

# **DEEP COVE PARKING AND ACCESS IMPLEMENTATION PLAN**

DISTRICT OF NORTH VANCOUVER

May 2015



NORTH VANCOUVER  
DISTRICT

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## INTRODUCTION



Photo: District of North Vancouver

Located in the District of North Vancouver, Deep Cove is a small, waterfront-oriented village. From a community planning perspective, neither significant growth nor major physical changes are anticipated.

Deep Cove's scenic beauty and immense popularity with tourists, hikers, arts aficionados and boaters has created steadily increasing demand for access. However, its limited geography means that the Cove's popularity comes at a price. The District has heard from the community and has quantified the issues of limited parking spaces, pedestrian and driver safety issues, concern about emergency vehicle access, and, at the height of the summer season, frayed tempers and inappropriate behaviour. The District has taken the necessary steps to understand the issues, both technical and anecdotal, and is now in a position to act.

Back in the summer of 2013, the District heard amplified concerns about parking and access in Deep Cove from a variety of stakeholders. The parking crunch seems to have been triggered by an exponential growth in the popularity of the Quarry Rock hiking trail and waterfront recreation in Deep Cove, primarily driven by significant online promotion which was beyond the District's control.

In the summer of 2014, the District carried out a live technical study in the busy season to examine the access and parking supply and demand. A public opinion survey was conducted at the same time to hear from residents and visitors about their personal experiences, and a focus group session was held with village businesses.

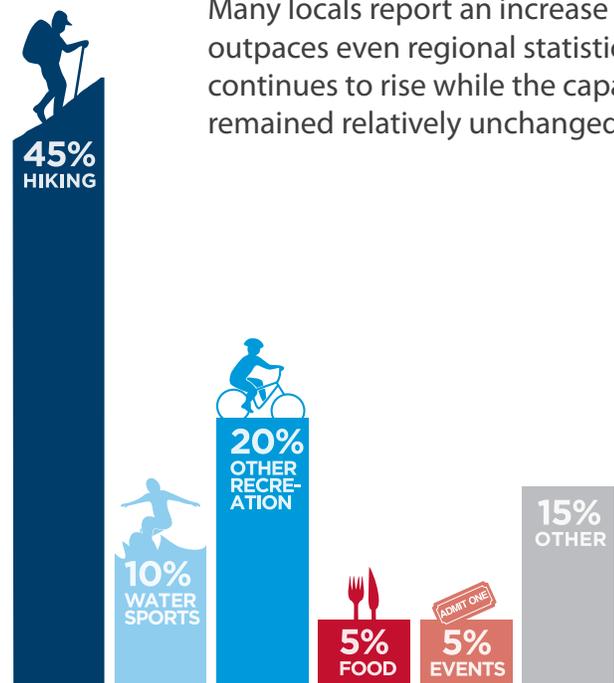
With the results of the studies, in early 2015, the District of North Vancouver partnered with the Simon Fraser University Centre for Dialogue to co-host a community deliberative dialogue session. The event in late February provided an opportunity for nearly 100 residents, business owners, recreationalists, students, boaters, First Nations and others with an interest in the topic to be heard and hear others.

In a situation where there are a variety of possible outcomes, one person's solution can easily be another person's problem. The dialogue participants worked together to decide on the best access and parking solutions to help create this made-in-Deep Cove Plan. The careful work that went into building this plan provides the District with a solid foundation upon which to move forward, knowing the community has already carefully weighed the benefits and consequences of the solutions.

## THE DIFFERENT STAKEHOLDERS OF DEEP COVE

Deep Cove is enjoyed by different stakeholders in different ways.

- For residents, the village provides the advantages of a small community, combined with access to recreational and cultural opportunities and close proximity to downtown Vancouver.
- For outdoor enthusiasts, it acts as a trailhead for Quarry Rock and the Baden-Powell Trail, as well as a rare access point to the waterfront in North Vancouver.
- For residents of Indian Arm who access their homes by boat, it serves as a gateway to daily life in Metro Vancouver.
- A number of businesses and non-profit organizations help to complete the Deep Cove community, ranging from restaurants to performing arts organizations. These institutions are supported by patronage from both residents and visitors, including a growing number of domestic and international tourists. A range of festivals and outdoor events add to this economic and social fabric, with the peak in activity taking place during the summer months.



Many locals report an increase in visitors to Deep Cove that outpaces even regional statistics. Outside interest in Deep Cove continues to rise while the capacity of the community itself has remained relatively unchanged.

Source: SFU Centre for Dialogue

An aerial photograph of the Deep Cove area in North Vancouver, British Columbia. The image shows a residential neighborhood with numerous houses, streets, and green spaces. A large, dark green forested area is prominent in the center. Several marinas with numerous boats are visible along the coastline. The text "DEEP COVE AREA" is overlaid in white, bold, uppercase letters in the center of the image.

# DEEP COVE AREA

Photo: District of North Vancouver

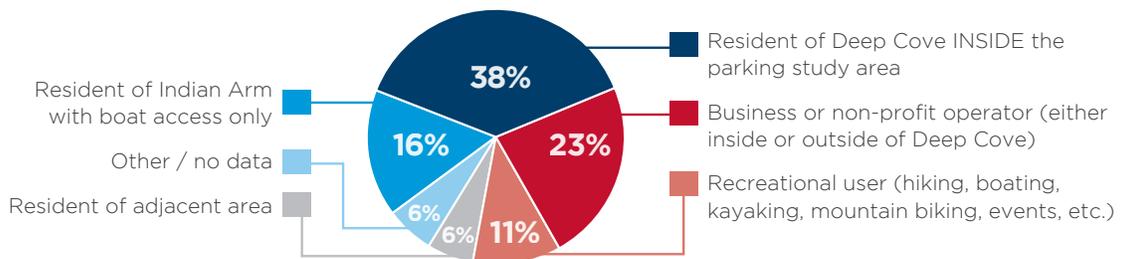
## UNDERSTANDING THE ISSUES AND MEANINGFULLY ENGAGING ALL OF THE STAKEHOLDERS



Photo: Mike Wakefield

To understand the issues in Deep Cove, the District conducted a public opinion survey (NRG Research, 2014) of residents, business owners and visitors concurrent with a parking and access technical study (MMM Group, 2014). The results helped staff understand what was happening on the ground as well as the wide variety of viewpoints and concerns about access and parking. The District’s understanding of the issues and how much they matter to residents was also informed by the hundreds of emails that were received. The challenge was to find a path forward on this complex issue.

The District engaged the SFU Centre for Dialogue to independently design and to facilitate the deliberative dialogue process. An advantage of this dialogue-based approach was the opportunity for stakeholders to hear different perspectives and identify potential areas for compromise. The following chart summarizes the participation by different stakeholders at the Dialogue.



At the Deep Cove Dialogue on Access and Parking on February 21, 2015, nearly 100 stakeholders worked together to evaluate trade-offs and understand where there was general consensus around technically-feasible solutions. A balance of interests was ensured so that each table had representation from all of the stakeholder groups. 85 percent of the participants felt that the full diversity of all stakeholder groups was represented.



Photo: Mike Wakefield

At the conclusion of the event, 73 percent of participants indicated that they had shifted their perspective and 93 percent of participants said they were interested in participating in similar events in the future. The stakeholder input is summarized in the final report from SFU Centre for Dialogue available at [www.dnv.org/deepcove](http://www.dnv.org/deepcove).

## DEEP COVE PARKING AND ACCESS IMPLEMENTATION PLAN

The Deep Cove Parking and Access Implementation Plan gives direction about actions that stakeholders believe are supportable based on the trade-offs and compromises decided at the Deep Cove Dialogue on Access and Parking.

The actions marked with 🕒 were endorsed by District Council as quick starts at the March 30th, 2015 regular Council meeting and the longer term initiatives were endorsed at the April 27th, 2015 regular Council meeting.



### Maximize use of overflow lots, including better signs and communication

#### Stakeholders View

- There was strong support for improving signage to parking lots.
- Participants suggested that better information be made available about parking and access in Deep Cove.

#### Key Actions

- Continue use of Myrtle Park parking as an overflow parking lot. 🕒
- Seek permission from North Vancouver School District to use school and staff parking lots and gravel fields for satellite parking lots at Covecliffe and Seycove Schools. 🕒

## Review rules and solutions for Panorama Drive parking

### Stakeholders Views

- Stakeholders were most supportive of encouraging the marina to address its parking deficit.
- There was slight to moderate support in favour of both making the trial RPO zone permanent and adjusting the RPO rules to better accommodate Indian Arm residents.
- Support to expand the pool of parking permits available to Indian Arm residents was highest among Indian Arm residents, while further data analysis indicated that Panorama Drive residents were evenly split for and against this direction
- The option least supported by Panorama Drive residents was to raise the cost of parking permits to reduce demand.
- The option least supported by Indian Arm residents was to work towards alternate docking options in Belcarra.

### Key Actions

- Encourage marina owners to establish more parking in future, recognizing this may involve building more parking or using a valet service to a satellite location. 🕒
- Make the trial resident only zone on Panorama Drive permanent. 🕒
- Introduce a limited number of additional passes for Indian Arm residents on a first come, first serve basis and rename the passes so as not to distinguish between Indian Arm and Panorama Drive residents. 🕒
- Continue to monitor the parking availability on Panorama Drive and consider appropriate provision of parking passes for Indian Arm residents with boat-access only that do not reside in the District of North Vancouver.
- Develop parking enforcement policy that recognizes the unique context of driveway pads on Panorama Drive. 🕒
- Increase Bylaw enforcement in order that public on-street parking on Panorama Drive is not marked as private parking.
- Explore the risks and benefits of allowing overnight parking in Deep Cove village for Indian Arm residents.
- Encourage Belcarra and Electoral A residents to consider developing boat dock options within their jurisdictions. 🕒

## Investigate implementation of pay parking

### Stakeholders View

- There was slight support in favour of seasonal pay parking on Gallant Avenue and moderate support in favour of seasonal pay parking in District parking lots.

### Key Actions

- Work with community stakeholders to investigate the risks and benefits of implementing pay parking and, if appropriate, develop a pay parking implementation plan. 🕒
- Investigate mechanisms for implementing pay parking within central commercial area (lots and on Gallant Avenue), May through August, seven days per week or 365 days per year. 🕒



Photo: District of North Vancouver

## Optimize regulations and efficiency in village core

### Stakeholders View

- There is support for new regulations and adjustments to improve efficiency of street use in the village core. Common ideas at the event included a four-way stop at the intersection of Gallant Avenue and Panorama Drive, short term parking for passenger loading, four bus pick-up and drop-off, as well as a loading zone near the pharmacy.
- There was strong support for introducing a drop-off location on Rockcliffe Road for personal watercraft (e.g. kayaks and paddleboards).

### Key Actions

- Introduce new regulations and adjustments to improve efficiency of street use in the village core, including: 🕒
  - » Four-way stop at the intersection of Gallant Avenue and Panorama Drive,
  - » One hour parking on Gallant Avenue, where appropriate considering adjacent business uses,
  - » Investigating suitable locations for tour bus pick-up and drop-off, and
  - » Short term parking for passenger loading near the pharmacy.
- Introduce new loading zone on Rockcliffe Drive for personal watercraft (e.g. kayaks, paddleboards). 🕒

## Provide better parking management coordination for special events

### Stakeholders View

- There was a high level of support for the idea that parking needs to be well-managed by event organizers.
- There was strong support for requiring shuttle services to overflow lots during major events.

### Key Actions

- Require that all special events include pre-event messaging that: 🕒
  - » encourages people to carpool, take transit and/or walk to the event site, and
  - » provides information about parking locations in Deep Cove.
- Require that all special events have an approved traffic management plan that includes: 🕒
  - » use of temporary way-finding signage to advertise overflow parking.
  - » employing traffic management staff directing people to overflow lots, as appropriate.
  - » provision of shuttles to/from overflow lots during major events.
- Monitor and continue to refine requirements of event organizers to ensure that they are appropriately addressing parking and access needs of events.



Photo: Amanda Dickson

## Consider building a new parking lot for Quarry Rock hikers



Photo: Philippe Giabbanelli

### Stakeholders View

- There was moderate support for creating a new parking lot for Quarry Rock and Baden-Powell Trail hikers.
- The most commonly proposed location for a new parking lot was Indian Rive Drive, though consultation with Indian River Drive area residents had not occurred and there had not been any analysis on the need for related road improvements.

### Key Actions

- Consider over the long term the idea of a new parking lot for Quarry Rock and Baden Powell hikers. In the short term, no further action is to be taken to pursue a new parking lot off of Indian River Road for Quarry Rock hikers.
- Consult with affected residents, should this proposal be contemplated.

## Increase enforcement

### Stakeholder View

- Stakeholders raised the idea that it would be beneficial to increase the visibility of Bylaw enforcement in Deep Cove during busy periods.

### Key Action

- Increase visibility of parking enforcement on weekends and public holidays from Easter through September. 🕒

## Keep revenue from Deep Cove in Deep Cove

### Stakeholder View

- The suggestion was made that revenues raised in Deep Cove be used to fund parking and access improvements.

### Key Action

- Examine the risks and benefits of a funding strategy whereby revenues from specific activities could be used to support investments in parking or other economic development initiatives. 🕒

## Build new parking in Deep Cove

### Stakeholder View

- There was moderate support for building more parking in Deep Cove.
- There was support for adding parking by increasing the capacity of existing parking lots.
- There were strong views against the idea of building a parkade on the Panorama Parking Lot.

### Key Action

- Build about 10 parking spots by reconfiguring existing parking areas on Rockcliffe Drive and in the Panorama Parking Lot. 🕒
- Add more on-street bicycle parking in Deep Cove. 🕒
- Consider opportunities for shared parking arrangements between complimentary land uses within new and future private developments in Deep Cove.



Photo: District of North Vancouver

## Restrict filming

### Stakeholder Views

- There was moderate support of limiting permits for film shoots to times of year when parking is less constrained.

### Key Actions

- Continue to not allow filming during the following periods: 🕒
  - » Between Canada Day and Labour Day.
  - » On statutory holidays and weekends.
- Test limiting filming on Fridays from May to October. 🕒
- Continue to provide notification about filming as follows: 🕒
  - » Merchants and residents adjacent to and near the filming are notified three days in advance.
  - » Public notices are posted on signs in the community.
- Continue to require that filming-related vehicles are parked in Cates Park or at an alternative location outside of the Deep Cove village area (i.e. minimal parking made available only for essential film vehicles within Deep Cove village). 🕒

## Better Information

### Stakeholder Views

- Participants shared ideas on opportunities for better information about parking and access in Deep Cove.

### Key Actions

- Develop mobile-friendly website with maps showing the locations of parking, including overflow parking. 🕒
- Provide information way-finding maps within Deep Cove village. 🕒

## FUNDING

While some of the initiatives in the Deep Cove Parking and Access Implementation Plan can be implemented within departmental work programs or through partnership arrangements, others are dependent on capital funding. The 2015 Capital Plan includes funding that can be used for “quick start” 🕒 parking and access improvements benefitting Deep Cove Village. The need for further improvements will be monitored over time and capital investments would be subject to consideration in future financial plans.

## CONCLUSION

In 2014 and 2015, the District completed a technical study, public opinion survey, and an innovative, in-depth community engagement process. The outcome of this work is a made-in Deep Cove Parking and Access Implementation Plan that reflects the trade-offs and compromises settled on by the community after considering the range of alternative viewpoints.

The key actions outlined in this plan are suitable for implementation by the District of North Vancouver or through partnership arrangements. “Quick start” 🕒 initiatives are planned for implementation in 2015. The District intends to continue to monitor the situation and based on stakeholder direction in this plan, additional measures can be contemplated in the years to come.



Photo: District of North Vancouver