



**AGENDA FOR THE REGULAR MEETING OF COUNCIL TO  
COMMENCE AT 6:00 PM, IN THE COUNCIL CHAMBER, CITY  
HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, MAY 27, 2019**

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**MONDAY, MAY 27, 2019  
COUNCIL MEETING – 6:00 PM**

“Live” Broadcast via City Website [www.cnv.org/LiveStreaming](http://www.cnv.org/LiveStreaming)  
Complete Agenda Package available at [www.cnv.org/CouncilMeetings](http://www.cnv.org/CouncilMeetings)

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, May 27, 2019

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, May 13, 2019

**PROCLAMATIONS**

Access Awareness Day – June 1, 2019

BC Child and Youth in Care Week – June 3 to 9, 2019

Philippine Day – June 9, 2019

**PUBLIC INPUT PERIOD**

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

3. Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)  
– Release of Closed Resolution

**DELEGATION**

Michelle Richard, Communications and Grants Manager, North Van Arts  
– North Shore Cultural Mapping Project

*Item 4 refers.*

**CORRESPONDENCE**

4. Michelle Richard, Communications and Grants Manager, North Van Arts  
– North Shore Cultural Mapping Project, April 10, 2019



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**DELEGATION**

Cooper Quinn, President, North Shore Mountain Bike Association (NSMBA)  
– NSMBA Activities

*Item 5 refers.*

**CORRESPONDENCE**

5. Cooper Quinn, President, North Shore Mountain Bike Association (NSMBA)  
– NSMBA Activities, May 6, 2019

**BYLAWS – ADOPTION**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715)
7. “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch  
Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments)

**BYLAW – THIRD READING**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street)

*Public Hearing waived.*

**BYLAW – ADOPTION**

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street)

**MOTION**

10. Development Variance Permit No. DVP2019-00002 (342 East 14<sup>th</sup> Street)

*Public Meeting waived.*

**BYLAW – THIRD READING**

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720”  
(PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719)

*Public Hearing waived.*



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**BYLAW – ADOPTION**

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720”  
(PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719)

**MOTION**

13. Development Variance Permit No. DVP2019-00001 (420 East 8<sup>th</sup> Street)

*Public Meeting waived.*

**REPORT**

14. The Shipyards – Lot 5: Naming of Public Space

**PUBLIC CLARIFICATION PERIOD**

**COUNCIL INQUIRIES**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**CITY CLERK’S RECOMMENDATION**

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

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

**ADJOURN**



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#### **CALL TO ORDER**

#### **APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, May 27, 2019

#### **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, May 13, 2019

#### **PROCLAMATIONS**

Access Awareness Day – June 1, 2019

BC Child and Youth in Care Week – June 3 to 9, 2019

Philippine Day – June 9, 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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**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

3. Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)  
– Release of Closed Resolution – File: 10-5040-01-0001/2019

**RECOMMENDATION:**

PURSUANT to the report of the Planner 2, dated May 1, 2019, entitled “Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street) – Release of Closed Resolution”:

THAT Council release the following resolution from the Closed meeting of April 1, 2019, regarding “Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)”:

“PURSUANT to the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, dated March 20, 2019, entitled “Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)”:

THAT a significant non-profit housing component be incorporated into the North Shore Neighbourhood House Feasibility Study and that this be explored in partnership with Hollyburn Family Services, Catalyst Community Housing Society and Care BC;

THAT (Funding Appropriation #1924) an amount of \$70,000 be appropriated from the Affordable Housing Reserve Fund to support the feasibility work and costs incurred to prepare agreements and documentation;

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;

AND THAT Council provide a letter of support to Hollyburn Family Services, Catalyst Community Housing Society and Care BC indicating a commitment to working collaboratively to generate new housing opportunities on City lands.”;

AND THAT the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, dated March 20, 2019, entitled “Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)”, remain in the Closed Session.



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**DELEGATION**

Michelle Richard, Communications and Grants Manager, North Van Arts

Re: North Shore Cultural Mapping Project

*Item 4 refers.*

**CORRESPONDENCE**

4. Michelle Richard, Communications and Grants Manager, North Van Arts, April 10, 2019 – File: 01-0360-20-0071/2019

Re: North Shore Cultural Mapping Project

**RECOMMENDATION:**

THAT the correspondence from Michelle Richard, Communications and Grants Manager, North Van Arts, dated April 10, 2019, regarding the “North Shore Cultural Mapping Project”, be received with thanks.

**DELEGATION**

Cooper Quinn, President, North Shore Mountain Bike Association (NSMBA)

Re: NSMBA Activities

*Item 5 refers.*

**CORRESPONDENCE**

5. Cooper Quinn, President, North Shore Mountain Bike Association (NSMBA), May 6, 2019 – File: 01-0230-01-0001/2019

Re: NSMBA Activities

**RECOMMENDATION:**

THAT the correspondence from Cooper Quinn, President, North Shore Mountain Bike Association (NSMBA), dated May 6, 2019, regarding “NSMBA Activities”, be received with thanks.



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**BYLAWS – ADOPTION**

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”  
(GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street,  
CD-715) be adopted, signed by the Mayor and City Clerk and affixed with the  
corporate seal.

7. “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch  
Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments)

**RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors /  
Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing  
Commitments) be adopted, signed by the Mayor and City Clerk and affixed with  
the corporate seal.

**BYLAW – THIRD READING**

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street) be given third reading.

*Public Hearing waived.*

**BYLAW – ADOPTION**

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street) be adopted, signed by the Mayor  
and City Clerk and affixed with the corporate seal.



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**MOTION**

10. Development Variance Permit No. DVP2019-00002 (342 East 14<sup>th</sup> Street)  
– File: 08-3360-20-0465/1

**RECOMMENDATION:**

THAT Development Variance Permit No. DVP2019-00002 (342 East 14<sup>th</sup> Street) be issued to Cynthia Shannon Young, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign and seal Development Variance Permit No. DVP2019-00002, following adoption of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719” (Robert Blaney Design, 342 East 14<sup>th</sup> Street).

*Public Meeting waived.*

**BYLAW – THIRD READING**

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720”  
(PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720” (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719) be given third reading.

*Public Hearing waived.*

**BYLAW – ADOPTION**

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720”  
(PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720” (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.



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**MOTION**

13. Development Variance Permit No. DVP2019-00001 (420 East 8<sup>th</sup> Street)  
– File: 08-3090-20-0245/1

**RECOMMENDATION:**

THAT Development Variance Permit No. DVP2019-00001 (420 East 8<sup>th</sup> Street) be issued to the Board of Education of School District No. 44 (North Vancouver), in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign and seal Development Variance Permit No. DVP2019-00001.

*Public Meeting waived.*

**REPORT**

14. The Shipyards – Lot 5: Naming of Public Space – File: 13-6740-20-0007/1

Report: Manager, Shipyards and Waterfront, and Deputy Director, Strategic and Corporate Services, May 15, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Manager, Shipyards and Waterfront, and Deputy Director, Strategic and Corporate Services, dated May 15, 2019, entitled “The Shipyards – Lot 5: Naming of Public Space”:

THAT the public space at The Shipyards – Lot 5 be known as the “Shipyard Commons”.



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**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**

**CITY CLERK'S RECOMMENDATION**

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

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

**ADJOURN**



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE  
COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET, NORTH  
VANCOUVER, BC, ON **MONDAY, MAY 13, 2019****

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**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  
A. Gordon-Tighe, Executive Assistant to the Mayor  
B. Pearce, Director, Strategic and Corporate Services  
H. Reinhold, Deputy Director, Strategic and Corporate Services  
R. Skene, Manager, Facilities and Real Estate  
D. Foldi, Project Manager  
G. Sutherland, Project Manager  
D. Pope, City Engineer  
B. Willock, Manager, Engineering Planning and Design  
K. Magnusson, Deputy Director, Engineering, Parks & Environment  
L. Orr, Manager, Business and Community Partnerships  
B. Themens, Director, Finance  
M. Epp, Director, Planning and Development  
S. Galloway, Manager, Planning and Development  
M. Friesen, Planner 1  
D. Johnson, Development Planner  
H. Evans, Community Planner  
W. Tse, Planner 2

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

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, May 13, 2019

Moved by Councillor Back, seconded by Councillor Bell

THAT the Regular Council Meeting Agenda of May 13, 2019 be amended by moving Item #19 immediately before Item #6;

AND THAT the Agenda, as amended, be approved.

**CARRIED UNANIMOUSLY**

## **ADOPTION OF MINUTES**

Moved by Councillor Girard, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, May 6, 2019

**CARRIED UNANIMOUSLY**

## **PROCLAMATIONS**

Mayor Buchanan declared the following proclamations:

Do Something Good For Your Neighbour Day – May 16, 2019

International Day Against Homophobia, Transphobia and Biphobia – May 17, 2019

Turkic Festival Day – May 26, 2019

Moved by Councillor Bell, seconded by Councillor Valente

THAT the Public Input Period be extended to hear more than 5 speakers listed on the sign-up sheet.

**CARRIED UNANIMOUSLY**

## **PUBLIC INPUT PERIOD**

- Ron Sostad, 231 East 15<sup>th</sup> Street, North Vancouver, spoke in opposition of waived public meetings.
- Sandra Edwards, 885 East 16<sup>th</sup> Street, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a 50 metre pool.
- Susan Megahy, 944 East 4<sup>th</sup> Street, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a curling rink.
- Annwen Loverin, 115-560 Raven Woods Drive, North Vancouver, Executive Director, Silver Harbour Seniors Activity Centre, spoke regarding Harry Jerome Community Recreation Centre and support for the development progressing.
- Erin Roddie, 608-719 West 3<sup>rd</sup> Street, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a 50 metre pool.
- Rob Gardner, 872 East 16<sup>th</sup> Street, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a curling rink.
- Bill Curtis, 1551 Jones Avenue, North Vancouver, spoke regarding 151 East Keith Road and support for the development.
- Isabelle St-Jean, 297 West Esplanade, North Vancouver, social worker at Hollyburn Family Services, spoke regarding 151 East Keith Road and support for the development.
- Bruce Tout, 4025 Mount Seymour Parkway, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a 50 metre pool.
- Mark Bailey, 165 West 2<sup>nd</sup> Street, North Vancouver, spoke regarding the Harry Jerome Community Recreation Centre and support for a curling rink.
- Robyn Newton, 2104 Grand Boulevard, North Vancouver, spoke regarding 151 East Keith Road and support for the development.
- Janet Dunkin, 3230 Royal Avenue, North Vancouver, spoke in support of a curling rink at Harry Jerome Community Recreation Centre.

## **CONSENT AGENDA**

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT the recommendations listed within the "Consent Agenda", be approved.

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **BYLAW – ADOPTION**

- \*3. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699"  
(Regional Harmonization of Heavy Truck Definition)

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8699" (Regional Harmonization of Heavy Truck Definition) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **CORRESPONDENCE**

- \*4. Board in Brief, Metro Vancouver Regional District, April 26, 2019  
– File: 01-0400-60-0006/2019

Re: Metro Vancouver – Board in Brief

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT the correspondence of Metro Vancouver, dated April 26, 2019, regarding the "Metro Vancouver – Board in Brief", be received and filed.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

## **REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

5. Harry Jerome Community Recreation Centre Project Review – Release of Closed Resolutions – File: 02-0800-30-0002/1

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Director, Strategic and Corporate Services, dated April 9, 2019, entitled “Harry Jerome Community Recreation Centre Project Review – Release of Closed Resolutions”:

THAT Council release the following resolutions from the Closed meeting of March 4, 2019 regarding the Harry Jerome Community Recreation Centre (HJCRC):

THAT staff develop a community recreation strategic plan, inclusive of HJCRC, that includes “asset mapping” of all recreational space in the City and any future potential recreational space in the City;

AND THAT staff develop guidelines for community amenity space use to ensure that all City owned spaces are considered for their potential contribution to a community recreation strategic plan;

THAT Council direct staff to incorporate planning for HJCRC associated projects such as Flicka Gymnastics and North Vancouver Lawn Bowling facility into the community recreation strategic plan process;

AND THAT staff bring forward a report for the next Regular Council meeting when all members are present responding to the above resolutions.

**CARRIED**

Councillor Back, Councillor Bell and Councillor Valente are recorded as voting contrary to the motion.

## **REPORTS**

19. Harry Jerome Community Recreation Centre – Next Steps  
– File: 02-0800-30-0002/1

Report: Director, Strategic and Corporate Services, and Deputy Director, Strategic and Corporate Services, May 6, 2019

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Director and Deputy Director, Strategic and Corporate Services, dated May 6, 2019, entitled “Harry Jerome Community Recreation Centre – Next Steps”:

*Continued...*

## **REPORTS – Continued**

19. Harry Jerome Community Recreation Centre – Next Steps  
– File: 02-0800-30-0002/1 – Continued

THAT the report of the Deputy Director, Strategic Initiatives and Services, dated February 25, 2019, entitled “Harry Jerome Community Recreation Centre Update: Potential Cost Reductions and Enhanced Project Management Measures, which was deferred at the Regular meeting of March 4, 2019, be received and filed;

AND THAT staff report back with a Community Recreation Strategy, inclusive of Harry Jerome Community Recreation Centre (HJCRC) and associated projects.

Moved by Councillor Bell, seconded by Councillor Back

That the motion be amended by adding the following clause:

THAT staff be directed to proceed with the construction of the new lawn bowling site next to Mickey McDougall Gym and continue discussions with the Lawn Bowling Club regarding the potential for shared use of the new Lawn Bowling Club House.

Amendment motion, **CARRIED UNANIMOUSLY**

Moved by Mayor Buchanan, seconded by Councillor Bell

That the motion be further amended by adding the following clause:

AND THAT a second phase be added to review the arts and cultural components within the recreation strategy.

Amendment motion, **CARRIED UNANIMOUSLY**

Main motion, as amended, **CARRIED UNANIMOUSLY**

Mayor Buchanan declared recess at 7:03 pm and reconvened the meeting at 7:05 pm.

6. Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Consideration for Issuance by Council  
– File: 10-4750-10-0001/2019

Report: Community Planner and Manager, Business and Community Partnerships,  
May 1, 2019

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Community Planner and the Manager, Business and Community Partnerships, dated May 1, 2019, entitled “Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Consideration for Issuance by Council”:

*Continued...*

## **REPORTS – Continued**

6. Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Consideration for Issuance by Council  
– File: 10-4750-10-0001/2019 – Continued

THAT Council authorize the issuance of “Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street)”, subject to a Building Permit application and final approval for completion of required building modifications to the proposed accessory residential child care facility.

**CARRIED**

Councillor Back is recorded as voting contrary to the motion.

7. Bewicke Avenue Rail Crossing: Anti-Whistling – File: 11-5400-16-0001/1

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Manager, Engineering Planning and Design, dated May 1, 2019, entitled “Bewicke Avenue Rail Crossing: Anti-Whistling”:

THAT Council prohibit the use of whistles on any railway equipment at the public rail crossing located at Bewicke Avenue at CN Mile 0.55, Squamish Subdivision, in the City of North Vancouver.

**CARRIED UNANIMOUSLY**

8. Petition for Local Area Service – Paved Lane Construction East of 1700 Block Fell Avenue – File: 11-5320-01-0001/2019

Report: Manager, Engineering Planning and Design, May 1, 2019

Moved by Councillor Valente, seconded by Mayor Buchanan

PURSUANT to the report of the Manager, Engineering Planning and Design, dated May 1, 2019, entitled “Petition for Local Area Service – Paved Lane Construction East of 1700 Block Fell Avenue”;

THAT “Local Area Service Parcel Tax Bylaw, 2019, No. 8711” (Paved Lane Construction East of the 1700 Block of Fell Avenue) be considered;

THAT (Funding Appropriation #1928) an amount of \$80,000 be appropriated from the Local Area Service Reserve Fund for the purpose of funding construction of a paved lane east of the 1700 Block of Fell Avenue;

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 Local Area Service Reserve Fund.

*Continued...*

## **REPORTS – Continued**

8. Petition for Local Area Service – Paved Lane Construction East of 1700 Block Fell Avenue – File: 11-5320-01-0001/2019 – Continued

Moved by Councillor Valente, seconded by Mayor Buchanan

THAT the report of the Manager, Engineering Planning and Design, dated May 1, 2019, entitled “Petition for Local Area Service – Paved Lane Construction East of 1700 Block Fell Avenue” be referred back to staff.

**CARRIED UNANIMOUSLY**

Moved by Councillor Valente, seconded by Mayor Buchanan

THAT Item #9 “Local Area Service Parcel Tax Bylaw, 2019, No. 8711” (Paved Lane Construction East of the 1700 Block of Fell Avenue) be removed from the agenda.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

9. “Local Area Service Parcel Tax Bylaw, 2019, No. 8711”  
(Paved Lane Construction East of the 1700 Block of Fell Avenue)

*Item 9 was removed from the agenda.*

## **REPORT**

10. Rezoning Application: 342 East 14<sup>th</sup> Street (Robert Blaney Design, RT-1)  
– File: 08-3360-20-0465/1

Report: Manager, Planning and Development, May 1, 2019

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Planning and Development, dated May 1, 2019, entitled “Rezoning Application: 342 East 14<sup>th</sup> Street (Robert Blaney Design, RT-1)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719” (Robert Blaney Design, 342 East 14<sup>th</sup> Street) be considered and the Public Hearing be waived;

THAT Development Variance Permit No. DVP2019-00002 be considered for issuance in accordance with Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

AND THAT the Mayor and City Clerk be authorized to sign all necessary documentation to give effect to the motion.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST AND SECOND READINGS**

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719”  
(Robert Blaney Design, 342 East 14<sup>th</sup> Street)

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719” (Robert Blaney Design, 342 East 14<sup>th</sup> Street) be given first and second readings.

**CARRIED UNANIMOUSLY**

## **REPORT**

12. Rezoning Application: 523 East 4<sup>th</sup> Street (PD Moore Homes Inc. / Lighter Design and Drafting, CD-719) – File: 08-3360-20-0466/1

Report: Manager, Planning and Development, May 1, 2019

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Manager, Planning and Development, dated May 1, 2019, entitled “Rezoning Application: 523 East 4<sup>th</sup> Street (PD Moore Homes Inc. / Lighter Design and Drafting, CD-719)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720” (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719) be considered and the Public Hearing be waived;

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

AND THAT the Mayor and City Clerk be authorized to sign all necessary documentation to give effect to the motion.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST AND SECOND READINGS**

13. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720”  
(PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719)

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720” (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719) be given first and second readings.

**CARRIED UNANIMOUSLY**

## **REPORT**

14. Rezoning Application: 151 East Keith Road (Urban Systems / IMH 151 E Keith Apartments LTD) – File: 08-3360-20-0403/1

Report: Development Planner, May 6, 2019

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Development Planner, dated May 6, 2019, entitled “Rezoning Application: 151 East Keith Road (Urban Systems / IMH 151 E Keith Apartments LTD)”:

THAT second reading of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618” (Urban Systems / IMH 151 E Keith Apartments LTD, 151 East Keith Road, CD-702) be rescinded;

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618” (Urban Systems / IMH 151 E Keith Apartments LTD, 151 East Keith Road, CD-702) be amended, given second reading, as amended, and referred to a Public Hearing;

THAT second reading of “Housing Agreement Bylaw, 2018, No. 8622” (Urban Systems / IMH 151 E Keith Apartments LTD, 151 East Keith Road, CD-702, Rental Housing Commitments) be rescinded;

THAT “Housing Agreement Bylaw, 2018, No. 8622” (Urban Systems / IMH 151 E Keith Apartments LTD, 151 East Keith Road, CD-702, Rental Housing Commitments) be amended, given second reading, as amended, and referred to a Public Hearing;

THAT additional offsite works and community amenities listed in the May 6, 2019 report in the section “Community Amenities and Infrastructure Improvements” be secured, through agreements at the applicant’s expense and to the satisfaction of the Director of Planning and Development, as conditions of rezoning;

AND THAT the Mayor and City Clerk be authorized to execute all necessary covenants and legal agreements required to secure the commitments outlined in the report.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **BYLAW – RESCIND SECOND READING**

15. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618”  
(Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT second reading of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618” (Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702) be rescinded.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **BYLAW – SECOND READING, AS AMENDED**

16. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618”  
(Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8618”  
(Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702) be  
amended and given second reading, as amended.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **BYLAW – RESCIND SECOND READING**

17. “Housing Agreement Bylaw, 2018, No. 8622” (Urban Systems / IMH 151 E Keith  
Apartments Ltd., 151 East Keith Road, CD-702, Rental Housing Commitments)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT second reading of “Housing Agreement Bylaw, 2018, No. 8622”  
(Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702,  
Rental Housing Commitments) be rescinded.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **BYLAW – SECOND READING, AS AMENDED**

18. “Housing Agreement Bylaw, 2018, No. 8622” (Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702, Rental Housing Commitments)

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Housing Agreement Bylaw, 2018, No. 8622” (Urban Systems / IMH 151 E Keith Apartments Ltd., 151 East Keith Road, CD-702, Rental Housing Commitments) be amended and given second reading, as amended.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **COUNCIL REPORT**

- Mayor Buchanan reported on her recent travel to Ottawa with members of the TransLink Mayors’ Council, where Members of Parliament were lobbied for permanent, predictable funding for public transportation.
- Councillor Bell reported on his attendance at the Lower Mainland Local Government Association conference last week, and he will provide a report to Council regarding the 34 recommended resolutions for the Union of British Columbia Municipalities conference.
- Councillor McIlroy reported that she attended the Recycling Council of British Columbia’s annual conference, where the focus was on setting meaningful goals and related impacts.

## **PUBLIC CLARIFICATION PERIOD**

Mayor Buchanan declared recess at 7:47 pm for the Public Clarification Period and reconvened the meeting immediately thereafter.

Terri Lhuillier, 123 East Keith Road, North Vancouver, inquired regarding Item #14 and the process for providing public input.

Mayor Buchanan responded that opportunities are permitted until the close of a public hearing.

## **COUNCIL INQUIRIES**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

**CITY CLERK'S RECOMMENDATION:**

Moved by Councillor Back, seconded by Councillor McIlroy

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Section 90(1)(e) [land matter].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed session, at 7:49 pm and did not reconvene. A motion to adjourn was approved in the Committee of the Whole, Closed session, at 8:00 pm.

*"Certified Correct by the City Clerk"*

---

CITY CLERK



# PROCLAMATION

## ACCESS AWARENESS DAY

- WHEREAS** accessibility and inclusion are essential to ensuring that all community members have equal opportunities to use their talents, experience and abilities to engage in all aspects of community life; and
- WHEREAS** accessibility relates to both the physical design of buildings and infrastructure as well as access to appropriate services and supports; and
- WHEREAS** accessibility affects all aspects of community life and we all have a role to play in ensuring that our communities are as accessible and inclusive as possible;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **June 1, 2019** as **ACCESS AWARENESS DAY** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

**So proclaimed on Monday, May 27, 2019**

---

**Mayor Linda Buchanan**



# PROCLAMATION

## BC CHILD AND YOUTH IN CARE WEEK

- WHEREAS** children and youth in government care are talented, diverse and resilient; and
- WHEREAS** children and youth in care have the right to safety and support to achieve optimal development and social well-being; and
- WHEREAS** we have a shared responsibility to ensure children and youth in care are supported and encouraged to accomplish their unique goals, have the opportunity to succeed and create positive futures;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **June 3 to 9, 2019** as **BC CHILD AND YOUTH IN CARE WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

**So proclaimed on Monday, May 27, 2019**

---

**Mayor Linda Buchanan**



# PROCLAMATION

## PHILIPPINE DAY

- WHEREAS** each year, the Filipino-Canadian Community of Metro Vancouver celebrates the historic Declaration of Philippine Independence of June 12, 1898; and
- WHEREAS** the Philippine Days Festival brings together Filipino-Canadian families and communities in recognition of their rich cultural heritage; and
- WHEREAS** the 2019 Philippine Days Festival will be held on June 8 and 9 at Waterfront Park in the City of North Vancouver;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **June 9, 2019** as **PHILIPPINE DAY** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

**So proclaimed on Monday, May 27, 2019**




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**Mayor Linda Buchanan**

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Council released the Confidential Report on May 13, 2019.



 Division Manager	 Director	 CAO
------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**CONFIDENTIAL REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Wendy Tse, Planner 2

Subject: NON-MARKET HOUSING OPPORTUNITY ON CITY-OWNED SITE (200 BLOCK EAST 1<sup>ST</sup> STREET) – RELEASE OF CLOSED RESOLUTION

Date: May 1, 2019 File No: 10-5040-01-0001/2019

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

**RECOMMENDATION:**

PURSUANT to the report of the Planner 2, dated May 1, 2019, entitled "Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street) – Release of Closed Resolution":

THAT Council release the following resolution from the Closed meeting of April 1, 2019, regarding "Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)":

"PURSUANT to the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, dated March 20, 2019, entitled "Non-Market Housing Opportunity on City-Owned Site" (200 Block East 1<sup>st</sup> Street):

THAT a significant non-profit housing component be incorporated into the North Shore Neighbourhood House Feasibility Study and that this be explored in partnership with Hollyburn Family Services, Catalyst Community Housing Society and Care BC;

THAT (Funding Appropriation #1924), an amount of \$70,000 be appropriated from the Affordable Housing Reserve Fund to support the feasibility work and costs incurred to prepare agreements and documentation;

THAT should any of the amount remain unexpended by December 31, 2022, the unexpended balance shall be returned to the credit of the Affordable Housing Reserve Fund;

AND THAT Council provide a letter of support to Hollyburn Family Services, Catalyst Community Housing Society and Care BC indicating a commitment to working collaboratively to generate new housing opportunities on City lands."

AND THAT the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, dated March 20, 2019, entitled "Non-Market Housing Opportunity on City-Owned Site (200 Block East 1<sup>st</sup> Street)" remain in the Closed Session.

**PURPOSE:**

The purpose of this report is to seek Council direction to release the resolution from the Closed meeting of April 1, 2019 to allow staff to prepare and issue a Request for Proposals (RFP) for the North Shore Neighbourhood House (NSNH) Feasibility Study. The RFP is anticipated to be posted on BC Bid at the end of May 2019.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Wendy Tse  
Planner 2



# Project Update



## WHY CULTURAL MAPPING?

“A creative economy extends beyond the culture sector to harness creativity in order to bring about positive social and economic changes across a broad spectrum of industries, sectors and social organizations.”

*(The Conference Board of Canada, 2008).*

# PROJECT TIMELINE

2016

## PHASE 1

Research &  
Development  
Building  
Relationships



2017 | 2018 | 2019

## PHASE 2

Funding  
Production  
Marketing



+ PHASE 3

2020 |

Launch Spring 2020  
Ongoing Promotion  
& Engagement

# SCOPE

- City of North Vancouver
- District of North Vancouver
- District of West Vancouver
- Squamish Nation
- Tsleil- Waututh Nation

# MAP USERS

- Residents
- Tourists/Visitors
- Arts & Cultural Organizations
- Businesses
- Developers (Real Estate)
- Festival & Event Organizers
- First Nations
- Planners: City, Culture, Heritage, Events

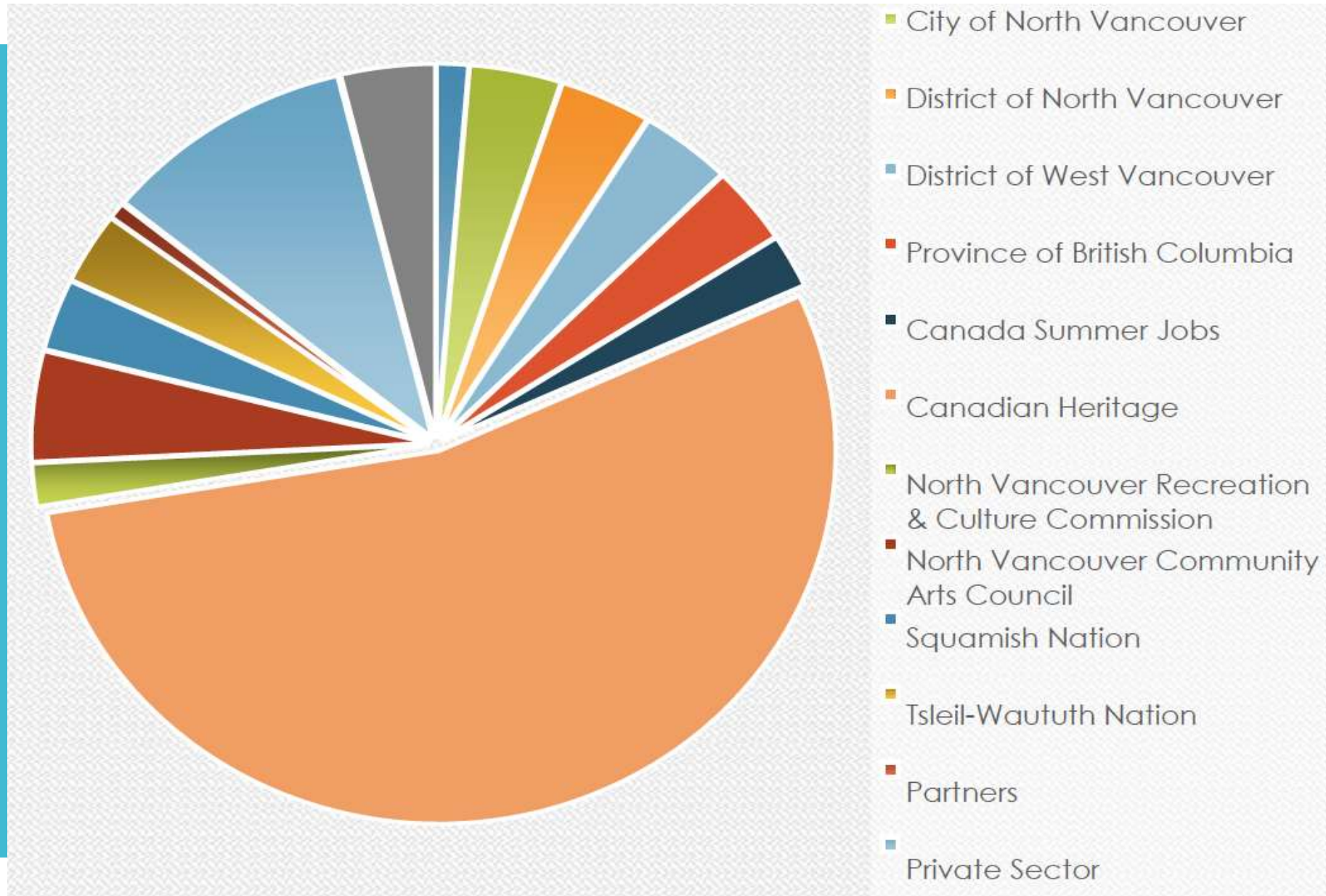


## Key to Success

# COLLABORATION/RELATIONSHIPS



# Funding



# ADVISORY COMMITTEE



**FREE**

**Online  
Interactive  
Tool**

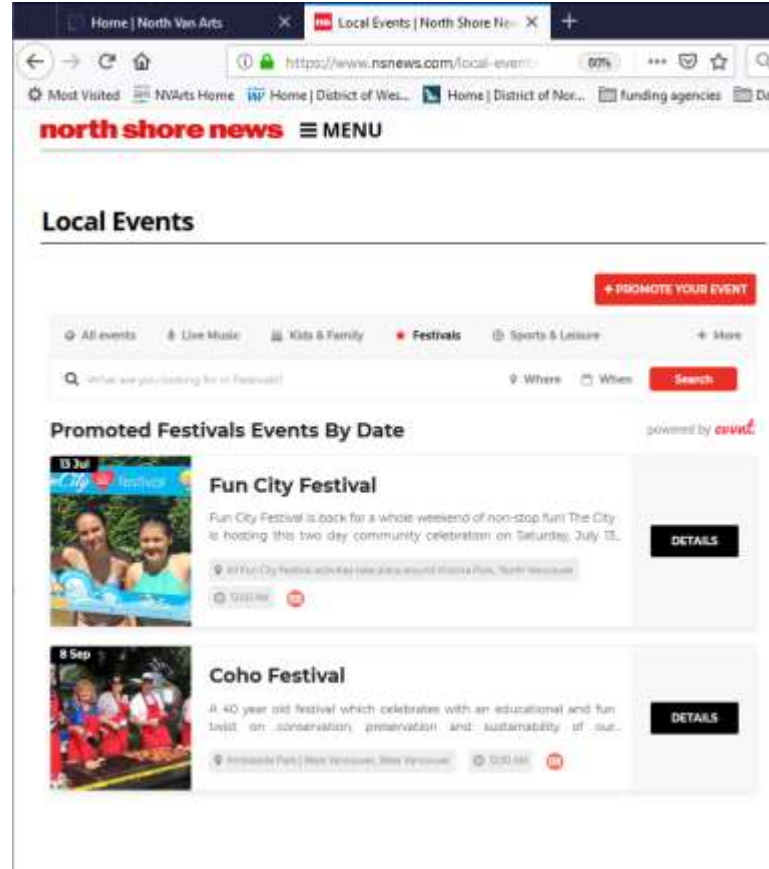
## HUB FOR NORTH SHORE CULTURE

- **No downloading**
- **No passwords or log in**
- **Access via computer, tablet, phone**

SPONSOR



# INTEGRATED EVENTS LISTING



# FIRST NATIONS ENGAGEMENT

**“Making us more visible.”**

*Chris Lewis, Councillor & Spokesperson for Squamish Nation*

**“...goal is to re-establish a Tsleil-Waututh ‘face’ on the traditional territory by becoming part of all social, economic, and political activities that impact lands and waters within this territory...”**

*Cates Park/ Whey-Ah-Wichen Park Master Plan and Cultural Resources Interpretation Management Plan*

**First Nations category  
and layer on map**



# CULTURE IN THE CITY OF NORTH VANCOUVER

*...the City promotes a positive environment for the community to interact, contributing significantly to our sense of community and quality of life.* [cnv.org](http://cnv.org)>arts & culture

## Cultural & Natural Heritage

North Vancouver Museum, opening 2020  
Spirit Trail  
Green Necklace

## Cultural Spaces & Facilities

The Polygon Gallery  
CityScape Community ArtSpace  
Presentation House Theatre  
Centennial Theatre

## Public Art



The Esri Canada logo, featuring the word "esri" in a bold, black, sans-serif font above the word "Canada" in a blue, sans-serif font.

esri  
Canada



# GISTECHNOLOGY

*GIS allows us to view, understand, question, interpret, and visualize our world in ways that reveal relationships, patterns, and trends in the form of maps (both paper and interactive), reports, and charts.*

*“Giving You the Tools to Change the World.”*

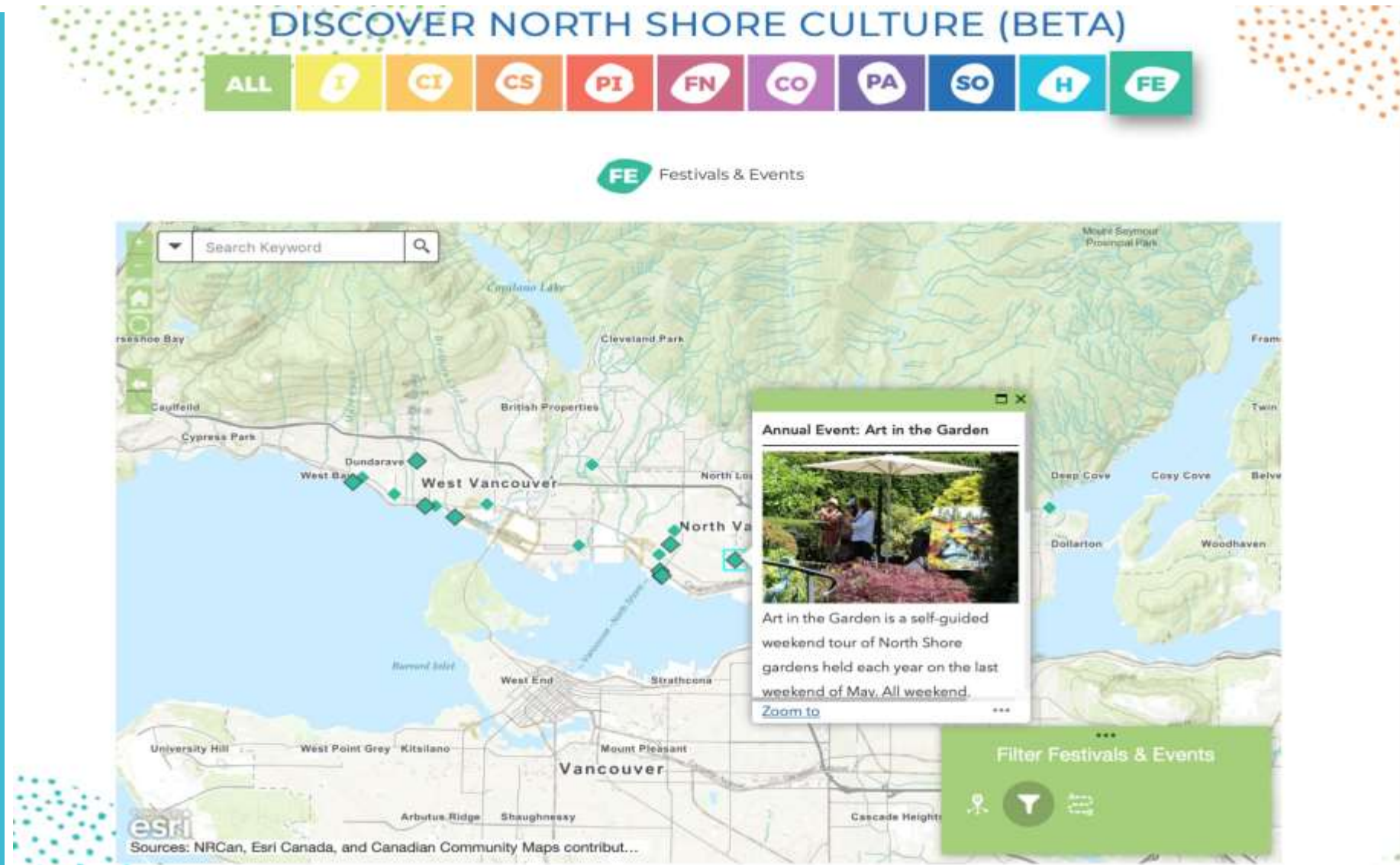
- Compliments existing GIS systems on North Shore
- Options including map customization, event calendar integration
- Advanced data management & analysis



## KEY MILESTONES

- **Funding**
- **Project Team & GIS Specialists**
- **Consultations & Surveys**
- **Work Plans**
- **Data Collection**
- **Engagement & Outreach Activities**

Beta  
Version  
*now in testing  
phase*



**BETA TESTING**

May to September 2019

[northshoreculturemap.net](http://northshoreculturemap.net)

## Contact

North Shore Culture Mapping Project Team

North Van Arts

[culturemap@northvanarts.ca](mailto:culturemap@northvanarts.ca)

T: 604-988-6844





THANK  
YOU!



## Karla Graham

---

**From:** Michelle Richard <michelle@northvanarts.ca>  
**Sent:** April-10-19 1:14 PM  
**To:** Karla Graham  
**Cc:** Nancy Cottingham Powell  
**Subject:** request for a delegation

Hi Karla,

We would like to present at 10-minute delegation to North Vancouver City Council regarding our North Shore Cultural Mapping project. Following a presentation in spring 2017, City Council agreed to provide \$5000 in funding to the project. We would like to share what that support has enabled us to do and the progress of the overall cultural mapping project.

We hope to present some PowerPoint slides and demonstrate the Beta prototype of the online mapping tool. We can provide printed documentation prior to the meeting for context and background.

We would like to present in May or June to all three North Shore municipal councils, so will also need to coordinate the dates.

best regards,  
Michelle

**Michelle Richard**

Communications & Grants Manager | North Van Arts  
335 Lonsdale Avenue, North Vancouver, BC, V7M 2G3  
604.988.6844 | [northvanarts.ca](http://northvanarts.ca)

*With gratitude as guests, we acknowledge that North Van Arts activities take place on the unceded territories of the səlilwətaʔt (Tsleil-Waututh) Nation, Skwxwú7mesh (Squamish), and xʷməθkʷəy̓əm (Musqueam) Nations.*

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**nsmba**  
TRAILS FOR ALL, **TRAILS FOREVER.**



**TRAILS FOR ALL, TRAILS FOREVER.**

# THANK YOU

- To our **new mayor** and **members of council** for your commitment to the City of North Vancouver
- Councils commitment to safer cycling and sustainable transportation with the **Green Necklace, Spirit Trail and Bicycle Master Plan**
- Moodyville Pump Track
- Thank you to the community!



# ALIGNED VISIONS

The City of North Vancouver supports cycling as a healthy, efficient and non-polluting transportation option for both **commuter and recreational cyclists**. In keeping with the vision outlined in the **Official Community Plan**, the City is working to **improve the bicycle route network and provide facilities** to encourage cycling.

## Bicycle Master Plan

Goal #1 Establish a Bicycle Network that Strengthens Community Connections and Improves Safety

Goal #2 Promote Cycling as a Key Part of a Sustainable Transportation System

### The Purpose of the NSMBA as a Society is :

1. To **preserve and enhance the accessibility**, to cyclists and other members of the community, **of trails on the North Shore** of Vancouver.
2. To **maintain, repair, improve and construct trails** on the North Shore **for the use and enjoyment of cyclist and other members of the community**.
3. To **protect and preserve the environment** by maintaining, repairing and improving trails on the North Shore.
4. To **protect and preserve forest areas** on the North Shore by maintaining, repairing, improving and constructing trails on the North Shore



# TRAILS FOR ALL, **TRAILS FOREVER.**



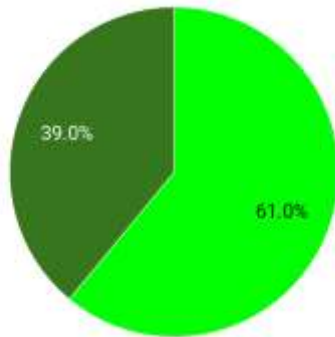


# NSMBA MEMBERSHIP

- **52% of 2018 NSMBA Members** were North Shore residents
- Trails are a resource utilized heavily by residents, with 45 - 60% of users living on the Shore

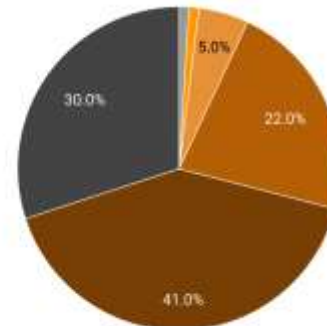
## MOUNT FROMME

● LOCAL  
● VISITOR



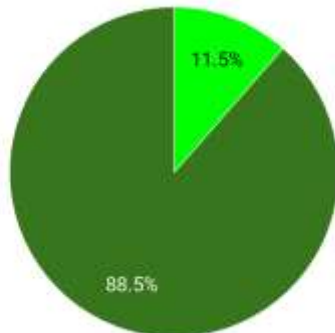
## EDUCATION

● NULL  
● DID NOT COMPLETE  
HIGHSCHOOL  
● HIGH SCHOOL  
GRADUATE  
● SOME COLLEGE OR  
ASSOCIATES DEGREE  
● BACHELOR'S DEGREE  
● ADVANCED DEGREE



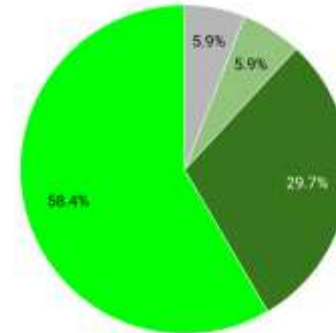
## SQUAMISH

● LOCAL  
● VISITOR



## HOUSEHOLD INCOME

● NULL  
● < 40K  
● \$40 - \$100K  
● \$100K +



# VOLUNTEERS

## NSMBA Trail Builders : The RealTrailHeroes™

Andrew Teit

Brent Hillier

Daniel Lui

Daniel Shaw

Dave Clendenan

Dodge Lancaster

Gordon McNaughton

Joe Woywitka

Jonathan Skelcher

Jorn Dettmer

Lindsay Blair

Martin Newman

Michael Stormer

Oscar Nielsen

Pat Podolski

Penny Deck

Peter Morin

Rob Donovan

Sarah Brass

Sean Brassil

Sean Gerke

Sharon Bader

Sven Luebke

Thomas Jouet-Pastre

Todd Fiander

Tom Ferenc

Tom Hudson

Trevor Hansen

Vince Beasly



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TRAILS FOR ALL, TRAILS FOREVER.

# TRAIL ADOPTION PROGRAM



TRAIL ADOPTION PLAN



NORTH SHORE BIKE SHOP





MCMENNEY MCMENNEY SPIEKER LLP  
YOUR RBC  
ROAD WARRIOR LAWYERS



# BREAKDOWN OF HOURS

TOTAL **VOLUNTEER** HOURS

 **13,900** —  **130**  
**TRAIL DAYS**

HOURS **BREAKDOWN**

**BOARD OF DIRECTORS : 2,693**

**FROM METRAILS : 4,161**

**SEYMOUR TRAILS : 4,613**

**RACES AND EVENTS : 2,063**



**nsmba**  
TRAILS FOR ALL, TRAILS FOREVER.

# YOUTH PROGRAMS

# TRAIL ACADEMY



Our **Trail Academy** is focused on environment and education, teaching trail users to become sustainable trail stewards.

**130 Students** came through our classroom and trail sessions, where we are growing the next generation of environmental stewards; they contributed over **500 volunteer hours** to the trail network.

**Summer Bike Camps** program contributed over **1,000 hours** to the trails through partnerships with local small businesses.

Our **Trail Academy** contributed **2,440 hours of volunteer work** on the trails in 2018!



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# COMMUNITY INVOLVEMENT



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# COMMUNITY INVOLVEMENT



**Power To Be**  
EVERYONE BELONGS IN NATURE



# TRAILADVOCACY

- Maintain over 82 km of trails
- Supported cleaning up after storm events
- Volunteer leveraging through community engagement

“I am a senior woman who frequently walks alone with my dog weekdays on the Cove, Seymour and Lynn trails. I appreciate the work you do, the beautiful trail construction, maintenance and the safety provided by the NSMBA community. Most bikers I meet are friendly and say thank you when my dog and I make way.”

“I was away from mountain biking for 10+ years. I'm amazed at the progress with the trails and infrastructure. Especially on fromme ( ie. new parking lot). Keep up the great work. I would love to see more family friendly trails and blue sections to encourage more kids (bobsled is great) excited to see the adaptive loop on seymour, I think this will be great for kids as well.”

“Thank you for professionally advocating/creating safe and sustainable mountain bike trails. The North Shore has some of the best made and maintained trails I have ever ridden.”

“Don't forget about the black and double black tech trails.”

# CURRENT + FUTURE CHALLENGES

- Increasing popularity of outdoor recreation and trail use
- Ensuring needs of all trail users are met; progression in the network, all trail activities
- Land Manager patchwork



**nsmba**  
TRAILS FOR ALL, TRAILS FOREVER.

# YOU'RE INVITED

Work Wednesday - **May 29th** - Empress Bypass





**nsmba**  
TRAILS FOR ALL, **TRAILS FOREVER.**



*building diversity*

**TRAILS FOR ALL, TRAILS FOREVER.**



NORTH SHORE MOUNTAIN BIKE ASSOCIATION  
PO BOX 16127  
LYNN VALLEY POSTAL OUTLET  
NORTH VANCOUVER, BC  
V7J 3S9 CANADA

May 6, 2019

RE: Delegation Presentation

Dear CNV City Clerk Christine Baird,

This is our formal request to speak at a City of North Vancouver delegation on the previously suggested date of May 27th. This delegation meeting is to inform the Council and Mayor regarding the activities of the North Shore Mountain Bike Association (NSMBA) and possible future partnerships or consultation.

Thank you.

Cooper Quinn

President of the NSMBA

(778) 986-8192  
cooper@nsmba.ca

**nsmba**  
TRAILS FOR ALL, TRAILS FOREVER.

    
**@nsmba**

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8665

### 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, 2018, No. 8665**” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-715 (Comprehensive Development 715 Zone):

Lot	Block	D.L.	Plan	
D	142	274	878	from RM-1
E	142	274	878	from RM-1

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
  - A. Adding the following section to Section 1100, thereof, after the designation “CD-714 Comprehensive Development 714 Zone”:  
“CD-715 Comprehensive Development 715 Zone”
  - B. Adding the following to Section 1101, thereof, after the “CD-714 Comprehensive Development 714 Zone”:  
“CD-715 Comprehensive Development 715 Zone”

In the CD-715 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RM-1 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:
  - (a) Rental Apartment Residential Use
    - i. Accessory Home occupation Use subject to section 507(5), (6) and (7) of this bylaw;
    - ii. Accessory Off-Street Parking Use;
    - iii. Accessory Home Office Use;
- (2) The Maximum Gross Floor Area permitted may be increased as follows upon entering into a Housing Agreement with the City:

BASE DENSITY			
OCP Schedule 'A'		1.60 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
100% Rental Housing	Secured rental apartment building (all units)	1.0 FSR	OCP Section 2.2
<b>TOTAL</b>		<b>2.60 FSR</b>	

To a maximum of 2.60 FSR.

- (3) The Principal Building shall not exceed a Height of six storeys and 14.9 metres (48.79 feet);
- (4) The Principal Building shall be sited as follows:
  - (a) 2.10 meters (6.83 feet) from the lot line adjacent to East 2<sup>nd</sup> Street;
  - (b) 4.89 metres (16.0 feet) from the lot line adjacent to St. Georges Avenue;
  - (c) 4.93 metres (16.17 feet) from the East Lot Line;
  - (d) 2.06 meters (6.75 feet) from the Rear Lot Line.
- (5) The Lot Coverage of the Principal Building shall not exceed a maximum of 58.0 percent;
- (6) Section 510(3) *Building Width and Length* shall be waived to permit vehicle access from East 2<sup>nd</sup> Street;
- (7) Section 906(4)(c)(i) *Limitation of Access* shall be waived;
- (8) All exterior finishes, design and landscaping is subject for approval by the Advisory Design Panel.

READ a first time on the 3<sup>rd</sup> day of December, 2018.

READ a second time on the 3<sup>rd</sup> day of December, 2018.

READ a third time on the 21<sup>st</sup> day of January, 2019.

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8666

**A Bylaw to enter into a Housing Agreement (210-230 East 2<sup>nd</sup> Street)**

**WHEREAS** Section 483 of the *Local Government Act* R.S.B.C. 2015 c.1 permits a local government to enter into a housing agreement for rental housing.

**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 “**Housing Agreement Bylaw, 2018, No. 8666**” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and GWL Realty Advisors with respect to the lands referenced as 210 and 230 East 2<sup>nd</sup> Street, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715).
3. The Mayor and City Clerk are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 3<sup>rd</sup> day of December, 2018.

READ a second time on the 3<sup>rd</sup> day of December, 2018.

READ a third time on the 21<sup>st</sup> day of January, 2019.

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

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MAYOR

---

CITY CLERK

## RENTAL HOUSING AGREEMENT

**THIS AGREEMENT** dated for reference the <> day of <>, 20<>.

BETWEEN:

**2281140 Ontario Inc., Inc. No. A0092343**

C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

and

**2278372 Ontario Inc., Inc. No. A0082985**

C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

(the "Owner")

AND:

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER,**  
a municipal corporation pursuant to the *Local Government Act* and  
having its offices at 141 West 14th Street, North Vancouver,  
British Columbia, V7M 1H9

(the "City")

**WHEREAS:**

- A. The Owner is the registered owner of the Lands.**
- B. The City is a municipal corporation incorporated pursuant to the Act.**
- C. As a condition of the Rezoning Bylaw, the Owner has agreed to enter into a housing agreement with the City in accordance with section 483 of the Act.
- D. Section 483 authorizes the City, by bylaw, to enter into a housing agreement in respect of the form of tenure of housing units, availability of such units to classes of identified person, administration and management of such units and the rent that may be charged for such units.

**NOW THEREFORE** in consideration of the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and for other good and valuable consideration (the receipt and sufficiency of which the Owner hereby acknowledges), the Owner and the City covenant each with the other as follows:

### **1. DEFINITIONS**

- (a) **"Act"** means the *Local Government Act*, RSBC. 2015 c.1 as amended from time to time;

- (b) **"Affordable Rent"** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the "Private Apartment Average Rents" for the corresponding bedroom type in the City of North Vancouver as established by CMHC's Housing Market Information Portal for the year the tenancy is entered into;
- (c) **"Agreement"** means this agreement as amended from time to time;
- (d) **"Commencement Date"** has the meaning set out in section 2.1 herein;
- (e) **"Council"** means the municipal council for the City of North Vancouver;
- (f) **"CMHC"** means Canada Mortgage and Housing Corporation;
- (g) **"Director of Planning"** means the chief administrator of the Department of Planning of the City and his or her successors in function and their respective nominees;
- (h) **"Dwelling Unit"** means a dwelling unit as defined in the City of North Vancouver's Zoning Bylaw 1995, No. 6700 as amended from time to time;
- (i) **"Lands"** means those lands and premises legally described as

Parcel Identifier: 015-077-535  
 Lot D (Reference Plan 9961)  
 Block 142  
 District Lot 274  
 Plan 878;

and

Parcel Identifier: 015-077-543  
 Lot E (Reference Plan 10003)  
 Block 142  
 District Lot 274  
 Plan 878;

- (j) **"Mid-Market Rental Units"** means Dwelling Units that are rented to tenants for Affordable Rent;
- (k) **"Market Rental Units"** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (l) **"Rental Purposes"** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time between the Owner and the tenant;
- (m) **"Rental Units"** means the Market Rental Units and the Mid-Market Rental Units;

- (n) **“Residential Building”** means the six storey building to be constructed on the Lands to be used for Rental Purposes with 160 Dwelling Units, of which 144 Dwelling Units will be Market Rental Units and 16 Dwelling Units will be Mid-Market Rental Units;
- (o) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (p) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2018, No. 8665”; and
- (q) **“Term”** has the meaning set out in section 2.1 herein.

## **2. TERM**

- 2.1 This Agreement will commence upon adoption by Council of “Housing Agreement Bylaw, 2018, No. 8666” (GWL Realty Advisors / Rositch Hempill Architects, 210-230 East 2<sup>nd</sup> Street, CD-715, Rental Housing Commitments), (the **“Commencement Date”**) and will continue until the earlier of:
  - (a) the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c); and
  - (b) the 20<sup>th</sup> anniversary of the Commencement Date,(the **“Term”**).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Residential Building provided the Residential Building is not repaired or rebuilt following the destruction thereof.
- 2.3 Subject to section 7.3, upon termination of this Agreement, this Agreement will be at an end and of no further force and effect.

## **3. USE OF LANDS**

- 3.1 The Owner covenants and agrees with the City that during the term of this Agreement, notwithstanding the Rezoning Bylaw, the Lands shall be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
  - (a) the Lands shall not be subdivided or stratified;
  - (b) the Residential Building shall be used for Rental Purposes only; and
  - (c) no Rental Unit in the Residential Building shall be occupied for any purpose except for Rental Purposes.
- 3.2 The Owner further covenants and agrees with the City that the Lands and any buildings or structures constructed thereon including the Residential Building shall be developed, built and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.

#### **4. TENANCY RESTRICTIONS**

- 4.1 The unit mix for Rental Units in the Residential Building shall be no fewer than one four-bedroom unit, 21 three-bedroom units, 36 two-bedroom units, 80 one-bedroom units and 22 studio units or as otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 The 16 Mid-Market Rental Units shall be provided in the following unit mix: two studio units, nine one-bedroom units, four two-bedroom units, and one three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director of Planning with such approval to be granted in his or her discretion. The Owner shall be entitled to determine the locations of the 16 Mid-Market Rental Units within the Residential Building.
- 4.3 The Owner shall enter into a minimum 1 year tenancy agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. If such a tenancy is ended prior to the end of the Term, the Owner must rent the Mid-Market Rental Unit at Affordable Rent. After the Term has elapsed, when a tenancy of the Mid-Market Rental Unit is terminated in accordance with the RT Act, the Owner may rent the Mid-Market Rental Unit out at a market rental rate.
- 4.4 The Owner will notify the City when a tenancy of the Mid-Market Rental Unit is terminated in accordance with the RT Act and will notify the City when the Owner intends to rent the Mid-Market Rental Unit out at market rent.

#### **5. OWNER'S OBLIGATIONS**

- 5.1 Without limiting section 3.1 of this Agreement:
  - (a) Management and administration: the management, administration, and associated costs with the management and administration of the Rental Units, including the Mid-Market Rental Units, will be borne by the Owner or its designated rental agent, unless otherwise approved by the City in writing;
  - (b) Advertisement: the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;
  - (c) Tenant Selection: the Owner will determine the selection of the tenants of the Mid-Market Rental Units, applying the suggested income qualification of a maximum household income determined by multiplying the low-end of market rents by 12 to yield the households' annual housing costs, and divided by 30% to meet the standard definition of affordability. Tenants from the existing rental building on the Lands should be provided first right of refusal in the Mid-Market Rental Units, regardless of income. In determining financial eligibility, the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
  - (d) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be

subsequently increased by the permitted annual rent increase then set under the RT Act.

- (e) Compliance with applicable laws: without restricting the foregoing, the Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (f) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith; and
- (g) Evidence of compliance: provided that the same can be done without breaching the *Personal Information Protection Act* (as amended from time to time) the Owner will, at Business License renewal or upon request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

## **6. DEFAULT AND REMEDIES**

- 6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the "**Notice**") requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City's Affordable Housing Reserve Fund.
- 6.3 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.4 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.
- 6.7 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or

remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

## **7. LIABILITY**

- 7.1 Except for the negligence of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any act or omission by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible; and
  - (b) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently, the Owner hereby releases and forever discharges the City, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.
- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.

## **8. GENERAL PROVISIONS**

- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement. The Owner will bear their own costs, legal or otherwise, connected with the preparation, execution or registration of this Agreement.
- 8.2 Nothing in this Agreement:
- (a) affects or limits any discretion, rights, powers, duties or obligations of the City under any enactment or at common law, including in relation to the use or subdivision of land;
  - (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
  - (c) relieves the Owner from complying with any enactment, including the City's bylaws in relation to the use of the Lands.

- 8.3 The Owner and the City agree that:
- (a) this Agreement is entered into only for the benefit of the City;
  - (b) this Agreement is not intended to protect the interests of the Owner, occupier or user of the Lands or any portion of it including the Rental Units and the Limited Common Property; and
  - (c) without limiting part 2 of this Agreement, the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.
- 8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.
- 8.5 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to section 905 of the Act and as such will be binding on the Owner.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement is registered against the title to the Lands, including any amendments to this Agreement as may be required by the Land Title Office or the City to effect such registration.
- 8.7 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.
- 8.8 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.
- 8.9 If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part 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 holding or by the severance of that part.
- 8.10 Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.
- 8.11 All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, by facsimile or e-mail transmission, or by personal service, to the following address for each party:

City: The Corporation of the City of North Vancouver  
141 West 14<sup>th</sup> Street  
North Vancouver, British Columbia  
V7M 1H9  
**Attention: Director, Planning**  
Facsimile: 604.985.0576

2281140 Ontario Inc., Inc. No. A0092343  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

and

2278372 Ontario Inc., Inc. No. A0082985  
C/O Suite 1600, 650 West Georgia Street, PO Box 11505  
Vancouver, British Columbia,  
V6B 4N7

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile or e-mail transmission, on the first business day after the date when the facsimile or e-mail transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

- 8.12 Upon request by the City, the Owner will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the City, to give effect to this Agreement.
- 8.13 This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

## **9. INTERPRETATION**

- 9.1 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.
- 9.2 The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.
- 9.3 The word "including" when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term to similar items whether or not words such as "without limitation" or "but not limited to" are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.

- 9.4 The words "must" and "will" are to be construed as imperative.
- 9.5 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.
- 9.6 This is the entire agreement between the City and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to the subject matter of this Agreement, except as included in this Agreement. This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by City Council of an amending bylaw to "Housing Agreement Bylaw, 2018, No. 8666".
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.
- 9.8 This Agreement can be signed in counterpart.

**IN WITNESS WHEREOF** each of the City and the Owner have executed this Agreement under seal by their duly authorized officers as of the reference date of this Agreement.

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

\_\_\_\_\_  
MAYOR  
Linda C. Buchanan

\_\_\_\_\_  
CITY CLERK  
Karla D. Graham

**2281140 ONTARIO INC., INC.NO. A0092343      2278372 ONTARIO INC., INC.NO. A0082985**  
**and**

\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Printed Name



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Printed Name



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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Sean Galloway, Manager, Planning & Development

Subject: REZONING APPLICATION: 342 EAST 14<sup>TH</sup> STREET (ROBERT BLANEY DESIGN, RT-1)

Date: May 1, 2019 File No: 08-3360-20-0465/1

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

**RECOMMENDATION:**

PURSUANT to the report of the Manager, Planning, dated May 1, 2019, entitled "Rezoning Application: 342 East 14<sup>th</sup> Street (Robert Blaney Design, RT-1)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8719" (Robert Blaney Design, 342 East 14<sup>th</sup> Street) be considered and the Public Hearing be waived;

THAT Development Variance Permit No. DVP2019-00002 be considered for issuance in accordance with Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

AND THAT the Mayor and City Clerk be authorized to sign all necessary documentation to give effect to the motion.

**ATTACHMENTS:**

1. Context Map ([Doc #1776539](#))
2. Architectural and Landscape Plans, dated May 9, 2018 ([Doc #1776541](#))
3. Public Consultation Summary ([Doc #1724905](#))
4. Development Variance Permit – DVP2019-0002 ([Doc #1776389](#))
5. Zoning Amendment Bylaw No. 8719 ([Doc #1776556](#))

## PROJECT DESCRIPTION:

The proposed 2 storey duplex building contains one unit with 3 bedrooms (western unit) and a second unit with 2 bedrooms (eastern unit). No secondary suites are proposed for either unit. Each unit would have a main level rear, north-facing deck connected to additional backyard space. The requested changes to the zone are in Attachments 4 and 5 and shown in the Table 1 below.

**Table 1.** Requested Changes to the Zoning By-law

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	RS-1	RT-1
Height (Min First Storey)	0.76 m	waived
Site Coverage	35%	47%
Solid Wall (Along Rear Lane)	70%	80.5%
Setbacks (metres)		
- Interior Side Lot Line (Accessory Building)	0.61 m	0.6 m

## POLICY FRAMEWORK:

The subject site is designated R2 within the Official Community Plan. This designation permits a range of ground-oriented housing in areas located between detached residential and more intensive residential or mixed-use areas. Duplexes with secondary suites, triplexes, and row homes are permitted in this designation.

Metro 2040	
Goal 1 Create a Compact Urban Area	Intensifying this site with infill that is consistent and scaled to the surrounding neighbourhood, ensure the highest and best use of the land promoting a compact urban area.
Goal 2 Support a Sustainable Economy	Infill on this site promotes housing forms that can support a diversity of income levels and ensure people live close to where they work.
Goal 4 Develop Complete Communities	The proposed development ensures the neighbourhood will have a diversity of housing stock that will promote the ability to age-in-place allowing people to stay in their neighbourhood throughout their life.

<p><i>Goal 5</i> Support Sustainable Transportation Choices</p>	<p>Intensification of this site will support future rapid transit investment along Lonsdale Avenue. This site is well situated to provide the occupants with a variety of transportation choices across the north shore and the greater region.</p>
<p><b>Official Community Plan</b></p>	
<p><i>Policy 1.1.2</i> Align growth with the development community amenities and infrastructure</p>	<p>Intensification of the site supports the Central Lonsdale Area and future rapid transit infrastructure investment</p>
<p><i>Policy 1.3.1</i> Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods</p>	<p>The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.</p>
<p><i>Policy 1.3.5</i> Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings</p>	<p>The proposed building has similar roof lines and architectural characteristics as the existing dwelling. The materiality of the new dwelling is consistent with the surrounding neighbourhood.</p>
<p><i>Policy 1.3.6</i> Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner</p>	<p>The proposed architecture of the new dwelling is consistent with the surrounding urban form and the chosen materials are consistent with those found in the local context.</p>
<p><i>Policy 1.5.1</i> Provide opportunities for a range of housing densities, diversified in type, size and location.</p>	<p>The proposed infill development provides a smaller housing form that assists in promoting aging-in-place. Additionally, this form will help to provide more diverse housing in a neighbourhood that is accessible to rapid transit and the Central Lonsdale area.</p>
<p><b>Housing Action Plan</b></p>	
<p><i>Action #5</i> To increase rental options in lower density areas to support renters and provide homeowners with additional rental income, while retaining neighbourhood scale and character.</p>	<p>The proposed infill development creates two ground oriented units that has the potential to supplement the rental supply. This increase in supply is located in a transit oriented area and supports the Lower Lonsdale precinct.</p>

Sustainable Development Guidelines	
<p><b>Natural Systems</b>                      The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.</p>	<p>The project is providing permeable paving, low-impact development and landscape features to ensure storm water runoff is filtered and can be managed on site to mitigate impact on local water courses and the Burrard Inlet.</p>

## PLANNING ANALYSIS:

### Site Context

The surrounding land uses are identified in Table 2 below.

**Table 2.** Surrounding Uses

Direction	Address	Description	Zoning
North	343 East 15 <sup>th</sup> Street	1.5-storey single-family dwelling	RS-1
South	343 East 14 <sup>th</sup> Street	2-storey single-family dwelling	RS-1
East	348 East 14 <sup>th</sup> Street	2-storey single-family dwelling	RS-1
West	338 East 14 <sup>th</sup> Street	2-storey single-family dwelling	RS-1

Generally, the surrounding neighbourhood is made up of single family homes and coach houses. Additionally, further to the west on both the north and south sides of East 14<sup>th</sup> Street are townhouse developments.

### Use

The policy framework applicable to the subject site supports the proposed duplex residential use. The site is located in close proximity to transit and the Central Lonsdale commercial precinct. Additionally, the units will provide a diversity of housing stock in the area, supporting aging-in-place.

### Intensity

The proposed intensification on the site is appropriate for the neighbourhood given the surrounding density on adjacent sites. The site and the proposal provide a transition between the more intense building types to the west of the site, which includes the

hospital, with the lower rise building forms to the east. The proposal provides three parking spaces on-site, which will adequately serve the proposed intensity of uses.

### Form

The urban form proposed for the site satisfies the policy intent of ensuring any new development is consistent with the character of the surrounding neighbourhood. The overall massing of the new building is sympathetic to the architectural style of the existing structures on site. Visual bulk is minimized, reducing the impact on neighbouring sites. The site layout provides for private amenity spaces for each dwelling unit. Parking is appropriately placed adjacent to the laneway. The units on site have been designed to ensure individualized entrances and access to the street. Storm water runoff will be dealt with through a variety of low-impact development measures, such as but not limited to, permeable surfaces.

Additionally, the requested variances ensure that the proposed urban form on site will promote liveable spaces, such as rear yard amenities and on-site storage. The variances allow for the provision of the appropriate amenities for both, while ensuring that the overall development fits within the neighbourhood character.

### **COMMUNITY CONSULTATION:**


The applicant hosted a Development Information Session (DIS) on Monday, July 16, 2018 to present the proposed duplex development. The meeting was attended by eight members of the public.

A summary of the applicant's public consultation process and the results of the DIS are included as Attachment #3. The overall comments indicated support for this housing option. Based on the positive feedback received for this project, staff recommend waiving the Public Hearing.

### **CONCLUSION:**

The proposed application represents good planning. Intensification adjacent to a future rapid transit corridor and the Central Lonsdale mixed use commercial area is appropriate. The requested zoning changes and development proposal are consistent with the Region and the City's planning policies. Overall the application looks to implement a development that fits the surrounding neighbourhood character and provides increased density in an appropriate location.

RESPECTFULLY SUBMITTED:

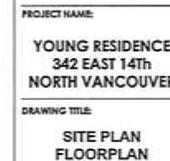
  
Sean Galloway, MCIP, RPP  
Manager, Planning

Attachments  
SG:eb



A1	<u>SITE PLAN</u>
A2	<u>CONTEXT PLAN</u>
A3	<u>FOUNDATION PLAN</u>
A4	<u>BASEMENT PLAN</u>
A5	<u>MAIN FLOOR PLAN</u>
A6	<u>UPPER FLOOR PLAN</u>
A7	<u>ELEVATIONS</u>
A8	<u>ELEVATIONS</u>
A9	<u>ROOF PLAN</u>
A10	<u>GROSS FLOOR AREA</u>
A11	<u>GARAGE DRAWINGS</u>
A12	<u>CROSS SECTIONS</u>

4



DRAWN BY: R. RONO	DATE: APR 16, 2019
CHECKED BY: D. BLANEY	EXPIRY ALL DIMS PROVIDE TO: <div style="border: 1px solid black; padding: 2px; display: inline-block;">             12           </div>
SCALE: 1/8" = 1'-0"	

A1

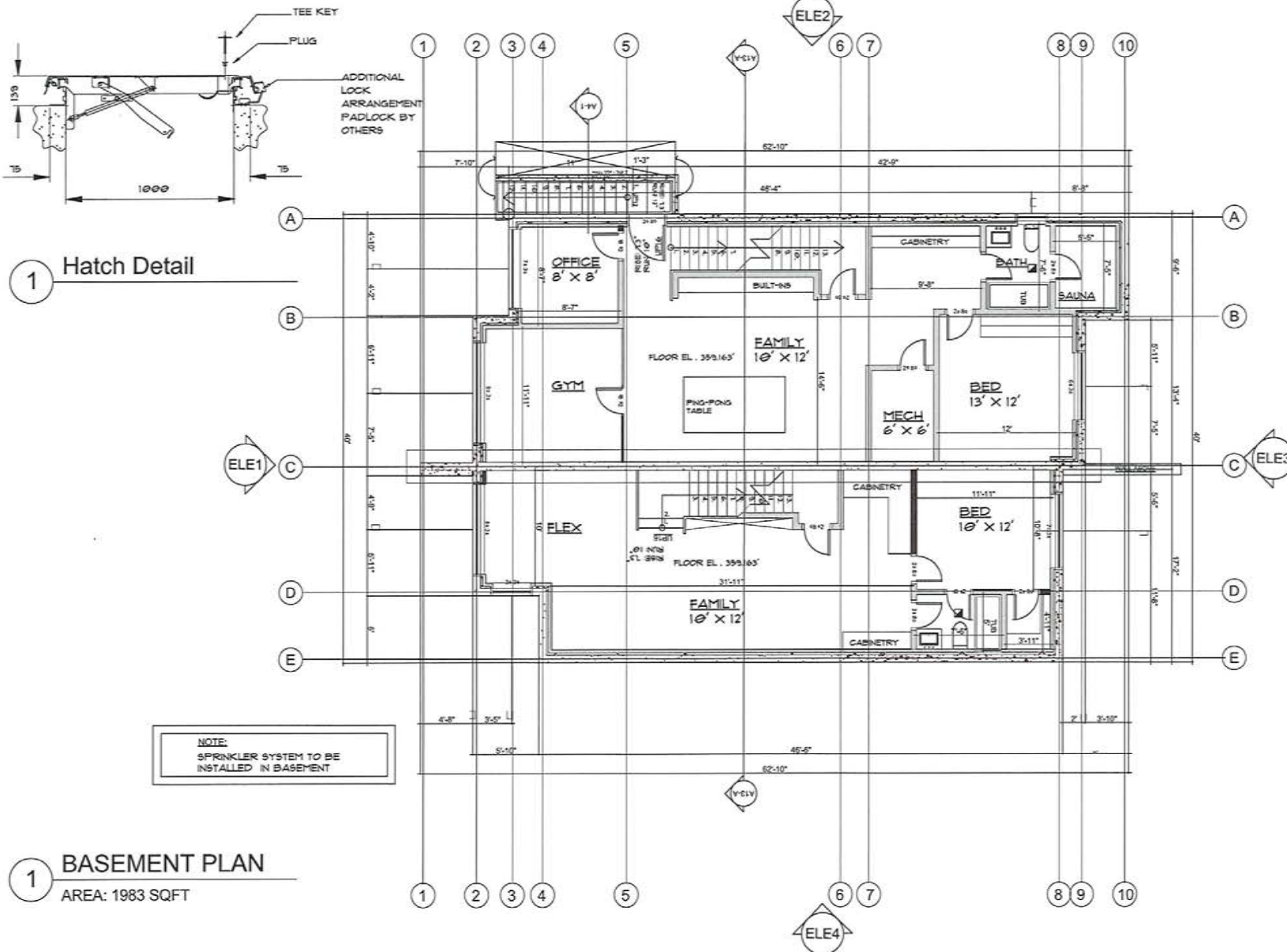


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DRAWING BY: R. RONO CHECKED BY: R. BLANEY SCALE: 1/4" = 1'-0"	DATE: APR 16, 2019 CANCEL ALL OTHERS PREVIOUS TO: <div style="border: 1px solid black; padding: 2px; display: inline-block;">             REVISION #              18           </div>
DRAWING NO.:	

**A3**



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PROJECT NAME:  
**YOUNG RESIDENCE**  
342 EAST 14TH  
NORTH VANCOUVER

DRAWING TITLE:  
**BASEMENT PLAN**

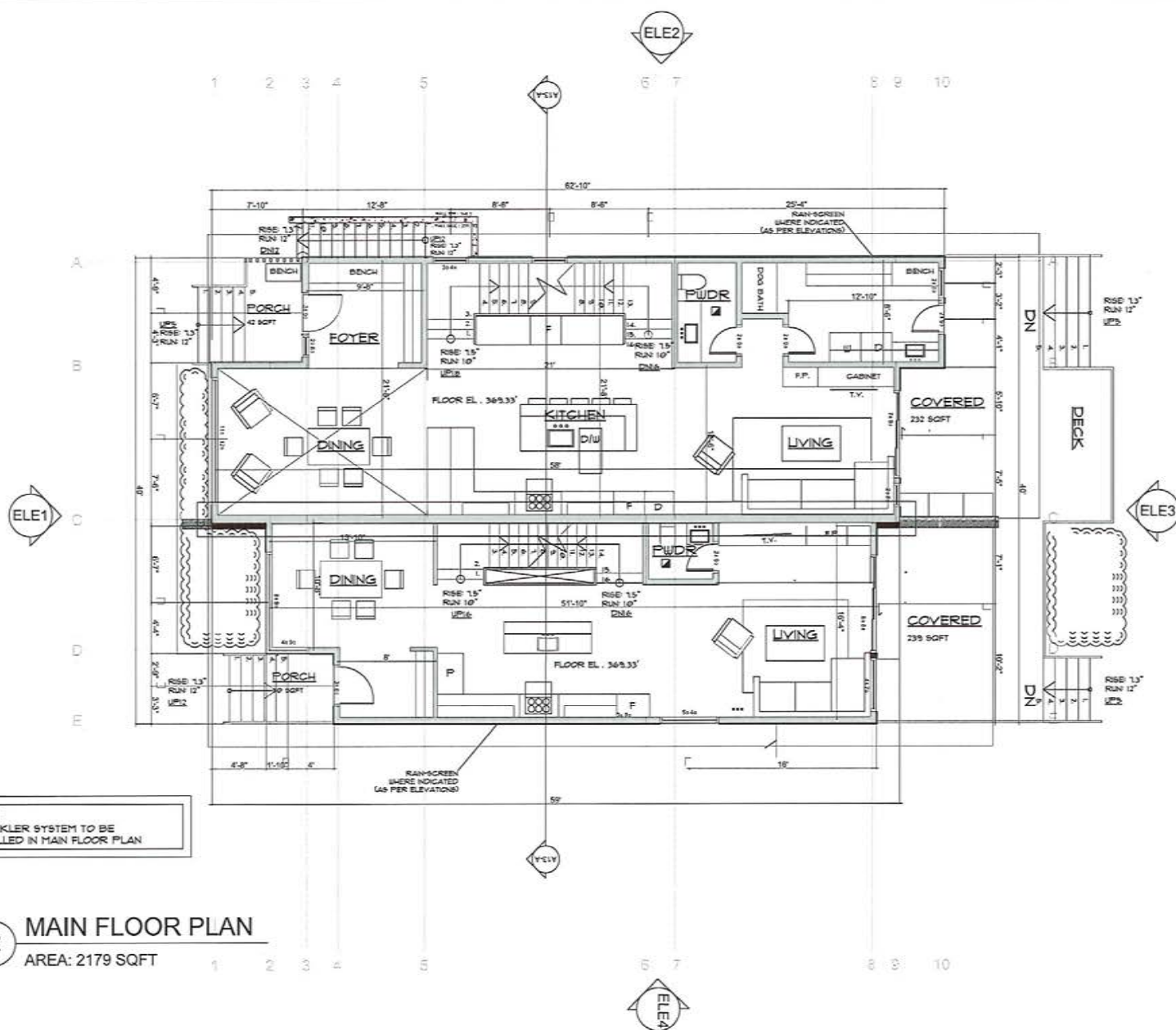
DRAWING NO.:  
8-2019  
CHECKED BY:  
P. BLANEY  
SCALE:  
1/4" = 1'-0"

DATE:  
APR 16, 2019  
DESIGN ALL DWGS  
REVISED:  
REVISION 2  
18



**CONTRACTOR'S NOTES:**

THE PLAN AND SPECIFICATIONS ARE AND OF ALL THIS SHALL BE THE PROPERTY OF THE ARCHITECT AND SHALL NOT BE USED OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DIMENSIONS AND CONSTRUCTION DETAILS AND THE SHOWN SHALL BE ACCORDING TO THE ARCHITECT'S INTENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DIMENSIONS AND CONSTRUCTION DETAILS AND THE SHOWN SHALL BE ACCORDING TO THE ARCHITECT'S INTENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DIMENSIONS AND CONSTRUCTION DETAILS AND THE SHOWN SHALL BE ACCORDING TO THE ARCHITECT'S INTENT.



**PROJECT NAME:**  
YOUNG RESIDENCE  
342 EAST 14TH  
NORTH VANCOUVER

**DRAWING TITLE:**  
MAIN FLOOR PLAN

DESIGN BY: R. ZONDO	DATE: APR 16, 2019
CHECKED BY: R. BLANEY	DESIGN ALL DIMS PROVIDED TO: 1/8"
SCALE: 1/8" = 1'-0"	REVISIONS: 1/8"

**DRAWING NO.:**  
A5



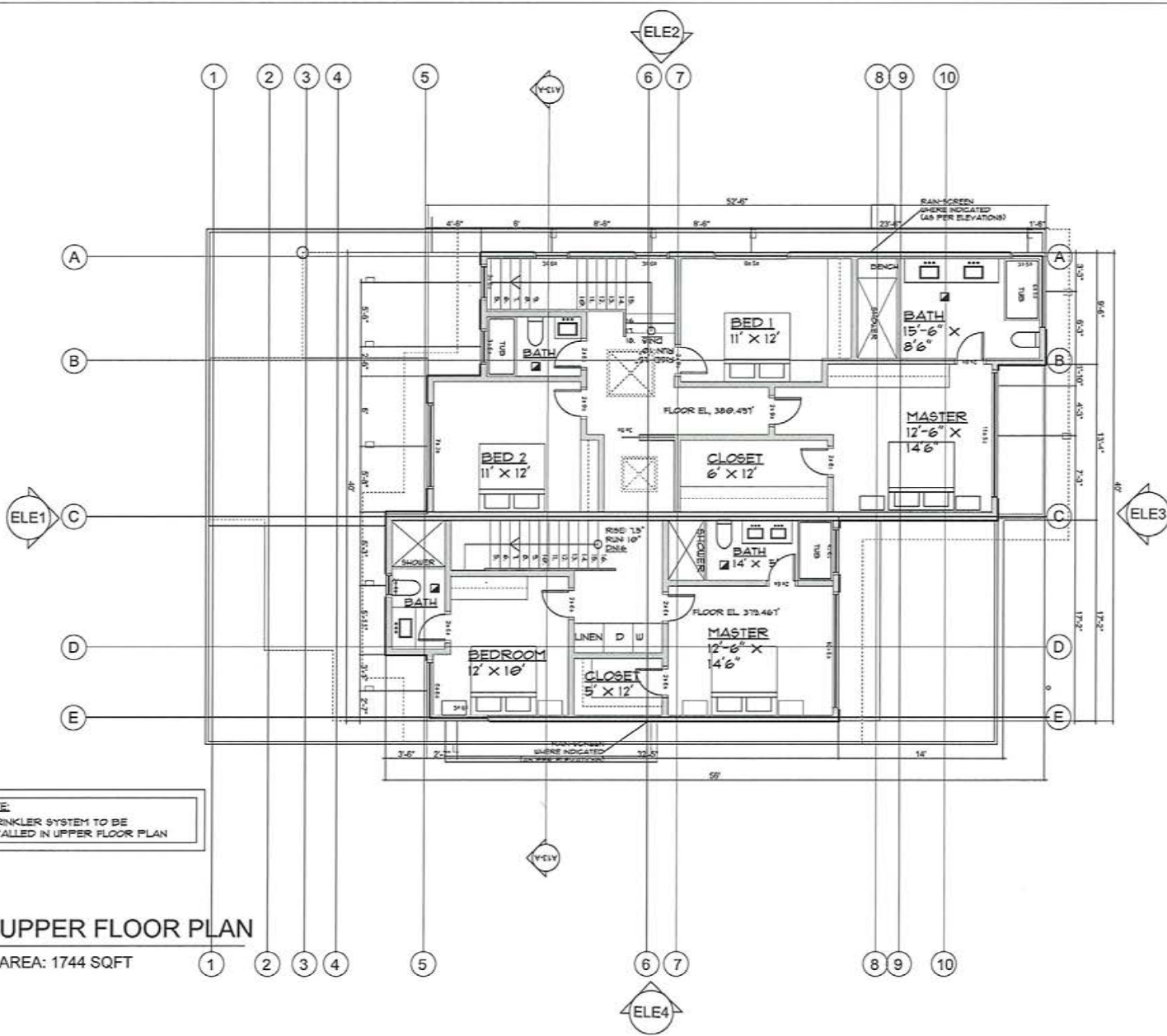
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NO.	REVISION	DATE

NOTE:  
SPRINKLER SYSTEM TO BE  
INSTALLED IN UPPER FLOOR PLAN

3 UPPER FLOOR PLAN  
AREA: 1744 SQFT



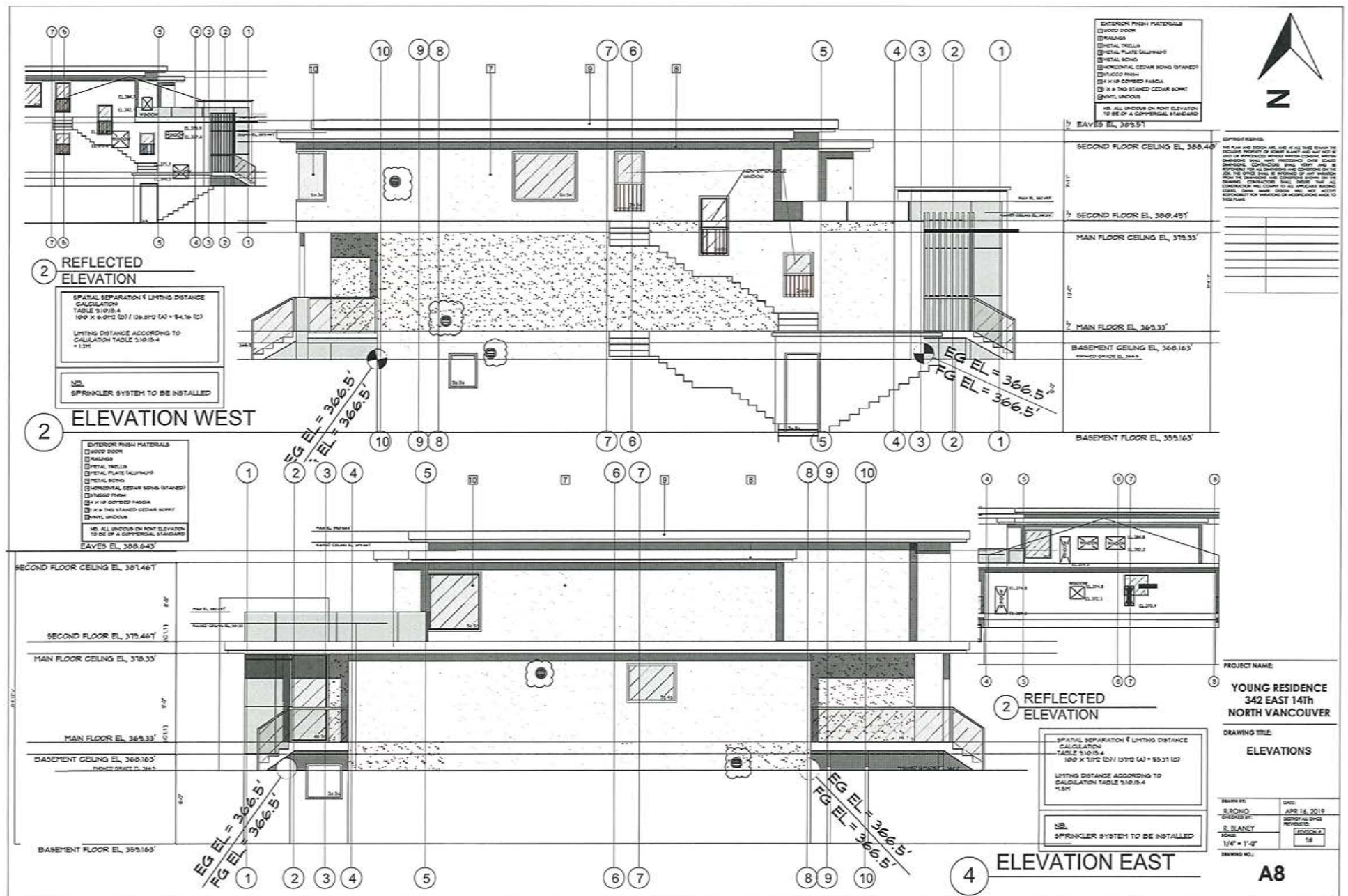
PROJECT NAME:  
**YOUNG RESIDENCE  
342 EAST 14TH  
NORTH VANCOUVER**

DRAWING TITLE:  
**UPPER FLOOR  
PLAN**

DRAWN BY:	DATE:
B. BOND	APR 16, 2019
CHECKED BY:	DESIGNED BY:
F. BLANEY	PERMITTED:
SCALE: 1/4" = 1'-0"	1/8"
DRAWING NO.:	

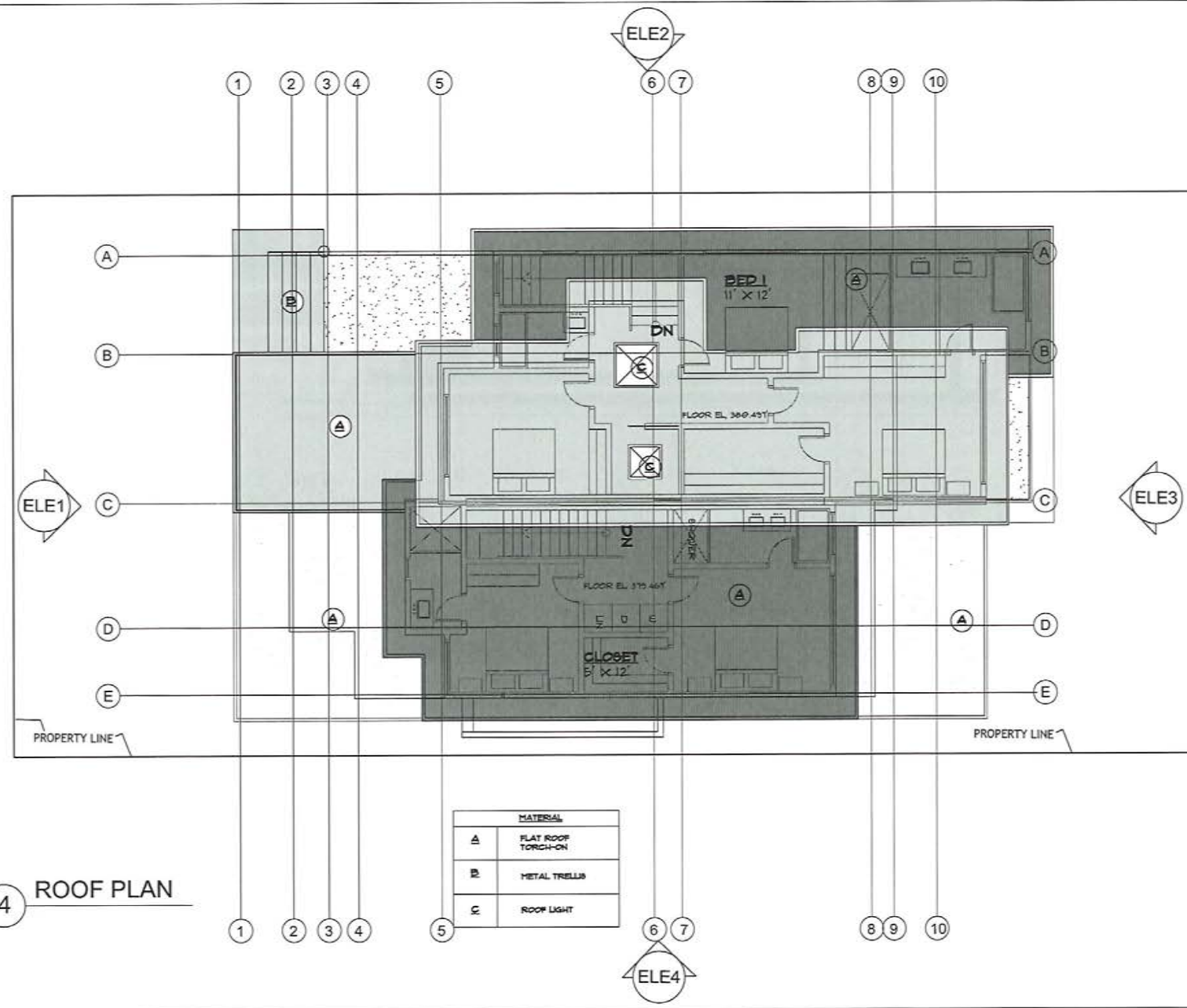
**A6**







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RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL  
SYSTEM, WITHOUT PERMISSION IN WRITING FROM ROBERT BLANEY.

4 ROOF PLAN

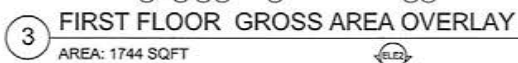
MATERIAL	
A	FLAT ROOF TORCH-ON
B	METAL TRELLIS
C	ROOF LIGHT

PROJECT NAME:  
**YOUNG RESIDENCE  
342 EAST 14TH  
NORTH VANCOUVER**

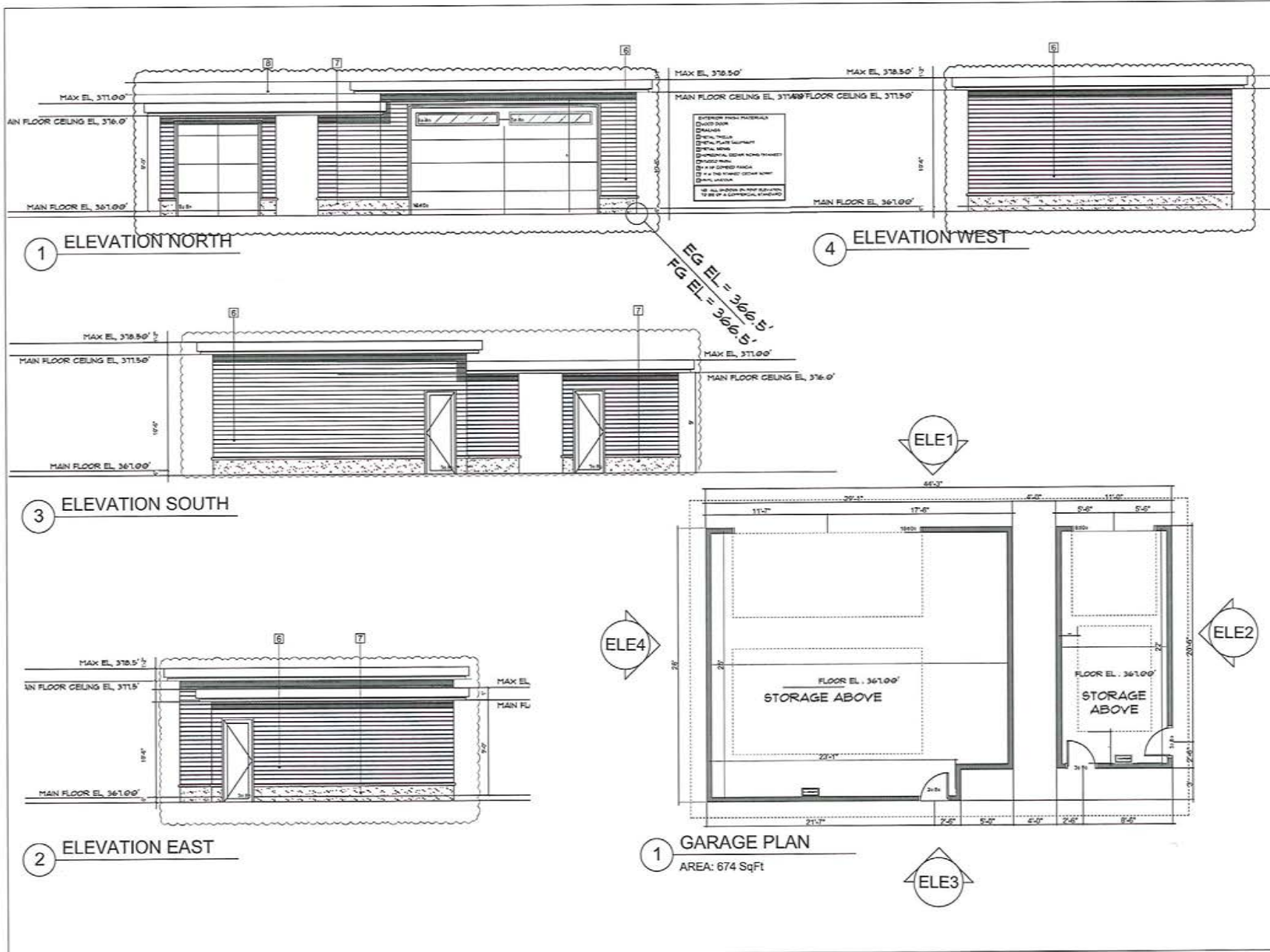
DRAWING TITLE:  
**ROOF PLAN**

DESIGN BY: BLONDO DESIGNED BY: R. BLANEY	DATE: APR 16, 2019 REVIEW ALL DIMS PROVIDED: SCALE: 1/4" = 1'-0"
DRAWING NO.:	

**A9**



## A10



CONTRACTOR'S NOTE:  
 THE PLANS AND SPECIFICATIONS ARE FOR THE BUILDING ONLY AND DO NOT INCLUDE THE COST OF THE BUILDING MATERIALS OR THE COST OF THE BUILDING PERMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE COST OF THE BUILDING MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF THE BUILDING PERMITS AND FOR THE COST OF THE BUILDING MATERIALS.


PROJECT NAME:  
 YOUNG RESIDENCE  
 342 EAST 14TH  
 NORTH VANCOUVER

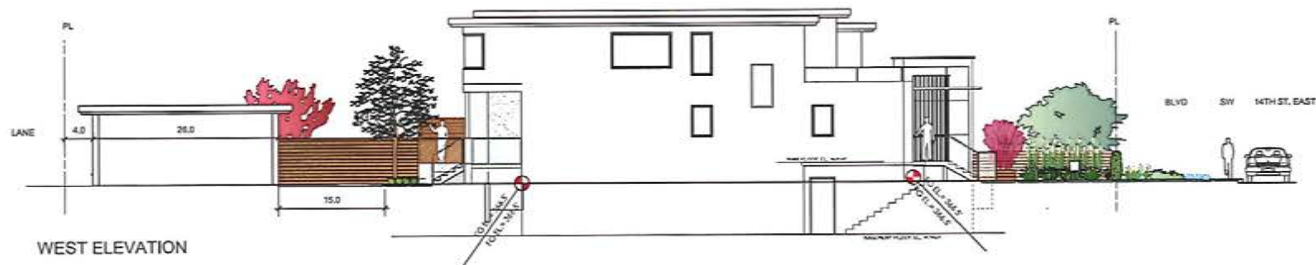
DRAWING TITLE:  
 ACCESSORY  
 BUILDING  
 GARAGE

DRAWN BY: R. RONO	DATE: APR 16, 2015
CHECKED BY: R. BLANEY	DESIGNED BY: R. BLANEY
SCALE: 1/4" = 1'-0"	SHEET NO.: 18
DRAWING NO.:	

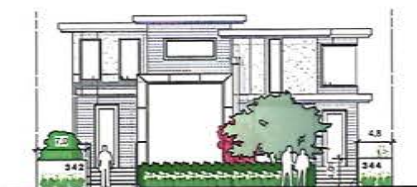
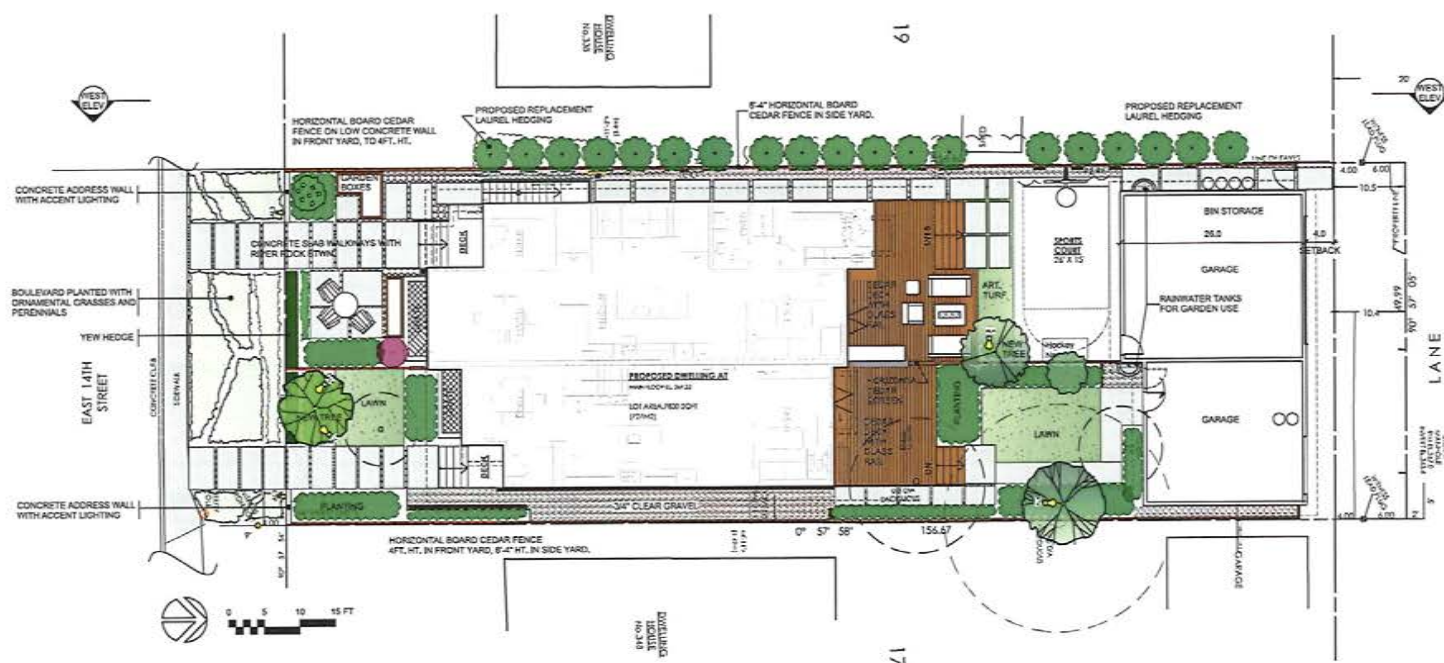
**A11**



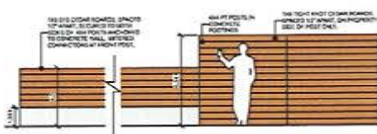

A12



WEST ELEVATION

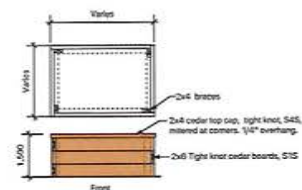


FRONT ELEVATION



### FENCE DETAIL

SCALE: 1/4"=1'-0"



### PLANTER BOX DETAIL

SCALE: 1/2"=1'-0"

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PROJECT NAME:

YOUNG RESIDENCE  
342 EAST 14th  
NORTH VANCOUVER

DRAWING TITLE:

LANDSCAPE  
PLAN

DEARNE ET AL.

REGION

2007

SCALE:

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DRAWING NO.

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L1

Date: November 7<sup>th</sup> 2018

Regarding: DIS Meeting Held July 16<sup>th</sup> 2018 Held from 6 – 8pm.

To: Andrew Yu

As a result of hosting the DIS meeting at the City of North Vancouver's public library on July 6<sup>th</sup> 2018, It became very apparent that our unusual application for a 60/40 split was more than welcomed by the neighbours and citizens that attended.

In all we received 8 groups of families and citizens in the three hours the event was hosted. All attendees had positive things to say and there was NO negative feedback. Since the event we have also had numerous enquiries about others wanting to achieve such a project.

Overall we are happy with the event and look forward to its success.

Thank you,

Robert Blaney | Principal

Robert Blaney Design Inc.

## Development Information Session

### Sign in Sheet

Please note: This for 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.

DEVELOPMENT:

DATE:

TIME:

DIS LOCATION:

No.	Name	Address	Time
1	Tomoki Kaneko	228 20th Street East, N Van	6:00pm
2	YAZ DAUD	124 WEST 18 <sup>TH</sup> N. VAN	7:20pm
3	Sarah Mosher <sup>+Phil</sup> Cull	304 East 14th st.	7:20pm
4	ARZOO BABUL	2854 HAYWOOD AVE.	7:30
5	MARK HUGHES	355 15th St. East	7:40
6			
7			
8			
9			
10			

ADDRESS OF APPLICATION:

**Development Information Session**

Please note: 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 this form, only your address.

Name: <i>Elisha Li</i>	
Address: <i>348 E. 14th street. North Van.</i>	
The developer or City may contact me regarding these comments: <input checked="checked" type="checkbox"/> Yes <input type="checkbox"/> No	
1. Do you support the proposed project?	<i>Yes.</i>
2. What do you like most about the proposed project?	<i>looks nice.</i>

3. Do you have any concerns about the proposed projects?	No.
4. What would you suggest to improve or enhance the proposed project?	
5. Please provide any additional comments.	

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 developer. All comments will be forwarded to the City.

**Contacts:**

Applicant:

Telephone:

Email:

City of North Vancouver:

Telephone:

Email:

ADDRESS OF APPLICATION:

**Development Information Session**

Please note: 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 this form, only your address.

Name: YAZ DAUDI	
Address: 124 WEST 18th Street N. VAN	
The developer or City may contact me regarding these comments: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1. Do you support the proposed project?	Yes.
2. What do you like most about the proposed project?	The typology of the Building!

3. Do you have any concerns about the proposed projects?	
4. What would you suggest to improve or enhance the proposed project?	
5. Please provide any additional comments.	

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 developer. All comments will be forwarded to the City.

**Contacts:**

Applicant:

Telephone:

Email:

City of North Vancouver:

Telephone:

Email:

ADDRESS OF APPLICATION:

Development Information Session

Please note: 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 this form, only your address.

Name: Sarah Mosher	
Address: 364 East 14th St.	
The developer or City may contact me regarding these comments: <input checked="checked" type="checkbox"/> Yes <input type="checkbox"/> No	
1. Do you support the proposed project?	Yes .
2. What do you like most about the proposed project?	- that they are not the same size, offering more options on our street! - the modern style .

3. Do you have any concerns about the proposed projects?	None .
4. What would you suggest to improve or enhance the proposed project?	Nothing .
5. Please provide any additional comments.	

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 developer. All comments will be forwarded to the City.

**Contacts:**

Applicant:

Telephone:

Email:

City of North Vancouver:

Telephone:

Email:

ADDRESS OF APPLICATION:

**Development Information Session**

Please note: 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 this form, only your address.

Name: MARK HUGHES	
Address: 355 15th Street East	
The developer or City may contact me regarding these comments: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
1. Do you support the proposed project?	
Yes	
2. What do you like most about the proposed project?	
Great design!	

<p>3. Do you have any concerns about the proposed projects?</p> <p>None</p>	
<p>4. What would you suggest to improve or enhance the proposed project?</p> <p>—</p>	
<p>5. Please provide any additional comments.</p>	

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 developer. All comments will be forwarded to the City.

**Contacts:**

Applicant:

Telephone:

Email:

City of North Vancouver:

Telephone:

Email:

**Subject:** FW: 342 East 14th st - Development Variance

**From:** Mark Hughes <>

**Sent:** May-21-19 8:35 PM

**To:** Submissions <input@cnv.org>

**Subject:** Re: 342 East 14th st - Development Variance

I approve of the requested variances at 342 East 14th St. The family are an integral part of the neighbourhood and the design will be an asset to the area while providing needed quality densification.

Mark Hughes  
355 East 15th Street



## NOTICE OF PUBLIC HEARING AND PUBLIC MEETING (WAIVED)

**WHO:** Robert Blaney Design

**WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment  
Bylaw, 2019, No. 8719  
Development Variance Permit  
No. 2019-00002

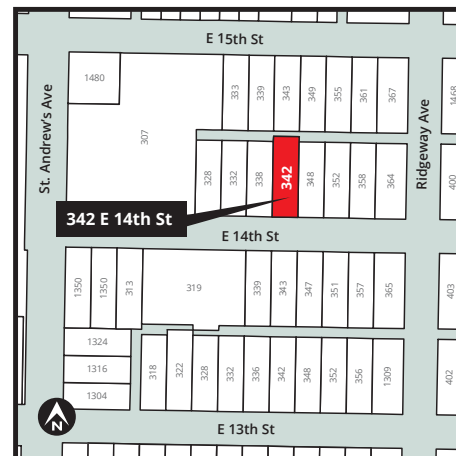
**WHERE:** 342 East 14<sup>th</sup> Street

**WHEN:** Monday, May 27, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

**Zoning Amendment Bylaw, 2019, No. 8719  
and Development Variance Permit**

**No. DVP2019-00002** to rezone the subject property from RS-1 (One-Unit Residential 1) Zone to RT-1 (Two-Unit Residential 1) Zone to permit the construction of a duplex, waive the requirement for the minimum first storey height, increase the permitted site coverage from 35% to 47%, increase the permitted solid wall along the rear laneway from 70% to 80.5% and reduce the side yard setback to 0.6m.



If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, May 27, 2019, to ensure their availability to Council. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw, Development Variance Permit and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from May 17, 2019, and online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings).

Please direct any inquiries to **Sean Galloway**, Manager, Planning and Development, at [sgalloway@cnv.org](mailto:sgalloway@cnv.org) or **604-982-8305**.

**141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9**  
**T 604 985 7761 / F 604 985 9417 / CNV.ORG**



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8719**

**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. 8719**” (Robert Blaney Design, 342 East 14<sup>th</sup> Street).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of the RT-1 (Two-Unit Residential 1) Zone:

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
18	52	550	1363	from RS-1

READ a first time on the 13<sup>th</sup> day of May, 2019.

READ a second time on the 13<sup>th</sup> day of May, 2019.

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

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

---

MAYOR

---

CITY CLERK

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**DEVELOPMENT VARIANCE PERMIT**

---

Permit No. DVP2019-00002

File: 08-3360-20-0465/1

---

Issued to owner(s): **Cynthia Shannon Young**

---

Respecting the lands located at **342 East 14<sup>th</sup> Street**, North Vancouver, BC, legally described as:

**LOT 18 BLOCK 52 DL 550 PLAN 1363 PID: 014-756-595**

(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 509A(3) shall be varied to increase the site coverage to 47%.
    - B. Section 509A(4)(c) shall be varied to waive the minimum height requirements above the reference grade for the first storey of the principal building.
    - C. Section 514(5)(b) shall be varied to reduce the interior side lot line setback for the accessory buildings to 0.6m.
    - D. Section 514(5)(g) shall be varied to increase the permitted solid wall along the rear laneway to 80.5%.
-

### **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.
  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 C. Buchanan, Mayor

\_\_\_\_\_  
Karla Graham, City Clerk

Date Signed: \_\_\_\_\_  
Year / Month / Day

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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. DVP2019-00002.




Notice filed the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

THIS IS NOT A BUILDING PERMIT

**Schedule A**  
**List of Plans 342 East 14<sup>th</sup> Street**

<b>Designer</b>	<b>Project Name</b>	<b>Sheet Description</b>	<b>Sheet No.</b>	<b>Sheet Date</b>	<b>CityDocs File Number</b>
Robert Blaney	Young Residence	Site and Floor Plan	A1	April 16, 2019	
Robert Blaney	Young Residence	Foundation Plan	A3	April 16, 2019	
Robert Blaney	Young Residence	Basement Plan	A4	April 16, 2019	
Robert Blaney	Young Residence	Main Floor Plan	A5	April 16, 2019	
Robert Blaney	Young Residence	Upper Floor Plan	A6	April 16, 2019	
Robert Blaney	Young Residence	Elevations	A7	April 16, 2019	
Robert Blaney	Young Residence	Elevations	A8	April 16, 2019	
Robert Blaney	Young Residence	Roof Plan	A9	April 16, 2019	
Robert Blaney	Young Residence	Accessory Building Garage	A11	April 16, 2019	
Robert Blaney	Young Residence	Landscape Plan	L1	April 16, 2019	



 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: Sean Galloway, Manager, Planning and Development

Subject: REZONING APPLICATION: 523 EAST 4<sup>TH</sup> STREET (PD MOORE HOMES INC. / LIGHTER DESIGN AND DRAFTING, CD-719)

Date: May 1, 2019 File No: 08-3360-20-0466/1

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

**RECOMMENDATION:**

PURSUANT to the report of the Manager, Planning and Development, dated May 1, 2019, entitled "Rezoning Application: 523 East 4<sup>th</sup> Street (PD Moore Homes Inc. / Lighter Design and Drafting, CD-719)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720" (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719) be considered and the Public Hearing be waived;

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

AND THAT the Mayor and City Clerk be authorized to sign all necessary documentation to give effect to the motion.

**ATTACHMENTS:**

1. Context Map ([Doc #1777166](#))
2. Architectural and Landscape Plans, dated September 10, 2018 ([Doc #1777516](#))
3. Public Consultation Summary ([Doc #1777512](#))
4. Zoning Amendment Bylaw No. 8720 ([Doc #1777482](#))

**PROJECT DESCRIPTION**

The project consists of one two storey, two bedroom infill dwelling located to the rear of the subject site fronting on to the laneway. The proposed dwelling incorporates a secondary suite, which consists of a single bedroom and den. The current site has an existing dwelling constructed in 2001 that will remain. Within the existing dwelling, a new secondary suite will be added. The requested changes to the zoning by-law to permit this development are identified in Table 1 below, additionally, Attachment #4 has the amending by-law with the proposed changes.

**Table 1.** Requested Changes to the Zoning By-law

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	RT-1	CD Zone
- Use		Two principal dwellings per lot
Setbacks (metres)		
- Rear	14.5 m	1.52 m

## POLICY FRAMEWORK

The subject site is designated R2 within the Official Community Plan. This designation permits a range of ground-oriented housing in areas located between detached residential and more intensive residential or mixed-use areas. Duplexes with secondary suites, triplexes, and row homes are permitted in this designation.

Metro 2040	
<i>Goal 1</i> Create a Compact Urban Area	Intensifying this site with infill that is consistent and scaled to the surrounding neighbourhood, ensure the highest and best use of the land promoting a compact urban area.
<i>Goal 2</i> Support a Sustainable Economy	Infill on this site promotes housing forms that can support a diversity of income levels and ensure people live close to where they work.
<i>Goal 4</i> Develop Complete Communities	The proposed development ensures the neighbourhood will have a diversity of housing stock that will promote the ability to age-in-place allowing people to stay in their neighbourhood throughout all of their lifecycles.

<p><i>Goal 5</i> Support Sustainable Transportation Choices</p>	<p>Intensification of this site will support future rapid transit investment along 3<sup>rd</sup> Street East. This site is well situated to provide the occupants with a variety of transportation choices across the north shore and the greater region.</p>
<p><b>Official Community Plan</b></p>	
<p><i>Policy 1.1.2</i> Align growth with the development community amenities and infrastructure</p>	<p>Intensification of the site supports the Lower Lonsdale Area and future rapid transit infrastructure investment</p>
<p><i>Policy 1.3.1</i> Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods</p>	<p>The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.</p>
<p><i>Policy 1.3.5</i> Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings</p>	<p>The proposed building has similar roof lines and architectural characteristics as the existing dwelling. The materiality of the new dwelling is consistent with the surrounding neighbourhood.</p>
<p><i>Policy 1.3.6</i> Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner</p>	<p>The proposed architecture of the new dwelling is consistent with the surrounding urban form and the chosen materials are consistent with those found in the local context.</p>
<p><i>Policy 1.3.9</i> Explore ways to activate laneways in the City including opportunities for varied uses, pedestrian and cycling activity as well as storm water management and urban agriculture.</p>	<p>The development provides for habitable room windows along the laneway with direct sidewalk access to the front porch and doorway. This design promotes natural surveillance and activates the laneway environment.</p>
<p><i>Policy 1.5.1</i> Provide opportunities for a range of housing densities, diversified in type, size and location.</p>	<p>The proposed infill development provides a smaller housing form that assists in promoting aging-in-place. Additionally, this form will help to provide more diverse housing in a neighbourhood that is accessible to rapid transit and the Lower Lonsdale area.</p>

<b>Housing Action Plan</b>	
<p><i>Action #5</i> To increase rental options in lower density areas to support renters and provide homeowners with additional rental income, while retaining neighbourhood scale and character.</p>	<p>The proposed infill development creates two ground oriented units that has the potential to supplement the rental supply. This increase in supply is located in a transit oriented area and supports the Lower Lonsdale precinct.</p>
<b>Sustainable Development Guidelines</b>	
<p><i>Natural Systems</i> The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.</p>	<p>The project is providing permeable paving, low-impact development and landscape features to ensure storm water runoff is filtered and can be managed on site to mitigate impact on local water courses and the Burrard Inlet.</p>

## PLANNING ANALYSIS

### Site Context

The surrounding land uses are identified in Table 2 below.

**Table 2. Surrounding Uses**

Direction	Address	Description	Zoning
North	518, 522 and 528 East 4 <sup>th</sup> Street	Single family dwellings	RS-1
South (across the laneway)	612 and 632 East 3 <sup>rd</sup> Street	Single family dwelling and vacant lot	RG-3
East	529 East 4 <sup>th</sup> Street	Single family dwelling	RT-1
West	519 East 4 <sup>th</sup> Street	Single family dwelling	RT-1

Generally, the surrounding neighbourhood is made up of large single family homes. However, there has been construction of duplexes further to the east and the lands to the south are identified for more intense uses as they abut a future rapid transit route and were designated through the Moodyville Plan Area.

### Use

The policy framework applicable to the subject site supports the proposed two dwelling residential use. The site is located in close proximity to frequent transit and Lower Lonsdale commercial precinct. Additionally, the units will provide a diversity of housing stock in the area, supporting aging-in-place.

### Intensity

The proposed intensification on the site is appropriate for the neighbourhood given the surrounding density on adjacent sites. The site and the proposal provide a transition between the more intense building types to the south of the site, with the lower rise building forms to the north. The proposal provides three parking spaces on-site, which will adequately serve the proposed intensity of uses.

### Form

The urban form proposed for the site satisfies the policy intent of ensuring any new development is consistent with character of the surrounding neighbourhood. The overall massing of the new building is sympathetic to the architectural style of the existing structures on site. Visual bulk is minimized, specifically along the adjoining property boundaries reducing the impact on neighbouring sites. The site layout provides for private amenity spaces for each dwelling unit. Parking is appropriately placed adjacent to the laneway. The units on site have been designed to ensure individualized entrances and access to the street, particularly, for the rear unit(s). Storm water runoff will be dealt with through a variety of low-impact development measures, such as but not limited to, permeable surfaces.

## **COMMUNITY CONSULTATION**

A Developer Information Session (DIS) was held August 16, 2018 on site. The event was attended by approximately 13 people from the immediate neighbourhood. At the DIS, 7 comment forms were received, all in support of the project.

A summary of the applicant's public consultation process is included as Attachment #3. The overall comments indicated high support for this housing option as it provides an opportunity for multi-generational family living. Based on the positive feedback received for this project, staff recommend waiving the Public Hearing.

## **CONCLUSION**

The proposed application represents good planning. Intensification adjacent to rapid transit corridors and mixed use commercial areas, both in Moodyville (along 3<sup>rd</sup> Street) and the Lower Lonsdale Precinct, is appropriate. The requested zoning changes and development proposal are consistent with the Region and City's planning policies.

Date: May 1, 2019

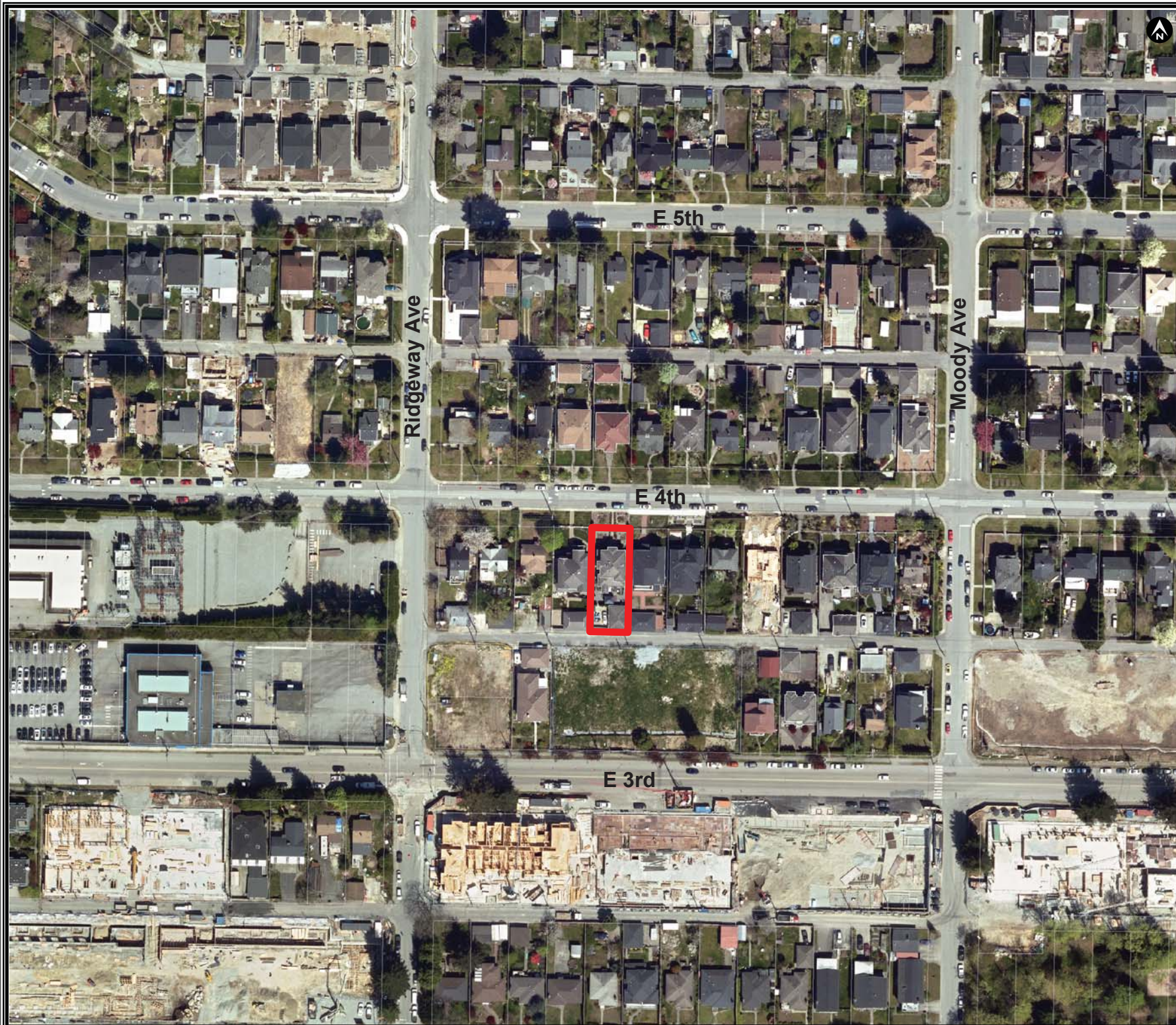
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Overall, the application looks to implement a development that fits the surrounding neighbourhood character and provides increased density in an appropriate location.

RESPECTFULLY SUBMITTED:

  
Sean Galloway, MCIP, RPP  
Manager, Planning


SG/rf



City of North Vancouver

## Context Map

### Legend

 Subject Site



#### 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

**city**  
of north  
vancouver

## DEVELOPMENT/BUILDING PERMIT APPLICATION

PROP. INFILL HOUSE @ 523 E 4TH ST  
CITY OF NORTH VANCOUVER, BC

### PROJECT NAME:

INFILL HOUSE AT 523 E 4th St, VANCOUVER

### PROJECT DATA:

ADDRESS: 523 E 4th St, NORTH VANCOUVER V7L1J7  
LEGAL DESCRIPTION: LOT 5, BLOCK 22, DISTRICT LOT 273 PLAN  
1063 PID: 015-013-022  
ZONING: RT-1A  
OCP DESIGNATION: LOW DENSITY ATTACHED FORM HOUSING  
SITE DIMENSIONS AND AREA: 6,841.60 sqft / 635.60 sqm

### GROSS FLOOR AREA

MAIN HOUSE	2,489.00 sqft / 231.23 sqm (0.36)
PROP INFILL HOUSE	1,842.62 sqft / 171.18 sqm
EXCLUSIONS:	
BASEMENT	756.60 sqft / 70.29 sqm
GARBAGE & RECYCLE	133.04 sqft / 12.36 sqm
MECHANICAL	49.36 sqft / 4.59 sqm
TOTAL	903.62 sqft / 83.95 sqm (0.13)

TOTAL AREA INFILL HOUSE	
TOTAL AREA	3,392.62 sqft / 315.18 sqm (0.49)
MAX ALLOWED	3,394.56 sqft (0.35+1000)

### UNIT SUMMARY

PROP PRINCIPAL DWELLING ( AREA 899.38 sq ft -

2 BEDROOMS

2 BATHS

KITCHEN

LIVING ROOM

PRIVATE OPEN SPACE 231.44 sqft / 21.50 sqm

PROP BASEMENT SUITE (AREA 756.60 sq ft / 70.29 sqm)

1 BEDROOM

OFFICE/DEN

1 BATH

KITCHEN

LIVING ROOM

PRIVATE OPEN SPACE 169.94 sqft / 15.79 m

TOTAL OPEN SPACE 401.38 sqft / 37.29 m

REQUIRED OPEN SPACE 200.00 sqft / 18.58 m

### LOT COVERAGE

MAIN HOUSE LOT COVERAGE	1,475.00 sqft / 136.66 sqm
PROP IN FILL HOUSE LOT COVERAGE	715.36 sqft
PROP TOTAL SITE LOT COVERAGE	2,124.36 sqft / 206.95 sqm

MAX TOTAL SITE LOT COVERAGE 3,420.75 sqft /

SETBACKS	FRONT	REAR	SIDE	SIDE
MIN REQUIRED (ZONING)	5.0 ft / 1.52 m	20.0 ft / 6.10 m	5.0 ft / 1.52	5.0 ft / 1.52 m
(REAR TO REAR 20.0 ft / SIDE TO SIDE 10.0 ft)				

PROPOSED (REAR TO SIDE)	5.0 ft / 1.52 m	15.7 ft / 4.79 m	8.7 ft / 2.65 m	9.9 ft / 3.02 m
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HEIGHT	RIDGE
MAXIMUM (ZONING OPC)	30.0 ft / 9.14 m
PROPOSED	25.3 ft / 7.71 m

PARKING	
REQUIRED (ZONING)	1.5 / UNIT
PROPOSED	3



### LIST OF DOCUMENTS SUBMITTED

- 1 COVER SHEET
- 2 CONTEXT IMAGES
- 3 SHADOW STUDY
- 4 DESIGN RATIONALE
- 5 SUSTAINABILITY STATEMENT
- 6 SITE PLAN - SC 1/8"=1' (18X24)
- 7 SITE PLAN - NTS
- 8 LANDSCAPE PLAN
- 9 MAIN & UPPER LEVELS PLAN
- 10 BASEMENT & ROOF PLAN
- 11 WEST & NORTH ELEVATIONS
- 12 EAST & SOUTH ELEVATIONS
- 13 SECTIONS
- 14 RENDERS

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
COVER SHEET

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

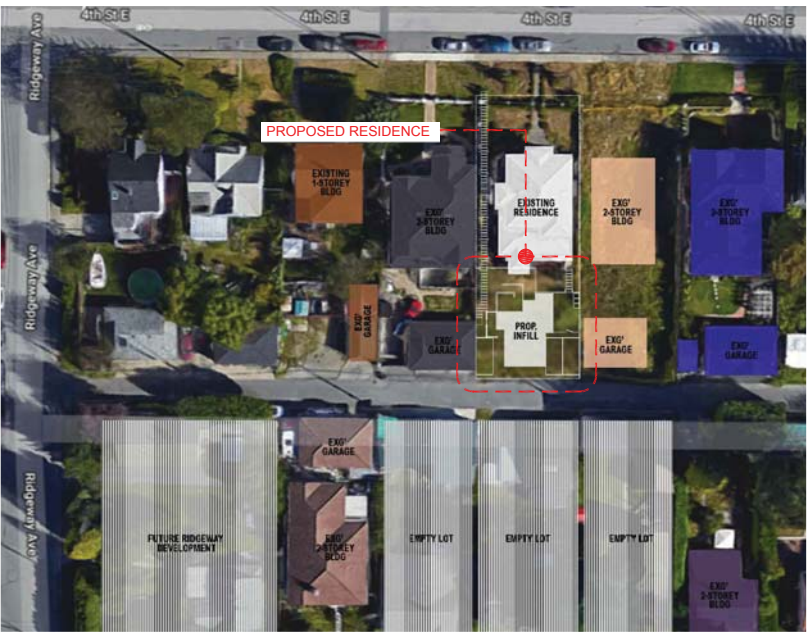
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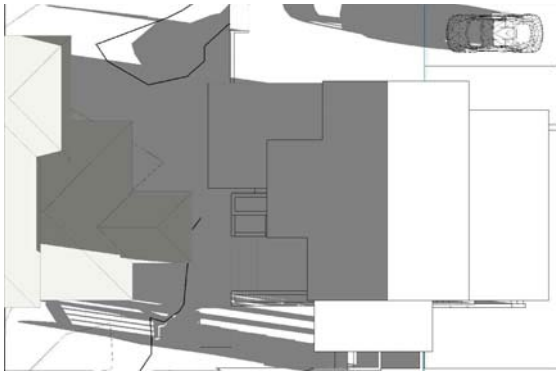
MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

DRAWING PREPARED BY:  
Lighter Design 4 Drafting

SHEET #:  
1 OF 14





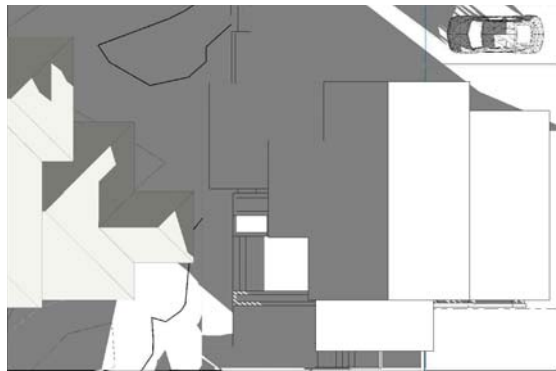
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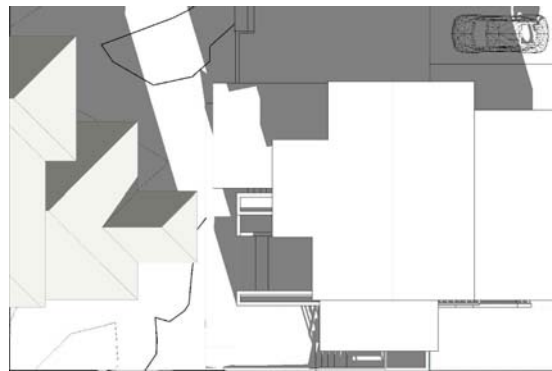
EQUINOX 12 NOON



EQUINOX 4 PM



WINTER SOLSTICE 9 AM



WINTER SOLSTICE 12 NOON



WINTER SOLSTICE 3 PM

**PROJECT:**  
523 E 4th St  
NORTH VANCOUVER

**DRAWING:**  
SHADOW STUDY

**ISSUE DATE:**  
SEPT 10, 2018

**REV.**  
1

 MY LANE HOME

  
MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

**DRAWING PREPARED BY:**  
 Lighter Design & Drafting

**SHEET #:**  
3 OF 14

## Design Rationale

### Project description

The project consists of two low density homes with two livable accessory dwellings.

The two residential units are intended to reflect the City of North Vancouver's guiding principles by expanding the variety of low density affordable housing choices and accommodate livable accessory dwellings. This small project transforms a single family home into a multi generational property including two low density homes each offering two secondary suites suitable for:

- Families with children,
- Couples,
- Young Adults
- Seniors considering to downsize or age in place.

This multi generational project is intended to reflect the characteristics of the surrounding homes in the neighbourhood while complementing the characteristics of particular design elements of the up-coming Townhouse project across the Lane. Careful consideration has been given to provide both private and communal outdoor space to each of the homes.

### Target market

By the nature of the projects proximity to transit, shopping, parks and schools it offers a wide variety of choices for families with children, seniors and young people. The multigenerational project with four livable units will provide the family with an affordable option for their two young adult children, who wish to stay in the City while still providing rentable options for the community.

### Design origin and design description

The project is intended to reflect characteristics of the existing and surrounding homes in the neighbourhood as well as complementing specific design characteristics of the neighbouring town house development across the Lane. Site and landscape design incorporate individual access and address identity to the front yard, while still maintaining adequate transitions between the public and private zones. The secondary suites have been designed to have discreet entrances when viewed from the street while still providing well lit access from the front and rear of the property. A patio has been incorporated into the new secondary suite that allows a private quality outdoor space.

### The Key Design Features Include:

- Individual front doors.
- Thoughtful lit Landscaping to soften the landscape and provide safe access.
- 3 Vehicle parking, accessed at the rear of the site
- Private and common outdoor space for individual units
- Simple sloping and flat roof forms, including architectural characteristics from existing home and New neighborhood townhouse project to the rear.
- Built to Step Code standards

### Contextual Relationships

Architecturally, the overall design approach is a hybrid of modern and traditional building techniques with respect for local sloped roof forms, natural, low-maintenance and sustainable materials.

This multi generational project is intended to reflect the characteristics of the surrounding homes in the neighbourhood, while complementing the design characteristics of the up-coming Town House project across the Lane. The new proposed residence location and proximity to the Lane compliments the Moodyville Active, Safe Lanes and Streets initiative that further encourages pedestrian use in this transitional border.

### Massing

The new building design incorporates a balanced building height and visual weight for the site and the neighbourhood. The top floor has been stepped back to provide, variety, Architectural interest, transition increased light and decrease apparent height.

The project entails a multigenerational approach to the property by maintaing the existing building and adding a second building into the approved strata designated area.

### Amenities

Local schools, shopping, transit and parks are just a few of the local amenities that are within walking distance of these homes. They also are on the border of the Moodyville redevelopment that will include new homes, park. Improved greenways and transit networks.

### Materials

Well - scaled materials for all exterior surfaces designed to match the existing architecture while been durable and low maintenance.

- Pre-Finished Horizontal Fibre Cement Siding with Contemporary Detailing and trim
- Pre – Finished Fibre Cement Shingles
- Painted Wood and Composite Fascia Boards

### Open Space uses and landscape treatment

An inviting and dedicated street entrance path from the front and alongside of the house facing West Fourth leads to the rear of the new home and both secondary suites. Access to all units are gained through a private, well lit patio and entrance door. The path is well lit for safety and presence. Exterior soffit lighting and landscaping feature lighting will cast an inviting glow on to the entry paths and beyond.

The backyard between the future and existing main house is comprised of enhanced drought free planting with multiple common and privacy areas. An existing deck off the main house will continue to serve as a family gathering spot, as well as a small common grass area for outdoor play and enjoyment.

Additional drought free planting will continue in both parking areas and along parts of the lane. This is designed to encourage residential presence, promote an active and safe Lane as well as to encourage safe and active pedestrian use.

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
DESIGN RATIONALE

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

 MY LANE HOME

  
MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

DRAWING PREPARED BY:  
 Lighter Design & Drafting

SHEET #:  
4 OF 14

ADDRESS: 523 E 4TH ST. NORTH VANCOUVER V7L1J7

DESIGNER: LUZ GALINDO

DEVELOPER: MY LANE HOME / PD MOORE HOMES

Statement of Affordability

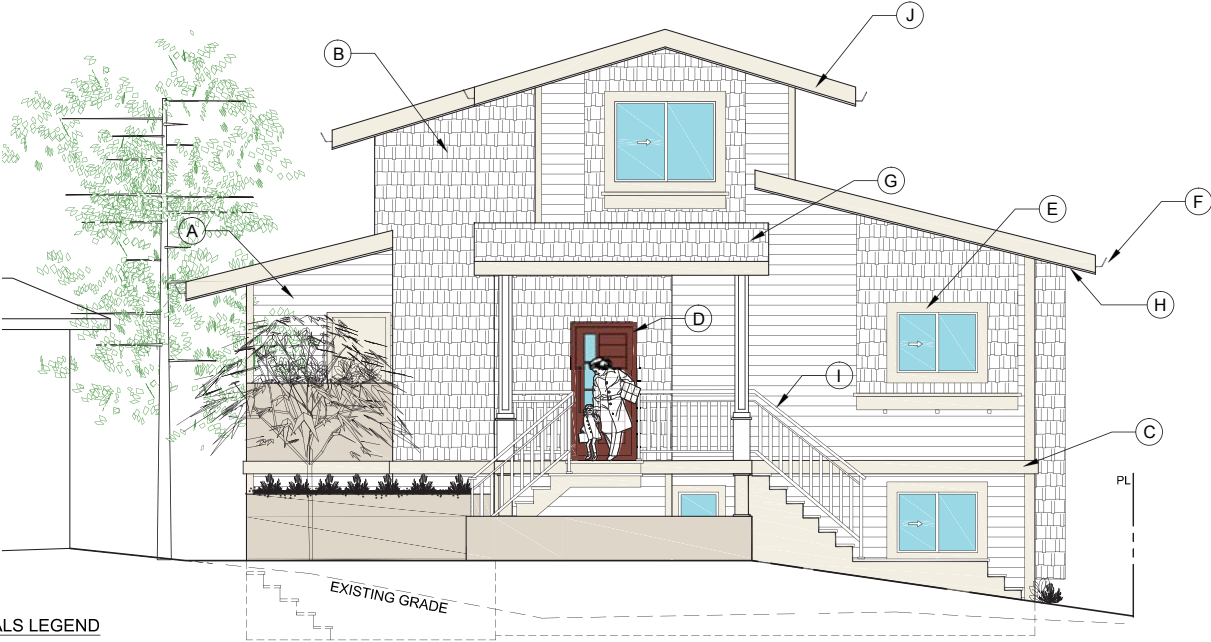
Affordability, adaptability and multigenerational are key concepts that are inherent in the project concept. Using their existing property to build a new smaller detached home makes this an affordable option for the family and the neighbourhood. By including 3 additional livable accessory dwelling units (both one and two bedroom secondary suites) and a new two-bedroom residential home, provides flexible rental housing choices for family's, seniors and young adults in the community.

Storm Water Management Plan

Preliminary consultation in respect to an overall storm water plan has been conducted with staff Engineering. Our preliminary approach that meets City Guide Lines for on site storm water source control will be confirmed by a Geotechnical Engineer at time of submission.

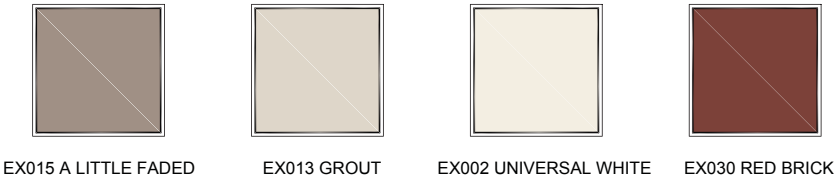
The proposed new residence will replace the existing 2 car garage, approx. footprint 440 sqft. The New residential unit foot print is approximately 25% larger at 580 sqft. We will help offset this increase in impermeability, our preliminary proposed features include:

- 1: infiltration chamber installed below one of the parking areas designed to temporary hold storm water and allow it to slowly seep into the ground.
- 2: Rain-barrel Rainwater harvesting at existing residence
- 3: Three new on site parking spots flanking the new residence using permeable concrete grid (grasscrete) paving units.
- 4: Enhanced landscaping designed to allow vegetation and drainage



MATERIALS LEGEND

- (A) HARDIE PLANK PANEL - EX013 GROUT
- (B) HARDIE SHAKE - EX015 A LITTLE FADED
- (C) BELLY BAND - EX002 UNIVERSAL WHITE
- (D) MODERN DOOR EX030 RED BRICK
- (E) PAINTED WOOD COMPOSITE WINDOW TRIM EX002 UNIVERSAL WHITE
- (F) PREFINISHED VINYL GUTTER
- (G) SHINGLE ROOFING
- (H) STAINED PINE SOFFIT
- (I) WOOD RAILING
- (J) PAINTED WOOD COMPOSITE FASCIA BOARD



EX015 A LITTLE FADED EX013 GROUT EX002 UNIVERSAL WHITE EX030 RED BRICK

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
SUSTAINABILITY STATEMENT

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

MY LANE HOME

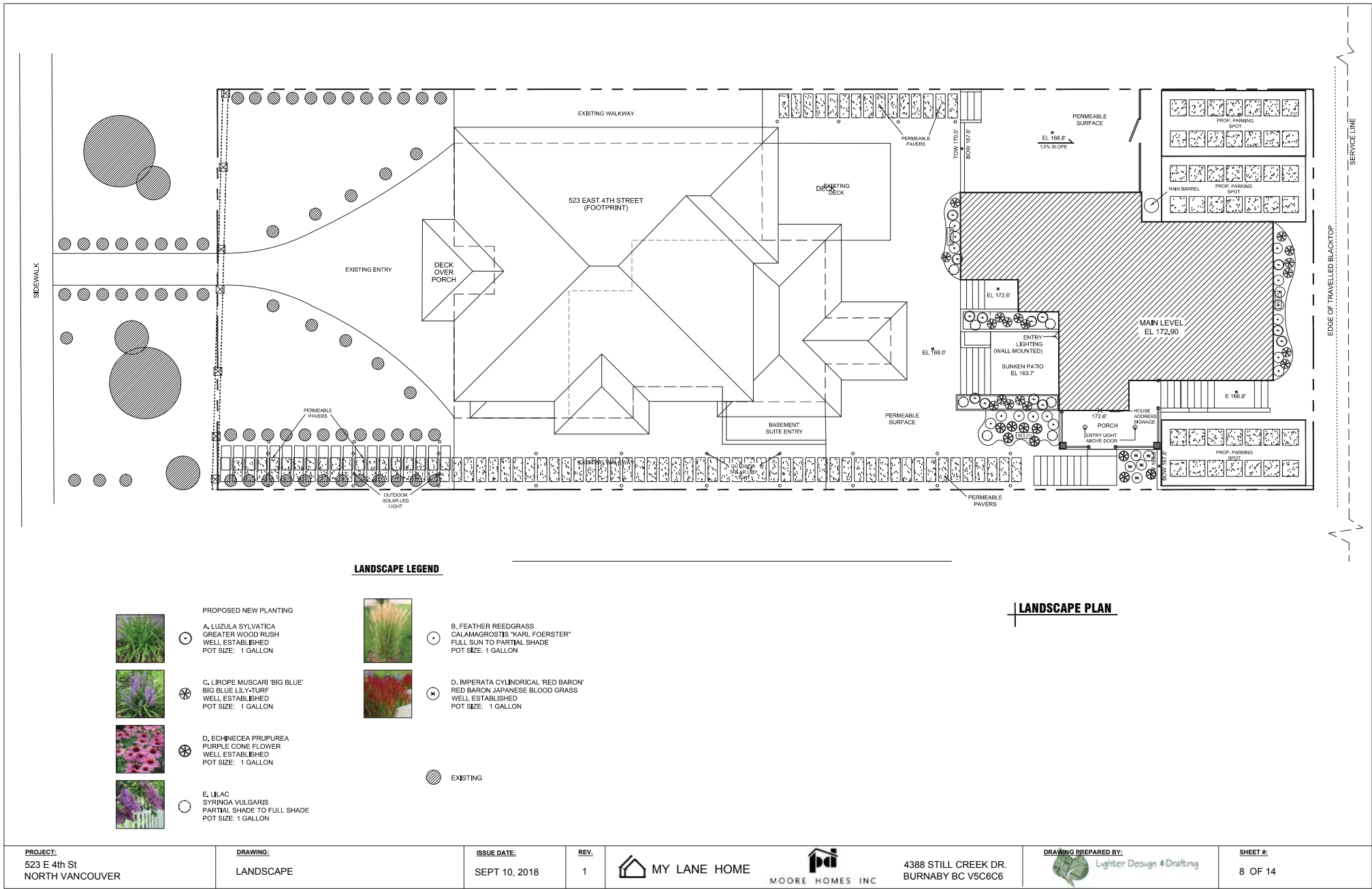
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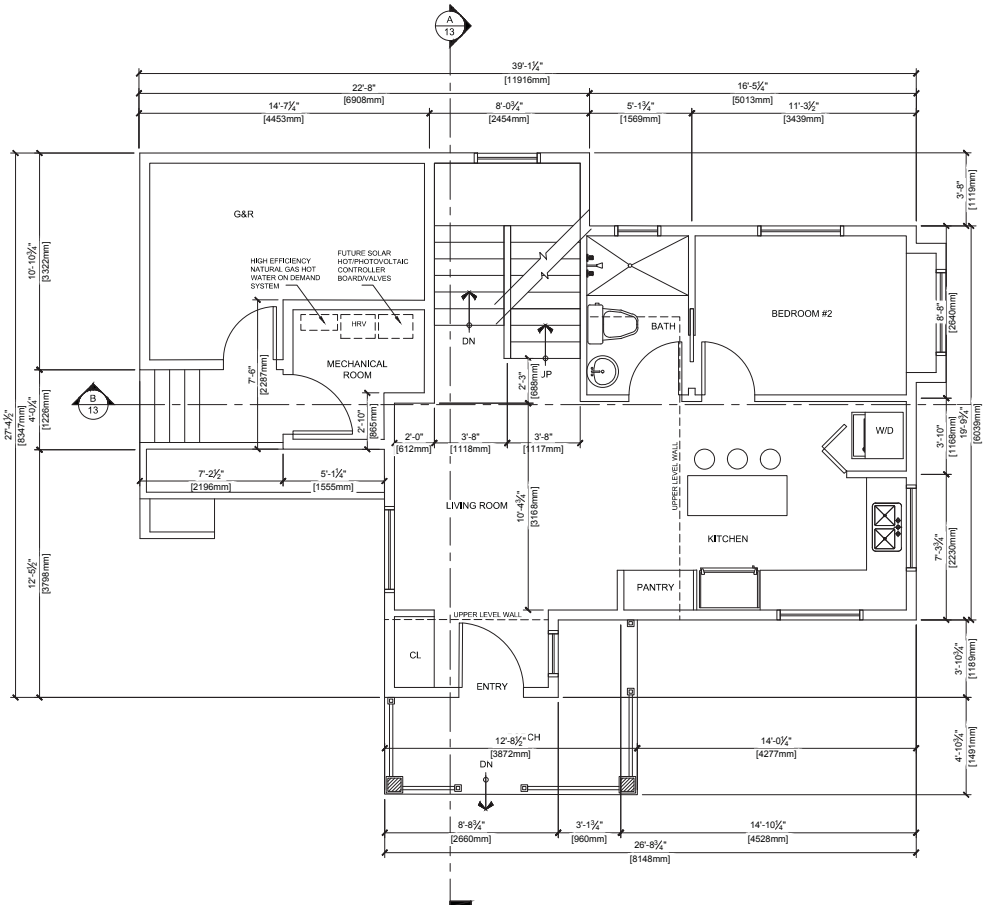
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BURNABY BC V5C6C6

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Lighter Design & Drafting

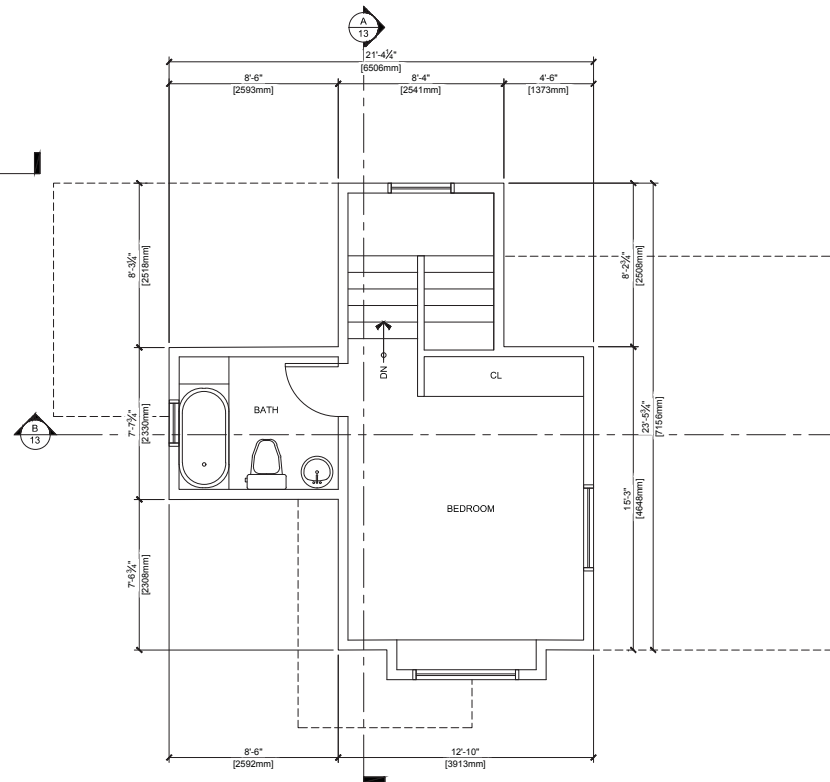
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5 OF 14







**UPPER LEVEL**  
AREA 329.42 sq ft



PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
MAIN & UPPER LEVELS

ISSUE DATE:  
SEPT 10, 2018

REV.  
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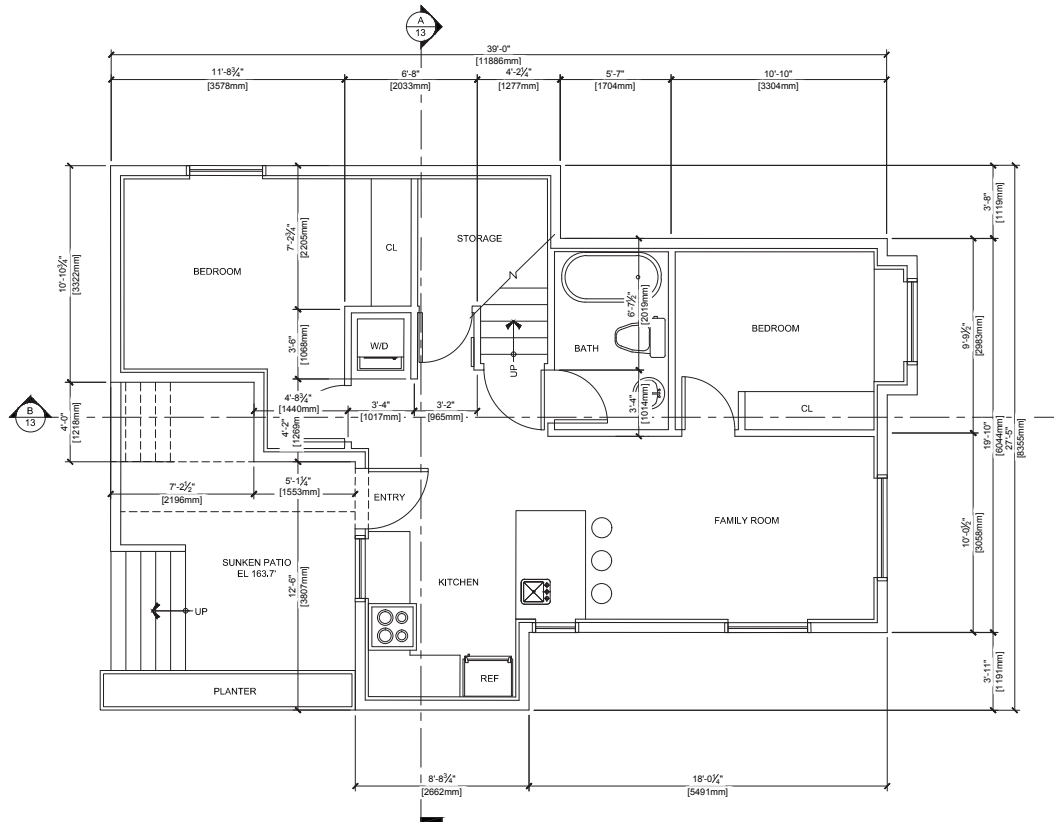
MY LANE HOME

MOORE HOMES INC

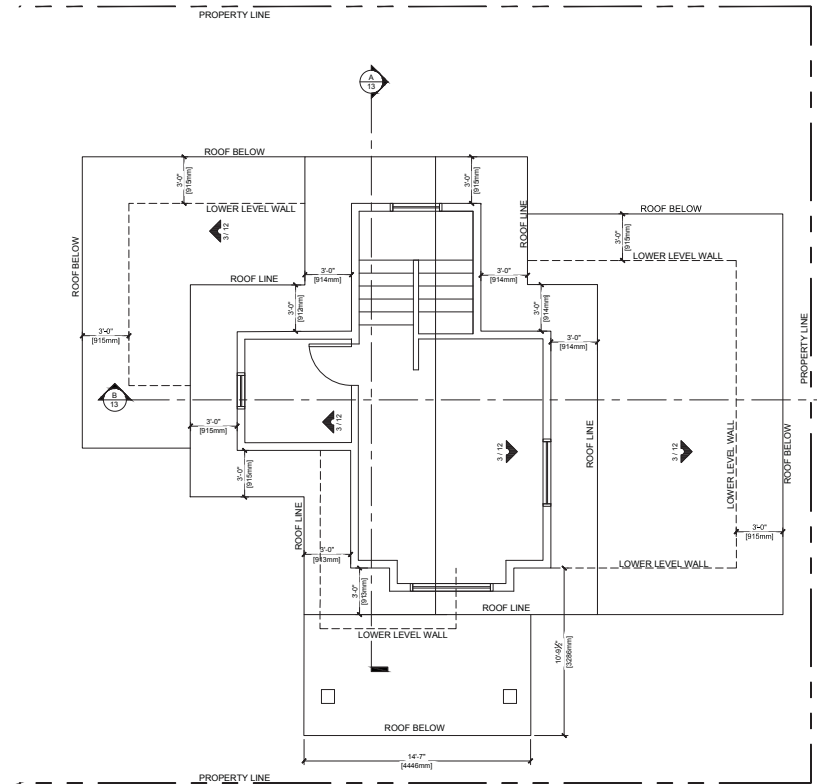
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BURNABY BC V5C6C6

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Lighter Design & Drafting

SHEET #:  
9 OF 14



**BASEMENT PLAN**  
AREA 756.60 sq ft



**ROOF PLAN**  
SC 1/8"-1'

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
BASEMENT & ROOF LEVELS

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

MY LANE HOME

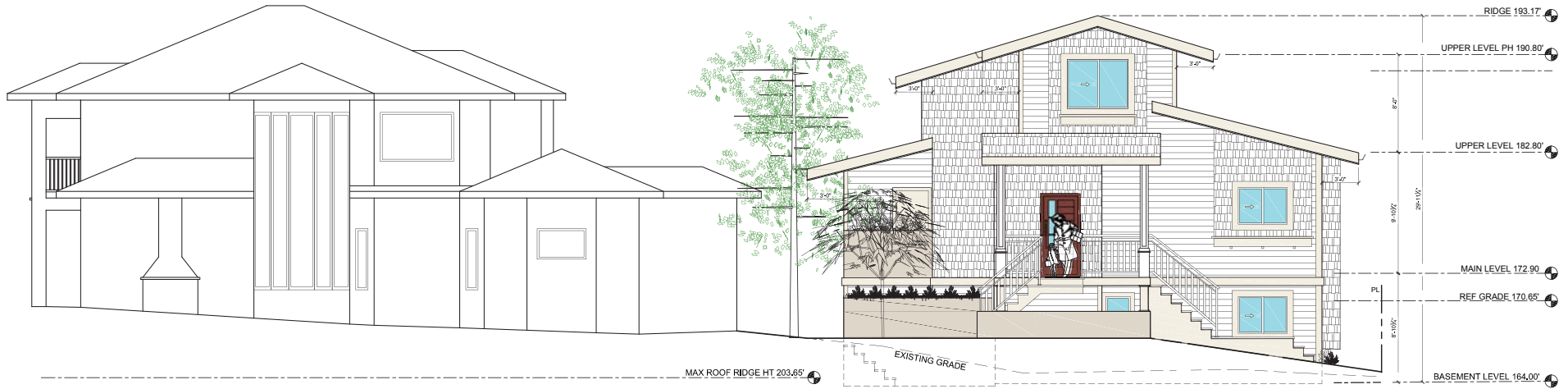
MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

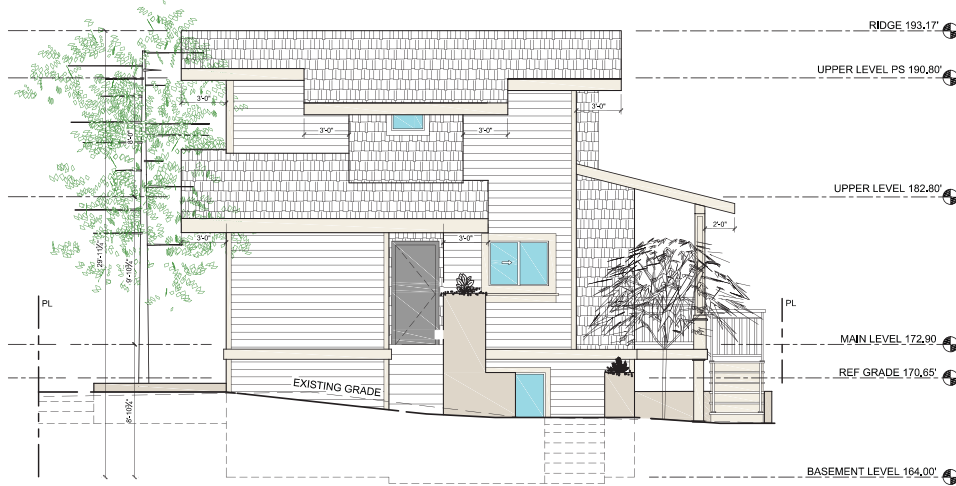
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Lighter Design & Drafting

SHEET #:  
10 OF 14

MAX ROOF RIDGE HT 203.65'



**WEST ELEVATION**



**NORTH ELEVATION**

**PROJECT:**  
523 E 4th St  
NORTH VANCOUVER

**DRAWING:**  
WEST & NORTH ELEVATIONS

**ISSUE DATE:**  
SEPT 10, 2018

**REV.**  
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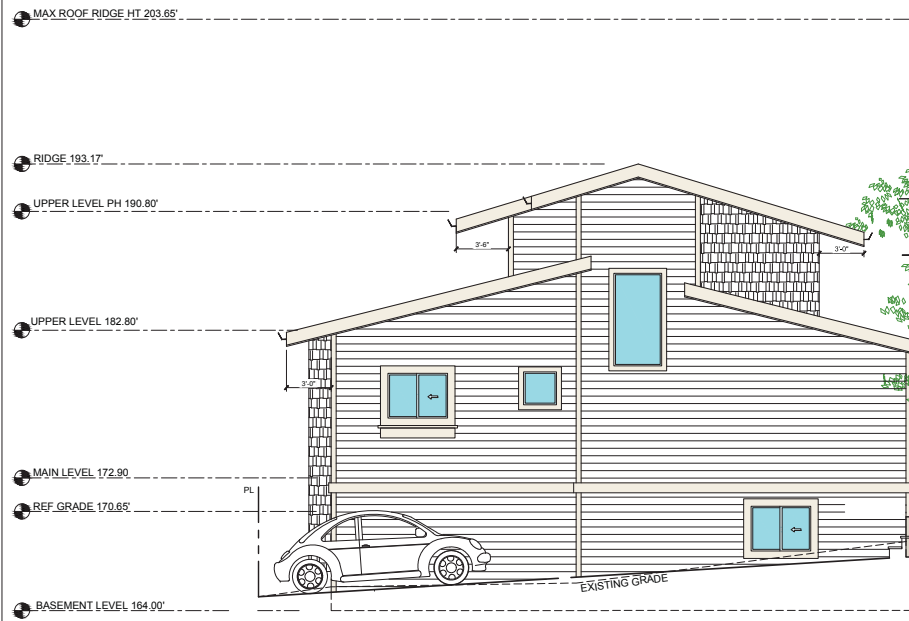
 **MY LANE HOME**

  
**MOORE HOMES INC**

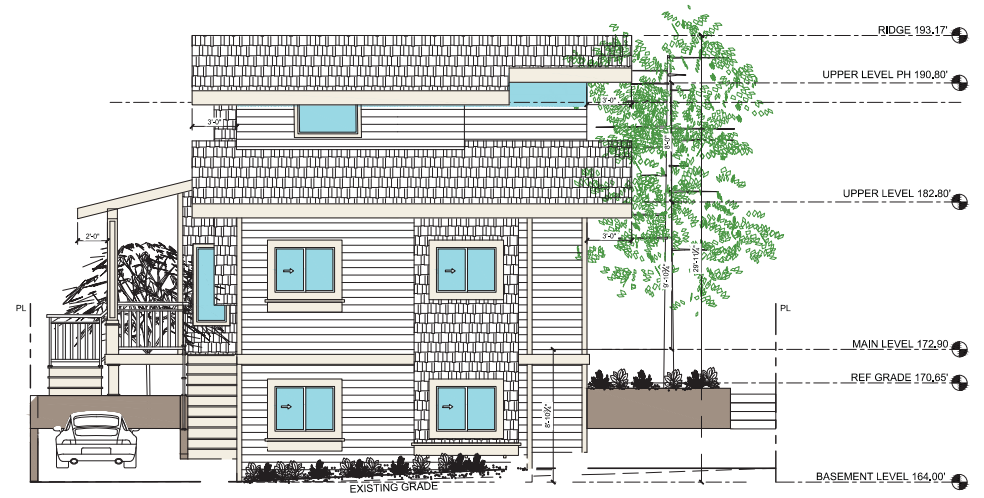
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BURNABY BC V5C6C6

**DRAWING PREPARED BY:**  
 **Lighter Design & Drafting**

**SHEET #:**  
11 OF 14



**EAST ELEVATION**



**SOUTH ELEVATION**

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
EAST & SOUTH ELEVATIONS

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

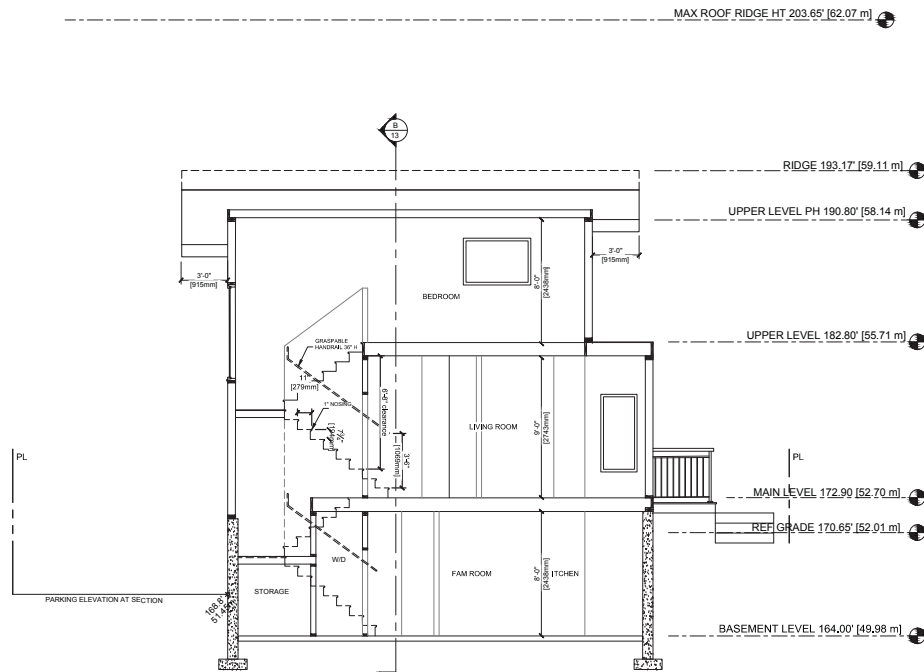
MY LANE HOME

MOORE HOMES INC

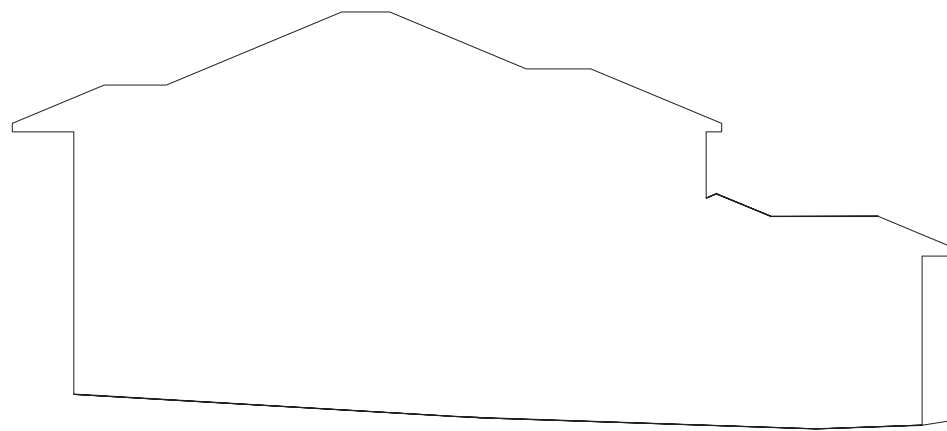
4388 STILL CREEK DR.  
BURNABY BC V5C6C6

DRAWING PREPARED BY:  
Lighter Design & Drafting

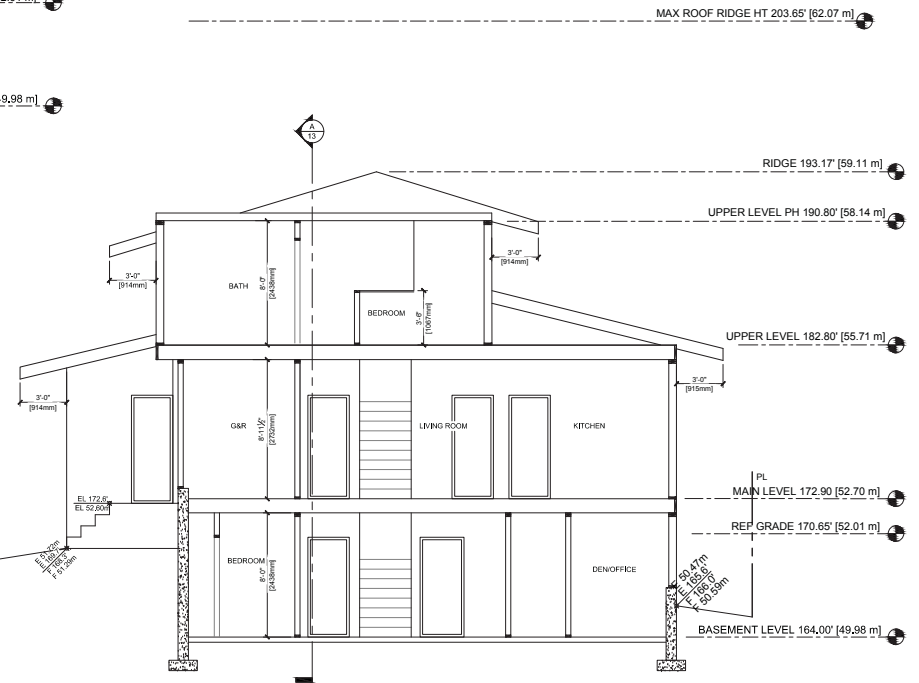
SHEET #:  
12 OF 14



SECTION A



SECTION B



PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
SECTIONS

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

MY LANE HOME

MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

DRAWING PREPARED BY:  
Lighter Design & Drafting

SHEET #:  
13 OF 14



**FRONT VIEW**



**SOUTH-EAST CORNER**



**BACK VIEW**



**NORTH-WEST CORNER**

PROJECT:  
523 E 4th St  
NORTH VANCOUVER

DRAWING:  
RENDERS

ISSUE DATE:  
SEPT 10, 2018

REV.  
1

MY LANE HOME

MOORE HOMES INC

4388 STILL CREEK DR.  
BURNABY BC V5C6C6

DRAWING PREPARED BY:  
Lighter Design & Drafting

SHEET #:  
14 OF 14

August 17, 2018

## **DEVELOPMENT INFORMATION SESSION SUMMATION**

A public information session was held on Thursday, August 16, 2018 from 6:00 pm to 8:00 pm where interested members of the public were invited to learn about and make comments of our application to construct a two-storey detached infill duplex building with secondary suite located at #523 East 4<sup>th</sup> Street within the City of North Vancouver.

The Development Information Session was advertised in the North Shore News for the August 8<sup>th</sup> and 10<sup>th</sup> edition, while a notice sign was placed outside the applicant's home on August 3, 2018 which gave details of the application, as well as the time and location of the information session. A mail drop was also completed on Friday, August 3, 2018 to all neighbouring homes within 40 meters around residence #523 East 4<sup>th</sup> Street, City of North Vancouver (see attachment with 40 meter neighbour notification map), which outlined the application details and the date, time, and location of the scheduled meeting.

The materials available during the session included three 24" by 36" display boards showing the proposed building (including the modest changes to include the new livability zoning requirements), floor plans, and a site plan showing the property. Also provided and made available, was the completed application set of drawings in an 11" by 17" format. Staff also displayed the City of North Vancouver's information bulletins detailing zoning requirements and new building guidelines for the public to read.

The information session was hosted by home owner and resident of #523 East 4<sup>th</sup> Street, Carole-Anne Mesic, Paul Binotto of My Lane Home, and Luz Galindo, designer, all whom were in attendance to answer any questions during the information session. The session was attended by approximately 13 people, 8 of whom signed the sign in sheet. Five of those represented two attendees and the remaining signed individually. The attendees were mostly neighbours with the exception of two individuals; one from the Grand Boulevard area who was interested in coach homes and the other from another part of the city.

We received seven comment sheets with names and numbers; all in favour of the application and four liking the multigenerational and family possibilities.

Sincerely,

Paul Binotto  
MY LANE HOME  
604.218.7703 | [pbinotto@mylanehome.ca](mailto:pbinotto@mylanehome.ca)

Ridgeway Ave

Ridgeway Ave

E 4th St

E 4th St

E 4th St

340 Ridgeway  
Ave, 503  
E 4th St

502 E  
4th St

509 E  
4th St

508 E  
4th St

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3rd St

324  
Ridgeway  
Ave

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3rd St

632 E  
3rd St

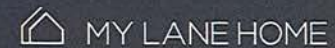
642 E  
3rd St



## Development Information Session

Early Public Input Opportunity  
Developing Application  
523 E 4th Street

Date: Thursday, August 16, 2018  
Time: 6:00-8:00 p.m.  
Place: 523 E 4th Street, NV

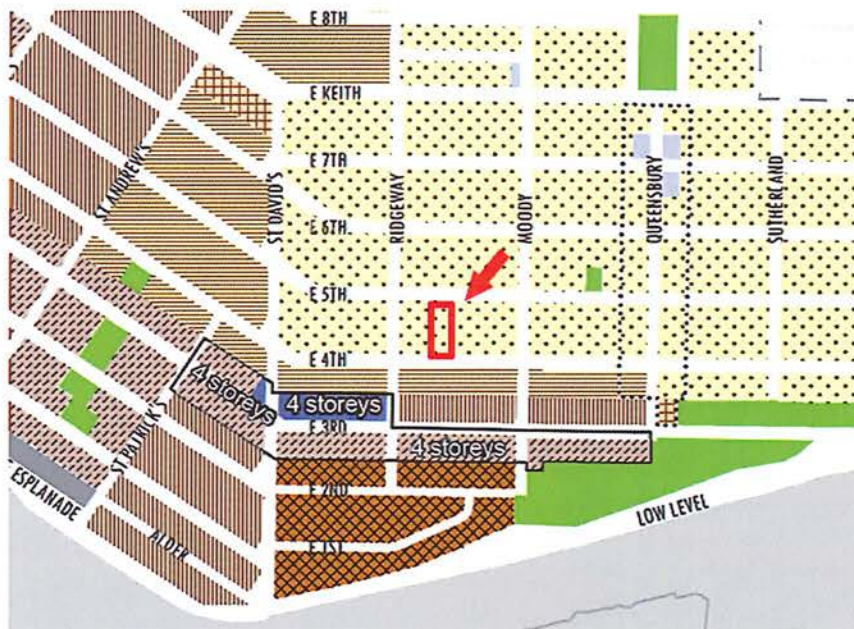


## Development Information Session

Early Public Input Opportunity  
Developing Application  
523 E 4th Street

Date: Thursday, August 16, 2018  
Time: 6:00-8:00 p.m.  
Place: 523 E 4th Street, NV





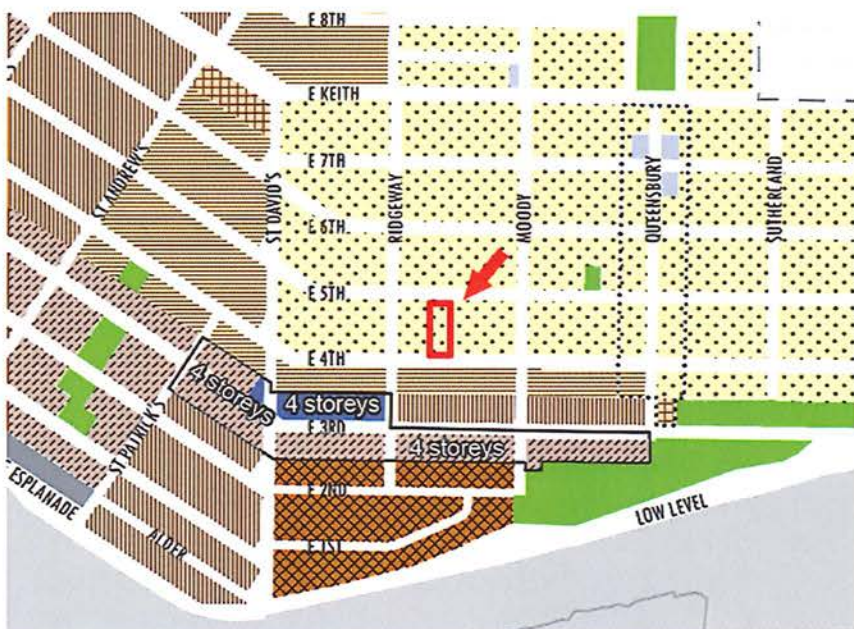
My Lane Home is holding an information session where interest members of the public are invited to learn about and make comments about our application for a two-storey (plus basement) detached infill building with a secondary suit located at 523 East 4th Street within the City of North Vancouver. Three parking spaces are proposed. Access from the lane.

**Application Contact:**

Paul Binotto  
My Lane Home INC  
4388 Still Creek Drive  
Burnaby, BC V5C 6C6  
+ T: 604.218.7703  
pbinotto@mylanehome.ca

**City of North Vancouver Contact:**

Annie Dempster, Planning Technician  
Planning Department  
141 West 14th Street  
North Vancouver, BC V7M 1H9  
+T: 604.990.4216  
adempster@cnv.org



My Lane Home is holding an information session where interest members of the public are invited to learn about and make comments about our application for a two-storey (plus basement) detached infill building with a secondary suit located at 523 East 4th Street within the City of North Vancouver. Three parking spaces are proposed. Access from the lane.

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Annie Dempster, Planning Technician  
Planning Department  
141 West 14th Street  
North Vancouver, BC V7M 1H9  
+T: 604.990.4216  
adempster@cnv.org

# DEVELOPMENT APPLICATION

**523 East 4th Street**

## PROPOSAL:

My Lane Home Inc. has submitted a Rezoning Application for a Comprehensive Development Zone at 523 East 4th Street to permit the development of a two-storey (plus basement) detached infill duplex building with a secondary suite. Three parking spaces are proposed accessed from the lane. My Lane Home Inc. will be hosting an information session where interested members of the public will have an opportunity to learn about and respond to the application.

PROPOSED DEVELOPMENT SITE



SITE PLAN



## APPLICANT:

**NAME:** Paul Binotto

**COMPANY:** My Lane Home Inc.

**EMAIL:** [pbinotto@mylanehome.ca](mailto:pbinotto@mylanehome.ca)

**PHONE:** 604-218-7703

## FOR MORE INFORMATION AND TO SHARE YOUR OPINION:

### DEVELOPER'S INFORMATION SESSION

**LOCATION:** 523 East 4th Street North Vancouver

**DATE:** Thursday, August 16, 2018

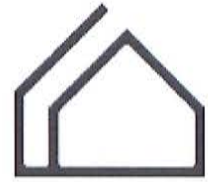
**TIME:** 6:00 - 8:00 pm



**CITY OF NORTH VANCOUVER CONTACT:** Annie Dempster, Planning Technician [adempster@cnv.org](mailto:adempster@cnv.org) 604 990 4216

# DEVELOPER's INFORMATION SESSION

My Lane Home Inc. is holding an information session where interested members of the public are invited to learn about our application for a two-storey (plus basement) detached infill building with a secondary suite located at 523 East 4th Street within the City of North Vancouver. Three parking spaces are proposed accessed from the lane.



## Meeting Location:

523 East 4th St North Vancouver

## Date:

Thursday, August 16, 2018

## Time:

6:00 - 8:00 pm

Paul Binotto

My Lane Home Inc.

604-218-7703

pbinotto@mylanehome.ca



**Planning Department Contact:** Annie Dempster 604.990.4216 [adempster@cnw.org](mailto:adempster@cnw.org)

This meeting has been required by the City of North Vancouver as part of the rezoning process



**LADNER VILLAGE Market.com**  
160 Vendors

**Sun. Aug. 12th**  
10 - 4pm  
Rain or Shine

**Produce, Music**  
**Artisans, Food**



**Main Street Animal Hospital**

Medicine • Surgery • Radiology • Dentistry  
Preventive Care • Emergency Service

Walk ins & new patients welcome • Open 7 days/week  
Mon - Fri 8am - 7pm • Sat - Sun 9am - 5pm

1330 Main St. North Vancouver 604-973-0206  
www.mainstreetvet.ca



**Homfray Sept 20 - Oct 15, Stay 3 nights and pay for 2**

**EXPLORE DESOLATION SOUND**

Four night and two night all-inclusive daylight  
cruising with overnight stay in rustic seaside lodges

All-inclusive stay at Homfray Lodge in the  
pristine and remote waters of Desolation Sound

604.566.8026 • Departs from Lund or Powell River

**THERE'S A NEW KID IN TOWN**



604-998-2650 | kirmac.com | 183 Pemberton Ave

**DEVELOPER'S INFORMATION SESSION**

My Lane Home Inc. is holding an Information session where interested members of the public are invited to learn about our application for a two-storey (plus basement) detached infill building with a secondary suite located at 523 East 4th Street within the City of North Vancouver. Three parking spaces are proposed accessed from the lane.

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**Date:**  
Thursday, August 16, 2018

**Time:**  
6:00 - 8:00 pm

Paul Binotto  
My Lane Home Inc.  
604-218-7703  
pbinotto@mylanehome.ca



Planning Department Contact: Annie Dempster 604.990.4216 adempster@cnv.org  
This meeting has been required by the City of North Vancouver as part of the rezoning process

**VOLUNTEER DRIVERS NEEDED!**

For more information call 604-515-5400  
or visit [volunteercancerdrivers.ca](http://volunteercancerdrivers.ca)

# Tips and tricks to get your dog to stop jumping for joy

Charlie is a year and a half old German Shorthaired Pointer.

Charlie is full of energy, gregarious and adorable. Charlie is very social with other dogs, loves chasing squirrels, is kind and gentle to his two-year-old human brother and is always happy to meet people. Charlie's mom did an excellent job socializing Charlie and creating a good family dog. Charlie sounds pretty perfect, doesn't he?

But Charlie has no friends. Well, he has me who adores him and his mom who also adores him, but everyone else? They would rather leave him than take him.

Here's the thing: Charlie jumps. A lot.

He is no different than any other dog that gets excited and jumps, but the humans in his life, well they just don't get it. They just see a hyper dog that jumps.

According to Charlie he doesn't see his behaviour as being wrong. To him a familiar human means to get happy, then jump. In the workings of his canine brain there is no right or wrong, there just ... is.

He responds to what gets him what he wants, which is to greet humans. His choice in doing so is not acceptable to humans. The humans however have a different view,



**Canine Connection**

Joan Klucha

they see Charlie as being bad, they screech, they yell, they shove him away and then they leave. Charlie just thinks that this is what humans do upon greeting because he hasn't really experienced anything else from his human family.

Unfortunately, no one has the patience to help him stop jumping by teaching him a new way of saying hello. And to make matters worse, when Charlie is pushed away or segregated due to his jumping, he gets stressed so the next time he sees a familiar human he tries harder to get their affection which unfortunately means he jumps even more!

So despite the hours of training Charlie's mom has devoted to teaching him how to behave, the humans around her and Charlie can't seem to get their poop together to help Charlie be a good boy.

Bad humans!

Does this mean that Charlie is destined to a lonely life void of human interaction?

Not at all, but it does mean that Charlie's extended family members really need to step up their game and help Charlie out.

Charlie has a good foundation of training, so it really is simple to correct this behaviour. But the humans do need to get involved, be patient and help shape Charlie's human greeting behaviour into something that is more appropriate.

To start, Charlie's mom has to go back to reinforcing the basics of Charlie's training which is to sit for everything. Charlie must be reminded that sitting gets rewarded and jumping does not. Remember there is no right or wrong, there just is. And that "is" needs to be sitting for a treat and affection. A jar of treats needs to be placed at the front door, even outside of the door so that humans can help themselves to the treats and set Charlie up for success as soon as they come in the door. And the humans need to stop being so dramatic and calm the heck down.

Charlie needs to learn that the moment the door opens he is to sit. His mom can reinforce this by being proactive and asking Charlie to sit when the humans are

outside. Once the door opens and Charlie breaks the sit, he is reminded immediately to sit by the entering humans and given a treat.

Timing is everything, and if the humans are too slow or burdened with bags or their cellphones stuck to their heads or impatient or flustered then this will not be successful and Charlie will jump and not learn a darn thing, and neither will the humans for that matter.

So the humans have to be prepared with treats in their hands instead of their stuff. Leave the stuff in the car along with the bad attitude until Charlie is sorted out.

Once inside, all humans have to continue to be diligent with their timing. As they walk through the house and Charlie is around, he is told to sit for a treat.

The idea is that Charlie is reinforced so often and so quickly for sitting that he starts choosing to sit on his own at the sight of a human.

With properly timed rewards, and a lot of patience and guidance, Charlie will be everyone's best friend again in no time.

Joan Klucha has been working with dogs for more than 15 years in obedience, tracking and behavioural rehabilitation. [k9kinship@gmail.com](mailto:k9kinship@gmail.com).

## COMMUNITY BULLETIN BOARD

Email information for your North Shore event to [listings@nsnews.com](mailto: listings@nsnews.com).

From page 23

you love to belt out a tune this summer program in partnership with Harmony House Music School offers a drop-in choir at the waterfront across from the Silk Purse Arts Centre, West Vancouver on Tuesdays until Aug. 28, 7-8:30 p.m. Choral directors Sandi Melody and Jeremy Vallance

lead participants through vocal exercises and encourage them to find their voice. Free. [silkpurse.ca/singingbythesea](http://silkpurse.ca/singingbythesea)


**LONG TABLE LUNCH** Enjoy lunch outdoors, sitting at the long table Thursdays until Aug. 30 from noon to 2 p.m. at the Civic Plaza, 141 West 14th St., North Vancouver. [cnv.org](http://cnv.org)

**SALSA DANCING AT**

**LONSDALE QUAY** Friday nights 5:30-7:30 p.m. until Aug. 31 at the Waterfront Plaza outside Lonsdale Quay, North Vancouver will be sizzling with dance. Salsa Studio hosts a fun, easy dance experience where participants will learn the foundations of salsa in a two-hour lesson. Sessions are weather permitting and participation is by donation.

**POLISH FESTIVAL** This special celebration of 100 years of Poland regaining independence takes place Saturday, Sept. 9, 1-9 p.m. at Shipbuilders Square and the Pipe Shop, 115 Victory Ship Way, North Vancouver. Enjoy games, arts and crafts, traditional food, puppet theatre, dance displays, music and more.

— compiled by Debbie Caldwell



**Donate to the Canadian Heart & Stroke Foundation**



Join us for a Fundraising BBQ on August 11 from 11:00am to 2:00pm

At Choices  
801 Marine Drive, North Vancouver.

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Attend a **FREE** Info Session on **Parachute Brain Waves®** hosted by the **Vancouver Brain Injury Association**

**7-9 PM August 22, 2018**



Register today!  
**(604) 779-2472**  
[info@vbia.ca](mailto:info@vbia.ca)  
201-935 Marine Drive,  
North Vancouver

Funding is provided by the province of British Columbia through the BC Brain Injury Alliance and ICBC.



# neighbourhoods

Capilano-Edgemont

## Lions' tales brought to life for natural storytime

### NV library launches literary adventure

MARIA SPITALE-LEISK  
mspitale-leisk@nsnews.com

If you go out in the woods in August you're bound for a big surprise.

No, it's not a teddy bear picnic, but kids will encounter other characters in the park through a new interactive literary adventure.

North Vancouver District Public Library will create a pathway to reading, called Trail Tales, by posting pages of a children's storybook at two Edgemont-area parks — Fairmont and Eldon — later this month.

The selected story is *The Two Sisters*, written by Canadian poet and author E. Pauline Johnson. Chief Joe Capilano passed on the legend of The Two Sisters to Johnson who retold it in her book *Legends of Vancouver* (1911). Now, it has been illustrated and presented as a children's picture book, *The Two Sisters*.

A children's librarian will guide participants through the First Nations legend of



Lynn Valley children's librarian Danielle Wing joins Capilano library co-ordinator Carys Brown at Fairmont Park, behind Highlands Elementary, in showcasing an interactive literacy experience taking place at the park on Aug. 21. PHOTO PAUL MCGRATH

the "Two Sisters," also known as "The Two Lions" — in the shadow of the iconic figures that stand guard over the North Shore mountains.

Twenty scaled-up illustrations posted on stakes throughout the park bring to life the story of two sisters who brought together two

warring tribes for a peaceful feast, creating a lasting sense of community among the coastal people.

Especially in this age of

technology, stories can be presented and experienced in many ways, according to NVDPL events co-ordinator Meghan Crowe.

"And some research has suggested that spending time outdoors, close to nature, can even have significant health benefits," says Crowe. "Children today often have immense exposure to digital screens, and outdoor environments can naturally encourage children and families to take part in physical activity."

For Trail Tales, NVDPL programmers were inspired by the StoryWalk project at the Kellogg-Hubbard Library in Vermont.

"The (North Vancouver District Public) Library aims to connect community, share knowledge, and inspire stories — and this is one of those programs that allows us to do all three," says Crowe.

"North Shore families are tremendously active and eager to explore the outdoors, so the library wanted to provide a unique literacy opportunity that took advantage of this while celebrating the remarkable environment that we are privileged to live in here in North Vancouver."

Trail Tales will be presented at Fairmont Park, 3150 Colwood Dr., Aug. 21, 10:30-11:30 a.m. and at Eldon Park, 4010 Ruby Ave., Aug. 23, 10:30-11:30 a.m.

More information is available at [nvdpl.ca](http://nvdpl.ca).

### DEVELOPER'S INFORMATION SESSION

My Lane Home Inc. is holding an information session where interested members of the public are invited to learn about our application for a two-storey (plus basement) detached infill building with a secondary suite located at 523 East 4th Street within the City of North Vancouver. Three parking spaces are proposed accessed from the lane.



Meeting Location:  
523 East 4th St North Vancouver

Date:  
Thursday, August 16, 2018

Time:  
6:00 - 8:00 pm

Paul Binotto  
My Lane Home Inc.  
604-218-7703  
pbinotto@mylanehome.ca



Planning Department Contact: Annie Dempster 604.990.4216 [ademster@cn.vorg](mailto:ademster@cn.vorg)  
This meeting has been required by the City of North Vancouver as part of the rezoning process

### Certified Family Mediators



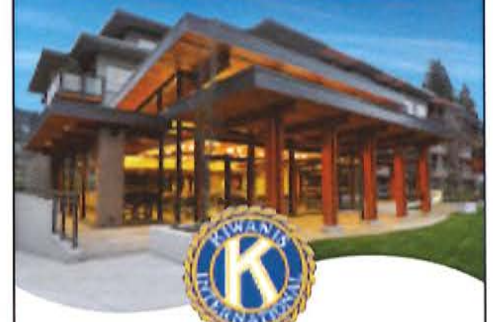
Be part of your solution



6th Floor, 171 W. Esplanade, North Vancouver  
604.980.8571 • [northshorelaw.com](http://northshorelaw.com)

### Kiwanis North Shore Housing Society

*Below market, independent housing for low income seniors. Studio, Bach & One Bedroom.*



Contact  
[info@kiwanisnorthshorehousing.org](mailto:info@kiwanisnorthshorehousing.org)

## Development Information Session

### SIGN IN SHEET

**Please Note:** 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.

DEVELOPMENT: 523 East 4th Street

DIS LOCATION:

DATE: August 16/18 TIME: 6-8

No.	Name	Address	Time	
1	S. com	349 E 8 <sup>th</sup> St	6:10	2
2	NATALY TAMIR	519 E 4 <sup>th</sup> Street	6:12.	
3	Greg STOLL	549 E 4 <sup>th</sup> St	6:20	2
4	GORPANA MARKOVIC	539 E. 4 <sup>th</sup> St.		2
5	Stewen Corcoran	533 E. 4 <sup>th</sup> St.		
6	PETER BRASSIL	522 E 4 <sup>th</sup> St		
7	Jan Malcolm	522 4 <sup>th</sup> St E	6:50	2
8	JANKA PAVLOVA	549 4 <sup>th</sup> ST E	6:55 PM	2
9				
10				

Document:

523 East 4th Street

## Development Information Session

**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.

	[DATE]	[TIME]
Name:	Steven Corrigan	
Address:	533 E. 4th Street North Vancouver BC	
1. Do you support the proposed project?	Yes.	
2. What do you like most about the proposed project?	Separate titled - 2 properties	
3. Do you have any concerns about the proposed project?	No.	
4. What would you suggest to improve or enhance the proposed project?	Duplex zoning should be 60% coverage not 50%	
5. Please provide any additional comments.		

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

Telephone: 604-218-7703  
Telephone: 604-990-4216

E-Mail: pbinotto@mylanehome.ca  
E-Mail: adempster@cnv.org

Document:

523 East 4th Street

## Development Information Session

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[DATE]

[TIME]

Name: S Conn	
Address: 344 E 8th St	
1. Do you support the proposed project?	Yes
2. What do you like most about the proposed project?	ACCOMODATSS FAMILY
3. Do you have any concerns about the proposed project?	NO
4. What would you suggest to improve or enhance the proposed project?	NIL
5. Please provide any additional comments.	✓ good idea considering the enclos below

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

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523 East 4th Street

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[DATE] Aug 16/18 [TIME] 6:29

Name: NATALY Tamir	
Address: 519 East 4th Street North Vanc	
1. Do you support the proposed project?	Yes
2. What do you like most about the proposed project?	MULTI- GENERATIONAL, A HOME FOR MY SON
3. Do you have any concerns about the proposed project?	NO
4. What would you suggest to improve or enhance the proposed project?	LOOKS GOOD! WELL DONE
5. Please provide any additional comments.	

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes

City of North Vancouver: Annie Dempster

Telephone: 604-218-7703

Telephone: 604-990-4216

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523 East 4th Street

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		[DATE]	[TIME]
Name: NIARETREWELA			
Address: 754 GRAND BOULEVARD			
1. Do you support the proposed project?	YES		
2. What do you like most about the proposed project?	FAMILY		
3. Do you have any concerns about the proposed project?	NO		
4. What would you suggest to improve or enhance the proposed project?	NA		
5. Please provide any additional comments.			

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

Telephone: 604-218-7703  
Telephone: 604-990-4216

E-Mail: pbinotto@mylanehome.ca  
E-Mail: adempster@cnv.org

Document:

523 East 4th Street

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	[DATE]	[TIME]
Name: GORDANA MARKOVIC	Aug 16, 2018	7pm
Address: 539 E. 4th St.		
1. Do you support the proposed project?	YES	
2. What do you like most about the proposed project?	ACCOMMODATION FOR KIDS OR EXTENDED FAMILY	
3. Do you have any concerns about the proposed project?	NO	
4. What would you suggest to improve or enhance the proposed project?	/	
5. Please provide any additional comments.	/	

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

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Telephone: 604-990-4216

E-Mail: pbinotto@mylanehome.ca  
E-Mail: adempster@cnv.org

Document:

523 East 4th Street

## Development Information Session

**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.

	[DATE]	[TIME]
Name:	Greg STOLL	
Address:	549 - 4th St East	
1. Do you support the proposed project?	Yes	
2. What do you like most about the proposed project?	Ability to have additional living unit and maintaining 15 FSR	
3. Do you have any concerns about the proposed project?		
4. What would you suggest to improve or enhance the proposed project?	Not sure what finishing out would suggest keeping with the newer homes in the area	
5. Please provide any additional comments.		

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

Telephone: 604-218-7703

Telephone: 604-990-4216

E-Mail: pbinotto@mylanehome.ca

E-Mail: adempster@cnv.org

Document:

523 East 4th Street

## Development Information Session

**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.

Aug 16/18 [DATE] [TIME]

Name:	Jan Malcolm
Address:	522 4th St E (across the street!)
1. Do you support the proposed project?	Yes 😊
2. What do you like most about the proposed project?	Roof line is not at maximum level. Won't be seen from north side of 4th
3. Do you have any concerns about the proposed project?	That all residents use the parking off road and not have all cars on street
4. What would you suggest to improve or enhance the proposed project?	trees 😊
5. Please provide any additional comments.	Please give us knowledge when this comes to council.

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 developer. All comments will be forwarded to the City.

### CONTACTS:

Applicant: Paul Bintto, My Lane Homes  
City of North Vancouver: Annie Dempster

Telephone: 604-218-7703  
Telephone: 604-990-4216

E-Mail: pbinotto@mylanehome.ca  
E-Mail: adempster@cnv.org

Document:



## NOTICE OF PUBLIC HEARING (WAIVED)

**WHO:** PD Moore Homes Inc.

**WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8720 (CD-719)

**WHERE:** 523 East 4<sup>th</sup> Street

**WHEN:** Monday, May 27, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

### Zoning Amendment Bylaw, 2019, No. 8720

to rezone the subject property from the RT-1 (Two-Unit Residential 1) Zone to a Comprehensive Development 719 (CD-719) Zone to permit the development of a 2-storey (plus basement) detached infill dwelling unit with a secondary suite, 3 parking spaces and a reduction in the rear yard setback from 14.5m to 1.6m.

If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, May 27, 2019, to ensure their availability to Council. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from May 17, 2019, and online at [cnv.org/PublicHearings](http://cnv.org/PublicHearings).

Please direct any inquiries to **Sean Galloway**, Manager, Planning and Development, at [sgalloway@cnv.org](mailto:sgalloway@cnv.org) or 604-982-8305.



141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9  
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](http://CNV.ORG)



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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8720

### 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. 8720**” (PD Moore Homes Inc. / Lighter Design and Drafting, 523 East 4<sup>th</sup> Street, CD-719).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-719 (Comprehensive Development 719 Zone):

Lots	Block	D.L.	Plan	
5	22	273	1063	from RT-1

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Adding the following section to Section 1100, thereof, after the designation “CD-718 Comprehensive Development 718 Zone”:

“CD-719 Comprehensive Development 719 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-718 Comprehensive Development 718 Zone”:

“CD-719 Comprehensive Development 719 Zone”

In the CD-719 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RT-1 Zone, except that:

- (1) Section 509A(1) be replaced as follows: Two Principal Buildings shall be permitted on one Lot;
- (2) Section 509A(4)(c) shall be waived;

- (3) Section 509A(5)(b) be replaced with 1.52 metres from the rear lot line.

READ a first time on the 13<sup>th</sup> day of May, 2019.

READ a second time on the 13<sup>th</sup> day of May,  
2019.

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

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



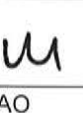
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MAYOR

---

CITY CLERK



 Division Manager	 Director	 CAO
-----------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

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 8<sup>TH</sup> 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 8<sup>th</sup> 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 <sup>th</sup> St.	Single-family dwellings	RS-1
South	South Side of 400 Block E 8 <sup>th</sup> 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 23<sup>rd</sup>, 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."

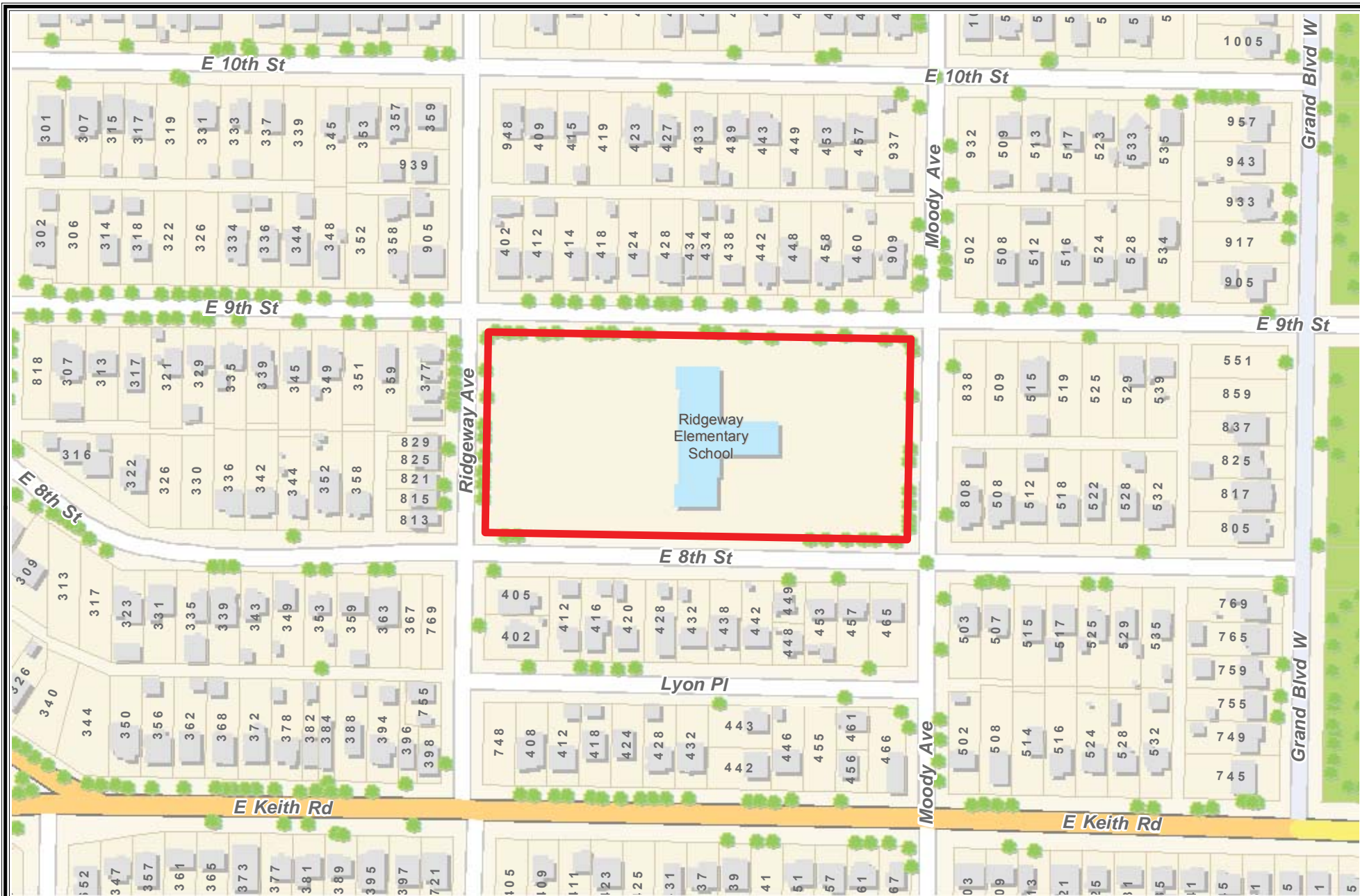
## CONCLUSION

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 8<sup>th</sup> 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.

cc:

c:\users\jkao\appdata\local\microsoft\windows\inetcache\content.outlook\jmbivkpt\letter of intent for parking variance february 20 2019 (003).docx

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.

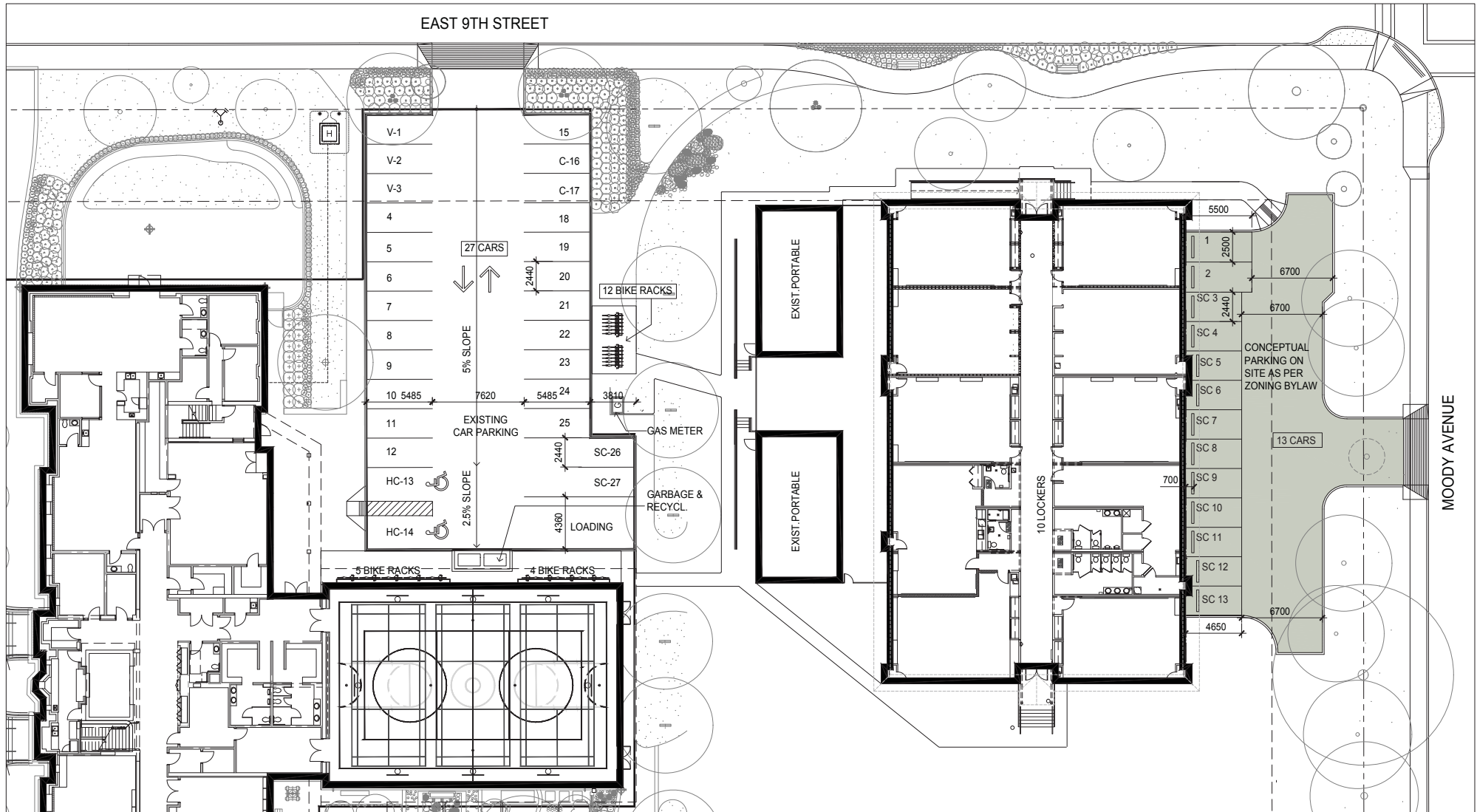
Sincerely,



James Kao Architect AIBC  
DA Architects + Planners









						 DA Architects + Planners 1604-655-6912 www.daplanners.com	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE  420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title  <b>CONCEPTUAL PARKING ON SITE AS PER ZONING BYLAW</b>	Drawing Date	2019.01.21	
					Scale				1:150		
1	ISSUED FOR DP VARIANCE	2019/01/21							Drawn	MN	Rev.
Rev. No.	Description	Date	Rev. No.	Description	Date				Ref. Dwg.	Sheet No. A-0.4	

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 8<sup>th</sup> 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

Kelly Bullivant, P.Eng.



Approved by: 

Amy Choh, P.Eng., PMP

## PROJECT TEAM MEMBER LIST

Project Manager:	Amy Choh, P.Eng., PMP
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](http://www.sd44.ca))

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## APPENDICES

Appendix A: School Site Plan
Appendix B: On-Street Parking Data
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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 8<sup>th</sup> 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 8<sup>th</sup> 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.

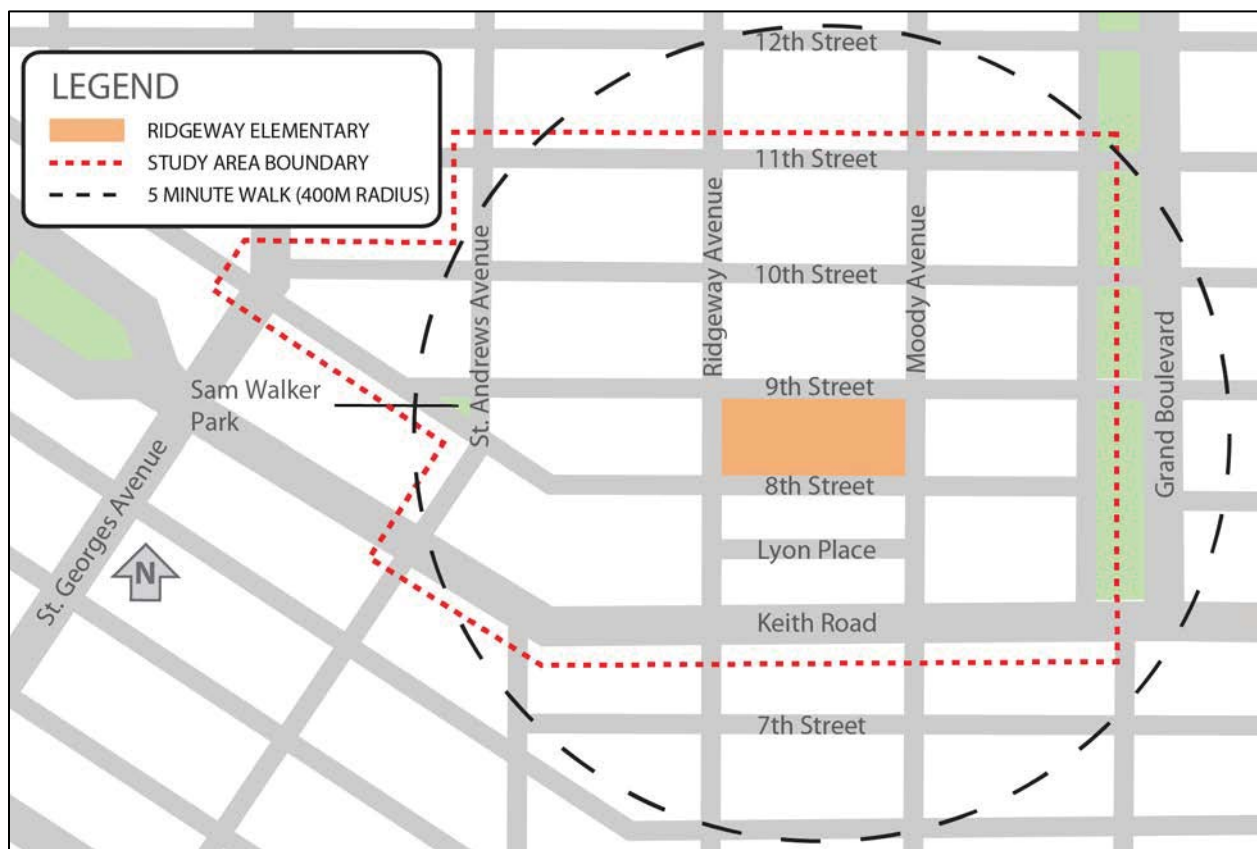


Figure 2-1: Study Area and Road Network

### **2.2.1 8<sup>th</sup> Street East and 9<sup>th</sup> Street East**

8<sup>th</sup> Street East and 9<sup>th</sup> 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, 11<sup>th</sup> Street East, and 10<sup>th</sup> Street East;
- Parking is prohibited on the east side of Grand Boulevard West;
- A loading zone is located on the south side of 10<sup>th</sup> Street East near St. Georges Avenue;
- Parking is prohibited on St. Andrews Avenue near 8<sup>th</sup> Street East (except registered residents);
- Parking is prohibited on the south side of 9<sup>th</sup> Street East, directly in front of the school; and
- Parking is prohibited on the north side of 8<sup>th</sup> Street East, directly in front of the school.

Additionally, there are ten-minute parking zones and student pick-up/drop-off zones on 9<sup>th</sup> Street East and 8<sup>th</sup> 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**.

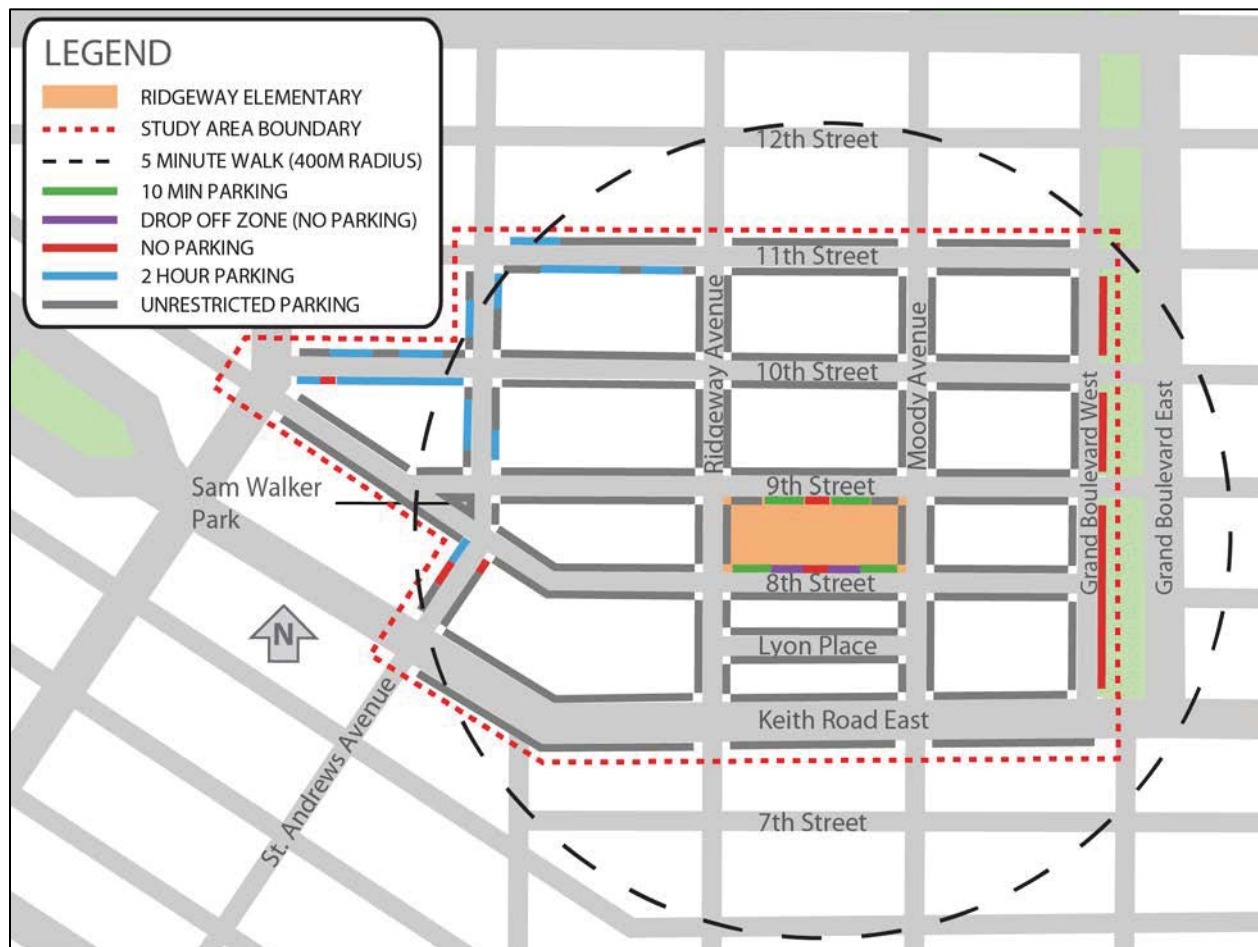


Figure 2-2: Parking Restrictions within Study Area

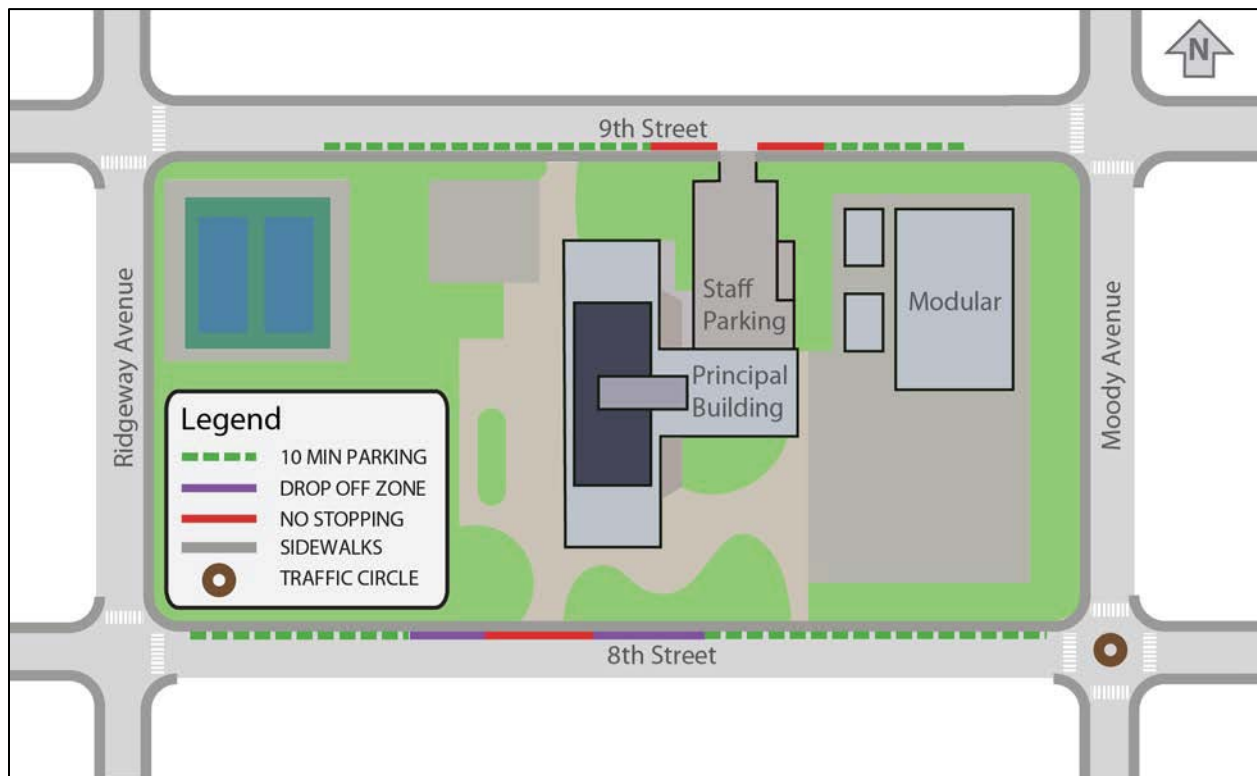


Figure 2-3: Parking and Loading Zones at the School

The staff parking lot is located on the north side of the school with one access to 9<sup>th</sup> 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<sup>Te</sup>'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<sup>Te</sup>'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 9<sup>th</sup> 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: Ridgeway 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 Ridgeway 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);
- 8<sup>th</sup> Street East and St. Andrews Avenue (south approach);
- 8<sup>th</sup> Street East and Ridgeway Avenue (east and north approaches);
- 8<sup>th</sup> Street East and Moody Avenue (all approaches);
- 9<sup>th</sup> Street East and St. Andrews Avenue (north approach);
- 9<sup>th</sup> Street East and Ridgeway Avenue (east and south approaches);
- 9<sup>th</sup> Street East and Moody Avenue (west and south approaches);
- 9<sup>th</sup> Street East and Grand Boulevard West (south and east approaches); and
- 10<sup>th</sup> 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 9<sup>th</sup> 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 8<sup>th</sup> Street East and 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> Street East (towards Ridgeway Avenue) as they queued for a drop-off space. The parking lane on the north side of 9<sup>th</sup> 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 8<sup>th</sup> Street East and 9<sup>th</sup> Street East to drop-off students; as a result, sightlines were impacted between traffic on 9<sup>th</sup> 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 9<sup>th</sup> 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 11<sup>th</sup> 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 8<sup>th</sup> Street East and 10<sup>th</sup> 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 9<sup>th</sup> Street East

was observed to be consistently between 80-90% occupied while the parking spaces on the south side of 8<sup>th</sup> 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.

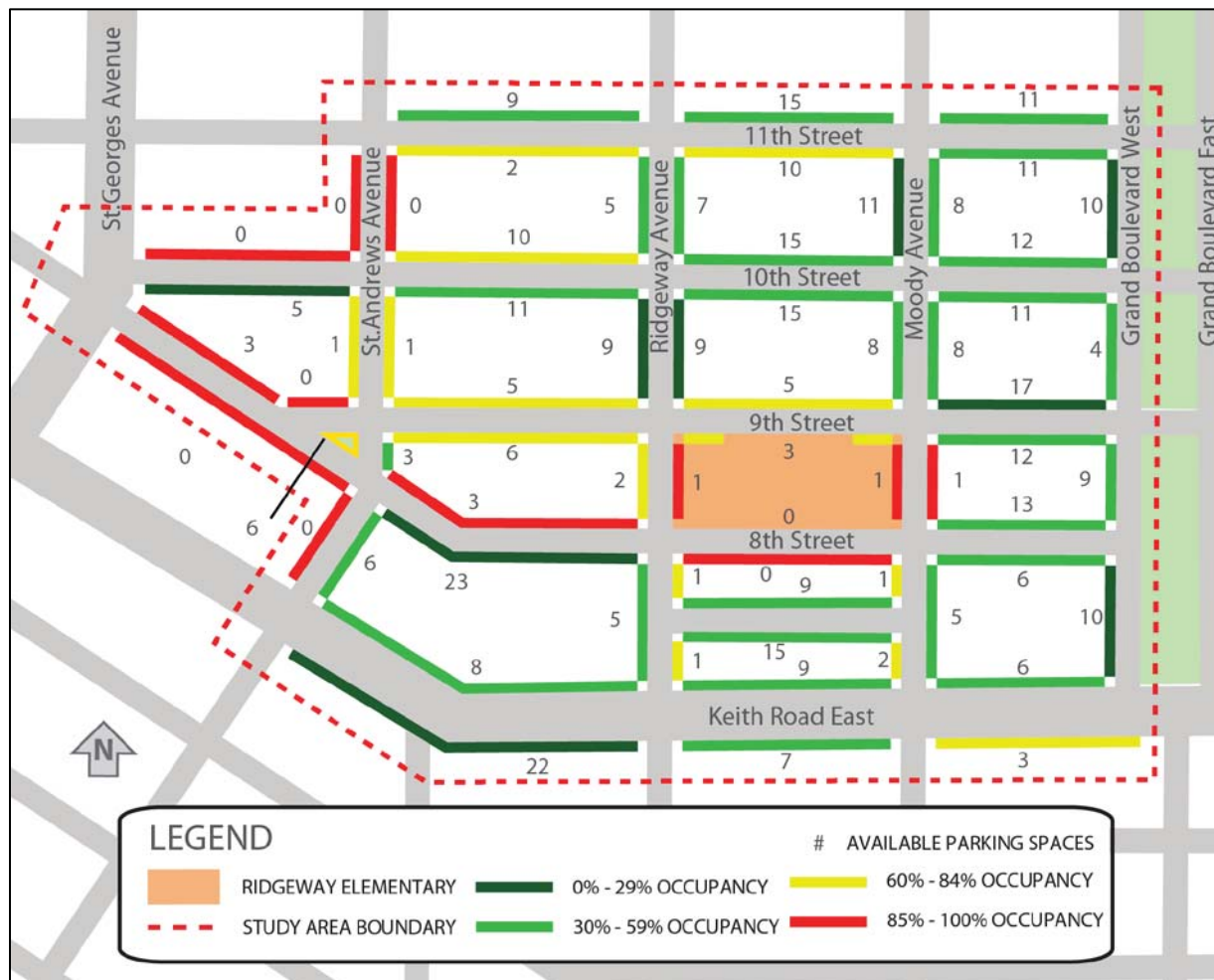


Figure 3-2: Morning On-Street Parking Occupancy 8:30 AM – 9:30 AM

### 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, 8<sup>th</sup> Street East, and 9<sup>th</sup> 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.

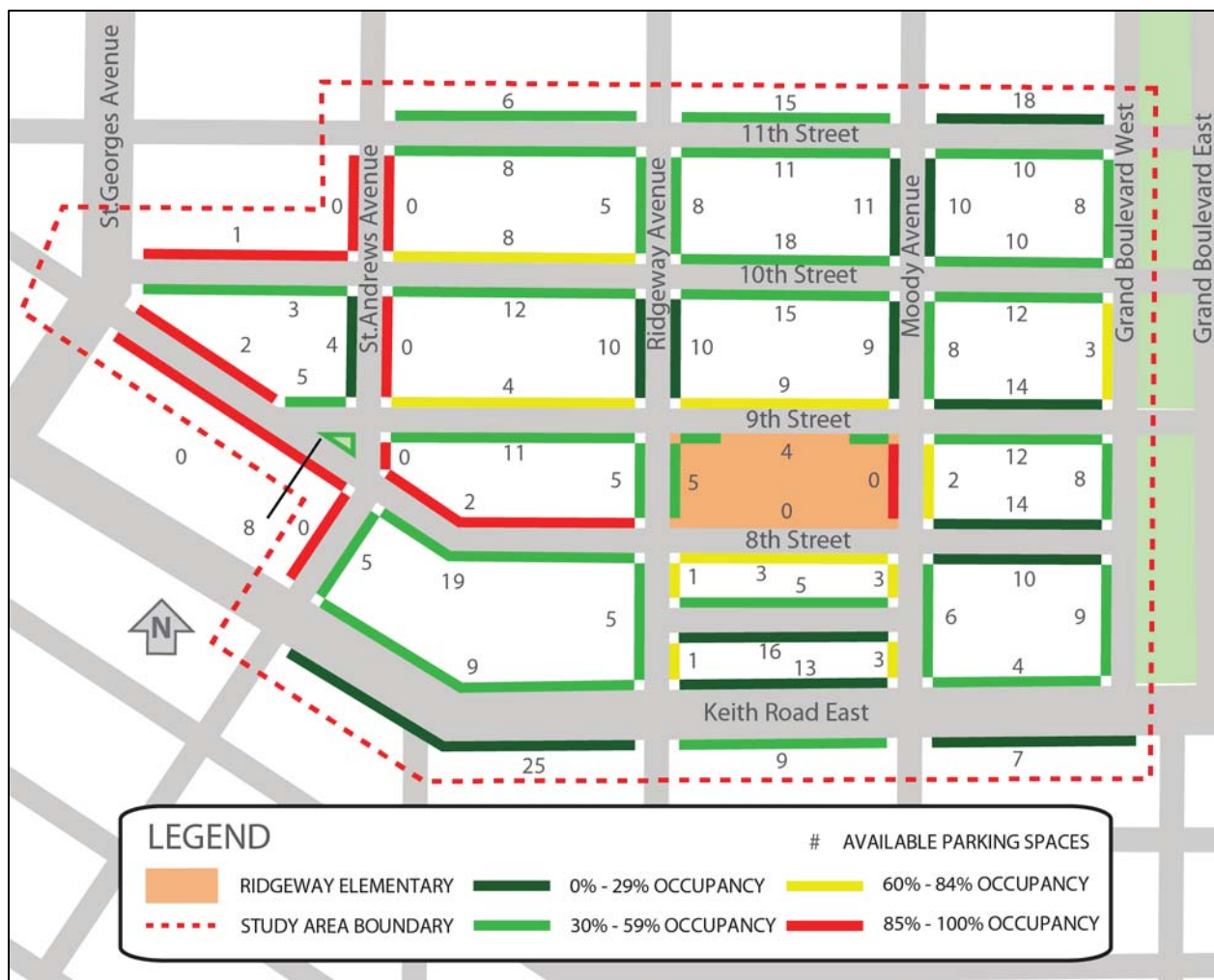


Figure 3-3: Midday On-Street Parking Occupancy 11:45 AM – 12:45 PM

### 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.

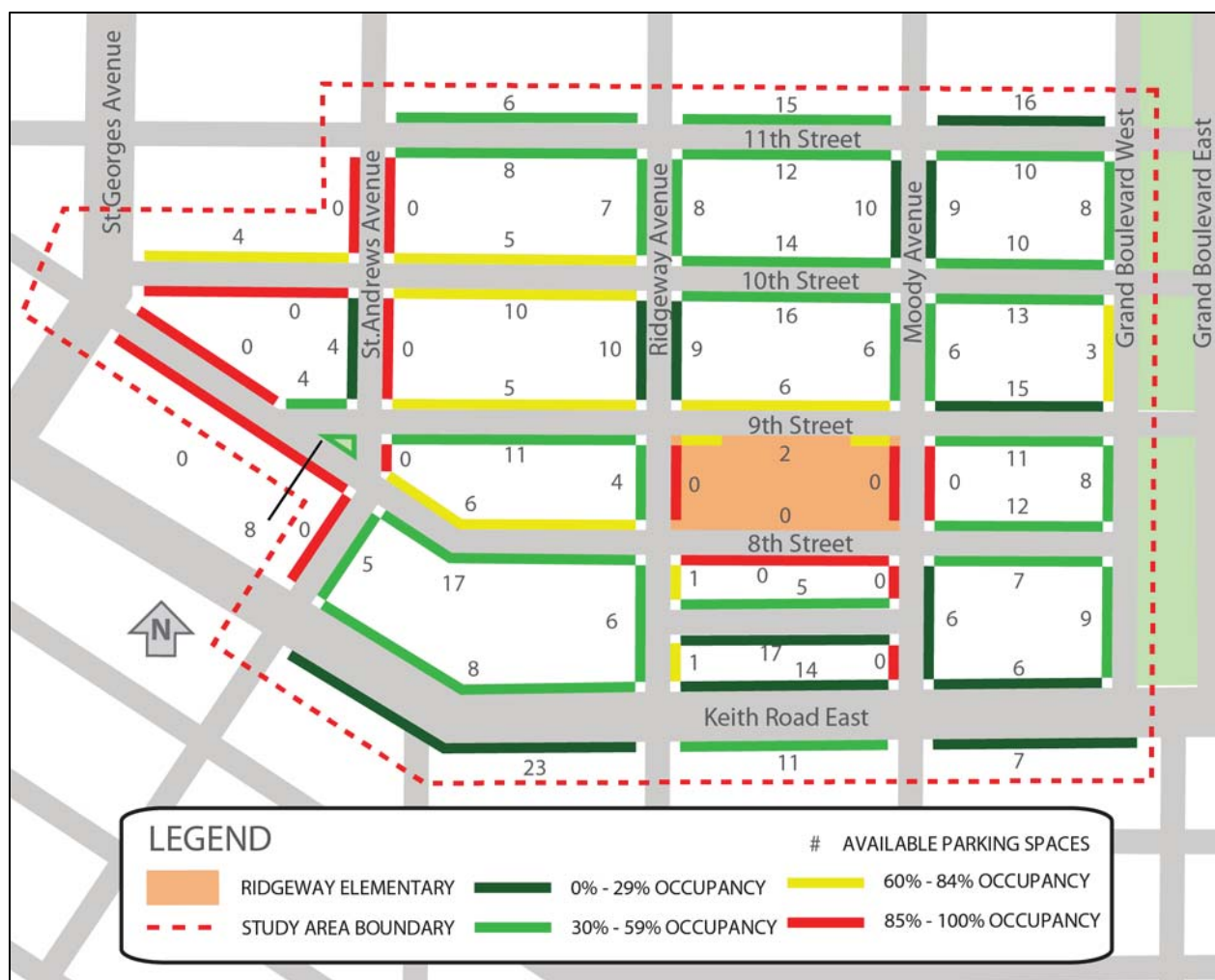


Figure 3-4: After School On-Street Parking Occupancy 2:30 PM – 3:30 PM

### 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 8<sup>th</sup> Street and on the south side of 9<sup>th</sup> Street are treated as unrestricted parking spaces. This is reflected in **Figure 3-5**.

On-street parking spaces were also available along 8<sup>th</sup> Street and 9<sup>th</sup> 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.

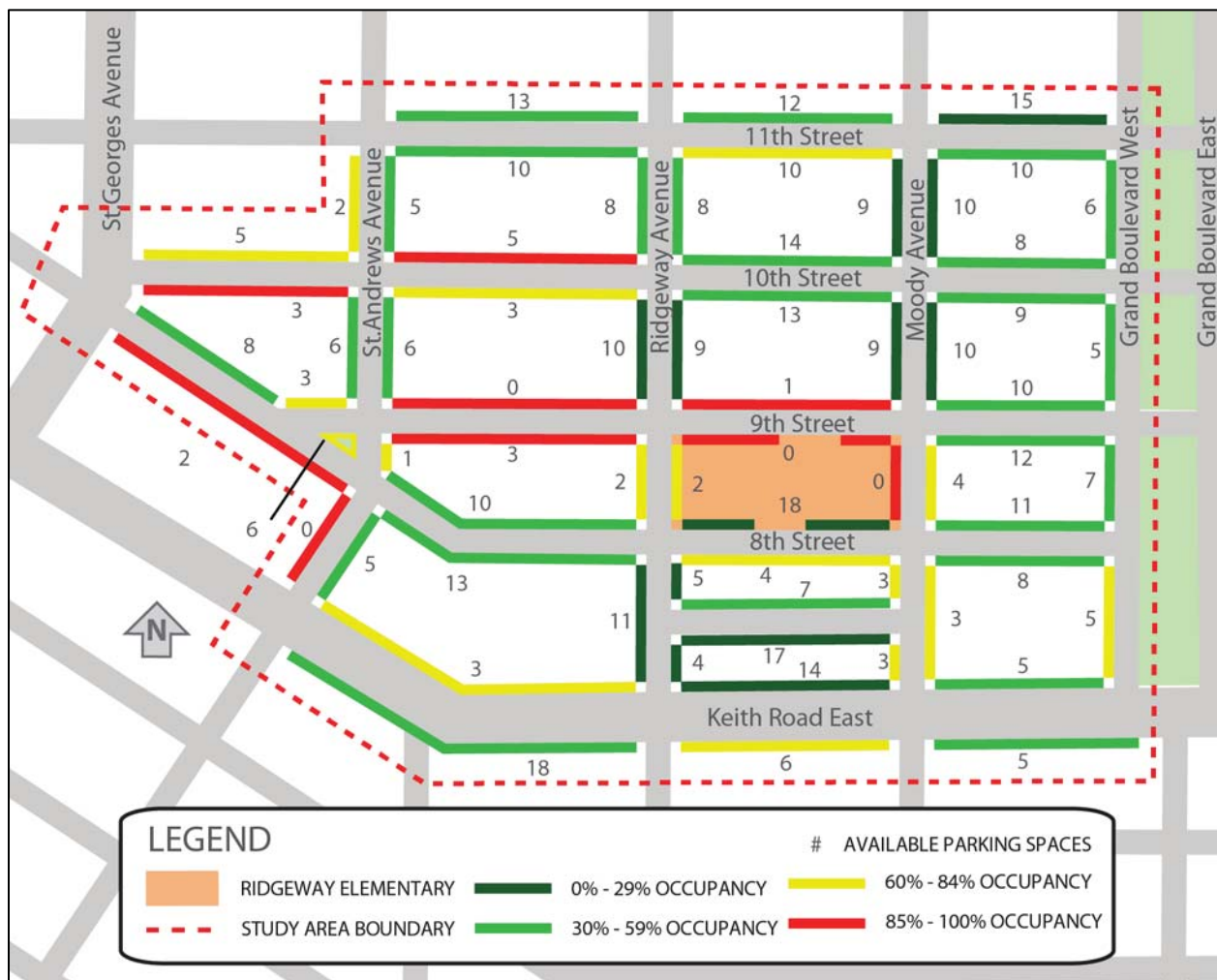


Figure 3-5: Evening On-Street Parking Occupancy 6:00 PM – 7:00 PM

### 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 9<sup>th</sup> 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.

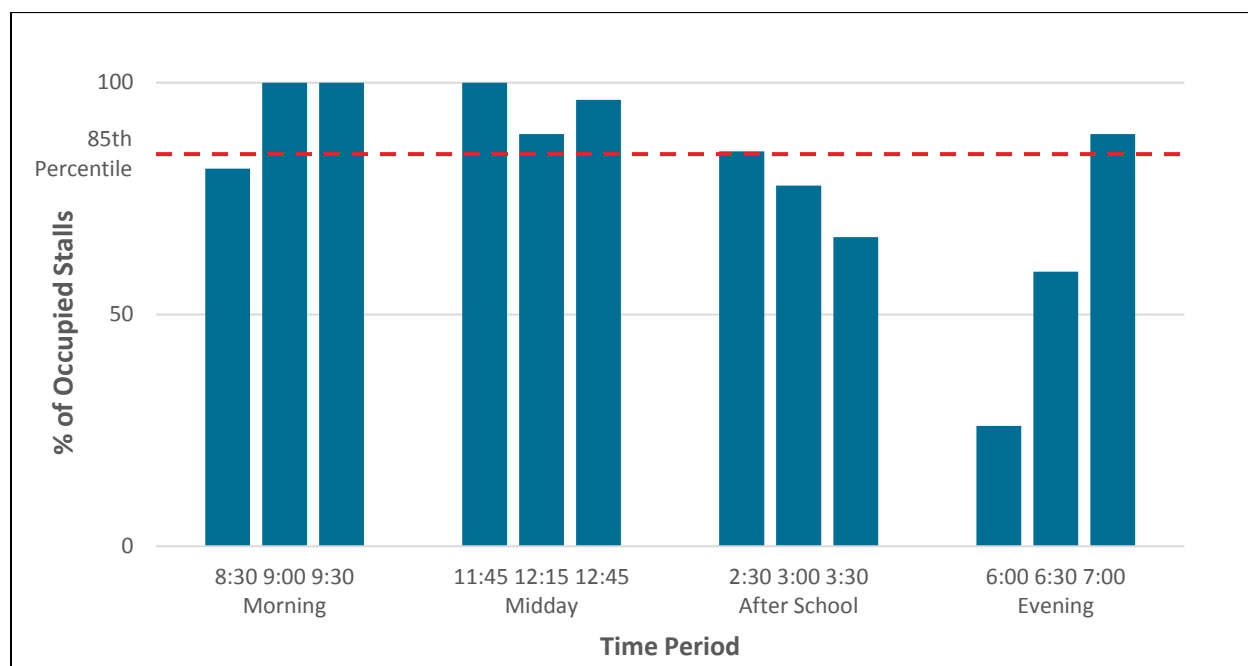


Figure 3-7: Staff Parking Lot Occupancy

### 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 <sup>2</sup>	0.01	2
<b>Total:</b>					<b>40</b>

### 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 10<sup>th</sup> Street East and 11<sup>th</sup> 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 <sup>2</sup> )	Short-Term Parking Rate (Stalls/1000 m <sup>2</sup> )	Short-Term Parking Stalls	Secure Parking Rate (Stalls/1000 m <sup>2</sup> )	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 10<sup>th</sup> 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
<b>Total:</b>								<b>215</b>	<b>177</b>
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
<b>Total:</b>								<b>87</b>	<b>110</b>

### 4.2 Parking Generation

The calculated parking generation for the elementary school and community childcare centre was derived from the *Parking Generation 4<sup>th</sup> 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
<b>Total:</b>					<b>104</b>

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
<b>Total:</b>					<b>125</b>

### 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**.

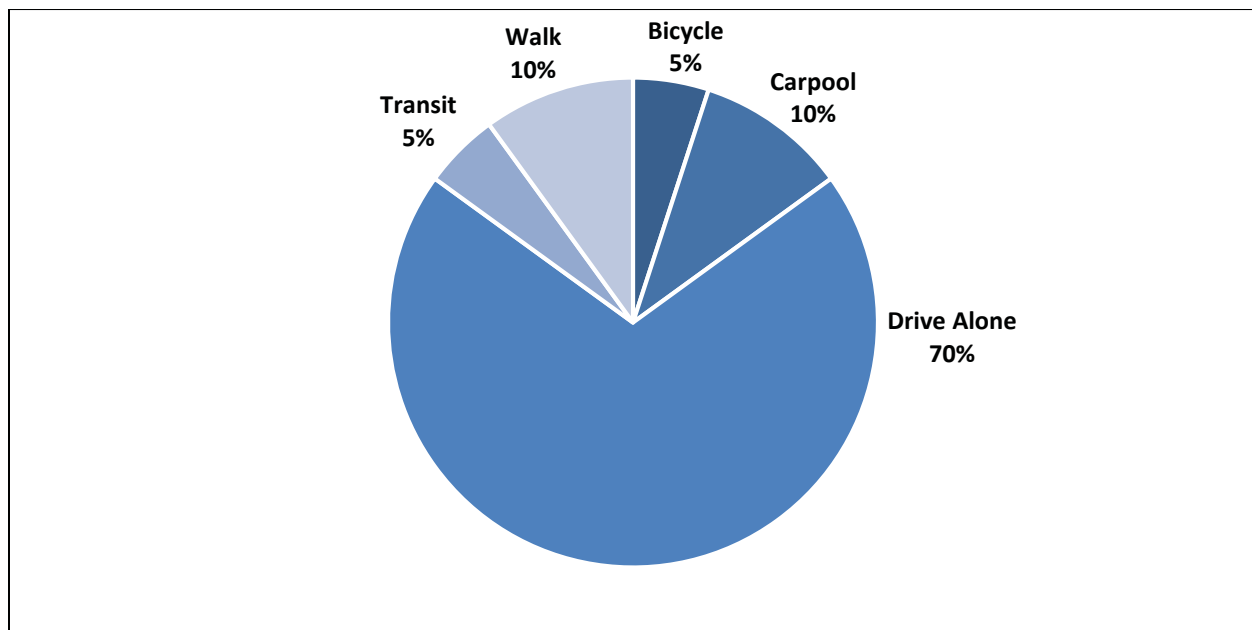


Figure 4-1: Estimated Mode Share of School Staff, Rounded to Nearest 5%

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:

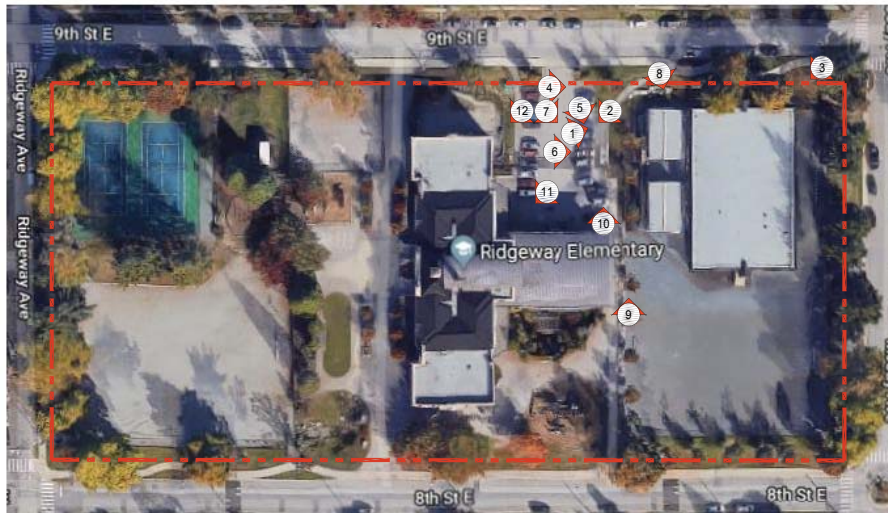
- Highlight the availability of secure bicycle parking and end-of-trip facilities for staff members;
- Provide workshops that promote alternative modes of transportation to staff such as walking, cycling, and transit;
- Encourage staff to organize voluntary carpool arrangements with each other; and
- 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

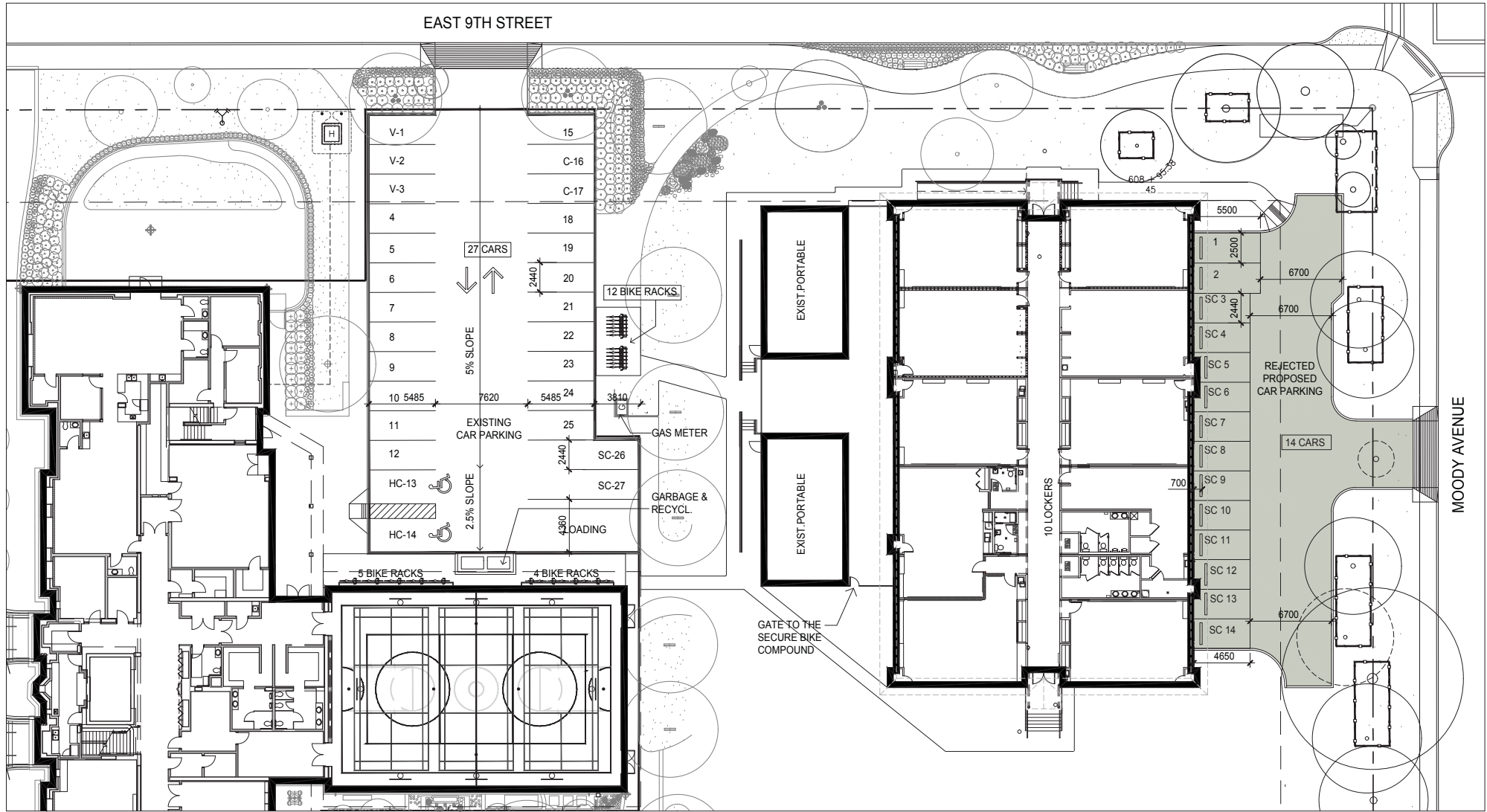






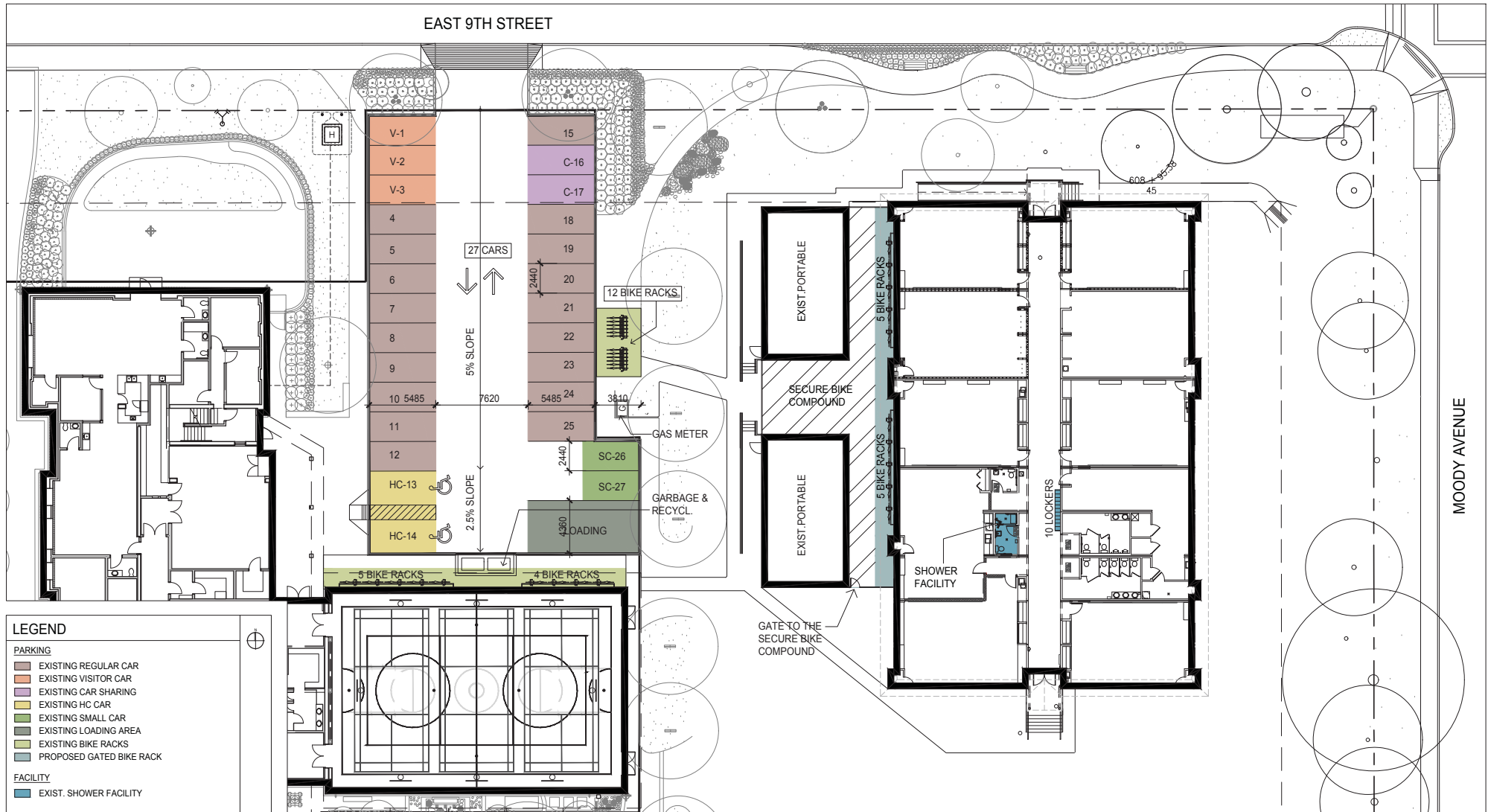
						 DA Architects + Planners 200 - 1014 Homer Street, Vancouver British Columbia, Canada V6B 1H7 Tel: 604.685.6312 Fax: 604.685.0982 www.daa-architects.com	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE  420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title  <b>SITE CONTEXT IMAGERY</b>	Drawing Date 2018.01.11		
									Scale N/A		
1	ISSUED FOR DP VARIANCE	2018/01/11							Drawn MN		
Rev. No.	Description	Date	Rev. No.	Description	Date			Ref. Dwg.	Sheet No. A-0.3	Rev.	


File Name: 1610-200 Ridgeway Variance DP



						<b>DA</b> Design Architects + Planners 1604 83rd Street North Vancouver, BC V7L 1Z5 Tel: 604.983.8312 Fax: 604.983.8313 www.daplanners.com	<b>RIDGWAY ELEMENTARY SCHOOL DP VARIANCE</b>  420 EAST 8th STREET NORTH VANCOUVER BC V7L 1Z5	Sheet Title <b>REJECTED PROPOSED CAR PARKING</b>	Drawing Date <b>2018.01.11</b>		
Rev.No.	Description	Date	Rev.No.	Description	Date				Scale <b>1:300</b>	Drawn <b>MN</b>	
1	ISSUED FOR DP VARIANCE	2018/01.11							Ref. Dwg.	Sheet No. <b>A-0.4</b>	Rev.

File Name: 1610-200 Ridgeway Variance DP



						 <p>DA Architects + Planners 1604 83rd Street Vancouver, BC V6P 6K2 Tel: 604.833.5312 Fax: 604.833.5313 www.daplanners.com</p> <p>© DA Architects + Planners</p>	RIDGEWAY ELEMENTARY SCHOOL DP VARIANCE	Sheet Title <b>EXISTING &amp; PROPOSED CAR/BIKE PARKING</b>	Drawing Date 2018.01.11		
									Scale 1:300		
1	ISSUED FOR DP VARIANCE	2018/01.11								Drawn MN	
Rev. No.	Description	Date	Rev. No.	Description	Date				Ref. Dwg.	Sheet No. A-0.5	Rev.

File Name: 1610-200 Ridgeway Variance DP

# APPENDIX B

## ON-STREET PARKING DATA

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	8:30 am - 9:30 am
<b>Weather:</b>	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

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	8:30 am - 9:30 am
<b>Weather:</b>	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

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	11:45 am -12:45 pm
<b>Weather:</b>	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

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	11:45 am -12:45 pm
<b>Weather:</b>	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

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	2:30 pm - 3:30 pm
<b>Weather:</b>	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

<b>Date:</b>	Dec. 5, 2018
<b>Time:</b>	2:30 pm - 3:30 pm
<b>Weather:</b>	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

<b>Date:</b>	Dec. 12, 2018
<b>Time:</b>	6:00 pm - 7:30 pm
<b>Weather:</b>	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

<b>Date:</b>	Dec. 12, 2018
<b>Time:</b>	6:00 pm - 7:30 pm
<b>Weather:</b>	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: 17<sup>th</sup> April 2019  
File:  
Re: **420 Ridgeway Ave (Ridgeway School)**

---

This memorandum outlines comments on the Transportation Study dated 16<sup>th</sup> April 2019 and from the Developer Information Session from the 13<sup>th</sup> 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 8<sup>th</sup> Street and East 9<sup>th</sup> Street. It is in a secondary pedestrian generator area and East 9<sup>th</sup> Street is a designated AAA bike route, but does not have any facilities present. Parking on the school frontages along 8<sup>th</sup> and 9<sup>th</sup> 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 <sup>th</sup> Street.
DIS	Speeding on 300 Block East 9th	Engineering / Planning	Hose count data collected in Q4 of 2018. Hoses placed on E 9 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> and 9th	Engineering	<p>Moody at 8<sup>th</sup> has 4 zebra crosswalks (one at each crossing leg). EPE cannot add more crosswalks on Moody at 8<sup>th</sup></p> <p>For Ridgeway at 9<sup>th</sup> Street: EPE will review whether new crosswalks on 9<sup>th</sup> 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 8<sup>th</sup> and 9<sup>th</sup> 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](mailto:emacdonald@cnv.org)  
Tanja Kalamar Capital Projects Manager, SD 44. E: [tkalamar@sd44.ca](mailto:tkalamar@sd44.ca)

**From:** Catherine Rockandel, IAF Certified Professional Facilitator  
Rockandel & Associates E: [cat@growpartnerships.com](mailto: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 8<sup>th</sup> 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 8<sup>th</sup>. 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 9<sup>th</sup> 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 10<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> 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 8<sup>th</sup> 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	
<b>420 East 8th Street (Ridgeway Elementary School)</b>	<b>FOR MORE INFORMATION AND TO SHARE YOUR OPINION:</b>
<b>PROPOSAL:</b> 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.	<b>PUBLIC INFORMATION SESSION</b>  LOCATION: 420 East 8th St (Ridgeway Elementary School Gymnasium) DATE: Wednesday, March 13th, 2019 TIME: 6pm - 8pm
<b>APPLICANT:</b>  NAME: James Kao COMPANY: DA Architects + Planners EMAIL: <a href="mailto:jkao@da-architects.ca">jkao@da-architects.ca</a> PHONE: 604-685-6312	<b>CITY OF NORTH VANCOUVER CONTACT</b> Emily Macdonald, Planning Technician <a href="mailto:emacdonald@cnv.org">emacdonald@cnv.org</a> 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 8<sup>th</sup> 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](mailto:jkao@da-architects.ca)
- Emily Macdonald, Planning Technician, City of North Vancouver, 604-982-3904, [emacdonald@cnv.org](mailto:emacdonald@cnv.org)



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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

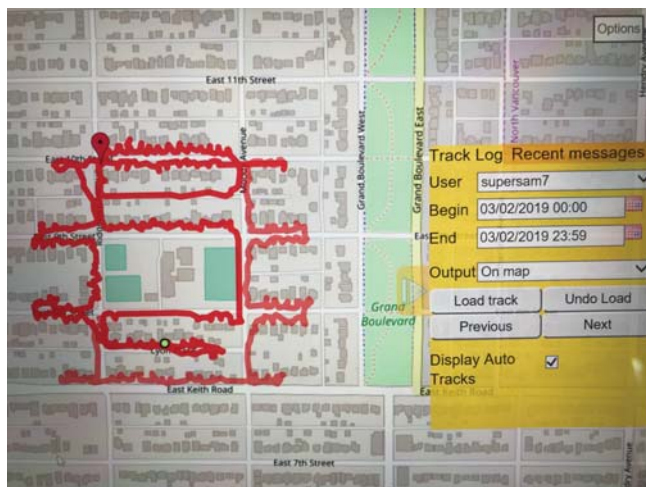
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604-685-6312, [jkao@da-architects.ca](mailto:jkao@da-architects.ca)
- Emily Macdonald, Planning Technician,  
City of North Vancouver, 604.982.3904, [emacdonald@cnv.org](mailto:emacdonald@cnv.org)



## 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  
E-Mail: emacdonald@cnv.org

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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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?	$\phi$		
4. What would you suggest to improve or enhance the proposed variance application?	$\phi$		
5. Please provide any additional comments.			

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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  
 E-Mail: emacdonald@cnv.org

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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

DATE: 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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>		

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](mailto:jkao@da-architects.ca)

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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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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### 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

<b>Name:</b>	M. Patricia G.		
<b>Address:</b>	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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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b> <i>Kathy Barker</i>			
<b>Address:</b> <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

<b>Name:</b>	Arianna Schweber		
<b>Address:</b>	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

<b>Name:</b> David Singh			
<b>Address:</b> 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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**DATE:** 3/13/2019

<b>Name:</b> STEPHEN MAIER			
<b>Address:</b> 396 E. 8TH 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

<b>Name:</b>			
<b>Address:</b> 359 E10 <sup>th</sup> 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 <del>City</del> should be clearer in their communication (unclear circular)		

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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>	Tyler Haines		
<b>Address:</b>	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		
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 <del>the</del> portables + modular buildings @ Ridgeway, necessitated by the <del>short sighted</del> 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

<b>Name:</b>			
<b>Address:</b>			
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

<b>Name:</b>			
<b>Address:</b>			
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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**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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?	<del>That the kids</del>		
4. What would you suggest to improve or enhance the proposed variance application?	potential permit parking		
5. Please provide any additional comments.	- 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 <sup>LOT</sup> (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

<b>Name:</b>	Kim Jackman		
<b>Address:</b>	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 9<sup>th</sup> 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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**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 <sup>th</sup> ST N VAN.	
3	Wayne Reid.	345 9 <sup>th</sup> St. east N/V	
4	Kelly Zunker	359 E 9 <sup>th</sup> St. N. Van	6 pm
5	Pam Chilton	384 East Keith Rd. N. VAN.	6:11pm.
6	KALLIE BILN	448 E. 9 <sup>th</sup> ST. N. VAN	6:22 pm
7	SHELLA TRUMBLEY	359 E 8 <sup>th</sup> ST N. VAN	6:25
8	Patricia DOE	432 Lyon Pl N. Van	6:26
9	Rosemary Milne	529 East 8 <sup>th</sup> ST N. Van	6:29pm
10	Dane Brett	456 E. 6 <sup>th</sup> St N. Van	6:39 pm
11			
12			
13			
14			
15			

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**TIME:** 6 pm – 8 pm

No.	Name	Address	Time
1	Ali Hounsell	418 E 9th N. Van V7L2R39	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			
13			
14			
15			

## Public Information Session – Sign in Sheet

**Please Note:** 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.

**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	All 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

<b>Name:</b>			
<b>Address:</b>			
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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Telephone: 604-685-6312  
Telephone: 604-982-3904

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

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**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**

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Permit No. DVP2019-00001

File: 08-3090-20-0245/1

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Issued to owner(s): **The Board of Education of School District No. 44 (North Vancouver)**

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Respecting the lands located at **420 East 8<sup>th</sup> 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

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**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 8<sup>th</sup> Street**

<b>Designer</b>	<b>Project Name</b>	<b>Sheet Description</b>	<b>Sheet No.</b>	<b>Sheet Date</b>	<b>CityDocs File Number</b>
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

<b>Author</b>	<b>Report Title</b>	<b>No. of Pages</b>	<b>Date</b>	<b>CityDocs File Number</b>
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 8<sup>th</sup> 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



## Public Information Session – Feedback Form

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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>	Leah Symons		
<b>Address:</b>	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.			

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](mailto:jkao@da-architects.ca)

E-Mail: [emacdonald@cnv.org](mailto:emacdonald@cnv.org)

RECEIVED

APR 23 2019

CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
DEPARTMENT

## Public Information Session – Feedback Form

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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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E-Mail: [emacdonald@cnv.org](mailto:emacdonald@cnv.org)

CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
DEPARTMENT  
APR 23 2019  
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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>	Arayan		
<b>Address:</b>	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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CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
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APR 23 2019  
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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>	Hailey Watson		
<b>Address:</b>	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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E-Mail: [emacdonald@cnv.org](mailto:emacdonald@cnv.org)

CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
DEPARTMENT

APR 23 2019

RECEIVED

## Public Information Session – Feedback Form

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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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City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312

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E-Mail: [emacdonald@cnv.org](mailto:emacdonald@cnv.org)

## Public Information Session – Feedback Form

Samie

**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:	Samie		
Address:	324 east 10th		
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 9th have staff park in front of their house and people will still speed on 8th and 9th 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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City of North Vancouver: Emily Macdonald, Planning Department

Telephone: 604-685-6312  
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E-Mail: jkao@da-architects.ca  
E-Mail: emacdonald@cnv.org

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COMMUNITY DEVELOPMENT  
DEPARTMENT  
APR 23 2019  
RECEIVED

## Public Information Session – Feedback Form

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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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### 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

<b>Name:</b>	Gustav		
<b>Address:</b>	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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COMMUNITY DEVELOPMENT  
DEPARTMENT

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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		

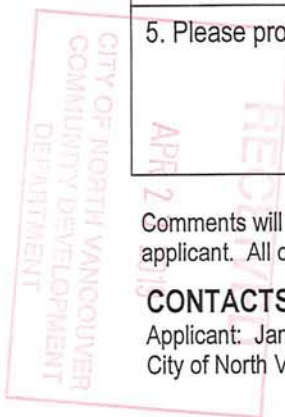
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

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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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b>	Sydney Coleclough		
<b>Address:</b>	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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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

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

<b>Name:</b>	Rick		
<b>Address:</b>	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

<b>Name:</b> <i>Jeremy</i>			
<b>Address:</b> <i>14th avenue 7923</i>	<i>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>		

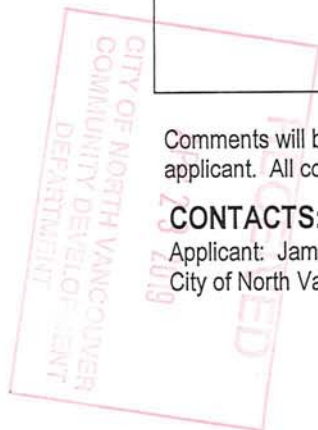
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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b> Casey			
<b>Address:</b> 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

<b>Name:</b> NICK			
<b>Address:</b> 12 <sup>th</sup> 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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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b> Dominic Sanghera			
<b>Address:</b> 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

<b>Name:</b> Justin			
<b>Address:</b> 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

<b>Name:</b>	Alison F. Valdez		
<b>Address:</b>	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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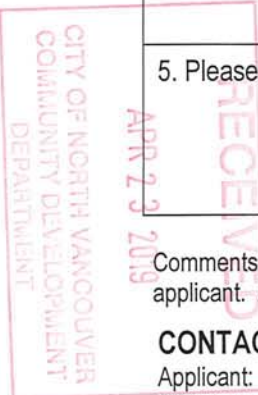
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**ADDRESS:** 420 east 8th Street (Ridgeway Elementary School)

**DATE:** 3/13/2019

<b>Name:</b> JACKSON ROBERTS			
<b>Address:</b>			
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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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 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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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?	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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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 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		

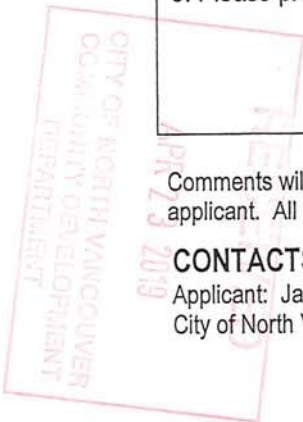
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### CONTACTS:

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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 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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CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
DEPARTMENT  
APR 23 2019

## Public Information Session – Feedback Form

*Cole*

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**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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.	?		

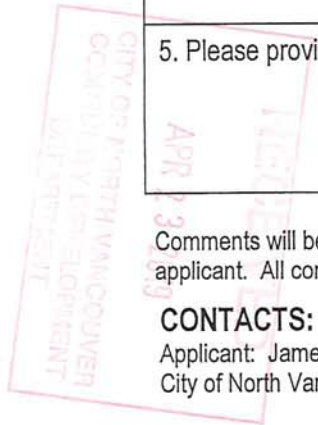
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**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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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CITY OF NORTH VANCOUVER  
COMMUNITY DEVELOPMENT  
PLANNING  
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.		

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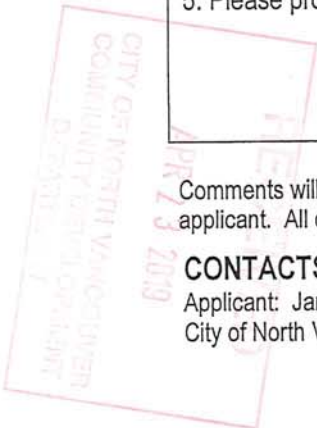
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

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?	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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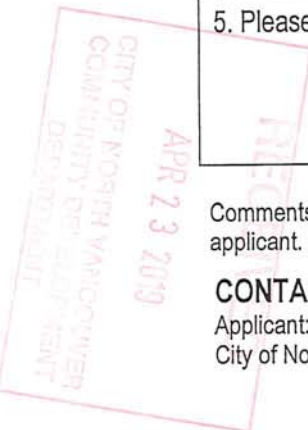
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

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?	<del>nothing</del> 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  
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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.	?		

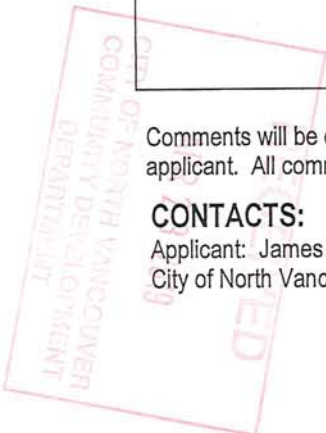
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DATE: 3/13/2019

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 it's 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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RECEIVED

APR 23 2019

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COMMUNITY DEVELOPMENT  
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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 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		

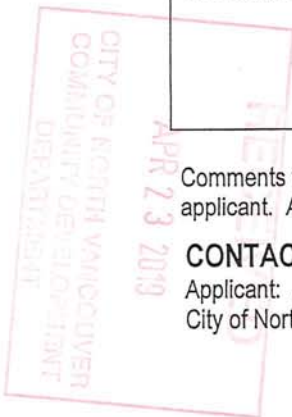
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DATE: 3/13/2019

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!		

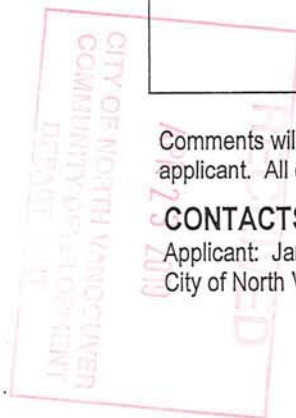
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ADDRESS: 420 east 8th Street (Ridgeway Elementary School)

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.	?		

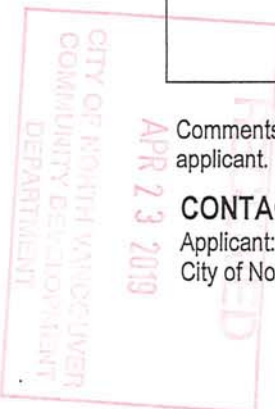
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**DATE:** 3/13/2019

<b>Name:</b>			
<b>Address:</b>			
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

**Subject:** FW: variance for parking lot at Ridgeway Elementary school

**From:** kmwright < >

**Sent:** April-15-19 10:16 PM

**To:** Wendy Tse <[WTse@cnv.org](mailto:WTse@cnv.org)>; Karla Graham <[kgraham@cnv.org](mailto: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

1051 St Andrews Ave

North Vancouver



## NOTICE OF PUBLIC MEETING (WAIVED)

**WHO:** DA Architects + Planners

**WHAT:** Development Variance Permit  
No. DVP2019-00001

**WHERE:** 420 East 8<sup>th</sup> Street  
Ridgeway Elementary School

**WHEN:** Monday, May 27, 2019 at 6:30 pm  
Council Chamber, City Hall  
141 West 14<sup>th</sup> Street, North Vancouver

Notice is hereby given that Council will consider:

### Development Variance Permit No. DVP2019-00001

to reduce the required parking on site from 40 parking spaces to 27. If approved, the variance will allow for existing parking on site to remain as is, with no expansion of the existing parking lot and no new parking lot added to the school property.

If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, May 27, 2019, to ensure their availability to Council.

The proposed Development Variance Permit and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from May 17, 2019, and online at [cnv.org/PublicMeetings](http://cnv.org/PublicMeetings).

Please direct any inquiries to **Emily Macdonald**, Planner 1, at [emacdonald@cnv.org](mailto:emacdonald@cnv.org) or **604-982-3904**.



141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9  
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](http://CNV.ORG)



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**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 8<sup>th</sup> 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

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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 8<sup>th</sup> Street**

<b>Designer</b>	<b>Project Name</b>	<b>Sheet Description</b>	<b>Sheet No.</b>	<b>Sheet Date</b>	<b>CityDocs File Number</b>
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

<b>Author</b>	<b>Report Title</b>	<b>No. of Pages</b>	<b>Date</b>	<b>CityDocs File Number</b>
R.F. Binnie & Associates Ltd.	Mini Transportation Review FINAL Report Rev.0	55	April 16, 2019	1774108



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Lino Siracusa, Manager, Shipyards & Waterfront  
Heather Reinhold, Deputy Director, Strategic & Corporate Services

SUBJECT: THE SHIPYARDS - LOT 5: NAMING OF PUBLIC SPACE

Date: May 15, 2019 File No: 13-6740-20-0007/1

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

**RECOMMENDATION:**

**PURSUANT** to the report of the Manager, Shipyards & Waterfront and Deputy Director, Strategic & Corporate Services, dated May 22, 2019, entitled "Shipyards - Lot 5: Naming of Public Space":

**THAT** the public space at The Shipyards - Lot 5 be known as the "Shipyard Commons."

**ATTACHMENTS:**

1. Pier Development Site Naming Report, November 26, 2004
2. Civic Naming Committee - Policy
3. Civic Naming Committee - Terms of Reference

**PURPOSE:**

To propose the name for the public space located in The Shipyards - Lot 5 development on behalf of the Civic Naming Committee.

**BACKGROUND:**

The development of The Shipyards area, located south of Esplanade between Lonsdale Avenue and St. George's Avenue, has occurred over several phases as part of the Pier

Development by Pinnacle International. In all stages of development, a continuous focus has been placed on creating a public precinct which reflects the unique character and history of the site, while still being progressive in design, programming and development.

In 2004, the Government of Canada recognized the accomplishments of the Burrard Dry Dock/Wallace Shipyards as an event of National Historic Significance. That same year, Council endorsed the naming of public site features within The Shipyards precinct (see Attachment 1). These site names were based on historical references including original site names, types of shipyard activities, prominent shipyard people, major accomplishments and the workforce (e.g.: Shipbuilders' Square, Wallace Mews, Victory Ship Way, St. Roch Dock).

### **DISCUSSION:**

Lot 5, a City-owned property located in the center of The Shipyards, is the last remaining component in the Pier Development to be developed. Unlike all other parts of the Pier Development, the development of Lot 5 is currently being undertaken by the City in partnership with Shipyards Development Ltd. (SDL), a wholly owned subsidiary of Quay Property Management Ltd.

SDL have named the commercial portion of this development as “The Shipyards” as this is consistent with the overall naming of the area and allows for ease of marketing of their commercial tenants.



As part of the Lot 5 development, SDL will deliver to the City a significant public realm, inclusive of an outdoor skating rink in the winter, water play area in the summer and a year-round gathering and event venue. A defining feature of the public realm will be the

reinstatement of the Machine Shop structure to form a cover over the outdoor public space. This 60-foot high structure is reflective of the Machine Shop heritage building, which was constructed in 1925 and stood in this same location. It forms an important part of the Shipyards heritage precinct.

In advance of the opening of the new civic venue on Lot 5, anticipated for summer 2019, it is important to finalize a permanent name for the public space. Providing a unique and memorable name for the public space will allow for public ease of recognition for uses and activities as well as building on The Shipyards character and unique sense of place.



While several names were assessed for their suitability, "Machine Shop Commons" or "Shipyards Commons," were considered the most suitable. The term "Commons," best reflects the public aspect of the space, which is not a plaza, square or other commonly used term for a public space. It supports the dynamic nature of the space which will include a skating rink, water park and performance spaces.

A few key considerations in developing naming options were:

- The Machine Shop structure has been recreated in its original location on the site, is a prominent feature and now covers the public space.
- "The Shipyards" is a recognizable destination within the City and beyond.
- The commercial component on Lot 5 will be named "The Shipyards" with sub-tenants branding their locations to reference to the location (e.g. Joey's at the Shipyards). This all works to build on public recognition of the area.
- Prominent "The Shipyards" signage will be placed on the Machine Shop structure at both the north and south ends. This signage will be consistent with existing signage on the Coppersmith Shop which houses the Tap & Barrel Restaurant.

The above options for the name of the public space was brought to the Civic Naming Committee on May 13<sup>th</sup>, 2019 and their recommendation is as follows:

THAT The Civic Naming Committee recommends that the public venue to be located on Lot 5 in the Shipyards be called "Shipyard Commons".

The Committee also felt that the heritage building names (Machine Shop, Pipe Shop and Coppersmith Shop) should be referenced in a discrete, but effective manner. This will be incorporated by staff moving forward.

In addition to the naming of the overall public space, the City will operate a programming and rental space with a walk up counter on the north edge of the Shipyard Commons. This programming and rental space will be signed "Supply Shop" which allows for seasonal needs and will facilitate skate rentals in winter and water play equipment and activities in summer.

While not related to the naming of any particular space within The Shipyards area, there has been discussion about the branding of waterfront area overall. This coming year the Manager, Shipyards and Waterfront will engage with the key stakeholders in the area to explore if there is a need or desire to establish common branding for the area.

**FINANCIAL IMPLICATIONS:**


There are no direct costs to the City associated with what names are given to public spaces.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The City's vision is for a vibrant and distinct waterfront. This new venue will make a very significant contribution to that. As one of the most dynamic locations in the City, "Shipyard Commons" will help reinforce the unique character and sense of place that The Shipyards contributes to the City.

RESPECTFULLY SUBMITTED:

  
Lino Siracusa  
Manager, Shipyards & Waterfront

  
Heather Reinhold  
Deputy Director, Strategic & Corporate  
Services

LS/HR/jb

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN  
THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET,  
NORTH VANCOUVER, B.C., ON MONDAY, DECEMBER 6, 2004  
AT 6:00 P.M.**

**REPORTS OF COMMITTEES, COUNCIL REPRESENTATIVES AND STAFF**

**18. Pier Development Site Feature Naming - File: 3400-05 ESP188**

Report: Assistant City Planner, Community Development,  
November 26, 2004

Moved by Councillor Perrault, seconded by Councillor Mussatto

**PURSUANT** to the report of the Assistant City Planner dated November 26, 2004, entitled "Pier Development Site Feature Naming":

**THAT** the Street Naming Committee recommendations for the naming of site Features at the Pier Development be approved, with the exception that the name Mould Loft Plaza be substituted with Plate Shop Portal.

Moved by Councillor Fearnley, seconded by Councillor Heywood

**THAT** the motion be amended to delete the following:

"with the exception that the name Mould Loft Plaza be substituted with Plate Shop Portal".

**DEFEATED**

A recorded vote was taken on the original motion.

Voting in favour: Councillor Mussatto  
Councillor Keating  
Councillor Perrault  
Councillor Heywood  
Mayor Sharp

Voting against: Councillor Fearnley

The original motion was **CARRIED** by a vote of five to one.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**COMMUNITY DEVELOPMENT DEPARTMENT**

**REPORT**

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To: Mayor Barbara A. Sharp and Members of the Council

From: Gary Penway, Assistant City Planner, Community Development

**SUBJECT:** PIER DEVELOPMENT SITE FEATURE NAMING

File: 3400.05

Date: November 26, 2004

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

**RECOMMENDATION**

**PURSUANT** to the report of the Assistant City Planner dated, November 26, 2004, entitled "Pier Development Site Feature Naming":

**THAT** the Street Naming Committee recommendations for the naming of site Features at the Pier Development be approved, with the exception that the name Mould Loft Plaza be substituted with Plate Shop Portal.

**ATTACHMENTS**

1. Proposed Names for Pier Development Features
2. Site Map with Recommended Names

**PURPOSE**

To propose names for public site features that will be located on the Pier development site on behalf of the Street Naming Committee.

**DISCUSSION**

The Pier Development was approved in several steps. The first was a Versatile Shipyard Land Use Study that was completed in 1997. This was followed by an OCP Amendment and Rezoning application approved in 2001. Since then, Pinnacle

International has acquired the development rights to the site and is proceeding with the final detailed design approvals and construction.

In all stages, an essential aspect of the development was the creation of a heritage precinct that would reflect the proud history of the site's history. This includes a grouping of buildings, piers and artifacts recalling this past. The entire design character of the waterfront open spaces (roads, walkways, plazas, etc) is based upon a shipyard/industrial character. Interpretive panels are being installed around the site to help explain the site's history.

The Government of Canada has recently recognized the accomplishments of the previous shipyard by recognizing West Coast Shipbuilding as an event of National Historic Significance. A National commemorative plaque is being prepared for installation on-site. An application will be made at a later date for National Historic "Site" status.

Given this context, it is most appropriate for the features on the site (roads, plazas, piers, etc) to have names that also reflect and reinforce these same historical roots. In considering appropriate names, a number of factors can be taken into consideration. Historic references could include:

- a. original names
- b. types of shipyard activities
- c. most prominent people
- d. major accomplishments
- e. workforce

As the project nears the opening of the first of the public amenities, it is important to finalize permanent site names. It is preferable to do this in a comprehensive way for the entire site, for all three phases. In this way places can be found for the most significant names that seem most worthy of commemoration.

### **TEMPORARY NAMES**

During the previous approvals, temporary names were given to certain features by the design team. These were created with historic considerations and have been in use for some time. This does not mean that they cannot change, but they do create a starting point for discussion. These temporary names are listed in Attachment # 2. They have been taken as input to the Street naming Committee.

### **PROPOSED PERMANENT NAMES**

The City's Street Naming Committee has considered appropriate names for these features. This has included a public process for suggestions as well as input from Museum and Archive and Planning staff.

The proposed names are listed in Attachment 2. The intention is for these to be approved as the official names for all three phases. The site features would then be officially opened as each phase of the development is completed.

### **ADVISORY BODY INPUT**

The Street Naming Committee's recommendations have been referred to the Heritage Advisory Commission. On October 12, 2004, they resolved as follows:

**THAT the Heritage Advisory Commission (HAC) having received a presentation from staff concerning the Pier Development Site Feature Naming, is supportive of the names proposed by the Street Naming Committee for the pier, with the exception being that the "Mould Loft Plaza" be renamed "Ship Mould Plaza", to make it more publicly palatable.**

**THAT the Heritage Advisory Commission (HAC) having received a presentation from staff concerning the Pier Development Site Feature Naming, that HAC would like to see a site feature at the Pier Development named to commemorate the contribution of women in the (World War II) war effort at the Burrard Drydock, and the significance of that work to the history of women in the work force.**

Staff has since considered this input. When reviewed with senior staff, concern was also expressed that "Mould" would generate negative reactions from the public given the recent leaky condo issue. In this instance the term actually refers to the ship moulds used to make ships.

As an alternative to Mould Loft Plaza, staff are now recommending that this location on Esplanade be renamed "Plate Shop Portal". This refers to the former plate shop at this location. It also relates to the fact that this location will function more as a portal than a plaza.

With regards to the second resolution, there is no one location on the site that effectively reflects the role of women in the work force. The City will continue to seek ways to commemorate this important contribution, which is being done through interpretative panels.

### **INTERDEPARTMENTAL IMPLICATIONS**

This report was endorsed by the Civic Projects Team on November 30, 2004.

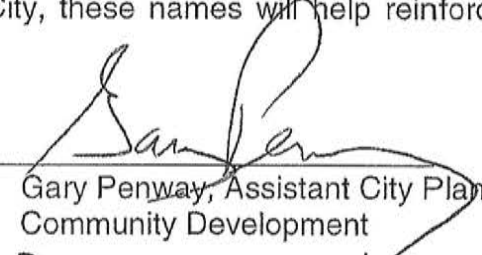
### FINANCIAL IMPLICATIONS

There are no direct costs to the City associated with what names are given to these features.

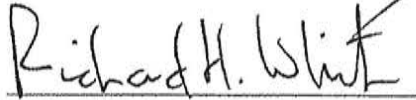
### OCP AND STRATEGIC PLAN IMPLICATIONS

As one of the most historic locations in the City, these names will help reinforce the uniqueness and sense of place of the City.

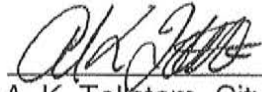
**RESPECTFULLY SUBMITTED BY:**

  
Gary Penway, Assistant City Planner  
Community Development

**APPROVED BY:**

  
F.A. Smith, Director  
Community Development

**REVIEWED BY:**

  
A. K. Tollstam, City Manager

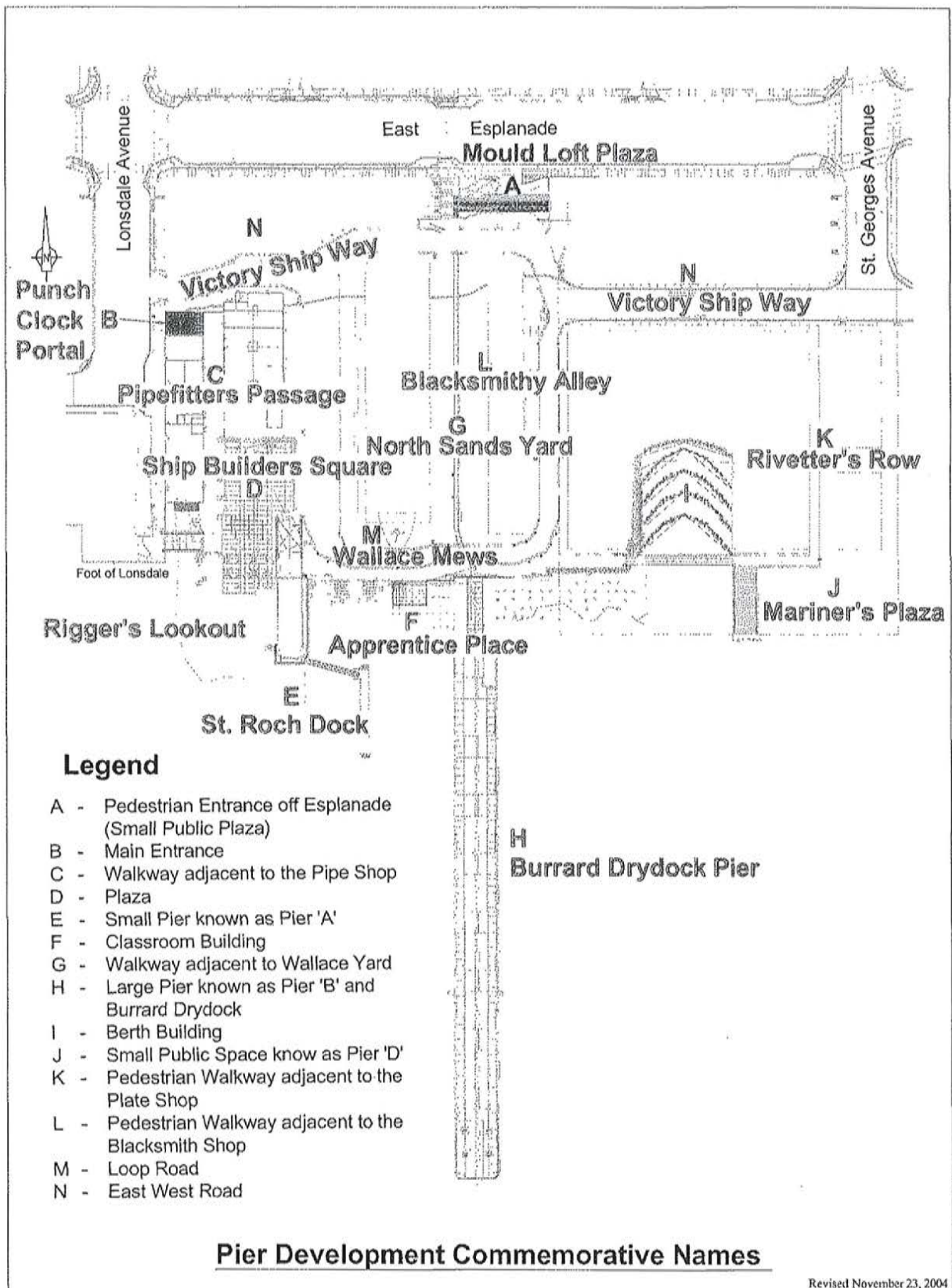
Attachments

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**Pier Development**  
**Street Naming Committee**  
**Recommended Site Feature Names**

Site Feature	Historic Name	Temporary Name	Recommended Names
A. Esplanade Entry	n/a	Burrard Drydock Plaza	<b>Mould Loft Plaza*</b>
B. Entry	Main Entrance	Shipyard's portal	<b>Punchclock Portal</b>
C. Walkway	n/a (near Pipe Shop)	n/a	<b>Pipefitters' Passage</b>
D. Main Plaza	n/a	Shipyards Plaza	<b>Shipbuilders Square</b>
E. Smaller pier	Pier A	Pier A	<b>St. Roch Dock</b>
F. Classroom	" " Building	No official name given (Informally referred to as the Classroom)	<b>Apprentice Place</b>
G. Yard Area	n/a	Wallace Yard	<b>North Sands Yard</b>
H. Major Pier	Pier B	Pier B	<b>Burrard Drydock Pier</b>
I. Building Berth	Building Berth 2	Boatway Basin	
J. Small public space	Pier D (portion of)	Craneway Plaza	<b>Mariners' Plaza</b>
K. Pedestrian Walkway	n/a	St. George's Promenade	<b>Riveters' Row</b>
L. Pedestrian Walkway former building		n/a	<b>Blacksmithy's Alley</b>
M. Loop Road	n/a	Wallace Mews	<b>Wallace Mews</b>
N. East-West Road	n/a	Shipyards Mews	<b>Victory Ship Way</b>
O. Walkway	n/a	n/a	<b>Riggers' Lookout</b>

\*Alternative Name of **Plate Shop Portal** recommended based upon HAC and staff input





## **Civic Naming Committee Policy**

### **Naming of Parks, Municipal Facilities, Streets & Honourary Roads**

#### **The purpose of this policy is to:**

1. Establish civic policy to guide the City of North Vancouver's Streets and Parks Naming Committee for the naming of parks, municipal facilities, streets and honourary roads;
2. Establish the criteria to recognize and commemorate noteworthy persons whereby the names will be placed on a Names Reserve List;
3. Establish principles for the naming of parks, municipal facilities, roads, and honourary roads;

#### **1. GENERAL PRINCIPLES:**

1. All naming shall be posthumous. Naming after living individuals is inappropriate since there could be future circumstances or difficulties that a living individual encounters in their future that leads to an inappropriate connotation for that name.
2. Naming a park, municipal facility, road or honourary road after a person shall be commensurate with the contributions made by the person during their lifetime and having regard to the person's achievements or areas of interest.
3. Written consent should be obtained from the individual's surviving family (if applicable); and,
4. A written description of the individual's contribution to the City and/or community should be reviewed by City Council.

#### **2. NAMES RESERVE LIST**

1. All naming shall be posthumous.
2. For a person's name to be added to the reserve list, the person must meet, except in extenuating circumstances, at least one of the following criteria:

- a) A person who demonstrates excellence, courage or exceptional dedication to service in ways that brought special credit to the City of North Vancouver;
  - b) A person who volunteered and gave extraordinary help or care to individuals, families or groups, or supported community services or humanitarian causes in the City of North Vancouver;
  - c) A person who fostered equality and reduced discrimination;
  - d) A person who risked his or her life to save or protect others; and
  - e) A person who achieved a deed or activity performed in an outstanding professional manner that brought considerable benefit or great honour to the City of North Vancouver.
3. Names, other than a person, may reflect a historical event significant to the City of North Vancouver.
  4. Names, other than a person, may recognize the flora and fauna of the local area or the geographical or topographical feature of the local area.
  5. Notwithstanding the above, the name of a person or a name other than a person, not identified on the "Names Reserve List" may be assigned to a park, municipal facility, road or an honorary road when unique or extenuating circumstances warrant.

### 3 GENERAL PRINCIPLES WHEN A NAME IS ASSIGNED TO A PARK, MUNICIPAL FACILITY, HONOURARY ROAD, STREET OR RENAMED STREET

1. Naming a park, municipal facility, street or honorary road after a person shall be commensurate with the contributions of the person being honoured and having regard to the person's achievements or areas of interest and other comparable people who have or may in the future be commemorated.
2. No municipal parks, facilities, roads or honorary roads to be named after staff members or former Council members of the Corporation of the City of North Vancouver.
3. Honourary Roads
  - a) A road, either whole or in part, may be named in honour of a person or organisation (e.g. Veteran's Way) as an honorary road. This is supplemental to the actual road name which does not change in this instance.

# **TERMS OF REFERENCE**

## **Civic Naming Committee**

### **1. PURPOSE**

The Civic Naming Committee is responsible for recommending to Council names for the various parks, municipal facilities, streets and honorary roads as the need arises.

### **2. OBJECTIVE**

The function of the Committee shall be;

- provide recommendations to Council on the naming of Naming of Parks, Municipal Facilities, Streets & Honourary Roads in the City of North Vancouver, promoting the heritage and identity of the City as per the policy adopted by Council on July 16, 2012.
- advise Council on those matters coming within the scope of the Committee or those items referred to it by Council.

### **3. MEMBERSHIP COMPOSITION**

The Committee will comprise the following voting and non-voting members:

- (a) Voting Members
  - Mayor
  - Two Councillors
- (b) Non-Voting members
  - Chief Administrative Officer
  - Fire Chief
  - Director of Engineering, Parks and Environment
  - Director of Community Development

### **4. TERM OF MEMBERSHIP**

The two members of Council will be appointed by Council for a one year term. All other Committee members will serve on the Committee on a continuing basis.

## **5. COMMITTEE CHAIR**

The Chair will be a member of Council unless otherwise determined by a majority vote of the Committee.

## **6. RULES AND PROCEDURES FOR THE COMMITTEE**

- (a) The frequency of Committee meetings shall be determined by the needs and dictates of the requests to the Committee.
- (b) All meetings will be closed to the public.
- (c) Quorum of the Committee shall consist of a majority of the voting members for acceptance and approval.
- (d) The Chair shall vote on all questions submitted and, in the case of equal division, the question shall be disposed of in the negative.
- (e) Meetings will be held at the call of the Chair.
- (f) The duties of the Chair shall include the calling of, and presiding at, meetings of the Committee in accordance with the regulations of the Committee with respect thereto, and such other duties as the Committee may prescribe.
- (g) A Committee Clerk shall be provided to the Committee who shall be responsible for agenda preparation, minute taking and meeting preparations.
- (h) Recommendations of the Committee for naming are to be forwarded to Engineering, Parks and Environment Department for incorporation within a report to Council.
- (i) Prior to submission of the recommendation to Council, the proposed name will be circulated by the Committee Clerk to the Fire Department, RCMP and Ambulance to ensure the naming complies with efficient delivery of public and/or emergency services.
- (j) Final naming approval resides with Council.