Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mo Bot, Project Manager – Public Realm Infrastructure

Subject: UPPER LEVELS GREENWAY – PROJECT UPDATE & PHASE 2 ENGAGEMENT SUMMARY

Date: July 6, 2022 File No: 16-8350-20-0039/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

ATTACHMENTS

1. Upper Levels Greenway - Existing Conditions & Route Options Summary Report (CD #2197716)

SUMMARY

The Upper Levels Greenway project team has completed the Phase 2 public engagement period related to the draft project vision and various route and design options through the Tempe and Westview neighbourhoods. This report presents a summary of the engagement feedback received and outlines how that input has shaped and refined the project work plan to develop a greenway concept design. Staff will report back to Council later in 2022 with the results of further technical investigations and a proposed concept plan before proceeding to the next phase of public and stakeholder engagement.

BACKGROUND

The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members. The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately three (3) kilometres long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and other destinations, such as schools and commercial areas.

In April 2022, the project team initiated a public engagement period to discuss the draft project vision, options for different design approaches for the greenway, and to gather feedback on three (3) potential route options for the project to traverse the Tempe and Westview neighbourhoods north of Highway 1 (Figure 1). The content and route options in this public engagement period was informed by input from the first phase of community engagement and initial technical analysis around topography, multi-modal safety, and access to key destinations. The information gathered during public engagement, the existing conditions documentation, and how the public input has informed the project development to-date can be found in Attachment 1.

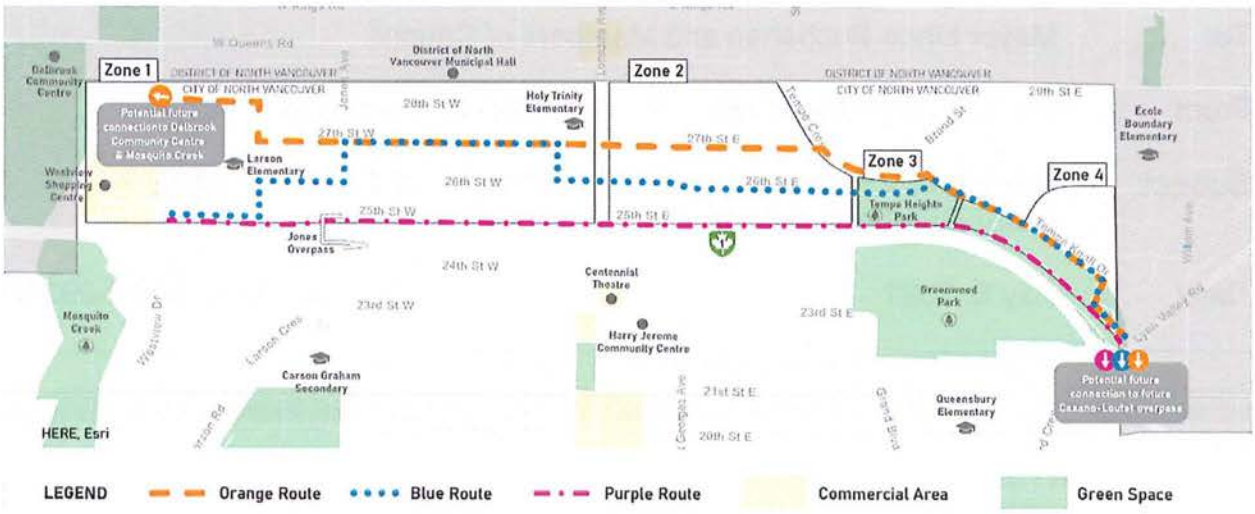


Figure 1. Greenway route options discussed during public engagement

DISCUSSION

Phase 2 Public Engagement Outreach

The second phase of engagement sought to share what was heard in the Phase 1 engagement, present the vision and routing options for the greenway as described above, and present different design options for feedback. Feedback from the second phase of engagement will be used along with technical analysis to help select a preferred route.

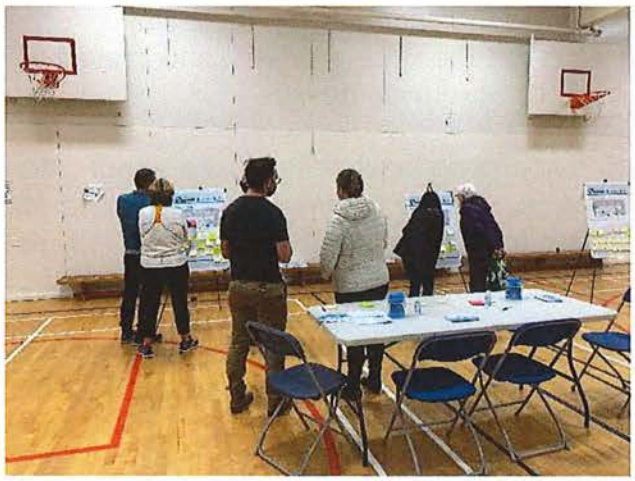
The engagement process involved an online survey, several pop-up events, and feedback collected at an open house. The survey was open between April 27th and May 20th, 2022 and received 842 responses. Approximately 55 people attended an Open House at Larson Elementary School on May 10th, 2022. Approximately 55 people also attended one of two pop-up engagement sessions held on May 7th, 2022 at City Fest and on May 14th, 2022 on Grand Boulevard, respectively.

The project team's objective is to reach a broad audience with a wide variety of outreach methods that provide project information in an accessible and digestible format for all. To achieve this, all of outreach tactics used in the initiation phase were redeployed, with highlights including:

- **Postcard**: 1,850 postcards were delivered to all addresses in the project area.
- **Print Ad**: A quarter page ad appeared in the North Shore News on May 11th.
- **Info Bulletin**: A direct bulletin delivered to over 1,200 subscribers.

- **On-site Signage**: 11 large project signs targeting people walking, rolling, cycling, and driving were installed throughout the project area during the entire engagement period.
- **Social Media:** Between April 27th and May 20th, seven Facebook posts reached 34,000 people. Six twitter posts and two Instagram posts were also shared.

In addition to broad public engagement, staff are initiating discussions throughout the project development process with Squamish Nation and Tsleil-Waututh Nation. Targeted and ongoing stakeholder meetings will be held with groups including the North Shore Advisory Committee on Disability Issues, the Seniors Action Table, the Integrated Transportation Committee, the North Shore Young Citizens' Forum, RCMP, Fire services, and youth and parents from the schools within and near the project area as the concept development process advances.



Open House attendees at Larson Elementary School

What We Heard

Through the online survey and in-person engagements, respondents were asked questions to:

- Reflect on the draft vision;
- Share their perspective and experience on the infrastructure design approach;
- Comment on the three (3) route options; and,
- Rank the routes in order of preference.

Support for Upper Levels Greenway Draft Vision

A majority of survey respondents expressed support for the draft vision for the Upper Levels Greenway, with 80% indicating that they were strongly or somewhat in support. 14% of survey respondents indicated that they strongly or somewhat opposed the draft vision (Figure 2).

"The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes."

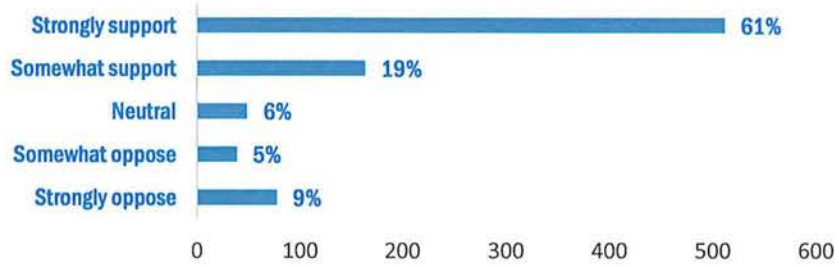


Figure 2. Survey response support for the draft project vision

The main reasons for lack of support for the vision were concern over negative effects to local neighbourhoods like parking, cost of the project, and a lack of need.

Design Approaches

When asked about how well four different potential greenway design approaches each reflected the community priorities of Safety and Experience, the community indicated they perceived the wide sidewalk and protected bicycle design as the safest, followed by the multi-use pathway design.

In responding to what they liked about different design options, survey respondents most often expressed the importance of separation of users, safety for children, and the need to design with accessibility in mind. Responding to what they did not like about different design options, survey respondents most often expressed safety concerns about shared use spaces and conflict, impacts to the local neighbourhood such as parking, and general safety concerns about a greenway in the community (beyond those raised by shared use). Refer to Appendix B in Attachment 1 for more detail.

Preferred Route

When asked which route they preferred, participants selected the Purple route most often, followed by the Orange and Blue route, respectively (Figure 3). This order of ranking was consistent both on the survey responses and in the open house feedback responses.

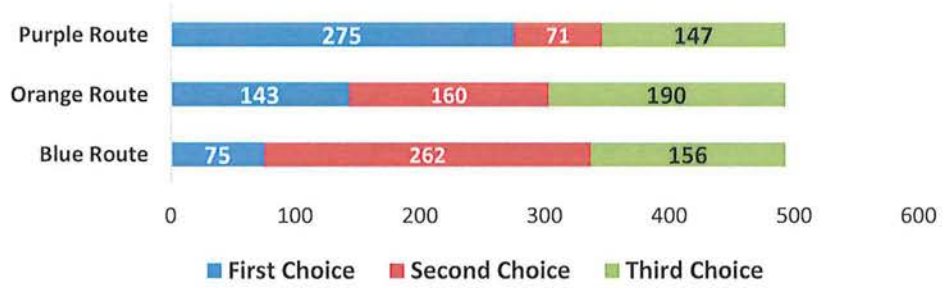


Figure 3. Preferred route rankings from all survey responses

Purple Route

Survey participants indicated that the community priorities best reflected by the Purple route are Safety and Connection (Figure 4).

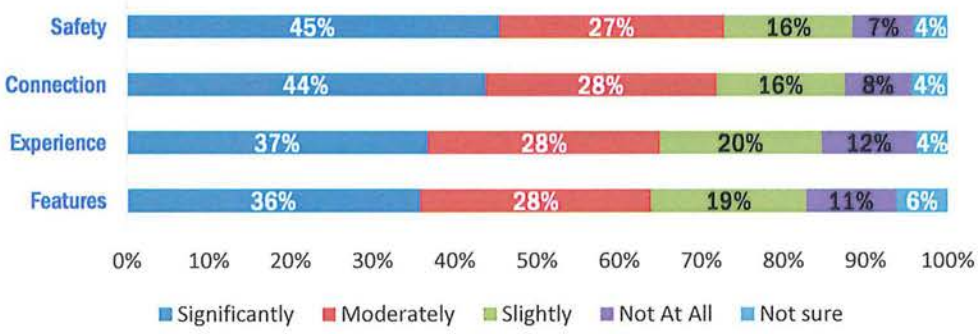


Figure 4. Purple Route alignment with Phase 1 community priorities for the greenway

Survey respondents most liked the convenience and safety of this route as 25th Street has low vehicle volumes outside of the 100 blocks. Open house participants indicated more connections (e.g. Jones Overpass), fewer changes in elevation and being more scenic were what they most liked about this route.

As far as what was most disliked about the Purple route, top themes in the survey responses included proximity to the highway and complex intersections, and concerns about the comfort and accessibility of this route. In the open house feedback, participants also provided suggestions for additional areas to which the route could connect beyond the study area and City boundary.

More information on the response to the route options can be found in Appendix B of Attachment 1. While feedback indicated less support for the Orange and Blue routes due to the impact of topography on mobility, exposure to higher vehicle volumes on 27th Street and more complex wayfinding; the routes offer a quieter, pleasant experience outside of peak hours.

Likelihood of Using the New Upper Levels Greenway

There is significant interest in and ongoing need for safe active mobility spaces in Tempe and Westview, as supported by the 68% percent of survey respondents that were likely to walk, cycle and/or roll more often or much more often in this area, after the new greenway is complete (Figure 7).

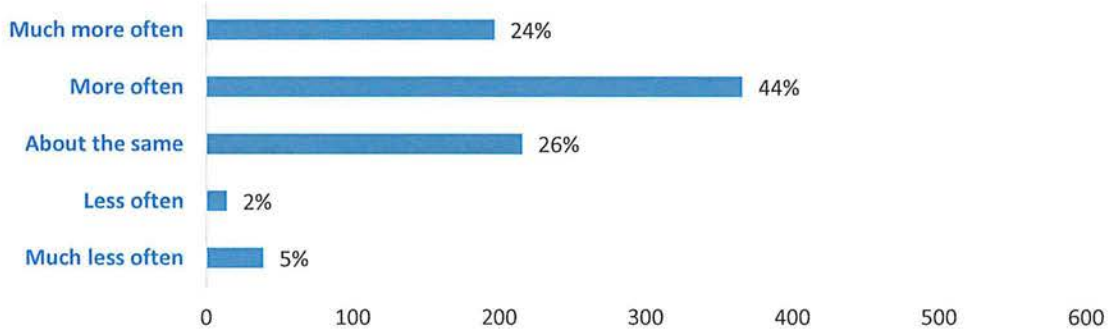


Figure 7. Survey responses indicating desire to use a new greenway in this area of the City

Work Plan Next Steps

While all three routes have advantages and disadvantages, there is no single option that is clearly preferred over the others from a purely feasibility perspective. That said, the findings of the technical analysis and the results of the community engagement signal that the Purple route is likely emerging as the preferred option to advance to the next phase of concept design. The public engagement period helped the project team identify and confirm several big technical questions that require further exploration in order to confirm the preferred route and to begin development of a feasible concept design.

The project team will be working through the following investigations and stakeholder conversations as part of the concept development process:

- **Exploring alignment options through Tempe Heights Park**: There are several potential alignment options that have been investigated at a high level. However,

at this point, the feasibility of each option requires confirmation. In addition, a portion of the potential Purple alignment through Tempe Heights Park is within Ministry of Transportation and Infrastructure right-of-way. The project team will be conducting further technical analysis including a topography survey, arborist assessment, review of forest management plans and requirements, review of grading, and exploration of jurisdictional implications, to confirm alignment options through the park.

- **Confirming feasibility of enhancements to the berm:** There are potential geotechnical and environmental considerations associated with the berm between Tempe Heights Park and Lynn Valley Road. The berm provides a noise buffer and visual separation between residents on Tempe Knoll Drive, but would require improvements to address grade and accessibility considerations. The project team will be conducting a geotechnical investigation to better understand what modifications to the berm are technically feasible while maintaining noise-barrier functionality.

- **Analysis and designs of Westview and Lonsdale at 25th Street**: If the Purple option is selected as the preferred alignment, intersection modifications will be required to the intersection of Lonsdale Avenue and West 25th Street, which is under the jurisdiction of the Ministry of Transportation and Infrastructure. Consideration for improvements to, and crossing of, Westview Drive will also require review with the Ministry of Transportation and Infrastructure. The project team is currently analysing various signal and geometric options as well as incorporating an analysis of ICBC collision data to inform design recommendations.

- **Exploring traffic calming and shortcutting opportunities at the neighbourhood level**: There have been several requests to the City from residents in Tempe and Westview to implement traffic calming. The project team will be reviewing all requests together to understand how local neighbourhood access can be maintained while also implementing traffic calming and diversions that will reduce speeds and vehicle shortcutting through the residential areas. These potential neighbourhood level changes will be studied in relation to the greenway route and design requirements.

The project team will be working with stakeholders to explore and integrate the findings of these investigations into the concept design for the Upper Levels Greenway. The project team will be returning to Council in late fall/early winter to present the concept design for the project before the next phase of public and stakeholder engagement is initiated. This is a slight change to the previous project schedule but allows for more up front technical work to be completed thoroughly before a concept route is selected. During the next update staff will provide early thoughts on construction approach and timeline.



FINANCIAL IMPLICATIONS

The total preliminary estimated cost for design and construction of the Upper Levels Greenway is $6,665,000, comprised of external and City funding. City funds are currently identified for Council's consideration in the 2023 and 2024 capital plan years to be evaluated holistically with all Council Strategic Plan priorities and available funding amounts. Actual project costs and delivery approach will be refined through the planning and design process.

Since the last project update, the City has successfully secured $573,000 in contributions from TransLink through the 2022 Major Road Network and Bike (MRNB) and Walking Infrastructure to Transit (WITT) municipal cost share programs. The project team will continue to pursue external funding opportunities from a variety of senior government infrastructure grants and other sources such as the ICBC road safety grant program.

INTER-DEPARTMENTAL IMPLICATIONS

As the Upper Levels Greenway involves a variety of technical components including parks design, transportation planning, and overall road works coordination, the project will be delivered through the Public Realm Infrastructure group with a multi-department team from Parks, Environment, Engineering Design, Development Planning, Transportation Planning, Communications, and Finance contributing throughout the process.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports a Connected City, provides active and sustainable ways for people to move to, from and within the City safely and efficiently and will result in the increase of active transportation mode share, while also supporting the health and well-being of all.

In addition, the development and implementation of the City's Priority Mobility Network Project aligns with and advances key principles of the Mobility Strategy, Safe Mobility Strategy, WalkCNV, and established City goals and objectives. Specific OCP objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;
- Objective 3.1: Enhance well-being and quality of life for all community members; and
- Objective 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

RESPECTFULLY SUBMITTED:

Mo Bot
Project Manager – Public Realm Infrastructure

Upper Levels Greenway

Project Update & Phase 2 Engagement Summary

Presented July 18, 2022

Engineering, Parks and Environment

city of north vancouver

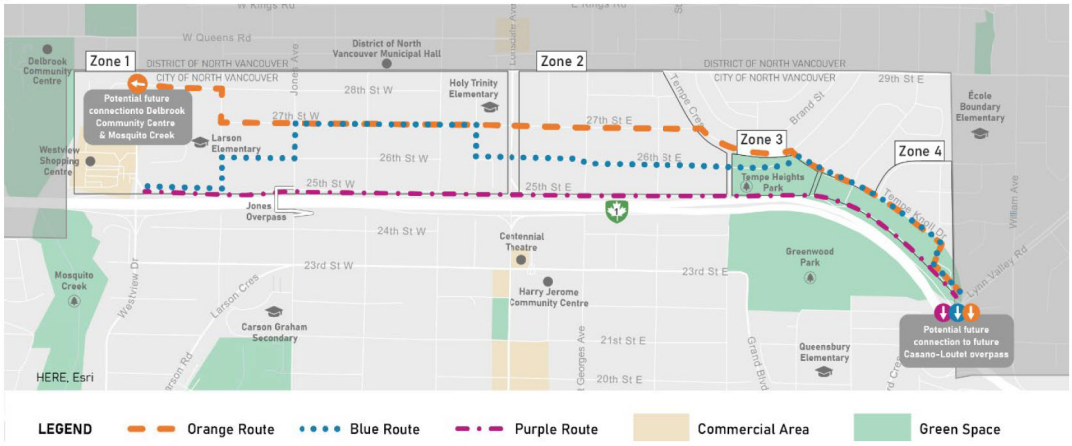
Project Update



UPPER LEVELS greenway

Seeking Community Feedback

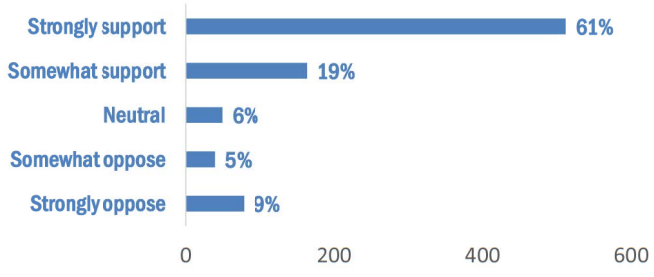
- 842 online survey responses
- 110 attendees visited 3 in-person engagement events



UPPER LEVELS greenway

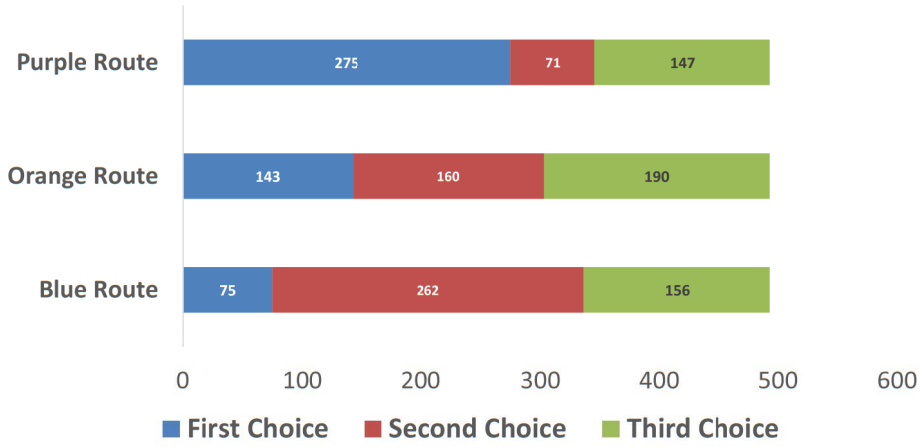
Support for the Project Vision

*"The Upper Levels Greenway will be an **active and healthy** mobility corridor that **celebrates connections to nature**; provides a **safe, comfortable and pleasant** experience for people of **all ages and abilities** to walk, roll and cycle; and **connects** to other greenways and routes."*



UPPER LEVELS greenway

Emerging Preferred Route



UPPER LEVELS greenway

Concept Development Next Steps



UPPER LEVELS greenway

Project Schedule

Council Check in on route and concept design

Initiation	Alternatives Analysis	Concept Design	Detailed Design	Construction
Q4 2021 - Q1 2022	Q1 2022	Q2-Q3 2022	Q4 2022 – Q1 2023	2023 (TBC)

We are here

UPPER LEVELS greenway



city of north vancouver

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