCENT IN FAVOUR, NEUTRAL, AND AGAINST



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 42 participants suggested maximizing the use of overflow lots, better signs and/or communication as one of their personal “top three solutions.”

Additional Information

See Discussion Guide page 17 for relevant background information.

THEME: MAKE PANORAMA DRIVE RPO PERMANENT, WITH ADJUSTMENTS TO INCREASE ACCESS TO PARKING FOR INDIAN ARM RESIDENTS

Ten out of 13 tables proposed to review the rules for the trial Panorama Drive Resident Parking Only (RPO) zone. Seven of these tables specifically supported sharing additional parking resources with Indian Arm residents. These proposals largely referred to Indian Arm residents as a block, without differentiating between those living inside or outside District boundaries.

Post-dialogue survey results reinforce the above statements. Fifty-nine percent of participants indicated that Indian Arm residents living outside of the District should have access to parking passes, with tiered fees to reflect the fact that they do not pay taxes to the District and a cap on the total number of passes. Participants supporting this option outnumber those opposing by more than a two-to-one margin. Support to expand the pool of parking permits available to Indian Arm residents was highest among Indian Arm residents, while further data analysis indicates Panorama Drive residents were evenly split for and against this direction (5B-ii, 5B-iii, 5C).

The option receiving the highest support by participants-at-large was to encourage the Marina to address its parking deficit (1C). The option least supported by Panorama Drive residents was to raise the cost of parking permits to reduce demand (5B-i). The option least supported by Indian Arm residents was to work towards alternate docking options in Belcarra (5E). It should be noted that the options presented in this section are not mutually exclusive, and high support for one option does not necessarily invalidate support for alternate options.

Relevant Group Proposals

Redistributing or increasing parking passes for Indian Arm residents



Table 6:

“Equal distribution of RPO’s for Indian Arm & Panorama residents. Each household would get one resident pass and one guest pass.”



Table 10:

“Expand resident parking only area to Banbury (if it’s okay with residents on that street to expand) and towards Cove Cliff School. Provide parking permits for Deep Cove and Indian Arm residents. Residents get 1 free visitor pass.”



Table 7: “Reconfigure or terminate Panorama Drive Resident Parking Only zone. Any RPO should provide priority to groups and individuals with proven needs (e.g. Panorama residents without private parking options or Indian Arm residents who have more than one car and lack alternatives).”



Table 11: “Keep RPO plan (passes) permanent, but provide passes for Indian Arm residents (with tiered fees to make up for fact that Indian Arm residents aren’t all taxpayers).”



Table 12: “Indian Arm Residents / Panorama Residents - Both groups should get on-street parking permits for Panorama Drive. They should be treated the same and receive the same type of passes.”

Providing other parking options for Indian Arm residents



Table 1: “Redevelop Marina to create extra parking for core visitors and Indian Arm residents.”



Table 5: “Help to fund parking spots at the Marina.”



Table 2: “More Parking - Build a parkade at the Seycove Marina.”

“More Parking - The District recently purchased two housing lots near the entrance to the Baden-Powell Trail and used this to create green space. This space should instead be turned into a parking lot for Indian Arm residents, disabled visitors, and visitors to the pharmacy / doctor’s office.”



Table 7: “Encourage more parking @ the Marina, with the District looking at more creative solutions to assist in this matter.”



Table 11: “Overnight parking for Indian Arm residents & guests in existing parking lots.”

“Encourage DNV & Marina to pursue increase of Marina parking for boat access only Indian Arm residents.”

Other



Table 1: “Include Indian Arm residents in Panorama Drive RPO for now (with long-term desire to redevelop Marina and create parking for Indian Arm residents there).”



Table 5: “Selective RPO on Panorama Drive to restrict home owners from providing passes to illegal suits.”



Table 3: “Panorama Drive resident only parking (group could not reach full consensus on further inclusion of Indian Arm residents).”



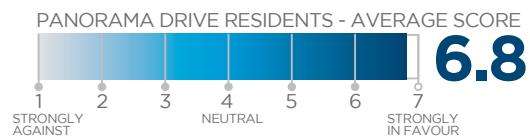
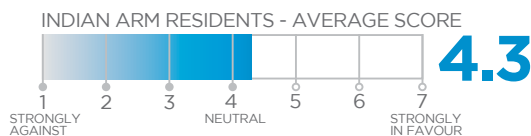
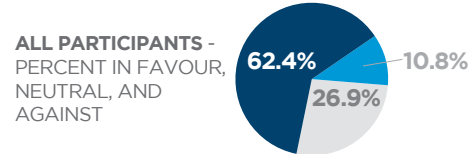
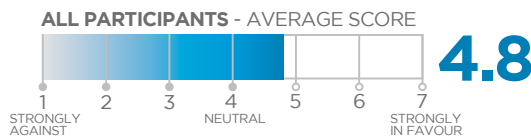
Table 13: “Solution to Panorama friction: only residents of Panorama and Indian Arm have access to parking along Panorama. Relocate existing resources. Permits?”



Relevant Survey Results

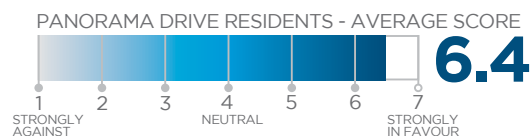
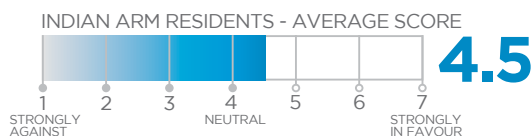
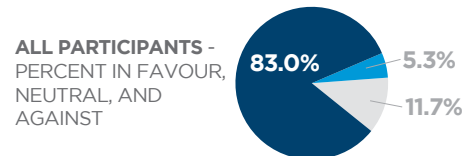
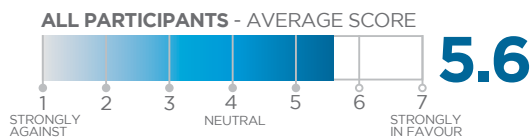
DISCUSSION GUIDE ACTION 1B

Make the trial resident parking only zone on Panorama Drive permanent.



DISCUSSION GUIDE ACTION 1C

Encourage the Marina to address its parking deficit by building more parking or by using satellite parking with valet services.

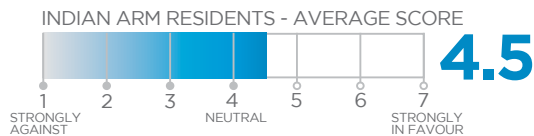
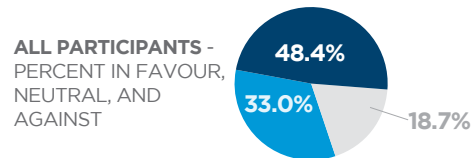
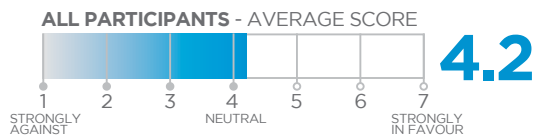




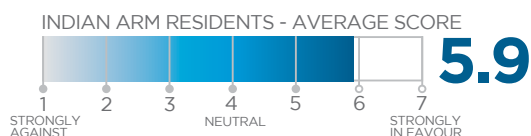
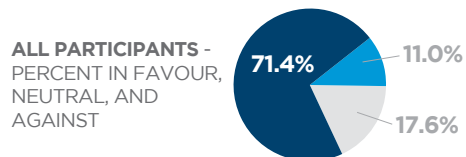
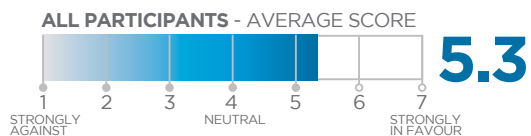
DISCUSSION GUIDE ACTION 5B

Find new ways to share parking spaces on Panorama Drive between Panorama Drive residents and Indian Arm boat-only access residents.

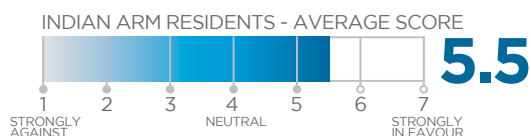
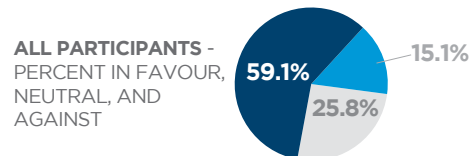
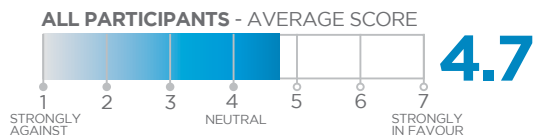
Sub-Action 5B-i. Raise the cost of parking for all permit classes on Panorama Drive to free up capacity. The number of permits issued would be capped and monitored.



Sub-Action 5B-ii. Allow Indian Arm residents with boat-only access who pay taxes to the District of North Vancouver to have a second parking pass on Panorama Drive. Label these passes “DNV Indian Arm Resident” rather than “Visitor.”



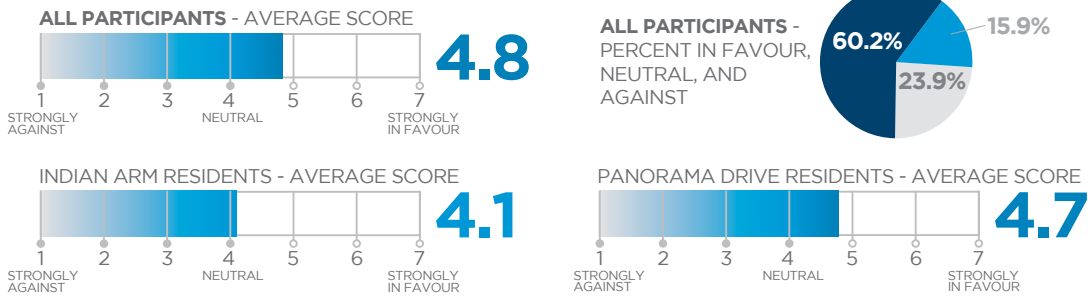
Sub-Action 5B-iii. Allow all Indian Arm residents with boat-only access to purchase additional Panorama Drive parking passes beyond current allowances, with a fee that reflects the market value of the service and a cap on the total number of passes.





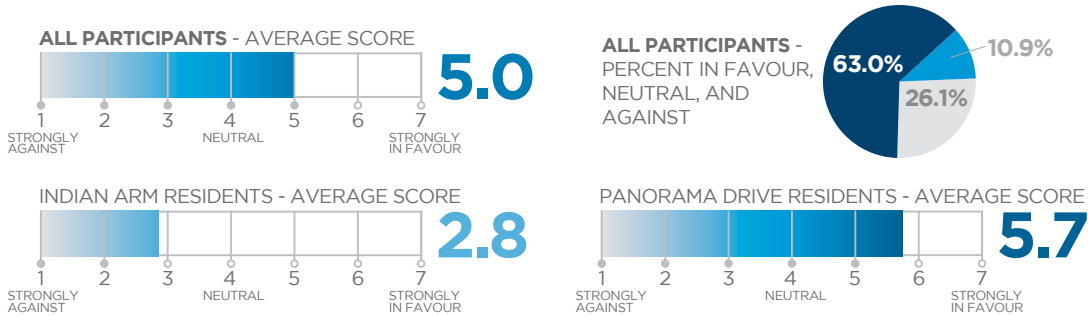
DISCUSSION GUIDE ACTION 5C

Provide paid parking permits allowing all Indian Arm residents to park overnight in Panorama Park Parking Lot.



DISCUSSION GUIDE ACTION 5E

Encourage Belcarra and Electoral Area A residents to develop boat dock options within their municipalities.



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 17 participants suggested providing increased parking access to Indian Arm residents, seven participants suggested making the Panorama Drive RPO zone permanent, and seven participants suggested building new parking at the marina as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 11-12, 15-16 and 24-26 for relevant background information.



THEME: IMPLEMENT SEASONAL PAY PARKING

Nine out of 13 tables proposed implementing some form of paid parking, with most groups favouring seasonal options. In post-dialogue survey results, participants on average were slightly in favour of seasonal paid parking on Gallant Avenue (3A) and moderately in favour of seasonal paid parking in District parking lots (3C).

Relevant Group Proposals

General Pay Parking Support



Table 4:

“Paid parking during peak season in certain areas.”



Table 10:

“Pay parking for non-residents.”



Table 5:

“Limited pay parking in peak season (without future creep).”



Table 12:

“Pay parking – Weekends all year and daily in high season.”

Pay Parking on Gallant Avenue



Table 1:

“Pay parking – Gallant year round.”



Table 8:

“Seasonal pay parking within central commercial area.”



Table 3:

“No pay parking on Gallant within time limit.”



Table 11:

“Peak season paid parking (e.g. Gallant Avenue).”

Pay Parking in Lots



Table 1: “Pay parking – Seasonal pay parking at Panorama and Rockcliff lots using smart meters.”



Table 7: “Seasonal paid parking in parking lots (should only be implemented if nothing else works).”



Table 3: “Pay parking in lots until 6pm (seasonal?).”



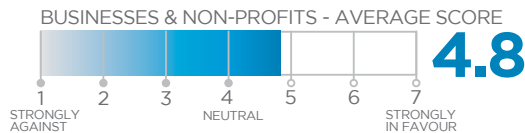
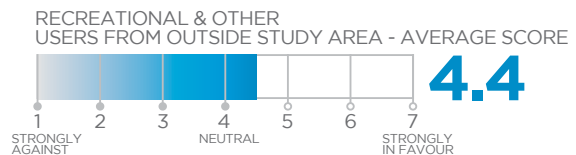
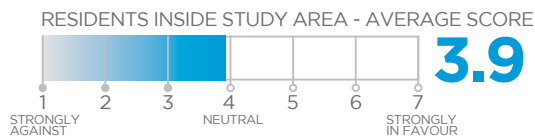
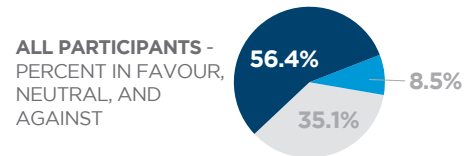
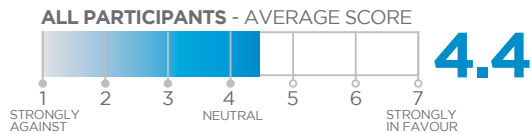
Table 8: “Seasonal pay parking in lots.”



Relevant Survey Results

DISCUSSION GUIDE ACTION 3A

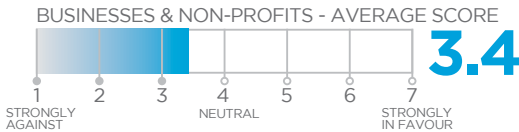
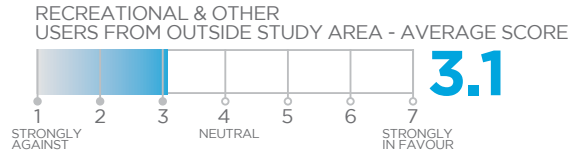
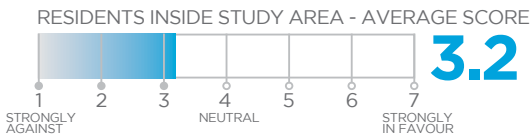
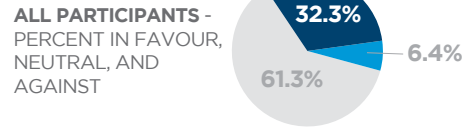
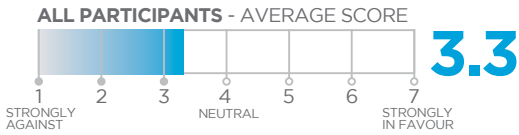
Implement pay parking on Gallant Avenue May through August, 7 days per week.





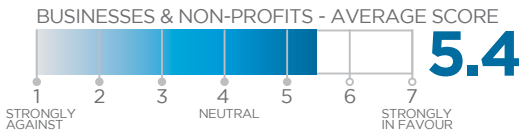
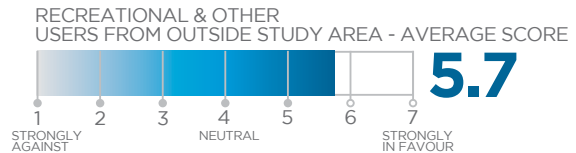
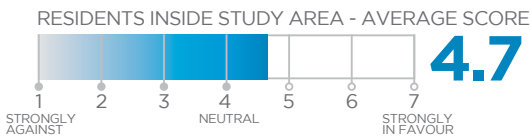
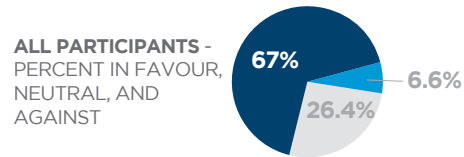
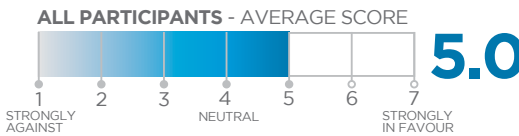
DISCUSSION GUIDE ACTION 3B

Implement pay parking on Gallant Avenue 365 days per year.



DISCUSSION GUIDE ACTION 3C

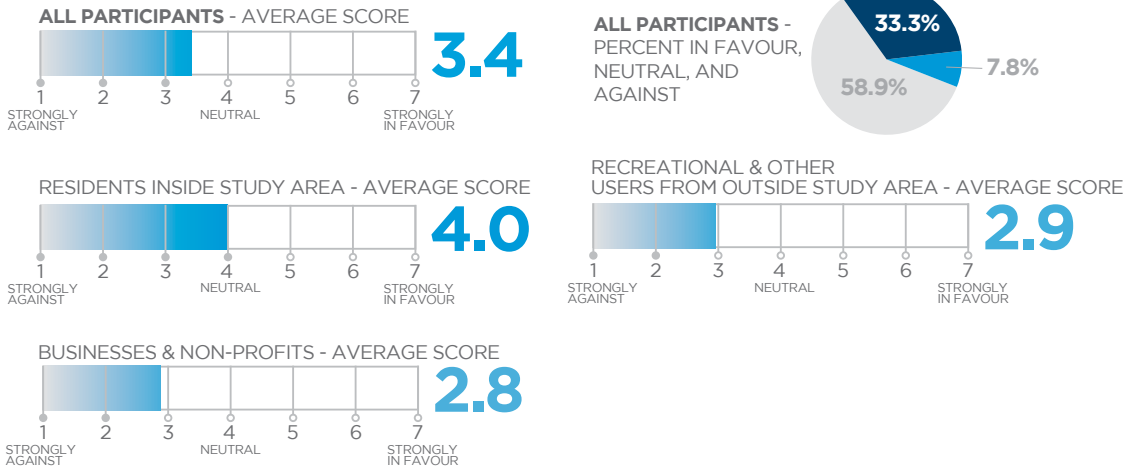
Implement pay parking at Panorama Park and Rockcliff parking lots May through August (Friday through Sunday only).



AGAINST (SCORED 3 OR LOWER)
 NEUTRAL (SCORED 4)
 IN FAVOUR (SCORED 5 OR HIGHER)

DISCUSSION GUIDE ACTION 3D

Implement pay parking at Panorama Park and Rockcliff parking lots 365 days per year.



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 28 participants suggested implementing pay parking as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 19-20 for relevant background information.

THEME: OPTIMIZE REGULATIONS AND EFFICIENCY, ESPECIALLY IN THE VILLAGE CORE

Nine out of 13 tables proposed new regulations and adjustments to improve efficiency in the village core. Common ideas included a four-way stop at Gallant and Panorama, short-term parking for passenger loading, a personal watercraft drop-off location, as well as broader changes to traffic flow. The post-dialogue survey indicated strong overall support for creating a drop-off location for personal watercraft.

Relevant Group Proposals

Short-term parking zones



Table 1: “15-minute parking spot @ Pharmacy, etc.”
“Loading zone.”



Table 7: “Limit parking on Gallant to 1 hour.”



Table 4: “Create drop-off zones in the downtown core for residents (doctor/pharmacy visits, etc.).”



Table 8: “Limit the allowable time for parking in the centre of Deep Cove (e.g. 2 hours).”



Table 6: “Adding signs for short-term (15-30 minute) parking on Gallant during peak times. Adjust the time limit depending on the type of business (e.g. 15 minutes for pharmacy, 30 minutes for shops, 2 hours for restaurants, etc.).”

Drop-off for personal watercraft



Table 1: “Optimize and relocate drop-off for kayaks, camp, etc.”



Table 7: “Pick-up / drop-off area in Panorama Park for those with kayaks, picnic equipment etc.”



Table 4: “Create drop-off zones in the downtown core for visitors (boat drop off).”



Table 9: “Improved engineering and use of our existing space - We need a drop-off area for recreational users such as kayaks.”



Table 13: “Create a drop-off area to load / unload small watercraft.”

Alter Gallant traffic flow and/or add angled parking to Gallant



Table 1: “Optimize traffic flow into Deep Cove.”



Table 9: “Improved engineering and use of our existing space - One-way road loop. Change back to angle parking to increase the number of spaces in the existing area.”



Table 7: “Angle parking where possible to increase capacity, and specifically on Gallant.”



Table 11: “Make Gallant Ave 1-way with diagonal parking.”

4-Way stop at Gallant and Panorama



Table 1: Table 7: Table 11: “4-way stop @ Gallant + Panorama.”

Other



Table 1: “Optimize bus routes, circulation, drop-offs.”



Table 8: “Proper lines on roads to make the best and most efficient use of available space, particularly within residential areas, adjacent to driveways, near fire hydrants, etc.”



Table 2: “Restrict Parking - provide long-term parking options outside of core area.”

“Parking variances & secondary suites - Require all secondary suites in Deep Cove to have onsite parking, and limit parking variances within Deep Cove to ensure houses have adequate on-site parking.”



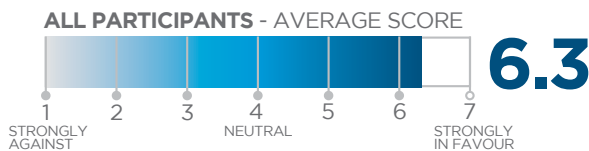
Table 9: “Improved engineering and use of our existing space - Better options for mobility impaired persons.”



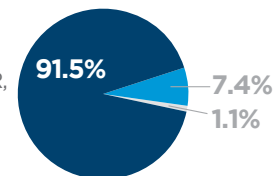
Relevant Survey Results

DISCUSSION GUIDE ACTION 2D

Introduce a land-based drop-off area on Rockcliff Road for vehicles to load and unload small personal watercraft (e.g. kayaks, paddleboards).



ALL PARTICIPANTS - PERCENT IN FAVOUR, NEUTRAL, AND AGAINST



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 32 participants suggested optimizing parking and access regulations and efficiency as one of their personal “top three solutions.”

Additional Information

See Discussion Guide page 18 for relevant background information.



THEME: REQUIRE SPECIAL EVENTS TO PROVIDE BETTER PARKING MANAGEMENT COORDINATION (E.G. SHUTTLE BUSES)

Eight out of 13 tables proposed better parking management during special events. The most common idea was to require shuttle services to overflow lots during major events. The idea of requiring event organizers to provide shuttle services received strong participant support in the post-dialogue survey.

Relevant Group Proposals



Table 1:

“Provide shuttle service for events.”



Table 8:

“Event coordination and parking plan - Including offering offsite parking and shuttle services.”



Table 2:

“Coordinate Special Events - Timing, parking and transportation.”



Table 10:

“Event planners should provide alternative transportation for participants (e.g. shuttle services).”



Table 3:

“Shuttle service for special events.”



Table 11:

“Shuttle service for events in partnership with local businesses, with designated pick-up/drop-off locations.”



Table 6:

“Shuttle for large events with police to guide traffic.”



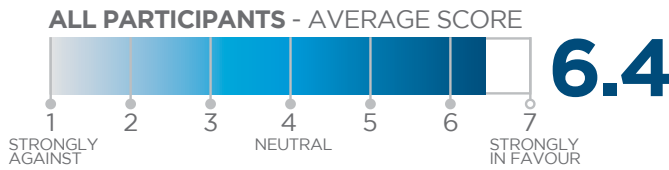
Table 12:

“Event organizers to arrange shuttle busses: Cates Park, school parking, church parking.”

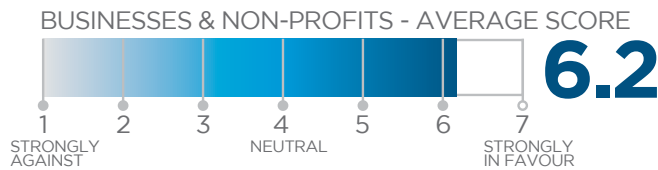
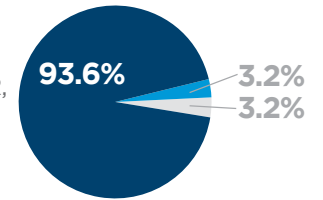


DISCUSSION GUIDE ACTION 2C

Require that all special events advertise overflow parking locations, provide traffic management staff directing people to the overflow lots, and provide shuttle services to overflow lots



ALL PARTICIPANTS - PERCENT IN FAVOUR, NEUTRAL, AND AGAINST



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 10 participants suggested the use of shuttle busses during special events as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 8 and 18 for relevant background information.

THEME: BUILD A NEW PARKING LOT FOR HIKERS ON INDIAN RIVER DRIVE.

Six out of 13 tables proposed creating a new parking lot for Quarry Rock and Baden-Powell Trail hikers. The most commonly proposed location was Indian River Drive. This idea received moderate participant support in the post-dialogue survey, including moderate support by individuals who self-identified primarily as recreational visitors. Consulting with residents of the Indian River Drive area is beyond the scope of this report.

Relevant Group Proposals



Table 1:

“Build Indian River Drive parking lot for Quarry Rock hikers “



Table 7:

“Move Quarry Rock access to Indian River Drive for hiking tourism.”



Table 5:

“Move trail head away from Deep Cove core.”



Table 10:

“Move Quarry Rock trailhead and parking lot to Indian River Drive with better wayfinding signage.”



Table 6:

“Add new trail head with large, free parking lot on Indian River Drive. Advertise new trail head and parking lot so that local residents can still use the old trail head.”



Table 12:

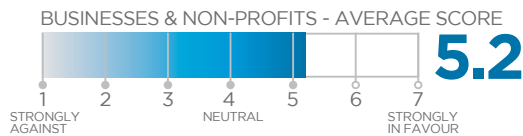
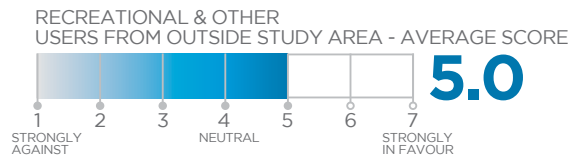
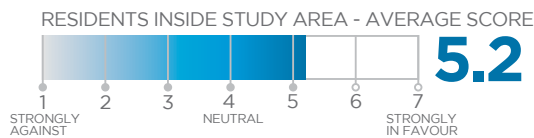
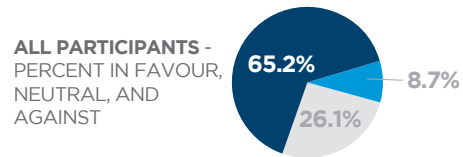
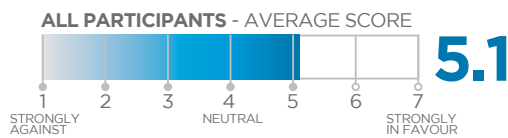
“Alternate Trail Access: Create a new Quarry Rock trail access and parking lot from Indian River Drive.”



Relevant Survey Results

DISCUSSION GUIDE ACTION 2A

Investigate the creation of a 20 to 30-space parking lot on Indian River Drive to access the Baden Powell and Quarry Rock trails.



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 24 participants suggested moving the Quarry Rock / Baden-Powell trail-head as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 7 and 17 for relevant background information.

THEME: INCREASE ENFORCEMENT

Five out of 13 tables proposed increase enforcement of parking regulations. This option was not explicitly explored in the post-dialogue survey, although nine participants wrote that increased enforcement was one of their personal “top three solutions.”

Relevant Group Proposals



Table 2:

“Restrict Parking - Increased enforcement, particularly on holidays.”



Table 8:

“Better parking enforcement, particularly in residential areas.”



Table 3:

“Parking enforcement.”



Table 11:

“Increased parking enforcement (not just ticketing, but follow-up actions like towing).”



Table 6:

“Bylaw Department to enforce parking regulations in Deep Cove area (e.g. use a community police officer on a bike during the weekends).”

Relevant Survey Results

This option was not provided in the dialogue Discussion Guide.

Relevant “Top Three Solutions” Results

In the post-dialogue survey, nine participants suggested increased parking enforcement as one of their personal “top three solutions.”

Additional Information

This option was not explored in the Discussion Guide.

THEME: KEEP REVENUE FROM DEEP COVE IN DEEP COVE

Four out of 13 tables proposed ideas related to using revenue raised within Deep Cove to fund parking and access improvements. This option was not explicitly explored in the post-dialogue survey. Only one participant mentioned revenue retention as one of his or her personal “top three solutions.”

Relevant Group Proposals



Table 1:

“Deep Cove money stays in Deep Cove.”



Table 10:

“Issue a community bond that allows residents to invest in a program to fund the action plan rather than increasing taxes.”



Table 6:

“Restrict filming, and ensure no back-to-back filming. Revenue from filming to go back to Deep Cove to help fix parking problems.”



Table 12:

“Park-and-Ride – Create a park-and-ride service, as well as private shuttles from Cates Park and school parking lots to Deep Cove. To be funded by pay parking, if necessary. Advertise availability.”

Relevant Survey Results

This option was not provided in the dialogue Discussion Guide.

Relevant “Top Three Solutions” Results

In the post-dialogue survey, one participant suggested using revenue from film shoots to improve parking in Deep Cove as one of their personal “top three solutions.”

Additional Information

This option was not explored in the Discussion Guide.

THEME: BUILD NEW PARKING IN DEEP COVE

Four out of 13 tables proposed ideas related to building new parking in the Deep Cove village area. This included four ideas to increase the capacity of existing parking lots and two suggestions for new parking locations. Post-dialogue survey results indicate slight to moderate overall support for increasing the capacity of existing parking lots, including among residents, businesses & non-profits, and visitors from outside the parking study area. Twenty-four participants listed building new parking as one of their personal “top three solutions,” which is tied as the fourth most popular idea for this survey question. Participants strongly opposed the option of building a parkade and preferred options that extend or optimize existing parking areas.

Relevant Group Proposals

Parking lots



Table 2:

“More Parking - Triple the size of Rockcliff parking lot by taking a small portion of adjacent park space.”



Table 10:

“Build new parking - Discussion Guide 5a-ii (45 spaces) and 5a-iii (15 spaces).”



Table 3:

“Create new parking on Raeburn - 45 new spots (discussion guide action 5Aii).”



Table 12:

“Parking Improvements - Create more angle parking on Rockcliffe and connect the two parking lots in Panorama Park.”

New locations



Table 2:

“More Parking - Build future parking underground at Village (Honey’s building when/if redevelopment happens).”

“More Parking - The District recently purchased two housing lots near the entrance to the Baden-Powell Trail and used this to create green space. This space should instead be turned into a parking lot for Indian Arm residents, disabled visitors, and visitors to the pharmacy / doctor’s office.”

■ AGAINST (SCORED 3 OR LOWER)

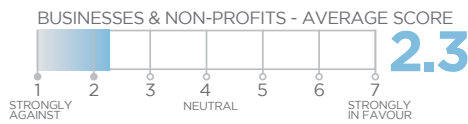
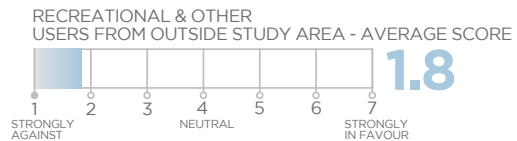
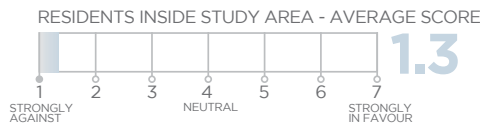
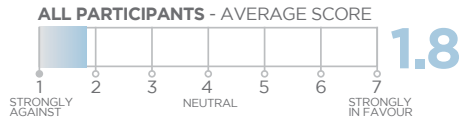
■ NEUTRAL (SCORED 4)

■ IN FAVOUR (SCORED 5 OR HIGHER)

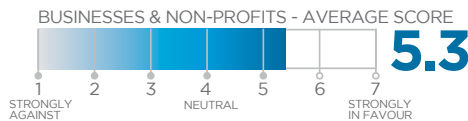
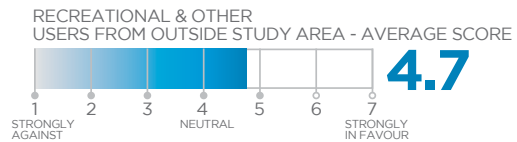
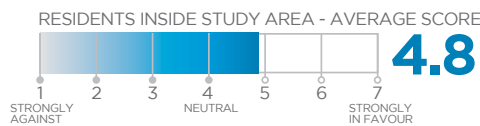
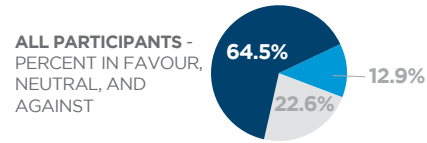
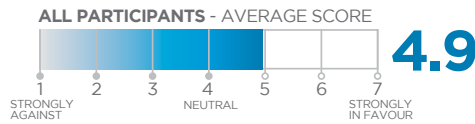
Relevant Survey Results

DISCUSSION GUIDE ACTION 5A

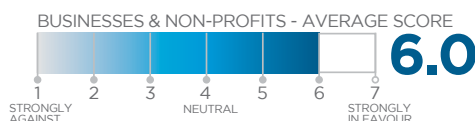
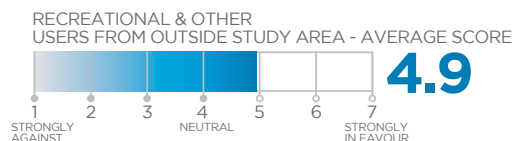
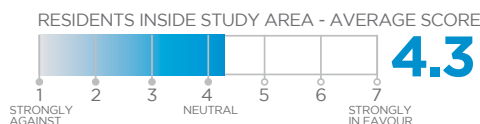
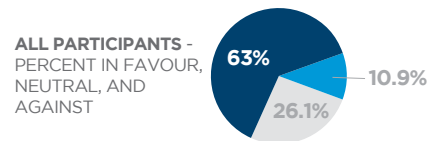
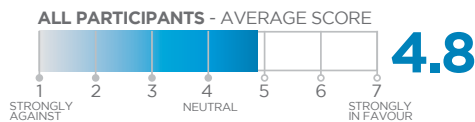
Sub-Action 5A-i. Add 74 parking spaces by building a two-story parking structure on the Panorama Park lot.



Sub-Action 5A-ii. Add 45 surface parking spaces by connecting the two ends of the Panorama Park lot and adding angle parking on the north side of Raeburn Street, east of Rockcliff Road.



Sub-Action 5A-iii. Add 15 angle parking spaces to the east side of Rockcliff Road, from Raeburn Street to Naughton Avenue.



Relevant “Top Three Solutions” Results

In the post-dialogue survey, 24 participants suggested building new public parking in Deep Cove as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 23-24 for relevant background information.

THEME: RESTRICT FILMING

Four out of 13 tables proposed ideas related to restricting filming in Deep Cove. A clear theme did not emerge about the nature of such restrictions. The post-dialogue survey results indicate that participants on average were slightly in favour of limiting film shoots to times of year when parking is less constrained (e.g. October to April).

Relevant Group Proposals



Table 2:

“Coordinate Special Events - movie/film parking.”



Table 10:

“Film crews should provide alternative transportation for participants (e.g. shuttle services).”



Table 6:

“Restrict filming, and ensure no back-to-back filming. Revenue from filming to go back to Deep Cove to help fix parking problems.”



Table 11:

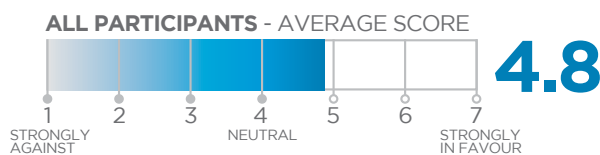
“Restrict film-related parking during spring and fall.”



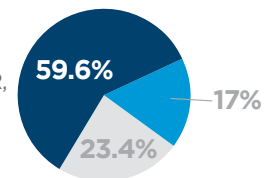
Relevant Survey Results

DISCUSSION GUIDE ACTION 1D

Limit permits for film shoots to times of year when parking is less constrained (e.g. October to April).



ALL PARTICIPANTS - PERCENT IN FAVOUR, NEUTRAL, AND AGAINST



Relevant “Top Three Solutions” Results

In the post-dialogue survey, two participants suggested restricting filming as one of their personal “top three solutions.”

Additional Information

See Discussion Guide pages 9 and 16 for relevant background information.

OTHER SOLUTIONS

Several tables proposed ideas that were not repeated sufficiently to be considered a theme. Although not as widely suggested, some ideas may have merit for further examination.

Relevant Group Proposals



Table 1:

“Resident permits for the entire area.”



Table 10:

“Issue a community bond that allows residents to invest in a program to fund the action plan rather than increasing taxes.”



Table 4:

“Resident permit parking on street.”
 “Long-term parking options for boaters moored in Deep Cove (could be paid, could be on Raeburn).”



Table 12:

“Expand resident parking only area to Banbury (if it’s okay with residents on that street to expand) and towards Cove Cliff School. Provide parking permits for Deep Cove and Indian Arm residents. Residents get 1 free visitors pass.”



Table 5:

“Increase TransLink bus service.”



Table 12:

“Park-and-Ride – Create a park-and-ride service, as well as private shuttles from Cates Park and school parking lots to Deep Cove. To be funded by pay parking, if necessary. Advertise availability.”



Table 9:

“Sustainability: Support for HOV, car sharing programs and e-biking.”

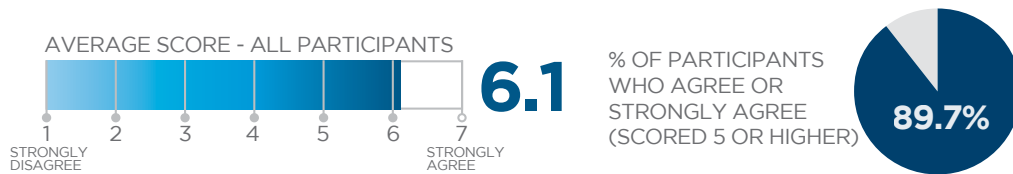
Relevant “Top Three Solutions” Results

In the post-dialogue survey, 16 participants suggested exploring options to reduce car use and seven participants suggested expanding resident only parking zones to new areas in Deep Cove as one of their personal “top three solutions.”

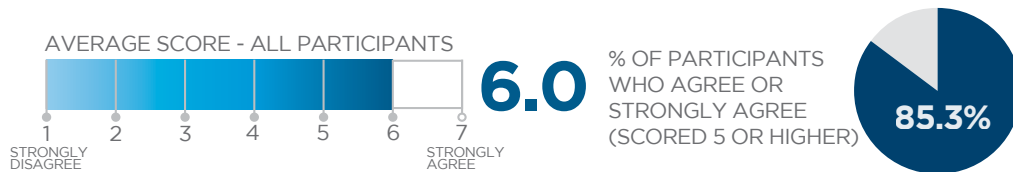
POST-EVENT SURVEY FEEDBACK

Participant satisfaction with the Deep Cove Parking and Access Dialogue was high, with 93% of participants stating they would be interested in participating in similar events in the future. Full results from the post-event satisfaction survey are listed below.

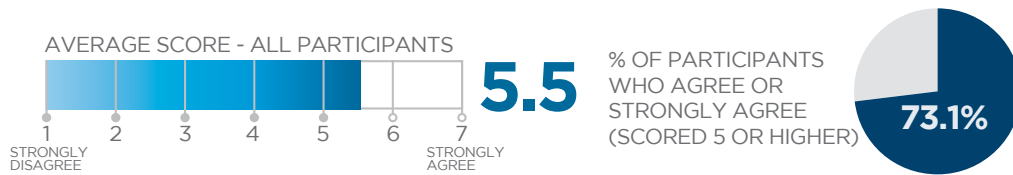
Q1. The discussion guide was clear and contained relevant and useful information.



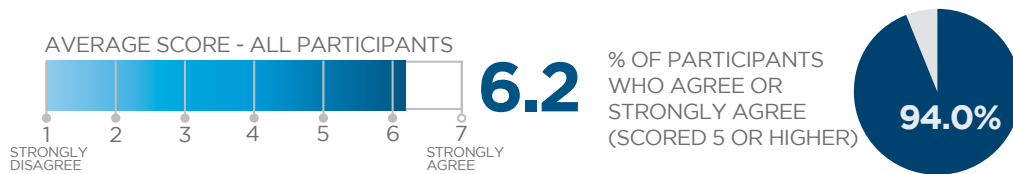
Q2. As a whole, the dialogue participants represented the full diversity of all stakeholder groups.



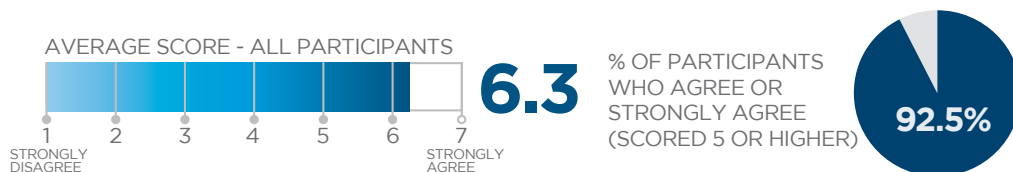
Q3. My views on parking and access in Deep Cove have been impacted by hearing the views of other participants.



Q4. The moderator provided clear explanations, guidance and support throughout the day.



Q5. Given my experience at today's dialogue, I am interested in participating in similar events in the future.



CHANGES IN KNOWLEDGE AND ATTITUDES

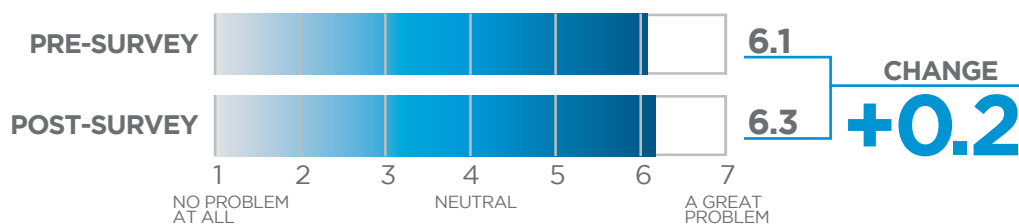
The pre-dialogue survey and post-dialogue survey presented participants with a series of identical questions to measure changes in knowledge and attitudes over the course of the event. Similar to other statistics presented in this report, these scores use a standard Likert scale. A score of one indicates “strongly against,” a score of four indicates “neutral,” and a score of seven indicates “strongly in favour.”

Survey results show that participants viewed the parking and access situation in Deep Cove to be a great problem throughout the dialogue, but over the course of the event moved from moderate to strong agreement that solutions exist to this problem that are in the best interest of the entire community and its stakeholders. The largest increase in self-reported participant knowledge was about the parking situation for Indian Arm residents, with the average rating of familiarity increasing from 5.0 at the start of the dialogue to 5.8 by the end of the dialogue.

Participants strongly supported the notion that Deep Cove should be a community shared by residents and visitors. The average score for this option increased from 5.9 at the start of the dialogue to 6.1 at the end of the dialogue. This final score was rated at least two points higher than the views that Deep Cove should be “a small village centre primarily for residents” or “a world class tourist and recreational destination.

Prior to the dialogue, participants on average were slightly in agreement that they were “satisfied with the District of North Vancouver’s consultation process” and had “appropriate opportunities” to express their views on parking and access in Deep Cove. The average level of agreement for both questions increased by 0.7 points by the end of the dialogue.

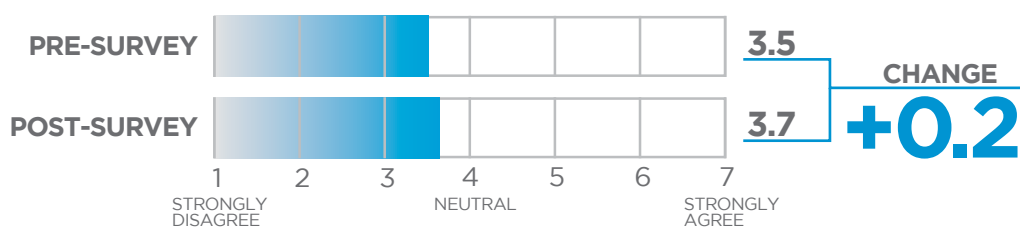
1. In your view, how large of a problem is the parking and access situation on Deep Cove?



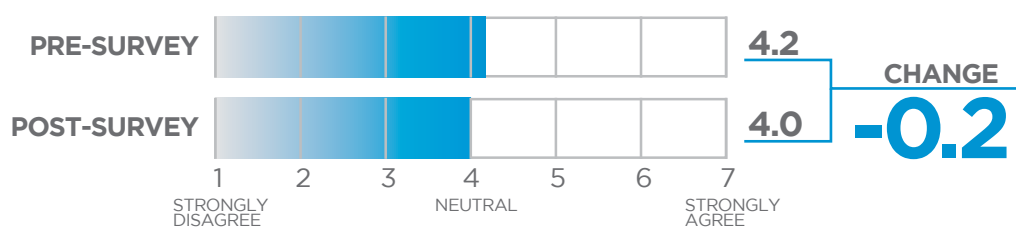
2. Please rate from 1 to 7 the extent you agree with the following statements:

Deep Cove should be...

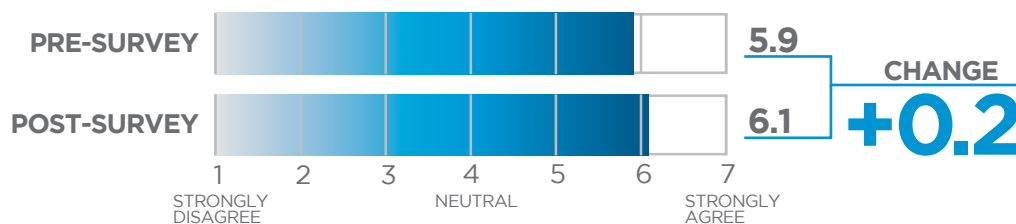
...a small village centre primarily for residents.



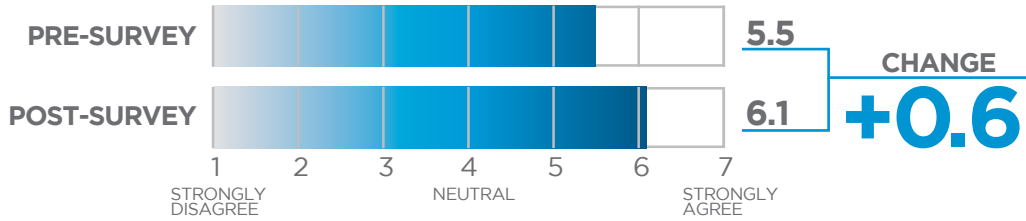
...a world class tourist and recreational destination.



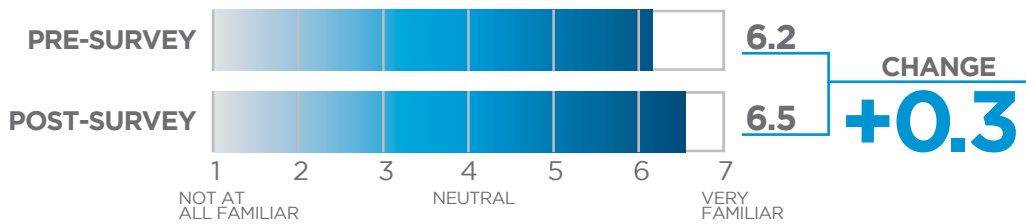
...a community shared by residents and visitors.



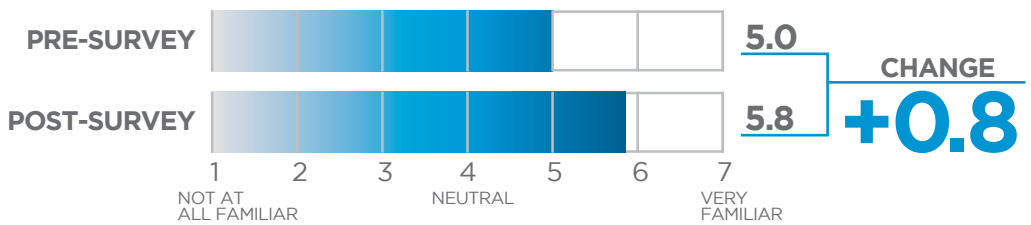
3. There are solutions for parking and access in Deep Cove that are in the best interest of the entire community and its stakeholders.



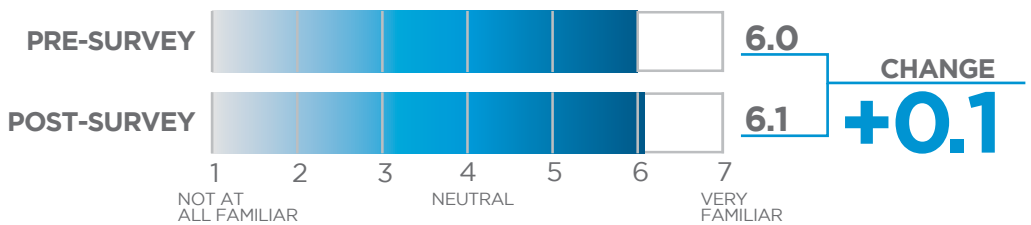
4. Please indicate how familiar you are with the parking situation for...
...residents in the Deep Cove Parking Study Area.



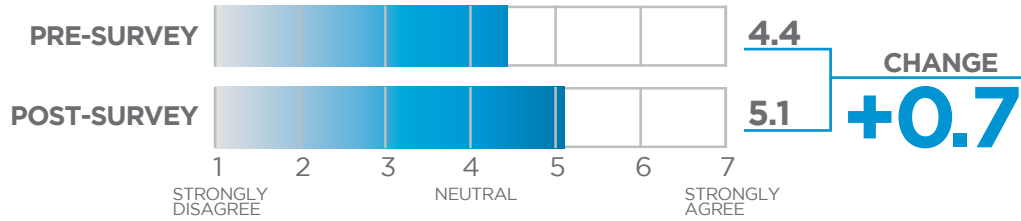
...Indian Arm residents with boat access only.



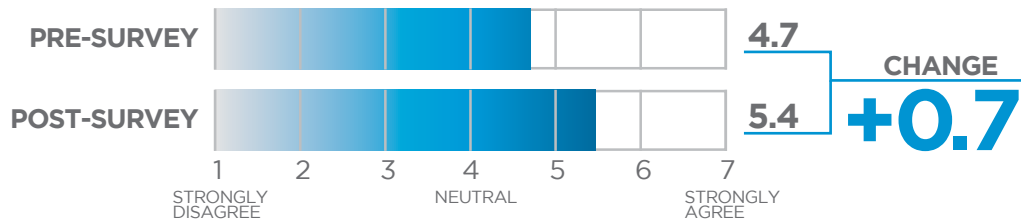
...visitors to Deep Cove.



- 5. I am satisfied with the District of North Vancouver’s consultation process so far on parking and access in Deep Cove.



- 6. The District of North Vancouver has provided appropriate opportunities for me to express my views on parking and access in Deep Cove.



43 NEXT STEPS

“BEST ADVICE” FOR DISTRICT

In the post-dialogue survey, participants were asked to provide their best advice to the District of North Vancouver for moving forward on parking and access issues. The three major themes emerging from participant responses are listed below. The number of stakeholders who contributed suggestions for each theme is indicated in parentheses:

- (28)** Continue to involve stakeholders, including holding further stakeholder dialogue and communicating results in a measurable and accountable manner.
- (14)** Implement parking and access changes quickly.
- (9)** Be cost-effective and optimize the use of existing resources.

PRINCIPLES FOR DECISION-MAKING

Prior to developing their group proposals, participants brainstormed principles to guide decision-making. The purpose of this exercise was both to provide participants with a common reference point for their own deliberations, and to provide the District with principles to inform future decision-making. The five major themes emerging from these discussions are listed below. The number of times each theme was mentioned during group discussions is indicated in parentheses:

- (12)** Equality and balance among stakeholders
- (11)** Prioritize Deep Cove’s needs as a community
- (10)** Fairness
- (7)** Cost-effectiveness
- (5)** Transparency

PROCESS FOR FINAL DECISIONS AND IMPLEMENTATION

Parking and access in Deep Cove deeply affects the daily lives of many individuals, and can be a personal and controversial topic. Despite these challenges, many participants rose to the occasion and worked across individual perspectives to identify solutions that were in the best interest of the entire community. The overall tone of the dialogue was respectful and productive, with 93% of participants indicating that they would be interested in attending similar events in the future.

This level of satisfaction, combined with the demonstrated ability of different stakeholder groups to identify areas of compromise and mutual agreement, provides a strong mandate for this made-in-Deep-Cove action plan. The District of North Vancouver is anticipated to act upon the dialogue results in spring 2015, with a mixture of “quick starts” and longer-term planning. These actions will also be governed by standard planning constraints, such as cost and technical feasibility, and will be subject to the final decision-making power of District Council.

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AGENDA

February 21, 2015,
Registration 9:30 – 9:45
Program 10:00am – 3:30pm
Seycove Secondary, Deep Cove

MODERATOR: SHAUNA SYLVESTER, SFU CENTRE FOR DIALOGUE

- 10:00** Opening & Introductions
 Illustrative Approaches - Review and Feedback
 Guiding Principles Development
- 12:15** Lunch
 Small Group Option Creation
 Pitches
 Final Check-in & Post-Dialogue Survey
- 3:30** Close



CENTRE FOR DIALOGUE
SIMON FRASER UNIVERSITY



NORTH VANCOUVER
DISTRICT

47 APPENDIX B: COMMON LIKES AND DISLIKES FOR ILLUSTRATIVE APPROACHES

The morning program provided an opportunity for participants to review and provide feedback on the illustrative approaches contained within the dialogue Discussion Guide. These various approaches reflected a range of perspectives put forward by different stakeholders prior to the dialogue. This section provides a summary of common “likes” and “dislikes” for each approach, as expressed during the morning program.

Approach 1: Limit the Attractions in Deep Cove

Approach 1 is designed to discourage visitors to Deep Cove and limit parking access by non-residents. See Discussion Guide pages 15-16 for the full list of potential actions associated with this approach.

Common participant “likes” and “dislikes” for Approach 1 include:

✓	✗
<ul style="list-style-type: none"> • Prioritizes residents • Reduces profit-based events • Acknowledges physical limits of Deep Cove • Cost-effective 	<ul style="list-style-type: none"> • Not realistic • Reduces well-liked special events • Non-inclusive • Hurts businesses

Approach 2: Provide Alternate Parking Options for Recreational Users

Approach 2 seeks to divert tourists, hikers, boaters, and other visitors on a voluntary basis to parking alternatives outside of the village. See Discussion Guide pages 17-18 for the full list of potential actions associated with this approach.

Common participant “likes” and “dislikes” for Approach 2 include:

✓	✗
<ul style="list-style-type: none"> • Easy to implement • Increases options for recreational users • Leverages existing resources 	<ul style="list-style-type: none"> • Not enforceable • Insufficient to solve problem

Approach 3: Implement Pay Parking

Approach 3 seeks to implement full-time or seasonal pay parking in Deep Cove based on the day of the week. If there was broad support for pay parking, revenues raised could potentially be used to finance other improvements in Deep Cove related to parking and access. See Discussion Guide pages 19-20 for the full list of potential actions associated with this approach.

Common participant “likes” and “dislikes” for Approach 3 include:

✓	✗
<ul style="list-style-type: none"> • Makes visitors pay • Generates turnover for businesses • Source of revenue for Deep Cove 	<ul style="list-style-type: none"> • Displaces problem to other areas • Residents would have to pay to park in their community • Alters character of community

Approach 4: Provide Transit and Pooled Transportation Alternatives

Approach 4 involves supporting third parties to implement transportation alternatives, so that visitors could leave their cars at home or park further away from Deep Cove. See Discussion Guide pages 21-22 for the full list of potential actions associated with this approach.

Common participant “likes” and “dislikes” for Approach 4 include:

✓	✗
<ul style="list-style-type: none"> • Provides sustainable transportation 	<ul style="list-style-type: none"> • Impractical / unfeasible • Does not work for visitors carrying gear, pets, kayaks, etc.

Approach 5: Increase Parking Capacity and Availability

Approach 5 involves expanding the number of available parking spaces in Deep Cove and/or finding new ways to share existing parking spaces with stakeholders who live outside of Deep Cove. See Discussion Guide pages 23-26 for the full list of potential actions associated with this approach.

Common participant “likes” and “dislikes” for Approach 5 include:

✓	✗
<ul style="list-style-type: none"> • Creates more parking availability 	<ul style="list-style-type: none"> • Alters character of community • Requires additional space • Enables increased parking demand

49 APPENDIX C: FULL TABLE PROPOSALS

For their primary dialogue activity, participants were asked to work in groups of six to eight to develop solutions that were in the best interest of the entire community. One representative from each table then pitched their group's proposal to the entire room. The full list of table proposals and scoring results is presented in this section.

Participants rated each pitch using the same decision-making criteria as a city planner: cost-effectiveness, impact on parking problem, implementation timelines, demonstrated feasibility, and broad acceptability to stakeholder groups. The act of rating pitches provided an opportunity for participants to actively consider which solutions they most preferred and why, especially in relation to real-world planning constraints. The data collected from this exercise is not definitive because each group's proposal contained multiple actions, and it is not possible to identify which specific actions each participant liked or disliked. The primary value was therefore to help participants form their final opinions so that they could express these opinions at a more granular level in the post-dialogue survey, where they individually rated their preferences for actions listed in the Discussion Guide and provided free-text answers to indicate their personal "top three solutions."



Proposed Solution

1. Pay parking:
 - a. Gallant year round.
 - b. Seasonal pay parking at Panorama and Rockcliff lots using smart meters.
2. 15-minute parking spot @ Pharmacy, etc.
3. Loading zone.
4. Maximize + optimize access to overflow parking, including: Myrtle Park, Covecliff (field), and Seycove Secondary (by improving signage).
5. Resident permits for the entire area.
6. Include Indian Arm residents in Panorama Drive RPO for now (with long-term desire to redevelop marina and create parking for Indian Arm residents there).
7. Optimize and relocate drop-off for kayaks, camp, etc.
8. Provide shuttle service for events.
9. Redevelop marina to create extra parking for core visitors and Indian Arm residents.
10. Optimize traffic flow into Deep Cove.

11. Optimize bus routes, circulation, drop-offs.
12. Deep Cove money stays in Deep Cove.
13. Build Indian River Road parking lot for Quarry Rock hikers.



Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.3
Implementation timelines	5.3
Demonstrated feasibility	5.3
Broad support among stakeholder groups	5.2
Cost-effectiveness	5.3
Overall Support	5.2



Proposed Solution

1. More Parking:
 - a. Build a parkade at the Seycove Marina.
 - b. Build future parking underground at Village (Honey's building when/if redevelopment happens).
 - c. Open school lots for overflow parking.
 - d. The District recently purchased two housing lots near the entrance to the Baden-Powell Trail and used this to create green space. This space should instead be turned into a parking lot for Indian Arm residents, disabled visitors, and visitors to the pharmacy / doctor's office.
 - e. Triple the size of Rockcliff parking lot by taking a small portion of adjacent park space.
2. Coordinate Special Events:
 - a. Timing, parking and transportation.
 - b. Movie/film parking.
3. Better Signage - Directing people to overflow lots. Also update maps and request that hiking/recreational websites include information about overflow lots.
4. Restrict Parking:
 - a. Provide long-term parking options outside of core area.
 - b. Increased enforcement, particularly on holidays.



Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	4.5
Implementation timelines	4.4
Demonstrated feasibility	4.4
Broad support among stakeholder groups	4.2
Cost-effectiveness	4.6
Overall Support	4.1



Proposed Solution

1. Create new Parking on Raeburn – 45 new spots (discussion guide action 5Aii).
2. Pay parking in lots until 6pm (seasonal?).
3. No pay parking on Gallant within time limit.
4. Panorama Drive resident only parking (group could not reach full consensus on further inclusion of Indian Arm residents).
5. Better signage for overflow parking, considering both cars and pedestrians.
6. Parking enforcement.
7. Shuttle service for special events.
8. Use School District 44 parking lots and perhaps gravel fields for peak periods, or on regular basis (overnight, weekends).

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.1
Implementation timelines	4.9
Demonstrated feasibility	5.1
Broad support among stakeholder groups	5.0
Cost-effectiveness	5.1
Overall Support	4.9



Proposed Solution

1. 4-way stop @ Gallant + Panorama.
2. Long-term parking options for boaters moored in Deep Cove (could be paid, could be on Raeburn).
3. Using available lots (schools) and improve signage to these lots.
4. Create drop-off zones in the downtown core for visitors (boat drop off).
5. Create drop-off zones in the downtown core for residents (doctor/ pharmacy visits, etc.).
6. Resident permit parking on street.
7. Paid parking during peak season in certain areas.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.1
Implementation timelines	5.1
Demonstrated feasibility	5.1
Broad support among stakeholder groups	5.2
Cost-effectiveness	5.2
Overall Support	5.2



Proposed Solution

1. Limited pay parking in peak season (without future creep).
2. Clear and more signage (e.g. improvements to the clarity, frequency, and number of signs, plus including maps on signs with “you are here” dots).
3. Selective RPO on Panorama Drive to restrict home owners from providing passes to illegal suites.
4. Help to fund parking spots at the marina.
5. Optimize already available parking - through existing landscaping, ditches, micro parking projects (gravel parking), use of overflow parking, etc.
6. Deep Cove app, with maps, business info, parking info, etc.
7. Move trail-head away from Deep Cove core.
8. Increase TransLink bus service.



Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.4
Implementation timelines	5.6
Demonstrated feasibility	5.4
Broad support among stakeholder groups	5.3
Cost-effectiveness	5.4
Overall Support	5.2



Proposed Solution

1. Add new trail-head with large, free parking lot on Indian River Drive. Advertise new trail-head and parking lot so that local residents can still use the old trail-head.
2. Adding signs for short-term (15-30 minute) parking on Gallant during peak times. Adjust the time limit depending on the type of business (e.g. 15 minutes for pharmacy, 30 minutes for shops, 2 hours for restaurants, etc.).
3. Bylaw Department to enforce parking regulations in Deep Cove area (e.g. use a community police officer on a bike during the weekends).
4. Equal distribution of RPO's for Indian Arm & Panorama residents. Each household would get one resident pass and one guest pass.
5. Restrict filming, and ensure no back-to-back filming. Revenue from filming to go back to Deep Cove to help fix parking problems.
6. Shuttle for large events with police to guide traffic.
7. Proper, clear signage for overflow parking lots.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.5
Implementation timelines	5.3
Demonstrated feasibility	5.4
Broad support among stakeholder groups	5.4
Cost-effectiveness	5.3
Overall Support	5.5



Proposed Solution

1. Pick-up / drop-off area in Panorama Park for those with kayaks, picnic equipment etc.
2. 4-way stop @ Gallant & Panorama.
3. Angle parking where possible to increase capacity, and specifically on Gallant.
4. Limit parking on Gallant to 1 hour.
5. Move Quarry Rock access to Indian River Road for hiking tourism.
6. Way-finding signage to overflow parking lots.
7. Seasonal paid parking in parking lots (should only be implemented if nothing else works).
8. Reconfigure or terminate Panorama Drive Resident Parking Only zone. Any RPO should provide priority to groups and individuals with proven needs (e.g. Panorama residents without private parking options or Indian Arm residents who have more than one car and lack alternatives).
9. Encourage more parking @ the Marina, with the District looking at more creative solutions to assist in this matter.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	4.7
Implementation timelines	4.9
Demonstrated feasibility	4.9
Broad support among stakeholder groups	4.7
Cost-effectiveness	4.9
Overall Support	5.7



Proposed Solution

1. Seasonal pay parking in lots and within central commercial area.
2. Event coordination and parking plan - Including offering offsite parking and shuttle services.
3. Proper lines on roads to make the best and most efficient use of available space, particularly within residential areas, adjacent to driveways, near fire hydrants, etc.
4. Very clear parking signage for visitors within Deep Cove, as well as signage prior to arrival into Deep Cove directing visitors to trail-heads and alternate parking.
5. Better parking enforcement, particularly in residential areas.
6. Better and offsite parking options.
7. Limit the allowable time for parking in the centre of Deep Cove (e.g. 2 hours).
8. Parking variances & secondary suites - Require all secondary suites in Deep Cove to have onsite parking, and limit parking variances within Deep Cove to ensure houses have adequate on-site parking.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	4.5
Implementation timelines	4.9
Demonstrated feasibility	4.9
Broad support among stakeholder groups	4.6
Cost-effectiveness	5.1
Overall Support	4.4



Proposed Solution

1. Create a new Deep Cove App.
2. Sustainability: Support for HOV, car sharing programs and e-biking.
3. Improved engineering and use of our existing space:
 - a. Better signage and linage toward over flow areas.
 - b. One-way road loop. Change back to angle parking to increase the number of spaces in the existing area.
 - c. We need a drop off area for recreational users such as kayaks.
 - d. Better options for mobility impaired persons.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.2
Implementation timelines	5.2
Demonstrated feasibility	5.3
Broad support among stakeholder groups	5.4
Cost-effectiveness	5.4
Overall Support	5.3



Proposed Solution

1. Move Quarry Rock trailhead and parking lot to Indian River Road with better wayfinding signage.
2. Pay Parking for non-residents.
3. Expand resident parking only area to Banbury (if it's okay with residents on that street to expand) and towards Cove Cliff School. Provide parking permits for Deep Cove and Indian Arm residents. Residents get 1 free visitors pass.
4. Build new parking - Discussion Guide 5a-ii (45 spaces) and 5a-iii (15 spaces).
5. School District 44 should open up school parking lots for evenings and weekends.
6. Issue a community bond that allows residents to invest in a program to fund the action plan rather than increasing taxes.
7. Event planners should provide alternative transportation for participants (e.g. shuttle services).
8. Film crews should provide alternative transportation for participants (e.g. shuttle services).



Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.2
Implementation timelines	5.1
Demonstrated feasibility	5.1
Broad support among stakeholder groups	4.9
Cost-effectiveness	5.1
Overall Support	4.9



Proposed Solution

1. Make Gallant Ave 1-way with diagonal parking.
2. 4-way stop @ Gallant & Panorama.
3. Increased parking enforcement (not just ticketing, but follow-up actions like towing).
4. Shuttle service for events in partnership with local businesses, with designated pick-up/drop-off locations.
5. Restrict film-related parking during spring and fall.
6. Overnight parking for Indian Arm residents & guests in existing parking lots.
7. Peak season paid parking (e.g. Gallant Avenue).
8. Create signage for overflow lots.
9. Encourage DNV & Marina to pursue increase of marina parking for boat access only Indian Arm residents.
10. Keep RPO plan (passes) permanent, but provide passes for Indian Arm residents (with tiered fees to make up for fact that IA residents aren't all taxpayers).

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.1
Implementation timelines	5.2
Demonstrated feasibility	5.1
Broad support among stakeholder groups	5.1
Cost-effectiveness	5.2
Overall Support	4.9



Proposed Solution

1. Park-and-Ride – Create a park-and-ride service, as well as private shuttles from Cates Park and school parking lots to Deep Cove. To be funded by pay parking, if necessary. Advertise availability.
2. Pay Parking – Weekends all year and daily in high season.
3. Parking Improvements – Create more angle parking on Rockcliffe and connect the two parking lots in Panorama Park.
4. Indian Arm Residents / Panorama Residents – Both groups should get on-street parking permits for Panorama Drive. They should be treated the same and receive the same type of passes.
5. Alternate Trail Access: Create a new Quarry Rock trail access and parking lot from Indian River Drive.
6. Event organizers to arrange shuttle busses: Cates Park, school parking, church parking.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.1
Implementation timelines	5.0
Demonstrated feasibility	5.1
Broad support among stakeholder groups	5.0
Cost-effectiveness	5.2
Overall Support	4.9



Proposed Solution

1. Solution to Panorama friction: only residents of Panorama and Indian Arm have access to parking along Panorama. Relocated existing resources. Permits?
2. Quick and cost-effective use of existing overflow lots. Clear trail markers. Encourage use with better signage.
3. Create a drop-off area to load/unload small watercraft.

Results of Participant Evaluations

Criteria	Average Score
Impact on parking problem	5.1
Implementation timelines	5.4
Demonstrated feasibility	5.3
Broad support among stakeholder groups	5.2
Cost-effectiveness	5.3
Overall Support	5.0

In their post-dialogue survey, participants were asked:

“Out of all the options discussed today, including both the table pitches and the illustrative actions from your discussion guide, which are your top three solutions for parking and access in Deep Cove?”

Participants collectively submitted 250 suggested solutions in response to this question. The most common solutions are presented below, with numbers in parentheses indicating the number of times participants suggested each solution:

- (42)** Maximize use of overflow lots and improve signage. Some participants specifically listed the use of school lots outside of school hours.
- (32)** Optimize regulations and efficiency. Examples include the installation of a four-way stop at Gallant and Panorama, short term parking zones, improved traffic flow (e.g. one way pattern), angled parking for existing spaces, and creating a drop-off zone for boats and gear.
- (28)** Implement pay parking. Participants submitted diverse suggestions based on time of year and location, with no strong themes emerging.
- (24)** Build parking on public land. Participants submitted diverse suggestions for the location of new parking.
- (24)** Move trail-head. Where participants indicated a new location, Indian River Drive was most popular.
- (17)** Provide increased parking access for Indian Arm residents.
- (16)** Explore options to reduce car use. Improved bus service was the most frequent suggestion in this category.
- (10)** Shuttle service during special events.
- (9)** Better parking enforcement.
- (7)** Make Panorama Drive RPO permanent.
- (7)** Expand Resident Parking Only zones to new areas.
- (7)** Build parking at the Marina.

Option	Average	% in favour (5,6,7)	% neutral (4)	% against (1,2,3)
1A - Freeze the expansion of new parking supply and tourist-oriented businesses	3.4	31.9%	9.9%	58.2%
1B - Make the trial resident parking only zone on Panorama Drive permanent.	4.8	62.4%	10.8%	26.9%
1C - Encourage the Marina to address its parking deficit by building more parking or by using satellite parking with valet services.	5.6	83.0%	5.3%	11.7%
1D - Limit permits for film shoots to times of year when parking is less constrained (e.g. October to April)	4.8	59.6%	17.0%	23.4%
1E - Limit permits for special events (e.g. Concert in the Park) based on event size and time of year.	3.7	35.9%	18.5%	45.7%
2A - Investigate the creation of a 20 to 30-space parking lot on Indian River Drive to access the Baden Powell and Quarry Rock trails.	5.1	65.2%	8.7%	26.1%
2B - Improve wayfinding signs to overflow parking lots.	6.7	97.9%	1.1%	1.1%
2C - Require that all special events advertise overflow parking locations, provide traffic management staff directing people to the overflow lots, and provide shuttle services to overflow lots.	6.4	93.6%	3.2%	3.2%
2D - Introduce a land-based drop-off area on Rockcliff Road for vehicles to load and unload small personal watercraft (e.g. kayaks, paddleboards).	6.3	91.5%	7.5%	1.1%
3A - Implement pay parking on Gallant Avenue May through August, 7 days per week.	4.4	56.4%	8.5%	35.1%

3B - Implement pay parking on Gallant Avenue 365 days per year.	3.3	32.3%	6.5%	61.3%
3C - Implement pay parking at Panorama Park and Rockcliff parking lots May through August (Friday through Sunday only).	5.0	67.0%	6.6%	26.4%
3D - Implement pay parking at Panorama Park and Rockcliff parking lots 365 days per year.	3.4	33.3%	7.8%	58.9%
4A - Facilitate private companies and tourism operators in delivering shuttle service to overflow parking and/or major transportation hubs (e.g. Downtown Vancouver).	5.0	65.2%	15.2%	19.6%
4B - Facilitate private valet service initiatives, where 3rd parties park customer cars in overflow lots.	4.4	43.0%	30.1%	26.9%
4C - Work with TransLink to improve transit service.	5.6	75.3%	15.1%	9.7%
5A-i - Add 74 parking spaces by building a two-story parking structure on the Panorama Park lot.	1.8	8.6%	6.5%	85.0%
5A-ii - Add 45 surface parking spaces by connecting the two ends of the Panorama Park lot and adding angle parking on the north side of Raeburn Street, east of Rockcliff Road.	4.9	64.5%	12.9%	22.6%
5A-iii - Add 15 angle parking spaces to the east side of Rockcliff Road, from Raeburn Street to Naughton Avenue.	4.8	63.0%	10.9%	26.1%
5B-i - Raise the cost of parking for all permit classes on Panorama Drive to free up capacity. The number of permits issued would be capped and monitored.	4.2	48.4%	18.7%	33.0%

5B-ii - Allow Indian Arm residents with boat-only access who pay taxes to the District of North Vancouver to have a second parking pass on Panorama Drive. Label these passes “DNV Indian Arm Resident” rather than “Visitor.”	5.3	71.4%	11.0%	17.6%
5B-iii - Allow all Indian Arm residents with boat-only access to purchase additional Panorama Drive parking passes beyond current allowances, with a fee that reflects the market value of the service and a cap on the total number of passes.	4.7	59.1%	15.1%	25.8%
5C - Provide paid parking permits allowing all Indian Arm residents to park overnight in Panorama Park Parking Lot.	4.8	60.2%	15.9%	23.9%
5D - Allow for paid public parking in private lots during periods when demand is low.	3.9	40.5%	22.6%	36.9%
5E - Encourage Belcarra and Electoral Area A residents to develop boat dock options within their municipalities.	5.0	63.0%	10.9%	26.1%

