



**AGENDA FOR THE REGULAR MEETING OF COUNCIL TO
COMMENCE AT 6:00 PM, IN THE COUNCIL CHAMBER, CITY
HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, MAY 6, 2019**

**MONDAY, MAY 6, 2019
COUNCIL MEETING – 6:00 PM**

“Live” Broadcast via City Website www.cnv.org/LiveStreaming
Complete Agenda Package available at www.cnv.org/CouncilMeetings

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, May 6, 2019

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, April 15, 2019

PROCLAMATIONS

Youth Week – May 1 to 7, 2019

Mental Health Week – May 6 to 12, 2019

PUBLIC INPUT PERIOD

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

BYLAW – ADOPTION

- *3. “Tax Rates Bylaw, 2019, No. 8704”

CITY CLERK’S RECOMMENDATION

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Section 90(1)(l) [annual municipal report].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

BYLAW – ADOPTION

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705”
(Accessory Lounge Use)

CORRESPONDENCE

5. BC Active Transportation Summit – 2019, June 17 and 18, 2019

REPORTS

6. 2018 Audited Consolidated Financial Statements
7. Regional Harmonization of Heavy Truck Definition – Amendment to Street and Traffic Bylaw

Item 8 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699”
(Regional Harmonization of Heavy Truck Definition)

REPORTS

9. Development Variance Permit Application, 420 East 8th Street (Board of Education of School District No. 44)
10. Alternative Approval Process – Sunrise Parkland Adjustment

NOTICE OF MOTION

11. Smoking Regulation Bylaw Update – Councillor McIlroy

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN



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CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, May 6, 2019

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, April 15, 2019

PROCLAMATIONS

Youth Week – May 1 to 7, 2019

Mental Health Week – May 6 to 12, 2019

PUBLIC INPUT PERIOD

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.”

The time allotted for each speaker appearing before Council during the Public Input Period is two minutes, with the number of speakers set at five persons. Speakers’ presentations will be audio and video recorded, as well as live-streamed on the Internet, and will form part of the public record.

To make a submission to Council during the Public Input Period, a person must complete the Public Input Period sign-up sheet at City Hall prior to the Regular Council Meeting. A person who fails to complete, or only partially completes, the Public Input Period sign-up sheet will not be permitted to make a submission to Council during the Public Input Period. The sign-up sheet will be available on the table in the lobby outside the Council Chamber from 5:30 pm until 5:55 pm before a Council meeting.

When appearing before Council, speakers are requested to state their name and address for the record. Speakers may display materials on the document camera at the podium in the Council Chamber and provide written materials to the City Clerk for distribution to Council, only if these materials have been provided to the City Clerk by 4:00 pm on the date of the meeting.

The Public Input Period provides an opportunity for input only, without the expectation of a response from Council, and places the speaker’s concern on record.

Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2).

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting and to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda and an opportunity for public input is provided when the particular item comes forward for discussion.

Please address the Mayor as “Mayor, followed by his/her surname” or “Your Worship”. Councillors should be addressed as “Councillor, followed by their surname”.



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CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

RECOMMENDATION:

THAT the recommendation listed within the “Consent Agenda” be approved.

START OF CONSENT AGENDA

BYLAW – ADOPTION

- *3. “Tax Rates Bylaw, 2019, No. 8704”

RECOMMENDATION:

THAT “Tax Rates Bylaw, 2019, No. 8704” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

END OF CONSENT AGENDA

CITY CLERK’S RECOMMENDATION

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Section 90(1)(l) [annual municipal report].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

BYLAW – ADOPTION

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705”
(Accessory Lounge Use)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705”
(Accessory Lounge Use) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.



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CORRESPONDENCE

5. BC Active Transportation Summit – 2019, June 17 and 18, 2019
– File: 01-0390-01-0001/2019

Re: BC Active Transportation Summit – 2019, June 17 and 18, 2019,
New Westminster, BC

RECOMMENDATION:

PURSUANT to the correspondence received April 24, 2019, from the BC Cycling Coalition, regarding “BC Active Transportation Summit – 2019”:

THAT Council members be authorized to attend the BC Active Transportation Summit – 2019, to be held June 17 and 18, 2019, in New Westminster, BC;

THAT the expenses be paid in accordance with City Policy;

AND THAT the funds be provided from the Conference Education Travel Account.

REPORTS

6. 2018 Audited Consolidated Financial Statements – File: 05-1680-04-0001/2018

Report: Manager, Accounting and Reporting, April 24, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Accounting and Reporting, dated April 24, 2019, entitled “2018 Audited Consolidated Financial Statements”:

THAT in accordance with Section 167 of the *Community Charter*, Council accept the City of North Vancouver Consolidated Financial Statements for the year ended December 31, 2018.



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REPORTS – Continued

7. Amendment to Street and Traffic Bylaw – Regional Harmonization of Heavy Truck Definition – File: 11-5460-01-0001/2019

Report: Traffic Engineer, April 24, 2019

RECOMMENDATION:

PURSUANT to the report of the Traffic Engineer, dated April 24, 2019, entitled “Amendment to Street and Traffic Bylaw – Regional Harmonization of Heavy Truck Definition”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699” (Regional Harmonization of Heavy Truck Definition) be considered.

Item 8 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699” (Regional Harmonization of Heavy Truck Definition)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699” (Regional Harmonization of Heavy Truck Definition) be given first, second and third readings.

REPORTS

9. Development Variance Permit Application, 420 East 8th Street (Board of Education of School District No. 44) – File: 08-3090-20-0245/1

Report: Planner 1, April 24, 2019

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated April 24, 2019, entitled “Development Variance Permit Application, 420 East 8th Street (Board of Education of School District No. 44)”:

THAT Development Variance Permit No. DVP2019-00001 be considered for issuance under Section 498 of the *Local Government Act*;

THAT notification be circulated in accordance with Section 499 of the *Local Government Act*;

AND THAT the Public Meeting be waived.



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REPORTS – Continued

10. Alternative Approval Process – Sunrise Parkland Adjustment
– File: 09-4250-20-0004/1

Report: City Clerk, April 30, 2019

RECOMMENDATION:

PURSUANT to the report of the City Clerk, dated April 30, 2019, entitled
“Alternative Approval Process – Sunrise Parkland Adjustment”:

THAT an Alternative Approval Process Opportunity be provided regarding “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment);

THAT the Alternative Approval Process Elector Response Form (Attachment #1) be approved;

THAT the total number of eligible electors of the City of North Vancouver to which the Alternative Approval Process applies is estimated to be 38,163;

THAT Notice of the Alternative Approval Process Opportunity be published, such that the second publication be at least 30 days before the deadline for receiving elector responses;

AND THAT the deadline for receiving elector responses shall be 4:30 pm on June 17, 2019.

NOTICE OF MOTION

11. Smoking Regulation Bylaw Update – File: 09-3900-02-0001/2019

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS the City of North Vancouver has recently set the targets of being one of the healthiest, liveable and sustainable cities worldwide, and as such, smoking in public areas plays an important role in reaching these goals;

WHEREAS the *Community Charter* authorizes Council by bylaw to regulate, prohibit and impose requirements in relation to public health;

Continued...



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NOTICE OF MOTION – Continued

11. Smoking Regulation Bylaw Update – File: 09-3900-02-0001/2019 – Continued

AND WHEREAS research shows there is no risk-free level of exposure to second-hand smoke, and enhanced smoking bylaws decrease negative role modeling for children while supporting smokers trying to quit;

THEREFORE BE IT RESOLVED that staff be directed to report back with input from the RCMP and Vancouver Coastal Health with recommended updates to the Smoking Regulation Bylaw, specifically to incorporate a ban on smoking in all parks and plazas and on multi-use pathways, and to update the definition of “smoking” given the legalization of cannabis and the increased use of vaporizers.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE
COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH
VANCOUVER, BC, ON **MONDAY, APRIL 15, 2019****

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
Councillor D. Bell
Councillor A. Girard
Councillor T. Hu
Councillor J. McIlroy
Councillor T. Valente

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, City Clerk
C. Baird, Deputy City Clerk
J. Peters, Assistant City Clerk
B. Pearce, Director, Strategic and Corporate Services
H. Reinhold, Deputy Director, Strategic and Corporate Services
S. Antoniali, Section Manager, Real Estate
R. Skene, Manager, Facilities and Real Estate
D. Foldi, Project Manager
D. Pope, City Engineer
L. Orr, Manager, Business and Community Partnerships
B. Themens, Director, Finance
L. Garber, Deputy Director, Finance
B. Johnson, Revenue Accountant
M. Epp, Director, Planning and Development
S. Galloway, Manager, Planning and Development
W. Tse, Planner 2
M. Friesen, Planner 1

The meeting was called to order at 6:00 pm.

APPROVAL OF AGENDA

Moved by Councillor Back, seconded by Councillor McIlroy

1. Regular Council Meeting Agenda, April 15, 2019

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Valente, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, April 8, 2019

CARRIED UNANIMOUSLY

PROCLAMATIONS

Mayor Buchanan welcomed the 3rd Capilano Beavers Scout Troop to the Council Meeting.

Mayor Buchanan declared the following proclamations:

Day of Mourning – April 28, 2019

Neighbourhood House Week – May 5 to 11, 2019

MS Awareness Month – May 2019

PUBLIC INPUT PERIOD

- Ron Sostad, 231 East 15th Street, North Vancouver, spoke regarding inflation rates.
- Patrick Stafford-Smith, 102-124 West 1st Street, North Vancouver, and Cyri Jones, Zen Maker Lab, 276 East 21st Street, North Vancouver, spoke regarding the launch of a technology innovation hub on April 26, 2019.

CONSENT AGENDA

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT the recommendations listed within the “Consent Agenda”, be approved.

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

- *3. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536”
(Sidewalks – Snow and Ice Removal)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536” (Sidewalks – Snow and Ice Removal) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *4. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707”
(2019 Project Plan Funding)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707” (2019 Project Plan Funding) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

- *5. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708”
(2019 Project Plan Funding)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708”
(2019 Project Plan Funding) be adopted, signed by the Mayor and City Clerk and
affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *6. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709”
(Moodyville Traffic Signals Project)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No.
8709” (Moodyville Traffic Signals Project) be adopted, signed by the Mayor and City
Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CORRESPONDENCE

- *7. Board in Brief, Metro Vancouver Regional District, March 29, 2019
– File: 01-0400-60-0006/2019

Re: Metro Vancouver – Board in Brief

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT the correspondence of Metro Vancouver, dated March 29, 2019, regarding the
“Metro Vancouver – Board in Brief”, be received and filed.

(CARRIED UNANIMOUSLY)

REPORTS

- *8. Transfer of Shipyard Artifacts Deaccessioned from the Museum Collection
– File: 15-7930-01-0001/2019

Report: Director, North Vancouver Museum and Archives, April 1, 2019

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Director, North Vancouver Museum and Archives,
dated April 1, 2019, entitled “Transfer of Shipyard Artifacts Deaccessioned from the
Museum Collection”:

...Continued

CONSENT AGENDA – Continued

REPORTS – Continued

- *8. Transfer of Shipyard Artifacts Deaccessioned from the Museum Collection
– File: 15-7930-01-0001/2019 – Continued

THAT Council authorize the North Vancouver Museum and Archives (NVMA) Commission to deaccession 93 artifacts owned solely by the City of North Vancouver;

AND THAT Council authorize the NVMA Commission to transfer the 93 deaccessioned artifacts and 5 unaccessioned objects owned jointly by the City and the District of North Vancouver, to the City of North Vancouver for integration into the Lot 5 project.

(CARRIED UNANIMOUSLY)

- *9. Council Conference Attendance – Lower Mainland Local Government Association (LMLGA) – 2019 Annual General Meeting and Conference – May 8-10, 2019
– File: 01-0390-01-0001/2019

Report: City Clerk, April 9, 2019

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the City Clerk, dated April 9, 2019, entitled “Council Conference Attendance – Lower Mainland Local Government Association (LMLGA) – 2019 Annual General Meeting and Conference – May 8-10, 2019”:

THAT Council members be authorized to attend the LMLGA Annual General Meeting and Conference, to be held May 8-10, 2019, at Harrison Hot Springs, BC;

THAT Council Conference Attendance Policy No. C99C be amended to include the annual LMLGA Annual General Meeting and Conference as an approved conference for Council to attend;

THAT expenses be paid in accordance with City Policy;

AND THAT the funds be provided from the Conference Education Travel Account.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

REPORTS

10. Funding Appropriation Request – Affordable Housing Initiatives
– File: 10-5040-03-0003/2019

Report: Planner 2, April 3, 2019

Moved by Councillor Hu, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 2, dated April 3, 2019, entitled “Funding Appropriation Request – Affordable Housing Initiatives”:

THAT (Funding Appropriation #1925) an amount of \$300,000 be appropriated from the Affordable Housing Reserve Fund to support the delivery of new affordable housing initiatives;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Affordable Housing Reserve Fund.

CARRIED UNANIMOUSLY

11. Sunrise Parkland Adjustment – Statutory Right-of-Way – Metro Vancouver Water Main and Parks Dedication Bylaw – File: 08-3010-01-0001/2019

Report: Section Manager, Real Estate, April 8, 2019

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Section Manager, Real Estate, dated April 8, 2019, entitled “Sunrise Parkland Adjustment – Statutory Right-of-Way – Metro Vancouver Water Main and Parks Dedication Bylaw”:

THAT “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment) be considered;

THAT staff be directed to initiate an Alternative Approval Process for parklands located on the southwest corner of Keith Road and Brooksbank Avenue;

THAT the Mayor and City Clerk be authorized to sign any necessary documentation to give effect to this motion;

AND THAT any proceeds received for the fees for the Statutory Right-of-Way under the parkland be directed to the Tax Sale Land Reserve Fund.

CARRIED UNANIMOUSLY

BYLAW – FIRST, SECOND AND THIRD READINGS

12. “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706”
(Sunrise Parkland Adjustment)

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706”
(Sunrise Parkland Adjustment) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706”
(Sunrise Parkland Adjustment) be given third reading.

CARRIED UNANIMOUSLY

REPORT

13. 2019 Tax Rates Bylaw – File: 05-1970-05-0005/2019

Report: Director, Finance, April 9, 2019

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Finance, dated April 9, 2019, entitled “2019
Tax Rates Bylaw”:

THAT “Tax Rates Bylaw, 2019, No. 8704” be considered.

CARRIED UNANIMOUSLY

BYLAW – FIRST, SECOND AND THIRD READINGS

14. “Tax Rates Bylaw, 2019, No. 8704”

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Tax Rates Bylaw, 2019, No. 8704” be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Tax Rates Bylaw, 2019, No. 8704” be given third reading.

CARRIED UNANIMOUSLY

PUBLIC HEARING – 125 East 20th Street

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718) and “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718, Rental Housing Commitments).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:35 pm and reconvened at 7:56 pm.

BYLAWS – THIRD READING

15. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718) be given third reading.

CARRIED UNANIMOUSLY

16. “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718, Rental Housing Commitments)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20th Street, CD-718, Rental Housing Commitments) be given third reading.

CARRIED UNANIMOUSLY

BYLAWS – THIRD READING – Continued

17. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use)

Moved by Councillor Valente, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use) be given third reading.

CARRIED

Councillor Bell is recorded as voting contrary to the motion.

PUBLIC CLARIFICATION PERIOD

Mayor Buchanan declared a recess at 8:16 pm for the Public Clarification Period and reconvened the meeting immediately after.

COUNCIL INQUIRIES

Mayor Buchanan inquired regarding input to TransLink for secured bicycle parking at the bus loop at Lonsdale Quay. Staff will report back with an information report.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

CITY CLERK’S RECOMMENDATION:

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(g) [litigation], 90(1)(i) [legal advice] and 90(1)(k) [proposed services].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed session, at 8:17 pm and reconvened at 9:29 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

18. Land Matter – File: 01-0110-01-0001/2019

Report: Chief Administrative Officer, April 3, 2019

Moved by Councillor Girard, seconded by Councillor Hu

PURSUANT to the report of the Chief Administrative Officer, dated April 3, 2019, regarding a land matter:

THAT the action taken by the Committee of the Whole, Closed session, be ratified;

AND THAT the wording of the recommendation and the report of the Chief Administrative Officer, dated April 3, 2019, remain in the Closed session.

CARRIED UNANIMOUSLY

19. Proposed Services – File: 01-0340-01-0001/2019

Report: Chief Administrative Officer, April 3, 2019

Moved by Councillor Girard, seconded by Councillor Hu

PURSUANT to the report of the Chief Administrative Officer, dated April 12, 2019, regarding a land matter and the proposed services:

THAT the action taken by the Committee of the Whole, Closed session, be ratified;

AND THAT the wording of the recommendation and the report of the Chief Administrative Officer, dated April 12, 2019, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:30 pm.

“Certified Correct by the City Clerk”

CITY CLERK

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PROCLAMATION

YOUTH WEEK

WHEREAS

youth in the City of North Vancouver are valued members of our community who, through their energy, involvement and enthusiasm, contribute to the well-being of our city; and

WHEREAS

the promotion of youth activities sponsored by all segments of the community will encourage a greater understanding and acceptance of youth issues, accomplishments and diversity; and

WHEREAS

the celebration of youth in the City of North Vancouver and other Lower Mainland municipalities during Youth Week will encourage youth participation in positive activities and further strengthen our community;

NOW THEREFORE

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **May 1 to 7, 2019** as **YOUTH WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, May 6, 2019

A handwritten signature in black ink that reads 'Linda C. Buchanan'. The signature is written in a cursive style.

Mayor Linda Buchanan



PROCLAMATION

MENTAL HEALTH WEEK

WHEREAS

Mental Health Week has become an important awareness event in Canada, helping to end the discrimination, stigma and shame surrounding mental illness; and

WHEREAS

we can all benefit from promoting and acknowledging the role that good mental health plays in living a full and meaningful life; and

WHEREAS

Mental Health Week is a celebration of mental health and an opportunity to raise awareness;

NOW THEREFORE

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **May 6 to 12, 2019** as **MENTAL HEALTH WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, May 6, 2019

Mayor Linda Buchanan

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8704

A bylaw for imposing property value taxes on land and improvements in the City of North Vancouver for the year 2019.

WHEREAS it is provided under Section 197(1) of the *Community Charter* being, that the Council must, each year after adoption of the financial plan but before the 15th day of May, subject to the provisions and restrictions of the *Community Charter* contained, pass a bylaw to impose property value taxes on all land and improvements according to the assessed value thereof, for the purpose enumerated and set forth in Section 197(1) of the *Community Charter*;

WHEREAS the Council of The Corporation of the City of North Vancouver deems it necessary and expedient to pass a bylaw for imposing a property value tax on all taxable land and improvements, according to the assessed value thereof, on the last Revised Assessment roll for The Corporation of the City of North Vancouver, the rates thereafter imposed and levied for purpose hereinafter stated;

WHEREAS for General and Debt purposes, according to the last Revised Assessment Roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$26,525,459,197;

AND WHEREAS for the Regional Hospital purposes, according to the last Revised Assessment roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$26,548,246,197;

NOW THEREFORE the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Tax Rates Bylaw, 2019, No. 8704**”.
2. The following rates are hereby imposed and levied for the year 2019:
 - A. For all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “A” attached hereto and forming a part hereof.
 - B. For the storm drainage purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “B” attached hereto and forming a part hereof.
 - C. For the eco levy purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “C” attached hereto and forming a part hereof.
 - D. For the City’s appropriate share of the monies required for the operating fund of the Metro Vancouver Regional District for the year 2019, on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing on Schedule “D” attached hereto and forming a part hereof.

3. The minimum amount of taxation upon a parcel of real property shall be One Hundred Dollars (\$100.00) for property owners 65 years of age and over and Three Hundred and Fifty Dollars (\$350.00) for property owners under 65 years of age.

READ a first time on the 15th day of April, 2019.

READ a second time on the 15th day of April, 2019.

READ a third time on the 15th day of April, 2019.

ADOPTED on the <> day of <>, 2019.

MAYOR

CITY CLERK

SCHEDULE "A"

2019 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class	Municipal General
<hr/>	
1. Residential	1.61185
2. Utilities	38.08824
4. Major Industry	26.18567
4. Major Industry (With Provincial Cap)	26.18567
4. Major Industry (With Provincial Cap for new investment)	21.42464
5. Light Industry	5.03018
6. Business	5.03018
8. Recreation/Non Profit	1.83638

SCHEDULE "B"

2019 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class		Storm Drainage
<hr/>		
1.	Residential	0.05966
2.	Utilities	1.40978
4.	Major Industry	0.96922
4.	Major Industry (With Provincial Cap)	0.96922
4.	Major Industry (With Provincial Cap for new investment)	0.79300
5.	Light Industrial	0.18618
6.	Business	0.18618
8.	Recreation/Non Profit	0.06797

SCHEDULE "C"

2019 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class	Eco Levy
<hr/>	
1. Residential	0.02125
2. Utilities	0.50198
4. Major Industry	0.34511
4. Major Industry (With Provincial Cap)	0.34511
4. Major Industry (With Provincial Cap for new investment)	0.28236
5. Light Industry	0.06630
6. Business	0.06630
8. Recreation/Non Profit	0.02420

SCHEDULE "D"

2019 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class

Metro Vancouver Regional District

1.	Residential	0.04339
2.	Utilities	0.15186
4.	Major Industry	0.14751
5.	Light Industry	0.14751
6.	Business	0.10630
8.	Recreation/Non Profit	0.04339

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8705

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705**” (**Accessory Lounge Use**).
2. Division I: Administration of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:
 - A. In Part 2: Interpretation, adding the definition for “Accessory Lounge Use” as follows:

“**Accessory Lounge Use**” means the retail sale of alcohol, the majority of which is brewed or distilled on site, with food and other beverages for on-site consumption. The use is only permitted accessory to distilleries or breweries.
 - B. In Part 2: Interpretation, deleting the definition for “Accessory Manufacturing Retail Use” in its entirety and replacing it with the following:

“**Accessory Manufacturing Retail Use**” means the retail sale of goods or things that are manufactured on-site, as well as complementary items. For purposes of this definition, manufacturing means assembling, fabricating, producing, or repair of goods or things.
3. Division III: Zone Standards of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended as follows:
 - A. In Part 7: Industrial Zones, adding to Section 701 (6) as follows:
 - (f) Accessory Lounge Use, subject to Section 702 (7);
 - B. In Part 7: Industrial Zones, deleting Section 702 (4)(b) in its entirety and replacing it with the following:
 - (b) together with Accessory Retail Service Group 2 Use, shall not occupy a combined area of more than 30% of the Gross Floor Area of the Principal Industrial Use;
 - C. In Part 7: Industrial Zones, adding to Section 702 as follows:
 - (7) Accessory Lounge Use
 - (a) shall be completely enclosed within the Principal Building;
 - (b) together with Accessory Retail Service Group 2 Use and Accessory Manufacturing Retail Use, shall not occupy a combined area of more than 30% of the Gross Floor Area of the Principal Industrial Use to a maximum of 80 square metres (861.1 square feet);

- (c) notwithstanding 702 (7)(a) and 702 (7)(b), an on-site outdoor patio is permitted with a maximum area which shall not exceed 50% of the permitted Accessory Lounge Use.

READ a first time on the 1st day of April, 2019.

READ a second time on the 1st day of April, 2019.

READ a third time on the 15th day of April, 2019.

ADOPTED on the <> day of <>, 2019.

MAYOR

CITY CLERK



Register for BC Active Transportation Summit - 2019



The Active Transportation Summit will gather around 200 leaders, stakeholders and advocates from government, industry, academic, and non-profit sectors at the Anvil Centre in New Westminster. Delegates will explore how to make active transportation safe and convenient for everyone in communities across BC.

Confirmed speakers include Hon. Claire Trevena - Minister of Transportation and Infrastructure, Barb Chamberlain - Active Transportation Director - Washington State, and Robin Mazumder - Vanier Canada Graduate Scholar - University of Waterloo.

Register Now

Registration Fees

Full Summit Early Bird (through May 1), June 17 & 18	\$260 + GST & fees
Full Summit (after May 1), June 17 & 18	\$330 + GST & fees
BC Cycling Coalition member organizations	30% discount
Summit partner organizations	30% discount
Other non-profit organizations	15% discount
Students	30% discount
Low Income	50% discount

For discount codes, to pay via cheque or INTERAC e-transfer or require an invoice, or more information, please email: summit@bccycling.ca

A limited number of free passes are available for those who otherwise would be unable to attend. Stipends are also available for those needing financial assistance. Priority will be placed on presenters, those travelling longer distances, and those from non profit organizations. Please email for more information: summit@bccycling.ca

Receive Updates on the BC Active Transportation Summit

Sign up to hear more about the BC Active Transportation Summit on **June 17-18, 2019** in New Westminster. Please complete the form below to let us know what information is most relevant to you.

First Name
Last Name
Email *
Mobile phone
Postal Code
Canada

- ☐ I'm interested in partnering or sponsoring the Summit
- ☐ I'm interested in attending the Summit
- ☐ I'm interested in volunteering for the Summit
- ☐ I'd like to receive BC Cycling Coalition News (1 email/month)

Receive Updates

By entering your email and phone number, you consent to receive updates from the BC Cycling Coalition. We [respect & 100% guarantee your privacy](#) and will not share your information.

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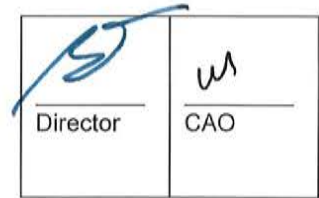
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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Carlos Fernandes, Manager, Accounting and Reporting

Subject: 2018 AUDITED CONSOLIDATED FINANCIAL STATEMENTS

Date: April 24, 2019 File No: 05-1680-04-0001/2018

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Accounting and Reporting, dated April 24, 2019, entitled "2018 Audited Consolidated Financial Statements":

THAT in accordance with Section 167 of the *Community Charter*, Council accept the City of North Vancouver Consolidated Financial Statements for the year ended December 31, 2018.

ATTACHMENTS:

1. The Corporation of the City of North Vancouver Draft 2018 Audited Consolidated Financial Statements

BACKGROUND:

Under the provisions of the *Community Charter*, the annual financial statements of the municipality must be presented to and accepted by Council. The statements have been audited by the City's appointed auditors, BDO Canada LLP, Chartered Accountants. In accordance with the latest recommendations of the Accounting Standards Board, signatures by the auditors on the audit report and by the Director of Finance on the statements will be added after acceptance of the statements by Council.

The City's 2018 audited consolidated financial statements are provided as Attachment 1 to this report.

SUMMARY:

The financial results for 2018 continue to reflect Council and staff's commitment to sound financial management. The 2018 consolidated financial statements show that:

- The City is in a strong financial position, indicated by positive net financial assets that are consistent with 2017. Positive net financial assets indicate sustainability and flexibility, as explained in the Discussion section below.
- The City continues to have no debt.
- The City has a healthy amount of reserve funds set aside for specific purposes.
- The City is setting aside funds for capital projects and other infrastructure needs each year.

Included in the City's audited consolidated financial statements are:

- All the funds of the City of North Vancouver (including storm, water and sewer utilities)
- The accounts of the North Vancouver City Library
- The City's 33.33% share of the North Vancouver Recreation and Culture Commission
- The City's 50% share of the North Vancouver Museum and Archives Commission
- The funds formerly held under the NMC Society for the Pacific and Arctic Trust
- The City's equity in Lonsdale Energy Corp. (LEC), under the modified equity method.

With regard to the latter, the initial \$2 million equity investment in LEC has, for the first time, a book value that exceeds the initial investment. As per note 4 of the consolidated financial statements, LEC's shareholder equity is now estimated at \$2,114,000. The statements also indicate that the City has a loan receivable balance of \$23.3 million from LEC and received \$492,000 in interest payments in 2018.

The Cemetery Trust which is administered by the City is not included in the consolidated statements.

Results of the City's consolidated operations for 2018 and 2017 are as follows (in millions of dollars):

	2018	2017
Revenue	\$ 158.5	\$ 146.5
Expenses	111.0	105.4
Annual Surplus	47.5	41.1
Accumulated Surplus beginning of year	515.3	474.2
Accumulated Surplus end of year	\$ 562.8	\$ 515.3

The City had a surplus in 2018 of \$47.5 million which adds to the City's total equity. The surplus was predominantly made up of developer contributions and non-monetary adjustments.

The annual and accumulated surpluses are not totally made up of liquid assets. The accumulated surplus is made up of the following broad categories, including both liquid and non-liquid assets:

- Tangible capital assets of \$402.5 million (2017 - \$382.0 million), including civic, protective services and recreational and culture buildings, and streets, sewer, and water infrastructure.
- Funds of approximately \$38.1 million (2017 - \$32.3 million) appropriated for specific purposes, such as capital, water, sewer and other projects.
- Statutory reserves of \$112.1 million (2017 - \$91.9 million) which are authorized by the *Community Charter* or City Bylaw and include funds for machinery and equipment, buildings and other specific purposes and initiatives.
- Funds not designated for a specific purpose of approximately \$9.9 million (2017 - \$9.1 million).

The above funds are the City's equity. This equity is reflected in various forms on the City's consolidated statement of financial position, such as investments and other assets and liabilities.

DISCUSSION:

Assessment of Financial Condition:

As indicated above, the City is in a good financial position. Assessing the financial condition of the City includes several elements; among them are sustainability, flexibility and vulnerability.

- **Sustainability** refers to maintaining existing financial and service level commitments while balancing the need to incur debt or increase tax burden relative to the local economy.
- **Flexibility** refers to the amount of room available to change (raise) its tax burden in relation to the local economy it operates in, to be able to meet its service and financial commitments.
- **Vulnerability** refers to the degree that the City is dependent on sources of revenue which are beyond its control or influence that could impair the ability to meet service and financial commitments. An example of this type of revenue would be grants from other levels of government.

The following ratios have been used to assess the City's current financial condition as of December 31, 2018 and are stated in thousands of dollars. Discussion of the relevance of each ratio is included.

1. General Municipal Taxes / Total Revenue

This ratio is a measure of the diversification of revenues and also a measure of sustainability and flexibility. A high ratio indicates a reliance on property taxes while a low ratio illustrates a greater range of revenues.

2015 Actual		2016 Actual		2017 Actual		2018 Actual	
<u>51,114</u>	30.2%	<u>53,684</u>	43.6%	<u>56,218</u>	38.4%	<u>58,775</u>	37.1%
169,353		123,200		146,514		158,504	

The City's ratio indicates a higher reliance on property taxes when compared to other revenue sources. The risk this creates is mitigated by the fact that property taxes are considered a relatively stable and reliable source of revenue, and that the City's property tax base is diversified (i.e., unlike some municipalities, we have a strong business and industrial base). Nevertheless, the City continues efforts to diversify revenue sources.

The 2015, 2017 and 2018 ratios are lower than 2016 due to higher gains on asset disposals and developer contributions included in total revenue for those years. It should be noted that these are non-cash transactions and as such do not add significantly to the City's financial strength. The 2018 ratio excluding developer contributed tangible capital assets and gains on asset disposal would have been 48.2% (2017 49.1%, 2015 48.9%).

2. Current Ratio (Current Assets / Current Liabilities)

This ratio is a measure of liquidity and also indicates how sustainable current financial practices are. A high ratio (>1 to 1) indicates a greater ability to respond to and meet budgeted and unexpected expenditures, while a lower ratio might indicate a financial trend which becomes less sustainable.

2015 Actual		2016 Actual		2017 Actual		2018 Actual	
<u>72,064</u>	1.5 to 1	<u>74,468</u>	1.3 to 1	<u>78,183</u>	1.4 to 1	<u>79,193</u>	1.4 to 1
48,473		57,088		57,594		55,294	

The City continues to maintain a favourable position in its ability to meet its obligations. The City's current ratio has been stable due to an active cash management program to match current assets to current liabilities.

The 2016 ratio was lower than 2015 due to an increase in accounts payable and accrued liabilities.

3. Financial Assets / Liabilities

A ratio lower than one indicates that liabilities are greater than financial assets (net debt) and that future revenues will be required to pay for past transactions and events. A result

higher than one indicates that financial assets exceed liabilities and that financial resources are on hand that can finance future operations.

2015 Actual		2016 Actual		2017 Actual		2018 Actual	
<u>199,591</u>	2.4 to 1	<u>197,181</u>	2.3 to 1	<u>217,372</u>	2.5 to 1	<u>244,503</u>	2.8 to 1
81,859		85,089		86,216		86,592	

The City's ratio increased slightly to 2.8 to 1 and continues to indicate that the City has the financial resources on hand to finance future operations. The increase is due to the greater increase in assets over liabilities. The increase is driven primarily by an increase in long term assets (i.e. Civic Amenities Contributions received from developers).

4. Net Book Value (NBV) of Capital Assets / Cost of Capital Assets

This ratio indicates the extent to which the estimated useful lives of a government's tangible capital assets are available to provide its products and services. A ratio greater than 50% indicates that the assets have more than half of their useful life remaining. As the ratio decreases it may eventually reduce an organization's flexibility because of the impending future costs of capital asset replacement, repair and maintenance.

2015 Actual		2016 Recast Actual		2017 Actual		2018 Actual	
<u>326,164</u>	68.8%	<u>359,066</u>	68.8%	<u>381,939</u>	68.7%	<u>402,540</u>	68.4%
473,984		522,041		555,685		588,824	

With capital asset replacements over the years, the City's ratio has remained relatively constant. It is the City's long-standing policy to place maintenance of existing infrastructure as a first priority, and to only take on new facilities and programs once maintenance and replacement projects have been funded. During 2017, the City revised its valuation for sidewalk assets included in the infrastructure and land improvements categories of tangible capital assets. As a result the 2016 tangible capital assets were recast to reflect this.

5. Accumulated Unappropriated Surplus / Total Operating Revenues

Accumulated Unappropriated Surplus levels are an indicator of financial strength since these reserves (as distinguished from Statutory and Appropriated Reserves shown in Note 9) provide the ability to meet unforeseen expenditures or revenue losses.

2015 Actual		2016 Actual		2017 Actual		2018 Actual	
<u>6,506</u>	6.7%	<u>7,012</u>	6.9%	<u>9,087</u>	8.3%	<u>9,897</u>	8.6%
97,129		101,313		109,007		114,667	

The City's Reserves and Accumulated Surplus Policy (Policy) requires the maintenance of an accumulated operating surplus of between 5% and 10% of total annual operating revenues, in order to meet emergency expenditures such as major flooding, earthquakes, etc. The City has exercised sound financial management so that the accumulated unappropriated surplus remains adequate and within policy requirements.

FINANCIAL IMPLICATIONS:

Addressed throughout the report and additional materials provided.

INTERDEPARTMENTAL IMPLICATIONS:

This report was considered by the Major Projects Committee on April 23, 2019.

STRATEGIC PLAN IMPLICATIONS:

The financial results for 2018 reflect the City's Strategic Plan long term financial goal of achieving financial sustainability. These results also reflect *Community Charter* requirements to manage within a balanced budget framework and support the Community Vision of the OCP which states "In 2031, the City of North Vancouver will be a vibrant, diverse, and highly livable community that is resilient to climate or other changes, and sustainable in its ability to prosper without sacrifice to future generations."

The City's favourable financial position is based on a commitment to these goals, and reflects each department's cooperation and participation in sound financial management.

RESPECTFULLY SUBMITTED:



Carlos Fernandes, CPA, CGA
Manager, Accounting and Reporting

**The Corporation of the City of
North Vancouver**
Consolidated Financial Statements
For the year ended December 31, 2018

Statement of Management Responsibility

The Council of the Corporation of the City of North Vancouver ("City") has delegated the responsibility for the integrity and objectivity of the financial information contained in the consolidated financial statements to the management of the City. The consolidated financial statements which, in part, are based on informed judgments and estimates, have been prepared by management in accordance with Canadian public sector accounting standards, which have been applied on a basis consistent with that of the preceding year.

To assist in carrying out their responsibility, management maintains an accounting system and internal controls to provide reasonable assurance that transactions are executed and recorded in accordance with authorization, and that financial records are reliable for preparation of financial statements.

The Mayor and Council oversee management's responsibilities for the financial reporting and internal control systems. Council annually reviews and approves the consolidated financial statements.

The City's independent auditors, BDO Canada LLP, are engaged to express an opinion as to whether the City's consolidated financial statements present fairly in all material respects the financial position of the City as at December 31, 2018, and the results of operations, changes in net financial assets and cash flows for the year then ended in accordance with Canadian generally accepted auditing standards.

The consolidated financial statements have, in management's opinion, been properly prepared within reasonable limits of materiality and in accordance with Canadian public sector accounting standards.

Director of Finance

May 6, 2019

Independent Auditor's Report

To the Mayor and Council of the Corporation of the City of North Vancouver

Opinion

We have audited the consolidated financial statements of Corporation of the City of North Vancouver and its controlled entities (the "Consolidated Entity"), which comprise the consolidated statement of financial position as at December 31, 2018 and the consolidated statement of operations, the consolidated statement of changes in net financial assets and the consolidated statement of cash flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Consolidated Entity as at December 31, 2018, and its consolidated results of operations, changes in net financial assets, and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section of our report. We are independent of the Consolidated Entity in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Consolidated Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Consolidated Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Consolidated Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Consolidated Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Consolidated Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Consolidated Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Consolidated Entity to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the Consolidated Entity audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

CHARTERED PROFESSIONAL ACCOUNTANTS
Vancouver, British Columbia
May 6, 2019

The Corporation of the City of North Vancouver
Consolidated Statement of Financial Position
As at December 31, 2018 with comparative figures for 2017
(in thousands of dollars)

	2018	2017
FINANCIAL ASSETS		
Cash	\$ 6,796	\$ 7,747
Temporary investments (note 3(a))	43,918	44,888
Portfolio investments (note 3(b))	139,902	118,413
Investment in Lonsdale Energy Corp. (note 4)	2,114	1,534
Due from other governments	3,542	3,853
Accounts receivable	10,727	8,954
Loan to Lonsdale Energy Corp. (note 5)	23,294	19,242
Interest receivable	14,210	12,741
	<u>244,503</u>	<u>217,372</u>
LIABILITIES		
Accounts payable and accrued liabilities	17,066	19,098
Deferred revenue	27,735	27,724
Deferred development cost charges	22,282	19,266
Long-term debt (note 6)	895	1,098
Employee future benefits (note 7)	8,121	8,258
Advances and other liabilities	10,493	10,772
	<u>86,592</u>	<u>86,216</u>
NET FINANCIAL ASSETS	<u>157,911</u>	<u>131,156</u>
NON-FINANCIAL ASSETS		
Tangible capital assets (note 8)	402,540	381,939
Inventories	656	693
Prepaid expenses	1,619	1,480
	<u>404,815</u>	<u>384,112</u>
ACCUMULATED SURPLUS (note 9)	<u>\$ 562,726</u>	<u>\$ 515,268</u>

Contractual obligations (note 10)
See accompanying notes to the consolidated financial statements

Director of Finance

The Corporation of the City of North Vancouver
Consolidated Statement of Operations
Year ended December 31, 2018 with comparative figures for 2017
(in thousands of dollars)

	2018 Budget	2018	2017
	(notes 2(h) and 14)		
REVENUE			
Property value tax	\$ 58,930	\$ 58,775	\$ 56,218
Parcel taxes	2,910	2,940	2,811
Licences and permits	3,900	6,493	5,797
Fines and fees	4,651	6,418	5,102
Rent	1,640	2,213	2,100
Interest and penalties	2,114	5,924	5,315
Sale of services	26,455	27,767	26,996
Rebate and recoveries	85	62	118
Grants and other	6,900	10,850	9,261
Developer contributions and other transfers	263	34,856	28,692
Gains on disposition of assets	-	1,626	3,304
Lonsdale Energy Corp. income (note 4)	-	580	800
	<u>107,848</u>	<u>158,504</u>	<u>146,514</u>
EXPENSES			
General government	16,688	19,293	16,821
Transportation and transit	5,767	7,173	7,161
Health, social services and housing	2,614	2,637	2,718
Development services	5,588	5,926	5,216
Protective services	26,897	25,319	24,617
Parks, recreation and culture	27,094	27,790	26,489
Water utilities	9,975	9,618	10,009
Sewer utilities	8,809	9,139	8,404
Solid waste	<u>4,361</u>	<u>4,151</u>	<u>3,945</u>
Total expenses (note 12)	<u>107,793</u>	<u>111,046</u>	<u>105,380</u>
Annual surplus	55	47,458	41,134
Accumulated surplus beginning of year	<u>515,268</u>	<u>515,268</u>	<u>474,134</u>
Accumulated surplus end of year	<u>\$ 515,323</u>	<u>\$ 562,726</u>	<u>\$ 515,268</u>

See accompanying notes to the consolidated financial statements

The Corporation of the City of North Vancouver
Consolidated Statement of Change in Net Financial Assets
Year ended December 31, 2018 with comparative figures for 2017
(in thousands of dollars)

	2018 Budget	2018	2017
	(notes 2(h) and 14)		
Annual surplus	\$ 55	\$ 47,458	\$ 41,134
Acquisition of tangible capital assets	(82,690)	(32,071)	(27,488)
Non-cash developer contributed assets and found assets	-	(3,918)	(15,176)
Proceeds on sale of tangible capital assets	-	2,187	9,128
Depreciation of tangible capital assets	13,900	14,827	13,967
Loss (gain) on disposition of tangible capital assets	-	(1,626)	(3,304)
	<u>(68,790)</u>	<u>(20,601)</u>	<u>(22,873)</u>
Acquisition of inventories	-	(1,243)	(1,123)
Acquisition of prepaid expenses	-	(1,693)	(1,983)
Use of inventories	-	1,280	1,072
Use of prepaid expenses	-	1,554	2,837
	<u>-</u>	<u>(102)</u>	<u>803</u>
Increase (decrease) in net financial assets	(68,735)	26,755	19,064
Net financial assets, beginning of year	<u>131,156</u>	<u>131,156</u>	<u>112,092</u>
Net financial assets, end of year	<u>\$ 62,421</u>	<u>\$ 157,911</u>	<u>\$ 131,156</u>

See accompanying notes to the consolidated financial statements

The Corporation of the City of North Vancouver
Consolidated Statement of Cash Flows
Year ended December 31, 2018 with comparative figures for 2017
(in thousands of dollars)

	2018	2017
Cash provided by (used for):		
Operating Transactions		
Annual surplus	\$ 47,458	\$ 41,134
Items not involving cash:		
Depreciation expense	14,827	13,967
Gain on disposal of tangible capital assets	(1,626)	(3,304)
Non-cash developer contributed assets and found assets	(3,918)	(15,176)
Lonsdale Energy Corp. income	(580)	(800)
Changes in non-cash operating items:		
Decrease (increase) in due from other governments	311	(432)
(Increase) decrease in accounts receivable	(1,773)	403
Increase in loan to Lonsdale Energy Corp.	(4,052)	(4,197)
Increase in interest receivable	(1,469)	(1,315)
Decrease in accounts payable and accrued liabilities	(2,032)	(4,349)
Increase increase in deferred revenue	11	3,984
Increase in deferred development cost charges	3,016	909
Decrease in accrued employee future benefits	(137)	(93)
(Increase) decrease in advances and other liabilities	(279)	871
(Decrease) increase in inventories	37	(51)
(Increase) decrease in prepaid expenses	(139)	854
	49,655	32,405
Capital Transactions		
Cash used to acquire tangible capital assets	(32,071)	(27,488)
Proceeds from sale of tangible capital assets	2,187	9,128
	(29,884)	(18,360)
Investing Transactions		
Decrease (increase) in temporary investments	970	(1,340)
(Decrease) increase in portfolio investments	(21,489)	(11,479)
	(20,519)	(12,819)
Financing Transactions		
Repayment of long-term debt	(203)	(195)
(Decrease) increase in cash	(951)	1,031
Cash, beginning of year	7,747	6,716
Cash, end of year	\$ 6,796	\$ 7,747

See accompanying notes to the consolidated financial statements

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

1. OPERATIONS

The City of North Vancouver (the "City") was incorporated in 1907 and operates under the provisions of the Community Charter and the Local Government Act of British Columbia. The City's principal activity is the provision of local government services to residents of the incorporated area. These include administrative, protective, transportation, environmental, recreational, water and sanitary services.

2. SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of the City have been prepared in accordance with Canadian public sector accounting standards, as prescribed by the Public Sector Accounting Board ("PSAB") of CPA Canada. The significant accounting policies are summarized below:

(a) Basis of Presentation

The consolidated financial statements include the accounts of all the funds of the City, the accounts of the North Vancouver City Library, which is controlled by the City, the City's 33% proportionate share of the operations of the North Vancouver Recreation Commission, and the City's 50% proportionate share of the operations of the North Vancouver Museum and Archives Commission. The City's investment in Lonsdale Energy Corporation ("LEC"), a wholly owned government business enterprise, is accounted for using the modified equity method.

The City participates with the District of North Vancouver in the operation and management of the North Vancouver Recreation Commission, and the City includes its proportionate share in the City's consolidated financial statements. The current agreement specifies that the operating costs shall be paid 33% (2017 – 33%) by the City and 67% (2017 – 67%) by the District of North Vancouver. Each municipality is responsible for its own facilities and pays 100% of all capital costs relating to improvement, expansion and replacement of buildings or facility equipment.

The City also participates with the District of North Vancouver in the operation and management of the North Vancouver Museum and Archives Commission, and the City includes its proportionate share in the City's consolidated financial statements. The current agreement specifies that the operating costs shall be paid 50% (2017 – 50%) by the City and 50% (2017 – 50%) by the District of North Vancouver. Each municipality is responsible for its own facilities and pays 100% of all capital costs relating to improvement, expansion and replacement of buildings or facility equipment.

(b) Basis of Accounting

Revenue is recorded on an accrual basis and recognized when earned. Expenses are recognized as they are incurred and measurable as a result of the receipt of goods and services.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (con't)

(c) Revenue Recognition

Taxes are recorded at estimated amounts when they meet the definition of an asset, have been authorized and the taxable event occurs. For property taxes, the taxable event is the period for which the tax is levied. As taxes recorded are initially based on management's best estimate of the taxes that will be received, it is possible that changes in future conditions, such as reassessments due to audits, appeals and court decisions, could result in a change in the amount of tax revenue recognized.

Charges for sewer, water and solid waste usage are recorded as user fees. Connection fees revenues are recognized when the connection has been established.

Sale of service and other revenue are recognized on an accrual basis.

(d) Deferred Revenue

Deferred revenue consists of prepaid property taxes, prepaid business licenses, and fees paid in advance for services yet to be provided.

(e) Development Cost Charges

Development cost charges collected to pay for future capital projects are deferred upon receipt and recognized as revenue when the capital costs for which they were collected are incurred.

(f) Temporary Investments

Temporary investments include bank issued notes and bonds and provincial bonds and debentures maturing in the subsequent year and are valued at the lower of cost or market value.

(g) Portfolio Investments

Portfolio investments include bank issued notes and bonds and provincial bonds and debentures maturing after the subsequent year end. Securities are recorded at their cost and written down to reflect losses in value that are other than temporary.

(h) Budget Figures

The budget figures are based on the ten year financial plan adopted on May 7, 2018.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (con't)

(i) Government Transfers

Unrestricted government transfers are recognized as revenue in the year that the transfer is authorized by the issuing government and any eligibility criteria have been met. Restricted government transfers, in the way of grants or other transfers, are recognized as revenue in the year in which any stipulations that create liabilities are met.

(j) Employee Future Benefits

The City and its employees make contributions to the Municipal Pension Plan. As this plan is a multi-employer plan, contributions are expensed as incurred.

Sick leave and post-employment benefits also accrue to the City's employees. The liabilities related to these benefits are actuarially determined based on services and best estimates of retirement ages and expected future salary and wage increases. The liabilities under these benefits plans are accrued based on projected benefits as the employees render services necessary to earn the future benefits.

(k) Long-term Debt

Long-term debt is recorded in the consolidated financial statements net of repayments and sinking fund adjustments.

(l) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They may have useful lives extending beyond the current year and are not intended for sale in the ordinary course of business.

(i) Tangible Capital Assets

Tangible capital assets are recorded at cost, which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The cost less residual value of the tangible capital assets, excluding land, is amortized on a straight line basis over their estimated useful lives as follows:

Land improvements	Straight line over useful life of each asset unit	10 – 100 years
Parks	Straight line over useful life of each asset unit	10 – 75 years
Buildings	Straight line over useful life of each asset unit	10 – 100 years
Machinery & equipment	Straight line over useful life of each asset unit	3 – 25 years
Vehicles	Straight line over useful life of each asset unit	6 – 25 years
Infrastructure	Straight line over useful life of each asset unit	7 – 100 years
Library materials	Straight line over useful life of each asset unit	2 – 5 years
Work in progress	Not depreciated until put into use	

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

(l) Non-Financial Assets (cont'd)

(ii) Contributions of Tangible Capital Assets

Tangible capital assets received as contributions or transfers from developers are recorded at their estimated fair value at the date of receipt and also are recorded as revenue.

(iii) Works of Art and Historic Assets

Works of art and historic assets are not recorded as assets in these consolidated financial statements.

(iv) Natural Resources

Horticultural assets such as treed areas, grassy areas and gardens are not recognized as assets in the consolidated financial statements.

(v) Interest Capitalization

The City does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

(vi) Leased Tangible Capital Assets

Leases that transfer substantially all of the benefits and risks incidental to ownership of property are accounted for as leased tangible capital assets. All other leases are accounted for as operating leases and the payments are charged to expenses as incurred.

(vii) Inventories

Inventories held for consumption are recorded at the lower of weighted average cost and replacement cost.

(m) Estimates

The preparation of the consolidated financial statements requires management to make estimates and assumptions that affect the reported amounts in the consolidated financial statements and the disclosure of contingent liabilities. Areas requiring significant estimation are post-employment benefits, compensated absences and termination benefits and estimated useful life of tangible capital assets. Actual results could differ from these estimates.

(n) Segment Disclosure

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information related to expenses. See note 12.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (con't)

(o) Contaminated Sites

A liability for contaminated sites is recognized when a site is not in productive use or an unexpected event has occurred and the following criteria are met:

- i) An environmental standard exists;
- ii) Contamination exceeds the environmental standard;
- iii) The City is directly responsible or accepts responsibility;
- iv) It is expected that future economic benefits will be given up; and
- v) A reasonable estimate of the amount can be made

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance and monitoring that are an integral part of the remediation strategy for a contaminated site.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

3. INVESTMENTS

(a) Temporary Investments

The fair value of temporary investments at December 31, 2018 was \$46,769,729 (2017 - \$45,656,327). These investments range in maturity date from January 4, 2019 to December 18, 2019, and range in yield from 1.82% to 5.13%.

(b) Portfolio Investments

The fair value of portfolio investments at December 31, 2018 was \$149,587,369 (2017 - \$130,643,198). These investments range in maturity from January 23, 2020 to May 15, 2031, and range in yield from 2.2% to 7.52%.

4. INVESTMENT IN LONSDALE ENERGY CORPORATION ("LEC")

The City owns all the issued and outstanding shares of LEC, which was incorporated under the British Columbia Company Act on July 7, 2003. LEC operates a district energy system providing hydronic energy to residential, institutional and commercial buildings in the Lower and Central Lonsdale, Moodyville and Marine Drive – Harbourside areas of the City of North Vancouver.

Summarized financial information relating to LEC is as follows:

	2018	2017
Cash and accounts receivable	\$ 1,874	\$ 2,701
Tangible capital assets	31,777	26,517
Other assets	612	520
Total assets	<u>\$ 34,263</u>	<u>\$ 29,738</u>
Accounts payable and accrued liabilities	\$ 1,449	\$ 1,496
Deferred contributions	6,511	6,368
Debt	24,189	20,340
Total Liabilities	<u>\$ 32,149</u>	<u>\$ 28,204</u>
Shareholder's equity	<u>\$ 2,114</u>	<u>\$ 1,534</u>
Total revenue	\$ 4,770	\$ 4,300
Total expenses	4,190	3,500
Net income	<u>\$ 580</u>	<u>\$ 800</u>

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

4. INVESTMENT IN LONSDALE ENERGY CORPORATION ("LEC") (con't)

Included in the City's consolidated statement of financial position is "Investment in Lonsdale Energy Corp." in the amount of \$2,114,000 (2017 - \$1,534,000) and a loan receivable, see note 5. Also, included in accounts receivable in the City's consolidated statement of financial position are receivables from LEC in the amount of \$559,000 (2017 - \$416,000).

5. LOAN TO LONSDALE ENERGY CORPORATION ("LEC")

The loan receivable balance of \$23,293,926 (2017 - \$19,241,926) consists of the following interest bearing promissory notes:

On August 1, 2018, the City converted amounts due from LEC whereby LEC issued a 5 year promissory note to the City in the amount of \$33,661,966 bearing interest at 2.65%. The promissory note to the City has been partially drawn upon with a balance owing at December 31, 2018 of \$23,293,926 (2017 demand term loan and promissory notes \$19,241,926).

All loans are due on demand and bear interest at 2.65% (2017 - 2.1%). Interest revenue of \$492,448 (2017 - \$351,790) has been included in the consolidated statement of operations.

At the maturity date of the loan to LEC, the City may, at its discretion, extend the terms of the loan in whole or in part or LEC may repay the loan in whole or in part using either internal or external financing.

6. LONG-TERM DEBT

The City has financed the expansion of LEC by assuming debt on behalf of LEC through the Municipal Finance Authority in accordance with the Community Charter. Debt principal is reported net of repayments and actuarial adjustments. The City carries no other long-term debt. The total debt issued and outstanding as at December 31, 2018 was \$895,067 (2017 - \$1,097,739).

Future principal re-payments and actuarial adjustments on net outstanding debt over the next five years are as follows:

	2018
2019	\$ 210,779
2020	219,210
2021	227,979
2022	237,099
	<u>\$ 895,067</u>

Interest expense of \$6,000 (2017 - \$6,000) has been included in the Consolidated Statement of Operations. The interest rate on long-term debt is 0.3% per annum.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

7. EMPLOYEE FUTURE BENEFITS

(a) Sick and Severance

Employees of the City are entitled to payments related to unused sick leave and severance upon retirement or resignation after ten years of service. The amount recorded for these benefits is based on an actuarial valuation done by an independent firm of actuaries using a projected benefit actuarial valuation method pro-rated on services. The most recent actuarial valuation of the City's future benefits was completed as at December 31, 2018.

Information regarding the City's obligations for these benefits, including its proportionate share of the North Vancouver City Library, North Vancouver Recreation Commission, and North Vancouver Museum and Archives Commission, is as follows:

	2018	2017
Benefit obligation - beginning of the year	\$ 7,862	\$ 7,380
Add: Current service costs	655	607
Interest on accrued benefit obligation	239	254
Less: Actuarial (gain) loss	(154)	495
Benefits paid	(998)	(874)
Benefit obligation - end of the year	\$ 7,604	\$ 7,862
Add: Unamortized actuarial gain	517	396
Accrued benefit liability - end of the year	<u>\$ 8,121</u>	<u>\$ 8,258</u>

The significant actuarial assumptions adopted in measuring the City's accrued benefit liability are as follows:

	2018	2017
Discount rates	3.30%	2.90%
Expected future inflation rates	2.50%	2.50%
Expected wage and salary increases	2.58% to 4.63%	2.58% to 4.63%

The unamortized actuarial gain is amortized over a period equal to the employees' average remaining service lifetime of ten years for the City.

(b) Council Retirement Stipend

Starting 2005, Council Members are entitled to a retirement stipend based on 10.08% of the individual's total indemnity received subsequent to 2002. These amounts are accrued as earned and recorded in accounts payable and accrued liabilities.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

8. TANGIBLE CAPITAL ASSETS

2018	Land	Land Improvements	Parks	Buildings	Machinery & Equipment	Vehicles	Infrastructure	Library Materials	Work in Progress	Total
Cost										
Balance as at December 31, 2017	\$ 35,365	\$ 55,813	\$ 42,766	\$ 123,057	\$ 19,225	\$ 11,082	\$ 227,567	\$ 936	\$ 39,874	\$ 555,685
Additions	4,467	7,535	6,934	2,657	1,005	410	6,671	219	46,888	76,786
Disposals	923	-	-	5	522	591	1,507	225	39,874	43,647
Balance as at December 31, 2018	\$ 38,909	\$ 63,348	\$ 49,700	\$ 125,709	\$ 19,708	\$ 10,901	\$ 232,731	\$ 930	\$ 46,888	\$ 588,824
Accumulated Depreciation										
Balance as at December 31, 2017	\$ -	\$ 10,458	\$ 12,513	\$ 52,352	\$ 12,427	\$ 5,859	\$ 79,666	\$ 471	\$ -	\$ 173,746
Depreciation expense	-	1,761	1,613	4,823	1,739	587	4,090	214	-	14,827
Disposals	-	-	-	5	522	502	1,035	225	-	2,289
Balance as at December 31, 2018	\$ -	\$ 12,219	\$ 14,126	\$ 57,170	\$ 13,644	\$ 5,944	\$ 82,721	\$ 460	\$ -	\$ 186,284
Net Book Value										
December 31, 2018	\$ 38,909	\$ 51,129	\$ 35,574	\$ 68,539	\$ 6,064	\$ 4,957	\$ 150,010	\$ 470	\$ 46,888	\$ 402,540

2017	Land	Land Improvements	Parks	Buildings	Machinery & Equipment	Vehicles	Infrastructure	Library Materials	Work in Progress	Total
Cost										
Balance as at December 31, 2016	\$ 30,251	\$ 50,259	\$ 38,822	\$ 116,849	\$ 17,476	\$ 9,241	\$ 223,757	\$ 943	\$ 34,443	\$ 522,041
Additions	5,685	5,554	4,515	11,352	2,317	2,044	6,123	211	36,402	74,203
Disposals	571	-	571	5,144	568	203	2,313	218	30,971	40,559
Balance as at December 31, 2017	\$ 35,365	\$ 55,813	\$ 42,766	\$ 123,057	\$ 19,225	\$ 11,082	\$ 227,567	\$ 936	\$ 39,874	\$ 555,685
Accumulated Depreciation										
Balance as at December 31, 2016	\$ -	\$ 8,934	\$ 11,438	\$ 47,719	\$ 11,441	\$ 5,476	\$ 77,496	\$ 471	\$ -	\$ 162,975
Depreciation expense	-	1,524	1,447	4,657	1,554	542	4,025	218	-	13,967
Disposals	-	-	372	24	568	159	1,855	218	-	3,196
Balance as at December 31, 2017	\$ -	\$ 10,458	\$ 12,513	\$ 52,352	\$ 12,427	\$ 5,859	\$ 79,666	\$ 471	\$ -	\$ 173,746
Net Book Value										
December 31, 2017	\$ 35,365	\$ 45,355	\$ 30,253	\$ 70,705	\$ 6,798	\$ 5,223	\$ 147,901	\$ 465	\$ 39,874	\$ 381,939

(a) Work in Progress

Work in progress having a value of \$ 46,888,000 (2017 - \$39,874,000) has not been amortized. Amortization of these assets will commence when the asset is in service.

(b) Developer Contributed Tangible Capital Assets and Other Transfers

Developer contributed tangible capital assets and other transfers have been recognized at their estimated fair value at the date of contribution. Developer contributed tangible capital assets and other transfers of \$3,918,000 (2017 - \$15,176,000) have been recognized during the year.

(c) Works of Art and Historic Assets

The City manages and controls various works of art and non-operational historic assets including buildings, artifacts, paintings and sculptures located at City sites and public display areas. These assets are not recorded in the consolidated financial statements of the City.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

8. TANGIBLE CAPITAL ASSETS (con't)

(d) Write-Down of Tangible Capital Assets

There were no write-downs of tangible capital assets during the current or prior year.

9. ACCUMULATED SURPLUS

	2018	2017
Current Funds – general, water and sewer	\$ 35,877	\$ 30,826
Reserve fund	112,153	91,918
Capital fund	414,696	392,524
Accumulated surplus, end of year	\$ 562,726	\$ 515,268

(a) Current Funds – general, water and sewer

	2018	2017
Appropriated:		
General funds	\$ 14,162	\$ 11,781
Water fund	1,096	761
Sewer fund	10,722	9,197
Unappropriated:		
General funds	9,128	8,273
Sewer funds	745	814
Water fund	24	-
	\$ 35,877	\$ 30,826

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

9. ACCUMULATED SURPLUS (con't)

(b) Reserve Funds

	Balance	Contributions	Earnings	Less	Balance
	December 31, 2017	& Transfers		Expenditures	December 31, 2018
Machinery and Equipment					
Engineering	\$ 3,577	\$ 439	\$ 146	\$ 248	\$ 3,914
Fire	175	716	37	224	704
General	103	-	18	22	99
Computer	1,079	38	30	586	561
Building	820	-	20	301	539
Local Improvements	782	5	23	5	805
Affordable Housing	4,299	467	132	30	4,868
Tax Sale Lands	33,668	-	1,921	661	34,928
Waterworks	6,229	-	181	366	6,044
Parking	405	70	13	298	190
Civic Amenity	35,961	29,753	2,662	13,605	54,771
Justice Administration Accommodation	151	-	4	13	142
Streets DCC	-	328	-	328	-
Parks DCC	-	3,695	-	3,695	-
Lower Lonsdale Amenity	546	-	9	485	70
Lower Lonsdale Legacy	2,661	-	76	77	2,660
Infrastructure	73	-	508	249	332
Public Art	437	95	14	44	502
Marine Drive Community Amenity	336	-	10	-	346
Sustainable Transportation	284	88	8	31	349
Carbon Fund	332	85	10	98	329
Water DCC	-	-	-	-	-
Sanitary DCC	-	-	-	-	-
Drainage DCC	-	-	-	-	-
Total	\$ 91,918	\$ 35,779	\$ 5,822	\$ 21,366	\$ 112,153

(c) Capital Fund

	2018	2017
Capital fund		
Invested in tangible capital assets	\$ 402,540	\$ 381,939
Appropriated Capital funds	12,156	10,585
	<u>\$ 414,696</u>	<u>\$ 392,524</u>

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

10. CONTRACTUAL OBLIGATIONS

(a) Property Taxes

The City is obliged to levy, collect and remit property taxes on behalf of, and to finance the arrears of property taxes of, other bodies as follows:

Collections for and remittances to other bodies	2018	2017
Provincial Government - Schools	\$ 36,026	\$ 34,368
Greater Vancouver Regional District	1,340	1,152
Greater Vancouver Transportation Authority	7,992	7,572
British Columbia Assessment Authority	1,367	1,300
Municipal Finance Authority	6	5
BIA Lower Lonsdale Society	498	507
	<u>\$ 47,229</u>	<u>\$ 44,904</u>

(b) Pension Liability

The City and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2017, the plan has about 197,000 active members and approximately 95,000 retired members. Active members include approximately 39,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as at December 31, 2015, indicated a \$2,224 million funding surplus for basic pension benefits on a going concern basis. As a result of the 2015 basic account actuarial valuation surplus and pursuant to the joint trustee agreement, \$1,927 million was transferred to the rate stabilization account and \$297 million of the surplus ensured the required contribution rates remained unchanged.

The City paid \$4,112,000 (2017 - \$3,895,000) for employer contributions to the plan in fiscal 2018.

The next valuation will be as at December 31, 2018, with results available in 2019.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

(b) Pension Liability (con't)

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

(c) Contingent Liabilities

The City is currently engaged in or party to certain legal actions, assessment appeals and other existing conditions involving uncertainty which may result in material loss. A reasonable estimate of these future liabilities has been made where possible and is recorded in the financial statements as a liability. Where the outcomes of amounts or losses are uncertain, no amounts have been recorded.

(d) E-Comm

The City is a member of Emergency Communications for British Columbia, Incorporated ("E-Comm"), an organization comprised predominately of member municipalities, for the purpose of providing emergency dispatch services. The City is represented on the board and as a class "A" shareholder has voting rights should the organization want to incur additional debt.

The E-Comm facility was constructed using debt as a financing mechanism and members are liable for a proportionate share of that debt. This debt is repaid by members through annual fees charged by E-Comm. Should E-Comm dissolve, the members would be liable for a proportionate share of any residual debt. Alternatively, should members choose to opt out of E-Comm they would be liable for a proportionate share of debt at the time of withdrawal.

The City holds 2 class "A" shares and one class "B" share.

(e) Other contractual Obligations

During 2014 the City, in conjunction with the District of North Vancouver and the District of West Vancouver, entered into a new contract for recyclables collection for a period of five years commencing July 1, 2015. The City's portion of the annual contract costs is expected to be approximately \$1,100,000 for the years 2015 to 2020. The City is also eligible to receive an incentive from Multi-Materials BC (MMBC) of approximately \$65,000 per month (\$780,000 annually).

As at December 31, 2018 the City had entered into various construction contracts for a total outstanding value of \$13.5M

11. TRUST FUNDS

Certain assets have been conveyed or assigned to the City to be administered as directed by an agreement or statute. The City holds the assets for the benefit of, and stands in a fiduciary relationship to, the beneficiary. The Cemetery Trust Fund, totaling \$2,918,000 (2017 - \$2,750,000), which is administered by the City, has not been included with the City's accounts.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

12. SEGMENTED INFORMATION

The City is a diversified municipal government entity in the Province of British Columbia that provides a wide range of services to its citizens. Certain functional areas have been combined and separately disclosed in the segmented information. The segments and the services they provide are as follows:

General Government

General Government provides the administrative and legislative services that support the various sectors of the City. Functions include financial planning and reporting, economic development and legislative services.

Transportation and Transit

The Transportation department aims to provide enhanced access to public transit, safe pedestrian and cyclist routes, enable accessible transportation for people with limited mobility and maintain existing infrastructure. These goals are achieved through street design, traffic signals and signs, street lighting and road maintenance activities.

Health, Social Services and Housing

Health, Social Services and Housing encompasses a wide variety of City funded initiatives aimed at supporting the social structure and sustainability of the community. Included are cemetery operations, youth and family support services, seniors programs and homeless prevention initiatives.

Development Services

Development Services' focus is community planning, which includes land use guidelines, the management of City owned lands, heritage planning and development of the City's official community plan.

Protective Services

Protective Services is comprised of the North Vancouver RCMP detachment, the North Vancouver City Fire Department and bylaw enforcement. The North Vancouver RCMP detachment plays an integral role in the protection of North Vancouver residents and their property through crime prevention and detection, emergency response and victim services. The North Vancouver City Fire Department is responsible to provide fire suppression service, fire prevention services and fire safety education.

Parks, Recreation and Culture

Parks, Recreation and Culture provides access to recreation facilities, the operation and maintenance of the City's many parks and trails, the North Vancouver City Library and the City's participation in the North Vancouver Museum and Archives and the North Vancouver Office of Cultural Affairs.

Water Utilities

The Water Utility, in conjunction with Metro Vancouver, provides safe, clean, reliable water to the residents and businesses of the City of North Vancouver.

Sewer Utilities

The Sewer Utility collects waste water and transports it to trunk water mains and wastewater treatment plants operated by Metro Vancouver. In addition to the collection of wastewater, the Sewer Utility also manages the City's 150km storm sewerage system which diverts rainfall runoff from private property with an emphasis on flood prevention.

The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

12. SEGMENTED INFORMATION (con't)

Solid Waste

The Solid Waste department provides curbside garbage, recycling and yard trimmings collection to the residents of the City of North Vancouver.

	Revenues	Expenses						Annual Surplus(Deficit)
		Wages & Benefits	Goods & Supplies	Services	Depreciation	Capitalized	Total	
General Government	\$ 107,070	\$ 13,150	\$ 3,113	\$ 6,634	\$ 4,580	\$ (8,184)	\$ 19,293	\$ 87,777
Transportation and transit	2,293	2,432	636	6,097	2,763	(4,755)	7,173	(4,880)
Health, social services and housing	441	453	84	2,100	-	-	2,637	(2,196)
Development services	8,622	5,601	47	278	-	-	5,926	2,696
Protective Services	1,683	17,493	850	6,600	637	(261)	25,319	(23,636)
Parks, recreation and culture	10,465	14,194	1,142	20,878	5,290	(13,714)	27,790	(17,325)
Water utilities	11,706	2,037	7,550	2,090	829	(2,888)	9,618	2,088
Sewer utilities	12,054	1,466	302	8,739	682	(2,050)	9,139	2,915
Solid waste	4,170	1,307	47	2,751	46	-	4,151	19
2018	\$ 158,504	\$ 58,133	\$ 13,771	\$ 56,167	\$ 14,827	\$ (31,852)	\$ 111,046	\$ 47,458
2017	\$ 146,514	\$ 54,048	\$ 15,615	\$ 52,500	\$ 13,967	\$ (30,750)	\$ 105,380	\$ 41,134

13. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenues and assets in the future. As at December 31, 2018 the significant contractual rights of the City consisted of developer contributions. These rights exist as the City has entered into a number of public works development agreements which require the developers to contribute various infrastructure assets to the City, including roads and underground utilities. The timing and extent of these future contributions vary depending on development activity and fair value of the assets received at time of contribution. The contributions will be recorded as revenue based on the fair value of the assets received at the time that the City assumes the risks and responsibilities related to the assets.




The Corporation of the City of North Vancouver
Notes to Consolidated Financial Statements
Year ended December 31, 2018
(tabular amounts in thousands of dollars)

14. BUDGET FIGURES

The budget figures presented in these consolidated financial statements are based upon the financial plan approved by Council as the Financial Plan for the Years 2018 to 2027 Bylaw, 2017, No. 8637 May 7, 2018. The table below reconciles the approved budget to the budget figures reported.

		Financial Plan Bylaw
Revenue per Statement of Operations	\$	107,848
Less:		
Budget Adjustments for Consolidation	(547)	
Transfers from Reserve	(1,843)	
Interagency Funds	<u>(4,752)</u>	(7,142)
Revenue per financial plan bylaw 8637		<u>100,706</u>
Expenses per Statement of Operations		107,793
Add:		
Transfer to other funds		(2,203)
Less:		
Budget Adjustments for Consolidation	1,821	
Interagency payments	<u>(4,752)</u>	(2,931)
Expenses per financial plan bylaw 8637		<u>102,659</u>
Deficit for the year		(1,953)
Reserves and capital:		
Capital expenditures		(82,690)
Depreciation		13,900
Equity		(8,074)
Transfers from reserves		57,442
External contributions		<u>21,375</u>
Annual budgeted Surplus per financial plan bylaw	\$	<u>-</u>



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Kliment Kuzmanovski, Traffic Engineer

SUBJECT: AMENDMENT TO STREET AND TRAFFIC BYLAW –
REGIONAL HARMONIZATION OF HEAVY TRUCK DEFINITION

Date: April 24, 2019 File No: 11-5460-01-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Traffic Engineer, dated March 20, 2019, entitled "Amendment to Street and Traffic Bylaw – Regional Harmonization of Heavy Truck Definition":

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699" (Regional Harmonization of Heavy Truck Definition) be considered.

ATTACHMENTS:

1. City of North Vancouver Truck Route Map ([CD#755550](#))
2. Typical Examples for Proposed New Definition of a Heavy Truck ([CD#1757802](#))
3. Proposed "Track Changes" Version of Consolidated Bylaw No. 6234 ([CD#1762659](#))
4. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699" (Regional Harmonization of Heavy Truck Definition) ([CD#1752474](#))

PURPOSE:

The purpose of this report is to recommend minor changes to Part 9 of the Street and Traffic Bylaw No. 6234, whereby the City rescinds its previous definition of a heavy truck and adopts a revised definition that will harmonize it regionally and provincially. Specifically, TransLink has requested that Metro Vancouver municipalities harmonize heavy truck weight and dimension threshold limits by adopting a common definition of a heavy truck, and that the City revises the Street and Traffic Bylaw to reference BC

Commercial Transport Regulations (CTR) as they pertain to heavy trucks, and as amended from time to time.

BACKGROUND:

Within the City of North Vancouver there are restrictions for larger vehicles travelling on our street network. Currently, vehicles over 10,000 kilograms Gross Vehicle Weight Rating (GVWR), or having 4 or more axles, are restricted to travelling only on designated truck routes. These such vehicles must take the closest path from the truck route as they approach their destination. Oversized and/or over length vehicles (typically greater than 45,000 kilograms GVWR and over 12.5 metres long) are further restricted in that they must obtain a permit from the City which restricts the truck to a specific route.

Recognizing that goods movement via commercial vehicles requires travel throughout the Metro Vancouver region, TransLink and industry have been working together to address the existing discontinuities in various municipal bylaws regarding truck restrictions. In June of 2017, TransLink adopted a Regional Goods Movement Strategy (RGMS) which puts forward two objectives regarding truck movement. First, is to harmonize heavy truck weights and dimensions across the region. This will make it clear to the trucking industry which vehicles are restricted to truck routes. Second, is to develop a centralized regional permitting system with a single, provincial wide point of contact. Staff will actively participate in the development of this regional permitting system to ensure our unique municipal needs are addressed and will provide a future report to Council for consideration of the proposed permitting system.

RECOMMENDATIONS:

Staff are recommending harmonizing the definition of a heavy truck within our bylaw with the Metro Vancouver Regional Transportation Advisory Committee's (RTAC) endorsed weight of 11,800 kilograms Licensed Gross Vehicle Weight (LGVW). This is a modest increase over the existing weight of 10,000 kilograms GVWR and Attachment 2 shows some typical examples of an 11,800 kilogram LGVW truck. Additionally, the recommendation includes that the bylaw be amended to create a reference to the CTR regulations, as amended from time to time. This will enable the City's bylaw to remain updated without requiring additional amendments over time as the CTR regulations evolve, hence improving our ability to enforce the bylaw and to improve understanding and compliance by the trucking industry.

FINANCIAL IMPLICATIONS:

There are no direct financial implications as the City of North Vancouver does not provide decals to commercial vehicles, no current traffic signs and markings need to be changed, and upgrades of City infrastructure such as pavement, culverts and bridges will not be required in association with this amendment.

INTER-DEPARTMENTAL IMPLICATIONS:

None.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Proceeding with the proposed bylaw amendments support the following goals and objectives of the Official Community Plan:

- 2.1.10 Collaborate with neighbouring municipalities and other levels of government to optimize the transportation system to support goods movements to and through the community and to the Port lands, a vital economic asset to the community and the region.
- 2.3.5 Collaborate with neighbouring municipalities and other levels of government to improve the safety, security, accessibility and connectivity of the transportation system within the City and the North Shore.
- 2.3.10 Coordinate with neighbouring municipalities and other levels of government on key road network improvements to facilitate pedestrian, cycling, transit, goods, emergency and vehicle movements in the City and the North Shore.

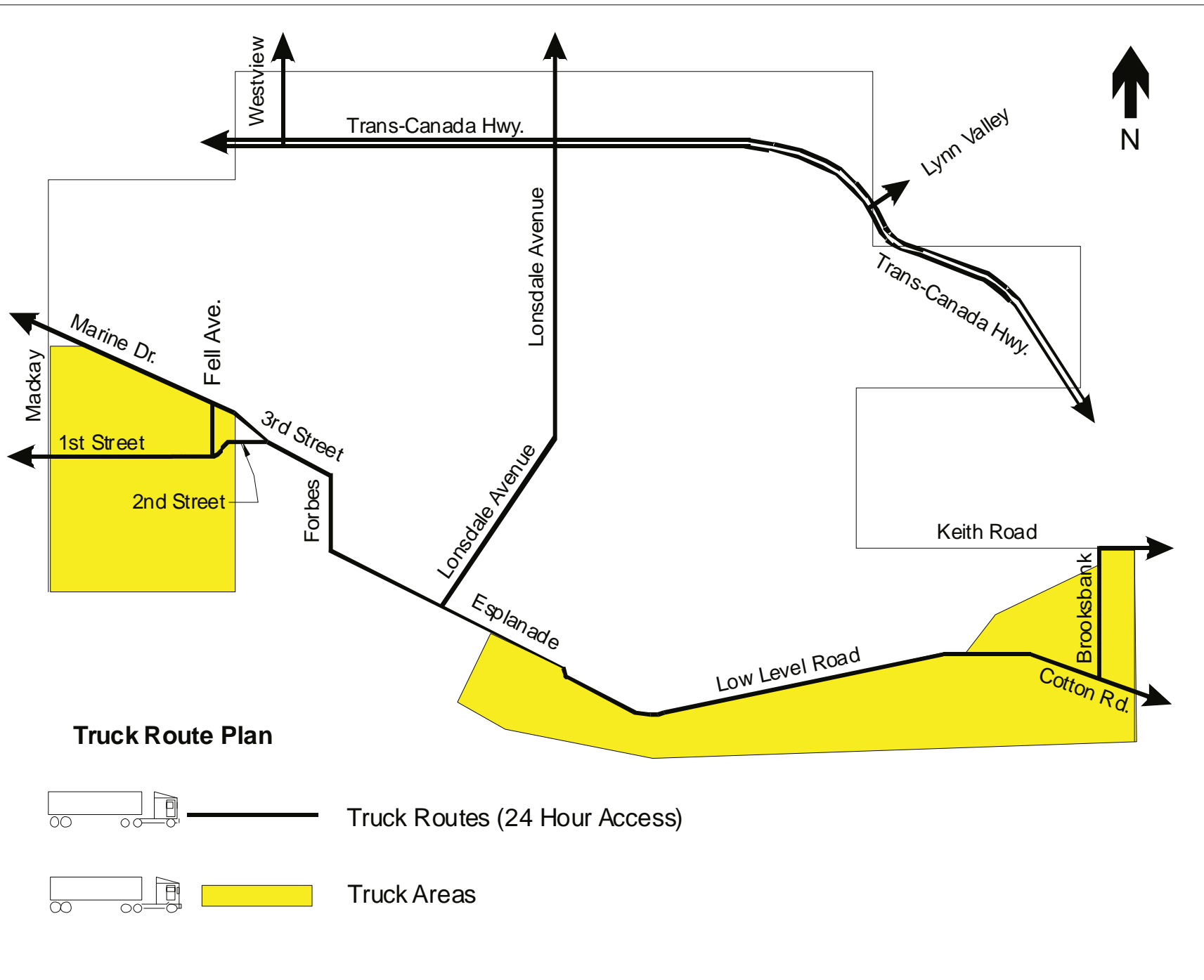
STRATEGIC PLAN IMPLICATIONS:

None.

RESPECTFULLY SUBMITTED:



Kliment Kuzmanovski
Traffic Engineer



Typical Examples of Proposed New Definition of a Heavy Truck

Heavy Truck (GVW > 11,800 kg)





THE CORPORATION OF THE CITY OF NORTH VANCOUVER

“STREET AND TRAFFIC BYLAW, 1991, NO. 6234”

CONSOLIDATED FOR CONVENIENCE – MAY 14, 2018

Amendment Bylaw, 1993, No. 6390	Traffic Control
Amendment Bylaw, 1994, No. 6493	Sandwich Board Signs
Amendment Bylaw, 1994, No. 6532	Overweight Vehicles
Amendment Bylaw, 1994, No. 6604	City Owned Parking Lots
Amendment Bylaw, 1997, No. 6645	Truck Routes
Amendment Bylaw, 1995, No. 6699	City Owned Parking Lots
Amendment Bylaw, 1996, No. 6751	Increase to late payment schedule
Amendment Bylaw, 1997, No. 6883	Application to Plant Trees on City Property
Amendment Bylaw, 1997, No. 6901	Utility Access Agreement
Amendment Bylaw, 1997, No. 6910	Attached Trailer
Amendment Bylaw, 1998, No. 7067	City Owned Parking Lots
Amendment Bylaw, 1998, No. 7068	Automatic Devices to Issue Bylaw Violation Tickets
Amendment Bylaw, 1999, No. 7104	Shuttle Cab
Amendment Bylaw, 1999, No. 7142	Mobile Carts
Amendment Bylaw, 1999, No. 7146	Newsboxes
Amendment Bylaw, 1999, No. 7165	Prohibition of Skateboarders from City Properties, Including Plazas)
Amendment Bylaw, 2003, No. 7492	Increase to Voluntary Payments
Amendment Bylaw, 2003, No. 7564	Panhandling
Amendment Bylaw, 2004, No. 7586	Parking and Stopping Vehicles
Amendment Bylaw, 2004, No. 7599	Bylaw Registry Amendments
Amendment Bylaw, 2004, No. 7462	Use of skateboards and roller skates
Amendment Bylaw, 2004, No. 7663	On-street Disability Parking
Amendment Bylaw, 2005, No. 7668	Wharf Regulation Bylaw
Amendment Bylaw, 2005, No. 7676	Removal of Schedule A: Schedule of Penalties
Amendment Bylaw, 2005, No. 7691	Section 1820.3 City Wharves as Parking Lots
Amendment Bylaw, 2005, No. 7695	Placement of Temporary Signs on City Streets
Amendment Bylaw, 2005, No. 7697	Vehicle Idling
Amendment Bylaw, 2005, No. 7712	Street Use
Amendment Bylaw, 2006, No. 7751	Block Party Approval Process
Amendment Bylaw, 2006, No. 7822	Section 1820.1 - Schedule C
Amendment Bylaw, 2006, No. 7715	Part 9 Vehicle Weight, Loads, Dimensions (Commercial Vehicle Regulations)
Amendment Bylaw, 2007, No. 7845	Vehicles as Living Quarters
Amendment Bylaw, 2007, No. 7881	Tag Days
Amendment Bylaw, 2007, No. 7882	Cooperative Vehicle Parking
Amendment Bylaw, 2008, No. 7915	Unauthorized Street Closure and Block Party Fee Exemption
Amendment Bylaw 2008, No. 7960	Section 1820 re City Owned Parking Lots
Amendment Bylaw, 2009, No. 7989	Neighbourhood Zero Emission Vehicle Regulations
Amendment Bylaw, 2010, No. 8062	Motorcycle parking
Amendment Bylaw, 2010, No. 8082	Resident Exempt Permit Increase
Amendment Bylaw, 2010, No. 8101	Heritage Precinct Street Parking
Amendment Bylaw, 2011, No. 8210	Landscaping Elements and Trees, Part 3 and Part 8
Amendment Bylaw, 2012, No. 8229	RV Parking Restrictions, Part 3, section 202 and Part 5
Amendment Bylaw, 2012, No. 8271	Shared Vehicle Parking
Amendment Bylaw, 2013, No. 8293	Parking Unattached trailers
Amendment Bylaw, 2013, No. 8305	Foot of Bewicke – City Owned Property with Temporary Parking and Vehicular Access
Amendment Bylaw, 2013, No. 8317	Resident and Visitor Parking

Amendment Bylaw, 2013, No. 8335	Bicycle Infrastructure Improvements and Skateboarding/Roller Skating Restrictions Update
Amendment Bylaw, 2013, No. 8343	Legislative Updates
Amendment Bylaw, 2015, No. 8415	Use of Resident Permit Only Parking Zones by Shared Vehicles and People with Disabilities, and Temporary Advertising Signs and 60 km/hr. Speed Limit Zone on Low Level Road
Amendment Bylaw, 2015, No. 8436	Enforcement of Unapproved Highway Closures
Amendment Bylaw, 2016, No. 8476	Temporary Building Zone and Street Occupancy Permits
Amendment Bylaw, 2017, No. 8551	Schedule L
Amendment Bylaw, 2017, No. 8595	Crosswalk Use by Cyclists and Street Occupancy Permits
Amendment Bylaw, 2018, No. 8645	Election Signs

The Council of The Corporation of The City of North Vancouver, in open meeting assembled, enacts as follows:

PART 1 – TABLE OF CONTENTS

101 This Bylaw, for purposes of convenience only, is divided into the following parts:

PART	TITLE
1	Table of Contents
2	Title
3	Definitions
4	Traffic Control
5	Parking and Stopping Vehicles
6	General Regulations
7	Parades, Processions, Funerals and Motion Picture Film Tow Shots
8	Regulation of Use of Streets
9	Vehicle Weights, Loads, Dimensions
10	Operation of Vehicles
11	Pedestrian Regulations
12	Cycle Regulations
13	Parking Meters
14	Delegation of Authority
15	Permits
16	Penalties
17	Repeal and Enactment
18	Schedules:
19	C – List of Parking Lots Deemed to be Streets
	D – Table of Authority for the City Engineer and his Duly Authorized Representatives
	E – Truck Routes
	F – Fees
	G – Utility Access Agreement
	H – Designated Locations for Mobile Carts
	I – Roadways upon which the use of skateboards and roller skates is restricted
	J – Restricted Streets for Neighbourhood Zero Emission Vehicles
	K – List of City Properties with Temporary Parking and Vehicular Access
	L – Cycle routes where vehicle speeds can be reduced with speed limit signs

PART 2 – TITLE

201 This Bylaw may be cited for all purposes as the “**Street and Traffic Bylaw, 1991, No. 6234**”.

PART 3 – DEFINITIONS

301 Words defined in the *Motor Vehicle Act* and Regulations pursuant thereto shall have the same meaning when used in this Bylaw, or in any Resolution of Council passed pursuant hereto, unless otherwise defined in Section 302 of this Bylaw or unless the context otherwise requires.

302 In this Bylaw, unless the context otherwise requires:

- 302.1 "Boulevard" means that portion of the street lying between the curb and the adjacent street line; and for a street having two or more roadways, that portion of the street lying between the roadways.
- 302.2 "Bulk Refuse Container" means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of collecting and disposing of refuse and garbage.
- 302.3 "Bus" means a motor-vehicle capable of carrying more than ten passengers and used for the transportation of persons.
- 302.4 "Bylaw Notice" means a ticket issued in respect of this Bylaw.
- 302.5 "Chief of Police" means the senior member in rank of members of the North Vancouver Detachment of the Royal Canadian Mounted Police or his duly authorized representative.
- 302.6 "City" means The Corporation of the City of North Vancouver.
- 302.7 "City Engineer" means the person holding the Office of City Engineer.
- 302.8 "Commercial Passenger Vehicle" means a bus or taxi.
- 302.9 "Commercial Vehicle" means a vehicle which is a commercial vehicle defined as such and licensed under the *Commercial Transportation Act*, R.S.B.C. 1979 c.55 and any vehicle not so licensed but which is used for the collection or delivery, or both, of goods, wares, merchandise, or other commodity in the ordinary course of a business undertaking, and displaying a valid decal or plate issued by a municipality for the purpose of identifying a commercial vehicle.
- 302.10 "Community Charter" means the Community Charter, SBC 2003, c26.
- 302.11 Repealed (*Bylaw No. 8271, Nov 26, 2012*)
- 302.12 "Council" means the City Council of the City.
- 302.13 "Curb" means the line of demarcation between the roadway and the boulevard of any street or the line of demarcation between the roadway and the sidewalk.
- 302.14 "Cycle" means a device having any number of wheels that is propelled by human power and on which a person may ride but does not include a play vehicle. (*Amendment Bylaw 8335 10 21 2013*)
- 302.14.1 "Cycle route" means a street located in the City of North Vancouver and identified as a "bikeway or greenway on local or collector road" in Schedule L to this Bylaw.
- 302.14.2 "Election Sign" has the meaning ascribed to it under the "Election Sign Bylaw, 2018, No. 8643"; [*Bylaw 8645, May 14, 2018*]

- 302.15 "Fire Chief" means the person holding the office of Fire Chief for the City or his duly authorized representative.
- 302.16 "Helmet" means a protective device intended to be worn on the head that must:
- have a smooth, rigid and durable outer surface,
 - be constructed so that the helmet is capable of absorbing energy on impact,
 - be strongly attached to a strap designed to be fastened under the chin of the person wearing it, and
 - be undamaged from use or misuse.
- 302.17 "Highway" includes:
- (a) highways as defined in the *Motor Vehicle Act*,
 - (b) highways as defined in the Community Charter; and
 - (c) every Street, Roadway, Boulevard, Lane, Alley, Sidewalk, walkway, pathway, bridge, viaduct, tunnel, bicycle path, or any other way used by or intended for use by the public." [Bylaw No. 8436, Adopted Nov 23, 2015]
- 302.18 "Idle" means the operation of the engine of a motor vehicle while the motor vehicle is not in motion.
- 302.19 "Intersection" means the area embraced within the prolongation of the lateral property lines of streets which join one another, whether such streets at the junction cross each other or meet at an angle without crossing each other.
- 302.20 "Lane" or "Alley" means any street 9 metres or less in width.
- 302.21 "Landscaping Elements" means flowers, plants, foliage, vegetation, whether occurring naturally or by way of human endeavour, and all things ancillary thereto including rocks, wooden, plastic and metal objects, and irrigation equipment.
- 302.22 "Living Quarters" means a space used temporarily or permanently as a dwelling unit and includes a space used temporarily or permanently for the purposes of sleeping or cooking.
- 302.23 "Local Government Act" means the *Local Government Act*, RSBC 1996, c323.
- 302.24 "Local Government Bylaw Notice Enforcement Act" means the *Local Government Bylaw Notice Enforcement Act* SBC 2003, c60.
- 302.25 "Mobile Carts" shall mean any City approved wagon, cart or kiosk from which merchandise, food, confectionery or beverage is offered for sale on City streets.
- 302.26 "Mobile Storage Container" means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of facilitating the relocation of residential items.
- 302.27 "Mobile Workshop" means

- (i) a motor vehicle containing equipment that must be operated inside or in association with the motor vehicle; or
 - (ii) a motor vehicle serving as a facility for taking measurements or making observations or conducting maintenance or construction or operated by or on behalf of the City, a public utility or police, fire or emergency service.
- 302.28 “*Motor Vehicle Act*” means the *Motor Vehicle Act*, RSBC 1996, c 318, as amended. [Bylaw 8343/adopted January 20, 2014]
- 302.29 Deleted [Bylaw 8343/adopted January 20, 2014]
- 302.30 “Neighbourhood Zero Emission Vehicle” means a neighbourhood zero emission vehicle as defined in the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58.
- 302.31 “One Way Street” means a street upon which vehicular traffic may lawfully move only in one direction.
- 302.32 “Parade” means any procession of more than thirty pedestrians or more than ten vehicles moving upon any street.
- 302.33 “Parking Meter” means a device or other method of controlling parking by the requirement of payment or deposit of a parking fee.
- 302.34 “Parking Space” or “parking stall” means a section of the roadway indicated by a traffic control device as a place to park one vehicle.
- 302.35 “Peace Officer” means any person defined as a peace officer by the *Interpretation Act*, R.S.B.C. 1979, c 206 and includes the person or persons appointed as Manager, Bylaw Services, Bylaw Enforcement Supervisor, Bylaw Enforcement Officer 1 & 2, and Parking Bylaw Enforcement Officer. [Bylaw No. 8436, Adopted Nov 23, 2015]
- 302.36 “Play Vehicle” without limiting the generality of the phrase means coaster wagon, scooter, child's tricycle, sled, toboggan, ski or skate.
- 302.37 “Private Roadway” or “Driveway” means every road or driveway which is not a street.
- 302.38 “Roadway” means the portion of a street that is improved, designed, or ordinarily used for vehicular traffic, and includes the shoulders up to a physical barrier or to the edge of a ditch or an area improved for grass, planting or pedestrian use; and where a street includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.
- 302.39.1 “Recreational vehicle” means, but is not limited to the following:
- a) Tent trailer

- b) Travel trailer
- c) Camper
- d) Camper van
- e) Motor home
- f) 5th wheel

302.39.2 “Resident and Visitor Parking Policy” means the City’s Resident and Visitor Parking Policy, as amended from time to time. *(Bylaw No. 8317, July 15, 2013)*

302.39.3 “Resident Exempt Zone” means the area or space on a roadway designated as a resident exempt zone in accordance with the Resident and Visitor Parking Policy. *(Bylaw No. 8317, July 15, 2013)*

302.40 “Roller Skates” means any footwear or device which may be attached to the foot or footwear, to which wheels are attached and such wheels may be used by the wearer for moving or propulsion, including but not limited to in-line skates commonly known as roller blades.

302.41 “Sandwich Board Sign” means a free standing, portable sign consisting of two boards which are joined at the top by a means of permanent hinging which, when opened, shall configure to an “A” frame shape and a method of restraint to maintain the “A” frame shape is incorporated in the design.

302.41.1 “Shared Vehicle” means a four-wheeled automobile, van, or pick-up truck owned and operated by a shared vehicle organization. *(Bylaw No. 8271, November 26, 2012)*

302.41.2 “Shared Vehicle Organization” means a legal entity whose principal business objective is to provide its members, for a fee, with a car-sharing service by which such members have access to a fleet of shared vehicles which they may reserve for use.

302.42 “Sidewalk” means that portion of the street other than a roadway that is improved for the use of pedestrians.

302.43 “Sidewalk Crossing” means that portion of a sidewalk or boulevard improved or designed for the passage of vehicular traffic to a driveway or private road.

302.44 “Skateboard” means all wheeled objects, coasters, toys, conveyances, or similar devices used for transportation or sport which are propelled by human power and does not include bicycles or roller skates.

302.45 “Skateboard Park” means an indoor or outdoor civic facility specifically designed and constructed to support skateboard and roller skate activities in a recreational environment, and which is identified by a civic signage posted at the facility.

302.46 “Solicit” means to, without consideration, ask for money, donations, goods or other things of value whether by spoken, written or printed word or bodily gesture, for one's self or for any other person, and solicitation has a

corresponding meaning, but does not include soliciting for charity by the holder of a license for soliciting for charity under the provisions of the License Bylaw.”

- 302.47 “Street” means a “Highway” as defined in the *Community Charter*.
[Bylaw 8343/adopted January 20, 2014]
- 302.48 “Street Line” or “property line” means the dividing line between a street and a parcel of land, the title for which is registered in the Land Title Office.
- 302.49 “Taxi” means a Motor Vehicle capable of carrying ten or less passengers licensed to be used for the transportation of persons for compensation but does not include a shuttle cab as defined in Bylaw 4155.
- 302.50 “Temporary Sign” means a sign which is affixed to the ground, though not in a permanently installed position, and is constructed of canvas, plywood, cardboard, plastic or other similar light material and designed or intended to be displayed for a short period of time, but does not include posters or sandwich board signs.
- 302.50.1 “Temporary Street Occupancy” means the area or space on a roadway, sidewalk and boulevard adjacent to a construction site which is fenced or otherwise secured for the exclusive use of storing materials and equipment for immediate use on the construction site; [Bylaw 8476, May 2, 2016]
- 302.51 “Through Street” means a street or part of a street designated by Council or the City Engineer at the entrances to which stop signs are erected.
- 302.51.1 “Traffic” includes pedestrians, vehicles, Cycles, and other conveyances, ridden or herded animals, either singly or together, while using a Highway to travel.”
[Bylaw 8436, Adopted Nov 23, 2015]
- 302.52 “Traffic Control Device” without limiting the generality of the phrase means a sign, signal, line, meter, marking, space barrier, or device, not inconsistent with this Bylaw, placed or erected by authority of Council or the City Engineer.
- 302.52.1 “*Transportation Act*” means the *Transportation Act*, SBC 2004, c 44. [Bylaw 8343/adopted January 20, 2014]
- 302.53 “Trees” means long lived perennial plant(s) that are woody and have a self supporting trunk with root system. May be deciduous or evergreen and includes all living parts.
- 302.54 “Trust Company” means an office or branch of a trust company to which the *Trust and Loans Company Act (Canada)* applies and in which deposit accounts are held.”
- 302.55 “Working Quarters” means a space used temporarily or permanently to purchase, distribute, manufacture, or construct any material or thing for profit.
- 302.56 Zones where Parking is Restricted:

- .1 "Bus Zone" means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons from a bus or taxi. A Bus Zone shall include that portion of roadway 15 metres proceeding, and on the same side as a traffic control device marked "bus stop" or "bus".
- .2 "Commercial Loading Zone" means the area or space on a roadway designated by a traffic control device and established for the exclusive use of commercial vehicles for loading or unloading of goods, chattels, things or persons.
- .3 "Shared Vehicle Zone" means the area or space on a roadway designated by a traffic control device and established for the exclusive use of a specified shared vehicle organization.
(Bylaw No. 8271, November 26, 2012)
- .4 "Disability Zone" means an area or space on a highway identified by the disabled parking sign as set out in Schedule 2 of Division (23) of the *Motor Vehicle Act* Regulations.
- .5 "Fire Zone" means the area or space on a roadway designated by a traffic control device and established for free access of Fire Department emergency vehicles.
- .6 "Loading Zone" means the area or space on a roadway designated by a traffic control device and established for the loading or unloading of goods, chattels, things or persons.
- .7 "Passenger Zone" means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons only.
- .8 "Taxi Zone" means the area or space on a roadway designated by a traffic control device for the purpose of parking a taxi only while taking on or discharging passengers; or parking a taxi for a maximum of fifteen minutes.
- .9 "Building Zone" means the area or space on a roadway adjacent to a construction site designated by a traffic control device and established for the exclusive use of unloading or loading of goods, chattels, things or persons to or from vehicles for use on the construction site.
- .10 "Film Zone" means the area or space on a roadway designated by a traffic control device and established for the exclusive use of vehicles serving the motion picture film industry, and, without limiting the generality of the foregoing shall include wardrobes, generators, catering vehicles, crew cars and trucks.
- .11 "Time-Limited Zone" means the area or space on a roadway designated by a traffic control device and established to restrict parking of vehicles for the indicated limited continuous periods of time."

- .12 “Public Access Zone” means the area or space on a roadway designated by a traffic control device and established to be used in the indicated limited continuous periods of time for the purpose of taking on or discharging persons, for loading and unloading of goods, chattels, things or persons and for parking of vehicles.
- .13 “Resident Permit Only Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a valid permit issued in accordance with the Resident and Visitor Parking Policy and persons driving a shared vehicle. (*Bylaw No. 8415, May 25, 2015*)
- .14 “Special Parking Permit Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a special parking permit issued in accordance with Section 510 of this Bylaw. (*Bylaw No. 8317, July 15, 2013*)

PART 4 – TRAFFIC CONTROL

401 Traffic Control Devices

The City Engineer is hereby authorized to place or cause to be placed traffic control devices on or above the surface of a street, other than on an arterial highway as defined in the *Transportation Act* of such character and in such location as may be deemed desirable to give effect to the provisions of this Bylaw.
[Bylaw 8343/adopted January 20, 2014]

402 Through Streets

The City Engineer may establish through streets by erecting stop signs at entrances to a street.

403 Temporary Parking Restrictions

The Chief of Police is hereby authorized to cause to be placed, for temporary periods not exceeding twenty-four hours at any one time, traffic control devices indicating no parking or limited time parking:

- .1 At the entrance to dance halls, funeral parlours, or other places of public assembly during the period of assembly therein;
- .2 Upon either or both sides of any street or section of street along the route of any parade or in the vicinity of public gatherings;
- .3 At any other location where, in the circumstances, The Chief of Police deems it necessary to facilitate or safeguard traffic.

404 Closing Streets

- .1 When for any reason any Highway or section thereof is unsafe or unsuitable for Traffic, or it is deemed advisable that Traffic should be restricted thereon as to speed, volume or classification, or diverted therefrom, the City Engineer, Fire Chief, Police Chief, or any person duly authorized by the City Engineer, may order such Highway or section thereof closed, or order that the Traffic thereon or therefrom be restricted or diverted, and for that purpose may erect or place Traffic Control Devices upon such Highway or section thereof; and no person shall enter upon or travel upon such Highway or section thereof so closed as aforesaid, or enter upon or travel thereon contrary to the restrictions placed upon the Highway thereon as aforesaid, or interfere in any way with any Traffic Control Device so placed as aforesaid. *[Bylaw 8436, Adopted November 23, 2015]*
- .2 No person shall for any reason close any Highway or section thereof or restrict or divert Traffic thereon except with the written permission of the City Engineer. *[Bylaw 8436, Adopted November 23, 2015]*

405 Loitering Prohibited

No person shall stand or loiter on any street in such manner as to obstruct or impede or interfere with traffic thereon.

406 Crowds or Groups Obstructing Traffic

No person shall congregate with other persons on a street in such a manner as to obstruct the free passage of pedestrians or vehicles, except with the written permission of Council.

407 Tethering Animals in Public Places

No person shall leave any horse or other animals in any street without being tethered in such manner as to prevent such horse or other animal from running away or from moving on the street in any way so as to obstruct or impede other traffic thereon.

408 Sports on Streets

- .1 No person shall engage in any sport, amusement, exercise or occupation on a street, public open space, or plaza, which is likely to spoil or deface City property, or interfere with or delay traffic, or to cause any obstruction whatsoever except with the written permission of Council.
- .2 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any portion of the roadways described in Schedule I unless the street has been closed to traffic.
- .3 Council, or the City Engineer in the case of winter conditions may declare any street closed to all vehicular traffic for the purpose of permitting people to coast or slide traffic control devices for the purpose of enabling such coasting or sliding.

- .4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use roller skates or a skateboard on any portion of the following streets, including the roadway and sidewalk, public open spaces, plazas, or other City properties: *(Amendment Bylaw 8335 10 21 2013)*
- a) Lonsdale Avenue from 25th Street (Upper Levels Highway) to Carrie Cates Court
 - b) Esplanade from Forbes Avenue to St George's Avenue
 - c) Marine Drive from Bewicke Avenue to MacKay Road
 - d) 13th Street from Lonsdale Avenue to St George's Avenue
 - e) 15th Street from St. George's Avenue to Chesterfield Avenue;
 - f) 14th Street Civic Plaza;
 - g) 19th Street between Moody Avenue and Ridgeway Avenue.
 - h) St. Roch Dock
 - i) Burrard Dry Dock Pier
 - j) Goldsworthy Pier
 - k) Roger's Plaza
- [Bylaw 8335, October 21, 2013]*
- .5 No person shall engage in or organize a street party on any street except with the written permission of the City Engineer or Council. The City Engineer may provide a permit for a street party provided there is written application indicating consent of at least 67% of all affected residents and provided the occupation of the street is not likely to unreasonably interfere with or delay traffic.
- .6 No person shall engage in or organize a street festival on any street except with the written permission of Council.
- .7 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.
- .8 No person shall propel, coast, ride or in any other way use rollers skates or a skateboard on any street, including the roadway, lane and sidewalk, public open space, plaza, other City properties or skateboard park unless that person is properly wearing a helmet on his or her head, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .9 No parent or guardian of a person under the age of 16 years shall authorize or knowingly permit that person to propel, coast, ride or in any other way use a skateboard or roller skates in a skateboard park unless that person is wearing a helmet on his or her head that is properly fastened, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .10 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane except as near to the right side of the roadway or lane as is practicable.

- .11 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane that is posted with a speed limit exceeding 50 kilometres per hour.
- .12 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk or skateboard park between sunset and sunrise.
- .13 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk while being towed by a vehicle, person, bicycle or animal.
- .14 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane, in such a manner as to pose a hazard to traffic.
- .15 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane, and sidewalk in any position other than standing.

409 Peace Officer Traffic Direction

When it is considered necessary by a Peace Officer:

- .1 to ensure orderly movement of traffic; or
- .2 to prevent injury or damage to persons or property; or
- .3 to permit proper action in an emergency;

traffic may be directed according to the Peace Officer's discretion, notwithstanding anything in the Bylaw, and every person shall obey those directions.

PART 5 – PARKING AND STOPPING VEHICLES

501 General Parking Prohibitions

Except as otherwise provided in the Bylaw or when necessary to avoid conflict with traffic or to comply with the law or the direction of a Peace Officer or traffic control device, no person shall stop, stand or park a vehicle:

- .1 on a sidewalk or boulevard;
- .2 in front of or within 3 metres of either side of a driveway, private road or sidewalk crossing;
- .3 on that side and section of a roadway within 3 metres of the imaginary projection of the street lines of a lane intersecting a street;
- .4 within 5 metres of a fire-hydrant measured from a point in the curb or edge of roadway which is closest to the fire-hydrant;
- .5 on a crosswalk or in an intersection;

- .6 within 6 metres of the approach or far side of either a crosswalk or intersection except motorcycles which shall not stop, stand or park within 4 metres of the approach or far side of either a crosswalk or intersection unless prohibited by a no parking or no stopping sign;
- .7 within 6 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway except motorcycles which shall not stop, stand or park within 4 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway unless prohibited by a no parking or no stopping sign;
- .8 on a lane, except commercial vehicles while actually engaged in loading or unloading and then only when parked in such a manner as to leave on one side of the vehicle more than 3 metres of the usable travelled portion of such lane unobstructed for the free movement of vehicular traffic;
- .9 within 15 metres of the nearest rail of a railway crossing;
- .10 upon any street for the principal purpose of:
 - (a) displaying a vehicle for sale;
 - (b) advertising, greasing, painting, wrecking, storing, or repairing any vehicle, except where repairs are necessitated by an emergency;
 - (c) displaying signs;
 - (d) selling flowers, fruit, vegetables, seafood, or other commodities or articles;
- .11 Deleted *[Bylaw No. 7712, adopted Sept. 12, 2005]*
- .12 on the roadway side of a vehicle stopped or parked at the edge or curb of a roadway;
- .13 on a bridge or other elevated structure on a street, or in a tunnel, except as permitted by a traffic control device;
- .14 in a place in contravention of a traffic control device that gives notice that stopping, standing or parking there is prohibited;
- .15 in a time-limited zone for a period of time longer than the designated time limit. A Bylaw Officer may issue more than one Notice on any one vehicle during any calendar day for over time limit contraventions.
- .16 in a manner that obstructs the visibility of a traffic sign erected by or with the authority of the Minister of Transportation and Highways or this Bylaw;
- .17 on any school day between the hours of 8:00 o'clock in the forenoon and 5:00 o'clock in the afternoon in front of any school grounds on the side of the roadway forming part of the boundary of such school grounds, as indicated by a traffic control device;

- .18 attended or unattended adjacent to a curb painted yellow;
- .19 in a position that causes it to interfere with removal of snow from a street by a person authorized to do so by the City Engineer;
- .20 in a position that causes it to interfere with fire-fighting;
- .21 in a position that causes it to interfere with the normal flow of traffic on the street;
- .22 in a position that causes it to interfere with the construction, reconstruction, repair or maintenance of a street or public utility or connection thereto by a person authorized to undertake such work by the City Engineer;
- .23 so as to permit it to stand unattended or parked unless he has locked the motor-vehicle or made it secure in such a manner as to prevent the unauthorized use of the motor-vehicle;
- .24 on or over any hose lying on or attached to a roadway.

502 Stop When Traffic Obstructed

No driver of a vehicle shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control signal indication to proceed.

503 Parallel Parking

Except as otherwise provided in this Bylaw:

- .1 No person shall, except on a one way street, stop, stand or park a vehicle on a roadway or street other than on the right side of the roadway and with the right-hand wheels parallel to that side, and within 30 centimetres of a curb if one exists;
- .2 where parking is permitted on both sides of a roadway on a one-way street, the nearside wheels of the motor-vehicle must be within 30 centimetres of the curb, and the vehicle shall face with the direction of the traffic flow;
- .3 where parking spaces have been marked on any roadway for parallel parking no driver shall park any vehicle otherwise than between the lines or markings indicating the limits of a single space except in the case of a vehicle being of greater length than that of a parking space, but in no case shall a vehicle occupy or encroach upon more than two parking spaces;
- .4 no driver shall permit a motor-vehicle to stand on a grade without having turned the front wheels of the motor-vehicle to the adjacent side of the roadway (except on an ascending grade where there is a barrier at the curb

in which case the driver shall turn the front wheels of the motor vehicle away from the adjacent side of the roadway).

504 Angle Parking

Angle parking shall be permitted only upon the roadway of such streets or sections thereof as are designated for such purpose by the City Engineer. Upon any street which has been marked for angle parking, vehicles shall be parked with the nearest front wheel not more than 30 centimetres from the curb or other traffic control device, and parallel to and between the lines so marked.

Notwithstanding the parking privileges allowed by the provisions of this Bylaw, it shall be unlawful for the driver of any vehicle to park such vehicle in such a manner that any part of the vehicle shall extend into the roadway of any street beyond the lines or markings indicating the limit of the parking spaces on that section of the street.

On a street where angle parking is permitted, 3.5% of the total number of angle parking shall be designated as a disability zone. One disability zone shall be provided on a street with 30 or less angle parking stalls.

505 Parking - 72 hours

No person shall park any vehicle on any roadway for a longer period than seventy-two consecutive hours.

506 Parking Large Vehicles

No person shall park any vehicle having a gross vehicle weight rating of 4,500 kg or more, or a vehicle having an overall length including any attached trailer exceeding 6.1 metres between 6:00 pm of any day and 6:00 am of the day immediately following on any street in a residential district except when actively engaged in loading or unloading.

507 Parking Large Vehicles – Permits

Where by reason of the width or length of any vehicle or for any other reason, it is impossible to park such vehicle on any street or section of street in compliance with all the provisions of this Bylaw, then such vehicle shall not be parked upon such street or section of street except by permission of the City Engineer or Chief of Police, who is hereby empowered to grant a special permit, subject to such conditions as he may think fit.

508 Power to Establish Restrictive Parking Zones *(Bylaw No. 8317, July 15, 2013)*

The City Engineer is hereby authorized to place or erect or cause to be placed or erected a traffic control device establishing:

- (a) a loading zone, commercial loading zone, passenger zone, bus zone, taxi zone, film zone, disabled zone, building zone, fire zone, time limited zone, and shared vehicle zone as he deems desirable;

- (b) a special parking permit zone as he deems desirable, provided that the person requesting the establishment of such zone pays for all expenses arising out of the placement or erection of the traffic control device establishing such zone; and
- (c) a resident permit only zone in accordance with the Resident and Visitor Parking Policy.

508.1 Power to Charge Shared Vehicle Organizations for the Establishment of a Shared Vehicle Zone

If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established a fee for the placement or erection of the traffic control device. If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle zone in a metered zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as a shared vehicle zone.

[Bylaw 8271, November 26, 2012]

508.2 Use of Shared Vehicle Zone

The shared vehicle organization which requests the establishment of a shared vehicle zone shall have exclusive use of that shared vehicle zone for two years. After the expiration of the two year period, the use of that shared vehicle zone shall be determined by right of first refusal whereby the current user of the shared vehicle zone may choose to continue to use the shared vehicle zone or relinquish the use of that shared vehicle zone. *(Bylaw No. 8271, November 26, 2012)*

509 Parking Zone Restrictions *[Bylaw 8317, July 15, 2013]*

No person shall stop or park a vehicle in any loading zone, commercial loading zone, passenger zone, bus zone, taxi zone, building zone, film zone, disabled zone, fire zone, shared vehicle zone, resident permit only zone and special parking permit zone except that a person may do so:

- .1 in a loading zone while actually engaged in the loading or unloading of materials or persons;
- .2 in a commercial loading zone with a commercial vehicle while actively engaging in loading or unloading of the commercial vehicle;
- .3 in a passenger zone only for as long as is necessary to take on or discharge passengers;
- .4 in a bus zone with a bus provided that the bus is not parked so as to impede traffic;

- .5 in a bus zone, with a vehicle owned or operated on behalf of Canada Post Corporation for the delivery or picking up of mail, for no longer than is necessary to pick up or deliver such mail, provided that no driver of such mail vehicle shall enter any bus zone when a bus is approaching thereto, and the driver of such mail vehicle already entered into the bus zone shall immediately vacate the bus zone on the approach of a bus;
- .6 in a bus zone with a taxi for only as long as it is necessary to take on or discharge passengers, provided that no such driver shall enter any zone when a bus is approaching thereto and the driver of any taxi already entered into such a zone shall immediately vacate such a zone upon the approach of a bus;
- .7 in a taxi zone with a taxi;
- .8 in a fire zone as authorized by the Fire Chief;
- .9 in a disability zone only in accordance with the Regulations of the *Motor Vehicle Act*;
- .10 in a building zone while engaged in the exclusive use of unloading or loading of goods, chattels, things or persons for use at the construction site adjacent to the building zone provided that the vehicle is not standing, stopped or parked in a manner to impede traffic or on the roadway side of a vehicle lawfully standing, stopped or parked in the building zone;
- .11 in a shared vehicle zone with a shared vehicle belonging to a shared vehicle organization assigned to that shared vehicle zone;
- .12 in a resident permit only zone with a valid permit issued in accordance with the Resident and Visitor Parking Policy or with a shared vehicle; and (*Bylaw 8415, May 25, 2015*)
- .13 in a special parking permit zone with a valid special parking permit issued in accordance with Section 510 of this Bylaw.

510 Special Parking Privileges [*Bylaw 8317, July 15, 2013*]

.1 Special Parking Permit

The City Engineer is hereby authorized to grant to any person an exemption from any parking time restrictions in a special parking permit zone by issuing a special parking permit to that person, provided that such special parking permit specifies:

- (a) the parking time restrictions to which the exemption applies;
- (b) the period of time for which the exemption applies; and
- (c) the special parking permit zone to which the exemption applies.

.2 Resident Exempt Zone

The City Engineer is hereby authorized to grant an annual exemption from the parking time restrictions in a resident exempt zone for up to 72 hours to:

- (a) a person who holds a valid permit issued in accordance with the Resident and Visitor Parking Policy; and
- (b) a shared vehicle organization which applies for such an exemption and pays an annual application fee of \$25 per shared vehicle in the shared vehicle organizations' fleet of shared vehicles.

511 Exemptions to Public Utility Vehicles

The provisions of this Bylaw prohibiting stopping or parking shall not apply to:

- .1 Municipal or Provincial utility service vehicles;
- .2 Service vehicles of a public utility;
- .3 Tow cars as defined in the *Motor Vehicle Act*;

while such vehicles are actually engaged in works of necessity requiring them to be stopped or parked in contravention of any such provision. This exemption shall not relieve the drivers of such vehicles from taking due precautions to indicate the presence of such vehicles on the street while so parked or stopped.

512 Exemption to People with Disabilities

The provisions of this Bylaw regulating time restricted parking and resident parking only zones shall not apply to people with disabilities drivers, whose vehicles prominently display in a window a valid permit issued to people with disabilities by the Social Planning and Review Council of British Columbia. (*Bylaw 8415, May 25, 2015*)

513 Overtime Parking - Same Block

No person shall move a vehicle from one location to another in the same block to avoid the time limit regulations specified in that particular block.

514 Parking Unattached Trailers

No person shall park any trailer on any roadway without being attached to a motor vehicle, in which that motor vehicle is capable of legally towing the trailer and is in accordance with the *Motor Vehicle Act*. (*Bylaw No. 8293, March 4, 2013*)

515 Noise Nuisances from Vehicle Horns and Alarms

No person shall park a vehicle on any street with a:

- 1. vehicle horn or other traffic warning device which operates continuously or intermittently for a period of 10 minutes; or

2. the audible sound of a motor vehicle security system which activates either continuously or intermittently for a period exceeding one minute, or which produces a false alarm activating more than three times in a 24 hour period, but not including the activation status signal given when arming or disarming the alarm.

516 Vehicle Idling

No person shall permit a motor vehicle engine to idle on a street for more than three (3) minutes in a 60-minute period.

This section does not apply to:

- a. A mobile workshop while such a vehicle is being used as a mobile workshop.
- b. Police, fire or ambulance vehicles while engaged in operational activities, including training activities, except where idling is substantially for the convenience of the operator of the vehicle.
- c. Vehicles assisting in an emergency activity.
- d. Vehicles for which idling is required as part of a repair or regular pre-check maintenance process.
- e. Armoured vehicles in which a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.
- f. Vehicles required to remain motionless because of an emergency, traffic, or mechanical difficulties over which the driver has no control.
- g. Vehicles engaged in a parade or race or any other event authorized by the City of North Vancouver.
- h. Vehicles required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo.
- i. Vehicles when the ambient temperature inside the vehicle is:
 - a) More than twenty-seven degrees Celsius (27°C); or
 - b) Less than five degrees Celsius (5°C)

517 Use of Vehicles as Living Quarters

No person shall occupy a vehicle, motor home or trailer as living quarters while it is stopped, standing or parked upon any highway except at a location approved for that purpose by the City;

518 Working Quarters

No person shall use a Recreational Vehicle as Working Quarters;

519 Recreational Vehicle 24 hour parking

No person shall park a recreational vehicle on any street for more than 24 hours.

PART 6 – GENERAL REGULATIONS

601 Provisions For Obeying Signs

Subject to this Bylaw and except where otherwise directed by a Peace Officer, every driver of a vehicle and every pedestrian shall obey the instructions of an applicable traffic control device.

602 Firemen May Direct Traffic in Vicinity of Fire

Any Officer or member of a Fire Department while in the course of duty in or about any fire or at the scene of any accident, may direct traffic on any street in the vicinity of any fire or accident. No person shall fail to comply with the directions of any Officer or member of a Fire Department.

603 Traffic Tickets

No person other than the owner or driver of a vehicle shall remove any notice placed therein or affixed thereto by a Peace Officer in the course of his duty in checking violations of this Bylaw and no person shall deliberately erase a chalk mark from a tire marked by a Peace Officer or remove any other object or device used by him in checking violations of this Bylaw.

PART 7 – PARADES, PROCESSIONS, FUNERALS, AND MOTION PICTURE FILM TOW SHOTS

701 Parade – Permit For

No parade or procession shall be held on any street except by written permission of the City granting a permit to one of the persons forming part of the parade organization, and no such order shall be made unless written application at least twenty-four hours before the holding of the parade has been submitted to the Chief of Police and the City Engineer; such application shall specify the nature of the parade, the day and hour at which such parade is to be held, the place or places of formation or commencement thereof, the route intended to be taken, the point of disbandment or dispersal of same, and the approximate length or duration thereof.

702 Parade – Exemption

The provisions of Section 701 shall not apply to any parade of the armed forces, or to any funeral procession.

703 Funeral, Film Tow Shots and Other Processions

.1 No driver of a vehicle shall drive between the vehicles comprising a funeral, film tow shots, or other authorized procession while it is in motion. The

provision shall not apply at intersections where traffic is being controlled by traffic control signals or Peace Officers.

- .2 Funeral processions shall be identified as such by each vehicle therein having its headlights illuminated.
- .3 The route taken by any funeral procession consisting of vehicles and persons on foot, shall be subject to the direction of the Chief of Police.
- .4 Film tow shot processions shall be identified as such by the lead vehicle being a police car.
- .5 A route taken by any film tow shot procession shall be subject to the direction of the City Engineer.

PART 8 – REGULATION OF STREET USAGE

801 Street-Structures/Advertising/Writing-Permit

- .1 No person shall construct, place, maintain mark or imprint, or cause to be constructed, placed, maintained, marked or imprinted any structure, placard, playbill, poster, advertising, writing, pictures, thing, or device in, upon, or over any street, or in any manner whatsoever deface any street except as otherwise permitted by any Bylaw of the City unless written permission to do so has first been granted to such person under authority of this or another Bylaw or, in the event that no authority exists for granting such permission, with the written permission of Council.
- .2 No person shall install temporary signs without having first obtained permission from the City Engineer provided that temporary signs shall not be attached to street trees, street furniture or any other City property. Notwithstanding the foregoing, temporary signs for the purpose of advertising non-profit or fund-raising activities shall be permitted only at the following locations:
 - (a) on the median, 600 Block West Keith (at Marine Drive); and
 - (b) on the boulevard only, on the north side of Keith Road between East and West Grand Boulevard, (not on Grand Boulevard Park proper).
[Bylaw 8415, May 25, 2015]
- .3 Sections 801.1 and 801.2 do not apply to Election Signs placed and removed in accordance with the “Election Sign Bylaw, 2018, No. 8643”.
[Bylaw 8645, May 14, 2018]

802 Street Waste Matter

Except as otherwise permitted by any Bylaw of the City, no person shall place or deposit, or cause to be placed or deposited, any goods, chattels or other things upon any street, or allow any goods, chattels or other thing to blow, drop, spill, fall, flow or drift onto any street from any premises owned or occupied by him or to allow any substance or thing to fall upon any street from any vehicle or following

an accident, allow any substance or thing to remain upon any street longer than is necessary to remove such substance or thing from such street or fail to take immediate and reasonable precautions to safeguard traffic in the event of an accident, which shall include the removal of any damaged vehicle from the line of traffic.

803 Street – Spills

Without limiting the generality of Section 802 or of Section 813, in the event that any substance or material shall, due to any cause whatsoever, blow, drop, spill, fall, flow or drift on to any street it shall be the duty of the person in charge of, and of the owner of, such substance or material to remove such substance or material from such street to clean up such street and to repair any damage caused by such substance or material, as soon as possible, and, such removal, clean-up and repair shall be done at the expense of the owner of such substance or material and of the person responsible for the presence of such substance or material on such streets jointly and severally.

804 Street-Spills Removal

In the event that the terms of Section 803 of this Bylaw are not complied with forthwith, the City Engineer or the Chief of Police or, if the material or substance is a petroleum product, the Fire Chief, may direct that such substance or material be removed and cleaned up and repairs be made at the expense of the person who has defaulted in complying with the said terms, and, the City shall recover the expenses thereof, with interest at such rate as may be prescribed under authority of the *Community Charter*, with costs in like manner as municipal taxes. Without limiting the generality of the foregoing, in the event that any person from whom such expense may be recovered is not an owner of real property within the municipality, such expenses shall be a debt recoverable by action brought by the municipality in any Court of competent jurisdiction. [Bylaw 8343/adopted January 20, 2014]

805 Streets - Normal Use

Except as otherwise permitted by any Bylaw of the City or as is herein provided to the contrary, no person shall use any street for the purpose of performing work or doing any act not associated with the normal use of such street for traffic purposes, or which will in any way impede or interfere with traffic or will deface or injure any such street, and no person shall use any street for the purpose of storing any material or substance.

806 Awning, Canopy and Marquee Regulations

No person shall erect or maintain over any street an awning except as otherwise permitted by any Bylaw of the City.

807 Permission to Excavate Streets

No person shall break, tear up or remove or otherwise interfere with any sidewalk, curb or surfacing of any street, or excavate any street or under any street, without having first obtained permission of the City Engineer; and any person acting under

such permission shall, upon completion of the work, refill and thoroughly consolidate any excavation and put the street in as good order and repair as it was before the work was done and notify the City Engineer that this restoration work has been completed. The City Engineer may inspect the work and order further restoration to be undertaken.

808 Regulation of Access

The following regulations pertain to access to any street:

- .1 Pedestrian access to an opened lane or street may be permitted at any location.
- .2 Vehicular access to opened lanes or streets shall be in accordance with City Bylaws.
- .3 Crossings for vehicular access shall only be permitted in accordance with City Bylaws. The City Engineer may direct that crossings not serving a purpose in conformance with City Bylaws shall be removed and the curb, sidewalk and boulevard restored to the adjacent standard. The removal and repair shall be made at the expense of the owner or occupier of the real property no longer being served by the crossing.

809 Permission for Sidewalk Crossings

The City Engineer is empowered to grant to any person upon application therefore a permit to construct or alter any curb or roadway on any street, or a sidewalk crossing, in accordance with the particulars of the construction of such sidewalk crossing which was supplied for the information of the City Engineer at the time of such application, and the work shall be carried out in compliance therewith to the satisfaction and subject to the direction of the City Engineer.

810 Driving on Boulevards Prohibited

No person shall drive a vehicle on or across boulevards or sidewalks other than at approved crossings.

811 Barricades Must be Provided

The person, to whom permission is granted to do any work upon any street, shall construct and maintain a good and sufficient fence or other barrier around the work so being done, in such manner as to prevent accident, and shall place and maintain upon such barrier, suitable and sufficient beacons or flashing lights or flares at night. All work done under authority of such permission and all precautions taken for the protection of the public are subject to the direction and supervision of the City Engineer and any instructions issued by him shall be carried out.

The person to whom such permission is given shall also indemnify the City against loss or damage by reason of any such work and give security that he will carry out the work in accordance with the provisions of this section, if such security is demanded of him by the City Engineer, who is empowered to demand such

security, the person of whom such security is demanded shall not proceed with the work until such security has been provided to the satisfaction of the City Engineer. The barricade shall be removed after the street is returned to its original condition or to a condition satisfactory to the City Engineer.

812 Barricades Not to be Tampered With

No person shall interfere in any way with any barrier, lamp, sign or other device placed upon any street by any person at or near any excavation or other work being performed under authority of a valid permit or placed upon any street by any City Workman.

813 Obstructions – Removal

- .1 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any goods, chattels or other things upon any Highway which will obstruct or impede Traffic thereon, or deface or injure any such Highway, or which may be an inconvenience to the free and lawful use thereof, or which may unlawfully encroach thereon.
[Bylaw 8436, Adopted Nov 23, 2015]
- .2 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any bulk refuse container or mobile storage container upon any street or boulevard without having first obtained permission of the City Engineer.
- .3 The City Engineer and any person designated as a Bylaw Enforcement Officer pursuant to the Bylaw Notice Enforcement Bylaw, 2005, No. 7675 may remove, detain or impound or cause to be removed, detained, or impounded such goods chattels, motor-vehicles and bicycles or other thing which unlawfully has been placed or maintained or permitted to remain or used in any way in contravention of this Bylaw upon any highway and the cost of removing, towing, impounding and storing the same shall be charged to the owner thereof or the person placing, maintaining or permitting to remain or using in any way in contravention of this Bylaw the said goods, motor vehicles, chattels or other things.
- .4 In the event that the charges herein before mentioned are not paid within one month from the removal, detention or impounding, the City or its agents may sell the same by public auction.
- .5 Before selling by public auction under this section, the City or its agents shall advertise the time and place of the proposed public auction in two consecutive issues of a newspaper circulating in the City, giving at least ten days' notice of such proposed sale.
- .6 The proceeds of any such sale by public auction shall be applied firstly against any expense for such sale and all charges for which the owner is liable under this section, and the balance of the proceeds, if any, shall be paid to the owner upon application therefore to the City Clerk.

- .7 Wherein the opinion of the non-commissioned officer in charge of the R.C.M.P. Traffic Department or the Bylaw Enforcement Officer, the thing or obstruction removed, detained or impounded pursuant to section 813.3 is a perishable item or has no apparent marketable value, or its custody involves unreasonable expense or inconvenience, the non-commissioned officer in charge of the R.C.M.P. Traffic Department or the Bylaw Enforcement Officer may dispense with a public auction and may dispose of the thing or obstruction in any manner in which he deems expedient.

814 Sidewalks - Removal of Snow & Ice

The owner or occupier of any real property shall remove any accumulation of snow, and ice from the sidewalks and footpaths bordering on the real property owned or occupied by him.

815 Sidewalks - Removal of Dirt & Rubbish

The owner or occupier of any real property shall sweep, wash or otherwise remove any accumulation of leaves, dirt or rubbish from the sidewalks and footpaths bordering on the real property owned or occupied by him.

816 Commercial Use of Sidewalks

- .1 Any owner or tenant of business premises fronting a cement concrete public sidewalk may occupy a maximum of 2.5 metres of the sidewalk immediately adjacent to the business premises for:
- (a) the outdoor commercial display of goods or products for sale, of a type usually offered for sale by the business, or
 - (b) the placement of tables and chairs for the purpose of food service in conjunction with an adjoining restaurant, take-out service prepared food, delicatessen, or bakery provided that:
 - (i) there remains a minimum of 3.0 metres unencumbered sidewalk adjacent to the curb face; this width may be reduced to 2.0 metres with the written approval of the City Engineer;
 - (ii) the maximum allowed area of street occupancy will be reduced by the City Engineer if, in his opinion, it is required for public purposes;
 - (iii) the goods, products, tables and chairs permitted on the sidewalk shall be placed and maintained by the owner in a manner so as not to constitute a hazard to the general public.
- .2 Notwithstanding Section 801.1. and 801.2, any owner or tenant of business premises fronting a cement concrete public sidewalk may occupy the sidewalk immediately adjacent to his premises for the placement of a sandwich board sign provided that:
- (a) only one such sign shall be located on the street per business premises;

- (b) the entire sign is located within four feet of the curb edge;
 - (c) the sign does not exceed the dimension of .76 metres wide by 1.22 metres high and that only two sides of the sign may contain advertising copy;
 - (d) the sign shall contain no electrical components and may not be illuminated;
 - (e) the sign is placed on the street only during the operating hours of the business premises to which it applies.
- .3 It shall be an offence under this Bylaw to locate goods or products for sale, to situate tables, chairs or other items related to outdoor dining or to place a sandwich board sign contrary to this Bylaw.
- .4 Mobile Carts
- “Mobile Carts”, as defined in Section 302.15, are permitted to use the sidewalk or City Wharf at locations as described in Schedule H to this Bylaw. Street vending license requirements are to be satisfied as required in the City of North Vancouver Street Vending Guidelines.

817 Obstructive Solicitation

- .1 No person shall solicit in a manner which causes an obstruction. A person shall be deemed to be causing an obstruction when he or she solicits by:
- (a) sitting or lying on a street in a manner which obstructs or impedes the convenient passage of any pedestrian traffic in a street, in the course of solicitation,
 - (b) continuing to solicit from or otherwise harassing a pedestrian after that person has made a negative initial response to the solicitation or has otherwise indicated a refusal,
 - (c) physically approaching and soliciting from a pedestrian as a member of a group of three or more persons,
 - (d) soliciting on a street within 10 m of
 - (i) an entrance to a bank, credit union or trust company, or
 - (ii) an automated teller machine, or
 - (e) soliciting from an occupant of a motor vehicle in a manner which obstructs or impedes the convenient passage of any vehicular traffic in a street.

818 Street Landscaping and Street Trees

- .1 Subject to Section 813.3 no person, other than a duly authorized person or employee of the City acting in pursuance of his duties shall:

- (a) dig up in any manner, alter or disturb any landscaping element constructed, planted or installed in any street.
 - (b) Alter or damage any tree planted or situated on any street.
 - (c) Remove any tree planted or situated on any street.
- .2 No landscaping elements may be constructed, planted or installed on any street without having first obtained the permission of the City Engineer and any person acting under such permission shall do so in accordance with the terms and conditions contained in a permit. Landscaping elements, once constructed, planted or installed or planted will become the property of the City.
- .3 Property owners are responsible for the care and maintenance of grass and landscaping elements constructed, planted or installed, excluding trees, pursuant to Section 818.2 on streets adjacent to their property.

819 Tag Days

No person shall hold a Tag Day or otherwise solicit donations of money or in kind or for material assistance upon any street or public place except with the written permission of the City Engineer or any other person duly authorized by the City Engineer.

820 Licensing of Vehicles

- .1 No person may drive, or park a vehicle or trailer on any street without displaying on it, in the manner prescribed in the *Motor Vehicle Act* and Regulations pursuant thereto, the number plates issued or designated by the Superintendent or otherwise prescribed to be displayed on that motor vehicle or trailer for the current licensed year of that motor vehicle or trailer.
- .2 No person may operate or use, or cause a commercial vehicle to be operated or used on a street without holding and displaying a valid and subsisting municipal licence plate required under the authority of any other Bylaw.

821 Utility Access Agreement

Any person seeking permission to construct works on a street, for the purpose of installing utility works, is required to enter into a Utility Access Agreement substantially in accordance with Schedule G.

PART 9 – VEHICLE WEIGHT, LOADS, DIMENSIONS HEAVY TRUCKS – COMMERCIAL VEHICLES

901 Size, Weight and Loading Regulations by Reference

Hereby adopted as regulations pursuant to this bylaw are:

.1 *Motor Vehicle Act Regulations, B.C Reg. 26/58:*

- (a) Section 19.01;
- (b) Section 19.02;
- (c) Section 19.03;
- (d) Section 19.05; and
- (e) Section 19.06,

all as amended from time to time;

.2 Motor Vehicle Act Regulations, B.C. Reg. 26/58 Division 35 Cargo Securement, as amended from time to time; and

.3 Commercial Transport Regulations, B.C. Reg. 30/78:

- (a) Division 1 Interpretation;
- (b) Division 2 Application;
- (c) Division 7 Commencing at Section 7.05; Size and Weight;
- (d) Division 8 Pilot Cars and Signs; and
- (e) Division 11 Penalties,

all as amended from time to time.

902 Travel on Truck Routes

902.1 A Commercial vehicle or combination of vehicles with a licensed gross vehicle weight of 11,800 kg or more, or a commercial vehicle with four or more axles may only travel on designated Truck Routes, as set out in Schedule E of this bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination.

902.2 This Section 902 shall not apply when otherwise directed by the City Engineer, or a Peace Officer, or as dictated by an emergency situation; nor to transit vehicles when on approved transit routes, recreational vehicles, trucks with campers mounted on them, and emergency vehicles.

902.3 A waybill, bill of lading, delivery invoice, dispatch sheet or other documentation identifying an origin or destination not located on a designated Truck Route may be required to demonstrate that an operator of a commercial vehicle as defined in this Section has valid reason to be off a designated Truck Route. If satisfactory evidence cannot be provided, a Peace Officer may issue a warning or a violation notice in accordance with "Bylaw Notice Enforcement Bylaw, 2018, No. 8675".

903 Prohibits Cleats, Tractors

903.1 No person shall drive or park a vehicle or device upon or along any hard-surfaced street, unless such vehicle or device is so equipped with smooth tires or surfaces of some resilient material in such a manner that only the resilient material comes into contact with the surface of the roadway. This section shall not apply to vehicles which are equipped with chains, studded tires, or other similar device between October 1st and April 30th in the succeeding year.

903.2 No person shall, without a permit issued by the City Engineer, drive or operate on a highway a vehicle other than a horse-drawn vehicle, the wheels of which are not equipped with pneumatic tires in good order.

904 For the purposes of this By-law, wherever in these regulations adopted by this By-law, the term "Minister" or "Minister of Transportation and Infrastructure" appears, the term "Engineer" shall be substituted and where the term "Act" appears, the term "By-law" shall be substituted.

905 No person shall operate a vehicle on any street in the City contrary to a regulation adopted by this section.

906 Permits for Extraordinary Traffic

906.1 Any person desiring a permit required by this Part shall make application in writing therefore to the City Engineer, giving such particulars thereof as the City Engineer may require. The City Engineer may, in their discretion, by a permit in writing, but subject to the conditions or limitations as may be stated therein, authorize the operation and driving of vehicles and loads which are otherwise prohibited from being operated or driven prior to issuance of a permit. An application for such permit shall be made not less than 24 hours in advance of the time the trip is made.

906.2 Before any permit is issued, the City Engineer may require a bond of indemnity or such other document or instrument as will ensure payment to the City of the cost of repairing or reconstructing any street or other property of the City damaged by reason of the driving or operating of the vehicle for which the permit is granted. Such bond, document or instrument shall be in the amount prescribed by the City Engineer, and shall be in a form satisfactory to the City.

907 Permits issued pursuant to this section shall only apply to highways under the jurisdiction of the City.

901—Extraordinary Traffic

~~.1—Except as otherwise permitted by a bylaw or as provided herein by permit, no person may on any street, other than an arterial highway as defined in the *Transportation Act*, drive a vehicle contrary to this part. [Bylaw 8343/adopted January 20, 2014]~~

~~.2—Regulations.~~

901.2.1—Definitions

~~In this Section,~~

~~.1—the interpretation section of the *Commercial Transport Act* and the interpretation section of the *Commercial Transport Regulations B.C. Reg. 30/78* as amended apply, unless the context otherwise requires.~~

~~.2—the word "Permit" refers to a permit issued by the City Engineer under Section 901.3.~~

901.2.2—Vehicle Height

~~No person shall, without a permit issued pursuant to this Bylaw, drive or operate a vehicle having a height, including its load, in excess of 4.m.~~

901.2.3 ~~Vehicle Width~~

~~No person shall, without a permit, drive or operate on a highway a vehicle having a total outside width, including its load, in excess of 2.6m, but not including the following as part of that width:~~

- ~~.1 loose hay, straw or fodder projecting over the sides of the vehicle to a total outside width not in excess of 3.1m;~~
- ~~.2 one or more mirrors, fitted for the purpose of conforming to the requirements of the *Motor Vehicle Act* Regulations, which do not extend more than 20 cm on each side beyond the total width of vehicle and load otherwise permitted by this part;~~
- ~~.3 an anti splash and spray device, load securement device, ladder, clearance lamp or dangerous goods placard if the device, ladder, lamp or placard does not extend more than 10 cm on each side beyond the widest part of the vehicle and its load.~~

901.2.4 ~~Vehicle Axle Width~~

- ~~.1 Subject to subsection .2 no person shall, without a permit, drive or operate a TAC semi-trailer or full trailer unless the distance across the outside of the tires on each single axle, each tandem axle and each tridem axle is:~~
 - ~~(a) where the width of the semi-trailer or full trailer body is 2.5 m or more, not less than 2.5m nor more than 2.6 m, and~~
 - ~~(b) where the width of the semi-trailer or full trailer body is less than 2.5 m, not less than 2.4m.~~
- ~~.2 Where a semi-trailer or full trailer was manufactured prior to August 31, 1988 and the running gear has not been totally replaced, the width across the outside of the tires may be less than that required in paragraph (a), and any width equal to that running gear.~~

901.2.5 ~~Vehicle Length~~

- ~~.1 This section does not apply to a driver or operator of a TAC Vehicle.~~
- ~~.2 No person shall, without a permit, drive or operate:~~
 - ~~(a) except as provided in paragraphs (b) and (c), a single vehicle having an overall length, including its load, in excess of 12.5m,~~
 - ~~(b) a trailer having an overall length in excess of 12.5 m, but not including the following as part of that length:~~
 - ~~(i) an air deflector, heater or refrigerator unit attached to the front of the trailer;~~

- ~~(ii) — the draw bar of the trailer if the draw bar articulates in the horizontal plane relative to the main load-carrying structural component of the trailer;~~
- ~~(iii) — non load carrying equipment such as an air connector, electrical connector, hydraulic connector, roller, pickup plate, bumper, ladder, glad hand, load securement device or dangerous goods placard if the connector, roller, plate, bumper, ladder, glad hand device or placard does not extend more than 30 cm beyond the front or 10 cm beyond the rear of the vehicle;~~
- ~~(iv) — a platform mounted on the front upper portion of the trailer if the platform is used exclusively to assist in the installation or securing or both of load securement devices;~~

~~(c) — A semi-trailer:~~

- ~~(i) — having an overall length in excess of 14.65 m, or;~~
- ~~(ii) — having more than 2 axles the tires of which are in contact with the ground, having an overall length in excess of 14.0 m, but not including as part of that length anything described in paragraph (b)(i), (iii) or (iv).~~

~~(d) — Subject to subsection .3, a combination of 2 or more vehicles having an overall length in excess of 20.0 m including their load, and~~

~~(e) — A bus with an articulation point between the passenger carrying sections of the bus unless:~~

- ~~(i) — the overall length of the bus does not exceed 20.0 m,~~
- ~~(ii) — the distance from the articulation point to the front or rear of the bus does not exceed 12.5 m, and~~
- ~~(iii) — movement of passengers between the articulated sections of the bus is possible at all times while the bus is being operated on a highway.~~

~~(f) — After January 1, 1993, a 3 vehicle combination consisting of a truck and 2 trailers, or a logging truck combination which includes 2 pole trailers.~~

~~.3 — Subsection .2(d) does not apply where the combination of vehicles:~~

- ~~(a) — is a combination of 2 vehicles that has a single articulation point, has an overall length, including its load, of not more than 21.5 m and is carrying a load of logs, wood poles or wood pilings and the length of the load cannot be reduced without cutting the wood;~~

- ~~(b) — is a combination of vehicles that contains more than one articulation point and has an overall length, including its load, or not more than 23.0 m, or~~
- ~~(c) — is a combination of vehicles that:~~
 - ~~(i) — contains a licensed booster axle assembly mounted to the rear of a semi-trailer lowbed, and~~
 - ~~(ii) — has an overall length, including its load, of not more than 23.0 m.~~

~~901.2.6 — TAC Vehicle Length~~

- ~~.1 — This section applies only to drivers or operators of TAC vehicles.~~
- ~~.2 — No person shall, without a permit, drive or operate a truck tractor in combination with a single semi-trailer unless:~~
 - ~~(a) — the overall length of the semi-trailer is not more than 16.2m including its load, but not including as part of that length anything described in section 901.2.5.2(b)(i), (iii) or (iv); and~~
 - ~~(b) — the wheel base of the semi-trailer is not less than 6.25 m and not more than 12.5 m.~~
- ~~.3 — No person shall, without a permit, drive or operate an A train or C train unless:~~
 - ~~(a) — the distance from the front of the lead semi-trailer to the rear of the full trailer is not more than 18.5 m, but not including as part of that length anything described in section 901.2.5.2 (b) (i), (iii) or (iv), and~~
 - ~~(b) — the wheel base of the lead semi-trailer or the following full trailer is not less than 6.25m or more than 12.5m.~~
- ~~.4 — No person shall, without a permit, drive or operate a B train unless:~~
 - ~~(a) — the distance from the front of the lead semi-trailer to the rear of the second semi-trailer is not more than 20.0 m, but not including as part of that length anything described in section 901.2.5.2(b)(i)(iii) or (iv),~~
 - ~~(b) — except for a vehicle referred to in section 901.2.28, the wheel base of the lead semi-trailer is not less than 6.25 m nor more than 12.5 m, and~~
 - ~~(c) — the wheel base of the second semi-trailer is not less than 6.25 m nor more than 12.5 m.~~
- ~~.5 — No person shall, without a permit, drive or operate:~~
 - ~~(a) — a truck tractor having a wheel base in excess of 6.2 m, other than a bed truck being used in oil exploration,~~

- ~~(b) — a bed truck, being used in oil exploration, having a wheel base in excess of 10.0 m,~~
- ~~(c) — a truck tractor in combination with a single semi-trailer or a jeep and semi-trailer lowbed as allowed in section 901.28 having an overall length, including its load, in excess of 23.0 m, or~~
- ~~(d) — an A train, B train or C train having an overall length, including its load, in excess of 25.0m.~~

~~901.2 .7 — Kingpin Setback~~

- ~~.1 — This section does not apply to drivers or operators of TAG Vehicles.~~
- ~~.2 — Except as provided in subsection .3, no person shall, without a permit, drive or operate a combination of vehicles:~~
 - ~~(a) — that includes a semi-trailer with any part of its body or load forward of the centre of the articulation point by more than a radius of 2.25 m; or~~
 - ~~(b) — where the distance from an articulation point to the extreme rear of the vehicle combination exceeds 18.0 m, but not including as part of that distance anything described in section 901.2.5.2(b)(i), (iii) or (iv).~~
- ~~.3 — No person shall drive or operate on a highway, without a permit, a pole trailer in combination with one other vehicle where the combination of vehicles is carrying a load that projects forward of the vertical axis of rotation of the forward bunk by a radius of more than 3.0 m.~~

~~901.2.8 — TAC Kingpin Setback~~

- ~~.1 — This section applies only to drivers or operators of TAG Vehicles.~~
- ~~.2 — No person shall, without a permit, drive or operate a semi-trailer or full trailer where a part of the body or load is forward of the centre of the turning axis articulation point by more than a radius of 2.0 m.~~
- ~~.3 — No person shall, without a permit, drive or operate a truck tractor or truck where the load, boom crane or similar object projects more than 1 m beyond the front wheels, or, if the truck tractor or truck is equipped with a front bumper, more than 1 m beyond such bumper.~~

~~901.2.9 — Front and Rear Projections~~

- ~~.1 — This section does not apply to drivers or operators of TAG Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate a vehicle or combination of vehicles where:~~

~~(a) — the load, boom, crane or similar object extends more than 1.0 m beyond the front wheels, or if equipped with a front bumper, more than 1.0 m beyond that bumper, or~~

~~(b) — subject to subsection .3, the rear projection from the centre of the last axle to a part of the vehicle or load exceeds 5.0m.~~

~~.3 — Subsection .2(b) does not apply where the vehicle or combination of vehicles is a logging truck tractor and pole trailer carrying logs or poles in their natural state and the rear projection from the centre of the last bunk to a part of the vehicle or load does not exceed 5.0 m.~~

~~901.2 .10 — TAC Effective Overhang~~

~~.1 — This section applies only to drivers or operators of TAC Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate any semi-trailer in combination with a truck tractor where the effective overhang on any semi-trailer in the combination exceeds 35% of that semi-trailer's wheel base.~~

~~901.2.11 — Drawbar Length~~

~~.1 — This section does not apply to a driver or operator of an TAC Vehicle.~~

~~.2 — No person shall, without a permit, drive or operate a combination of vehicles where the length of the drawbar or other connection between 2 of the vehicles exceeds 5.0 m, except a combination consisting of only a motor vehicle and a pole trailer.~~

~~901.2.12 — RTAC Hitch Offset~~

~~.1 — This section applies only to a driver or operator of an TAC Vehicle.~~

~~.2 — No person shall, without a permit, drive or operate an A train or C train where the hitch offset on the lead semi-trailer exceeds 1.8m.~~

~~901.2.13 — Load Sharing~~

~~No person shall, without a permit, drive or operate a combination of vehicles where the load is supported by more than one vehicle in combination except:~~

~~.1 — a combination carrying logs, wood poles or wood pilings by means of a pole trailer equipped with a compensating reach; or~~

- ~~.2 — where the load is supported at an articulation point by a fifth wheel coupler and kingpin, a pintle hook and lunette eye assembly or a turntable.~~

~~901.2.14 — Axle Groups~~

- ~~.1 — This section does not apply to drivers or operators of TAC Vehicles.~~
- ~~.2 — No person shall, without a permit issued under this Bylaw, drive or operate on a highway a vehicle or combination of vehicles which as 2 or 3 consecutive axles in contact with the ground if those axles are not a tandem or tridem axle, unless the first or last axle is a self-steering axle.~~
- ~~.3 — No person shall drive or operate a tridem pole trailer in combination with a jeep or dog logger.~~
- ~~.4 — No person shall, without a permit, drive or operate on a highway a logging truck with a tridem axle pole trailer where the interaxle spacing between a tandem axle and a tridem axle is less than 5.5 m.~~
- ~~.5 — No person shall, without a permit, drive a logging truck where the interaxle spacing between 2 steering axles exceeds 185 cm.~~

~~901.2.15 — TAC Axle Unit~~

- ~~.1 — This section applies only to drivers or operators of TAC Vehicles.~~
- ~~.2 — No person shall, without a permit, drive or operate on a highway:~~
- ~~(a) — a truck tractor in combination with~~
- ~~(i) — a semi-trailer, on which more than one axle unit is in contact with the ground,~~
- ~~(ii) — a semi-trailer having a trailer wheel base of less than 9.5 m, equipped with a tridem axle having an axle spread of more than 3.1 m,~~
- ~~(iii) — a trailer converter dolly equipped with a tandem or tridem axle unit, or~~
- ~~(b) — except as provided in sections 901.2.20.2(c) and (d) and 901.2.28, a vehicle or combination of vehicles in which the interaxle spacing:~~
- ~~(i) — between a single axle and any other single axle, between a single axle and a tandem axle, or between a single axle and a tridem axle is less than 3.0 m,~~
- ~~(ii) — between 2 tandem axles is less than 5.0 m,~~
- ~~(iii) — between a tandem axle and a tridem axle is less than 5.5 m, or~~
- ~~(iv) — between 2 tridem axles is less than 6.0 m.~~

~~.3 — No person shall, without a permit, drive or operate on a highway:~~

~~(a) — a truck tractor equipped with a tridem axle, or~~

~~(b) — a truck tractor equipped with 2 steering axles~~

~~901.2.16 — Lift Axles~~

~~.1 — No person shall drive or operate on a highway a combination of vehicles in which a control, other than one that locks or unlocks a sliding fifth wheel coupler, is provided:~~

~~(a) — or raising or lowering a single axle or group of axles, or~~

~~(b) — for varying the load on an axle or group of axles other than at a location that is adjacent to that axle or group of axles and not inside the operator's compartment.~~

~~.2 — No person shall drive or operate an TAC Vehicle equipped with a lift axle where the tires of the lift axle are in contact with the ground.~~

~~.3 — No person shall drive or operate any pole trailer equipped with a lift axle where the tires of the lift axle are in contact with the ground.~~

~~901.2.17 — Self Steering Axles~~

~~.1 — No person shall, without a permit, drive or operate on a highway in combination with other vehicles a motor vehicle equipped with a self steering axle where the tires of the self steering axle are in contact with the ground.~~

~~.2 — No person shall, without a permit, drive or operate an TAC Vehicle equipped with a self steering axle where the tires of the self steering axle are in contact with the ground except a C dolly may have a self steering axle.~~

~~901.2.18 — Licensed GVW~~

~~The maximum licensed gross vehicle weight of a vehicle or combination of vehicles shall not exceed 63,500 kg.~~

~~901.2.19 — Maximum Gross Vehicle Weight~~

~~.1 — To determine the maximum allowable gross vehicle weight of a vehicle or combination of vehicles, only those axles that are within the prescribed maximum overall length shall be included.~~

~~.2 — Notwithstanding subsection .1, where a vehicle or combination of vehicles is extended beyond the maximum overall length authorized under this division for the sole purpose of accommodating an oversize or overweight load without any increase in the number of~~

~~axes, the displaced axes shall be deemed to be within the maximum overall length authorized under this division.~~

~~901.2.20 — TAC Gross Vehicle Weight~~

~~.1 — This section applies only to drivers or operators of TAC Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate on a highway:~~

~~(a) — truck tractor in combination with a semi-trailer having a gross vehicle weight in excess of 46,500 kg, or~~

~~(b) — an A train or C train having a gross vehicle weight in excess of 53,500 kg.~~

~~(c) — An A train having a single axle on the first semi-trailer and an A dolly axle, with their interaxle spacing less than 3.0 m, and having a combined weight in excess of 17,000 kg or~~

~~(d) — an A train having a tandem axle on the first semi-trailer and an A dolly axle, with their interaxle spacing less than 3.0 m, and having a combined weight in excess of the weights indicated in Table 1 of section 901.2.23.2(b).~~

~~901.2.21 — Tire Loads~~

~~.1 — This section does not apply to drivers or operators of TAC Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate on a highway a vehicle loaded so that the gross weight on a tire exceeds~~

~~(a) — 110 kg per 1.0 cm of tire width in the case of pneumatic tires, or~~

~~(b) — 55 kg per 1.0 cm of tire width in the case of metal or solid rubber tires.~~

~~901.2.22 — TAC Tire Loads~~

~~.1 — This section applies only to drivers or operators of TAC Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate upon a highway a vehicle so loaded that the gross weight on a tire:~~

~~(a) — exceeds 100 kg per 1.0 cm of tire width in the case of pneumatic tires,~~

~~(b) — exceeds the rated capacity of the tire as rated by the manufacturer of the tire, or~~

- ~~(c) — exceeds 3,000 kg, other than a tire attached to the steering axle of:~~
 - ~~(i) — a self-loading truck tractor, or~~
 - ~~(ii) — a bed truck or truck tractor, equipped with a winch behind the cab, where the truck is being used in oil exploration.~~

~~901.2.23 — Maximum Axle Load and Spacing~~

~~.1 — This section does not apply to drivers or operators of TAG Vehicles.~~

~~.2 — No person shall, without a permit, drive or operate on a highway:~~

- ~~(a) — a vehicle, where an axle carries a gross weight in excess of 9,100 kg,~~
- ~~(b) — a vehicle or combination of vehicles having a group of axles within a spacing of 8 m or less, where the group of axles carries the gross weight indicated in column 2 of Table 1 opposite the distance between the centres of the first and last axle of the group as indicated in column 1:~~

TABLE 1
Maximum Gross Weight for Axle Groups

COLUMN 1	COLUMN 2
Distance between the centres of the first axle and last axle of any group of axles of a vehicle or combination of vehicles	Maximum gross weight, group of axles
less than 1.00m	9,100 kg
1.00 m up to but not including 1.20 m	16,500 kg
1.20 m up to but not including 1.90 m	17,000 kg
1.90 m up to but not including 2.30 m	18,000 kg
2.30 m up to but not including 2.60 m	19,000 kg
2.60 m up to but not including 3.00 m	20,000 kg
3.00 m up to but not including 3.40 m	21,000 kg
3.40 m up to but not including 3.80 m	22,000 kg
3.80 m up to but not including 4.20 m	23,000 kg
4.20 m up to but not including 4.60 m	24,000 kg
4.60 m up to but not including 5.00 m	25,000 kg
5.00 m up to but not including 5.30 m	26,000 kg
5.30 m up to but not including 5.70 m	27,000 kg
5.70 m up to but not including 6.10 m	28,000 kg
6.10 m up to but not including 6.50 m	29,000 kg
6.50 m up to but not including 6.90 m	30,000 kg
6.90 m up to but not including 7.20 m	31,000 kg
7.20 m up to but not including 7.60 m	32,000 kg
7.60 m up to but not including 8.00 m	33,000 kg
8.00 m	34,000 kg

- ~~(c) — a 3 vehicle combination of vehicles where a single steering axle on the truck tractor carries a gross weight in excess of 6,000 kg,~~
- ~~(d) — a 3 vehicle combination of vehicles with a gross vehicle weight in excess of 57,000 kg unless:

 - ~~(i) — the power unit is a truck tractor, and~~
 - ~~(ii) — the kingpin of the first semi-trailer is positioned at, or forward of, a point midway between the centre of the 2 rear most axles of the truck tractor,~~~~
- ~~(e) — a 3 vehicle combination of vehicles unless the gross vehicle weight exceeds 11,000 kg, or~~
- ~~(f) — a combination of vehicles having a gross vehicle weight in excess of 63,500 kg.~~

~~.3 — Notwithstanding subsection .2(e), a person does not require a permit to drive or operate a 3 vehicle combination of vehicles, the gross vehicle weight of which does not exceed 11,000 kg, where the combination consists of:~~

- ~~(a) — a motor vehicle,~~
- ~~(b) — a towing dolly, and~~
- ~~(c) — a licensed motor vehicle one axle of which is being carried by the towing dolly.~~

~~.4 — No person shall, without a permit, drive or operate a logging truck combination which includes a tridem pole trailer where:~~

- ~~(a) — a steering axle, other than on a self-loading motor vehicle, exceeds 5,500 kg.~~
- ~~(b) — a tandem axle exceeds 17,000 kg, or~~
- ~~(c) — a tridem axle exceeds 24,000 kg.~~

~~.5 — No person shall, without a permit, drive or operate a self-loading logging truck which includes a tridem pole trailer where the steering axle exceeds 9,100 kg.~~

~~901.2.24 — TAC Axle Loads and Spacing~~

~~.1 — In this section "self loading truck tractor" means a truck tractor equipped with a chassis mounted crane winch or similar device immediately behind the driver's compartment which is used for loading or unloading the vehicle combination.~~

~~.2 This section applies only to drivers or operators of TAG Vehicles.~~

~~.3 No person shall, without a permit, drive or operate:~~

~~(a) a vehicle where the gross axle weight on~~

~~(i) an axle unit exceeds the axle, suspension or brake manufacturer's rating of that component,~~

~~(ii) the steering axle of a truck tractor other than~~

~~(A) a self-loading truck tractor, or~~

~~(B) a bed truck or truck tractor, equipped with a winch behind the cab, where the truck is being used in oil exploration exceeds 5,500 kg,~~

~~(iii) a single axle equipped with dual tires exceeds 9,100 kg,~~

~~(iv) a tandem axle exceeds 17,000 kg, or~~

~~(v) a tridem, axle exceeds 24,000 kg,~~

~~(b) an A train or C train where the sum of the axle loads on all axles of the full trailer exceeds 16,000 kg, or~~

~~(c) a tandem drive axle truck tractor in combination with a single axle jeep and lowbed semi-trailer where the sum of the axle loads on the tandem drive axle and the single axle of the jeep exceeds the greater of 24,000 kg or the weight allowed under Table 1 of section 901.2.23.2(b).~~

~~.4 No person shall, without a permit, drive or operate a self-loading truck tractor where the gross axle weight on the steering axle exceeds 9,100 kg.~~

~~.5 No person shall, without a permit drive or operate a vehicle where the gross axle weight of any axle of a tandem or tridem axle exceeds 9,100kg, or where the gross axle weight of any 2 adjacent axles of a tridem axle exceeds 17,00 kg.~~

~~.6 No person shall, without a permit, drive or operate a bed truck used in oil exploration where the gross axle weight on the steering axle exceeds 9,100 kg.~~

~~.7 No person shall, without a permit, drive or operate a truck tractor equipped with a winch behind the cab used in oilfield exploration where the gross weight on the steering axle exceeds 9,100 kg.~~

901.2.25 Drive Axle

~~No person shall, without a permit, drive or operate on a highway~~

- ~~.1 — a vehicle or combination of vehicles having a gross weight on the drive axle that is less than 20% of the gross vehicle weight, or~~
- ~~.2 — a combination of vehicles with a gross vehicle weight in excess of 38,000 kg unless the towing vehicle has a tandem drive axle.~~

~~901.2.26 — Weight to Horsepower~~

~~No person shall, without a permit, drive or operate upon a highway a combination of vehicles unless the gross vehicle weight to the manufacturer's rated horsepower of the towing vehicle bears a relationship of not more than 150 kg to one horsepower.~~

~~901.2.27 — Towing Dollies~~

~~No person shall drive or operate on a highway a commercial vehicle that is towing a towing dolly where the net weight of the towing dolly plus the gross weight of a motor vehicle, one axle of which is being carried by the towing dolly, exceeds 2,800 kg.~~

~~901.2.28 — TAC Lowbed~~

~~Notwithstanding the provisions of sections 901.2.6.4(b) and 901.2.15.2(b), a tandem drive axle truck tractor may be coupled to a single axle jeep or a single axle jeep and lowbed semi-trailer provided that the interaxle spacing between the tandem drive axle and the jeep single axle is not less than 1.2m or more than 3.5m.~~

~~901.2.29 — TAC Truck Prohibitions~~

- ~~.1 — This section applies only to drivers or operators of TAC trucks, and poly trailers, trucks and full trailers, C trains with C converter dolly and intercity buses.~~
- ~~.2 — No person shall, without a permit, drive or operate~~
 - ~~(a) — a TAC truck unless it conforms to the dimensions and weights as shown in the *Commercial Transport Act Regulations*, Section 7.37 Appendix A,~~
 - ~~(b) — a TAC truck and pony trailer unless the combination conforms to the dimensions and weights shown in the *Commercial Transport Act Regulations*, Section 7.37 Appendix B,~~
 - ~~(c) — a TAC truck and full trailer unless, the combination conforms to the dimensions and weights shown in the *Commercial Transport Act Regulations*, Section 7.37 Appendix C,~~
 - ~~(d) — a TAC C train with a C converter dolly unless the combination conforms to the dimensions and weights shown in the~~

- ~~(e) a TAC inter-city bus unless it conforms to the dimensions and weights shown in the Commercial Transport Act Regulations, Section 7.37 Appendix E,~~
- ~~(f) a truck equipped with 2 steering axles unless
 - ~~(i) the gross weight of the 2 axles does not exceed 17,000 kg~~
 - ~~(ii) the gross weight of each single axle does not exceed 9,100 kg, and~~
 - ~~(iii) the interaxle spacing does not exceed 1.85 m or,~~~~
- ~~(g) a truck with a booster axle assembly where the tires of the booster axle are in contact with the ground, unless the truck is a concrete ready mix truck.~~

901.2.30 Size and Loads

- ~~.1 Notwithstanding any of the provisions of this Part or of a permit issued pursuant to this Bylaw the maximum height, length or width of a vehicle or load allowable on a highway or portion of a highway that is expressly limited as to maximum height, length or width of a vehicle or load by a sign erected by the City Engineer shall be that set out on the sign.~~
- ~~.2 Notwithstanding any other provision of this Part no person shall, without a permit issued pursuant to this Bylaw, drive or operate on a highway
 - ~~(a) a combination of vehicles consisting of more than 2 vehicles,~~
 - ~~(b) a vehicle or combination of vehicles so loaded that the load extends more than 1 m beyond the front wheels thereof, or, if equipped with a front bumper, more than 1 m beyond the front bumper,~~
 - ~~(c) a vehicle or combination of vehicles any part of which, or the load upon which, extends more than 4.5 m behind the centre of the last axle of the vehicle or combination of vehicles,~~
 - ~~(d) a vehicle or combination of vehicles the load of which extends more than 185 cm beyond the back of the vehicle or combination of vehicles, or~~
 - ~~(e) a vehicle so loaded that any part of the load extends beyond the sides of the vehicle.~~~~

- ~~.3 Subsection .2(a) does not apply in respect of a combination of vehicles consisting of a motor vehicle, a towing dolly and a licensed motor vehicle one axle of which is being carried by the towing dolly.~~
- ~~.4 Unless expressly permitted by the terms of a permit, no person shall drive or operate an oversize vehicle or load on a Sunday or holiday.~~

~~901.2.31 Directions~~

- ~~.1 The driver of a vehicle on a highway, when so required by a peace officer shall~~
- ~~(a) stop the vehicle at the time and place specified by such peace officer for the purpose of weighing the whole or part thereof by means of stationary or portable scales, measuring the dimensions of the vehicle and load, measuring and inspecting the tires thereon, inspecting the load carried, or for any other purpose under this Bylaw;~~
- ~~(b) drive the vehicle to the nearest public or Ministry of Transportation and Highways stationary or portable scales for the purpose of weighing the vehicle and load, and~~
- ~~(c) rearrange the load upon the vehicle or remove the whole or part of the load from the vehicle in order to comply with the provisions of this Bylaw or permit before continuing to drive or operate the vehicle.~~
- ~~.2 The driver of a vehicle on a highway, when directed by a traffic sign on the highway to drive over scales, shall drive the vehicle to the scales for the purpose of weighing the whole or part thereof by means of stationary or portable scales, measuring the dimensions of the vehicle and load, measuring and inspecting the tires thereon, inspecting the load carried, or for any purpose under this Bylaw.~~
- ~~.3 The gross weight of any tandem axles and the gross weight of any group of axles shall be the sum of the gross axle weights of all the axles comprising the tandem axles or the group axles, as the case may be.~~
- ~~.4 The gross weight of any vehicle or combination of vehicles shall be the sum of the individual gross axle weights of all the axles of the vehicle or combination of vehicles.~~

~~901.2.32 Weight Distribution~~

- ~~.1 Unless operating under the provisions of a permit issued under this Bylaw, no person shall operate or cause to be operated a vehicle that is loaded in such a manner that the gross weight carried by any axle exceeds the gross weight rating for that axle as specified by the vehicle manufacturer, or the gross vehicle weight exceeds the gross~~

~~vehicle weight rating for that vehicle as specified by the vehicle manufacturer.~~

~~.2 The weight distribution of a bus shall be such that not less than 25 percent of the gross vehicle weight is on the front axle when measured on level ground.~~

~~.3 Subsection .1 applies only to a vehicle~~

~~(a) manufactured after August 31, 1989,~~

~~(b) licensed under the *Motor Vehicle Act* after June 30, 1990 and not licensed under the *Motor Vehicle Act* on or before that date, or~~

~~(c) after December 31, 1999 where licensed under Section 5 of the *Commercial Transport Act*.~~

~~901.3 Permits for Extraordinary Traffic~~ ~~[Bylaw 8476, May 2, 2016]~~

~~.1 Any person desiring a permit required by this Part shall make application in writing therefore to the City Engineer, giving such particulars thereof as the City Engineer may require. The City engineer may, in his discretion, by a permit in writing, but subject to the conditions or limitations as may be stated therein, authorize the operation and driving of vehicles and loads which are otherwise prohibited from being operated or driven prior to issuance of a permit. An application for such permit shall be made not less than 24 hours in advance of the time the trip is to be made.~~

~~.2 Before any permit is issued, the City Engineer may require a bond of indemnity or such other document or instrument as will ensure payment to the City of the cost of repairing or reconstructing any street or other property of the City damaged by reason of the driving or operating of the vehicle for which the permit is granted. Such bond, document or instrument shall be in the amount prescribed by the City Engineer, and shall be in a form satisfactory to the City.~~

902 Prohibits Cleats, Tractors

~~.1 No person shall drive or park a vehicle or device upon or along any hard-surfaced street, unless such vehicle or device is so equipped with smooth tires or surfaces of some resilient material in such a manner that only the resilient material comes into contact with the surface of the roadway. This section shall not apply to vehicles which are equipped with chains, studded tires, or other similar device between October 1st and April 30th in the succeeding year.~~

~~.2 No person shall, without a permit issued by the City Engineer, drive or operate on a highway a vehicle other than a horse-drawn vehicle, the wheels of which are not equipped with pneumatic tires in good order.~~

903—Securement of Vehicle Loads

903.1—Load Securement

~~No person shall drive or operate on a highway a vehicle or combination of vehicles in a manner which ensures that~~

- ~~.1— the load or a portion of the load will not escape from the vehicle or combination of vehicles; or~~
- ~~.2— the load or a portion of the load will not shift or sway in a manner that may affect the operation of the vehicle or combination of vehicles.~~

903.2—Operating vehicles with insecure load prohibited

- ~~.1— The driver or other operator of a vehicle on a highway, when so required by a Peace Officer, shall cease to drive or operate the vehicle if the peace officer considers on reasonable and probable grounds that it is unsafe to operate the vehicle on the highway because the method of load securement used on the vehicle fails in any respect to conform to the requirements of this division.~~
- ~~.2— Where, under subsection .1, a peace officer requires the driver or other operator of a vehicle to cease to operate it, no person who know of the peace officer's opinion that the vehicle is unsafe shall operate it on the highway until the defect in its loading or method of securement has been remedied.~~

903.3—Methods of load securement—non-commercial vehicles

~~No person shall drive or operate on a highway a vehicle or combination of vehicles other than a commercial vehicle or combination of commercial vehicles unless the load is secured to the vehicle or a vehicle in the combination, with tie downs or other similar devices which~~

- ~~.1— have, in the aggregate, a safe working load equal to or greater than the weight of the load secured by the tie downs, and~~
- ~~.2— meet the requirements of Section 903.12.1 (c) to (f) and .3.~~

903.4—Methods of load securement—commercial vehicles

- ~~.1— Subject to subsection 2, no person shall drive or operate a commercial vehicle on a highway while the vehicle is carrying a load unless the load is secured~~
 - ~~(a) — by sides, sideboards or side stakes and a rear endgate, endboard or endstakes that~~
 - ~~(i) — are securely attached to the vehicle,~~

- (ii) ~~are strong enough and high enough to ensure that the load will not shift upon or fall from the vehicle, and~~
- (iii) ~~have no aperture large enough to permit any load to pass through,~~
- (b) ~~where the load length falls within a load length category set out in column 1 of the Table, by the number of tie downs set opposite the category in column 2, and as many additional tie downs as are necessary to secure the load by~~
 - (i) ~~direct contact, or~~
 - (ii) ~~dunnage that is secured by the tie downs and is in contact with the exterior, including topmost load, in a manner that safely holds interior pieces of the load without causing exterior pieces to crush or break up, or~~
- (c) ~~by the methods described in paragraph (a) and the methods described in paragraph (b), in combination, and the driver or the operator shall ensure that tie downs when in use, are distributed evenly along the load.~~

TABLE

Length of Load along longitudinal axis of vehicle	Minimum number of tie downs required
Not over 2.5 m	2
Over 2.5 m but not over 7.5 m	3
Over 7.5 m but not over 10.0 m	4
Over 10.0 m but not over 12.5 m	5
Over 12.5 m but not over 15.0 m	6

~~.2 An article in a load that is less than 2.5 m long and less than 1.5 m high may be secured by one tie down if it is butted against a substantial article or a bulkhead, but, if it is not butted against a substantial article or a bulkhead it must be secured by 2 tie downs and the second one shall be conclusively deemed to be necessary additional tie down under the requirements of subsection .1(b).~~

~~.3 In this section "tie downs" means tie downs that meet the requirements of section 903.12.~~

903.5 ~~Exception for size or shape~~

~~Notwithstanding section 903.4, where the methods described in that section~~

~~.1 cannot be used to secure the load to a commercial vehicle because of the load's size, shape or both, or~~

~~.2 if used to secure the load to a commercial vehicle, are likely to cause damage to the load, a person may operate the motor vehicle on the~~

~~highway while the vehicle is carrying that load if it is secured, in a manner that ensures compliance with section 903.3, by means of securement devices that conform to section 903.12.~~

~~903.6 — Transporting logs or poles~~

~~.1 — Notwithstanding section 903.4, a person may drive or operate a logging truck on a highway while the vehicle is transporting a load of logs or poles or both if each bundle of logs is restrained by at least 2 load encircling binders, at least 3 m apart where the length of the load allows, each binder having a breaking strength in its weakest component of not less than 5,500 kg and the vehicle is~~

~~(a) — equipped with the same bunk and stake assembly, unmodified, that it was equipped with at the time it was sold as a new vehicle and bears the National Safety Mark under the *Motor Vehicle Safety Act* (Canada) and the regulations made under it, or~~

~~(b) — not equipped and marked as described in paragraph (a) but is equipped with bunks and stake assemblies that meet the requirements of subsection .2 and are of adequate design and construction to contain the load.~~

~~.2 — For the purpose of subsection .1(b)~~

~~(a) — stake extensions shall be securely attached to the stakes,~~

~~(b) — stakes, together with their stake extensions, shall form an angle of 90° or less with the bunk cross member, and~~

~~(c) — stakes shall be secured to the bunk cross member by a method approved by a professional engineer or by one of the following methods:~~

~~(i) — by a pin and closed loop stake lines consisting of wire rope at least 22 mm in diameter,~~

~~(ii) — with properly welded gussets of adequate strength, and~~

~~(d) — where the vehicle is equipped with a device that prevents the separation of the forward bunk from the vehicle while the vehicle is unloaded and during the process of unloading logs, the forward bunk cross member and stakes may be located on the logging truck by means of a steel pin at least 30 cm long and of adequate strength, and~~

~~(e) — bunk lash must not exceed 5 mm when the pole trailer is fully loaded.~~

~~.3 — if the logging truck includes a tridem pole trailer,~~

- ~~(a) the trailer bunk centre line must be located at a point forward of the longitudinal centre of the tridem axle group, and~~
- ~~(b) the trailer, if equipped with spring suspension, must not have any spring lash in excess of 5 mm when in a loaded state.~~

~~.4 Pole trailers manufactured after January 1, 1993 and equipped with adjustable reaches must have welds, bolts or positive means other than a friction clamp to prevent movement between any reach section (except the compensator) and the chassis.~~

~~903.7 Tiered articles~~

~~No person shall drive or operate a commercial vehicle on a highway while the vehicle is carrying its load in more than one tier of separate components unless~~

- ~~.1 the topmost tier is secured in the manner described in section 903.4.1(b), and~~
- ~~.2 each other tier is secured in a safe and stable manner.~~

~~903.8 Drums~~

- ~~.1 No person shall drive or operate a commercial vehicle on a highway while the vehicle is carrying drums or barrels on end unless
 - ~~(a) where metal drums or barrels are stacked on end on other metal drums or barrels, the stacks are separated by dunnage, and~~
 - ~~(b) the vehicle has sides, sideboards or side stakes and the drums or barrels are blocked or tied down with hardware adequate to prevent the load from shifting on the vehicle.~~~~
- ~~.2 Subsection .1 does not apply to a vehicle transporting empty metal drums if secured in the manner described in section 903.4.1(a).~~

~~903.9 Covering of aggregate loads~~

~~No person shall drive or operate a commercial vehicle on a highway while the vehicle is carrying a load of aggregate material if any of the load is likely, if not covered, to bounce, blow or drop from the vehicle in transit, unless~~

- ~~.1 the load is covered in a way that prevents any of it from blowing, bouncing or dropping from the vehicle, and~~
- ~~.2 the cover is securely and tightly fastened so that it is not, and cannot become, a hazard.~~

~~903.10 — Load supported on rollers~~

~~No person shall drive or operate a commercial vehicle on a highway when the load of the vehicle is supported on rollers unless at least one roller is equipped with locks that are fastened in a manner that prevents the load from shifting in transit.~~

~~903.11 — Intermodal cargo containers~~

~~.1 — No person shall, after April 1, 1982, drive or operate on a highway a commercial vehicle transporting intermodal cargo containers unless the container is secured between the container securement holes and the load bearing vehicle structure and securement devices fastened tightly and locked so that the container is prevented from moving relative to the vehicle more than 25 mm under an acceleration relative to the vehicle~~

- ~~(a) — of 16.5 m per second per second downward,~~
- ~~(b) — of 4.9 m per second per second upward,~~
- ~~(c) — of 2.9 m per second per second laterally, and~~
- ~~(d) — of 17.6 m per second per second longitudinally.~~

~~.2 — No person shall drive or operate on a highway a self-loading commercial vehicle transporting a refuse container unless the refuse container is located and secured to the hoist frame by a means which is of adequate strength to prevent movement between the container, the hoist frame and the truck frame.~~

~~903.12 — Tie Downs~~

~~.1 — Tie downs must~~

- ~~(a) — in the aggregate, have a safe working load of more than the weight of the load secured by the tie downs,~~
- ~~(b) — be marked directly, or on a tag permanently attached, with
 - ~~(i) — the safe working load as warranted by the manufacturer or by a registered professional engineer, or~~
 - ~~(ii) — sufficient information so as to enable a peace officer to determine the manufacturer, grade and quality of the tie down.~~~~
- ~~(c) — not be used if worn
 - ~~(i) — beyond a wear limitation specified by the manufacturer, or~~
 - ~~(ii) — to the extent that they have become unsafe.~~~~

- ~~(d) — when in use be protected as necessary against abrasion;~~
- ~~(e) — when in use have any load binder handle that forms part of the tie down assembly locked in place and secured by rope, wire or chain or a locking mechanism that restricts any movement of the handle, and~~
- ~~(f) — be designed, constructed and maintained so that the driver of a vehicle can tighten them.~~

~~.2 — Where a tie down is not identified in the manner set out in subsection .1(b) it shall be conclusively deemed to be of the lowest grade or classification for its type and size.~~

~~.3 — Subsection .1(f) does not apply in the case of a tie down that consists of steel, fibre or synthetic strapping, if the strapping is taut when in use.~~

~~903.13 — Front end structures~~

~~.1 — No person shall drive or operate a commercial vehicle on a highway while the vehicle is carrying a load unless the vehicle is equipped with a bulkhead or cab protector, or both in combination, that meets the requirements of subsection .2 of sufficient strength to prevent penetration or crushing of the driver's compartment, or the sleeping compartment, in the event of the load shifting during any normal or emergency driving maneuver.~~

~~.2 — A bulkhead or cab protector, or both in combination, shall extend~~

~~(a) — to 120 cm above the floor of the cab of the vehicle, or~~

~~(b) — to the height at which the bulkhead or cab protector, or both in combination, blocks forward movement of any part of the load the vehicle is carrying, and shall be the width of the vehicle or vehicle cab.~~

~~.3 — For the purpose of subsection .1 a bulkhead or cab protector manufactured after July 1, 1987, and sold for use on a vehicle, shall be deemed to be not of sufficient strength unless it meets the requirements of subsections .4 to .7.~~

~~.4 — Where the vehicle's bulkhead or cab protector, or both in combination, is less than 1.8 m in height, it shall be capable of withstanding a horizontal forward static load equal to ½ of the weight of the cargo being transported with that weight uniformly distributed over the entire portion of the front end structure that is between the floor of the vehicle and the lesser of:~~

~~(a) — 1.2 m above the floor of the vehicle; or~~

- ~~(b) — the height above the floor of the vehicle at which its bulkhead or cab protector, or both in combination, blocks forward movement of any item of the cargo.~~
- ~~.5 — Where the bulkhead or cab protector, or both in combination, is 1.8 m or more in height, it shall be capable of withstanding a horizontal forward static load equal to 40% of the weight of the cargo being transported~~
 - ~~(a) — on the truck or trailer to which the bulkhead is affixed, or~~
 - ~~(b) — on the semi trailer immediately behind the truck tractor to which the cab protector is affixed, with the weight uniformly distributed over the entire bulkhead or cab protector, or both in combination, as the case may be.~~
- ~~.6 — The bulkhead or cab protector, or both in combination of the motor vehicle shall be designed, constructed and maintained so that it has no aperture large enough to permit any item of the cargo to pass through it.~~
- ~~.7 — The bulkhead or cab protector shall~~
 - ~~(a) — be permanently marked with the name and address of its manufacturer, the model number and its rated capacity in terms of the cargo weight which may be transported in compliance with this section, and~~
 - ~~(b) — be one that has been affixed in accordance with the manufacturer's recommendations.~~
- ~~.8 — This section does not apply where a person drives or operates a commercial vehicle that is~~
 - ~~(a) — carrying a load in a container where the container is so constructed, and attached to the vehicle chassis, that it meets the requirements of this section for a bulkhead or cab protector, or both in combination,~~
 - ~~(b) — being used exclusively to transport other motor vehicles that are secured by tie down assemblies as required by section 903.4 or fastened by a method permitted by section 903.5,~~
 - ~~(c) — licensed for a gross vehicle weight of 5,500 kg or less,~~
 - ~~(d) — a cab and chassis without a load carrying or work performing platform,~~
 - ~~(e) — transporting an intermodal cargo container, or~~

- ~~(f) — equipped with a permanently attached hoist or crane which meets the requirements of subsections .1 to .6.~~

~~904 — Travel on Truck Routes~~

- ~~904.1 — A Commercial vehicle or combination of vehicles with a gross vehicle weight rating of **10,000 kg** or more, or a commercial vehicle with four or more axles may only travel on designated Truck Routes, as set out in Schedule E of this bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination.~~
- ~~904.2 — This Section 904 shall not apply when otherwise directed by the City Engineer, or a Peace Officer, or as dictated by an emergency situation; nor to transit vehicles when on approved transit routes, recreational vehicles, trucks with campers mounted on them, and emergency vehicles.~~
- ~~904.3 — A waybill, bill of lading, delivery invoice, dispatch sheet or other documentation identifying an origin or destination not located on a designated Truck Route may be required to demonstrate that an operator of a commercial vehicle as defined in this Section has valid reason to be off a designated Truck Route. If satisfactory evidence cannot be provided, a Peace Officer may issue a warning or a violation notice in accordance with “Bylaw Notice Enforcement Bylaw, No. 7675”.~~

PART 10 – OPERATION OF VEHICLES

1001 Hospital or Quiet Zones

Wherever signs are erected on any part of a street indicating a zone of quiet or hospital zone on such part of the street, no person operating a motor vehicle within such zone shall sound the horn or other warning device of said vehicle, except in an emergency.

1002 Boarding or Alighting From Vehicles

No person shall board or alight from a vehicle while it is in motion on a street.

1003 Speed Limits

It shall be unlawful for any person to drive or operate a motor vehicle on any street within the City of North Vancouver at a rate of speed greater than 50 km per hour, unless otherwise posted.

1004.1 Deleted *[Bylaw 8415, May 25, 2015]*

1004.2 30 km/h Streets

Notwithstanding Section 1003 it shall be unlawful for any person to drive or operate a motor vehicle on Rufus Drive between Cedar Village Crescent

and the City Boundary at 16th Street at a rate of speed greater than 30 km per hour.

1004.3 20 km/h Streets

Notwithstanding Section 1003 it shall be unlawful for any person to drive or operate a motor vehicle on Rogers Court, Chesterfield Place or Chadwick Court in the City of North Vancouver at a rate of speed greater than 20 km per hour.

1005 Speed Limits On Lanes

No person shall drive or operate a motor vehicle upon a lane at a greater rate of speed than 20 km per hour.

1005.1 Speed Limits on Cycle Routes

No person shall drive or operate a motor vehicle upon a cycle route at a greater rate of speed than that specified on the speed limit traffic control device for that cycle route. *(Amendment Bylaw 8335 10 21 2013)*

1006 Driving over Newly Painted Lines

No person shall drive on or over any newly painted line or marking on any street when the line is indicated by a traffic control device.

1007 Neighbourhood Zero Emission Vehicles

A person may drive or operate a Neighbourhood Zero Emission vehicle only:

- (a) On a street that has a speed limit of 50 kilometres per hour or less; and
- (b) In that portion of the street available for moving traffic that is closest to the right hand edge or curb of the street, except when making a left hand turn is necessary or when passing another vehicle.
- (c) Notwithstanding subsection a) no person shall, without a permit, drive or operate a Neighbourhood Zero Emission Vehicle on those streets as set out in Schedule J of this bylaw.

PART 11 – PEDESTRIAN REGULATIONS

1101 Use Right Half of Crosswalk

Pedestrians shall use the right half of crosswalks whenever practicable.

1102 Must Observe Care When Leaving Bus

No person who has alighted from a bus which has stopped at the near side of an intersection shall start to cross to the opposite side of the street upon which such bus is moving, until the bus has moved away from its stopping place, unless such crossing is made in compliance with traffic control signals or at the direction of a Peace Officer. This provision shall not apply when a bus has stopped at its regular terminus.

1103 Jaywalking

1103.1 In a business district no pedestrian shall cross any street at any place other than upon or along a crosswalk distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface, or where not so indicated that area within the intersection of a street with any other street. Notwithstanding the foregoing, no pedestrian shall cross any street in a Business district at an intersection at a street and a lane.

1103.2 Notwithstanding the provisions of Section 1103.1, where there is a signalized or marked crosswalk at an intersection only the signalized or marked crosswalk shall be used by pedestrians.

PART 12 – CYCLE REGULATIONS

1201 Must Have Adequate Brakes

Every cycle when operated upon a street shall be equipped with a brake adequate to control the movement of and to stop such vehicle whenever necessary. Such brake shall be maintained in good working order at all times.

1202 Operation of Cycles on Sidewalks

No person shall operate a cycle on a sidewalk unless permitted to do so by a traffic control device. (*Amendment Bylaw 8335 10 21 2013*)

1203 Operation of Cycles in Elephant's Feet Crosswalks

Despite the general prohibition against riding cycles on crosswalks in the *Motor Vehicle Act*, a person may cross a highway by riding a cycle on a crosswalk:

- (a) if the crosswalk is marked by or is bordered by two lines of intermittent squares (elephant's feet); or
- (b) if directed to ride on the crosswalk by a traffic control device.

[Bylaw 8595, January 15, 2018]

1204 Every person operating a cycle who crosses or intends to cross a highway as permitted by section 1203 must:

- (a) enter the crosswalk from the curb or the edge of the roadway;
- (b) yield to pedestrians in the crosswalk; and
- (c) not ride into the path of a vehicle that is so close that it is impractical for the driver to yield the right of way.

PART 13 – PARKING METERS

1301 Authorization

It shall be lawful for the Council by Resolution from time to time to designate streets or portions thereof whereon parking meters may be installed, and to install such parking meters.

1302 Installation

Parking meters shall either be placed alongside of individual parking stalls (hereinafter referred to as "stall type meters") or shall be in the form of ticket dispensers which, on the deposit of a coin, or other method of payment, issues a ticket or coupon (hereinafter referred to as a "coupon") to authorize parking as permitted under the regulation of this Bylaw. Notwithstanding the foregoing stall type meters may be of the double headed type placed alongside or adjacent to individual parking stalls.

1303 Payment

- .1 Coins used for payment shall be the lawful coinage of Canada. No person shall deposit or cause to be deposited in any stall type meter or ticket dispenser any slug, device or substitute for the coinage described in this section of the Bylaw.
- .2 Payment by credit card, or special device issued by the City, shall be in lieu of coinage for those meters specifically equipped to accommodate such methods of payment.
- .3 Payment for stall type parking for a vehicle shall be made by the owner, operator or driver of such vehicle immediately after entering the parking stall.
- .4 Payment for coupons shall be in the amount indicated according to a sign displayed on the ticket dispenser or an official sign of the appropriate authority. Said coupons or coupon while valid shall be conspicuously displayed on the dashboard at all times, while the vehicle is so parked, or in some other location if specified by the said sign or signs or printed on the coupon. Coupons shall be valid for the time paid for in accordance with the said sign or as printed on the coupon or coupons within the lot where said coupon was issued.

1304 Offence

- .1 It shall be an offence under this Bylaw to permit any vehicle to remain in a stall regulated by a stall type meter when the said parking meter shows that the parking time of such vehicle has expired.

- .2 It shall be an offence under this Bylaw to fail to purchase a ticket or coupon or to fail to display a valid coupon or ticket in the manner described in Section 1303.3, while the vehicle is so parked.
- .3 It shall be an offence under this Bylaw to display an invalid coupon or ticket or any counterfeit or substitute thereof.
- .4 No vehicle shall be parked on any street or portion thereof designated for parking meters and on which parking meters are installed except in compliance with the provisions of this Bylaw.

1305 Impoundment

An owner, operator or driver who leaves a car parked in any street designated pursuant to Section 1301 in contravention of Part 13 of this Bylaw commits an offence under this Bylaw and any Peace Officer may, in addition to issuing a ticket under Part 16 of this Bylaw, impound said offending vehicle and the provisions of Section 813 shall apply.

1306 Damage

No person shall deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter installed under the terms of this Bylaw.

1307 City-Owned Parking Lots

For the purposes of this Bylaw the City-owned parking lots described in Schedule C shall be deemed to be streets under this Bylaw.

PART 14 – DELEGATION OF AUTHORITY

1401 Delegation

- .1 The City Engineer, or for the purposes of the sections of this Bylaw found in Column 1 of Schedule D of this bylaw, the City officers and employees holding the corresponding positions designated in the schedule with an X, are hereby authorized and empowered to make orders in respect to this Bylaw.
- .2 The Chief of Police is hereby authorized and empowered to make orders in respect of any of the matters comprised in Sections 403, 404, 507, 701, 703.3, 804, 813.3, of this Bylaw.
- .3 The Fire Chief is hereby authorized and empowered to make orders in respect of any of the matters comprised in Section 404 and 804 of this Bylaw.
- .4 Each person to whom authorities are delegated in Sections 1401.1, 1401.2, 1401.3 and 1401.4 may rescind, revoke, amend or vary any such order made by him from time to time.

- .5 Any order made under authority of this Section shall be at all times subject to review and rescission by Council.

PART 15 – PERMITS - COMPLIANCE, REVOCATION

1501 Conditions of Permits must be Complied With

All permits granted under the provisions of this Bylaw shall be subject to all the terms and conditions contained in such permit and it shall be an offence against the provisions of this Bylaw for any person to act upon any such permit except in compliance with the terms and conditions of such permit.

1501.1 Insurance and Waiver Requirements

In addition to any other conditions and requirements that may be imposed under this Bylaw, a person authorized to issue a permit or permission shall consider the nature of the permittee's use of the highway and may require as a condition of the permit that the permittee provide the City with any or all of the following in a form acceptable to the City Engineer:

- (a) proof of general liability insurance for the activity to be performed on a highway under the permit in an amount and on terms acceptable to the City Engineer;
- (b) an agreement in writing that the permittee will waive and release the City from all claims against the City in relation to the use of highway as authorized by the permit; and
- (c) an agreement in writing that the permittee will indemnify and save harmless the City for all claims made against the City in relation to the permittee's use of the highway.

[Bylaw 8595, January 15, 2018]

1502 All Permits Revocable

All permits granted under any of the provisions of this Bylaw shall be revocable by the Council and the Council is hereby empowered to revoke the same unless the permit is issued for a stated period of time, provided however that the Council is empowered to cancel any permit issued pursuant to the provisions of this Bylaw, if any of the terms or conditions of the permit or of the provisions of this Bylaw are violated.

1503 Fees

The fees payable for permits issued pursuant to this Bylaw are set out on Schedule F.

PART 16 – OFFENCES, PENALTIES AND ENFORCEMENT

1601 Every person who violates a provision of this Bylaw, or consents, allows or permits an act or thing to be done in violation of a provision of this Bylaw,

or who neglects to or refrains from doing anything required to be done by a provision of this Bylaw, is guilty of an offence and is liable to the penalties imposed under this Bylaw or any other applicable Bylaw of the City, and is guilty of a separate offence each day that a violation continues to exist.

- 1602 Any person who contravenes any of the provisions of this Bylaw commits an offence punishable upon summary conviction and is liable to a fine of net less than \$20.00 and not more than \$10,000.00 or to imprisonment for not more than six months, or to both. Each day that an offence continues shall constitute a separate offence.
- 1603 Authority to Impound Play Vehicles. In addition to any other penalty or method of enforcement prescribed by this Bylaw, a Bylaw Officer may detain and impound any play vehicle or skateboard being used by any person in contravention of Sections 408.2 or 408.4 of this Bylaw for a period of 24 hours and, in such an event, the Bylaw Officer shall deliver the play vehicle or skateboard to the Justice Administration Building located at 147 East 14th Street, North Vancouver, and shall advise any person of the day and hour after which the item may be redeemed.
- 1604 The City Engineer, Chief of Police, Fire Chief and any person designated as a Bylaw Enforcement Officer pursuant to the Bylaw Notice Enforcement Bylaw, 2005, No. 7675 is hereby authorized and empowered to enforce the provisions of this Bylaw by Bylaw Notice or as otherwise provided by this Bylaw.

PART 17 – REPEAL & ENACTMENT

- 1701 Repeal
- The Bylaw known as the "Street and Traffic Bylaw 1976, No. 4949", and Bylaws numbered 4955, 5044, 5085, 5173, 5202, 5249, 5409, 5477, 5613, 5626, 5661, 5720, 5798, 5825, 5878, 5963, 6039 and 6136 being amendments thereto, are hereby repealed.
- 1702 Enactment
- Bylaw No. 6234 - Adopted by Council 13th April, 1992.
Bylaw No. 6390 - Adopted by Council 17th June, 1993.

PART 18 and 19 – SCHEDULES

1810 – SCHEDULE “B” Deleted *[Bylaw 7068, October 5, 1998]*

1820 – SCHEDULE “C” – LIST OF PARKING LOTS DEEMED TO BE STREETS

1820.1 City-Owned Parking Lots

The following properties shown by their legal description and general street location comprise the City-owned parking lots deemed to be streets under Section 1307 of this Bylaw:

Description	Location and Civic Address
Lots 41-44 & 46 Block 155, D.L. 274, Plan 878 Lot 45(excluding East 20') Block 155, D.L. 274, Plan 878	126 East 1 st Street (Post Office Lot)
Lot 2, Block 62, D.L. 548, Plan 14368: and Lot D, Block 62, D.L. 548, Resub 1 & 2, Plan 2074	141 West 14 th Street & 1332 Chesterfield Avenue (Civic Centre Lot and Library)
Lot E, Block 165, D.L. 271, Resub Plan 18168	Parking Spaces #1-38, Level 3, 132 West Esplanade
Lot 14, Block 177, D.L. 271, Resub Plan 19492	120 Carrie Cates Court
Lot A, Block 60, D.L. 549, Resub 2, Plan 10091	253 East 14 th Street
Portion of Parcel H, Block 177, D.L. 271, Reference Plan 2587 Portion of Lot 15, Block 177, D.L. 271, Plan 19677	Foot of Lonsdale
That part of closed road comprising 752 square metres shown on Plan LMP 30947, Block 109, D.L. 274, Group 1, Plan 878	East Victoria Park – Parking Lot
Lot 3, Block 62, D.L. 548/549, Plan 750 PID: 015 145 620	151 West 14 th Street
Lot A, Block 49, D.L. 548, Plan BCP23965	120 West 14 th Street (Public Plaza Parking Lot)
Easement Area shown on Plan BCP 39825, over Lots 1, 2, 6, and 8, all of Block 176, of that portion of the bed and foreshore of Burrard Inlet lying in front of Block 176, DL 274, Group 1, NWD, Plan 39824	Heritage Precinct street parking

1820.2 – Parking Lots in Parks

THE CORPORATION OF THE CITY OF NORTH VANCOUVER
BYLAW NO. 6234

1820.2 Parking Lots in Parks

The following properties shown by their park designation as designated in the Parks Regulation Bylaw, 1979, No. 5237, and amendments thereto, and their approximate street location, comprises the City-owned Parking Lots deemed to be streets in Section 1307 of this Bylaw:

Park No.	Parking Lot No.	Approximate Location of parking lot
2. Heywood Park	2A	South end of Park, at Hamilton and 17th Street
2. Heywood Park	2B	North end of Park, at Hamilton and 21st Street
3. Mosquito Creek Park	3A	17th Street East of Fell Avenue
4. Mahon Park	4A	North of 16th Street West, west of Jones
4. Mahon Park	4B	North of Kinsman Stadium and between it and
4. Mahon Park	4C	North Chris Zuelke Baseball Diamond
4. Mahon Park	4D	Lots 29-33, Block 21, D.L.547
9. Rodger Burnes Park	9A	West of Eastern Avenue, at 22nd Street, North of tennis courts
12. Loutet Park	12A	North of 17th Street East, and east of Rufus, north of playing fields
12. Loutet Park	12B	North of 14th Street East, and east of Rufus, south of playing fields
13. Boulevard Park	13A	North of 13th Street East, east of Moody Avenue, west of tennis courts, Plan 1904
22. Emerald Park	22A	Between 2nd Street East, and 3rd Street mid-block between St. Andrew's and St. Patrick's on east side of Emerald Park.
31. Moodyville Park	31A	South of 3rd Street East, west of Queensbury, within Parcel 1 of A RP 2526, D.L.273
38. Tempe Park	38A	South and west of intersection of Tempe Knoll Drive and Tempe Glen Drive.

1820.3 – City Wharves as Parking Lots

The following locations identified and designated in the "Wharf Regulation Bylaw, 2005, No.7665", and amendments thereto, comprise City-owned and City-controlled Parking Lots deemed to be streets in Section 1307 of this Bylaw:

Pier No.	Parking Lot No.	Location
1. Goldsworthy Pier& Floating Dock	1	Waterfront Park
2. St. Roch Dock	2	Just east of Foot of Lonsdale
3. Burrard Dry Dock Pier	3	Just east of Foot of Lonsdale

1830 – SCHEDULE “D” – TABLE OF AUTHORITY FOR THE CITY ENGINEER AND THEIR DULY AUTHORIZED REPRESENTATIVES

Section No.	Section	City Engineer	Deputy City Engineer	Assist. City Engineer	Traffic Engineer	Superintendents	Engineering Staff	City Clerk	Enforcement Officer
401	Traffic Control Devices	X	X	X	X	X			
402	Through Streets	X							
404	Closing Streets	X	X			X			
408.3	Sports on Streets	X							
408.5	Street Parties	X							
408.6	Street Festivals	X							
501.19	General Parking Prohibitions	X				X			
501.22	General Parking Prohibitions	X	X	X		X			
504	Angle Parking	X	X						
507	Parking Large Vehicles – Permits	X	X	X	X				
508	Power to Establish Restrictive Parking Zones	X	X						
510	Special Parking Privileges	X	X	X	X				
703.5	Funeral, Film Tow Shots & Other Processions	X						X	
801	Street-Structure/Advertising/Writing-Permit	X	X	X					
804	Street-Spills Removal	X							
807	Permission to Excavate Streets	X	X	X					
808.3	Regulation of Access	X	X	X					
809	Permission for Sidewalk Crossings	X	X	X					
811	Barricades Must be provided	X	X	X	X		X		
813.2	Obstructions – Removal	X	X	X	X				
813.3	Obstructions – Removal	X							X
816.2	Commercial Use of Sidewalks	X	X						
817.1	Obstructive Solicitation	X							X
819	Tag Days	X							
904.2901	Size, Weight and Loading Regulations by ReferenceExtraordinary Traffic	X	X	X	X				
904.3906	Permits for Extraordinary TrafficExtraordinary Traffic	X	X	X					
902.2903	Prohibits Cleats, TractorsProhibits Cleats, Tractors	X	X	X					

1830.1 – SCHEDULE “K” – LIST OF CITY PROPERTIES WITH TEMPORARY PARKING AND VEHICULAR ACCESS

City Properties with Temporary Parking and Vehicular Access

The following properties shown by their legal description and general location comprise the City-owned properties with temporary parking and vehicular access under section 302.37 of this Bylaw:

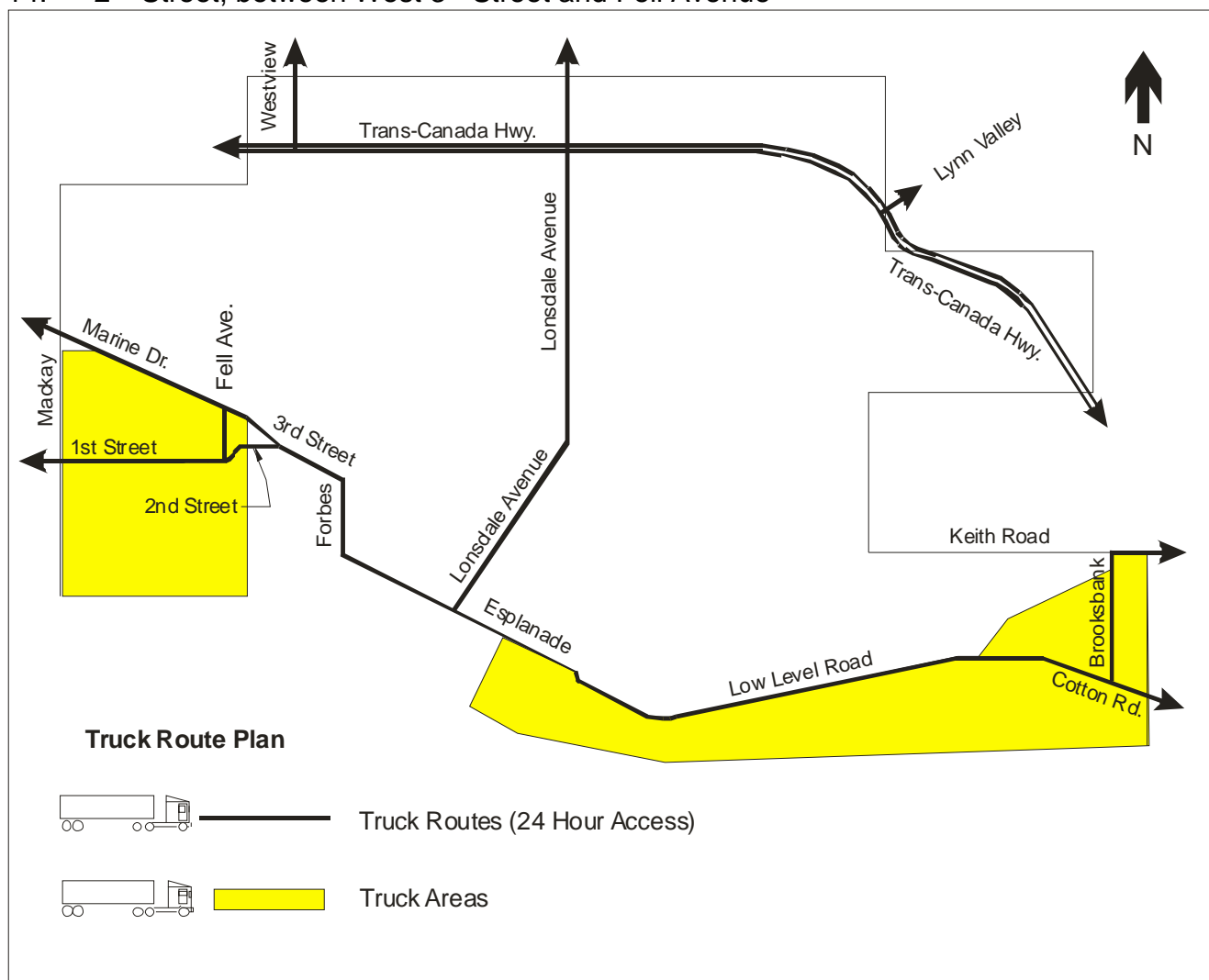
Description	Location
PID 015-995-704 - That part of the bed and foreshore of Burrard Inlet lying in front of Bewicke Avenue District Lot 265, Plan 4690 Group 1 NWD except plans 16779 and BCP 476SS	South of Copping Avenue at the intersection of Bewicke Avenue (foot of Bewicke)

1840 – SCHEDULE “E” – DESIGNATED TRUCK ROUTES

Schedule of Truck Routes Effective March 1, 1997

The following Truck Routes are in effect 24 hours per day, seven days a week.

1. Brooksbank Avenue
2. Keith Road, East of Brooksbank Avenue
3. Cotton Road
4. 3rd Street, east of Kennard Avenue
5. Lower Level Road
6. Esplanade
7. Forbes Avenue, south of 3rd Street
8. 3rd Street, west of Forbes Avenue
9. Marine Drive
10. Westview Drive north of Highway 1
11. Lonsdale Avenue
12. All roads south of Cotton Road, Low Level Road and Esplanade
13. All roads south of Marine Drive and west of Bewicke Avenue
14. 2nd Street, between West 3rd Street and Fell Avenue



1850 – SCHEDULE “F” – FEES

Permit Type	Authority to Issue	Processing Fee	Occupancy Fee
Temporary Building Zone	s.404.2	\$80.00	\$2.50 per day per 10 m ² of street property but not less than \$100.00, plus GST;
Temporary Street Occupancy	s.404.2	\$80.00	\$2.50 per day per 10 m ² of street property but not less than \$100.00, plus GST;
Temporary Street Closure	s.404.2	\$80.00	N/A
Block Party*	s.408.5	\$25.00	N/A
Parade/Procession	s.701	\$100.00	N/A
Container on Street Allowance	s.813.2	\$60.00	N/A
Extraordinary Traffic – Permit to move over height, over width and overweight loads	s.901.3.1 s.905	\$80.00	N/A

*Street parties organized by the North Vancouver Block Watch Program are exempt from the processing fee.

[Bylaw 8476, May 2, 2016]

THIS AGREEMENT made this ____ day of _____, 1995

BETWEEN:

(the "Municipality")

AND:

(the "Company")

WHEREAS:

- (a) The Company operates a communications undertaking by transmitting signals and information through its facilities;
- (b) The Company is regulated by the Canadian Radio-Television and Telecommunications Commission to operate in the area designated in the Company's licence, such area including all or a portion of the land within the boundaries of the Municipality;
- (c) The Company wishes to install and maintain wires, fibre-optic cables, ducts, conduits, manholes and other accessories, structures and equipment (collectively, the "Equipment") in, on, under, over, along and across highways, streets, road allowances, lanes, bridges, viaducts and any other ways open to public use (singularly a "Service Corridor" and collectively, the "Service Corridors") within the Municipality; and
- (d) The Municipality is willing to permit the use of Service Corridors where in its judgement such use will not interfere with its own service requirements and use of the streets including the consideration of the economy and safety and any rights or privileges previously conferred or hereafter conferred by the Municipality by contract or otherwise to others not parties to this Agreement to use any of the Service Corridors;

NOW THEREFORE in consideration of the sum of TEN DOLLARS (\$10) paid by each of the parties to the others and of the premises mutual covenants herein contained, the Municipality and the Company each agree with each other as follows:

1. The Municipality hereby agrees to permit the Company to use the Service Corridors for the purpose of installing, maintaining and removing the Equipment subject to the terms and conditions hereinafter set forth and in accordance with all federal, provincial and municipal statutes, laws and bylaws or other rules and regulations pertaining to the application and use of the Service Corridors or the Equipment.
2. The Company shall not install any of its Equipment in, on under, over, along or across a Service Corridor or other Municipal-owned property without first obtaining the written approval of the Municipal Engineer with regard to the proposed location of the Equipment in, under, over, above and across the Service Corridor and second providing plans to the Municipal Engineer, setting out the location of the Service Corridor, copies of which are attached hereto as Schedule "A".
3. Prior to commencing work of any kind in, on, under, over, along or across a Service Corridor or other Municipal-owned property, including the installation, maintenance and removal of its Equipment, the Company shall obtain the prior written approval for such work from the Municipal Engineer and the Municipal Engineer may establish the terms and conditions under which the work may be conducted by the Company. As a condition of such approval, the Municipality may, at its sole discretion, require that the Company submit detailed engineering plans to the Municipal Engineer with respect to the work to be conducted on a Service Corridor or on other Municipal-owned property.
4. Despite Section 3, the Company may carry out routine maintenance, field testing and subscriber connections without the consent of the Municipality, but in no case shall it carry out any excavation without the Municipality's prior consent.
5. All work conducted by the Company on a Service Corridor or other Municipal-owned property, including installation, maintenance and removal of its Equipment, is subject to the following conditions:
 - (a) All work shall be conducted and completed to the satisfaction of the Municipal Engineer, at the Municipal Engineer's sole discretion;
 - (b) The portions of the Equipment which pass over or under existing utilities or cross beneath streets shall be placed in a carrier pipe or be encased in concrete;
 - (c) If the Company breaks the surface of a Service Corridor, it shall repair and restore the surface of the Service Corridor to substantially the same condition it was in before such work was undertaken by the Company and to the satisfaction of the Municipal Engineer. If the Company fails to repair and restore a Service Corridor to the satisfaction of the Municipal Engineer within twenty (20) days of being notified by the Municipality, the Municipality may effect such repairs and charge all normal Municipality costs related thereto to the Company in accordance with paragraph 11 hereof;
 - (d) If the Municipality require the installation, maintenance or removal of the Equipment to be stopped for any reason, the Company shall cease all such installation, maintenance, or removal of the Equipment forthwith upon receipt of notice from the Municipality; and

- (e) The Company is responsible for all installation, maintenance and removal of the Equipment including the cost of such work.
6. The Company represents and warrants to an covenants and agrees with the Municipality that:
- (a) After completion of any work related to the installation, maintenance, repair, replacement or removal of the Equipment, the Company shall leave the Service Corridors in a sanitary, neat, tidy and safe condition and free from nuisance, all to the satisfaction of the Municipal Engineer;
 - (b) The Company shall not suffer or permit any lien to be filed or registered against the Service Corridors or other Municipal-owned property;
 - (c) If this Agreement is terminated by the Municipality, all the unfulfilled covenants, indemnities and obligations of the Company hereunder shall survive such termination; and
 - (d) The Municipality has made no representations or warranties as to the state of repair of the Service Corridors or the suitability of the Service Corridors for any business, activity or purpose whatsoever and the Company hereby agrees to take the Service Corridors on an "as is" basis.
7. The Company shall provide "as built" drawings to the Municipality within two months of completing the installation of any of the Equipment.
8. The Company shall, at no cost to the Municipality, provide locations of its Equipment within 24 hours of receiving a request by the Municipality.
9. The Company shall provide to the Municipal Engineer a list of 24 hour emergency contact personnel for the Company and shall ensure that the aforementioned list is always current.
10. Upon receipt of thirty (30) days notice from the Municipality, the Company shall, at its own expense, relocate its Equipment within a Service Corridor, or perform any other work in connection with the Service Corridor as may be required by the Municipality, provided that in cases of emergency, the Municipality may take any measures deemed necessary for public safety with respect to the Equipment that may be required in the circumstances as the Municipality shall determine, and the Company shall reimburse the Municipality for all expenses thereby incurred.
11. If the Company fails to complete the relocation of the Equipment in accordance with paragraph 10 or fails to repair the Service Corridors or do anything else required by the Company pursuant to this Agreement in a timely and expeditious manner to the satisfaction of the Municipal Engineer, the Municipality may, but is not obligated to, at its option complete such relocation or repair and the Company shall pay the cost of such relocation or repair to the Municipality forthwith plus an overhead equal to fifteen percent (15%) of such cost and in default of payment thereof, the amount of such cost with interest at the rate of two percent (2%) per annum above the prime lending rate of the Canadian Imperial Bank of Commerce carrying on business in the Municipality shall be due and payable by the Company to the Municipality upon receipt by the Company of an invoice setting out such costs and interest.

12. The Municipality is not responsible, either directly or indirectly, for any damage to the Equipment that may occur during its installation, maintenance or removal by the Company, nor is the Municipality liable to the Company for any losses, claims, charges, damages and expenses whatsoever suffered by the Company including claims for loss of revenue or loss of profits, on account of the actions of the Municipality, its agents or employees, working in, under, over, along, upon and across its highways and Service Corridors or other Municipal-owned property, whether or not such damages, losses, costs, actions, causes of action, claims, demands, builders liens, liabilities, expenses, indirect or consequential damages (including loss of profits and loss of use) are related in any way to negligence or wilful acts or omissions on the part of the Municipality, its officers, employees or agents.

13. The Company covenants and agrees to indemnify and save harmless the Municipality, its agents, officers, elected officials, employees and assigns from and against all losses, claims, including a claim for injurious affection, charges, damages and expenses which the Municipality may at any time or times bear, sustain or suffer, by reason, or on account of the placement, installation, relocation, maintenance or use of the Equipment in, on, under, over, along or across a Service Corridor, and the Company will, upon demand and at its own sole risk and expense, defend any and all suits, actions or other legal proceedings which may be brought or instituted by third persons against the Municipality on any such claim, demand or cause of action, and will pay and satisfy any judgement or decree which may be rendered against the Municipality in any such suit, action or other legal proceeding, and will reimburse the Municipality for any and all legal expenses incurred in connection therewith. The Company's obligation to indemnify and save harmless the Municipality shall survive the termination of this Agreement.

14. This Agreement, shall commence upon the date of execution and shall, unless renewed, terminate 5 years after the first day of the month in which the Agreement is executed. The Agreement shall automatically renew for successive 5 years period without limitation to the number of renewal periods unless either the Municipality or the Company give written notice of cancellation to the other not less than six (6) months prior to the expiration of this Agreement or any renewal term upon which this Agreement shall terminate and on the day so named in such notice this Agreement and all rights and privileges thereunder shall come to an end, provided that notwithstanding such termination the Company shall continue to be liable to the Municipality for all payments due and obligations incurred thereunder prior to the date of such termination.

15. The Company covenants and agrees to pay to the City an annual licence fee of ____ for each year or portion thereof in which this Agreement is in effect to cover the approval and administration of the Agreement.

16. The Company further this covenant and agrees to pay ____% of its gross revenue as a fee for using the Service Corridors.

17. Security in a form acceptable to the Municipality in an amount equal to fifty percent of the construction costs of the installation of the Equipment shall be deposited with the Municipality prior to any construction. The security will be released by the Municipality to the Company upon acceptance of the installation of the Equipment by the Municipal Engineer.

18. The Municipality and the Company mutually agree that should the Company fail to carry out any of the terms, covenants and conditions herein contained or default in any of its obligations under the terms hereof or fail within thirty (30) days after receiving written notice

from the Municipality to correct any such failure capable of correction, then this Agreement shall thereupon be null and void and of no affect and the Company shall thereupon remove all its Equipment from the Service Corridors.

19. This Agreement shall be binding upon and shall ensure to the benefit of the parties hereto and their respective successors and assigns. The Company shall not assign, transfer or sublet any rights or privileges granted hereunder without the prior written consent of the Municipality.

20. No use of a Service Corridor under this Agreement shall create or vest in the Company any ownership or property rights in a Service Corridor or any other property belonging to the Municipality, and the Company shall be and remain a mere non-exclusive licensee of the Service Corridor and placement of the Equipment in a Service Corridor shall not create or vest in the Municipality any ownership or property rights to the Equipment.

21. Nothing in this Agreement shall be construed as affecting any rights or otherwise of others not a party to this Agreement to use any Service Corridor in accordance with the Municipality's legal authority.

22. The Company agrees that it shall at its own expense procure and carry or cause to be produced and carried and paid for, full Workers' Compensation Board coverage for itself and all workers, employees, servants and other engaged in or upon any work.

23. The Company shall maintain insurance in sufficient amount and description as will protect the Company and the Municipality from claims for damages, personal injury including death, and for claims from property damage which may arise from the Company's operations in the Municipality under this Agreement, including the use or maintenance of the Equipment on or in the Service Corridors or any act or omission of the Company's agents or employees while engaged in the work of placing, maintaining, renewing or removing the Equipment and such coverage shall include all costs, charges and expenses reasonably incurred with any injury or damage.

24. In addition to the foregoing the Company covenants and agrees that:

- (a) The limits of liability for Personal Injury, Bodily Injury and Property Damage combined shall be or not less than Five Million (\$5,000,000.00) Dollars for each occurrence;
- (b) The Comprehensive General Liability Insurance shall extend to cover the contractual obligations of the Company as stated within this Agreement; and
- (c) All policies shall provide that they cannot be cancelled, lapsed or materially changed without at least thirty (30) days notice to the Municipality by registered mail; and

25. Any notice required or permitted to be given hereunder or any tender or delivery of documents may be sufficiently given by personal delivery or, if other than the delivery of an original documents, by facsimile transmission to the Municipality at the following address:

Fax Number:

and to the Company at the following address:

with a copy to:

Any notice may also be given by prepaid registered mail mailed within the Province or Territory of _____ and such notice shall be effective five (5) days following the date of mailing, except in the event that there shall be a disruption in postal services at the date of mailing, in which case notice shall be effective by personal delivery or a facsimile transmission as stated above.

26. This Agreement is the entire agreement between the Municipality and the Company regarding the subject of this Agreement and it can be amended or supplemented only by a document executed in writing by both the Municipality and the Company.

27. This Agreement benefits and binds the Municipality and the Company and the successors of each of them.

28. If any term of this Agreement is found to be invalid, illegal, or unenforceable by a court having the jurisdiction to do so, that term is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that finding or by the severance of that term.

29. This Agreement creates contractual rights only between the Municipality and the Company and not an interest in the Service Corridors and the Company covenants and agrees with the Municipality that the Company shall desist always from any registration of this Agreement or of any right howsoever arising under it.

30. No alleged waiver or breach of this Agreement is effective unless it is an express waiver in writing of the breach in respect of which it is asserted against the party alleged to have given the waiver. No waiver by a party of any breach of this Agreement operates as a waiver of any other breach of this Agreement.

31. In this Agreement, unless the context otherwise requires, the singular includes the plural and the masculine includes the feminine gender and a corporation.

32. This Agreement shall be governed by and construed and enforced in accordance with the laws of the Province or Territory of _____ and the laws of Canada which may be applicable to a party in the Province or Territory of _____.

IN WITNESS WHEREOF the parties hereto have executed this Agreement by their duly authorized representatives.

The Corporate Seal of the Municipality)

was hereunto affixed in the presence of:)

C/S

Mayor)

Municipal Clerk)

The Corporate Seal of the Company)

was hereunto affixed in the presence of:)

C/S

Authorized Signatory)

Authorized Signatory)

1870 – SCHEDULE “H” – DESIGNATED LOCATIONS FOR MOBILE CARTS

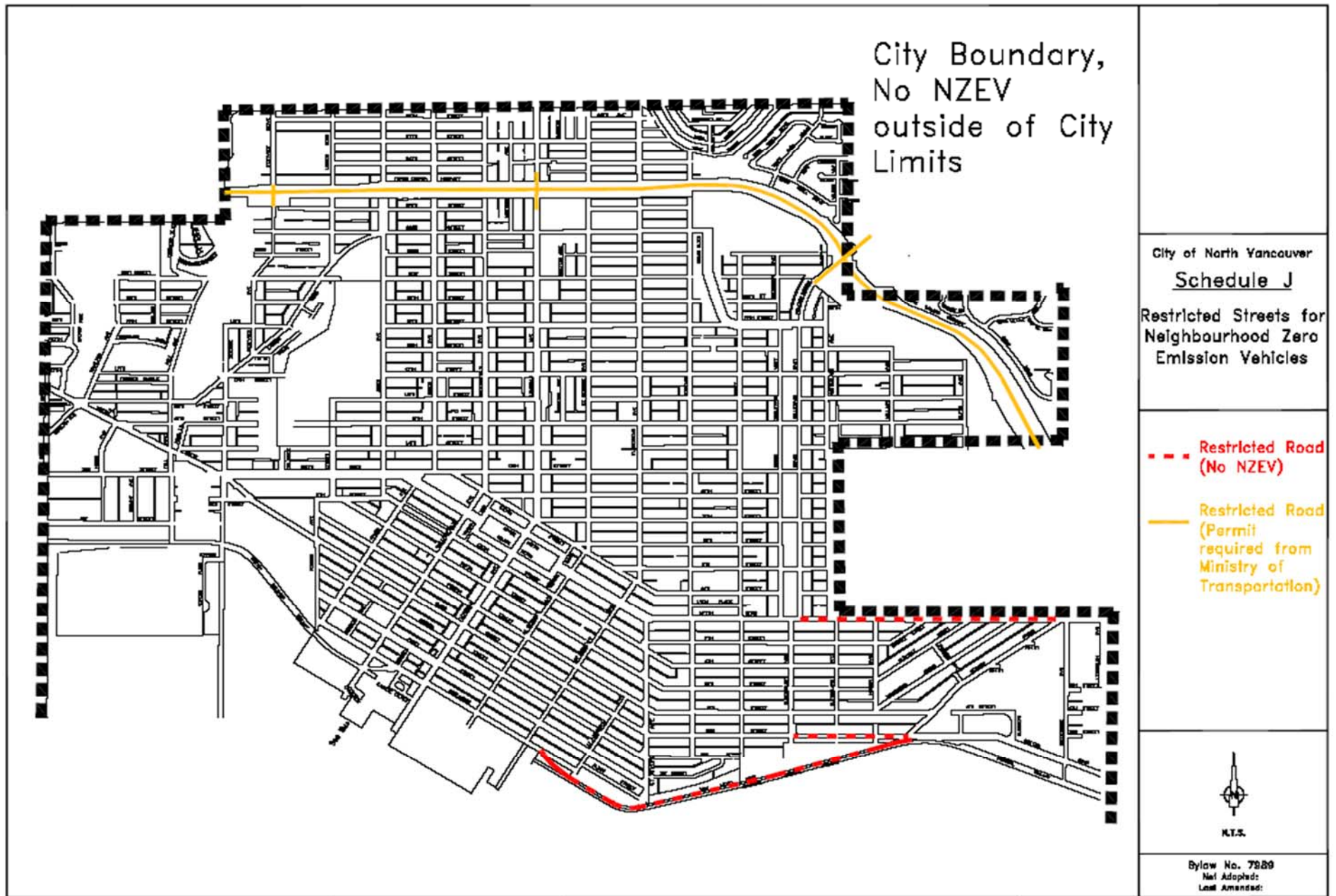
Designated locations for “Mobile Carts” in the City of North Vancouver are as follows:-

- Lonsdale Avenue at 21st Street, Southeast corner,
- Lonsdale Avenue at 19th Street, Northwest corner,
- Lonsdale Avenue at 17th Street, Southeast corner,
- Lonsdale Avenue at 14th Street, West Side Plaza,
- St. Roch Dock, as authorized by the Wharf Manager, and
- Burrard Dry Dock Pier, as authorized by the Wharf Manager.

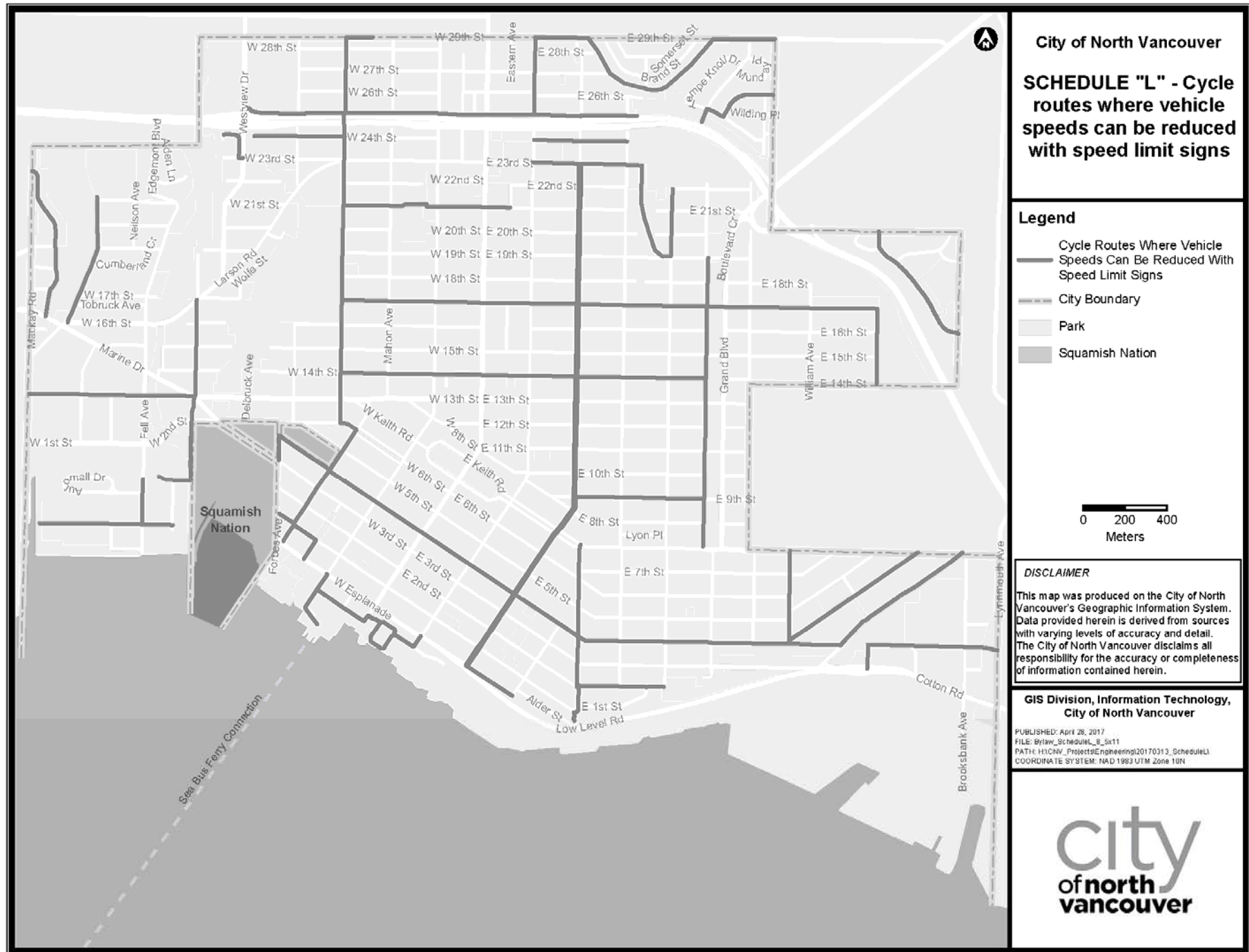
1880 – SCHEDULE “I” – Roadways upon which the use of skateboards and roller skates is restricted.

1. MacKay Road between West 1st Street and Hamilton Avenue
2. Hamilton Avenue between MacKay Road and West 21st Street
3. MacKay Avenue
4. West 17th Street between the City /District border and Hamilton Avenue
5. Keith Road between City/District border and Hamilton Avenue
6. Marine Drive
7. West and East 3rd Street
8. West 1st Street between MacKay Road and Fell Avenue
9. West 2nd Street between Fell Avenue and West 3rd Street
10. Hanes Avenue
11. Fell Avenue between 1st Street and West 21st Street
12. Edgemont Boulevard
13. Bewicke Avenue between Copping Street and Larson Road
14. West 16th Street between Marine Drive and Fell Avenue
15. Larson Road between Fell Avenue and Larson crescent
16. Larson Crescent
17. Westview Drive
18. West 23rd Street between Westview Drive and Lonsdale Avenue
19. East 23rd Street between Lonsdale Avenue and Grand Boulevard
20. West 19th Street between Jones Avenue and Lonsdale Avenue
21. East 19th Street between Lonsdale Avenue and Boulevard Crescent
22. West 17th Street between Jones Avenue and Lonsdale Avenue
23. East 17th Street between Lonsdale Avenue and East Grand Boulevard
24. West 15th Street between Jones Avenue and Lonsdale Avenue
25. East 15th Street between Lonsdale Avenue and East Grand Boulevard
26. West and East Keith Road
27. West and East 13th Street
28. Forbes Avenue between Esplanade and West 3rd Street
29. Esplanade between Forbes Avenue and Low Level Road
30. Low Level Road
31. Cotton Road
32. Jones Avenue between West 13th Street and West 23rd Street
33. Chesterfield Place
34. Chesterfield Avenue between Esplanade and West 23rd Street
35. Carrie Cates Court
36. Lonsdale Avenue
37. St George's Avenue between Esplanade and Trans Canada Highway
38. Grand Boulevard
39. West Grand Boulevard
40. East Grand Boulevard
41. Boulevard Crescent
42. Queensbury Avenue between East 3rd Street and East Keith Road
43. Brooksbank Avenue
44. Tempe Glen Drive between Tempe Knoll Drive and East 29th Street

1890 – SCHEDULE “J” – Restricted Streets for Neighbourhood Zero Emission Vehicles



1900 SCHEDULE "L" [Bylaw 8551, May 8, 2017]



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8699

A Bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699**” (Regional Harmonization of Heavy Truck Definition).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. Part 9 be renamed “Heavy Trucks – Commercial Vehicles”.
 - B. Sections 901-904 be deleted in their entirety and replaced with the following:

901 Size, Weight and Loading Regulations by Reference

Hereby adopted as regulations pursuant to this bylaw are:

.1 *Motor Vehicle Act Regulations*, B.C Reg. 26/58:

- (a) Section 19.01;
- (b) Section 19.02;
- (c) Section 19.03;
- (d) Section 19.05; and
- (e) Section 19.06,

all as amended from time to time;

.2 *Motor Vehicle Act Regulations*, B.C. Reg. 26/58 Division 35 Cargo Securement, as amended from time to time; and

.3 *Commercial Transport Regulations*, B.C. Reg. 30/78:

- (a) Division 1 Interpretation;
- (b) Division 2 Application;
- (c) Division 7 Commencing at Section 7.05; Size and Weight;
- (d) Division 8 Pilot Cars and Signs; and
- (e) Division 11 Penalties,

all as amended from time to time.

902 Travel on Truck Routes

- 902.1 A Commercial vehicle or combination of vehicles with a licensed gross vehicle weight of 11,800 kg or more, or a commercial vehicle with four or more axles may only travel on designated Truck Routes, as set out in Schedule E of this bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination.
- 902.2 This Section 902 shall not apply when otherwise directed by the City Engineer, or a Peace Officer, or as dictated by an emergency situation; nor to transit vehicles when on approved transit routes, recreational vehicles, trucks with campers mounted on them, and emergency vehicles.
- 902.3 A waybill, bill of lading, delivery invoice, dispatch sheet or other documentation identifying an origin or destination not located on a designated Truck Route may be required to demonstrate that an operator of a commercial vehicle as defined in this Section has valid reason to be off a designated Truck Route. If satisfactory evidence cannot be provided, a Peace Officer may issue a warning or a violation notice in accordance with "Bylaw Notice Enforcement Bylaw, 2018, No. 8675".

903 Prohibits Cleats, Tractors

- 903.1 No person shall drive or park a vehicle or device upon or along any hard-surfaced street, unless such vehicle or device is so equipped with smooth tires or surfaces of some resilient material in such a manner that only the resilient material comes into contact with the surface of the roadway. This section shall not apply to vehicles which are equipped with chains, studded tires, or other similar device between October 1st and April 30th in the succeeding year.
- 903.2 No person shall, without a permit issued by the City Engineer, drive or operate on a highway a vehicle other than a horse-drawn vehicle, the wheels of which are not equipped with pneumatic tires in good order.

904 For the purposes of this By-law, wherever in these regulations adopted by this By-law, the term "Minister" or "Minister of Transportation and Infrastructure" appears, the term "Engineer" shall be substituted and where the term "Act" appears, the term "By-law" shall be substituted.

905 No person shall operate a vehicle on any street in the City contrary to a regulation adopted by this section.

906 Permits for Extraordinary Traffic

- 906.1 Any person desiring a permit required by this Part shall make application in writing therefore to the City Engineer, giving such particulars thereof as the City Engineer may require. The City Engineer may, in their discretion, by a permit in writing, but subject to the conditions or limitations as may be stated therein, authorize the operation and driving of vehicles and loads which are otherwise prohibited from being operated or driven prior to issuance of a permit. An application for such permit shall be made not less than 24 hours in advance of the time the trip is made.

- 906.2 Before any permit is issued, the City Engineer may require a bond of indemnity or such other document or instrument as will ensure payment to the City of the cost of repairing or reconstructing any street or other property of the City damaged by reason of the driving or operating of the vehicle for which the permit is granted. Such bond, document or instrument shall be in the amount prescribed by the City Engineer, and shall be in a form satisfactory to the City.
- 907 Permits issued pursuant to this section shall only apply to highways under the jurisdiction of the City.
- C. In Part 1830, Schedule “D” – Table of Authority for the City Engineer and Their Duly Authorized Representatives:
- (1) In the third to last row of the table, delete reference to section number “901.2 Extraordinary Traffic” and replace with “901 Size, Weight and Loading Regulations by Reference”;
 - (2) In the second to last row of the table, delete reference to section number “901.3 Extraordinary Traffic” and replace with “906 Permits for Extraordinary Traffic”;
 - (3) In the last row of the table, delete reference to section number “902.2 Prohibits Cleats, Tractors” and replace with “903 Prohibits Cleats, Tractors”.
- D. In Part 1850, Schedule “F” – Fees, in the last row entitled “Extraordinary Traffic” under the column “Authority to Issue”, delete “s.901.3.1” and replace with “s.905”.

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.



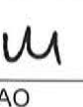
ADOPTED on the <> day of <>, 2019.

MAYOR

CITY CLERK

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 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: DEVELOPMENT VARIANCE PERMIT APPLICATION, 420 EAST 8TH STREET (BOARD OF EDUCATION SCHOOL DISTRICT NO. 44)

Date: April 24, 2019 File No: 08-3090-20-0245/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated April 24, 2019, entitled "Development Variance Permit Application, 420 East 8th Street (Board of Education of School District No. 44)":

THAT Development Variance Permit No. DVP2019-00001 be considered for issuance under Section 498 of the *Local Government Act*;

THAT notification be circulated in accordance with Section 499 of the *Local Government Act*;

AND THAT the Public Meeting be waived.

ATTACHMENTS:

1. Context Map ([1772970](#))
2. Letter of Intent ([1754737](#))
3. Architectural Plans, dated January 21, 2019 ([1754740](#))
4. Parking Study Report ([1774108](#))
5. Transportation Memo ([1774822](#))
6. Public Consultation Summary ([1770492](#))
7. Public Input Forms and Emails ([1760731](#))
8. Development Variance Permit ([1770495](#))
9. Feedback Forms Completed by Ridgeway Students and Staff ([1775934](#))

PURPOSE

DA Architects has applied for a Development Variance Permit to vary the required on-site parking at Ridgeway Elementary School from 40 to 27 stalls. If approved, the variance would allow for existing parking on site to remain as is without the need to expand the current parking lot or provide a new parking area to accommodate an additional 13 stalls.

BACKGROUND

<i>Applicant:</i>	James Kao, DA Architects
<i>Official Community Plan Designation:</i>	School & Institutional
<i>Existing Zoning:</i>	P-1 (Public Use and Assembly 1)
<i>Applicable Guidelines:</i>	None

Recent additions to the school in the form of portable classrooms have resulted in an increase in the number of required on-site parking stalls. The Zoning Bylaw parking requirements for the whole site, including the original school and portable classrooms, are shown in the Architectural Plans (Attachment 3). To summarize, the Zoning Bylaw parking requirements for Ridgeway School are 1.25 parking spaces per classroom and one space per 115 square metres for a Child Care Use. This results in a total of 40 required stalls.

A parking study was conducted by R.F. Binnie & Associates Ltd. and the results were submitted in a report with the DVP application. The study reviewed on-street parking near the subject site to determine whether the 13 parking stalls that would not be provided on site could be accommodated by available on-street parking. A survey of staff was also conducted to determine whether there are opportunities for encouraging alternative modes of transportation for commuting. The study is attached to this report (Attachment 5).

Project Description

Two portable classrooms and a modular building including 9 classrooms have been constructed on site. The project proposal for the additional classrooms included a proposed parking lot which would have been sited on the east side of the site with access off of Moody Avenue. With the proposed new parking area, the project would have complied with all Zoning requirements, however, the applicant has since determined that not providing the additional required parking on site would be preferable due to a number of reasons, including the retention of green space and potential for the future use of the space for a Child Care entrance and play space.

With the addition of the modular classroom building, end-of-trip facilities and secure bicycle parking were added to the site, as required by the Zoning Bylaw. The intent of these requirements is to support active transportation.

Site Context and Surrounding Use

The buildings and uses immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	North side of 400 Block E 9 th St.	Single-family dwellings	RS-1
South	South Side of 400 Block E 8 th St.	Single-family dwellings	RS-1
East	808 & 838 Moody Ave.	Single-family dwellings	RS-1
West	377 Ridgeway 813-829 Ridgeway	Three single-family dwellings on one lot Single-family dwellings on small lots (heritage buildings, built 1910/1911)	CD-576 RS-1/RT-1

POLICY FRAMEWORK

Official Community Plan

The proposal is supported by the Official Community Plan which seeks to reduce parking in appropriate locations:

- 2.2.2 Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking, electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles).

Sustainability Comments

The new buildings on site include facilities to support active transportation as is required for new development and significant additions to existing buildings. The combination of providing new facilities to support active transportation and not increasing available parking may help to encourage behaviour change by staff, reducing commuting by single-occupant vehicle. Additionally, a small amount of green space will be retained if the new parking area is not constructed.

PLANNING ANALYSIS

The Zoning Bylaw provides a calculation for minimum parking requirements in the P-1 Zone. The requirement is based entirely on use and does not consider specific conditions of the site such as location, surrounding uses, nearby infrastructure, or open space needs. These are all things that can be considered through the DVP review process.

The proposal would result in a shortage of parking by 13 stalls according to zoning requirements; however, as the Transportation Study has shown, the 13 spaces can be accommodated by available on-street parking within one or two blocks of the school. The result is a minor inconvenience for commuting staff when compared to parking that would be provided on site. Other potential negative impacts are to residents who would see a slight reduction in available on-street parking, though the report indicates that the impact is negligible and several commenters at the Public Information Session expressed that they welcomed teachers to park in front of their properties.

The primary concerns about adding another parking area to the school site include a reduction in open space and risk of impacting nearby trees along Moody Avenue which currently act as informal play structures and provide natural shading for the modular building.

COMMUNITY CONSULTATION

A Public Information Meeting was held on March 13, 2019. The session is summarized in the Public Consultation Summary (Attachment 6). Notification for the event was completed as per regular practice except that, due to potential impact on the broader neighbourhood, the standard 40m notification radius was increased to 100m.

Comments made at the meeting are recorded in the Public Consultation Summary. Other input has been compiled in Attachment 7. Of the 21 forms submitted, 19 were in support of the DVP. Three emails were received after the meeting and were in support of the DVP.

A package of 37 completed feedback forms was received on April 23rd, submitted by a resident (Attachment 9). The forms were completed by students and staff at Ridgeway School. 23 of these respondents were in support of the variance; four were against and 10 were unsure.

There were several comments made at the Public Meeting that were not relating to on-site parking, including comments regarding pedestrian infrastructure around the school, traffic, traffic-calming and pick-up and drop-off of students. Those comments have been recorded for consideration by the relevant CNV departments.

Because of the positive feedback received at the Public Information Meeting, staff recommend waiving the Public Meeting requirement.


Should Council wish to hold a Public Meeting, the last active clause of the resolution should be substituted:

"AND THAT a Public Meeting be scheduled."

CONCLUSION

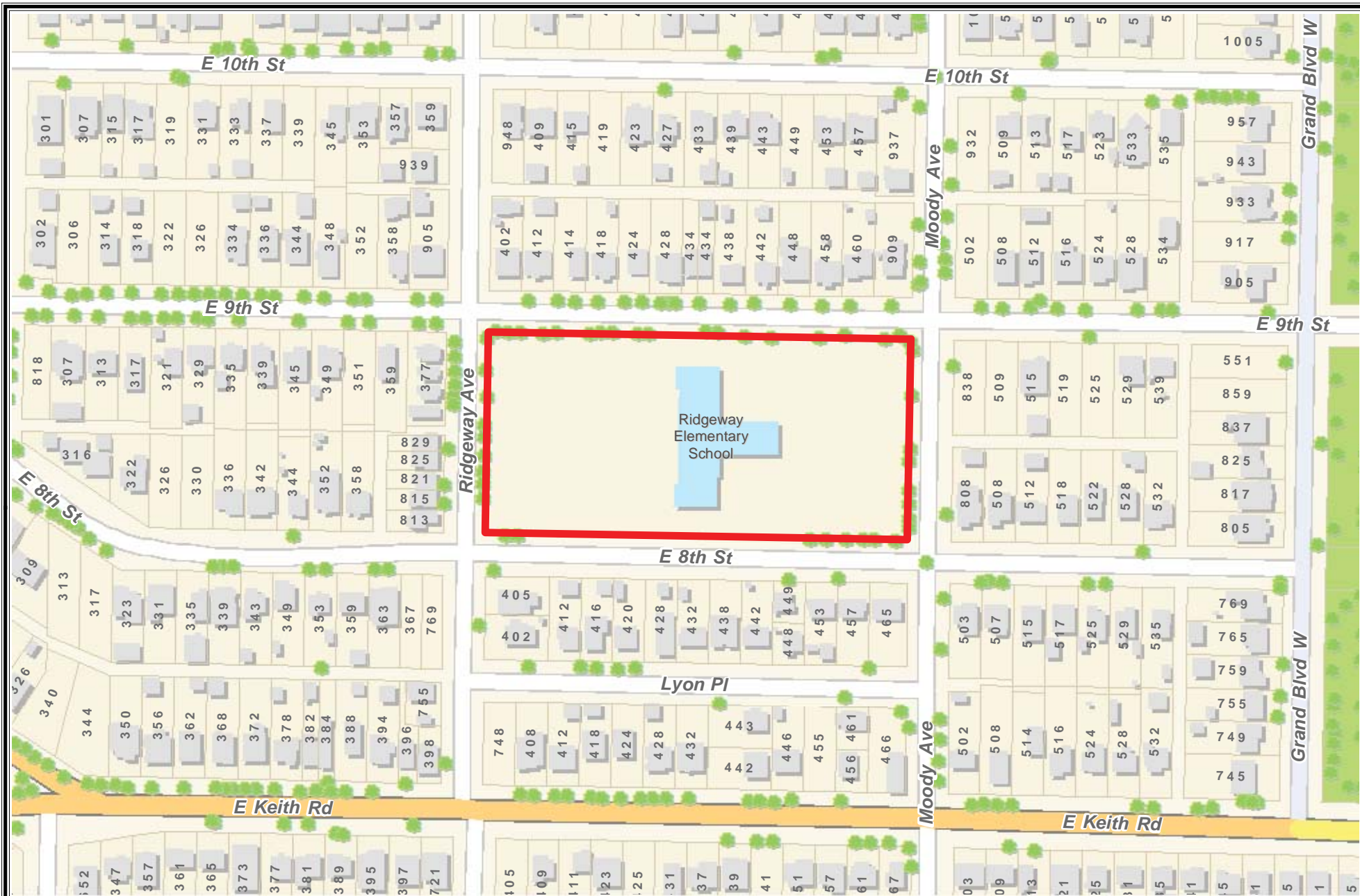
Because of the limited negative impacts of the proposal and direction in the Official Community Plan to reduce parking where appropriate, staff support the proposed variance.

RESPECTFULLY SUBMITTED:



Emily Macdonald
Planner 1

EM:eb



February 20, 2019

Development Variance Permit: Letter of Intent for Parking Variance of 13 car parking stalls at Ridgeway Elementary School, 420 East 8th Street, North Vancouver, V7L 1Z5

Ridgeway Elementary is a heritage school that was built in 1911. The school site occupies an entire block in a single family residential neighbourhood and the school is built in the centre of the site. The neighbouring houses typically have garages accessed off a back lane. In 2011, an addition was constructed and the interior of the building was completely renovated. As part of this construction, a new 27 stall parking lot was built. In 2015, two single classroom portables were added to the site. In 2017, a 9 classroom modular building was moved onto the Ridgeway site from the Cloverley Elementary site to address both enrolment growth and restoration of the Teachers Collective Agreement which mandated a reduced class size. As per the City of North Vancouver Zoning Bylaw 6700 consolidated September 17, 2018, the site requires 40 parking stalls while providing only 27 existing stalls. There is a shortfall of 13 stalls, which the School District 44 (SD44) proposes to vary.

As per the findings of the Mini Transportation Review produced by Binnie in February 2019, a 13 parking stall variance for the school is supported as there is significant parking availability in the neighbourhood to accommodate school staff and impacts to residents are expected to be negligible. To mitigate the parking shortfall of 13 parking stalls, SD44 is open to various Transportation Demand Management strategies, which include the provision of secure bicycle storage and an end-of-trip facility, communication and promotion to staff on sustainable transportation alternatives, and the provision of designated carpool stalls.

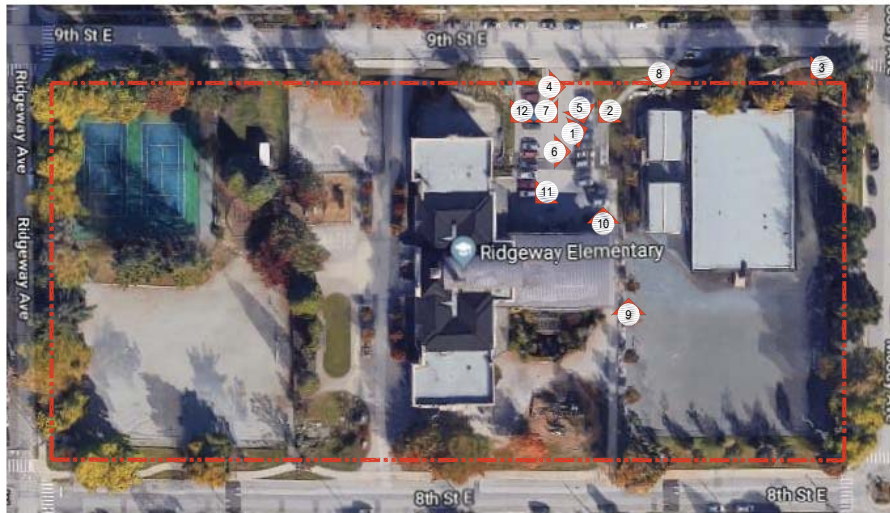
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In 2016 SD44's original plan had intended on incorporating a daycare within an unutilized portion of the modular building. Since then enrolment has significantly increased and it was necessary to retain the space for instructional use. In future should SD44 be able to open a new school in lower Lonsdale, and alleviate enrolment pressures at Ridgeway, there would then be an opportunity to add a daycare. If the parking variance is approved, the exterior space east of the modular would be retained for a future daycare entrance and secure play space. Daycare licenses are typically contingent upon having these requirements and this aligns with School Districts original intent and plan for this area.

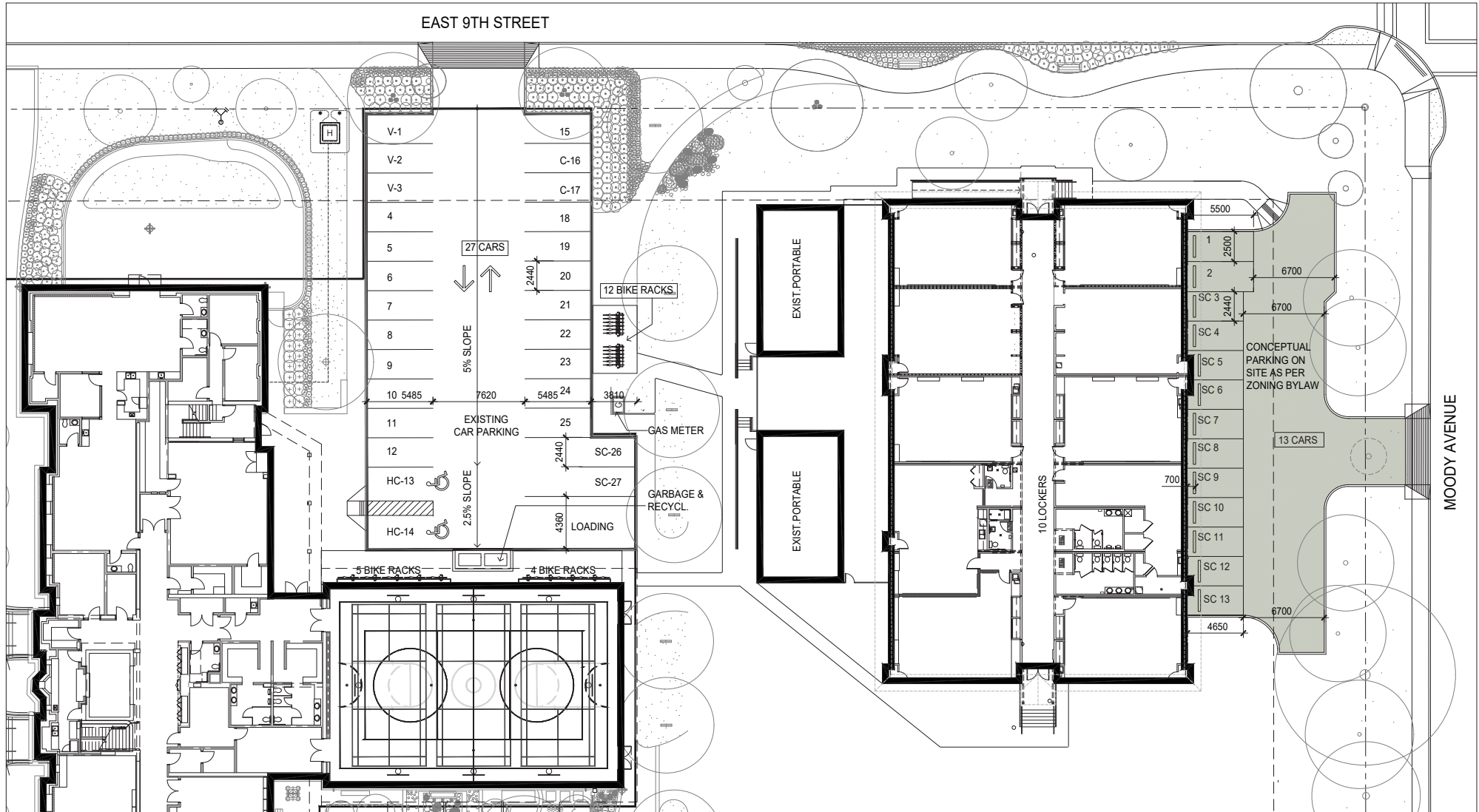
Sincerely,



James Kao Architect AIBC
DA Architects + Planners



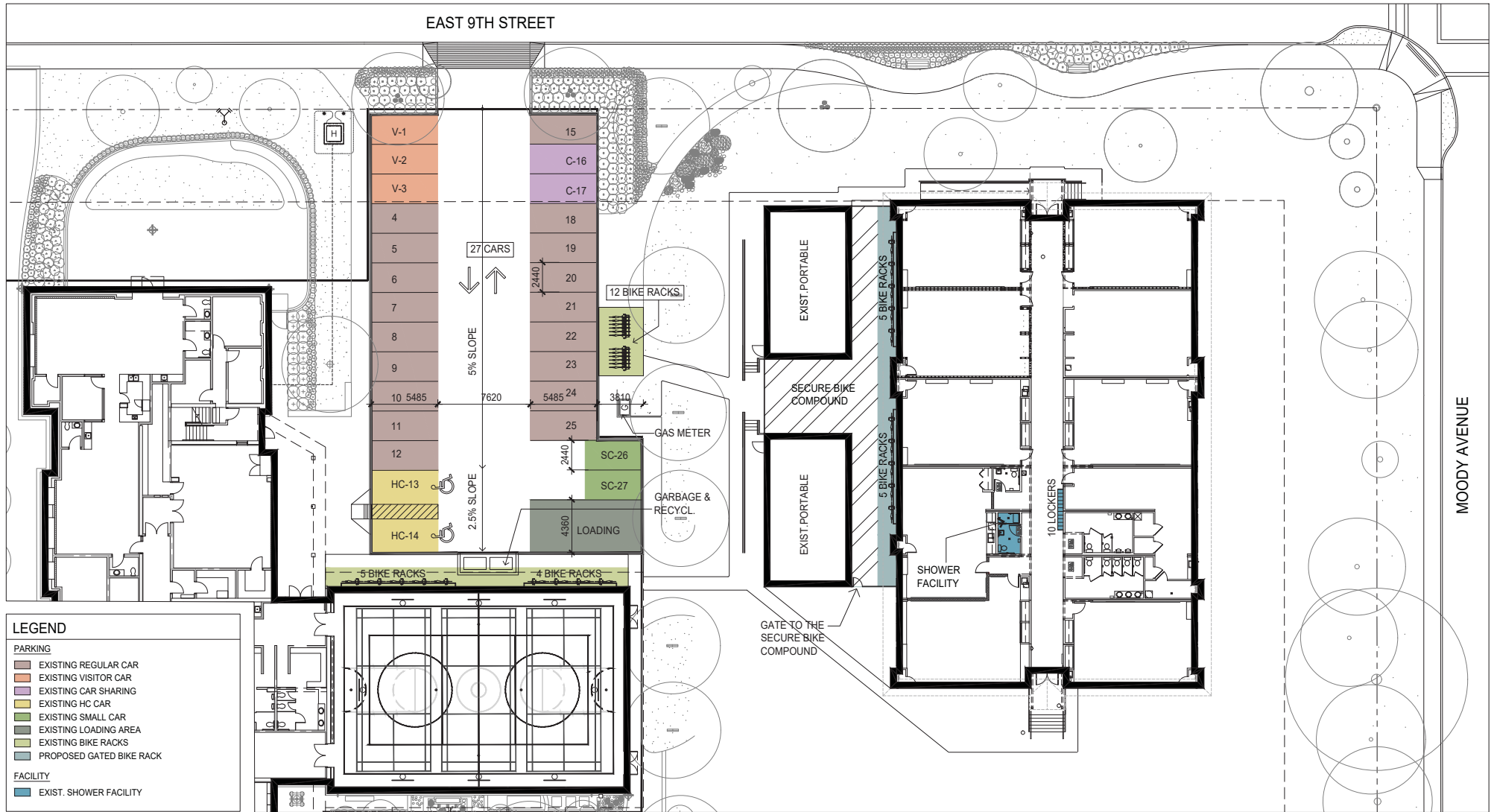
						 DA Architects + Planners 200 - 1014 Homer Street, Vancouver British Columbia, Canada V6B 4W9 T 604 685 6312 F 604 685 0982 www.daaarchitects.com	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE 420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title SITE CONTEXT IMAGERY	Drawing Date	2019.01.21		
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File Name: 1610-200 Ridgeway Variance DP



						 <p>DA Architects + Planners Professional Services Ltd. 1604 West 4th Avenue Vancouver, BC V6L 1Z5 Tel: 604-681-6922 Fax: 604-681-6923 www.daplanners.com</p> <p>© DA Architects + Planners</p>	RIDGWAY ELEMENTARY SCHOOL DP VARIANCE 420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title CONCEPTUAL PARKING ON SITE AS PER ZONING BYLAW	Drawing Date	2019.01.21	
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Rev.No.	Description	Date	Rev.No.	Description	Date						

File Name: 1610-200 Ridgeway Variance DP



						 <small>© DA Architects + Planners</small>	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE 420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title EXISTING & PROPOSED CAR/BIKE PARKING	Drawing Date 2019.01.21		
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Rev. No.	Description	Date	Rev. No.	Description	Date						

File Name: 1610-200 Ridgeway Variance DP



Mini Transportation Review FINAL Report Rev.0

Prepared for: North Vancouver School District

Ridgeway Elementary School

420 East 8th Street, North Vancouver

April 16, 2019

R.F. Binnie & Associates Ltd
300-4940 Canada Way, Burnaby, BC V5G 4K6
Main: 604-420-1721

Prepared by: 
Matthew Woo, EIT

Reviewed by: 
April 15, 2019 

Approved by: 
Amy Choh, P.Eng., PMP

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Technical Staff:	Kelly Bullivant, P.Eng.
	Jonathan Ho, P.Eng., PTOE
	Matthew Woo, EIT
	Max Leung, EIT
	Gurjit Rajput

(Cover Page Reference: www.sd44.ca)

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Appendix A: School Site Plan
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1 INTRODUCTION

1.1 Background

R.F. Binnie & Associates Ltd. (Binnie) was retained by the North Vancouver School District (the School District) to prepare a Mini Transportation Study to examine the parking supply and demand at Ridgeway Elementary School (the school) in the City of North Vancouver (the City). Previously, the School District was planning to meet the City's parking bylaw by building 14 parking stalls. Upon receiving feedback from the neighborhood residents, the School District retained Binnie to examine the existing parking situation and provide recommendations.

The school is located on 8th Street East between Ridgeway Avenue and Moody Avenue in the Grand Boulevard Neighborhood, as shown in **Figure 1-1**. In 2016, a modular building and two portable classrooms were constructed on the existing school property. The current school site plan can be found in **Appendix A**. As part of this development, a temporary occupancy permit was issued by the City, with permanent approval contingent on the construction of additional parking spaces as per the City's zoning bylaw. With the desire to minimize environmental impacts and to leave as much of the school site available for students to play, the School District is applying for a bylaw variance to exempt from the construction of the additional parking spaces.

The school's current enrollment for the 2018/2019 year is 575 students and there are approximately 60 school staff. Currently, the maximum operating capacity of the school is 695 students; however, it is noted that future long-range projections may exceed the current operating capacity.

1.2 Study Objectives

The purpose of this study is to review the existing school transportation and parking conditions within the outlined area and to assess if the existing on-street and off-street parking supplies are sufficient for the existing school site. This study will examine if a parking bylaw variance is appropriate for the school and it will provide recommendations for managing parking demand.

The objectives of this traffic study include:

- Examining the existing parking inventory and occupancies during before school, midday, after school, and evening event time periods.
- Analyzing the current and future parking demand and parking occupancy for all on-site uses.
- Identifying parking restrictions within the study area according to the City's bylaws.
- Assessing potential Transportation Demand Management (TDM) strategies that align with HUB for Active School Travel (HASTe)'s existing Ridgeway Elementary School Travel Plan (Ridgeway STP).



Figure 1-1: Study Area Boundary and School Catchment Area in North Vancouver

2 SCHOOL TRANSPORTATION BACKGROUND

Currently, the school has an enrollment of 575 students with an operating capacity of 695 students. In addition to the approximately 60 staff, there are numerous support staff that regularly visit the school which include, but are not limited to, building service professionals, IT staff, and various therapists. The students and staff are served by a comprehensive transportation network that is further outlined in this section. This includes information on the land-use, road network, parking restrictions, pedestrian infrastructure, cyclist facilities, school traffic, and transit routes within the study area.

2.1 Land Use

The school is located at 420 8th Street East in the City which is currently designated as Public Use and Assembly 1 Zone according to the City's Generalized Zoning Map. The area surrounding the school is designated as RS-1 (One Unit Residential) and RT-1 (Two Unit Residential), which allows single-family and duplex residential dwellings, respectively.

2.2 Road Network

The school is located in the midst of several local roads with a number of collector and minor arterial roads nearby, as seen in **Figure 2-1**. These roadways are discussed in further detail below.

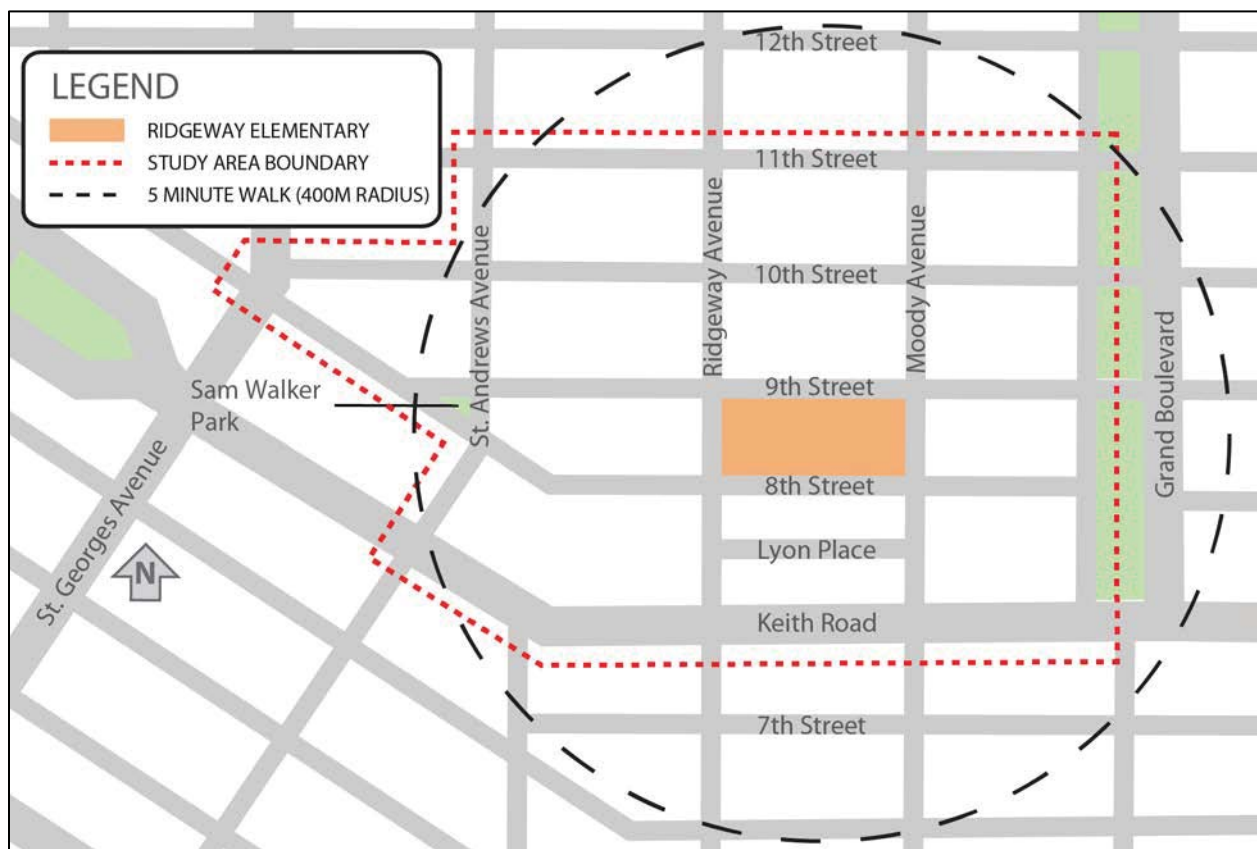


Figure 2-1: Study Area and Road Network

2.2.1 8th Street East and 9th Street East

8th Street East and 9th Street East are local roads that run in the east-west direction and they border the school to the south and north, respectively. Several traffic calming measures have been implemented on these streets within the study area which include speed humps, traffic circles, and curb bulges. The roadways have a speed limit of 30 km/h immediately adjacent to the school and Sam Walker Park as they are designated as playground and park zones.

2.2.2 Ridgeway Avenue and Moody Avenue

Moody Avenue and Ridgeway Avenue are local roads that run in the north-south direction and they border the school to the east and west, respectively. There are several traffic calming measures that have been implemented along these streets which include traffic circles, raised crosswalks, and curb bulges. These streets have a speed limit of 30 km/h immediately adjacent to the school as it is designated as a playground zone.

2.2.3 Keith Road East

Keith Road East is classified as a minor arterial roadway, which runs in the east-west direction. It recently received cross-sectional upgrades which added curb extensions, a multi-use pathway, and painted bicycle lanes. Within the study area, there is one travel lane in each direction and all intersections on Keith Road East are two-way stop-controlled (TWSC), except for the intersection with Grand Boulevard West which is signalized.

2.2.4 Grand Boulevard West

Grand Boulevard West is classified as a collector roadway and runs in the north-south direction, adjacent to Grand Boulevard Park. East of the park, Grand Boulevard East is classified as a major arterial roadway. Within the study area, Grand Boulevard West ends at a signalized intersection with Keith Road East.

2.3 On-Street and Off-Street Parking Conditions

Currently, many of the neighbourhood roadways within the study area allow unrestricted parking on both sides of the street; however, there are several segments with restrictions, as discussed below:

- Parking is restricted to two hours only from 9:00 AM to 6:00 PM, except for registered resident vehicles, on St. Andrews Avenue, 11th Street East, and 10th Street East;
- Parking is prohibited on the east side of Grand Boulevard West;
- A loading zone is located on the south side of 10th Street East near St. Georges Avenue;
- Parking is prohibited on St. Andrews Avenue near 8th Street East (except registered residents);
- Parking is prohibited on the south side of 9th Street East, directly in front of the school; and
- Parking is prohibited on the north side of 8th Street East, directly in front of the school.

Additionally, there are ten-minute parking zones and student pick-up/drop-off zones on 9th Street East and 8th Street East immediately adjacent to the school to facilitate student drop-off and pick-ups. The

parking restrictions are shown in **Figure 2-2**, with the school pick-up/drop-off zones shown in greater detail in **Figure 2-3**.

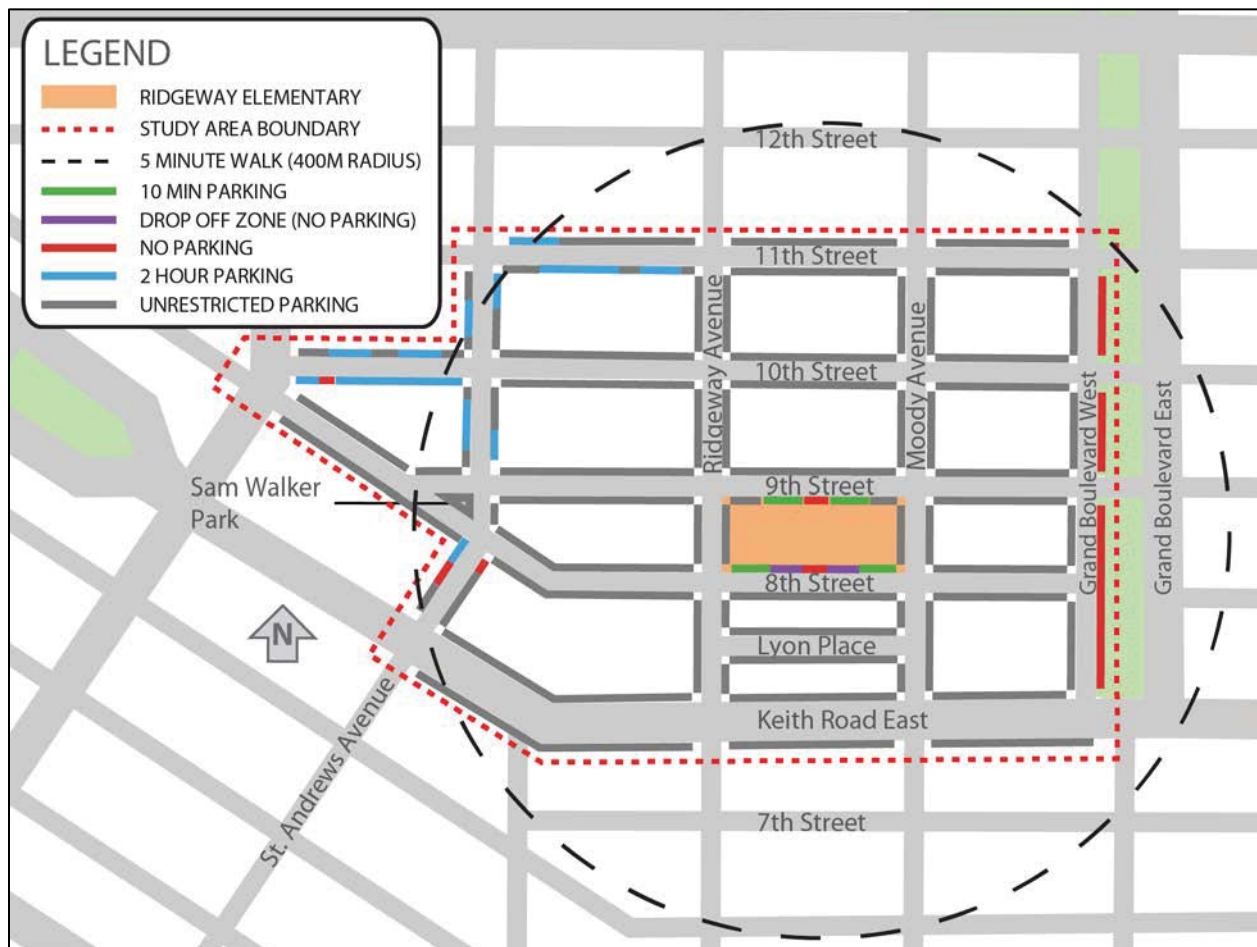


Figure 2-2: Parking Restrictions within Study Area

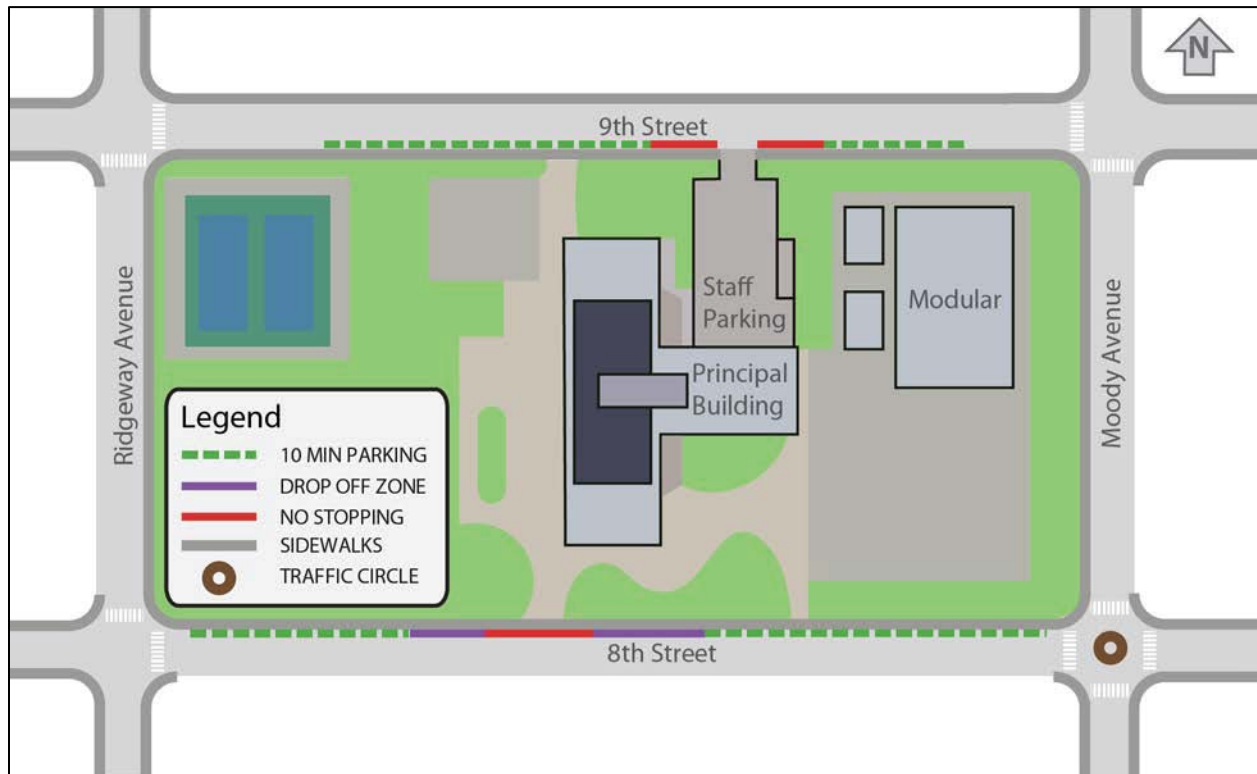


Figure 2-3: Parking and Loading Zones at the School

The staff parking lot is located on the north side of the school with one access to 9th Street East. Currently there are 27 spaces which include two carpool spaces and two accessible spaces. Garbage trucks and recycling trucks also use the staff parking lot and it is noted that they back in to access the bins.

2.4 Pedestrian Facilities

Near the school, there are several pedestrian facilities that have been implemented to improve the safety of students. These include marked crosswalks, wide multi-use pathways along Keith Road East and Grand Boulevard East and West, raised crosswalks, and a crossing guard at the intersection of Ridgeway Avenue and Keith Road East.

HAS^{Te}'s Ridgeway STP provides a comprehensive map that guides pedestrian route choices and identifies crosswalk locations. This map, as seen in **Figure 2-4**, identifies the "Best Routes" for walking near the school in yellow and green. It is noted that the boundary for HAS^{Te}'s Ridgeway STP encompasses a much larger area than this report's study area.

The Green Necklace, a wide multi-use pathway, provides pedestrian access to the west and north of the school. Additionally, the pedestrian routes along 9th Street East provide access to Sam Walker Park which is identified as an additional parking location for parents to pick-up and drop-off students.



Figure 2-4: Ridgway Elementary School Best Routes (Source: HASTE, 2016)

Binnie conducted a site visit on Wednesday, December 5, 2018. During the site visit, high volumes of vehicles were observed on Keith Road East during the peak periods. A crossing guard was observed assisting pedestrians crossing Keith Road East as seen in **Figure 2-5**.



Figure 2-5: Crossing Guard at Ridgway Avenue and Keith Road East

The marked pedestrian crossing facilities within the study area are as follows:

- Keith Road East and St. Andrews Avenue (west and north approaches);
- Keith Road East and St. Davids Avenue (south approach);
- Keith Road East and Ridgeway Avenue (all approaches);
- Keith Road East and Moody Avenue (all approaches);
- Keith Road East and Grand Boulevard West (all approaches);
- 8th Street East and St. Andrews Avenue (south approach);
- 8th Street East and Ridgeway Avenue (east and north approaches);
- 8th Street East and Moody Avenue (all approaches);
- 9th Street East and St. Andrews Avenue (north approach);
- 9th Street East and Ridgeway Avenue (east and south approaches);
- 9th Street East and Moody Avenue (west and south approaches);
- 9th Street East and Grand Boulevard West (south and east approaches); and
- 10th Street East and St. Georges Avenue (south, west, and east approaches).

2.5 Cyclist Facilities

There are several bicycle routes located near the school which provide connectivity to other neighborhoods in North Vancouver, as seen in **Figure 2-6**. Within the study area, Grand Boulevard West and Keith Road East have paved off-street multi-use pathways. There are also painted on-street bicycle lanes on Keith Road East which lead to Queensbury Avenue, which provides a north-south connection. Further, St. Andrews is a local-street bicycle route that provides a north-south connection to the west of the school. The future bicycle route on 9th Street East, which is identified in the Bicycle Master Plan, would provide direct cyclist access to school on the north side.



Figure 2-6: Existing Bicycle Routes (Source: North Shore Bike Map, 2018)

On school property, there is currently 12 bicycle parking stalls on racks located by the staff parking lot, as seen in **Figure 2-7**, and nine bicycle parking stalls on racks located on the north outside wall of the

gymnasium, as seen in **Figure 2-8**. During Binnie's December 5, 2018 site visit, two students were observed cycling to school, with one student using the bicycle racks.



Figure 2-7: Bicycle Racks Located by the Staff Parking Lot



Figure 2-8: Bicycle Racks Located on the North Side of the Gymnasium

2.5.1 Staff Cycling Facilities

Through communication with school staff, there is a shower facility available for staff use within the modular building.

2.6 School Related Traffic

Binnie conducted a site visit on Wednesday, December 5, 2018 to record the current parking capacity of the surrounding road network and to observe the current pick-up/drop-off conditions immediately adjacent to the school. It is noted that the current bell schedule is as follows:

- First Bell – 8:45 AM, Classes begin – 8:50 AM
- Lunch Bell – 12:00 PM, Classes begin – 12:45 PM
- Final Bell – 2:50 PM

2.6.1 Morning Drop-off Observations

During the morning drop-off period, there were constant vehicle turnovers on 8th Street East and 9th Street East in the ten-minute parking zones. Vehicles were also observed parking across the street with students crossing mid-block to reach the school. Peak vehicle drop-off activities were observed occurring between 8:40 AM and 8:50 AM while peak pedestrian activities occurred at approximately 8:45 AM.

On 9th Street East, the west ten-minute parking zone was noted to have significantly more student drop-offs compared to the east ten-minute parking zone. This led to congestion with vehicles backed up along 9th Street East (towards Ridgeway Avenue) as they queued for a drop-off space. The parking lane on the north side of 9th Street East was full by 8:30 AM, based on site observations.

Several safety issues were also observed during the site visit. First, several vehicles were observed using the no-stopping zones on 8th Street East and 9th Street East to drop-off students; as a result, sightlines were impacted between traffic on 9th Street East and the staff parking lot. Additionally, it was observed that vehicles were using the staff parking lot for drop-offs and as a turnaround point, which led to congestion along 9th Street East and safety risks to students travelling on the sidewalks. Lastly, vehicles were stopping far from the curb, as seen in **Figure 2-9**, which led to congestion as opposing vehicles had difficulty passing each other, as seen in **Figure 2-10**.

2.6.2 Midday Observations

During the midday observation period, the ten-minute loading zones and no-stopping zones were observed to be empty except for two student pick-up/drop-offs and a school bus loading for a student field trip. Several vehicles were also observed leaving and returning to the staff parking lot.



Figure 2-9: Vehicle Stopped during Morning Drop-off on 9th Street East

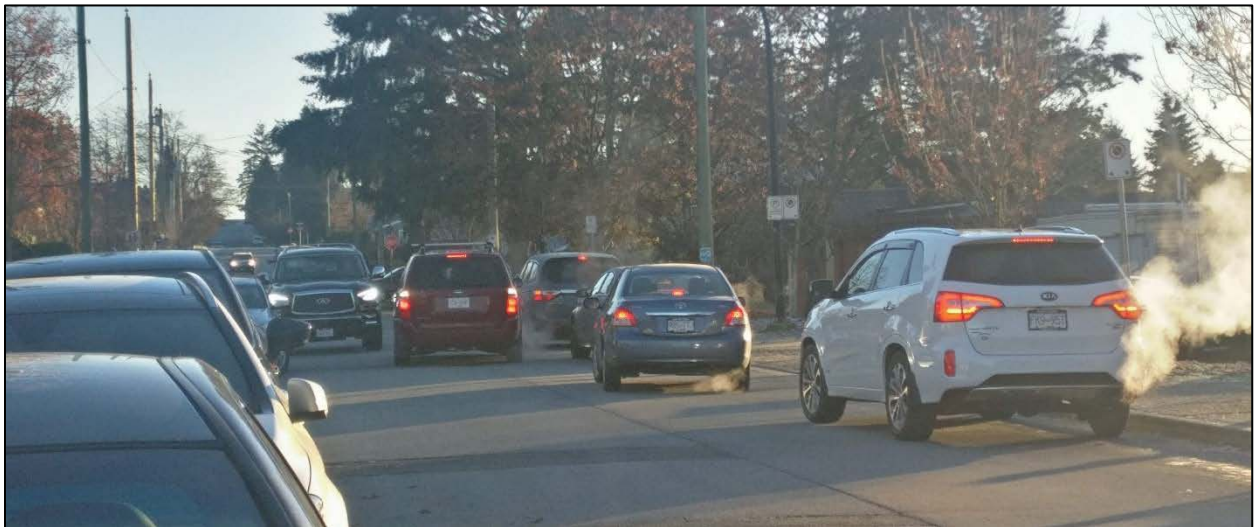


Figure 2-10: Congestion during Morning Drop-off on 9th Street East

2.6.3 After School Pick-up Observations

During the after school pick-up period, parents were observed parking their vehicles in the ten-minute parking zones to wait for students. Prior to the final bell at 2:50 PM, it was observed that parking spaces on Moody Avenue and Ridgeway Avenue were fully occupied with vehicles waiting to pick-up students, as seen in **Figure 2-11**. Parents were also observed parking over a block away and walking to the school to pick-up students. The after school pick-up duration was observed to be more dispersed as many parents and students remained on the school grounds up to half an hour after the final bell. Peak vehicle pick-up activities were observed to be between 2:50 PM and 3:10 PM while peak pedestrian activities occurred at approximately 3:00 PM.



Figure 2-11: Vehicles Waiting to Pick Up Students on Ridgeway Avenue

There were several issues observed during the after school pick-up period, which were similar to the morning drop-off period. These included vehicles parked in the no-stopping zones, as seen in **Figure 2-12**, and vehicles picking up students in the middle of the travel lanes. Additionally, vehicles were observed using the staff parking lot to wait for students.

2.7 Transit

Based on the information obtained from TransLink's website, there are two existing bus routes that operate in the vicinity of the study area. These bus routes are as follows:

- Route 232 – This route runs between Edgemont Village and Phibbs Exchange, mainly via Keith Road East, Lonsdale Avenue, and Queens Avenue.
- Route 228 – This route runs between Lonsdale Quay and Lynn valley Shopping Centre, mainly via Grand Boulevard and Lynn Valley Road.

Within the study area, there are bus stops along Keith Road East for Route 232 and along Grand Boulevard East for Route 228. Both roadways have transit stops that are within a five-minute walking distance from the school.

The transit routes within the study area are shown in **Figure 2-13**.



Figure 2-12: After School Pick-Up Parking in No-Stopping Zone



Figure 2-13: Transit Routes Near Ridgeway Elementary School

3 PARKING REVIEW

The following parking review includes an assessment of off-street parking and on-street parking within the study area during the morning, midday, after school, and evening time periods. This section also looks at the school's bicycle parking requirements.

3.1 On-Street Parking Review

Parking data during school hours were collected on Wednesday December 5, 2018 and data during a school evening event were collected on Wednesday December 12, 2018. The morning period was identified as 8:30 AM to 9:30 AM as the start-of-school bell sounds at 8:50 AM. Midday counts were conducted from 11:45 AM to 12:45 PM as the school lunch break occurs from 12:00 PM to 12:45 PM. The after school period was identified as 2:30 PM to 3:30 PM as the end-of-school bell sounds at 2:50 PM. Evening period data were collected from 6:00 PM to 7:30 PM to capture parking demand during a student band concert which began at 7:00 PM.

The parking survey area outlined in red in **Figure 2-1** is identified as the area near the school where staff and parents may be parking. This zone is bounded by Keith Road East to the south and 11th Street East to the north. Grand Boulevard West serves as the east boundary of the study area. To the west, the boundary follows St. Andrews Avenue and extends to St. Georges Avenue along 8th Street East and 10th Street East.

For the on-street neighborhood parking survey, the quantity of vehicles parked on a street were counted during the designated time periods. According to the City, vehicles can park on unrestricted streets for 72 hours unless other restrictions are posted. In order to estimate the maximum capacity of unrestricted unmarked parking spaces for each street segment, the length of each road was measured along the curb while excluding the two-hour only, ten-minute only, and student pick-up/drop-off parking zones as well as infrastructure such as fire hydrants, driveways, and intersections, as per the City's Street and Traffic Bylaw, 1991, No. 6234 section 501. A distance of seven metres was assumed to represent the typical length of a vehicle plus the adjacent space between vehicles when estimating the maximum number of vehicle parking spaces per roadway segment. The estimated maximum capacity of unrestricted on-street parking for each road segment can be seen in **Figure 3-1**.

Based on these assumptions, approximately 937 unrestricted on-street unmarked parking spaces were estimated to be available within the survey area. Additionally, approximately 110 restricted on-street parking spaces were estimated to be available within the two-hour only, ten-minute only, and student pick-up/drop-off designated areas in the study boundary. The locations of the restricted parking zones are shown in **Figure 2-2**.



Figure 3-1: Unrestricted On-Street Unmarked Parking Spaces During School Hours

The following sections present the segment occupancy data for each street within the study area for each time period surveyed. Since multiple counts were conducted during a given time period, the highest recorded parking occupancy data were presented to represent the peak value. **Figure 3-2, Figure 3-3, Figure 3-4, and Figure 3-5** below display parking occupancies based on four colors:

- Dark green represents 0% - 29% of on-street parking spaces occupied;
- Light green represents 30% - 59% of on-street parking spaces occupied;
- Yellow represents 60% - 84% of on-street parking spaces occupied; and
- Red represents 85% - 100% of on-street parking spaces occupied.

The number of estimated available on-street unmarked parking spaces during each time period is also indicated in the following graphics. The raw parking count data is available in **Appendix B**.

3.1.1 Morning On-Street Parking

During the morning period, the on-street unmarked parking spaces immediately surrounding the school were well-utilized, as seen in **Figure 3-2**. The parking spaces on the north side of 9th Street East

was observed to be consistently between 80-90% occupied while the parking spaces on the south side of 8th Street East were regularly 100% occupied. The parking spaces on Ridgeway Avenue were approximately 80% occupied and those on Moody Avenue were between 90-100% occupied.

On-street unmarked parking spaces to the west of Ridgeway Avenue towards St. Georges Avenue were also often over 50% occupied. The parking occupancy at these locations may be higher due to the prevalence of higher-density housing close between St. Andrews Avenue and St. Georges Avenue.

To the east and north of the school, on-street parking was observed to be more readily available. This is likely due to the low-density housing within the area. Additionally, parents are likely to park closer to Keith Road East if it is the arterial roadway they use to access the school. It is noted that during this time period, some local residents may not have departed for work yet and their vehicles were captured within the parking count.

During the morning period, there were 447 unrestricted parking spaces available within the study area.

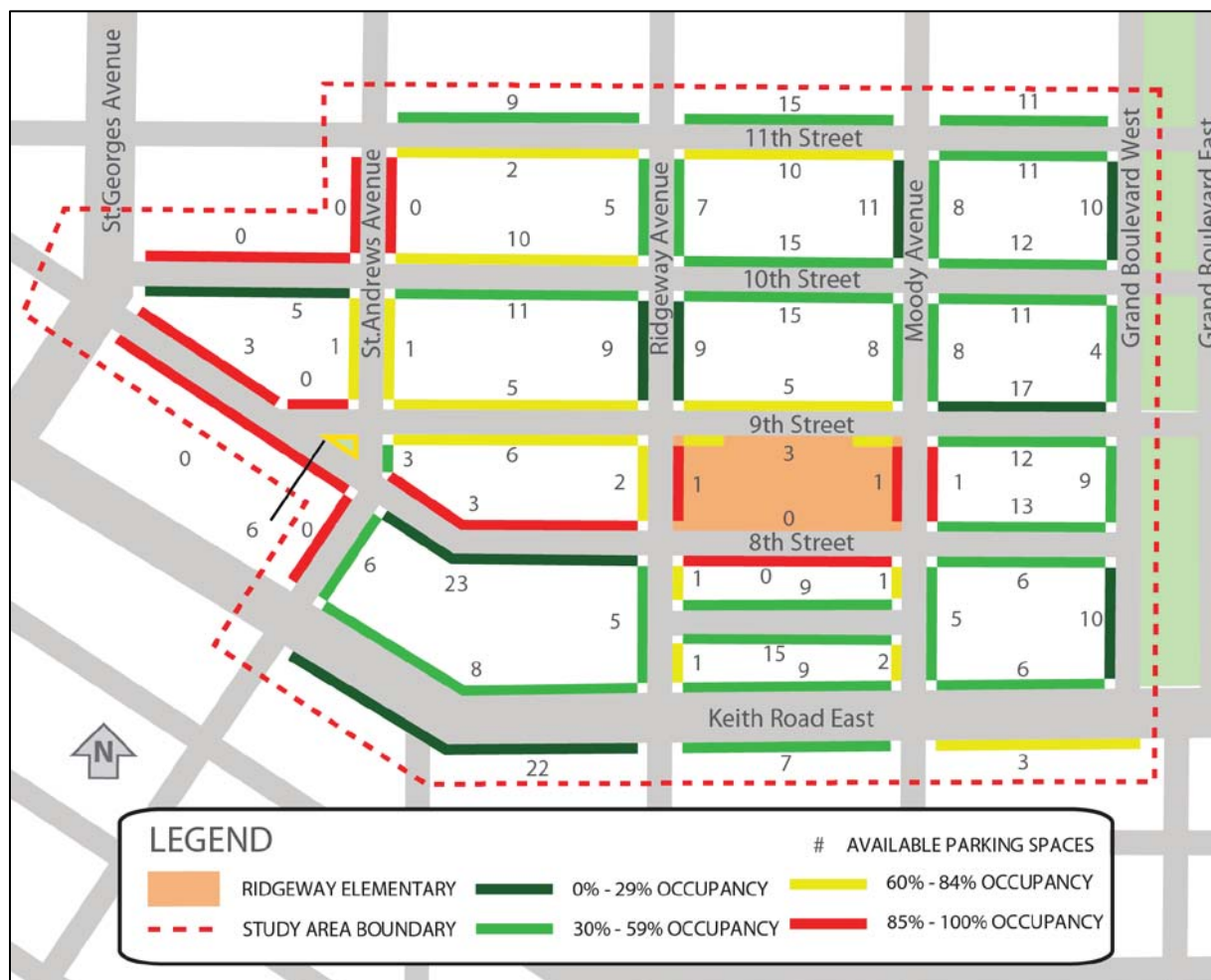


Figure 3-2: Morning On-Street Parking Occupancy 8:30 AM – 9:30 AM

3.1.2 Midday On-Street Parking

During the midday period, the on-street unmarked parking spaces immediately surrounding the school were moderately utilized as limited parking was observed to be available on Ridgeway Avenue, 8th Street East, and 9th Street East as seen in **Figure 3-3**.

Similar to the morning observations, on-street parking to the west of Ridgeway Avenue towards St. Andrews and St. Georges Avenues was still heavily occupied when compared to the adjacent street segments to the north and east. To the south, the parking survey found that on-street unmarked parking spaces along Keith Road East were readily available.

During the midday period, there were 491 unrestricted parking spaces available within the study area.

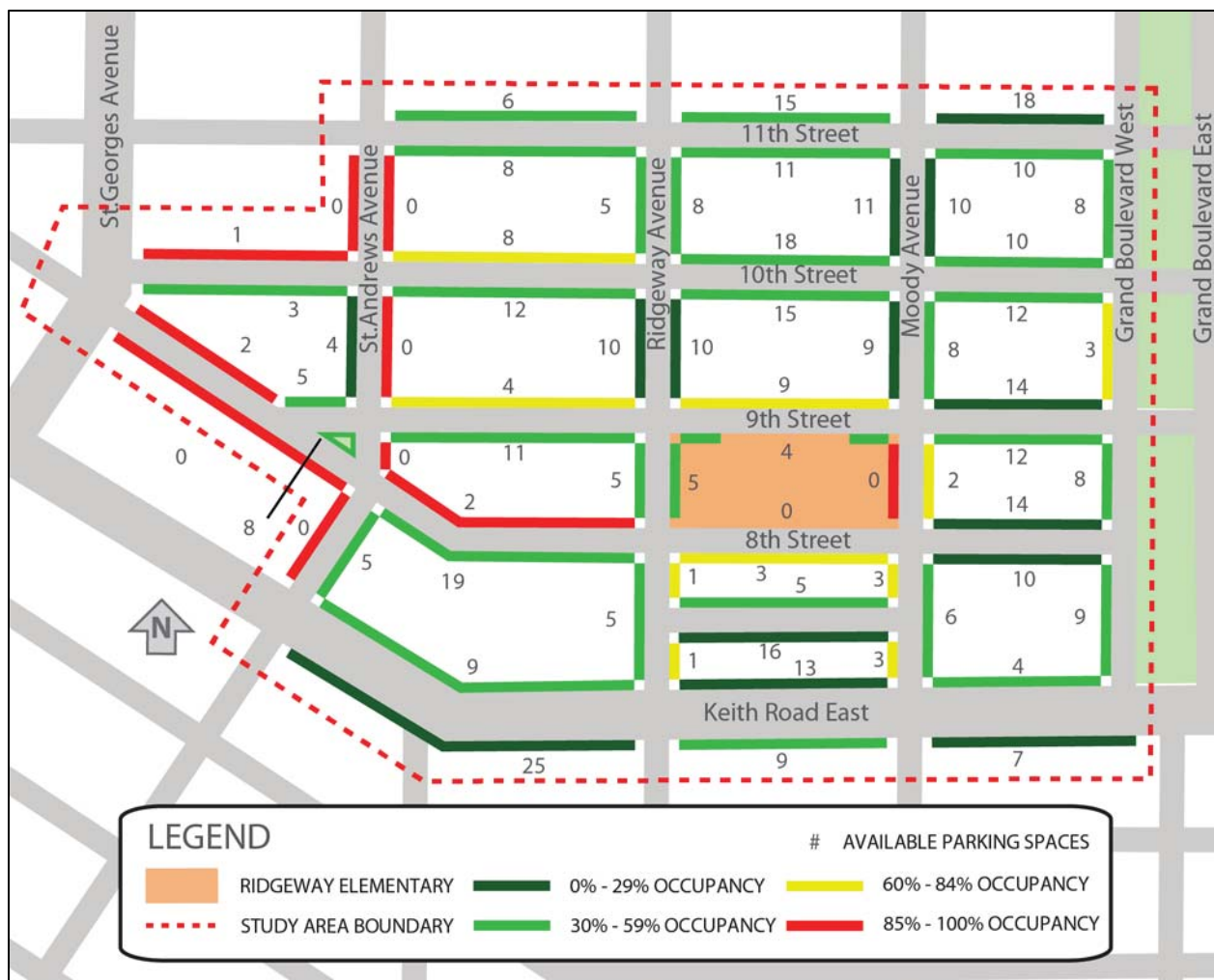


Figure 3-3: Midday On-Street Parking Occupancy 11:45 AM – 12:45 PM

3.1.3 After School On-Street Parking

During the after school period, the on-street unmarked parking spaces immediately surrounding the school were heavily utilized, as seen in **Figure 3-4**, likely due to parents waiting to pick up students from the school.

Similar to the morning and midday results, the on-street parking spaces to the west of Ridgeway Avenue towards St. Andrews and St. Georges Avenues were still heavily occupied when compared to the street segments to the north and east where on-street parking was observed to be more readily available.

During the after school period, there were 454 unrestricted parking spaces available within the study area.

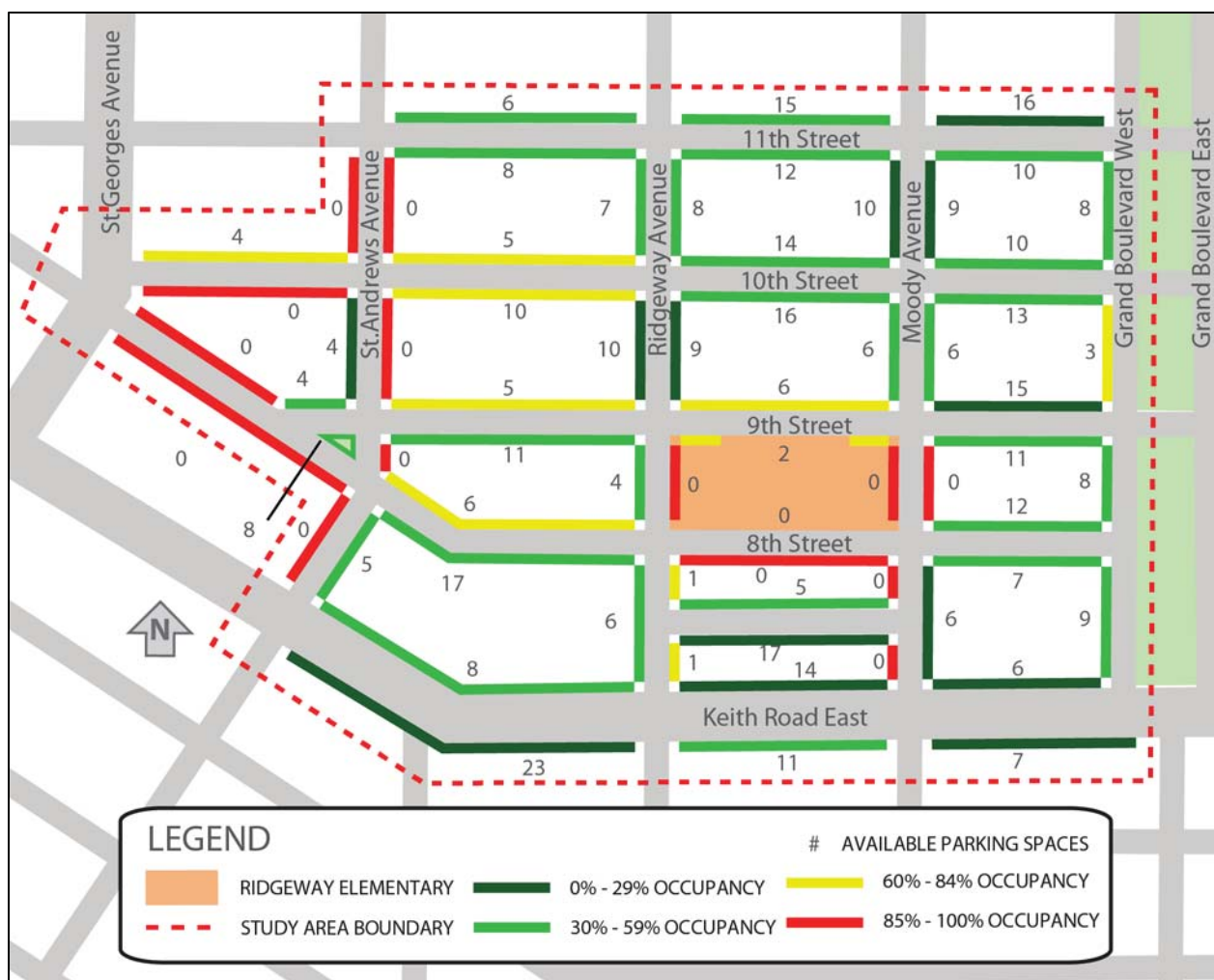


Figure 3-4: After School On-Street Parking Occupancy 2:30 PM – 3:30 PM

3.1.4 Evening On-Street Parking

During the evening period when there was an event at the school, the on-street unmarked parking spaces immediately surrounding the school were well-utilized; however, some on-street parking spaces were still observed to be available on Ridgeway Avenue, Moody Avenue, and Grand Boulevard West as seen in **Figure 3-5**. It is noted that after 5 PM, the 10-minute and student pick-up/drop-off zones on the north side of 8th Street and on the south side of 9th Street are treated as unrestricted parking spaces. This is reflected in **Figure 3-5**.

On-street parking spaces were also available along 8th Street and 9th Street to the east of the school. It is noted that this study period might have captured on-street parking demands generated by both the school and the local residences.

During the evening period, there were 472 unrestricted parking spaces available within the study area.

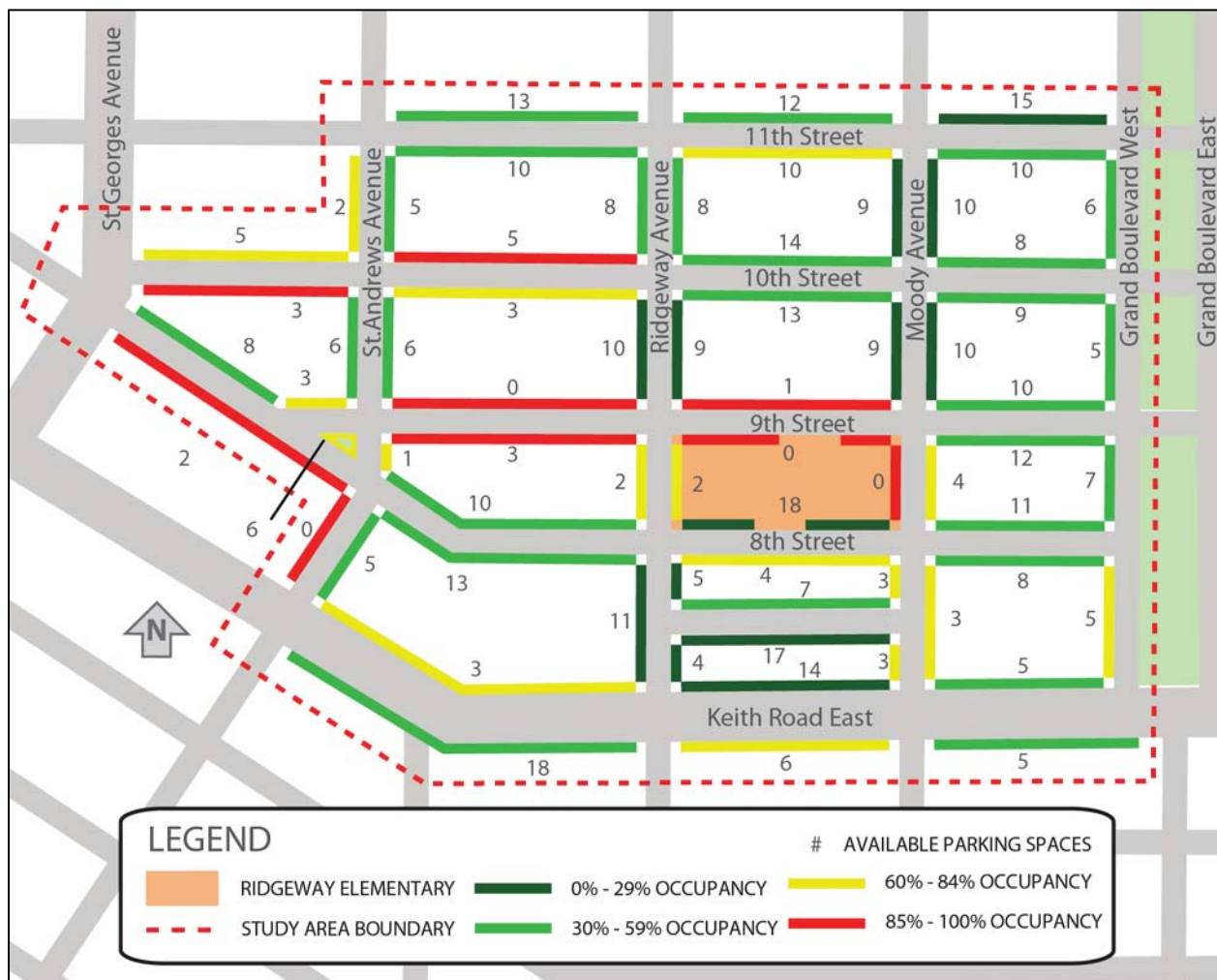


Figure 3-5: Evening On-Street Parking Occupancy 6:00 PM – 7:00 PM

3.2 Off-Street Parking Requirements

The staff parking lot is located to the northeast of the main school building with a single access onto 9th Street East. There are 27 parking stalls according to the school site plan which includes two accessible parking stalls and two carpool parking stalls. Additionally, signage has been placed at the entrance to the parking lot to note that the parking stalls within the lot are for staff only, as seen in **Figure 3-6**.



Figure 3-6: Staff Parking Lot and “Staff Parking Only” Signage

3.2.1 Off-Street Parking Counts

As part of the site visit data collection, vehicles were counted in the staff parking lot during the morning, midday, after school, and evening time periods. During each time period, three counts were conducted, and the data are presented in **Figure 3-7** below. The bar-graph height represents the parking lot occupancy where 100% represents all 27 available parking stalls being occupied (including the accessible and carpool stalls).

During the 8:30 AM to 9:30 AM count, a significant portion of the staff parking stalls were occupied prior to the count commencement. It is noted that parent-teacher interviews were occurring before classes on this day which may have influenced the number of vehicles parked at this time. Between 8:30 AM and 9:00 AM, the parking lot was observed to fill up and the 9:00 AM and 9:30 AM counts found that all of the available parking stalls were occupied.

During the midday time period between 11:45 AM and 12:45 PM, several vehicles were observed leaving and returning to the parking lot.

During the after school time period between 2:30 PM and 3:30 PM, the parking stall occupancy subsided as school staff likely departed the school. As noted in **Section 2.6.3**, some vehicles were observed using the staff parking lot to wait for students.

For the evening period of 6:00 PM to 7:00 PM, the parking lot occupancy increased until the beginning of the evening event. The survey found that parking stalls were still available after the event had commenced.

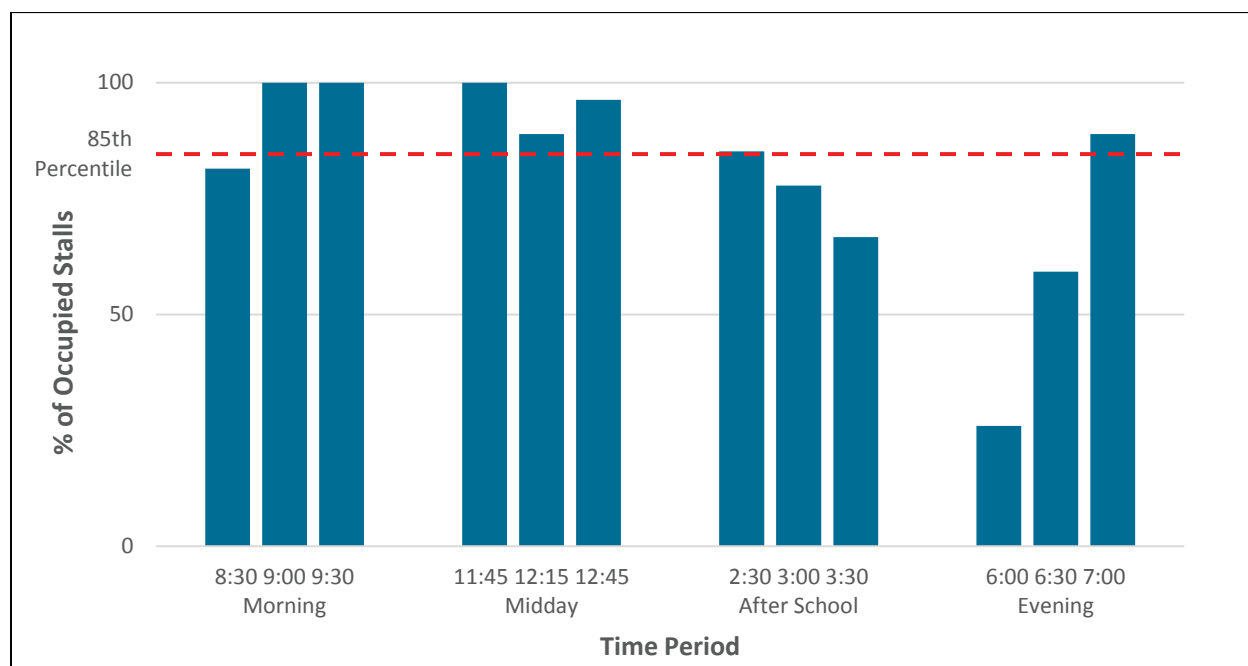


Figure 3-7: Staff Parking Lot Occupancy

3.2.2 Off-Street Parking Bylaw Review

As per the City's Zoning Bylaw No. 6700, 1995, a "building for a public school, a private school, kindergarten, and a college" requires 1.25 spaces per classroom. Based on information provided by the School District, the main building has 16 classrooms for general instruction and three classrooms for kindergarten, for a total of 19 classrooms. The construction of the new modular building and portable classrooms added 11 classrooms to the site, for a total of 30 classrooms.

For the community childcare space, the City's Zoning Bylaw No. 8558, 2017 specifies one parking space per 115 square metres for "Child Care Use". Based on information provided by the School District, the area of the childcare facilities at the school is approximately 197 square metres.

As shown in **Table 3-1**, 38 parking stalls are required to accommodate the elementary school and two parking stalls are required to accommodate the childcare facilities, for a total of 40 required on-site parking stalls as per the City's bylaw.

Table 3-1: Bylaw Required Off-Street Parking Stalls

Description	Bylaw No.	Size	Unit	Demand Per Unit	Parking Generated
Elementary School	6700	30	Classrooms	1.25	38
Day Care Center	8558	197	m ²	0.01	2
Total:					40

3.2.3 Proposed Off-Street Parking Variance

In order to meet bylaw standards, the school requires 13 additional parking stalls beyond the 27 parking stalls that are currently provided on-site. Initially, 14 new parking stalls were proposed to accompany

the expansion of the modular building and the portable classrooms to fulfill bylaw requirements; however, the School District is exploring alternative parking arrangements based on discussions with parents. Therefore, a parking variance for the 13 parking stalls is being sought.

Based on the results from the on-street parking occupancy survey, there are a significant amount of on-street unmarked parking spaces available within walkable distance of the school at all periods of the day. Specifically, areas east of Moody Avenue and along 10th Street East and 11th Street East appear to have the most availability, with over 200 unrestricted parking spaces still available for resident and staff parking during the morning period.

Alternatively, TDM strategies may be explored with the goal of shifting staff commuting habits to alternative modes such as walking, cycling, transit, and carpooling. These strategies are further explored in **Section 5**.

3.3 Bicycle Parking Requirements

Based on discussions with the City, the bicycle parking requirements were only reviewed for the modular building and the two portable classrooms.

As per the City's Zoning Bylaw No. 6700, 1995, Figure 10A-02 under "Civic Uses", a minimum of six short-term bicycle parking stalls and four secure bicycle parking stalls must be provided for every 1,000 square metres of gross floor area. As the modular building and the two portable classrooms have a combined gross floor area of approximately 1,140 square metres, the latest school expansion is required to have seven short-term bicycle parking stalls and five secure bicycle parking stalls, as seen in **Table 3-2**.

Table 3-2: Bylaw Requirements for Bicycle Facilities

Description	GFA (1000m ²)	Short-Term Parking Rate (Stalls/1000 m ²)	Short-Term Parking Stalls	Secure Parking Rate (Stalls/1000 m ²)	Secure Parking Stalls
Modular and Portable Classrooms	1.14	6	7	4	5

According to the City's Zoning Bylaw No. 6700, 1995, Figure 10A-03, a minimum of one wash basin, one shower stall, and ten clothing lockers (two per secure parking stall) are required to meet end destination facility guidelines based on the five secure bicycle parking stalls required for the latest school expansion.

Within the modular building, the accessible washroom contains a shower stall and a wash basin. To satisfy the Bylaw, clothing lockers will also be accommodated within the modular building.

According to City's Bylaw No. 6700, 1995, Section 10A05, secure bicycle parking must be fully enclosed, at grade-level, and accessed directly on grade from a primary entrance. This parking should be a bicycle rack located in a bicycle room or compound, or be individual bicycle lockers. To satisfy the Bylaw, secure bicycle storage will be accommodated in an enclosure between the modular building and a portable classroom. The existing 21 bicycle parking stalls on site currently satisfies the bylaw requirement of seven short-term parking stalls.

4 TRIP GENERATION AND STAFF COMMUTING HABITS

Trip and parking generation calculations were performed on the school to estimate the number of vehicles arriving at and departing from the school. Additionally, a staff travel survey was conducted to assess how current staff commute to the school for comparison with the trip and parking generation numbers. These survey data, trip generation data, and parking generation data will help determine the appropriate TDM strategies for the school.

4.1 Trip Generation

The calculated trip generation for the elementary school, including the recent expansion, and the community childcare centre was derived from the *Trip Generation 10th Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation rates published under Elementary School (ITE Ref. 520) and Day Care Centre (ITE Ref. 565) land uses were assumed to be representative of the study property. The trip generation rates were based off the Weekday AM Peak Hour of Generator and the Weekday PM Peak Hour of Generator for each land use as school peak hours are not typically consistent with the peak hours of the adjacent roadway.

It is noted that the estimated trip generation volumes include staff vehicles and student pick-up/drop-off activities.

It is estimated that the school currently generates 392 vehicle trips in the AM peak hour, with 215 vehicles arriving to the school and 177 vehicles departing from the school. During the PM peak hour, it is estimated that 197 vehicle trips are currently generated, with 87 vehicles arriving to the school and 110 vehicles departing from the school. The estimated trip generation for the elementary school and community childcare center is shown in **Table 4-1**.

Table 4-1: Estimated Generated Traffic for Existing School and Childcare Facilities

Description	Size	Unit	ITE Ref.	Avg. Trip Ends per Unit	Generated Trip Ends	% Entering	% Exiting	Vehicles Arriving	Vehicles Departing
AM Peak Hour									
Elementary School	53.9	1000 Sqft	520	7	367	55	45	202	165
Day Care Center	2.1	1000 Sqft	565	12	25	53	47	13	12
Total:								215	177
PM Peak Hour									
Elementary School	53.9	1000 Sqft	520	3	171	44	56	75	96
Day Care Center	2.1	1000 Sqft	565	12	26	47	53	12	14
Total:								87	110

4.2 Parking Generation

The calculated parking generation for the elementary school and community childcare centre was derived from the *Parking Generation 4th Edition*, published by ITE. The trip generation rates published under the Elementary School (ITE Ref. 520) and Day Care Centre (ITE Ref. 565) land uses were assumed to be representative of the study property.

Based on the current enrollment of 575 students at the school, the existing site conditions are estimated to generate 104 parked vehicles during peak periods from staff and student pick-up/drop-off activities, as shown in **Table 4-2**. Given that the existing staff parking lot has only 27 stalls, school staff are parking on nearby roads as observed during the site visit and in the School Staff Travel Survey.

Table 4-2: Parking Generation from the School and the Childcare Center

Description	ITE Ref.	Size	Unit	Demand Per Unit	Parking Generated
Elementary School	520	575	Students	0.17	98
Day Care Center	565	2.1	1000 Sqft	3.16	7
Total:					104

The current future maximum demand for parking during peak periods from staff and student pick-up/drop-off activities is 125 parked vehicles, based on the current operating capacity of 695 students. The current future maximum demand for parking is shown in **Table 4-3**.

Table 4-3: Maximum Parking Generation from the School and the Childcare Centre

Description	ITE Ref.	Size	Unit	Demand Per Unit	Parking Generated
Elementary School	520	695	Students	0.17	118
Day Care Center	565	2.1	1000 Sqft	3.16	7
Total:					125

4.3 School Staff Travel Survey

In order to further assess the existing travel habits of school staff, a brief questionnaire was prepared and distributed by the School District in December 2018. The survey questions and results can be found in **Appendix C**. These questions gathered data on staff travel modes, staff carpooling, and where staff currently park. The results will assist with estimating the current number of pedestrians, cyclists, and transit trips generated by school staff. They will also assist with estimating the parking occupancy of all existing on-site uses.

4.3.1 Methodology

The School Staff Travel Survey was conducted with the following methodology:

- A questionnaire was prepared by Binnie and provided to the School District to be distributed to all staff at the school;
- The questionnaire was completed by school staff in December 2018, after which the questionnaire results were returned to Binnie on January 2, 2019; and
- The results of the questionnaire were processed in order to understand existing school staff travel patterns and mode share.

4.3.2 School Staff Travel Survey Results

There were 44 responses received from the estimated 60 staff at the school, which is a 73% response rate. Key findings of the school staff travel survey are as follows and have been rounded to the nearest 5%:

- 70% of respondents generally use a personal vehicle to travel to work by themselves, while the remainder walk, cycle, take transit, or carpool to work;
- 55% of respondents who use a personal vehicle to travel to work parked within the staff parking lot, 25% of respondents parked within one block of the school along roadways that border the school property, and the remaining 20% of respondents parked more than one block away; and
- 75% of respondents live within the City and the District of North Vancouver (the DNV), while the remainder of respondents live outside of the City and the DNV.

The estimated employee mode share is illustrated in **Figure 4-1**.

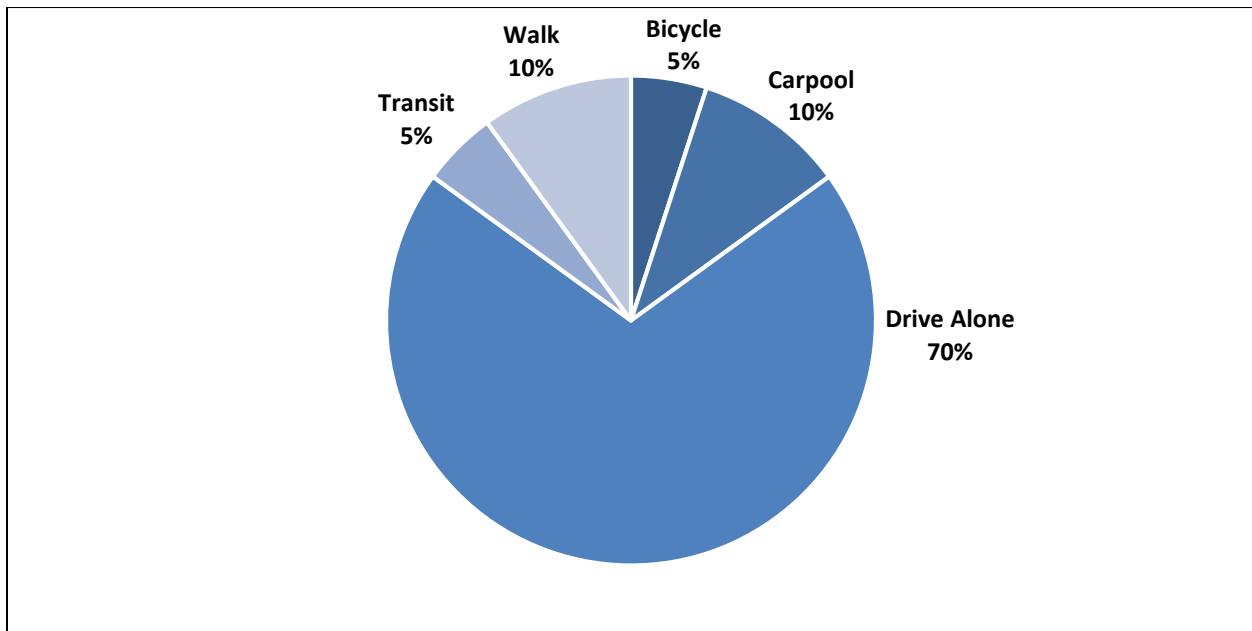


Figure 4-1: Estimated Mode Share of School Staff, Rounded to Nearest 5%

The School Staff Travel Survey reveals that a significant portion of the school staff drives alone to work and parks in the staff parking lot or along the streets immediately adjacent to the school.

5 POTENTIAL TDM OPPORTUNITIES

To support a bylaw variance for 13 off-street parking stalls, the school should establish a TDM plan that will decrease the dependency on personal vehicles and the demand for off-street parking stalls. These TDM strategies should complement HASTe's existing Ridgeway STP.

5.1 TDM Strategies

The TDM strategies in this report are recommended in order to reduce site-generated vehicle trips and encourage alternative transportation choices such as walking, cycling, and transit. This report recommends the following TDM strategies:

- Provide secure bicycle storage and an end-of-trip staff facility;
- Provide information regarding the neighbourhood walking and cycling network;
- Encourage staff to take public transit;
- Provide workshops to school staff that promote sustainable modes of transportation and end-of-trip facilities; and
- Encourage staff to organize a carpool arrangement.

These recommendations are described in further detail in the following sections.

5.1.1 *Provide Secure Bicycle Storage and End-of-Trip Staff Facilities*

The School District is willing to install secure bicycle storage and end-of-trip facilities at the school for staff use. The end-of-trip facilities typically include, but are not limited to, the following amenities:

- Locker;
- Shower and wash basin; and
- Secure bicycle storage in a dedicated space.

Currently, there is a shower stall and wash basin available for staff to use in the accessible washroom in the modular building. Clothing lockers will also be accommodated within the modular building and secure bicycle storage will be provided in an enclosure between the modular building and the portable classrooms.

5.1.2 *Provide Information Regarding the Neighborhood Walking and Cycling Network*

Based on the assessment of the existing pedestrian and cyclist network within the City in **Section 2**, the school is easily accessed by bicycle routes and multi-use pathways along Keith Road East and Grand Boulevard East and West. Therefore, it is recommended that the School District promotes walking and cycling to work to staff. This may involve distributing neighborhood maps and distributing promotional materials that emphasize the health and sustainability benefits of active transportation.

5.1.3 Encourage Staff to Take Public Transit

The school is located in an area that is well serviced by public transit with routes that access both Lonsdale Quay and Phibbs Exchange. Route 228 travels between Lynn Valley and Lonsdale Quay, while Route 232 travels between Grouse Mountain and Phibbs Exchange. There are bus stops for Route 232 and Route 228 within 400 metres of the school, which is typically considered to be an ideal walking distance to access transit infrastructure.

Since transit provides a viable alternative to single-occupancy vehicle travel, it is recommended that the school seek to emphasize the convenience and accessibility of the transit routes near the school. This may involve posting transit maps and time tables within staff areas which highlight transit frequency.

5.1.4 Provide Workshops to Promote Alternative Travel Modes and End-of-trip Facilities

The School District may consider holding workshops that promote walking, cycling, and transit as alternatives to driving to staff. These workshops should highlight the nearby multi-use trails and bus routes, and the end-of-trip facilities at the school.

5.1.5 Encourage Staff to Organize a Carpool Arrangement

The School District encourages school staff to carpool with each other. The School District is open to providing designated carpool stalls in the staff parking lot. All carpooling arrangements are expected to be voluntary and to be organized by staff themselves.

5.2 HASTe's Ridgeway School Travel Plan (STP)

HASTe's existing Ridgeway STP outlines strategies to increase sustainability and safety of school travel trips for students. This report includes:

- A student school travel data survey;
- A list of school travel challenges near the school;
- A list of recommended interventions; and
- A follow-up evaluation survey.

It is noted that the Ridgeway STP was developed in response to safety issues around schools and the low rate of participation in active transportation previously.

5.2.1 Integrating Staff Commuting TDM Strategies into the Ridgeway STP

Although the Ridgeway STP focuses on the safety and sustainability of student school travel, there are opportunities for the plan to include and promote the safety and sustainability of staff travel. This may include expanding upon the following existing Ridgeway STP goals:

Goal 2: Youth engagement and leadership in creating a culture of active school travel

The Ridgeway STP describes this goal as an initiative that educates students and promotes discussion on active school travel.

Goal 3: Encouraging active and safe trips to school

Campaigns such as Bike to School Week and Walk and Wheel Week are hosted by the school and highlight the importance of safe and active transportation.

Goal 4: Best routes to school maps

A survey of students gathered feedback on active transportation routes to school. The routes that were gathered from the survey were reviewed by school staff and students in order to identify potential safety issues. This map was then published and can be seen in **Figure 2-4**.

Future updates to HASTe's Ridgeway STP by the City could include school staff in these outlined goals to further promote the safety and sustainability of staff travel.

6 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

The School District is currently reviewing the parking environment at the school. In 2016, the school expanded to include a modular building and two portable classrooms on the existing school property. As part of this development, a temporary occupancy permit was issued by the City, with permanent approval contingent on additional parking spaces provided as required to satisfy the City's zoning bylaw. With a desire to minimize environmental impacts and to leave as much of the school site available for students to play, the School District is applying for a bylaw variance that exempts the required 13 parking spaces associated with the school expansion.

In order to assess the staff parking environment and transportation habits at the school, a staff travel survey was distributed by the School District. The school staff travel survey revealed that 70% of the respondents drive alone to work and park mostly in the staff parking lot or within one block of the school.

The results of the staff travel survey were supported by the parking survey conducted by Binnie on Wednesday December 5, 2018, which showed that the staff parking lot and the streets immediately adjacent to the school were fully utilized while school is in session. The parking survey also showed that there is significant parking availability to the north and east of the school with over 200 unrestricted parking spaces still available for resident and staff parking within two blocks of the school during the morning period. Within the entirety of the study area, there were 447 to 491 unrestricted parking spaces available in the neighbourhood throughout the morning, midday, after school, and evening time periods.

According to the City's Zoning Bylaws, to accommodate the school, including the recent expansion, and the childcare facilities, a total of 40 parking stalls need to be provided on-site. As there are only 27 parking stalls currently provided on-site, 13 additional parking stalls are required to satisfy the bylaw requirements. The School District is seeking a parking variance with the City for these 13 parking stalls.

6.1.1 *Parking Variance Rationale*

The 13 parking stall variance for the school is supported based on the following:

- Based on parking data collected during December 5, 2018, there are 447 available unrestricted on-street parking spaces in the study area around the school during the morning period that can be utilized by staff;
- The School District is providing end-of-trip facilities at the school including a shower stall, a wash basin, clothing lockers, and secure bicycle storage;
- The school is easily accessed by pedestrians and cyclists given the well-connected network of bicycle routes and multi-use pathways along the adjacent roadways;
- The School District is providing designated carpool stalls in the staff parking lot; and

- The school is well serviced by public transit with routes that access both Lonsdale Quay and Phibbs Exchange. There are bus stops within 400 metres of the school.

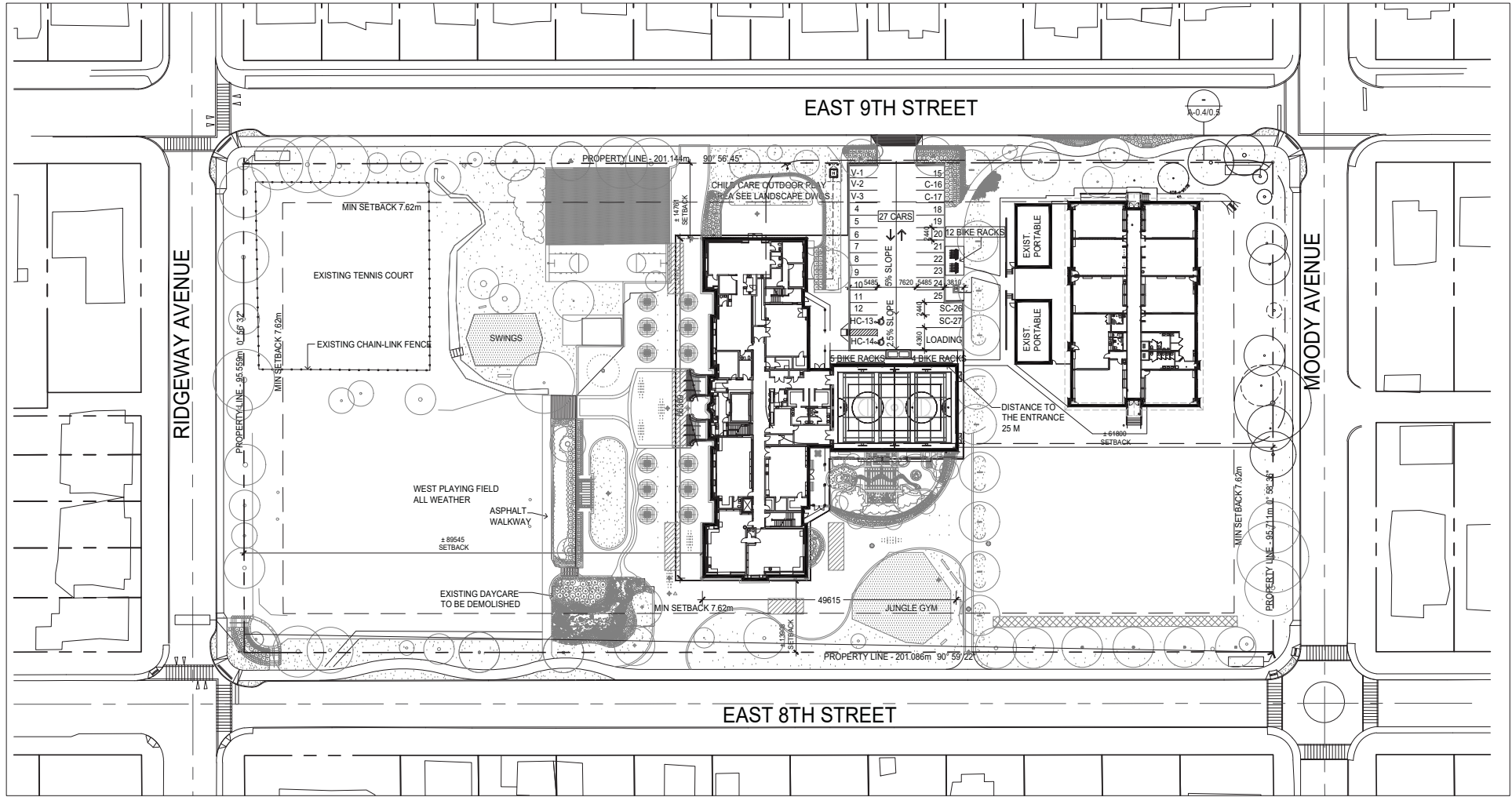
6.2 Recommendations

This study recommends the following considerations for the school:

- Highlight the availability of secure bicycle parking and end-of-trip facilities for staff members;
- Provide workshops that promote alternative modes of transportation to staff such as walking, cycling, and transit;
- Encourage staff to organize voluntary carpool arrangements with each other; and
- Consider incorporating school staff when the City updates HASTe's Ridgeway STP in order to promote safe and sustainable modes of transportation for staff members.

APPENDIX A

SCHOOL SITE PLAN




1 SITE PLAN
SCALE: 1:750

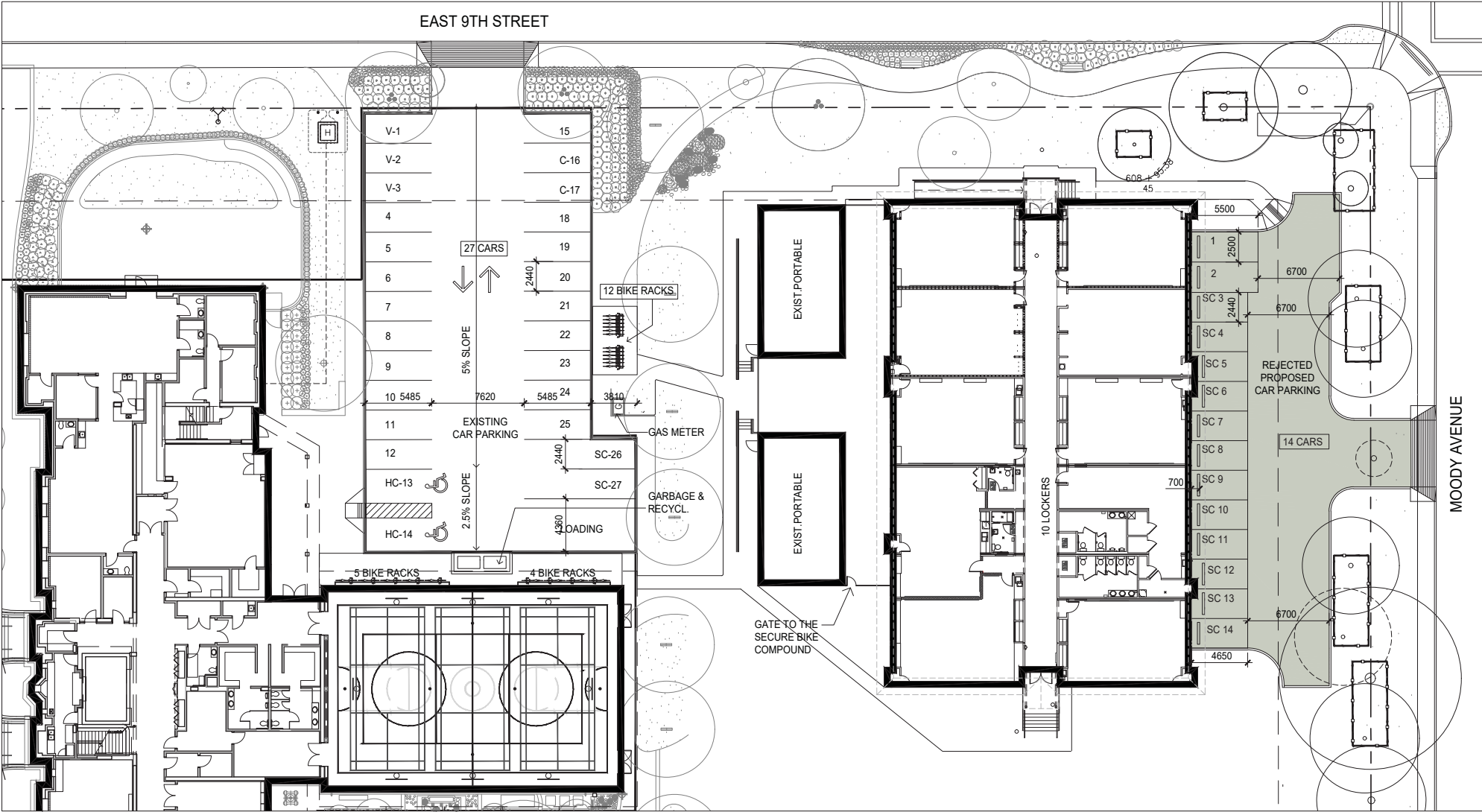
							Drawing Date 2018.01.11		
	1 ISSUED FOR DP VARIANCE	2018/01/11				Sheet Title SITE PLAN	Scale 1:750		
Rev.No.	Description	Date	Rev.No.	Description	Date		Drawn MN		
							Ref. Dwg. Sheet No. Rev.		
							A-0.1		


File Name: 1610-200 Ridgeway Variance DP



						 <p>DA DA Architects + Planners 300 - 1014 Homer Street, Vancouver British Columbia, Canada V6B 4T9 +604 685 6312 +604 685 6312 www.daplanners.ca</p> <p>© DA Architects + Planners</p>	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE	Sheet Title SITE CONTEXT IMAGERY	Drawing Date 2018.01.11			
									Scale N/A			
										Drawn MN		
1	ISSUED FOR DP VARIANCE	2018/01/11								Ref. Dwg.	Sheet No. A-0.3	Rev.
Rev.No.	Description	Date	Rev.No.	Description	Date							

File Name: 1610-200 Ridgeway Variance DP



						RIDGWAY ELEMENTARY SCHOOL DP VARIANCE 420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5		Sheet Title REJECTED PROPOSED CAR PARKING		Drawing Date 2018.01.11 Scale 1:300 Drawn MN Ref. Dwg. Sheet No. A-0.4 Rev.	
Rev.No.	Description	Date	Rev.No.	Description	Date					File Name: 1610-200 Ridgeway Variance DP	
1	ISSUED FOR DP VARIANCE	2018/01.11									

APPENDIX B

ON-STREET PARKING DATA

Date:	Dec. 5, 2018
Time:	8:30 am - 9:30 am
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy	
	Street	Side & Sign	Block Start	Block End		8:30	9:00
1	11TH ST	South	Grand Blvd	Moody Ave	19	4	8
2	11TH ST	North	Grand Blvd	Moody Ave	19	8	6
3	11TH ST	North	Moody Ave	Ridgeway Ave	27	10	12
4	11TH ST	South	Moody Ave	Ridgeway Ave	27	17	17
5	11TH ST	North (2hr)	Ridgeway Ave	St Andrews Ave	14	9	7
6	11TH ST	North	Ridgeway Ave	St Andrews Ave	14	5	5
7	11TH ST	South (2hr)	Ridgeway Ave	St Andrews Ave	12	8	7
8	11TH ST	South	Ridgeway Ave	St Andrews Ave	12	10	5
9	10TH ST	South	Grand Blvd	Moody Ave	19	6	8
10	10TH ST	North	Grand Blvd	Moody Ave	19	7	6
11	10TH ST	South	Moody Ave	Ridgeway Ave	27	12	8
12	10TH ST	North	Moody Ave	Ridgeway Ave	27	12	11
13	10TH ST	South	Ridgeway Ave	St Andrews Ave	27	16	15
14	10TH ST	North	Ridgeway Ave	St Andrews Ave	25	15	15
15	10TH ST	North (2hr)	St Andrews Ave	St Georges Ave	11	13	10
16	10TH ST	North	St Andrews Ave	St Georges Ave	13	14	14
17	10TH ST	South (2hr)	St Andrews Ave	St Georges Ave	17	12	16
18	10TH ST	South	St Andrews Ave	St Georges Ave	7	2	2
19	10TH ST	South- Loading	St Andrews Ave	St Georges Ave	0	0	0
20	9TH ST	South	Grand Blvd	Moody Ave	19	7	6
21	9TH ST	North	Grand Blvd	Moody Ave	19	2	1
22	9TH ST	North	Moody Ave	Ridgeway Ave	27	22	19
23	9TH ST	South	Moody Ave	Ridgeway Ave	8	5	5
24	9TH ST	South-10 min only	Moody Ave	Ridgeway Ave	12	7	0
25	9TH ST	South	Ridgeway Ave	St Andrews Ave	21	15	14
26	9TH ST	North	Ridgeway Ave	St Andrews Ave	17	12	11
27	9TH ST	South	St Andrews Ave	8th St	9	3	1
28	9TH ST	North	St Andrews Ave	8th St	8	8	7
29	8TH ST	South	Grand Blvd	Moody Ave	14	8	7
30	8TH ST	North	Grand Blvd	Moody Ave	19	6	3
31	8TH ST	North- Drop off	Moody Ave	Ridgeway Ave	8	10	1
32	8TH ST	North- 10 min only	Moody Ave	Ridgeway Ave	13		
33	8TH ST	north-No Stopping	Moody Ave	Ridgeway Ave	4		
34	8TH ST	South	Moody Ave	Ridgeway Ave	12	19	6
35	8TH ST	North	Ridgeway Ave	St Andrews Ave	20	17	15
36	8TH ST	South	Ridgeway Ave	St Andrews Ave	31	8	6
37	8TH ST	South	St Andrews Ave	St Georges Ave	22	20	25
38	8TH ST	North	St Andrews Ave	St Georges Ave	23	19	20
39	Keith Rd	South	Grand Blvd	Moody Ave	8	5	4
40	Keith Rd	North	Grand Blvd	Moody Ave	8	2	2
41	Keith Rd	South	Moody Ave	Ridgeway Ave	17	10	7
42	Keith Rd	North	Moody Ave	Ridgeway Ave	18	4	9
43	Keith Rd	South	Ridgeway Ave	St Andrews Ave	29	7	7
44	Keith Rd	North	Ridgeway Ave	St Andrews Ave	17	9	4
45	Lyon Pl	South	Moody Ave	Ridgeway Ave	22	7	7
46	Lyon Pl	North	Moody Ave	Ridgeway Ave	12	3	3
47	Grand Blvd	East No Parking	11TH ST	10TH ST	0	0	0
48	Grand Blvd	West	11TH ST	10TH ST	12	2	2
49	Grand Blvd	East No Parking	10TH ST	9TH ST	0	0	0
50	Grand Blvd	West	10TH ST	9TH ST	8	4	2
51	Grand Blvd	East No Parking	9TH ST	8TH ST	0	0	0

Date:	Dec. 5, 2018
Time:	8:30 am - 9:30 am
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy	
	Street	Side & Sign	Block Start	Block End		8:30	9:00
52	Grand Blvd	West	9TH ST	8TH ST	12	3	2
53	Grand Blvd	East No Parking	8TH ST	Keith Rd	0	0	0
54	Grand Blvd	West	8TH ST	Keith Rd	13	3	3
55	Moody Ave	East	11TH ST	10TH ST	12	4	3
56	Moody Ave	West	11TH ST	10TH ST	12	1	1
57	Moody Ave	East	10TH ST	9TH ST	12	4	4
58	Moody Ave	West	10TH ST	9TH ST	12	4	4
59	Moody Ave	East	9TH ST	8TH ST	10	9	5
60	Moody Ave	West No Parking	9TH ST	8TH ST	4	0	0
61	Moody Ave	West	9TH ST	8TH ST	9	8	8
62	Moody Ave	East	8TH ST	Keith Rd	8	2	3
63	Moody Ave	West	8TH ST	Keith Rd	7	4	1
64	Ridgeway Ave	East	11TH ST	10TH ST	12	5	4
65	Ridgeway Ave	West	11TH ST	10TH ST	12	7	7
66	Ridgeway Ave	East	10TH ST	9TH ST	12	3	2
67	Ridgeway Ave	West	10TH ST	9TH ST	12	3	3
68	Ridgeway Ave	East No Parking	9TH ST	8TH ST	0	0	0
69	Ridgeway Ave	East	9TH ST	8TH ST	10	9	5
70	Ridgeway Ave	West	9TH ST	8TH ST	9	7	6
71	Ridgeway Ave	East	8TH ST	Keith Rd	9	7	7
72	Ridgeway Ave	West	8TH ST	Keith Rd	11	5	6
73	St Andrews Ave	East (2hr)	11TH ST	10TH ST	5	2	2
74	St Andrews Ave	East	11TH ST	10TH ST	4	3	5
75	St Andrews Ave	West (2hr)	11TH ST	10TH ST	4	1	0
76	St Andrews Ave	West	11TH ST	10TH ST	3	5	2
77	St Andrews Ave	East (2hr)	10TH ST	9TH ST	5	5	1
78	St Andrews Ave	East	10TH ST	9TH ST	5	0	4
79	St Andrews Ave	West (2hr)	10TH ST	9TH ST	4	1	2
80	St Andrews Ave	West	10TH ST	9TH ST	5	4	1
81	St Andrews Ave	East	9TH ST	8TH ST	4	1	1
82	St Andrews Ave	West	9TH ST	8TH ST	2	2	3
83	St Andrews Ave	East	8TH ST	Keith Rd	8	1	2
84	St Andrews Ave	West No Parking (9am-6pm)	8TH ST	Keith Rd	1	1	1
85	St Andrews Ave	West	8TH ST	Keith Rd	2	2	1
86	St Andrews Ave	West (2hr)	8TH ST	Keith Rd	2	1	1
87	St Andrews Ave	West No Parking (9am-6pm)	8TH ST	Keith Rd	2	1	2

Date:	Dec. 5, 2018
Time:	11:45 am -12:45 pm
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		11:45	12:15	12:45
1	11TH ST	South	Grand Blvd	Moody Ave	19	6	8	9
2	11TH ST	North	Grand Blvd	Moody Ave	19	1	1	1
3	11TH ST	North	Moody Ave	Ridgeway Ave	27	11	12	12
4	11TH ST	South	Moody Ave	Ridgeway Ave	27	15	16	16
5	11TH ST	North (2hr)	Ridgeway Ave	St Andrews Ave	14	6	5	6
6	11TH ST	North	Ridgeway Ave	St Andrews Ave	14	8	8	7
7	11TH ST	South (2hr)	Ridgeway Ave	St Andrews Ave	12	8	8	5
8	11TH ST	South	Ridgeway Ave	St Andrews Ave	12	4	4	2
9	10TH ST	South	Grand Blvd	Moody Ave	19	6	7	5
10	10TH ST	North	Grand Blvd	Moody Ave	19	9	8	6
11	10TH ST	South	Moody Ave	Ridgeway Ave	27	8	12	11
12	10TH ST	North	Moody Ave	Ridgeway Ave	27	8	5	9
13	10TH ST	South	Ridgeway Ave	St Andrews Ave	27	14	15	14
14	10TH ST	North	Ridgeway Ave	St Andrews Ave	25	14	17	14
15	10TH ST	North (2hr)	St Andrews Ave	St Georges Ave	11	14	10	7
16	10TH ST	North	St Andrews Ave	St Georges Ave	13	7	10	12
17	10TH ST	South (2hr)	St Andrews Ave	St Georges Ave	17	15	13	9
18	10TH ST	South	St Andrews Ave	St Georges Ave	7	3	2	4
19	10TH ST	South- Loading	St Andrews Ave	St Georges Ave	0	0	0	0
20	9TH ST	South	Grand Blvd	Moody Ave	19	7	7	7
21	9TH ST	North	Grand Blvd	Moody Ave	19	5	3	4
22	9TH ST	North	Moody Ave	Ridgeway Ave	27	18	16	14
23	9TH ST	South	Moody Ave	Ridgeway Ave	8	4	4	4
24	9TH ST	South-10 min only	Moody Ave	Ridgeway Ave	12	0	1	Bus
25	9TH ST	South	Ridgeway Ave	St Andrews Ave	21	10	9	10
26	9TH ST	North	Ridgeway Ave	St Andrews Ave	17	11	13	12
27	9TH ST	South	St Andrews Ave	8th St	9	1	1	1
28	9TH ST	North	St Andrews Ave	8th St	8	3	3	3
29	8TH ST	South	Grand Blvd	Moody Ave	14	4	3	3
30	8TH ST	North	Grand Blvd	Moody Ave	19	5	3	4
31	8TH ST	North- Drop off	Moody Ave	Ridgeway Ave	8	0	0	0
32	8TH ST	North- 10 min only	Moody Ave	Ridgeway Ave	13			
33	8TH ST	north-No Stopping	Moody Ave	Ridgeway Ave	4			
34	8TH ST	South	Moody Ave	Ridgeway Ave	12	8	9	9
35	8TH ST	North	Ridgeway Ave	St Andrews Ave	20	6	16	18
36	8TH ST	South	Ridgeway Ave	St Andrews Ave	31	12	10	11
37	8TH ST	South	St Andrews Ave	St Georges Ave	22	22	21	23
38	8TH ST	North	St Andrews Ave	St Georges Ave	23	18	20	21
39	Keith Rd	South	Grand Blvd	Moody Ave	8	1	0	0
40	Keith Rd	North	Grand Blvd	Moody Ave	8	3	4	3
41	Keith Rd	South	Moody Ave	Ridgeway Ave	17	5	6	8
42	Keith Rd	North	Moody Ave	Ridgeway Ave	18	5	4	3
43	Keith Rd	South	Ridgeway Ave	St Andrews Ave	29	4	2	2
44	Keith Rd	North	Ridgeway Ave	St Andrews Ave	17	4	8	8
45	Lyon Pl	South	Moody Ave	Ridgeway Ave	22	5	5	6
46	Lyon Pl	North	Moody Ave	Ridgeway Ave	12	7	7	4
47	Grand Blvd	East No Parking	11TH ST	10TH ST	0	0	0	0
48	Grand Blvd	West	11TH ST	10TH ST	12	4	3	3
49	Grand Blvd	East No Parking	10TH ST	9TH ST	0	0	0	0
50	Grand Blvd	West	10TH ST	9TH ST	8	4	4	5
51	Grand Blvd	East No Parking	9TH ST	8TH ST	0	0	0	0

Date:	Dec. 5, 2018
Time:	11:45 am -12:45 pm
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		11:45	12:15	12:45
52	Grand Blvd	West	9TH ST	8TH ST	12	4	3	4
53	Grand Blvd	East No Parking	8TH ST	Keith Rd	0	0	0	0
54	Grand Blvd	West	8TH ST	Keith Rd	13	4	4	3
55	Moody Ave	East	11TH ST	10TH ST	12	2	2	2
56	Moody Ave	West	11TH ST	10TH ST	12	1	1	1
57	Moody Ave	East	10TH ST	9TH ST	12	4	4	4
58	Moody Ave	West	10TH ST	9TH ST	12	3	3	3
59	Moody Ave	East	9TH ST	8TH ST	10	6	6	8
60	Moody Ave	West No Parking	9TH ST	8TH ST	4	0	0	0
61	Moody Ave	West	9TH ST	8TH ST	9	8	7	8
62	Moody Ave	East	8TH ST	Keith Rd	8	1	2	1
63	Moody Ave	West	8TH ST	Keith Rd	7	1	1	1
64	Ridgeway Ave	East	11TH ST	10TH ST	12	4	4	4
65	Ridgeway Ave	West	11TH ST	10TH ST	12	5	7	7
66	Ridgeway Ave	East	10TH ST	9TH ST	12	2	2	2
67	Ridgeway Ave	West	10TH ST	9TH ST	12	2	2	2
68	Ridgeway Ave	East No Parking	9TH ST	8TH ST	0	0	0	0
69	Ridgeway Ave	East	9TH ST	8TH ST	10	6	6	4
70	Ridgeway Ave	West	9TH ST	8TH ST	9	4	3	3
71	Ridgeway Ave	East	8TH ST	Keith Rd	9	7	7	6
72	Ridgeway Ave	West	8TH ST	Keith Rd	11	6	6	5
73	St Andrews Ave	East (2hr)	11TH ST	10TH ST	5	1	2	2
74	St Andrews Ave	East	11TH ST	10TH ST	4	4	4	5
75	St Andrews Ave	West (2hr)	11TH ST	10TH ST	4	3	4	2
76	St Andrews Ave	West	11TH ST	10TH ST	3	3	3	4
77	St Andrews Ave	East (2hr)	10TH ST	9TH ST	5	1	1	3
78	St Andrews Ave	East	10TH ST	9TH ST	5	5	5	3
79	St Andrews Ave	West (2hr)	10TH ST	9TH ST	4	4	3	3
80	St Andrews Ave	West	10TH ST	9TH ST	5	1	1	1
81	St Andrews Ave	East	9TH ST	8TH ST	4	4	2	2
82	St Andrews Ave	West	9TH ST	8TH ST	2	1	2	2
83	St Andrews Ave	East	8TH ST	Keith Rd	8	3	3	2
84	St Andrews Ave	East No Parking (9am-6pm)	8TH ST	Keith Rd	1	1	1	1
85	St Andrews Ave	West	8TH ST	Keith Rd	2	2	2	1
86	St Andrews Ave	West (2hr)	8TH ST	Keith Rd	2	2	2	1
87	St Andrews Ave	West No Parking (9am-6pm)	8TH ST	Keith Rd	2	0	0	0

Date:	Dec. 5, 2018
Time:	2:30 pm - 3:30 pm
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		2:30	3:00	3:30
1	11TH ST	South	Grand Blvd	Moody Ave	19	5	6	9
2	11TH ST	North	Grand Blvd	Moody Ave	19	3	3	2
3	11TH ST	North	Moody Ave	Ridgeway Ave	27	12	11	12
4	11TH ST	South	Moody Ave	Ridgeway Ave	27	15	13	15
5	11TH ST	North (2hr)	Ridgeway Ave	St Andrews Ave	14	5	4	5
6	11TH ST	North	Ridgeway Ave	St Andrews Ave	14	8	8	8
7	11TH ST	South (2hr)	Ridgeway Ave	St Andrews Ave	12	8	8	9
8	11TH ST	South	Ridgeway Ave	St Andrews Ave	12	4	4	4
9	10TH ST	South	Grand Blvd	Moody Ave	19	5	5	6
10	10TH ST	North	Grand Blvd	Moody Ave	19	9	8	9
11	10TH ST	South	Moody Ave	Ridgeway Ave	27	9	10	11
12	10TH ST	North	Moody Ave	Ridgeway Ave	27	12	13	13
13	10TH ST	South	Ridgeway Ave	St Andrews Ave	27	16	17	14
14	10TH ST	North	Ridgeway Ave	St Andrews Ave	25	20	20	16
15	10TH ST	North (2hr)	St Andrews Ave	St Georges Ave	11	13	10	11
16	10TH ST	North	St Andrews Ave	St Georges Ave	13	7	7	9
17	10TH ST	South (2hr)	St Andrews Ave	St Georges Ave	17	8	10	7
18	10TH ST	South	St Andrews Ave	St Georges Ave	7	7	5	8
19	10TH ST	South- Loading	St Andrews Ave	St Georges Ave	0	0	0	0
20	9TH ST	South	Grand Blvd	Moody Ave	19	7	8	6
21	9TH ST	North	Grand Blvd	Moody Ave	19	3	4	4
22	9TH ST	North	Moody Ave	Ridgeway Ave	27	19	21	14
23	9TH ST	South	Moody Ave	Ridgeway Ave	8	4	6	1
24	9TH ST	South-10 min only	Moody Ave	Ridgeway Ave	12	5	13	2
25	9TH ST	South	Ridgeway Ave	St Andrews Ave	21	10	10	10
26	9TH ST	North	Ridgeway Ave	St Andrews Ave	17	10	8	12
27	9TH ST	South	St Andrews Ave	8th St	9	1	1	0
28	9TH ST	North	St Andrews Ave	8th St	8	4	3	0
29	8TH ST	South	Grand Blvd	Moody Ave	14	4	7	5
30	8TH ST	North	Grand Blvd	Moody Ave	19	4	7	5
31	8TH ST	North- Drop off	Moody Ave	Ridgeway Ave	8	4	16	6
32	8TH ST	North- 10 min only	Moody Ave	Ridgeway Ave	13			
33	8TH ST	north-No Stopping	Moody Ave	Ridgeway Ave	4			
34	8TH ST	South	Moody Ave	Ridgeway Ave	12	9	18	9
35	8TH ST	North	Ridgeway Ave	St Andrews Ave	20	14	14	12
36	8TH ST	South	Ridgeway Ave	St Andrews Ave	31	13	13	14
37	8TH ST	South	St Andrews Ave	St Georges Ave	22	21	25	26
38	8TH ST	North	St Andrews Ave	St Georges Ave	23	26	22	20
39	Keith Rd	South	Grand Blvd	Moody Ave	8	1	1	1
40	Keith Rd	North	Grand Blvd	Moody Ave	8	2	2	2
41	Keith Rd	South	Moody Ave	Ridgeway Ave	17	6	6	6
42	Keith Rd	North	Moody Ave	Ridgeway Ave	18	3	4	4
43	Keith Rd	South	Ridgeway Ave	St Andrews Ave	29	5	4	6
44	Keith Rd	North	Ridgeway Ave	St Andrews Ave	17	7	9	8
45	Lyon Pl	South	Moody Ave	Ridgeway Ave	22	5	4	4
46	Lyon Pl	North	Moody Ave	Ridgeway Ave	12	7	5	5
47	Grand Blvd	East No Parking	11TH ST	10TH ST	0	0	0	0
48	Grand Blvd	West	11TH ST	10TH ST	12	3	4	4
49	Grand Blvd	East No Parking	10TH ST	9TH ST	0	0	0	0
50	Grand Blvd	West	10TH ST	9TH ST	8	5	3	3
51	Grand Blvd	East No Parking	9TH ST	8TH ST	0	0	0	0

Date:	Dec. 5, 2018
Time:	2:30 pm - 3:30 pm
Weather:	Cold and Sunny

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		2:30	3:00	3:30
52	Grand Blvd	West	9TH ST	8TH ST	12	4	3	3
53	Grand Blvd	East No Parking	8TH ST	Keith Rd	0	0	0	0
54	Grand Blvd	West	8TH ST	Keith Rd	13	3	4	4
55	Moody Ave	East	11TH ST	10TH ST	12	3	3	2
56	Moody Ave	West	11TH ST	10TH ST	12	2	2	1
57	Moody Ave	East	10TH ST	9TH ST	12	4	6	1
58	Moody Ave	West	10TH ST	9TH ST	12	4	6	3
59	Moody Ave	East	9TH ST	8TH ST	10	10	11	6
60	Moody Ave	West No Parking	9TH ST	8TH ST	4	0	4	0
61	Moody Ave	West	9TH ST	8TH ST	9	8	10	4
62	Moody Ave	East	8TH ST	Keith Rd	8	0	2	1
63	Moody Ave	West	8TH ST	Keith Rd	7	1	7	1
64	Ridgeway Ave	East	11TH ST	10TH ST	12	4	4	4
65	Ridgeway Ave	West	11TH ST	10TH ST	12	5	5	2
66	Ridgeway Ave	East	10TH ST	9TH ST	12	1	1	3
67	Ridgeway Ave	West	10TH ST	9TH ST	12	2	1	1
68	Ridgeway Ave	East No Parking	9TH ST	8TH ST	0	0	0	0
69	Ridgeway Ave	East	9TH ST	8TH ST	10	5	12	5
70	Ridgeway Ave	West	9TH ST	8TH ST	9	3	5	4
71	Ridgeway Ave	East	8TH ST	Keith Rd	9	5	7	6
72	Ridgeway Ave	West	8TH ST	Keith Rd	11	5	5	5
73	St Andrews Ave	East (2hr)	11TH ST	10TH ST	5	4	3	4
74	St Andrews Ave	East	11TH ST	10TH ST	4	4	5	3
75	St Andrews Ave	West (2hr)	11TH ST	10TH ST	4	3	2	3
76	St Andrews Ave	West	11TH ST	10TH ST	3	5	4	2
77	St Andrews Ave	East (2hr)	10TH ST	9TH ST	5	4	1	1
78	St Andrews Ave	East	10TH ST	9TH ST	5	5	5	5
79	St Andrews Ave	West (2hr)	10TH ST	9TH ST	4	3	4	4
80	St Andrews Ave	West	10TH ST	9TH ST	5	1	1	1
81	St Andrews Ave	East	9TH ST	8TH ST	4	3	4	4
82	St Andrews Ave	West	9TH ST	8TH ST	2	2	1	1
83	St Andrews Ave	East	8TH ST	Keith Rd	8	3	2	2
84	St Andrews Ave	East No Parking (9am-6pm)	8TH ST	Keith Rd	1	1	0	0
85	St Andrews Ave	West	8TH ST	Keith Rd	2	1	2	2
86	St Andrews Ave	West (2hr)	8TH ST	Keith Rd	2	0	2	2
87	St Andrews Ave	West No Parking (9am-6pm)	8TH ST	Keith Rd	2	0	0	0

Date:	Dec. 12, 2018
Time:	6:00 pm - 7:30 pm
Weather:	Rainy

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		6:00	6:30	7:00
1	11TH ST	South	Grand Blvd	Moody Ave	19	8	9	9
2	11TH ST	North	Grand Blvd	Moody Ave	19	3	3	4
3	11TH ST	North	Moody Ave	Ridgeway Ave	27	15	13	13
4	11TH ST	South	Moody Ave	Ridgeway Ave	27	17	15	14
5	11TH ST	North (2hr)	Ridgeway Ave	St Andrews Ave	14	Comb*	Comb*	Comb*
6	11TH ST	North	Ridgeway Ave	St Andrews Ave	14	15	13	12
7	11TH ST	South (2hr)	Ridgeway Ave	St Andrews Ave	12	Comb*	Comb*	Comb*
8	11TH ST	South	Ridgeway Ave	St Andrews Ave	12	13	14	14
9	10TH ST	South	Grand Blvd	Moody Ave	19	10	8	9
10	10TH ST	North	Grand Blvd	Moody Ave	19	9	11	11
11	10TH ST	South	Moody Ave	Ridgeway Ave	27	13	13	14
12	10TH ST	North	Moody Ave	Ridgeway Ave	27	11	11	13
13	10TH ST	South	Ridgeway Ave	St Andrews Ave	27	18	22	20
14	10TH ST	North	Ridgeway Ave	St Andrews Ave	25	22	20	21
15	10TH ST	North (2hr)	St Andrews Ave	St Georges Ave	11	Comb*	Comb*	Comb*
16	10TH ST	North	St Andrews Ave	St Georges Ave	13	16	16	19
17	10TH ST	South (2hr)	St Andrews Ave	St Georges Ave	17	Comb*	Comb*	Comb*
18	10TH ST	South	St Andrews Ave	St Georges Ave	7	21	21	17
19	10TH ST	South- Loading	St Andrews Ave	St Georges Ave	0	Comb*	Comb*	Comb*
20	9TH ST	South	Grand Blvd	Moody Ave	19	5	7	6
21	9TH ST	North	Grand Blvd	Moody Ave	19	9	4	7
22	9TH ST	North	Moody Ave	Ridgeway Ave	27	15	21	26
23	9TH ST	South	Moody Ave	Ridgeway Ave	8	3	18	23
24	9TH ST	South-10 min only	Moody Ave	Ridgeway Ave	12	Comb*	Comb*	Comb*
25	9TH ST	South	Ridgeway Ave	St Andrews Ave	21	14	18	18
26	9TH ST	North	Ridgeway Ave	St Andrews Ave	17	14	20	20
27	9TH ST	South	St Andrews Ave	8th St	9	3	1	3
28	9TH ST	North	St Andrews Ave	8th St	8	2	1	5
29	8TH ST	South	Grand Blvd	Moody Ave	14	4	5	6
30	8TH ST	North	Grand Blvd	Moody Ave	19	8	8	7
31	8TH ST	North- Drop off	Moody Ave	Ridgeway Ave	8	Comb*	Comb*	Comb*
32	8TH ST	North- 10 min only	Moody Ave	Ridgeway Ave	13	0	1	3
33	8TH ST	north-No Stopping	Moody Ave	Ridgeway Ave	4	Comb*	Comb*	Comb*
34	8TH ST	South	Moody Ave	Ridgeway Ave	12	6	7	8
35	8TH ST	North	Ridgeway Ave	St Andrews Ave	20	8	9	10
36	8TH ST	South	Ridgeway Ave	St Andrews Ave	31	18	16	17
37	8TH ST	South	St Andrews Ave	St Georges Ave	22	19	19	20
38	8TH ST	North	St Andrews Ave	St Georges Ave	23	15	15	15
39	Keith Rd	South	Grand Blvd	Moody Ave	8	2	3	3
40	Keith Rd	North	Grand Blvd	Moody Ave	8	2	2	3
41	Keith Rd	South	Moody Ave	Ridgeway Ave	17	11	10	10
42	Keith Rd	North	Moody Ave	Ridgeway Ave	18	4	4	4
43	Keith Rd	South	Ridgeway Ave	St Andrews Ave	29	9	10	11
44	Keith Rd	North	Ridgeway Ave	St Andrews Ave	17	11	14	13
45	Lyon Pl	South	Moody Ave	Ridgeway Ave	22	5	3	3
46	Lyon Pl	North	Moody Ave	Ridgeway Ave	12	3	5	5
47	Grand Blvd	East No Parking	11TH ST	10TH ST	0	0	0	0
48	Grand Blvd	West	11TH ST	10TH ST	12	6	5	5
49	Grand Blvd	East No Parking	10TH ST	9TH ST	0	0	0	0
50	Grand Blvd	West	10TH ST	9TH ST	8	3	3	3
51	Grand Blvd	East No Parking	9TH ST	8TH ST	0	0	0	0

Date:	Dec. 12, 2018
Time:	6:00 pm - 7:30 pm
Weather:	Rainy

#	Location				Segment Capacity	Occupancy		
	Street	Side & Sign	Block Start	Block End		6:00	6:30	7:00
52	Grand Blvd	West	9TH ST	8TH ST	12	5	5	4
53	Grand Blvd	East No Parking	8TH ST	Keith Rd	0	0	0	0
54	Grand Blvd	West	8TH ST	Keith Rd	13	7	8	6
55	Moody Ave	East	11TH ST	10TH ST	12	1	2	2
56	Moody Ave	West	11TH ST	10TH ST	12	3	2	3
57	Moody Ave	East	10TH ST	9TH ST	12	1	2	2
58	Moody Ave	West	10TH ST	9TH ST	12	3	3	3
59	Moody Ave	East	9TH ST	8TH ST	10	3	6	
60	Moody Ave	West No Parking	9TH ST	8TH ST	4	0	0	0
61	Moody Ave	West	9TH ST	8TH ST	9	2	5	7
62	Moody Ave	East	8TH ST	Keith Rd	8	4	5	5
63	Moody Ave	West	8TH ST	Keith Rd	7	1	1	1
64	Ridgeway Ave	East	11TH ST	10TH ST	12	4	4	4
65	Ridgeway Ave	West	11TH ST	10TH ST	12	4	2	2
66	Ridgeway Ave	East	10TH ST	9TH ST	12	3	4	3
67	Ridgeway Ave	West	10TH ST	9TH ST	12	4	4	2
68	Ridgeway Ave	East No Parking	9TH ST	8TH ST	0	0	0	0
69	Ridgeway Ave	East	9TH ST	8TH ST	10	4	7	9
70	Ridgeway Ave	West	9TH ST	8TH ST	9	6	6	7
71	Ridgeway Ave	East	8TH ST	Keith Rd	9	0	0	0
72	Ridgeway Ave	West	8TH ST	Keith Rd	11	0	0	0
73	St Andrews Ave	East (2hr)	11TH ST	10TH ST	5	Comb*	Comb*	Comb*
74	St Andrews Ave	East	11TH ST	10TH ST	4	4	3	3
75	St Andrews Ave	West (2hr)	11TH ST	10TH ST	4	Comb*	Comb*	Comb*
76	St Andrews Ave	West	11TH ST	10TH ST	3	5	3	3
77	St Andrews Ave	East (2hr)	10TH ST	9TH ST	5	Comb*	Comb*	Comb*
78	St Andrews Ave	East	10TH ST	9TH ST	5	4	3	2
79	St Andrews Ave	West (2hr)	10TH ST	9TH ST	4	Comb*	Comb*	Comb*
80	St Andrews Ave	West	10TH ST	9TH ST	5	3	3	3
81	St Andrews Ave	East	9TH ST	8TH ST	4	3	2	2
82	St Andrews Ave	West	9TH ST	8TH ST	2	1	2	2
83	St Andrews Ave	East	8TH ST	Keith Rd	8	4	3	2
84	St Andrews Ave	East No Parking (9am-6pm)	8TH ST	Keith Rd	1	Comb*	Comb*	Comb*
85	St Andrews Ave	West	8TH ST	Keith Rd	2	5	6	7
86	St Andrews Ave	West (2hr)	8TH ST	Keith Rd	2	Comb*	Comb*	Comb*
87	St Andrews Ave	West No Parking (9am-6pm)	8TH ST	Keith Rd	2	Comb*	Comb*	Comb*

*The 2 hour restricted parking and 10 minute drop off zones are not restricted during the evening hours.

APPENDIX C

SCHOOL EMPLOYEE TRAVEL SURVEY RESULTS

Appendix C - School Employee Travel Survey Results

Q1. How do you most often travel to work?

Answer Choices	Response Percent	Responses
Bicycle (personal)	4.55%	2
Bicycle (Mobi or similar)	0.0%	0
Carpool (2 or more persons)	9.09%	4
Carshare (Evo, Car2Go, Moto, ZipCar)	0.0%	0
Drive Alone	70.45%	31
Motorcycle/Scooter	0.0%	0
Telecommute/work remotely/work from home	0.0%	0
Transit	4.55%	2
Walk	11.36%	5
Other	0.0%	0
	Answered	44
	Skipped	0

Q2. What time do you typically arrive at work?

Answer Choices	Response Percent	Responses
6am	0.0%	0
6:30am	2.27%	1
7am	2.27%	1
7:30am	18.18%	8
8am	52.27%	23
8:30am	20.45%	9
9am	0.0%	0
9:30am	0.0%	0
10am	2.27%	1
10:30am	0.0%	0
11am	0.0%	0
11:30am	0.0%	0
12pm	0.0%	0
12:30pm	2.27%	1
1pm	0.0%	0
1:30pm	0.0%	0
2pm	0.0%	0
2:30pm	0.0%	0
3pm	0.0%	0
3:30pm	0.0%	0
4pm	0.0%	0
4:30pm	0.0%	0
5pm	0.0%	0
	Answered	44
	Skipped	0

Appendix C - School Employee Travel Survey Results

Q3. What time do you typically leave work?

Answer Choices	Response Percent	Responses
10am	0.0%	0
10:30am	0.0%	0
11am	0.0%	0
11:30am	0.0%	0
12pm	0.0%	0
12:30pm	2.27%	1
1pm	0.0%	0
1:30pm	0.0%	0
2pm	0.0%	0
2:30pm	0.0%	0
3pm	13.64%	6
3:30pm	13.64%	6
4pm	15.91%	7
4:30pm	15.91%	7
5pm	25.0%	11
5:30pm	9.09%	4
6pm	0.0%	0
6:30pm	2.27%	1
7pm	2.27%	1
7:30pm	0.0%	0
8pm	0.0%	0
8:30pm	0.0%	0
9pm	0.0%	0
	Answered	44
	Skipped	0

Appendix C - School Employee Travel Survey Results

Q4. What city do you live in?

Answer Choices	Response Percent	Responses
Abbotsford	0.0%	0
Anmore	0.0%	0
Belcarra	0.0%	0
Bowen Island	0.0%	0
Burnaby	0.0%	0
Chilliwack	0.0%	0
Coquitlam	2.27%	1
Delta	0.0%	0
Langley	0.0%	0
Lions Bay	0.0%	0
Maple Ridge	0.0%	0
Mission	0.0%	0
New Westminster	0.0%	0
North Vancouver	72.73%	32
Pitt Meadows	0.0%	0
Port Coquitlam	0.0%	0
Port Moody	0.0%	0
Richmond	2.27%	1
Squamish	0.0%	0
Surrey	0.0%	0
Vancouver	22.73%	10
West Vancouver	0.0%	0
White Rock	0.0%	0
Other	0.0%	0
	Answered	44
	Skipped	0

Q5. Which of the following best describes your work schedule?

Answer Choices	Response Percent	Responses
Full time	86.36%	38
Part time	13.64%	6
	Answered	44
	Skipped	0

Q6. If parking, where do you typically park?*

Answer Choices	Response Percent	Responses
Staff parking lot	55%	23
Within one block (roadways that border the school property)	36%	15
More than one block away	10%	4
	Answered	42
	Skipped	2

*Results for this question were corrected based on the proportion of respondents

Appendix C - School Employee Travel Survey Results

Q7. If carpooling, how many people are in your carpool?

Answer Choices	Response Percent	Responses
1	5.0%	2
2	7.5%	3
3	0.0%	0
4	2.5%	1
5	0.0%	0
6	0.0%	0
7	0.0%	0
N/A	85.0%	34
	Answered	40
	Skipped	4

Memo

To: Emily Macdonald
From: Daniel Watson, Transportation Planner
Date: 17th April 2019
File:
Re: **420 Ridgeway Ave (Ridgeway School)**

This memorandum outlines comments on the Transportation Study dated 16th April 2019 and from the Developer Information Session from the 13th March 2019 for the proposed development at 420 Ridgeway Avenue. The proposal includes a parking variance of 13 spaces.

1. Location Description

Ridgeway School fronts four local roads, Ridgeway Avenue, Moody Avenue, East 8th Street and East 9th Street. It is in a secondary pedestrian generator area and East 9th Street is a designated AAA bike route, but does not have any facilities present. Parking on the school frontages along 8th and 9th Streets is generally restricted to a mix of no parking, drop off and 10 minute parking; parking elsewhere on the surrounding blocks is unrestricted. Approximate 450 unrestricted on-street parking spaces are available in the area immediately surrounding the school, during the morning period of maximum school parking needs.

2. Issues identified in the Transportation Study and Developer Information session:

The following issues were identified in the Transportation Study and at the Developer Information Session. They do not directly affect the proposed variance, however staff are working or following up on the issues.

Origin	Issue	Responsibility	Action / Status
DIS	Resident only parking required	Planning	Incorporated into notes on RE parking
DIS	No 30kph signs on 400 Block East 8th	Engineering	All 30km/h signs are present where should be. Completed in Q4 of 2018. Review completed in Q4 of 2018. Existing signs will not be relocated or modified to prevent speeding. There are 30km/h speed limit signs on each road accessing to E 8 th Street.
DIS	Speeding on 300 Block East 9th	Engineering / Planning	Hose count data collected in Q4 of 2018. Hoses placed on E 9 th Street (113m west of Moody, and 110m east of ST Andrews). Average speed of 40km/h in 50km/h speed limit zone.

			City Engineer has no authority to approve reducing speed limit to 30km/h on 300 Block E 9 th Street (out of school zone). Transportation Planning Manager suggested different approach – waiting for Council to endorse Safe Mobility Framework as opportunity for launching 30km/h limit on numerous local roads citywide. Planning took lead on this work.
DIS	Request for Permit parking for teachers on the street	Planning	Will be considered in future parking policy review
DIS	Speeding in the wider area, specifically when there are bridge issues	Engineering and Planning	Incorporated into Safe Mobility Framework
			<p>The data collected in Q4 of 2018 does not warrant installation of marked crosswalks based on TAC Pedestrian Crosswalk Warrant due low average daily traffic (45% lower than min threshold). EPE doesn't have current plan to install marked crosswalk at this time.</p> <p>The NW corner development (905 Ridgeway) will provide proper NW corner bulges that may justify adding zebra crosswalk at the time. (Zebra crosswalk would require relocating SB stop bar further back from intersection hence reducing sightline clearance)</p>
DIS	No crosswalks to school at Ridgeway and 9th - when you walk from the North West	Planning / Engineering	Installation may be considered through Ridgeway development, if certain

			intersection geometric changes can be included in project scope (bulges, etc. to maintain proper sightline clearance after SB stop bar is relocated further back to allow new zebra markings)
DIS	Speeding on 9th	Engineering	EPE will collect data and conduct review
DIS	Low stop sign compliance at 9th and Ridgeway	Engineering / RCMP	RCMP have opened a file
DIS	Vehicles parking too close to the intersection at 9th and Ridgeway, reducing sight lines at the intersection	Engineering / Bylaws	Bylaws initiated monitoring
DIS	Request for more zebra crossings on Moody at 8 th and 9th	Engineering	<p>Moody at 8th has 4 zebra crosswalks (one at each crossing leg). EPE cannot add more crosswalks on Moody at 8th</p> <p>For Ridgeway at 9th Street: EPE will review whether new crosswalks on 9th at Moody will be warranted.</p> <p>Installation may be considered through Ridgeway development, if certain intersection geometric changes can be included in project scope: -raised crosswalk for at south intersection leg -bulges, etc. to maintain proper sightline clearance after EB stop bar is relocated further back to allow new zebra markings on west crossing leg</p>
DIS	Concern over parking setbacks from Zebra Crossings on Moody	Engineering	EPE will review.
DIS	Concern over the interaction between the parking access and the lane	Planning	Note for development

			<p>Speed humps were designed to meet criteria at the time when installed. New speed humps are installed to meet current design criteria. Existing speed humps will be replaced with new humps meeting current design criteria through future land development or capital projects (paving etc.).</p> <p>A new speed hump will be installed on Ridgeway midblock between 8th and 9th in 2019.</p> <p>Ridgeway development project may be considered as opportunity for replacing existing with new humps meeting current criteria.</p> <p>EPE has no current plan for replacing existing humps through capital work.</p>
DIS	Speed Humps on 400 Block East 8th are the wrong profile for a 30kph zone	Engineering	
DIS	Residential permits for school staff and residents	Planning	Note for development
DIS	Missing let down on N. side at either 9th or 10th and ridgeway	Planning	Incorporate in ped plan
DIS	No sidewalks on Ridgeway between 8th and 9th mean kids walk in the road, but parked cars block sight lines.	Planning	Incorporate in ped plan
DIS	No infrastructure improvement have happened from the SASTP	Planning	No correct, improvements have occurred. A meeting will be held with the PAC to discuss the SASTP improvements
DIS	9th and Ridgeway needs a 4-way stop	Engineering	EPE will conduct all way stop warrant analysis to investigate whether 4-way stop will be justified.
DIS	9th and Ridgeway has bad sight lines	Engineering	EPE will review sightlines clearance based on TAC guidelines.

TS	Vehicles parking in no stopping zones on the 400 block of East 8th and East 9th during school pick up / drop off periods	Bylaws	Bylaws initiated monitoring
TS	Vehicles stopping in the travel lanes on the 400 block of East 8th and East 9th during school pick up / drop off periods	RCMP	RCMP have opened a file

3. Variances

- The site is seeking a variance of 13 parking spaces.
- The site has been operating without the 13 parking spaces for approximately 2 years and no complaints have been received from the neighbourhood.
- The Transportation study showed that the demand on on-street parking by school staff is currently approximately 15 vehicles, but with full staffing and occupancy could increase to approximately 23 vehicles.
- There are approximately 450 on-street parking spaces within a 5-minute walk of the school.

The site has been operating for 2 years with this impact, and no complaints have been received. There are approximately 450 available unrestricted parking spaces on a typical day within a 5-minute walk from the school. As such, the proposal will create increased on-street parking demand, but this demand can be easily accommodated in the surrounding area. Transportation support the proposed variance and recommend the following:

- The school work with TransLink's travelsmart team to provide workshops that promote sustainable modes of transportation to staff such as walking and cycling and transit.
- The school encourages staff to organize voluntary carpool arrangements with each other.

ROCKANDEL&ASSOCIATES

*Building Success Through Process Facilitation
Organizational & Community Engagement*

PUBLIC INFORMATION MEETING REPORT

To: Emily Macdonald, Planner, City of North Vancouver E: emacdonald@cnv.org
Tanja Kalamar Capital Projects Manager, SD 44. E: tkalamar@sd44.ca

From: Catherine Rockandel, IAF Certified Professional Facilitator
Rockandel & Associates E: cat@growpartnerships.com

Re: PIM Summary for Ridgeway Parking Variance Permit Application

Date: January 24, 2019

Event Date: Wednesday, March 13, 2019

Time: 6:00 PM – 8:00 PM

Location: 420 East 8th Street, Ridgeway Elementary School Gym, North Vancouver

Attendees: Thirty-nine (39) people signed in to the meeting

Comment Forms: Twenty-three (23) were received in total, with 19 comment forms received at the meeting, 2 prior to the meeting, and 2 after the meeting

Notification:Flyer Notification

Approximately 135 flyers were distributed within 100m of the school. See Appendix.

School District Website & Email Notification

The details of the meeting purpose, location and agenda were posted on the School Districts website <https://www.sd44.ca/Calendar/DispForm.aspx?ID=1230>. In addition, the Ridgeway Principal emailed the info to all Ridgeway parents on March 1 and shared it on social media.

Site Signs

One site sign was located at 420 East 8th. See Appendix

Newspaper Advertisement

Two ads ran in the North Shore News on Wednesday, March 6, 2019 and Friday, March 8, 2019. See Appendix for sample of ad.

The following North Vancouver School District staff, Project Team, City of North Vancouver staff were in attendance.

City of North Vancouver

Shaun Galloway, Manager Planning, City of North Vancouver

Emily Macdonald, Planner, City of North Vancouver

Daniel Watson, Transportation Planner, City of North Vancouver

North Vancouver School District

Georgia Allison, Secretary Treasurer

Chris Atkinson, Assistant Superintendent

Jim McKenzie, Director Facilities

Tanja Kalamar Capital Projects Manager

Deneka Michaud, Communications Manager
Dean Yeo, Principal, Ridgeway Elementary

Project Consultants

James Kao, Architect, DA Architects & Planners
Amy Choh, Senior Project Manager, Binnie & Associates/Engineering

Facilitator

Catherine Rockandel, Rockandel & Associates

PRESENTATION SUMMARY

- The North Vancouver School District provided a presentation on its Development Variance Permit Application to vary the required number of off-street parking for the P-1 Zone from 40 off-street parking spaces to 27 at Ridgeway Elementary School (420 East 8th Street, North Vancouver)
- Meeting Agenda
 - 6 p.m. – Doors Open
 - 6:30 p.m. – Presentation
 - 7 p.m.– 8 p.m. – Facilitated Q & A
- All citizens (31 people) that spoke at the Public Information Meeting stated that they supported the proposed variance application to vary the required number of parking spaces at the School to ensure that a parking lot would not need to be built on site.

FACILITATED PUBLIC COMMENT: Q & A (Index: Q: Questions C: Comment A: Answers)

- C1** I don't have a problem at all with the teachers parking on my street and don't think it is an issue. There is tons of parking and I would rather they not take down trees.
- C2** Why was the data only collected over one specific day?
- A2** We tried to take a typical day and usually Wednesday is our best typical day. We probably could have collected more data but what we are looking at a parking availability in the neighbourhood that ranges from 400-500 spaces. If the number of available spaces are very tight and close together, like only 15 spaces available to accommodate the required 13 spaces, then we would look at collecting more data; however, it was deemed unnecessary looking at what the evidence shows us on the parking records.
- C3** I have concerns that the parking usage area study was done on December 5. To me a better day would be something in mid-September or October when there is a lot of traffic happening. There used to be a lot of parking spots off the street, just south of the tennis courts, before the school and street were renovated. I am concerned that those spots are no longer there. I am also concerned that there doesn't seem to be any data for the actual usage of the current parking spots on the school grounds. With all the growth in North Vancouver I think the City needs to move towards resident parking only.

PIM Summary for Ridgeway Parking Variance Permit Application

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- A3 Topics such as street parking, street traffic, street drop off and pick up is not the focus of tonight's meeting but your comments will be recorded and we appreciate them. Parking is not a School District jurisdiction. The City establishes parking policies.
- C4 If it is a collaboration between the school, the City and all the partners together, I find it appalling that the City would take those stalls away from the school without some form of collaboration. It is right up there with the City selling our school land and I am completely against it and think it was a very bad decision.
- C5 I also think that the sale of the school land was absolutely appalling and should not have been allowed to happen. We have since come to this modular building, which is really just nine portables with a common roof and two other portables. That Annex would have covered 125% of enrollment here and perhaps go as high as 175%. Who are the intended users of those off-street parking stalls?
- A5 School staff
- C6 How many school staff is there?
- A6 60 plus
- C7 So after school events is not really relevant then is it since you are saying the parking is for school staff? I can't believe we have allowed the number of students that are now at this school and at the same time have taken away their play spaces. It is unconscionable and the suggestion that we should be doing more, with respect to other parking spaces is also unconscionable. I support the variance because I don't want them to take away play spaces. The reference to the 495 parking spaces is irrelevant because we are talking about staff. They are the ones able to access these parking spaces during the day.
- A7 During the day it is school staff. During the evening functions, parking is open to anyone who attends the school functions.
- C8 I live on 9th street and other than the speeding mothers, I don't have many complaints. Our block is a speed raceway. I walk the neighbourhood all the time and there are plenty of parking spaces. There are some people who have five cars parked in their back yard and have three cars parked at the front. I would like to see permit parking. Teachers could have a permit and the problem is solved. You don't need to take away space because there is plenty of parking. You could get 40 parking spaces minimum around the school with a sticker that says parking permitted by students or teachers only. I absolutely support the variance.
- A8 Thank you for the comments, they will be reviewed by City staff.
- C9 I support the variance very much and am happy to hear you are adding a facility for biking and supporting biking in the community. I want to echo that there is definitely a lot of speeding on the roads in general. I am hoping there will be an opportunity to look at other ways to keep the children safe a block before and after the school. Maybe having a sign that says 30 KM because we don't have one in this area or maybe speed bumps. I am support of the variance.

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C10 I live on the corner of Ridgeway and 10th and encourage teachers to park in my block. I would be happy to see this rather than loose more school property. Every time there is a traffic survey, asking our opinions on getting our kids to school safe, I let them know that on the corner of Ridgeway and 9th there are no crosswalks to get to the south-east corner. I am 100% supportive of the variance but want the City to deal with the safety issues. I think we have a neighbourhood who are just trying to make this a safer place. In regards to the teacher parking issue, if there is 60 plus staff here, where is the data about how many teachers drive to school? I think this is relevant data to know for a study such as this.

C11 You need to do something about traffic calming in the area and people that run the stop signs. Can you please clarify that if I support the variance there will be less parking but you will keep the playground? If I don't support the variance, you are going to take away the playground. Is that correct?

A11 Correct. I hope you are describing the space. We can't take away the play structures in place.

Q12 What is the playground to the east?

A12 You are talking about some space between the modules where the parking is

Q13 This is supposed to be a temporary building out here because as someone pointed out earlier, they sold the other school. Isn't that area a playground right now? What was the whole area where the buildings are?

A13 Currently it is a flat space with no play structures in place. It used to be gravel soccer fields where the buildings currently are.

Q14 Is the intention to build a parking lot next to a temporary building?

A14 Yes

C15 I support the variance because how I understand it, that means you are not going to put parking spots there.

A15 One would be in support of the variance because you don't want to take away more space on an already tight site in an urban setting.

C16 I am concerned for the children that walk to school and traffic. The corner at Ridgeway and 9th is horrific and I am so concerned that a child is going to get hit when trying to cross because they can't see around the vans that are parked. I support the variance. I hear that we want to be a livable City, we want to walk and support all of those things. Why then do we want to put in more parking spaces where there is green space? I want to echo the sentiment that the building is reported to be a temporary building with a long-time frame. It is not supposed to be a permanent building and a parking lot is pretty permanent.

C17 How many trees will be cut down for a parking lot if this proposed variance goes through? Will you try to preserve as many trees as possible?

A17 There are no trees that will come down for the parking lot.

Q18 Why don't you remove the two small portables and extend the road down from the present parking lot and have parking in there rather than on the side. By doing that there would be hardly any disruption. By doing that you are not ruining the ambiance of school. You have already ruined it by putting the portables on the field. It is supposed to be a heritage school and there is nothing heritage about those portables and a parking spot. I don't support the variance because it will cause too much disruption to the beautiful trees. The school children pleaded for no parking in that area. Did anyone listen to the students of Ridgeway School?

A18 That is a great solution and we like alternative solutions. Our enrolment projections tell us that we are going to need those two portables.

C19 Thank you for having this public consultation. We appreciate it and feel that the kids and parents were listened to.

C20 We need to figure out the context of what we are here for and it is for the kids. The kids don't need parking and the teachers are here for the kids. That is the bottom line. We need more play area and play space. Those temporary things that are permanent need to be properly communicated to us.

C21 As kids, we are not allowed to go behind the portables because there isn't anyone supervising back there so it will not be a loss for the kids. We would only play there after school or in the summer to hang out in the trees lower down. We don't really use the trees up there.

C22 When my kids used to come to school here, there used to be individual spots all the way along here. What the City did to this road by taking those spots away was not long term planning. I am tired of the City not having long term planning. I don't believe the building will be temporary, it will be there forever.

A22 Those parking stalls were perpendicular to the property line and because of that the City thought that backing out would cause a hazard to the children and asked that those stalls be removed.

C23 I would bet that the decision by the City was not based on feedback from the families. The problem was never about parking, it was about the traffic and people driving down, dropping their kids off and not paying attention. When people see that the traffic is backed up they turn left and those streets are not 30 kph, they are 50 kph. This whole thing needs to be re-analyzed. The City has taken our schools and amalgamated them all up here and we are looking at over capacity. I am very saddened by the lack of long term planning.

C24 I think there are concerns with the student crossings because there are not crossings at all of the areas that need them. There are also visibility issues that will be made worse with the parking lot so I support the variance. If we were to put a parking lot in that area, we have issues with cars entering and exiting from a point of crossing which is very dangerous for children. There is already a visibility issue there because of parked cars and

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the ability to cross the street safely. There is a broader issue with traffic that hasn't been addressed. In 2016 there was a whole traffic study done and I have yet to see any changes implemented from that really wide-ranging study. People came for weeks and surveyed parents, we provided a lot of data and I would like to see some of that move forward. With all the growth and development that has been approved in the Ridgeway catchment area, I understand the pressure to increase capacity at the school. Our school land does not support that kind of student body. There is nowhere to play during and after school, so those areas are much needed by our children.

C25 My back alley would be almost up against where that parking lot would be. We already have issues because many of the residents have garages in the back. Our access point is out going west for the most part. My concern is that in addition to the cars we already see there dropping off their kids, there would also be more cars coming out at that point. I support the variance.

Q26 My question to the school board is if this variance is denied, how much is it going to cost to build this parking lot?

A26 Around \$100,000 in total

Q27 Why is this bylaw that requires a certain amount of parking spaces there in the first place? Why is there a different set of standards for different types of places like schools?

A27 (Sean Galloway) This is a zoning bylaw and every City has a zoning bylaw. Generally parking standards have originated from the 1960s. It becomes very hard at times to change because everyone in the community has a different view of what parking is. Parking standards change over time but minimally this is a parking standard that is applied. This is why we also have the variance tool which allows us to augment the parking standard process.

C28 I live on Keith and Ridgeway and support the variance as well.

C29 I am a student of Ridgeway and I love the trees so why can't people just walk. There is already a lot of parking spaces.

C30 In this process it is very clear that applying for a variance, while it should be very straight forwards, involves a lot of politics that were unfortunate. This is not the only variance application the School District has to face and I am sure this happens to businesses around the community. We should maybe take a wider stance here and say that if this is a problem and is costing all these businesses, the School District and the City all this money in this process, perhaps we should be looking at changing our zoning to be in accordance with the OCP.

C31 I live across the street from the school on Ridgeway and we only have street parking not lane parking. We don't have an issue with parking in the neighbourhood and would say the issue is more traffic in general. That traffic is more parents than teachers so I don't think putting 13 spots in is going to solve the traffic issues. The volume of traffic is all the people arriving at the school, at the same time at the start and end of the day, dropping off and picking up children. I support the variance because I don't think it makes sense to

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put a permanent parking lot in a green space area when we have already lost so much green space. Especially if it doesn't solve the problem in a big way.

Q32 I live half a block from the school and witness many parents speeding through the neighbourhood to drop off their kids. There is plenty of parking around the neighbourhood as proven by the traffic study. If you support the variance and it goes through, then a parking lot will not be built. Is that correct?

A32 Yes that is correct.

C33 The PAC has done a lot of work with families trying to get them to walk to school and use other measures than driving to reduce congestion around the school. If we are encouraged to do that, why can't the teachers also be encouraged to get out of their cars? I support the variance.

C34 I support the variance if for no other reason, it is nice to have that little bit of extra wilderness on the school grounds.

Q35 I have a question about the actual process. It was my understanding that the variance had already been applied for. Has the variance been applied for?

A35 Yes

Q36 If it has been applied for, when can we expect to have an answer as to whether or not it has been approved or denied?

A36 (Sean Galloway) We are hoping towards May 6 when it will be brought to Council. Council will then say yes or no as to moving forward to a public meeting. If yes, two weeks later would be a public meeting so we are tracking for late May. Generally, if the variance is supported by the community, we can ask Council to waive the Public Hearing. Council would then approve it.

C37 My preference would be to waive the Public Hearing because I support the variance. I do not want the parking lot so don't think we need a public meeting about it. I feel that support has been shown here today by every speaker who has supported the variance and no one speaking against it.

C38 How long will the variance application be valid for if it is approved?

A38 It will last as long as the life of the property.

Q39 As part of the variance and process going through Council, staff has to prepare a report. Will staff be supporting the variance?

A39 (Sean Galloway) From a professional planning standpoint, we would absolutely support reducing the amount of parking on any site, not just schools in an effort to save green space and nature.

Q40 When the planning and engineering departments write their reports to Council, will they be positive reports?

PIM Summary for Ridgeway Parking Variance Permit Application

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A40 The reports would reflect the input at this meeting, the emails and letters received by Mayor and Council. The report from this meeting would be positive, given the input we are hearing tonight.

C41 I am one of the eight teachers at Ridgeway and more of my colleagues would have been here tonight but they are in the middle of parent teacher interviews. We feel very strongly that we support the variance and we love those trees. It is already uncomfortably hot when the sun is shining and some of us are terrified that if those trees go down, the shade they provide on the building is going to be taken away. The heat would then become even more unpalatable. We also run projects where we are outside looking at the trees and are trying really hard to indigenize our curriculum and there is so little greenery around here. Having those trees to at least represent the life cycle of a tree is important. Having a chance to climb a tree is a bucket list item for every child. Some of those trees were planted by grade seven grad classes that raised funds for those trees. One of the families in the neighbourhood planted one of the trees and has been watching it grow for decades.

C42 I have a concern about the information on the feedback form because it was not very clear to me what the variance meant. It is not even written on this form what the variance is even for. If people are in support of this, and I think a lot are, it needs to be clearer. I think a lot more people would be here if it was clearly put out what we were standing here for.

A42 Thank you that is good feedback.

C43 I have been working at the Ridgeway school for seven years now. When I started there we had a population of around 400 and we are now up to 675. I park a block and a half from here and am always able to find a parking spot within a very short walking distance. I am happy to keep doing that and don't need a parking lot.

Q44 Is there anybody here tonight that does want a parking lot? I don't think so really why are we here tonight?

A44 It is a requirement of the City bylaw to have a public meeting.

C45 In the 400 block of East 8th there is so much speeding going on and the majority of it is parents. There is not one sign that says 30 km school zone. Why is there not a sign there? The signs that say drop off and pick up don't mean a thing to the parents. Some parents park on the wrong side of the road because they are in a hurry and don't want to turn around until they get a ticket.

A45 The City is taking notes on all of these issues and they will be reflected in the report.

C46 I feel like there doesn't seem to be anyone here who is not in support of the variance. I want to point out that the reason we are having this meeting is because the construction on the parking lot was slated to begin without any communication to parents or neighbours. A small group of parents and their kids literally parked themselves on a PD day, in the location where the parking lot was supposed to go. I don't want to lose point of the fact that this did not happen as a matter of course. It should have happened and is

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appalling that it didn't. This meeting is because parents and residents took it upon themselves to say that it was actually not okay and we need to have a meeting. I hope we can continue the dialogue because everybody does care and it is really important to all of us.

A46 (Sean Galloway) Just because people that do not support the variance are not here tonight, doesn't mean their voice is not as pertinent. Although they might not be here today, there could be a whole group of people that have emailed their comments and those comments will be reflected in the staff report. I appreciate the work that happened amongst the community but the original application went through its matter of course originally when the board PAC got involved. I want to be clear that this is an element that happened after that but we did follow the normal manner for an application.

C47 As part of the process, not only can you fill out the feedback form but you can go an extra step and write a letter, or email, to Mayor and Council and let them know if you support this or not.

Q48 If the variance was not approved and a parking lot goes in, will there be a fence around the parking lot?

A48 There will be a waist high fence between the parking lot and the grounds.

C49 I feel that the fence should be a little bit higher because people play soccer there. If the fence was higher we wouldn't be able to kick the soccer ball into the parking lot.

C50 When the teachers heard about the parking lot going in we were quite shocked. The time between when we heard and when the construction began was a very short amount of time. We did strike a committee, seek information, and there was communication.

C51 When this originally came out, I circulated a petition around the neighbourhood. I was very clear about this petition that it related to not wanting the parking lot and that it was a very separate issue to the traffic concerns which relate to the area. I have 3 ½ pages of signatures just from around this school all pertaining to people not wanting the parking lot and I am willing to provide that.


A51 I would submit that to the City Clerk for Mayor and Council in person, or by email

C52 Technically I am in support of the variance because I don't want any more of the school ground being taken up. Earlier this evening the City said that the parking spots that used to be at the south of the tennis courts were removed because they were concerned about cars backing up. Why didn't they just make everybody park so they were facing frontward? If you are going to do a variance on this you really need to look at residential permits on the streets around there for staff, faculty and residents to park on the street. For clarification, did you say that there would be no trees taken down if the parking lot is put in?

A52 Correct

C53 I still think the City should re-visit the parking area that was at the south of the tennis courts and force everybody to park facing frontwards. Please think long term.

APPENDIX: SITE SIGN

DEVELOPMENT VARIANCE PERMIT APPLICATION	
420 East 8th Street (Ridgeway Elementary School)	FOR MORE INFORMATION AND TO SHARE YOUR OPINION:
PROPOSAL: DA Architects + Planners has submitted a Development Variance Permit Application for 420 East 8th Street (Ridgeway Elementary School) to vary the required number of off-street parking for the P-1 Zone from 40 off-street parking spaces to 27. DA Architects + Planners will be hosting an information session where interested members of the public will have an opportunity to learn about and respond to the application.	PUBLIC INFORMATION SESSION LOCATION: 420 East 8th St (Ridgeway Elementary School Gymnasium) DATE: Wednesday, March 13th, 2019 TIME: 6pm - 8pm
APPLICANT: NAME: James Kao COMPANY: DA Architects + Planners EMAIL: jkao@da-architects.ca PHONE: 604-685-6312	CITY OF NORTH VANCOUVER CONTACT Emily Macdonald, Planning Technician emacdonald@cnv.org 604-982-3904  cnv.org

APPENDIX: ADVERTISEMENT

Notice of Public Information Meeting

Parking Variance Permit Application Ridgeway Elementary School

The North Vancouver School District is hosting a public information session to present the Development Variance Permit Application to vary the required number of off-street parking for the P-1 Zone from 40 off-street parking spaces to 27 at Ridgeway Elementary School (420 East 8th Street, North Vancouver).


Meeting Time and Location:
Wednesday, March 13th, 2019
6 p.m. – 8 p.m.
420 East 8th St (Ridgeway Elementary School Gymnasium)

Meeting Agenda
6 p.m. – Doors Open
6:30 p.m. – Presentation
7 p.m. – 8 p.m. – Facilitated Q & A

The session is an opportunity for interested members of the public to provide input regarding the application.

For further information, please contact:

- James Kao, DA Architects + Planners, 604-685-6312, jkao@da-architects.ca
- Emily Macdonald, Planning Technician, City of North Vancouver, 604-982-3904, emacdonald@cnv.org



North Vancouver School District
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PIM Summary for Ridgeway Parking Variance Permit Application March 13, 2019

APPENDIX: FLYER



Notice of Public Information Session

Parking Variance Permit Application Ridgeway Elementary School

The North Vancouver School District is hosting a public information session to present the Development Variance Permit Application to vary the required number of off-street parking for the P-1 Zone from 40 off-street parking spaces to 27 at Ridgeway Elementary School (420 East 8th Street, North Vancouver).

This information notice is being distributed to residents within 100 meters of the site as per CNV requirements and sent home to students' parents.

Meeting Time and Location:

Wednesday, March 13th, 2019

6 p.m. – 8 p.m.

420 East 8th St (Ridgeway Elementary School Gymnasium)

Meeting Agenda

6 p.m. – Doors Open

6:30 p.m. – Presentation

7 p.m. – 8 p.m. – Facilitated Q & A

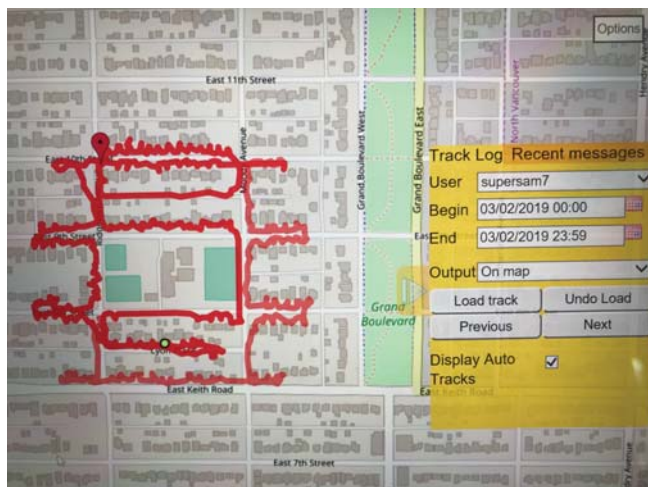
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- Emily Macdonald, Planning Technician,
City of North Vancouver, 604.982.3904, emacdonald@cnv.org



APPENDIX: FLYER DISTRIBUTION MAP



Public Information Session – Feedback Form

Please Note: Should you provide your name and address, this form will become part of the staff report to City Council on this development proposal and will be publically available. If you do not wish to be identified, please do not include your name on the form, only your address. Your comments will be taken into consideration by City staff in its review of the application; however it will not be viewed by City Council or the public.

ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Ali Hounsell		
Address:	418 E. 9th St. N. Van V 7 L 2 B A		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I do not support it.		
3. Do you have any concerns about the proposed variance application?	I am a parent and a neighbor of the school. We need to have more parking for staff to allow for safe drop-off and pickup and walking. Traffic & congestion is made worse by lack of parking.		
4. What would you suggest to improve or enhance the proposed variance application?	To work with City School Board and school to look at ways to minimize traffic, improve safety & minimize congestion in the neighborhood.		
5. Please provide any additional comments.	Please do a paper study of the neighborhood traffic. Consider one-way traffic on 9th and one way traffic on 8th.		

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the applicant. All comments sent to the applicant will be forwarded to the City.

CONTACTS:

Applicant: James Kao, DA Architects + Planners
City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312
Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	esp bike addition + <u>No</u> more parking (impermeable surface) + keep more play areas.		
3. Do you have any concerns about the proposed variance application?	ϕ		
4. What would you suggest to improve or enhance the proposed variance application?	ϕ		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes <i>esp. bike</i>	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	—		
3. Do you have any concerns about the proposed variance application?	—		
4. What would you suggest to improve or enhance the proposed variance application?	—		
5. Please provide any additional comments.	<i>Keep all the remaining play space. No more portables or buildings. School Board? Park Board should acquire land not sell it.</i>		

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City of North Vancouver: Emily Macdonald, Planning Department

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	- PRESERVES GREEN SPACE & TREES AS PLAY AREA - STALLS UNNECESSARY TO SUPPORT TEACHERS		
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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E-Mail: emacdonald@cnv.org

Public Information Session – Feedback Form

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: M. Patricia G.			
Address: 432 Lyon Place			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	We won't lose trees + playground		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	Maybe we should watch the mothers + stop them from speeding.		

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CONTACTS:

Applicant: James Kao, DA Architects + Planners
City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312
Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: <i>Kathy Barker</i>			
Address: <i>359 East 9th</i>			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	<i>preservation of trees and greenspace / playspace</i>		
3. Do you have any concerns about the proposed variance application?	<i>No</i>		
4. What would you suggest to improve or enhance the proposed variance application?	<i>consider some permit only parking around the school</i>		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: TOM JOHNSTONE			
Address: 358 EAST NINTH ST.			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	IT DOESNT AFFECT THE PLAY GROUND		
3. Do you have any concerns about the proposed variance application?	MORE CARS ON STREET PARKING ON STREET		
4. What would you suggest to improve or enhance the proposed variance application?	MAKE SPEED LIMIT ON 9TH ST 30 KM HR FROM SAM WALKER PARK TO MOODY AND PUT IN 4 WAY STOP AT 9TH & RIDGEWAY		
5. Please provide any additional comments.	SCHOOL YET CHILDREN STILL HAVE TO WALK IT IS CALLED RIDGEWAY SOUTH ON RIDGEWAY TO GET TO SCHOOL ON THE ROAD FROM 15TH SOUTH ON RIDGEWAY DOES NOT GO ALL THE WAY THROUGH. BECAUSE THE SIDEWALK DOES NOT GO ALL THE WAY THROUGH.		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Arianna Schweber		
Address:	1150 moody Ave		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	Traffic study was thorough Parking		
3. Do you have any concerns about the proposed variance application?	No, only concerns re: traffic and safety as volume continues to grow.		
4. What would you suggest to improve or enhance the proposed variance application?	None		
5. Please provide any additional comments.	Thank you for hearing our concerns.		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: David Singh			
Address: 451 E Keith Rd.			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?			
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: STEPHEN MAIER			
Address: 396 E. KATH RD.			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	PRESERVE PLAYSPACE / GREEN SPACE		
3. Do you have any concerns about the proposed variance application?	WORDING IS NOT CLEAR ENOUGH		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address: 359 E10 th Street			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	No More Parking - temporary structure needs permanent lot? why?		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	City of N. Vancouver Council should be clearer in their communication (unclear circular)		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Tyler Haines		
Address:	398 East Keith Rd.		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	It shows more consistency with modern planning. It retains the minimal greenspace we do have.		
3. Do you have any concerns about the proposed variance application?	No.		
4. What would you suggest to improve or enhance the proposed variance application?	Spent more significant effort on resolving the overall traffic and safety issues.		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: Rosemary Milne	Parking Variance Permit Application Ridgeway Elem.		
Address: 529 East 8th Street			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?			
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	<p>The the portables + modular buildings @ Ridgeway, necessitated by the the ^{short sighted} sale of the Ridgeway Annex property, has resulted in extreme overcrowding of Ridgeway site while simultaneously removing the children's play space. Accordingly, I support the variance to avoid further erosion of the children's play space.</p>		

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Variance to avoid further erosion of the children's play space

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	The public meeting to hear the thoughts of the neighbours		
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	The fact that trees and playground are being saved.		
3. Do you have any concerns about the proposed variance application?	NO		
4. What would you suggest to improve or enhance the proposed variance application?	change parking around the school ground to permit parking for teachers		
5. Please provide any additional comments.	the entrance streets should be 30 kms ie one or two blocks in each direction.		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	The school district will not take away anymore green space		
3. Do you have any concerns about the proposed variance application?	That the kids		
4. What would you suggest to improve or enhance the proposed variance application?	potential permit parking		
5. Please provide any additional comments.	<ul style="list-style-type: none"> - 30 km/hr school zone signs - cross walks 		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	JOHN PETHERICK		
Address:	821 RIDGEWAY AVE.		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	CLEARLY BASED ON PARKING AVAILABILITY, THESE ADDITIONAL SPOTS ARE NOT NEEDED AT PRESENT		
3. Do you have any concerns about the proposed variance application?	No.		
4. What would you suggest to improve or enhance the proposed variance application?	MORE IMPORTANT - SPEED BUMPS & 30KM/H SIGNS ON ALL 4 STREETS.		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	SUSAN TOWER (FORMER STUDENT AT RIDGEWAY)		
Address:	515 E 12TH ST N. VANCOUVER		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	NOTHING, ADDITIONAL PARKING SHOULD BE OFF THE PRESENT PARKING LOT, REMOVE THE SMALL PORTABLES & PUT THE 13 SPOTS THERE		
3. Do you have any concerns about the proposed variance application?	YES, DISTURBANCE OF THE BEAUTIFUL TREESCAPE AROUND 9TH & MOODY. A LOT OF THE TREES HAVE BEEN THERE FOR DECADES		
4. What would you suggest to improve or enhance the proposed variance application?	ADD THE PARKING OFF OF THE MAIN PARKING ^{LOT} (AS MENTIONED ABOVE).		
5. Please provide any additional comments.	PARKING, PLENTY OF IT ON STREET. WITH ALTER ANYTHING. THIS IS A HERITAGE SCHOOL & SHOULD BE LEFT ALONE		

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S CONT

THE SCHOOLCHILDREN DO NOT WANT A PARKING LOT
AT 9TH & MURRAY. THEY PUT SIGNS UP ASKING FOR
THE TREES TO BE LEFT ALONE (THEY PUT THE SIGNS UP
ABOUT 5 MONTHS AGO. LISTEN TO THEM AS WELL.

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Kim Jackman		
Address:	1236 Ridgeway Ave		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	It helps to preserve the already-limited amount of green space around the school. It will avoid the creation of a vehicle entrance →		
3. Do you have any concerns about the proposed variance application?	No. (Although I have not seen the actual application).		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	The City purports to be focussed on active transportation and a livable, walkable city. Adding more parking spaces at the expense of community green space does not support →		

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2. onto Moody Ave just south of 9th St - I strongly oppose the creation of a vehicle entrance in this location because of its proximity to a busy pedestrian crossing and an alley entrance already there.

I further support the variance because it shifts focus onto the real issue in this area, which is traffic, not parking. Additional parking will do nothing to mitigate traffic issues, but it will decrease already limited green space, and be a permanent feature to a supposedly temporary problem (ie: the current high enrollment at this school because of the lack of a lower lonsdale school.)

5. these values. I've never heard a teacher complain that they have to walk a few blocks to school - isn't that what we are encouraging?

~~Ben~~

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

TIME: 6 pm – 8 pm

No.	Name	Address	Time
1	TOM JOHNSTONE	358 EAST NINTH ST	1800 HRS
2	STEPHEN MAIER	396 E. KEITH RD.	1800 A
3	Shannon McGray	456 East 6th Street	6:00pm
4	Dirk Rangeland	348 E 9th Street	6:00pm
5	David Singh	451 East Keith Rd	
6	Wendy Rochon	458 89th St.	6:22pm
7	MATTIE HOBBS	352 E 10th St	6:30pm
8	Leah Symons	Ridgeway teacher	
9			
10			
11			
12			
13			
14			
15			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

TIME: 6 pm – 8 pm

No.	Name	Address	Time
1	S.ATHWAL	416 LYON PL. N VAN	
2	S. CONU	349 E 8 th ST N VAN.	
3	Wayne Reid.	345 9 th St. east N/V	
4	Kelly Zunker	359 E 9 th St. N. Van	6 pm
5	Pam Chilton	384 East Keith Rd. N. VAN.	6:11pm.
6	KALLIE BILN	448 E. 9 th ST. N. VAN	6:22 pm
7	SHELLA TRUMBLEY	359 E 8 th ST N. VAN	6:25
8	Patricia DOE	432 Lyon Pl N. Van	6:26
9	Rosemary Milne	529 East 8 th ST N. Van	6:29pm
10	Dane Brett	456 E. 6 th St N. Van	6:39 pm
11			
12			
13			
14			
15			

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DATE: 3/13/2019

TIME: 6 pm – 8 pm

No.	Name	Address	Time
1	Ali Hounsell	418 E 9th N. Van V7L2B9	6:05
2	A. Tane	515 E 12th St N. VAN V7H2K5	6:10
3	JOHN PETERICK	821 Ridgeway Ave.	h
4	Tami Caswell	512 E. 8th St. N. Van	6:20 pm
5	DAVID BROWN	458 E 9th ST N. VAN	6:25
6	Tyles Haines	398 E Keith Rd. NW	6:25pm
7	Brenda Rovner	443 Lyon Place, N. Van.	6:28pm
8			
9			
10			
11			
12			
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14			
15			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

TIME: 6 pm – 8 pm

No.	Name	Address	Time
1	David Lunn	466 E Keith Rd N VAN	5:55pm
2	Arianna Schweber	1150 Moody Ave	5:55
3	Clarey G. P. Citoron	442 East 9th St.	5:57
4	Kim Jackman	1236 Ridgeway Ave	6:00
5	Pamela Oltava	359 E 10th Street	6:00
6	Rob Bracken	937 Moody Ave	6:05
7	Meghan Roushorne	815 Ridgeway Avenue	6:05
8	AMY REID.	345 RIDGEWAY AVE	6:08
9	Alli Ritchie	324 E 10th St.	6:10
10	Leah Herman	398 E Keith Rd	6:11
11	Shannon Menu	229 8th St E.	6:17
12	TANIS HUCKELL	427 ST. ANDREWS AVE.	6:19
13	Nicole ACERRA	909 Moody Ave	6:30
14	Karen Kristensen	428 E. 9th St.	7:00
15			

Public Information Session – Feedback Form

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

MAR 15 2019

DATE: 3/13/2019

CITY OF NORTH VANCOUVER
COMMUNITY SERVICES
DEPARTMENT

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	TAX PAYERS WILL SAVE \$\$\$ OTHER WISE WASTED ON UNNECESSARY WORK!		
3. Do you have any concerns about the proposed variance application?	NO - TO DIGGING UP THE SCHOOL YARD		
4. What would you suggest to improve or enhance the proposed variance application?	NOT IN FAVOR OF DIGGING UP THE SCHOOL GROUNDS SUGGESTION - FOR TEACHERS PARKING 400 BLOCK EAST 9TH ST - HOUSES ON UPPER SIDE SCHOOL ON LOWER SIDE - USE THAT COMPLETE BLOCK GIVE TEACHER PERMITS TO USE THE WHOLE SIDE TO PARK THEIR CARS -		
5. Please provide any additional comments.	FURTHERMORE - PRESENT AREA WHERE TEACHERS ARE PARKED - SHOULD BE ELIMINATED - THEY CAN ALL PARK ON 9TH STREET - ALSO THERE A LOT OF OTH SPOTS WHERE ADDITIONAL CARS CAN PARK		

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the applicant. All comments sent to the applicant will be forwarded to the City.

CONTACTS:

Applicant: James Kao, DA Architects + Planners

City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312

Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca

E-Mail: emacdonald@cnv.org

416 LYON PLACE
N-VAN BC

Public Information Session – Feedback Form

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	PAM CHILTON		
Address:	384 EAST KEITH ROAD, NORTH VANCOUVER V7L 1V7		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	IF THE VARIANCE IS APPROVED, THE PARKING LOT WILL NOT BE BUILT - I LIKE THAT THE PARKING LOT WILL NOT BE BUILT + PLAY SPACE / GREEN SPACE WILL REMAIN.		
3. Do you have any concerns about the proposed variance application?	I AM CONCERNED IT ALMOST DIDN'T HAPPEN AND THE PARKING LOT WAS GOING TO BE PUSHED THROUGH WITHOUT CONSULTATION OR FORESIGHT.		
4. What would you suggest to improve or enhance the proposed variance application?	I SUGGEST THIS VARIANCE BE APPROVED SO THAT THERE IS NO DISTURBANCE TO THE EXISTING GREEN SPACE AT RIDGEWAY.		
5. Please provide any additional comments.	IN A TIME WHEN THE CNV + OTHER ORGANIZATIONS ARE PROMOTING FORMS OF TRANSPORTATION OTHER THAN CAR TRAVEL, IT SEEMS COUNTERPRODUCTIVE TO PUT IN MORE PARKING TO ENCOURAGE MORE CARS!		

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E-Mail: jkao@da-architects.ca
E-Mail: emacdonald@cnv.org

Emily Macdonald

From: Kimberley Jackman [REDACTED]
Sent: March-13-19 7:51 PM
To: Emily Macdonald
Subject: Public Info Meeting - Ridgeway

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Emily,

I attended the public information meeting tonight regarding the variance application from SD44 re Ridgeway parking lot. I support the variance, I appreciate the public consultation, and I wish it had happened sooner. I also attended the meeting some years ago when the modular building was introduced, and I understand that at that time the city did encourage the SD to apply for a variance.

Thank you,
Kim

Emily Macdonald

From: Amy Reid [REDACTED]
Sent: March-14-19 1:58 PM
To: Emily Macdonald; jkao@da-architects.ca
Subject: Ridgeway School Variance
Attachments: Pet1.jpg; Pet2.jpg; Pet3.jpg; Pet4.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Emily & James,

Further to my comments at last night's public information session I have attached copies of a petition that I circulated by hand throughout the neighbouring properties of 420 East 8th Street, Ridgeway Elementary School, on hearing of the impending construction of a parking lot. Please note that this petition clearly states that those signing understood that the petition pertained to the request to halt the construction of the parking lot and the pursuit of an application for a variance. It also clearly states that those signing understood that this petition did not in any way reflect concerns relating to traffic.

My comments regarding the proposed variance and the construction of a parking lot are as follows:

1. I support the application for a variance as I do not believe the parking spots to be necessary. As shown by the parking study, street parking in the area is readily available.
2. I support and applaud the proposed addition of enclosed bike lockers and a shower facility.
3. There were statements made that the construction of a parking lot would not require the removal of any trees so the concerns for the trees were invalid. The construction of a lot and the concreting of the area would negatively impact the existing trees and cause damage over time, so the concern for the trees' safety and life, would still be relevant. The historic trees would be in jeopardy.
4. The designated area where the proposed parking lot entrance/exit would be is cause for concern as it creates another vehicular access point on Moody that is not in line with the existing laneway entrance/exit. With a street that is already hazardous due to speeding vehicles, vehicles exiting and entering the lane as well as parking for drop-off and pick-up, the addition of the parking lot's "hidden" entrance would only increase the community's concerns over traffic safety.
5. It was stated that the old parking spaces on East 8th Street were removed as they were dangerous due to the requirement for cars to back out. The addition of the new proposed parking lot on Moody where cars would be required to back out, would then also follow suit as "unsafe".
6. There are several areas where "permit only" parking could be made available should the requirement for the 13 parking spots still be deemed necessary. 13 permits could then be distributed to teachers.
7. A costing of approx \$100,000.00 to build a permanent parking lot to service a structure which we have been repeatedly told is temporary is an appalling waste of money and resources. These funds should be used towards more worthy projects such as the re-greening of the Ridgeway Elementary grounds or the enhancement of the children's remaining, inadequate play space.

With respects to the communications pertaining to the information session, the original information sheet that was distributed to neighbours announcing the session was not clear. I spoke with many neighbours that felt the paper communicated that the variance had been applied for and that the parking lot was not moving forward. Furthermore, the feedback form provided at last night's session did not include an actual statement of what the actual "variance application" was, i.e.: the acceptance of the variance would mean that a parking lot would NOT be built. Again, this caused much confusion and had it been stated clearly, confusion would have likely been averted.

With respects to traffic, it was very clear yesterday that even after repeated requests, the concerns of the residential and school community have not been addressed. I do hope that the city now sees that traffic and safety concerns are a priority and that the city will continue to engage with the community to find reasonable solutions as quickly as possible.

In conclusion, I fully support the application for a variance to eliminate the requirement for the additional parking spots and look forward to hearing that the parking lot will NOT be moving forward.

Thank you,

Amy Reid
345 9th Street East
North Vancouver, BC
V7L2B3

Emily Macdonald

From: Wendy Tse
Sent: April-17-19 1:50 PM
To: Emily Macdonald
Subject: FW: variance for parking lot at Ridgeway Elementary school

FYI

From: kmwright [REDACTED]
Sent: April-15-19 10:16 PM
To: Wendy Tse <WTse@cnv.org>; Karla Graham <kgraham@cnv.org>
Subject: variance for parking lot at Ridgeway Elementary school

Hello
I strongly support the variance to relax the number of parking spaces required due to the addition of the modular building at Ridgeway School.
Please let me know if there is anything else I need to do to show my support for the variance.
Thank you
Katherine Wright
[REDACTED]



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. DVP2019-00001

File: 08-3090-20-0245/1

Issued to owner(s): **The Board of Education of School District No. 44 (North Vancouver)**

Respecting the lands located at **420 East 8th Street**, North Vancouver, BC, legally described as:

**LOT A (EXPLANATORY PLAN 10930) BLOCK 100 DISTRICT LOT 550 PLAN 1232
PID: 014-942-992**

(the “**Lands**”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Development Variance Permit is issued pursuant to Section 498 of the *Local Government Act*.
-

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 908(8) shall be varied to reduce the minimum number of Parking spaces required to 27 spaces.
-

Special Terms and Conditions of Use:

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A "List of Plans" and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder.
 4. No variances other than those specifically set out in this permit are implied or to be construed.
 5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
-

General Terms and Conditions:

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Linda Buchanan, Mayor

Karla Graham, City Clerk

Date Signed: _____
Year / Month / Day

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. DVP2019-00001.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans 420 East 8th Street

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
DA Architects + Planners	Ridgeway Elementary School	Site Plan	A-0.1	Jan 21, 2019	1754740
DA Architects + Planners	Ridgeway Elementary School	Project Info. & Parking Calculation	A-0.2	Jan 21, 2019	1754740
DA Architects + Planners	Ridgeway Elementary School	Site Context Imagery	A-0.3	Jan 21, 2019	1754740
DA Architects + Planners	Ridgeway Elementary School	Conceptual Parking On Site as per Zoning Bylaw	A-0.4	Jan 21, 2019	1754740
DA Architects + Planners	Ridgeway Elementary School	Existing & Proposed Car/Bike Parking	A-0.5	Jan 21, 2019	1754740

Author	Report Title	No. of Pages	Date	CityDocs File Number
R.F. Binnie & Associates Ltd.	Mini Transportation Review FINAL Report Rev.0	55	April 16, 2019	1774108

ZIMBA

BUILDING DESIGN + CONSULTING

City of North Vancouver
Attn. Emily MacDonald, Planning Technician 1
141 West 14th Street
North Vancouver BC V7M 1H9

April 17, 2019

Re. 420 East 8th St., North Vancouver
Ridgeway Elementary School – Parking Lot Variance Application (DVP #2019-00001)

Dear Emily:

Further to the public consultation held on March 13, 2019 for the DVP to allow for a reduction of the required parking of 13 spaces (40 spaces required, 27 proposed), please find enclosed the feedback forms submitted on behalf of students and teachers at Ridgeway School. There are two forms from teachers (Pratt and Symons) and the rest are from students. As an assignment, one of the grade 7 classes was tasked with reviewing the variance and filling out the feedback form, and those are the ones enclosed herein. The students and teachers are the ones affected by this variance and it is important to listen to those voices.

Thank you for considering this further information.

Yours truly,



Pam Chilton, AScT, CRD, Architectural Technologist AIBC,
Owner / Principal Designer

cc. Mayor and Council via Karla Graham, City Clerk
DA Architects and Planners



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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Leah Symons		
Address:	2064 Anita Court / N.Van. V7J 2P8		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	We don't need a parking lot. We've adapted to the growing population for years. We can walk a few blocks to park.		
3. Do you have any concerns about the proposed variance application?	Moody from 9th to 8th west side of street signs that say "staff parking 8-4"		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca

E-Mail: emacdonald@cnv.org

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APR 23 2019

CITY OF NORTH VANCOUVER
COMMUNITY DEVELOPMENT
DEPARTMENT

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: Michelle Pratt			
Address: 3307 Garibaldi Drive. 17H 2N9.			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	- more green space - no pavement / disturbance of classrooms by parking directly outside room windows		
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?	staff permit parking along west side of Moody from 8am - 4pm.		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Arayan		
Address:	683 Mira Building West Victoria Park		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I like it that children have more space to play games and there being trees instead of just concrete		
3. Do you have any concerns about the proposed variance application?	probably when most teachers have cars, it would get cramped around the school		
4. What would you suggest to improve or enhance the proposed variance application?	I'm not sure		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Hailey Watson		
Address:	345 east 13th street		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	We get to keep the trees.		
3. Do you have any concerns about the proposed variance application?	No where to park		
4. What would you suggest to improve or enhance the proposed variance application?	I don't know		
5. Please provide any additional comments.	<u>NO</u>		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: <i>Faha Zaher Khani</i>	
Address: <i>680 Seylun Crescent</i>	
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	<i>I don't like to get space from kids areas.</i>
3. Do you have any concerns about the proposed variance application?	<i>Maybe we will have more traffic in mornings.</i>
4. What would you suggest to improve or enhance the proposed variance application?	<i>the tennis court may be is a good place to make the parking lot because no one play at there.</i>
5. Please provide any additional comments.	

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Public Information Session – Feedback Form

Samie

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Samie		
Address:	324 east 10 th		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I like that the trees will stay up and people can play around that area after school and its a fun place to play.		
3. Do you have any concerns about the proposed variance application?	I am concerned about people on 9 th have staff park in front of their house and people will still speed on 8 th and 9 th and thats a safety hazard.		
4. What would you suggest to improve or enhance the proposed variance application?	to have a spot on the road for teachers only or have a different spot other then in the trees		
5. Please provide any additional comments.	I would fence the area regardless		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Aryanna		
Address:	128 west 8th St. North Van		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I would like to keep things the way they are because it would just make everything less stressful and we don't want more parts of the school taken away		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?	To maybe have a person to help cross the street for little kids without parents with them		
5. Please provide any additional comments.	No		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Gustav		
Address:	110 Keith road east		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	the school keeps more land for kids to play on		
3. Do you have any concerns about the proposed variance application?	no		
4. What would you suggest to improve or enhance the proposed variance application?	no		
5. Please provide any additional comments.	no		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: Mira Camba			
Address: 220A East 21st street			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	We are saving a lot of trees lives.		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?	No		
5. Please provide any additional comments.	No		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Charlie Fallico		
Address:	372 East Keith road		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	we keep our land and the construction would be		
3. Do you have any concerns about the proposed variance application?	The houses to the north will be annoyed		
4. What would you suggest to improve or enhance the proposed variance application?	build another school to make our school less crowded		
5. Please provide any additional comments.			

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CONTACTS:

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Telephone: 604-685-6312
Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca
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DATE: 3/13/2019

Name:	Sydney Coleclough		
Address:	1419 Dempsey Rd		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	Because we are keeping more playspace		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?	Nothing		
5. Please provide any additional comments.	No		

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DATE: 3/13/2019

Name:	Liam		
Address:	2157 E 356		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I want to keep the things the way they are because we've already lost most of our back field		
3. Do you have any concerns about the proposed variance application?	no		
4. What would you suggest to improve or enhance the proposed variance application?	no		
5. Please provide any additional comments.	no		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Vicki		
Address:	203 W 2nd Street		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	The chance for future children to have more play area		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: <i>Jeremy</i>	
Address: <i>14th avenue 7923 Burnaby</i>	
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	<i>That it's not interfering with our play space</i>
3. Do you have any concerns about the proposed variance application?	<i>No</i>
4. What would you suggest to improve or enhance the proposed variance application?	<i>No</i>
5. Please provide any additional comments.	<i>No</i>

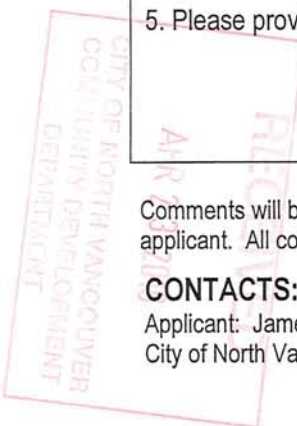
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School) *Kyle*

DATE: 3/13/2019

Name:	<i>Kyle</i>		
Address:	<i>2652 Chesterfield Avenue</i>		
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	<i>We do not need to remove more school plot land. And we do not need to remove trees.</i>		
3. Do you have any concerns about the proposed variance application?	<i>No.</i>		
4. What would you suggest to improve or enhance the proposed variance application?	<i>Nothing</i>		
5. Please provide any additional comments.	<i>No thanks.</i>		

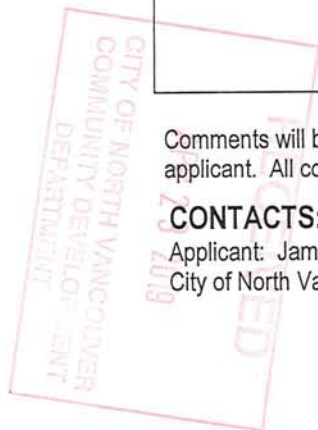
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DATE: 3/13/2019

Name: Casey			
Address: 742 E 6th St			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	When we make the final decision we can't look back at it if we want to change it.		
3. Do you have any concerns about the proposed variance application?	I am concerned that the school is going to get bigger, and expanded over to the field and we will loose that area to play.		
4. What would you suggest to improve or enhance the proposed variance application?	have a reserved place for teachers to park.		
5. Please provide any additional comments.	N/A		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: NICK			
Address: 12 th street east			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I think that for teachers (and students) it would be better to not make a new parking		
3. Do you have any concerns about the proposed variance application?	people whom live in houses beside the school, there parking is taken		
4. What would you suggest to improve or enhance the proposed variance application?	make a sign on street parking, for example, "Parking reserved for teachers & staff,		
5. Please provide any additional comments.	No comment		

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DATE: 3/13/2019

Name: Dominic Sanghera			
Address: 949 Roslyn Blvd			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	That we don't have to get rid of our land for a permanent concrete area		
3. Do you have any concerns about the proposed variance application?	I do not personally or for anyone except the neighbors to the school who need part of that area to park.		
4. What would you suggest to improve or enhance the proposed variance application?	Have reserved parking areas for teachers on the side of the road.		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name: Justin			
Address: 328 E 3rd Street			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	What I like the most is that they don't have to cut the trees away, it's like our only trees, and it's not much, so it's what I like the most.		
3. Do you have any concerns about the proposed variance application?	I am concerned that they'll get rid of the soccer field, it's our only playground as big kids.		
4. What would you suggest to improve or enhance the proposed variance application?	I suggest it should not be continued, because that we can just park at streets.		
5. Please provide any additional comments.			

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:	Alison F. Valdez		
Address:	418 east 10th street Ridgeway		
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	Nobody wants to lose more space but at the same time we students aren't allowed where they propose to build the second parking lot but again the staff are happy with the current parking situation		
3. Do you have any concerns about the proposed variance application?	my only concerns are the trees		
4. What would you suggest to improve or enhance the proposed variance application?	move the trees instead of killing them		
5. Please provide any additional comments.			

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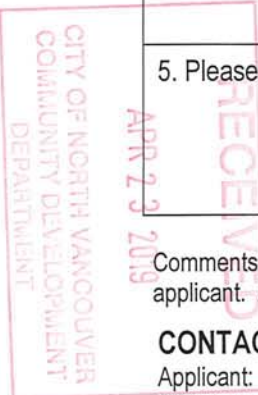
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DATE: 3/13/2019

Name: JACKSON ROBERTS			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	making another parking lot with more to much space.		
3. Do you have any concerns about the proposed variance application?	we will get less space to park outside.		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.			

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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I don't really know. If I'm being honest I don't care whether we have one or not.		
3. Do you have any concerns about the proposed variance application?	I don't believe I do.		
4. What would you suggest to improve or enhance the proposed variance application?	I haven't got any ideas.		
5. Please provide any additional comments.	It doesn't concern me in my opinion.		

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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	For people with cars, it can be very useful. I like how people won't have to look for parking spaces		
3. Do you have any concerns about the proposed variance application?	Not really, except it might cost abit of \$\$.		
4. What would you suggest to improve or enhance the proposed variance application?	making the parking lot for everyone.		
5. Please provide any additional comments.	I think the idea is good and you should do it.		

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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	that there won't be construction		
3. Do you have any concerns about the proposed variance application?	No		
4. What would you suggest to improve or enhance the proposed variance application?	I don't know		
5. Please provide any additional comments.	I hope the variance works		

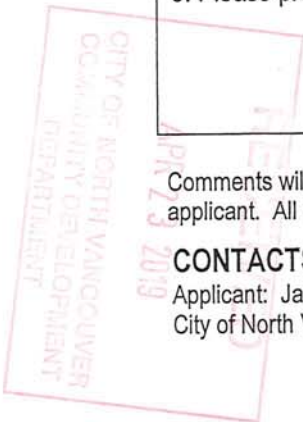
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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	?		
3. Do you have any concerns about the proposed variance application?	?		
4. What would you suggest to improve or enhance the proposed variance application?	?		
5. Please provide any additional comments.	?		

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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	?		
3. Do you have any concerns about the proposed variance application?	?		
4. What would you suggest to improve or enhance the proposed variance application?	?		
5. Please provide any additional comments.	?		

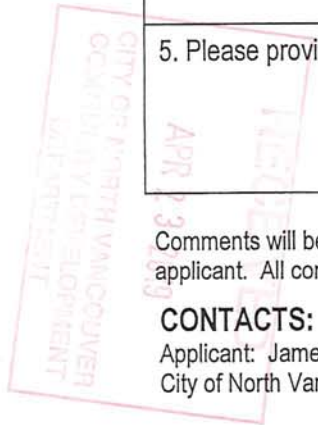
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DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	?		
3. Do you have any concerns about the proposed variance application?	?		
4. What would you suggest to improve or enhance the proposed variance application?	?		
5. Please provide any additional comments.	?		

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APR 23 2019

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	We don't know what it says.		
3. Do you have any concerns about the proposed variance application?			
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	The staff deserve a place to park. It would be easier to get to work instead of parking on the street.		

Comments will be delivered to the City of North Vancouver for consideration. Alternatively, you may mail or email your comments to either the City of North Vancouver or to the applicant. All comments sent to the applicant will be forwarded to the City.

CONTACTS:

Applicant: James Kao, DA Architects + Planners

City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312

Telephone: 604-982-3904

E-Mail: jkao@da-architects.ca

E-Mail: emacdonald@cnv.org



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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	The proposed variance application doesn't really apply to me or my family.		
3. Do you have any concerns about the proposed variance application?	Will the parking lot be where other families park?		
4. What would you suggest to improve or enhance the proposed variance application?	I don't think that the parking lot should go where other families park.		
5. Please provide any additional comments.	I don't really care if the parking lot happens but I prefer them not to build it		

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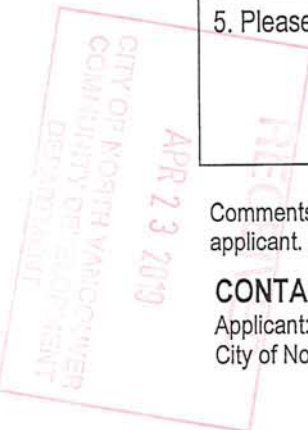
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I don't know.		
3. Do you have any concerns about the proposed variance application?	No.		
4. What would you suggest to improve or enhance the proposed variance application?	You're not doing anything to it.		
5. Please provide any additional comments.	NO MORE PARKING LOTS! I AM AGAINST THEM!		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	nothing that there won't be construction		
3. Do you have any concerns about the proposed variance application?	no I just don't like construction		
4. What would you suggest to improve or enhance the proposed variance application?	don't do it		
5. Please provide any additional comments.	no don't do it pls		

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CITY OF NORTH VANCOUVER
COMMUNITY DEVELOPMENT
DEPARTMENT

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I don't really like the idea of a new parking lot but we need more parking for parents in stead of staff parking.		
3. Do you have any concerns about the proposed variance application?	We have enough parking lots near the school just use those and there a lot of kids that play on the field and I'm sure they don't want a parking lot		
4. What would you suggest to improve or enhance the proposed variance application?			
5. Please provide any additional comments.	?		

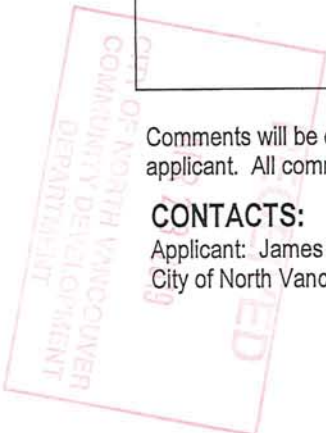
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	that its not in the front		
3. Do you have any concerns about the proposed variance application?	it takes up more of our play area which we need!		
4. What would you suggest to improve or enhance the proposed variance application?	you should make it open to everyone, not just staff (and not on our property!)		
5. Please provide any additional comments.	It also gives people more of a choice to drive, instead of walking or public transit.		

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APR 23 2019

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COMMUNITY DEVELOPMENT
DEPARTMENT

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I do not know		
3. Do you have any concerns about the proposed variance application?	I do not		
4. What would you suggest to improve or enhance the proposed variance application?	dont do it cause I want more space		
5. Please provide any additional comments.	I dont know		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I do not support the idea because it is less space for kids to play. It will take up way to much space		
3. Do you have any concerns about the proposed variance application?	Takes up space, less room for kids, it is not a good idea.		
4. What would you suggest to improve or enhance the proposed variance application?	one lot is enough. there is no need for a second one.		
5. Please provide any additional comments.	Don't put/build another parking lot! There is no need!		

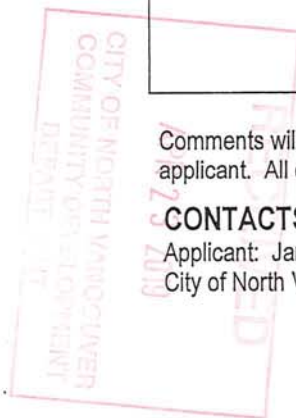
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	I think that it would be good for the teachers so they have more space for parking and for the kids its bad because they will have way less space to play but it doesnt really effect me.		
3. Do you have any concerns about the proposed variance application?	no because it doesnt effect me		
4. What would you suggest to improve or enhance the proposed variance application?	nothing.		
5. Please provide any additional comments.	?		

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

Name:			
Address:			
1. Do you support the proposed variance application?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unsure
2. What do you like most about the proposed variance application?	?		
3. Do you have any concerns about the proposed variance application?	Will it take up our school play area?		
4. What would you suggest to improve or enhance the proposed variance application?	I think the parking lot should NOT be on Ridgeway's property.		
5. Please provide any additional comments.	I think the parking should be for anyone not just teachers.		

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CITY OF NORTH VANCOUVER
COMMUNITY DEVELOPMENT
DEPARTMENT
APR 23 2019

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Department Manager	Director	CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
CITY CLERK'S DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karla Graham, City Clerk

Subject: ALTERNATIVE APPROVAL PROCESS - SUNRISE PARKLAND
ADJUSTMENT

Date: April 30, 2019 File No: 09-4250-01-20-0004/1

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

RECOMMENDATION:

PURSUANT to the report of the City Clerk, dated April 30, 2019, Alternative Approval Process Regarding Sunrise Parkland Adjustment:

THAT an Alternative Approval Process Opportunity be provided regarding "Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706" (Sunrise Parkland Adjustment);

THAT the Alternative Approval Process Elector Response Form (Attachment #1) be approved;

THAT the total number of eligible electors of the City of North Vancouver to which the Alternative Approval Process applies is estimated to be 38,163;

THAT Notice of the Alternative Approval Process Opportunity be published, such that the second publication be at least 30 days before the deadline for receiving elector responses;

AND THAT the deadline for receiving elector responses shall be 4:30 pm on June 17, 2019.

ATTACHMENTS:

1. Alternative Approval Process Elector Response Form (#1772894)
2. *Community Charter*, Sections 30 and 86 (#1484227)
3. Report of the Section Manager, Real Estate, dated April 8, 2019, entitled “Sunrise Parkland Adjustment – Statutory Right-of-Way – Metro Vancouver Water Main and Parks Dedication Bylaw” (without attachments) (#1765908)
4. “Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment) (#1756946)
5. Information Report of the Manager, Parks and Environment, dated April 12, 2019, entitled “Proposed Improvements to Sunrise Park” (#1770910)

BACKGROUND:

On April 15, 2019, “Parks Dedication Bylaw, 2014, 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment) received introduction and 3 readings, to allow a subsurface Statutory Right-of-Way for a Metro Vancouver water main located near the intersection of Heywood Street, Brooksbank Avenue and East Keith Road to the underground northern portion of Sunrise Park.

The right-of-way would allow Metro Vancouver to re-route the existing water main from the centre of the intersection, thereby reducing the disruption and significant transportation impacts of construction, as well as providing easier long-term access for future maintenance.

DISCUSSION:

To move forward with the Sunrise Parkland adjustment, the eligible electors of the City of North Vancouver must be provided an opportunity for an Alternative Approval Process or, alternatively, Assent Voting. At the Regular meeting of April 15, 2019, Council directed staff to initiate an Alternative Approval Process, which will be conducted in accordance with the provisions of Sections 30 and 86 of the *Community Charter*.

Notice of the Alternative Approval Process opportunity will be posted on the public notice board at City Hall and to the City’s website, and advertised in the North Shore News on Friday, May 10, 2019 and Wednesday, May 15, 2019. Completed Alternative Approval Process Elector Response Forms will be accepted by the City Clerk’s office until June 17, 2019, at 4:30 pm. The forms will be maintained as required under the *Freedom of Information and Protection of Privacy Act*.

A determination of the total number of electors for the City of North Vancouver to which this Alternative Approval Process opportunity applies is 38,163, which is based on the number of eligible electors contained in the City of North Vancouver’s 2018 BC electoral register.

If less than 10% of the eligible electors, or less than 3,816 people, petition against "Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706" (Sunrise Parkland Adjustment), it shall be placed before Council for final adoption. If more than 10% of the eligible electors petition against the bylaw, Council may choose to proceed to Assent Voting.

FINANCIAL IMPLICATIONS:

The financial implications include the publishing cost of two legal notices in the newspaper and staff time to verify the Alternative Approval Process Elector Response Forms as they are submitted.

INTER-DEPARTMENTAL IMPLICATIONS:

Resource support is required from Communications and Property divisions.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Undertaking the Alternative Approval Process will support the staff recommendation, which is in alignment with the following Official Community Plan policy statements:

- 5.1.4 Undertake maintenance and improvements to parks, greenways, open spaces and outdoor recreation facilities to reflect the community's needs and expectations;
- 5.1.5 Provide a range of experiences in parks, including urban, neighbourhood, natural and waterfront settings.

RESPECTFULLY SUBMITTED:



Karla D. Graham
City Clerk



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

ALTERNATIVE APPROVAL PROCESS ELECTOR RESPONSE FORM

I am **OPPOSED** to the City of North Vancouver proceeding with the adoption of:

“Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment)

which proposes to construct a new section of Metro Vancouver water main under the park land, from the intersection of Brooksbank Avenue and East Keith Road to the underground northern portion of Sunrise Park. This proposal would result in a 100-year life span of the pipe without the need to disturb the park lands. Post construction, the area will be replanted with appropriate native species and improvements will be made, such as a new park entrance with trailhead and new forest trails connecting to 4th Street and Gladstone Avenue.

I, the undersigned, hereby certify that:

- I am 18 years of age or older; and
- I am a Canadian citizen; and
- I have resided in British Columbia for at least 6 months; and
- I have resided in, or have been the registered owner of real property (and have been designated as the elector in regard to that property), in the City of North Vancouver for at least 30 days; and
- I am not disqualified by the *Local Government Act*, or any other enactment, or otherwise disqualified by law from voting in local government elections; and
- I am entitled to sign this Alternative Approval Process Elector Response Form and have not previously signed an Alternative Approval Process Elector Response Form for the proposed Bylaw No. 8706.

All Alternative Approval Process Elector Response Forms must be received by the City Clerk's Office, City Hall, 141 West 14th Street, North Vancouver, BC, V7M 1H9, on or before **MONDAY, JUNE 17, 2019, at 4:30 pm.**

Elector's Full Name (print in full)	Residential Address (or address of real property in the City of North Vancouver owned as a non-resident property elector)	Signature of Elector

A person must not sign any Alternative Approval Process Elector Response Form more than once and may not withdraw his or her name from the Alternative Approval Process Elector Response Form after the deadline for submission of the petitions has passed. You must meet the requirements above in order to sign this form.

The number electors of the City of North Vancouver is estimated to be 38,163. If 10% (3,816) of the estimated number of electors of the City of North Vancouver sign an Alternative Approval Process Elector Response Form opposing the noted transaction, City Council will not be able to proceed without then receiving the Assent of the Electors by vote.

Accurate copies of this Alternative Approval Process Elector Response Form may be made and used for signing.

COMMUNITY CHARTER

CHAPTER 26 [SBC 2003]

[includes 2016 Bill 18, c. 5 amendments (effective March 10, 2016)]

Reservation and dedication of municipal property

- 30.** (1) A council may, by bylaw, reserve or dedicate for a particular municipal or other public purpose real property owned by the municipality.
- (2) As a restriction, a bylaw under subsection (1) that reserves or dedicates property
- (a) as a park or public square, or
 - (b) for purposes related to heritage or heritage conservation,
- may only be adopted by an affirmative vote of at least 2/3 of all the members of council.
- (3) A bylaw that removes a reservation or dedication referred to in subsection (2) may only be adopted with the approval of the electors.
- (4) A bylaw that removes a reservation or dedication under subsection (1), other than one referred to in subsection (2), may only be adopted after the council
- (a) gives notice of its intention in accordance with section 94 [public notice], and
 - (b) provides an opportunity for persons who consider that they are affected by the bylaw to make representations to council.
- (5) Bylaws adopted or works undertaken by a council that directly affect property reserved or dedicated under this section must be consistent with the purpose for which the property is reserved or dedicated.
- (6) A reservation or dedication under this section does not commit or authorize a council to proceed with implementation of the purpose for which the property is reserved or dedicated.

2003-26-30.

COMMUNITY CHARTER**CHAPTER 26 [SBC 2003]**

[includes 2016 Bill 18, c. 5 amendments (effective March 10, 2016)]

Alternative approval process

86. (1) Approval of the electors by alternative approval process under this section is obtained if
- (a) notice of the approval process is published in accordance with subsection (2),
 - (b) through elector response forms established under subsection (3), electors are provided with an opportunity to indicate that council may not proceed with the bylaw, agreement or other matter unless it is approved by assent of the electors, and
 - (c) at the end of the time for receiving elector responses, as established under subsection (3), the number of elector responses received is less than 10% of the number of electors of the area to which the approval process applies.
- (2) Notice of an alternative approval process must be published in accordance with section 94 [*public notice*] and must include the following:
- (a) a general description of the proposed bylaw, agreement or other matter to which the approval process relates;
 - (b) a description of the area to which the approval process applies;
 - (c) the deadline for elector responses in relation to the approval process;
 - (d) a statement that the council may proceed with the matter unless, by the deadline, at least 10% of the electors of the area indicate that the council must obtain the assent of the electors before proceeding;
 - (e) a statement that
 - (i) elector responses must be given in the form established by the council,
 - (ii) elector response forms are available at the municipal hall, and
 - (iii) the only persons entitled to sign the forms are the electors of the area to which the approval process applies;
 - (f) the number of elector responses required to prevent the council from proceeding without the assent of the electors, determined in accordance with subsection (3);
 - (g) other information required by regulation to be included.
- (3) For each alternative approval process, the council must
- (a) establish the deadline for receiving elector responses, which must be at least 30 days after the second publication of the notice under subsection (2),
 - (b) establish elector response forms, which
 - (i) may be designed to allow for only a single elector response on each form or for multiple elector responses, and
 - (ii) must be available to the public at the municipal hall from the time of first publication until the deadline, and
 - (c) make a fair determination of the total number of electors of the area to which the approval process applies.

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- (4) The council must make available to the public, on request, a report respecting the basis on which the determination under subsection (3) (c) was made.
- (5) For the purposes of this section, the electors of the area to which an alternative approval process applies are the persons who would meet the qualifications referred to in section 172 (1) (a) [*who may vote at other voting*] of the *Local Government Act* if assent of the electors were sought in respect of the matter.
- (6) Elector responses may be made on an elector response form obtained under subsection (3) or on an accurate copy of the form.
- (7) For an elector's response to be considered for the purposes of this section, the elector must
 - (a) sign an elector response form that includes
 - (i) the person's full name and residential address, and
 - (ii) if applicable, the address of the property in relation to which the person is entitled to register as a non-resident property elector, and
 - (b) submit the elector response form to the corporate officer before the deadline established for the alternative approval process.
- (8) After the deadline for an alternative approval process has passed, the corporate officer must determine and certify, on the basis of the elector response forms received before that deadline, whether elector approval in accordance with this section has been obtained.
- (9) A determination under subsection (8) is final and conclusive.
- (10) A person must not sign more than one elector response form in relation to the same alternative approval process, and a person who is not an elector for the area of the approval process must not sign an elector response form.

2003-26-86; RS2015-1-RevSch (B.C. Reg. 257/2015).



 Department Manager	 Director	 CAO
--------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC AND CORPORATE SERVICES

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Susan Antoniali, Section Manager, Real Estate

SUBJECT: SUNRISE PARKLAND ADJUSTMENT – STATUTORY RIGHT-OF-WAY –
METRO VANCOUVER WATER MAIN AND PARKS DEDICATION
BYLAW

Date: April 8, 2019 File No: 08-3010-01-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Section Manager, Real Estate, dated April 8, 2019 entitled "Sunrise Parkland Adjustment – Statutory Right-of-Way – Metro Vancouver Water Main and Parks Dedication Bylaw":

THAT "Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706" (Sunrise Parkland Adjustment) be considered;

THAT staff be directed to initiate an Alternative Approval Process for parklands located on the southwest corner of Keith Road and Brooksbank Avenue;

THAT the Mayor and City Clerk be authorized to sign any necessary documentation to give effect to this motion;

AND THAT any proceeds received for the fees for the Statutory Right-of-Way under the parkland be directed to the Tax Sale Lands Reserve Fund.

ATTACHMENTS:

1. Draft "Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706" (Sunrise Parkland Adjustment – Statutory Right-of-Way).

PURPOSE OF REPORT:

The purpose of this report is to seek Council approval of "Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706" (Sunrise Parkland Adjustment) and commencing an Alternative Approval Process to allow a subsurface Statutory Right-of-Way for a Metro Vancouver water main. (Attachment #1).

BACKGROUND:

The City of North Vancouver currently has 35 Statutory Right-of-Ways (SRW) with Metro Vancouver. SRW's are a means to provide access to underground rights to ensure the integrity of the regional water main service networks.

DISCUSSION:

This initiative is to accommodate a re-routing of the Metro Vancouver water main from the constricted intersection of Brooksbank Avenue and East Keith Road to the underground northern portion of Sunrise Park. Due to the subsurface already having multiple utilities, reconstructing the water main in its current location would cause the complete closure of this intersection for approximately 2 months. Leaving the Metro water main as-is is considered highly undesirable, as the pipe is deeply buried and has been subject to numerous failures. Therefore it is highly likely to experience future failures causing the need for disruptive emergency repairs.

Constructing a new section in a less impactful location will likely see a 100-year life of the pipe without the need to disturb the park lands. The planned Spirit Trail connection along Heywood Street will not be impacted by this initiative.

Metro Vancouver intends to construct and place the water main under the park land, which will require temporary construction on the park. Post construction, the area will be replanted with appropriate native species and improvements will be made, such as a new park entrance with trailhead and new forest trails connecting to 4th Street and Gladstone Avenue.

A sketch showing the location of the proposed SRW is shown below.



FINANCIAL IMPLICATIONS:

In 2017, the City received an independent appraisal of the value of Sunrise Park. Staff have applied the same methodology found in the previous appraisal to the lands required by Metro Vancouver, and have determined that the value of the lands for the SRW interest is estimated at \$88,000 for 2,443 sq.ft. of right-of-way for the underground piping.

In addition to the SRW payment of \$88,000, the City is negotiating with Metro Vancouver to cover the costs of the reconstruction of the park entrance and replanting of native species.

As the park lands were originally acquired through tax sale, staff recommend that the \$88,000 be directed to the Tax Sale Land Reserve Fund. It is anticipated that the reconstruction funding paid by Metro Vancouver would be used to restore the impacted area and create a new trailhead and park entrance.

INTER-DEPARTMENTAL IMPLICATIONS:

Collaboration from various City sections include Real Estate, Engineering, Finance, and City Clerk's.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The recommended option is consistent with the City's Official Community Plan with respect to employing a proactive approach to infrastructure maintenance and upgrades.

RESPECTFULLY SUBMITTED BY:



Susan Antoniali
Section Manager, Real Estate

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

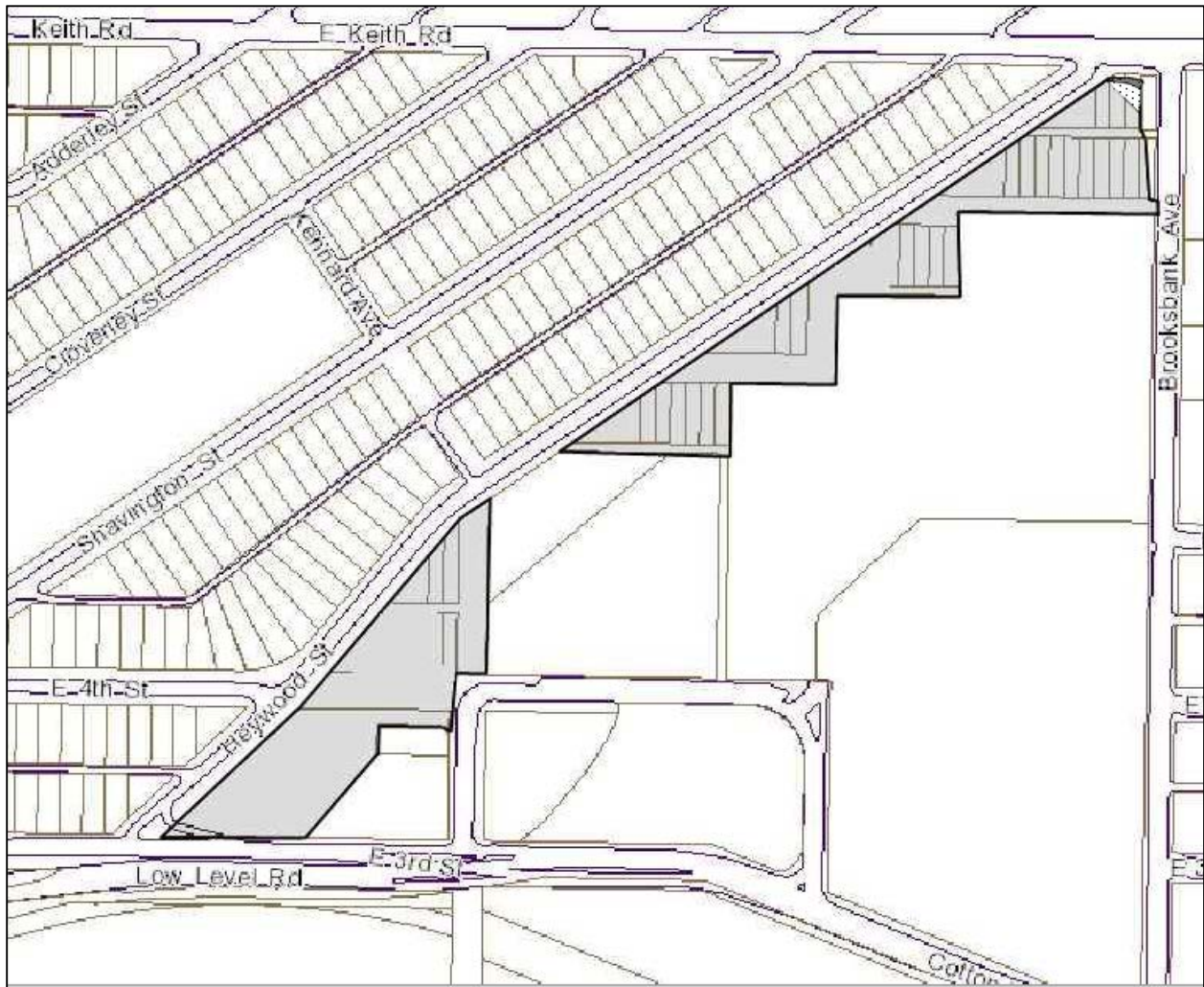
BYLAW NO. 8706

A Bylaw to amend “Parks Dedication Bylaw, 2004, No. 7628”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Parks Dedication Bylaw, 2004, No. 7628, Amendment Bylaw, 2019, No. 8706” (Sunrise Parkland Adjustment)**.
2. “Parks Dedication Bylaw, 2004, No 7628” is hereby amended by:
 - A. Registering a right of way in favor of the Metro Vancouver Water District over a portion of:
 - (1) Lot 3, Block 13, DL 272 Plan 4692, except part on Plan EPP68036, PID 011-393-874;
 - (2) Lot 4, Block 13, DL 272 Plan 4692, except part on Plan EPP68036, PID 011-393-891.

- B. Replacing the map contained within the bylaw with the following map, to reflect the right of way in favor of the Metro Vancouver Water District.



READ a first time on the 15th day of April, 2019.

READ a second time on the 15th day of April, 2019.

READ a third time on the 15th day of April, 2019.

ADOPTED on the <> day of <>, 2019.

MAYOR

CITY CLERK



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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Michael Hunter, Manager, Parks and Environment

Subject: PROPOSED IMPROVEMENTS TO SUNRISE PARK

Date: April 12, 2019 File No: 12-6130-20-0048/1

ATTACHMENT:

1. Sunrise Park Map ([CD# 1771123](#))

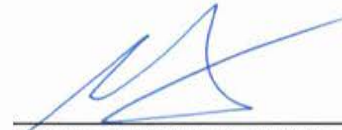
At the April 15th, 2019 Regular Meeting of Council, a report will be presented that proposes establishing a statutory right-of-way (ROW) through a portion of Sunrise Park, near the intersection of Heywood Street, East Keith Road and Brooksbank Avenue. The ROW would allow Metro Vancouver to re-route the existing watermain from the middle of the intersection, reducing the disruption and significant transportation impacts of construction, as well as providing easier long-term access for maintenance.

If approved, a 227.5 m² portion of Sunrise Park, as well as the surrounding boulevards, will be disturbed during construction and will require restoration. This provides an opportunity to create an improved frontage and park entrance adjacent to one of the most prominent intersections in the City. This site will be the key connection point between the Heywood Street section of the Spirit Trail and the new multi-use trail and bike lanes being constructed along East Keith as part of the Mountain Highway project. The Heywood section of the Spirit Trail is currently funded and proposed for public consultation, design and construction in 2020.

The 2019-2028 Project Plan also includes a proposal for 2022 to expand the pedestrian trail system within Sunrise Park and establish a new connection between the trailhead at 4th Street at Kennard Avenue and the Keith Road at Brooksbank Avenue intersection. There are currently no formal trails though this large section of the park, and with the recent removal of the City-owned building at 1151 Heywood Street and the soon to be removed building at 1225 Heywood, a more extensive forest trail system has now become possible.


The Sunrise Park trail project would create new gravel walking paths through the forest that could also help provide improved access for habitat restoration efforts. The enhanced park frontage and new entrance that would be constructed at East Keith following the proposed Metro Vancouver water main project would provide a prominent terminus of the future park trail. If approved in 2022, a conceptual Sunrise Park trail plan would be presented to the community as part of the project consultation process.

RESPECTFULLY SUBMITTED:



Michael Hunter, RPBio
Manager, Park and Environment

Legend

 KEITH ROAD
BIKE LANE SEPARATED
MULTI-USE
PATH MULTI-USE PATH
HEYWOOD
SPIRIT TRAIL FUTURE
NODE
0 15 30
Meters
1:2,500

DISCLAIMER

This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,
City of North Vancouver

LISTED WATER
SOURCE: SHAW
COORDINATE SYSTEM: NAD 83 UTM Zone 11

city
of north
vancouver

