



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,
HELD ELECTRONICALLY FROM CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, SEPTEMBER 14, 2020 AT 5:30 PM**

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

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, September 14, 2020

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 20, 2020

PROCLAMATIONS

Cops for Cancer Day – September 21, 2020

Rail Safety Week – September 21–27, 2020

North Shore Culture Days – September 25 – October 25, 2020

PUBLIC INPUT PERIOD

CONSENT AGENDA

Items *3, *4, *5 and *6 are listed in the Consent Agenda and may be considered separately or in one motion.

CORRESPONDENCE

- *3. Board in Brief – Metro Vancouver Regional District, July 31, 2020

BYLAWS – ADOPTION

- *4. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786" (Transit Lanes and Electric Vehicles Charging Parking)
- *5. "Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787" (Street and Traffic Bylaw – Updates to Fines)

REPORT

- *6. Appointment of North Shore Designate to E-Comm Board – 2020-2021 Term

BYLAWS – THIRD READING

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784”
(Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd Street)
8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785”
(Bill Curtis / Bill Curtis & Associates Design, 233 East 22nd Street)

PRESENTATION

2019 North Shore Transportation Survey – Manager, Transportation Planning

REPORTS

9. 2019 North Shore Transportation Survey
10. UBCM 2020 Funding Application – Housing Needs Report Program
11. Amendment to “Housing Agreement Bylaw, 2017, No. 8574” – 1441 St. Georges Avenue

BYLAW – FIRST, SECOND AND THIRD READINGS

12. “Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790”
(1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments)

REPORTS

13. Amended Development Variance Permit Application – 1115 East Keith Road, Dustin Christiansen
14. 2020 Project Plan – Funding Appropriations #2056 – #2059 and #2061 – #2062

COUNCIL REPORT

NOTICES OF MOTION

15. Anticoagulant Rodenticides – Councillor McIlroy and Councillor Valente
16. Extending Outdoor Patios to Support Local Business – Mayor Buchanan

COVID-19 UPDATE

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], 90(1)(g) [legal matter] and 90(2)(b) [contract negotiations].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, September 14, 2020

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 20, 2020

PROCLAMATIONS

Cops for Cancer Day – September 21, 2020

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North Shore Culture Days – September 25 – October 25, 2020

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 addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

As City Hall remains closed to the public, the Regular Council Meetings will be held electronically via “WebEx”. To speak during the Public Input Period of a Regular Council Meeting, pre-registration is required by completing an online form at cnv.org/PublicInputPeriod. Persons can also pre-register by phoning 604-990-4230 and providing contact information. **All pre-registration must be submitted no later than 12:00 noon on the day of the meeting.**

Once you have pre-registered, you will receive login/call-in instructions via email/phone.

You will be required to login or phone into the Council meeting between 5:00 and 5:15 pm on the day of the meeting. At the meeting, speakers will be asked to state their name and address for the record. If speakers have written materials to accompany their presentation, these materials must be emailed to the City Clerk at clerks@cnv.org no later than 12:00 noon on the day of the meeting.

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

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 or to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda, as an opportunity for public input is provided when the particular item comes forward for discussion.

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

CONSENT AGENDA

Items *3, *4, *5 and *6 are listed in the Consent Agenda and may be considered separately or in one motion.

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *3. Board in Brief, Metro Vancouver Regional District, July 31, 2020
– File: 01-0400-60-0006/2020

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated July 31, 2020, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

BYLAWS – ADOPTION

- *4. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786”
(Transit Lanes and Electric Vehicles Charging Parking)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

- *5. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines)

RECOMMENDATION:

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

CONSENT AGENDA – Continued

REPORT

- *6. Appointment of North Shore Designate to E-Comm Board – 2020-2021 Term
File: 01-0230-20-0016/2020

Report: Corporate Officer, September 2, 2020

RECOMMENDATION:

PURSUANT to the report of the Corporate Officer, dated September 2, 2020, entitled “Appointment of North Shore Designate to E-Comm Board – 2020-2021 Term”:

THAT Richard Walton be nominated to serve as the North Shore designate to the E-Comm Board of Directors for the 2020-2021 term.

END OF CONSENT AGENDA

BYLAWS – THIRD READING

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784”
(Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd Street)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784”
(Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd Street) be given third reading.

Public Hearing waived.

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785”
(Bill Curtis / Bill Curtis & Associates Design, 233 East 22nd Street)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785”
(Bill Curtis / Bill Curtis & Associates Design, 233 East 22nd Street) be given third reading.

Public Hearing waived.

PRESENTATION

2019 North Shore Transportation Survey – Manager, Transportation Planning

Item 9 refers.

REPORTS

9. 2019 North Shore Transportation Survey – File: 16-8770-01-0001/2020

Report: Manager, Transportation Planning, September 3, 2020

RECOMMENDATION:

PURSUANT to the report of the Manager, Transportation Planning, dated September 3, 2020, entitled “2019 North Shore Transportation Survey”:

THAT the 2019 North Shore Transportation Survey Final Report, September 2020, be received for information.

10. UBCM 2020 Funding Application – Housing Needs Report Program
– File: 10-5040-03-0001/2020

Report: Planner 1, September 2, 2020

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated September 2, 2020, entitled “UBCM 2020 Funding Application – Housing Needs Report Program”:

THAT (Funding Appropriation #2060) an amount of \$20,000 be appropriated from the Affordable Housing Reserve Fund to support the preparation of the Housing Needs Report;

THAT should any of the amount remain unexpended as at December 31, 2023, the unexpended balance shall be returned to the credit of the Affordable Housing Reserve Fund;

THAT staff be directed to apply for the Provincial funding available for the Housing Needs Report Program, administered by the Union of British Columbia Municipalities, prior to the October 16, 2020 deadline;

AND THAT Council support the proposed project activities to provide overall grant management, as required by the Union of British Columbia Municipalities’ Housing Needs Report Program.

REPORTS – Continued

11. Amendment to “Housing Agreement Bylaw, 2017, No. 8574” – 1441 St. Georges Avenue – File: 08-3360-20-0405/1

Report: Planner 1, September 2, 2020

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated September 2, 2020, entitled “Amendment to “Housing Agreement Bylaw, 2017, No. 8574” – 1441 St. Georges Avenue”:

THAT “Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790” (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments) be considered;

AND THAT the Mayor and City Clerk be authorized to execute all necessary legal agreements required.

Item 12 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

12. “Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790” (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments)

RECOMMENDATION:

THAT “Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790” (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments) be given first, second and third readings.

REPORTS

13. Amended Development Variance Permit Application – 1115 East Keith Road, Dustin Christiansen – File 08-3400-20-0009/1

Report: Development Planner, September 2, 2020

RECOMMENDATION:

PURSUANT to the report of the Development Planner, dated September 2, 2020, entitled “Amended Development Variance Permit Application – 1115 East Keith Road, Dustin Christiansen”:

Continued...

REPORTS – Continued

13. Amended Development Variance Permit Application – 1115 East Keith Road, Dustin Christiansen – File 08-3400-20-0009/1 – Continued

THAT the amended Development Variance Permit No. PLN2019-00008 (Dustin Christiansen and Laurie Bayrack) be considered for issuance under Section 498 of the *Local Government Act*;

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

AND THAT the Public Meeting be waived.

14. 2020 Project Plan – Funding Appropriations #2056 – #2059 and #2061 – #2062 – File: 05-1705-30-0019/2020

Report: Director, Finance, September 7, 2020

RECOMMENDATION:

PURSUANT to the report of the Director, Finance, dated September 7, 2020, entitled “2020 Project Plan – Funding Appropriations #2056 – #2059 and #2061 – #2062”:

THAT (Funding Appropriation #2056) an amount of \$286,654 be appropriated from the Annual Budget – Transfer to General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2057) an amount of \$71,854 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2058) an amount of \$615,198 be appropriated from the Fire Equipment Replacement Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2059) an amount of \$979,802 be appropriated from the General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2061) an amount of \$32,842 be appropriated from the Environmental Stewardship Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2062) an amount of \$75,000 be appropriated from the Affordable Housing Reserve Fund for the purpose of funding the 2020 Project Plan;

AND THAT should any of the amounts remain unexpended as at December 31, 2023, the unexpended balances shall be returned to the credit of the respective fund.

COUNCIL REPORT

Each Council member is permitted 5 minutes to report on their activities.

NOTICES OF MOTION

15. Anticoagulant Rodenticides – File: 09-4000-01-0001/2020

Submitted by Councillor McIlroy and Councillor Valente

RECOMMENDATION:

WHEREAS the City of North Vancouver Strategic Plan for 2018-2022 prioritizes “A Liveable City” where the City acts as a steward of the environment for future generations;

WHEREAS anticoagulant rodenticides pose serious threats to BC wildlife and ecosystems through primary and secondary poisoning of non-target species, and have the potential to harm children and pets;

WHEREAS owls and other raptors are at a particularly high risk of secondary poisoning because of their dependence on rodents as a food source, with numerous cases of poisoning across BC in the past decade;

AND WHEREAS the City of North Vancouver has already shown leadership in the protection of wildlife and the environment by using alternatives to rodenticides on municipal properties and providing information to the public on such alternatives;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver create a formal ban on the use of anticoagulant rodenticides on all municipal property and take advantage of opportunities to communicate alternative pest control methods to residents and businesses;

AND THAT Council request that the Mayor write, on behalf of Council, to the Province of BC requesting that the Province ban anticoagulant rodenticides, and that letter be shared with all other local governments in BC.

16. Extending Outdoor Patios to Support Local Business
– File: 09-4520-20-0002/2020

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS the COVID-19 pandemic continues to result in severe economic hardship for local businesses across the City of North Vancouver;

WHEREAS public health requirements for social distancing are still in effect that significantly reduces the number of patrons allowed to be in given areas;

WHEREAS the expanded patio program and parklets in the City over the summer have provided local retail, restaurants, cafes and breweries the ability to have additional space to stay open throughout the pandemic;

WHEREAS the loss of this additional patio space this fall may result in the temporary or permanent closure of many local businesses;

AND WHEREAS the City is committed to supporting its small business community by reducing barriers and incentivizing new investment;

THEREFORE BE IT RESOLVED THAT Council extend the expanded patio program and direct staff to authorize the winterization of outdoor patios within the City for the duration of the COVID-19 pandemic.

COVID-19 UPDATE

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], 90(1)(g) [legal matter] and 90(2)(b) [contract negotiations].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

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MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE CAO MEETING ROOM, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, JULY 20, 2020**

PRESENT

COUNCIL MEMBERS

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

**Participated electronically*

STAFF MEMBERS

L. McCarthy, CAO*
K. Graham, City Clerk
C. Baird, Deputy City Clerk
H. Granger, City Solicitor*
B. Themens, Director, Finance*
B. Pearce, Director, Strategic and Corporate Services*
M. Epp, Director, Planning and Development*
M. Friesen, Interim Manager, Development Planning*
A. Devlin, Manager, Transportation Planning*
T. Ryce, Chief Building Official*
M. Wray, Planner*
D. Pope, Director, Engineering, Parks and Environment*
L. Orr, Deputy Director, Community and Partner Engagement*
P. Duffy, Manager, Bylaw Services*
H. Turner, Director, North Vancouver Recreation and Culture Commission*
G. Houg, Manager, Maintenance and Engineering Services, North Vancouver Recreation and Culture Commission*

The meeting was called to order at 5:30 pm.

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Back

1. Regular Council Meeting Agenda, July 20, 2020

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor McIlroy seconded by Councillor Girard

2. THAT the Regular Minutes of July 13, 2020 be amended, under "COVID-19 Update", by removing all text under the Mayor's report and replacing it with the following:

Continued...

ADOPTION OF MINUTES – Continued

“Provincial

- The provincial government extended the Provincial State of Emergency to July 21, 2020 and we still need to be vigilant about the public health guidelines in place.
- The provincial government announced last week that an All Party Committee has been struck to engage communities in the review and update of the *BC Police Act*.
- The provincial government will continue to offer COVID-19 financial support; persons currently receiving the funding do not need to reapply.

Metro Vancouver

- The Metro Vancouver Board received a report on July 3, 2020 regarding COVID-19 related to homelessness and food insecurity. Recommendations have been forwarded to the provincial government.
- The Task Force is advocating to keep the US/Canada border closed beyond July 21, 2020 to help minimize the spread of COVID-19 and the possibility of a second wave, which could be catastrophic for public health and the economy. She was a signatory, along with several other Metro Vancouver Mayors, on a letter to Prime Minister Trudeau and Premier Horgan regarding homelessness.

City

- The City’s Business Advisory Task Force continues to meet and is focused on ensuring public health and safety, supporting local businesses and economic recovery.
- The Task Force is advocating to keep the US/Canada border closed beyond July 21, 2020 to help minimize the spread of COVID-19 and the possibility of a second wave, which could be catastrophic for public health and the economy.
- Cultural amenities have been hit hard and now have limited openings. The Mayor encouraged the public to visit these venues. The Mayor wrote a letter to Minister Beare regarding ongoing support to Cultural Amenities.
- Several groups and organizations are to be commended for moving to an online presence over the last several months to keep people engaged, including Lions Gate Rotary (Canada Day Celebration), the North Shore Pride Alliance (online variety show) and North Vancouver School District No. 44 (2020 grad celebration).
- The Mayor issued a letter, on behalf of Council, to Premier Horgan and Minister Farnworth to advocate for inclusion of municipal input in the review and reform of the *BC Police Act*.
- Council’s recent adoption of the Safe Mobility Strategy will help to prioritize safety and the efficient movement of people and goods to, from and within the City.
- Reminder that as we continue to re-open the economy we are still in a pandemic and as a City we must continue to abide by the public health guidelines in order to continue to flatten the curve on neighbourhood streets”;

AND THAT the Regular Minutes, as amended, be approved.

CARRIED UNANIMOUSLY

PROCLAMATION

Mayor Buchanan declared the following proclamation:

Pride Week – July 27 to August 3, 2020

PUBLIC INPUT PERIOD

- Gary Woods, North Shore Pride Alliance, 124-219 MacKay Road, North Vancouver, spoke regarding North Shore Pride Week and social distanced events around North Vancouver.
- Jan Malcolm, 522 East 4th Street, North Vancouver, spoke regarding the City's Child Care Action Plan.
- Balraj Hundal, 529 East 13th Street, North Vancouver, spoke regarding the zoning and bylaw inspection process.
- Curtis Hale, 201-707 East 3rd Street, North Vancouver, spoke regarding pedestrian safety at the intersection of 3rd Street and Moody Avenue.

CONSENT AGENDA

Moved by Councillor Bell, seconded by Councillor Valente

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

CORRESPONDENCE

- *3. Board in Brief, Metro Vancouver Regional District, July 3, 2020
– File: 01-0400-60-0006/2020

Re: Metro Vancouver – Board in Brief

Moved by Councillor Bell, seconded by Councillor Valente

THAT the correspondence from Metro Vancouver, dated July 3, 2020, regarding the "Metro Vancouver – Board in Brief", be received and filed.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

BYLAWS – ADOPTION

- *4. “Smoking Regulation Bylaw, 1998, No. 7026, Amendment Bylaw, 2020, No. 8754”
(Text Amendments)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Smoking Regulation Bylaw, 1998, No. 7026, Amendment Bylaw, 2020, No. 8754” (Text Amendments) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *5. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8755” (Smoking Penalties)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8755” (Smoking Penalties) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *6. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8756” (Smoking Penalties)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8756” (Smoking Penalties) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *7. “2020 Property Tax Sale Date Deferment Bylaw, 2020, No. 8788”

Moved by Councillor Bell, seconded by Councillor Valente

THAT “2020 Property Tax Sale Date Deferment Bylaw, 2020, No. 8788” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *8. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8789”
(2020 Project Plan Funding)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8789” (2020 Project Plan Funding) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

REPORT

- *9. Offer of Artwork – *Listening to Dawn* – File: 15-7750-01-0001/2020

Report: Public Art Officer, North Vancouver Recreation and Culture Commission,
July 8, 2020

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Public Art Officer, North Vancouver Recreation and Culture Commission, dated July 8, 2020, entitled “Offer of Artwork – *Listening to Dawn*”:

THAT Dr. Maria Daszkiewicz’s offer to gift her sculpture entitled *Listening to Dawn* by Ryszard Wojciechowski be respectfully declined, in accordance with the results of the Offer of Artwork Sub-Committee review.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC HEARING – 350 East 2nd Street

Moved by Councillor Girard, seconded by Councillor Hu

THAT the meeting recess to the Public Hearing regarding “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” and “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 5:43 pm and reconvened at 6:41 pm.

BYLAWS – THIRD READING

10. “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” (Thomas Grimwood / Grimwood Architecture, 350 East 2nd Street, Land Use Designation Change)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2020, No. 8782” (Thomas Grimwood / Grimwood Architecture, 350 East 2nd Street, Land Use Designation Change) be given third reading.

CARRIED UNANIMOUSLY

BYLAWS – THIRD READING – Continued

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783” (Thomas Grimwood / Grimwood Architecture, 350 East 2nd Street, CD-427 Text Amendment)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8783” (Thomas Grimwood / Grimwood Architecture, 350 East 2nd Street, CD-427 Text Amendment) be given third reading.

CARRIED UNANIMOUSLY

REPORTS

12. 2009 Mahon Avenue – Request for Reconsideration of Remedial Action Order (Demolition and Site Clean-up) – File: 09-3900-01-0001/2020

Report: City Clerk, July 13, 2020

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the City Clerk, dated July 13, 2020, entitled “2009 Mahon Avenue – Request for Reconsideration of Remedial Action Order (Demolition and Site Clean-up)”:

THAT pursuant to Section 78 of the *Community Charter* and the request attached as Attachment #1 from Trevor Warrington, the registered owner (the “Owner”) of property having a civic address of 2009 Mahon Avenue, North Vancouver, legally described as: Lot 27, Block 4, District Lot 548, Plan 3846; PID: 004-812-603 (the “Property”), Council reconsider the remedial action order imposed by Council on June 22, 2020, as set out in the Minutes of the Regular meeting of June 22, 2020;

AND THAT upon reconsidering the remedial action order and hearing any representations made by the Owner, Council confirm the remedial action order of June 22, 2020.

Trevor Warrington, Property Owner, 2009 Mahon Avenue, provided verbal comments and responded to questions of Council.

CARRIED UNANIMOUSLY

13. Street and Traffic Bylaw Updates – File: 16-8330-01-0001/2020

Report: Planning Assistant, Transportation, and Manager, Transportation Planning, July 6, 2020

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Planning Assistant, Transportation, and the Manager, Transportation Planning, dated July 6, 2020, entitled “Street and Traffic Bylaw Updates”:

Continued...

REPORTS – Continued

13. Street and Traffic Bylaw Updates – File: 16-8330-01-0001/2020 – Continued

THAT the following bylaws be considered:

- “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking);
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines).

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS

14. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking)

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking) be given third reading.

CARRIED UNANIMOUSLY

15. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines)

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines) be given third reading.

CARRIED UNANIMOUSLY

REPORTS – Continued

16. Lonsdale Energy Corp. – 2020 Annual General Meeting – File: 11-5500-06-0001/1

Report: Director, Lonsdale Energy Corp., July 13, 2020

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Director, Lonsdale Energy Corp., dated July 13, 2020, entitled, “2020 Annual General Meeting”:

THAT the 2019 Financial Statements be received and filed;

THAT the proposed Unanimous Consent Resolutions of the Shareholder of Lonsdale Energy Corp. (Attachment #2) be endorsed;

AND THAT the Mayor and City Clerk be authorized to sign and seal the resolution.

CARRIED UNANIMOUSLY

17. 2020 Project Plan – Funding Appropriations #2049 – #2050
– File: 05-1610-01-0001/2020

Report: Director, Finance, July 14, 2020

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Director, Finance, dated July 14, 2020, entitled “2020 Project Plan – Funding Appropriations #2049 – #2050”:

THAT funding for two Harry Jerome Community Recreation Centre projects and one Memorial Community Recreation Centre project excluded from appropriations included in the report entitled “2020 Project Plan – Funding Appropriations #2049 – #2055 and Bylaw No. 8789” discussed at the Regular Council Meeting held July 13, 2020, be funded as proposed in the report submitted at that time.

CARRIED UNANIMOUSLY

18. North Shore Rent Bank Project Grant – File: 10-5040-01-0001/2020

Report: Director, Planning and Development, July 8, 2020

Moved by Mayor Buchanan, seconded by Councillor Girard

PURSUANT to the report of the Director, Planning and Development, dated July 8, 2020, entitled “North Shore Rent Bank Project Grant”:

THAT staff be directed to bring forward an appropriation request for a grant of \$75,000 from the Affordable Housing Reserve Fund to expand the administrative and loan capacity of the North Shore Rent Bank Project for eligible City of North Vancouver residents;

Continued...

REPORTS – Continued

18. North Shore Rent Bank Project Grant – File: 10-5040-01-0001/2020 – Continued

AND THAT staff work with the Harvest Project to finalize an agreement on terms and conditions of the City's funding, including reviewing rent bank eligibility criteria, the proportion of City funding that can be allocated to administrative overhead and reporting requirements.

CARRIED UNANIMOUSLY

COVID-19 UPDATE

Nil.

COUNCIL INQUIRIES

19. Noise Control Bylaw – File: 01-0220-01-0001/2020

Inquiry by Councillor Valente

Councillor Valente inquired of Mayor Buchanan regarding the Notice of Motion made at the Regular Council meeting of September 9, 2019 and amendments to the Noise Control Bylaw.

The Manager, Bylaw Services, responded that a report on this matter will come forward to Council for consideration in fall 2020.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

CITY CLERK'S RECOMMENDATION

Moved by Councillor Bell, seconded by Councillor Girard

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 7:57 pm and reconvened at 8:05 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

20. North Vancouver Museum and Archives – Community Facility Lease
– File: 02-0870-01-0001/2020

Report: Deputy Director, Strategic and Corporate Services, July 9, 2020

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Deputy Director, Strategic and Corporate Services, dated July 9, 2020, entitled “North Vancouver Museum and Archives – Community Facility Lease”:

THAT North Vancouver Museum and Archives Commission (NVMA) be granted a Community Facility Lease with a 10-year, 3-month term for the community amenity space located at 131-115 West Esplanade to provide for a community history museum;

THAT notice of disposition be given in accordance with the *Community Charter*,

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

AND THAT the report of the Deputy Director, Strategic and Corporate Services, dated July 9, 2020, entitled “North Vancouver Museum and Archives – Community Facility Lease”, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Bell, seconded by Councillor Girard

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:06 pm.

“Certified Correct by the City Clerk”

CITY CLERK



Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

COPS FOR CANCER DAY

- WHEREAS** each fall, during the Canadian Cancer Society Cops for Cancer event, law enforcement and emergency services personnel volunteer to cycle hundreds of kilometres through BC communities for up to two weeks to raise funds for pediatric cancer research and programs that help children and families;
- WHEREAS** the Canadian Cancer Society Cops for Cancer “Tour de Coast” will be traveling through North Vancouver on September 21, 2020;
- AND WHEREAS** the City of North Vancouver welcomes the “Tour de Coast” as they cycle through our community and wishes them every success in raising much-needed funding for children and families who have been affected by cancer;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **September 21, 2020** as **COPS FOR CANCER DAY** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, September 14, 2020

Mayor Linda Buchanan



Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

RAIL SAFETY WEEK

- WHEREAS** raising awareness of public rail safety is an important part of reducing avoidable accidents, injuries and damage caused by collisions at level crossings or incidents involving trains and citizens;
- WHEREAS** Operation Lifesaver is committed to working with the rail industry, governments, police services, the media and other agencies and the public to raise awareness in an effort to save lives and prevent injuries in communities across Canada, including ours;
- AND WHEREAS** the City of North Vancouver supports the goals of Rail Safety Week, an initiative of Operation Lifesaver, which will be held across Canada from September 21 to 27, 2020;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **September 21 to 27, 2020** as **RAIL SAFETY WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, September 14, 2020

Mayor Linda Buchanan



Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

NORTH SHORE CULTURE DAYS

- WHEREAS** North Shore Culture Days is part of the national Culture Days celebrations, a collaborative volunteer movement that provides Canadians with an opportunity to participate in and appreciate all forms of arts and culture;
- WHEREAS** North Shore Culture Days is a celebration where artists, arts and cultural organizations and creative groups offer a wide range of free, interactive and behind-the-scenes activities, inviting the public to discover the cultural gems that exist in their own backyard;
- AND WHEREAS** with the participation of the municipalities of the City of North Vancouver and the Districts of North Vancouver and West Vancouver, this unique tri-municipal celebration will increase the awareness, accessibility, participation and engagement of North Shore residents in the arts and cultural life of their communities;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **September 25 to October 25, 2020** as **NORTH SHORE CULTURE DAYS** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, September 14, 2020

Mayor Linda Buchanan

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For Metro Vancouver meetings on Friday, July 31, 2020

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

Greg.Valou@metrovanancouver.org.

Metro Vancouver Regional District

E 1.1 Derby Reach Brae Island Parks Association Contribution Agreement

APPROVED

The 2020-2024 Metro Vancouver Regional Parks 5-year financial plan includes annual allocations in 2021 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

The Board approved the Contribution Agreement between MVRD and the Derby Reach Brae Island Parks Association for a three-year term in the amount of \$45,000 (\$15,000 in 2021, \$15,000 in 2022 and \$15,000 in 2023), commencing January 1, 2021 and ending December 31, 2023. This will support the Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

E 1.2 Boundary Bay Park Association Contribution Agreement

APPROVED

The 2020-2024 Metro Vancouver Regional Parks 5-year financial plan includes annual allocations in 2021 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

The Board approved the Contribution Agreement between MVRD and the Boundary Bay Park Association for a one-year term in the amount of \$7,000, commencing January 1, 2021 and ending December 31, 2021. This contribution agreement supports the Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

E 1.3 Burnaby Lake Park Association Contribution Agreement

APPROVED

The 2020-2024 Metro Vancouver Regional Parks 5-year financial plan includes annual allocations in 2021 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

The Board approved the Contribution Agreement between MVRD and the Burnaby Lake Park Association for a three-year term in the aggregate amount of \$43,000 (\$13,000 in 2021, \$15,000 in 2022 and \$15,000 in 2023) commencing January 1, 2021 and ending December 31, 2023. This contribution agreement supports the Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.



E 1.4 Colony Farm Park Association Contribution Agreement

APPROVED

The 2020-2024 Metro Vancouver Regional Parks 5-year financial plan includes annual allocations in 2021 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

The Board approved the Contribution Agreement between MVRD and the Colony Farm Park Association for a one-year term in the amount of \$10,000, commencing January 1, 2021 and ending December 31, 2021. This contribution agreement supports the Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

E 1.5 Minnekhada Park Association Contribution Agreement

APPROVED

The 2020-2024 Metro Vancouver Regional Parks 5-year financial plan includes annual allocations in 2021 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

The Board approved the Contribution Agreement between MVRD and the Minnekhada Park Association for a three-year term in the aggregate amount of \$42,000 (\$12,000 in 2021, \$15,000 in 2022 and \$15,000 in 2023), commencing January 1, 2021 and ending December 31, 2023. This contribution agreement supports the Association's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

E 1.6 Regional Greenways 2050 - Draft Plan and Phase 2 Engagement Process

APPROVED

Regional Greenways 2050 is the region's shared vision for a network of recreational multi-use paths for cycling and walking that connects residents to parks, protected natural areas, and communities to support regional liveability.

This report provided the MVRD Board with a draft Regional Greenways 2050 plan, a summary of the results of the phase 1 engagement events that informed the development of the draft plan, and outlined the proposed process for the second phase of engagement.

The draft Regional Greenways 2050 plan identifies current challenges and benefits, provides an updated vision for contiguous system of regional greenways, and an implementation framework that focuses on actions that can be undertaken in the next five years that will enable measurable progress toward this long term vision.

The Board endorsed the draft Regional Greenways 2050 plan and authorized staff to proceed with the public engagement process as presented.



E 1.7 Regional Parks – State of the Assets Report for Buildings

RECEIVED

The development of an asset management plan for Regional Parks' built assets is underway. The first step of that plan is to create an inventory and assess the condition of assets. A summary report of all built assets will be complete in late 2020.

In the interim, this report provided information on buildings, which are the largest value asset group, representing about 40% of all Regional Parks assets by value. Estimated funding of \$2.0 to \$2.8 million annually is needed for buildings. A more detailed study is now underway to identify a framework for prioritizing building expenditures, including buildings not needed to meet Regional Parks' mandate. The results of this study will be shared with Regional Parks Committee in early 2021.

The Board received the report for information.

E 2.1 Development of a Resilient Region Strategic Framework

APPROVED

Resilience is a core component of Metro Vancouver's work, represented by activities such as back-up power programs for assets, air quality monitoring and advisories, and water conservation programs. Staff proposed the development of a strategic framework to unify long-range planning activities currently underway across the range of Metro Vancouver's services, with consideration to financial and social factors such as affordability, equity and reconciliation, as well as physical and environmental conditions.

The final framework will support a consistent approach to integrating resilience across the organization in the longer term and will reflect the Board's goals and objectives. The articulation of cross-cutting actions will help to capture synergies across departments and support continuous improvement. An increased focus on resilience in all planning activities will help ensure that more equitable outcomes and community benefits are received from future investments.

The Board endorsed the development of a Resilient Region Strategic Framework as outlined in the report.

E 3.1 Metro Vancouver's Achievement of Carbon Neutrality in 2019

RECEIVED

In 2019, Metro Vancouver achieved corporate carbon neutrality, as reported to the Province under the Climate Action Revenue Incentive Program. Metro Vancouver balanced its corporate carbon footprint with projects that reduce or avoid greenhouse gas emissions, such as the restoration of Burns Bog. Metro Vancouver's corporate carbon neutrality demonstrates leadership on climate action and serves as a call for additional action that is needed to reduce region-wide emissions, towards a carbon neutral region by 2050. As part of the development of the Climate 2050 Roadmaps, Metro Vancouver is identifying actions to achieve regional carbon neutrality.

The Board received the report for information.



E 3.2 Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions

APPROVED

A key function of the Union of British Columbia Municipalities (UBCM) is to pass resolutions on behalf of its membership. At its convention, UBCM members will vote on 2020 resolutions. Typically, resolutions are submitted via local government associations, but due to COVID-19 the May 2020 Lower Mainland Local Government Association conference was cancelled, requiring all resolutions to pass directly through UBCM. This report summarizes climate and energy resolutions endorsed by Metro Vancouver member municipalities' councils that will be brought to the 2020 UBCM convention for voting on September 22 – 24, 2020.

The Board directed staff to forward the report to member jurisdictions in preparation for the UBCM convention and directed staff to review the UBCM resolutions put forward by member jurisdictions of the Lower Mainland Local Government Association and to highlight those resolutions that align with Metro Vancouver policies and initiatives.

E 3.3 Engagement on Amendments to Air Quality Permit and Regulatory Fees

APPROVED

Metro Vancouver conditionally authorizes businesses to emit air contaminants through site-specific authorizations, and sector emission regulations. Various fees are charged to recover Metro Vancouver's costs. The last significant change to air quality fees was in 2008. Since then, Metro Vancouver's efforts to promote continuous improvement have led to emission reductions and, as a result, fee revenue has decreased. At the same time, air quality regulatory costs have increased substantially as complaints, community air quality awareness, permit complexity, and the number and cost of appeals have all increased. Taxpayers have been funding the difference between air quality regulatory costs and fee revenue.

To better recover costs from emitters, promote continuous improvement, provide incentives to reduce harmful emissions, and maintain polluter-pay, user-pay, equity, and fairness principles, Metro Vancouver will undertake engagement on potential changes to air quality permit and regulatory fees.

The Board authorized staff to proceed with the engagement process as presented in the report.

E 3.4 Consultation on Expanding the Non-Road Diesel Engine Emission Regulation

APPROVED

Bylaw 1161 regulates older, higher emitting Tier 0 and Tier 1 non-road diesel engines in an effort to reduce diesel particulate matter that is harmful to health and the environment, including climate change.

Amendments to Bylaw 1161 would expand the scope of the bylaw to further reduce diesel particulate matter and to address harmful nitrogen oxides (NOx) produced by all tiers of non-road diesel engines. Potential amendments to Bylaw 1161 may include: an expanded scope to regulate Tier 2, 3, and 4 non-road diesel engines; requirements for engines used in backup and emergency situations; the introduction of a moderate use engine category; adjustments to economic instruments; enhanced emission verification measures; and restrictions on the use of non-road diesel engines near hospitals, seniors care facilities, and other sensitive receptors.

The Board approved the scope of the proposed amendments to GVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012. Furthermore, the Board endorsed the engagement plan as presented and authorized staff to proceed.

I 1 Insurance Renewal Premium**RECEIVED**

Metro Vancouver renews its property insurance on July 1st each year. With changes in asset values and rate increases, the proposed annual premium for Metro Vancouver property increased to \$5.04 million, up from \$3.3 million for the year. The Procurement and Real Property Contracting Authority Board Policy currently sets \$5 million as the level for a contract requiring Board approval.

On June 30, 2020 the insurers provided an extension to accept the premium and the coverage to July 8th. Staff considered increasing deductibles in order to reduce the premium to below the threshold, however the significant increases to deductibles resulted in minimal immediate changes to the premium. Further, staff felt it was not prudent to immediately adjust the deductible without a rigorous assessment of the risk to the organization and the Metro Vancouver approach to self-insurance.

Due to timing restrictions, the contract with the premium was executed by staff on July 8th and the Performance and Audit Committee was advised of the variance to the policy on July 9th. Actions arising out of the discussion at Performance and Audit will be an in depth review of risk and self-insurance, including engagement on practices by member municipalities, to minimize the impact on the 2021 budget, and reviewing the approval limits set out in the Procurement and Real Property Contracting Authority Board Policy.

The Board received the report for information.

I 2 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items from Standing Committees.

Performance and Audit Committee: July 9, 2020

Information Items:

5.1 Corporate Policy Review – Environmental, Social and Governance (ESG) and Socially Responsible Investment (SRI) Principles

Environmental, Social and Governance and Socially Responsible Investment principles have become more prominent in recent years, particularly with publicly funded organizations. Metro Vancouver is undertaking a review of its Corporate Investment Policy and Procedures in the context the of the evolving investment landscape. This review will determine if and how the organization should respond in order to stay current with our investment approach and philosophy, and to ensure we meet the social and investment expectations of our member municipalities and the region we serve. Embedded in the proposed process is a mid-review update, which will include a presentation on the subject by the Municipal Finance Authority.



5.2 Investment Position and Returns – April 1 to May 31, 2020

The estimated annualized return for Metro Vancouver's investment portfolio as at May 31, 2020 was 1.96% for Short-Term, 2.45% for Long-Term and 2.57% for the Cultural Reserve Fund. Investment performance has met Policy expectations for the current period and exceeded all its benchmarks.

As the previous report included results and balance information up to March 31, 2020, the current report covers a shorter period of April and May. Going forward, the interest rates are expected to remain low for the foreseeable future. Metro Vancouver's overall rate of return will continue to be pressed lower as a significant portion of the portfolio will be placed in short-term products and held in cash for liquidity.

5.3 Interim Financial Performance Report – April 2020

The projected overall operational results for 2020 for Metro Vancouver's functions is close to \$9.9 million on an approved budget of \$890.1 million (or slightly more than 1.1% of the approved budget). Historically, Metro Vancouver has observed a surplus of 3% to 5% per annum. For the 2020 year, alongside the ratepayers and the residents and businesses of the Region, Metro Vancouver is facing extraordinary circumstances and financial pressures as a result of the COVID-19 pandemic event. As the year progresses and financial impacts to Metro Vancouver are monitored, work plans will be adjusted as required to adapt to the changing circumstances along with any substantial financial pressures that may arise to minimize financial impacts to final results while also examining all opportunities for mitigation while maintaining service levels.

5.4 Capital Program Expenditure Update as at April 30, 2020

This is the first report for the 2020 fiscal year and covers the first four months ending April 30, 2020. For the first four months of 2020, Metro Vancouver's Capital expenditures were approximately 48.1% of prorated budget. This translates into a favorable variance of \$246.2 million as compared to the prorated budget. Any surplus resulting from capital program variance at the end of the year, per policy, will be used in future years to fund capital and avoid debt.

5.5 Tender/Contract Award Information – March 2020 to May 2020

During the period March 1, 2020 and May 31, 2020, the Purchasing and Risk Management Division issued eight new contracts, each with a value in excess of \$500,000 (exclusive of taxes). In addition, there were three existing contracts requiring contract amendments which necessitate further reporting to the Performance and Audit Committee. All awards and amendments were issued in accordance with the relevant bylaws and policies. For this same period year over year, awards made in excess of \$500,000 are trending down approximately 41%. Meanwhile staff continue to seek greater value for money in the selection of firms to contract with on our large projects. At the end of the Q2 – 2020, language in the competition documents was included that gave greater emphasis to Metro Vancouver's past experience with contractors when making procurement decisions.

Regional Parks Committee: July 15, 2020

5.6 Board Budget Workshop – Overview and Next Steps for Regional Parks

On June 5, 2020 a Board Budget Workshop was held with to seek direction for the preparation of the 2021-2025 Financial Plan.

The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work on current goals and objectives, and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to the Regional Parks budget and financial practices to ensure upward pressure on the household impact is minimized while continuing to focus on addressing increased visitation and park carrying capacity, ecological resiliency and climate change, advancing indigenous cultural planning and cooperation, facility replacement, asset management to ensure public safety, ongoing litigation, land acquisition and new park/greenway development.

Climate Action Committee: July 17, 2020

5.1 Board Budget Workshop – Overview and Next Steps for Air Quality and Climate Change

On June 5, 2020 a Board Budget Workshop was held with the objective to seek direction for the preparation of the 2021-2025 Financial Plan. The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work on current goals and objectives, and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to the Air Quality and Climate Change budget and financial practices to ensure upward pressure on the household impact is minimized while continuing to focus on key Air Quality and Climate Change initiatives.

5.6 2020 Update on Regional District Sustainability Innovation Fund Projects

The Climate Action Committee receives annual updates on all projects funded under the Sustainability Innovation Funds. This report provided an update on eight projects that were approved for funding from 2015 to 2019 and are in various stages of completion. Two projects are now reported as complete, each contributing measurably to the sustainability of the region through greenhouse gas emissions reductions and waste diverted from the landfill.

Greater Vancouver Water District

E 1.1 Reintroduction of Coho Salmon Upstream of Coquitlam Dam

APPROVED

Coho salmon were extirpated from the Coquitlam Water Supply Area (WSA) approximately 105 years ago upon the Vancouver Power Company's completion of the first large dam on the Coquitlam River. Kwikwetlem First Nation (KFN) has expressed that the reintroduction of salmon species above the dam is of significant cultural importance to their nation. In the interests of supporting the KFN cultural goals and salmon restoration, Fisheries and Oceans Canada have proposed the reintroduction of a nominal number of coho salmon to habitat upstream of the Coquitlam Dam. There are no anticipated impacts to water quality or water utility operations and no financial implications from this request.

The Board approved the Fisheries and Oceans Canada request, supported by the Kwikwetlem First Nation, to annually transport up to 100 returning coho salmon adults and 40,000 juveniles upstream of Coquitlam Dam.

E 1.2 Award of Contract Resulting from Tender No. 20-032: Construction Services for Central Park Main No. 2 – Phase 1 **APPROVED**

The existing Central Park Main, which has been in service since 1931, is nearing the end of its service life. The proposed 7.0 km-long Central Park Main No. will enhance system reliability and provide increased capacity to meet future water demands. The project is being constructed in three phases. Tender No. 20-032 was issued to six prequalified bidders and closed on June 26, 2020.

The Board authorized award of a contract in the amount of \$19,550,000.00 (exclusive of taxes) to Pedre Contractors Ltd., subject to final review by the Commissioner.

E 1.3 Award of Phase B, Detailed Design Services Resulting from Request for Proposal (RFP) No. 17-139: Consulting Engineering Services for Seymour Main No. 5 (North) **APPROVED**

Seymour Main No. 5 (North) is an infrastructure resilience project in Metro Vancouver's Utility Long Range Plan. The new water main will mitigate geotechnical and seismic vulnerabilities identified on the existing Seymour Main No. 2 to ensure a reliable supply of water from the Seymour Reservoir to the Seymour Capilano Filtration Plant, improve hydraulic efficiency and provide additional transmission capacity for long term growth.

At its meeting held November 24, 2017, the GVWD Board approved the award of a contract to AECOM for Phase A, Preliminary Design Services. AECOM have successfully completed Phase A, Preliminary Design.

The Board approved the award of Phase B, Detailed Design Services for an amount of up to \$2,781,638 (exclusive of taxes) to the Phase A consultant, AECOM Canada Ltd. (AECOM), for the Seymour Main No. 5 (North), subject to final review by the Commissioner.

I 1 Committee Information Items and Delegation Summaries **RECEIVED**

The Board received information items from a Standing Committee.

Water Committee: July 16, 2020

Information Items:

5.1 Board Budget Workshop – Overview and Next Steps for Water Services

On June 5, 2020 a Board Budget Workshop was held with to seek direction for the preparation of the 2021-2025 Financial Plan.

The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work



on current goals and objectives, and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to the Water Services budget and financial practices to ensure upward pressure on the household impact is minimized while continuing to focus on providing clean, safe drinking water, ensuring the sustainable use of water resources, and ensuring the efficient supply of water.

5.2 Water Services Capital Program Expenditure Update to April 30, 2020

This is the first report for 2020 which includes both the overall capital program for Water Services with a multi-year view of capital projects and the actual capital spending for the 2020 fiscal year to April 30, 2020 in comparison to the prorated annual budget. In 2020 the annual capital expenditures for Water Services are \$63.1 million to date compared to a prorated annual capital budget of \$132.5 million. Forecasted expenditures for the current Water Services capital program remain within the approved budgets through to completion.

5.4 GVWD Electrical Energy Use, Generation and Management

This report outlines the water utility's energy use, specifically its electricity use, and energy savings resulting from energy generation and optimization projects. Energy used by GVWD is low compared to other North American utilities. GVWD saves approximately \$520,000 to \$650,000 in electrical energy from four generation facilities and an additional estimated annual savings of \$104,000 from recent energy management projects.

Greater Vancouver Sewage and Drainage District

E 1.1 Iona Island Wastewater Treatment Plant Project Design Concept

RECEIVED

Metro Vancouver is advancing one of Canada's most dynamic and transformative urban sustainability projects – the Iona Island Wastewater Treatment Plant Project. The recommended design concept includes tertiary treatment level for the new plant, resource recovery opportunities, integration with Iona Beach Regional Park and surrounding communities, and a range of ecological projects designed to improve water quality, restore fish habitat, protect bird habitat and enhance terrestrial ecosystems. The treatment plant concept includes reuse of the existing solids treatment infrastructure.

The recommended design concept was identified after a comprehensive evaluation of three potential concepts, which included consideration of input from community engagement. Narrowing to a single design concept will allow the project team to focus on developing a detailed schedule, budgets and recommended procurement methods to be included in the final Indicative Design, which will be presented as part of the Project Definition Report to the Board in January 2021.

The Board received the report for information.



**E 1.2 Award of Contract Resulting from Standing Request for Expression of Interest
SRFEOI No. 19-283: Biosolids Management**

APPROVED

The Liquid Waste Management Plan requires Metro Vancouver to beneficially use biosolids. Metro Vancouver biosolids have been beneficially used at Fraser Valley Aggregates (FVA) properties since 2018 to reclaim exhausted gravel pits for agricultural use.

Arrow Transportation Systems Inc. submitted a proposal to beneficially use biosolids for reclaiming an additional FVA gravel pit in response to the Standing Request for Expressions of Interest No. 19-283: Biosolids Management. Arrow has demonstrated successful management of biosolids for Metro Vancouver and proposed a reasonable price.

The Board authorized award of a contract in the amount of up to \$6,860,000 (exclusive of taxes) to Arrow Transportation Systems Inc. for biosolids management at Fraser Valley Aggregates' Castle Pit, subject to final review by the Commissioner.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from Standing Committees.

Liquid Waste Committee: July 16, 2020

Delegation Summaries:

3.1 Myles Lamont, WildResearch Society

3.2 Tessa Danelesko, Georgia Strait Alliance

3.3 Zackary Shoom, Obabika

Information Items:

5.3 Board Budget Workshop – Overview and Next Steps for Liquid Waste Services

On June 5, 2020 a Board Budget Workshop was held to seek direction for the preparation of the 2021-2025 Financial Plan. The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work on current goals and objectives, and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to the Liquid Waste Services budget and financial practices to ensure upward pressure on the household impact is minimized while continuing to focus on key Liquid Waste Services initiatives.



5.4 Liquid Waste Services Capital Program Expenditure Update as of April 30, 2020

This is the first report for 2020 which includes the overall capital program for Liquid Waste Services with a multi-year view of capital projects, and the actual capital spending for the 2020 fiscal year to April 30, 2020 in comparison to the prorated annual budget. As of April 30, the 2020 capital expenditures for Liquid Waste Services are \$150.2 million, compared to a prorated annual capital budget of \$294.5 million. Forecasted expenditures for the current Liquid Waste Services capital program remain within the approved budgets.

5.5 2019 GVS&DD Environmental Management & Quality Control Annual Report

Annual reporting of GVS&DD Environmental Management & Quality Control is a regulatory requirement under the Integrated Liquid Waste and Resource Management Plan. This report summarizes the compliance, process control and regional environmental quality information gathered through various monitoring and risk assessment programs. In 2019, Metro Vancouver wastewater treatment plants operated efficiently, in compliance with the applicable regulatory requirements, and with no adverse effects on human health or the environment. Regional liquid waste discharges were effectively managed in a manner that is protective of human health and aquatic life.

5.6 Metro Vancouver's Sewer Overflow Map

Following direction from the Minister of Environment and Climate Change Strategy, Metro Vancouver is developing a real-time sewer overflow map to inform the public of sewer overflows and wastewater treatment plant (WWTP) process interruptions. The map is being developed in phases. Phase 1: sanitary sewer overflows and WWTP process interruptions; Phase 2: combined sewer overflows (CSOs). A Phase 1 pilot map showing real-time sanitary sewer overflows and WWTP process interruptions has been developed for engagement with potentially impacted water users. Supporting communication materials will be prepared including a video and fact sheets. The public launch of the Phase 1 map on Metro Vancouver's website is planned for October 2020. Interested parties will be able to sign-up for email notification of events. An approach to the public notification of CSOs (Phase 2) will be developed with staff from member municipalities, regional health authorities and MOECCS at a later date.

Zero Waste Committee: July 17, 2020

Information Items:

5.1 Board Budget Workshop – Overview and Next Steps for Solid Waste Services

On June 5, 2020 a Board Budget Workshop was held with to seek direction for the preparation of the 2021-2025 Financial Plan. The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work on current goals and objectives and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to all Solid Waste budgets and financial practices to minimize tipping fee increases while ensuring efforts to reduce waste are not impacted.



5.2 Solid Waste Services Capital Program Expenditure Update as of April 30, 2020

This is the first report for 2020 which includes the overall capital program for Solid Waste Services with a multi-year view of capital projects and the actual capital spending for the 2020 fiscal year to April 30, 2020 compared to the prorated annual budget. As of April 30, 2020, the annual capital expenditures for Solid Waste Services are \$7.1 million compared to a prorated Capital Budget of \$29.5 million. Forecasted expenditures for the current Solid Waste Services capital program remain within the approved budgets through to completion.

5.3 Waste-to-Energy Facility Environmental Monitoring and Reporting, 2019 Update

The Metro Vancouver Waste-to-Energy Facility operates well within environmental standards and limits. All air emission related parameters monitored during 2019 were in compliance with Operational Certificate 107051. Continuous emissions monitoring data and all compliance reports are available on the Metro Vancouver website. Metro Vancouver has applied to the Ministry of Environment and Climate Change Strategy to defer a reduction in acid gas emission parameters to allow additional monitoring of ambient air quality in the vicinity of the Waste-to-Energy Facility. Metro Vancouver's existing ambient air monitoring system will be supplemented with new equipment at an existing monitoring station near to the Waste-to-Energy Facility and a new station will be installed immediately adjacent to the Waste-to-Energy Facility.

5.4 Waste-to-Energy Facility 2019 Financial Update

The Metro Vancouver Waste-to-Energy Facility continues to be an environmentally sound, low-cost regional disposal option. In 2019, the Waste-to-Energy Facility processed 253,148 tonnes of municipal solid waste, at a net unit cost of \$57.45 per tonne for operation and maintenance, a 9% cost reduction from 2017 to 2019. Waste-to-Energy Facility costs were reduced in 2018 and 2019 from the beneficial use of bottom ash in the construction of the replacement Coquitlam Transfer Station. Waste-to-Energy Facility debt costs reduced to zero in 2019 with the retirement of debt associated with the 2003 electricity turbo generator.

Metro Vancouver Housing Corporation

E 1.1 Mortgage Renewal 101 Noons Creek Drive, Port Moody (Inlet Centre)

APPROVED

The mortgage for the MVHC-owned Inlet Centre located at 101 Noons Creek Drive, Port Moody, in the amount of \$5,489,225 is coming up for renewal on October 1, 2020. The current and prior mortgages were arranged through British Columbia Housing Management Commission (BCHMC) whereby they tender the loan and chooses a lender of their choice.

The Board:

- Irrevocably authorized and directed BCHMC to act on its behalf to renew the existing mortgage presently held by RBC Royal Bank for the Inlet Centre project, including but not limited to selecting, at BCHMC's sole discretion, the mortgage renewal terms and arranging mortgage renewal with the take-out lender on terms and conditions that are acceptable to BCHMC; and
- directed any two officers or directors, or any one director together with any one officer of the Metro Vancouver Housing Corporation (MVHC); for and on behalf of the MVHC be authorized to



execute and deliver under the seal of the MVHC or otherwise, all such deeds, documents and other writings and to do such acts and things in connection with the Mortgage assignment, renewal and amendment as they, in their discretion, may consider to be necessary or desirable for giving effect to this resolution and for the purpose of fulfilling the requirements of the lender of the monies.

E 1.2 Welcher Avenue Redevelopment Update

RECEIVED

Metro Vancouver Housing is preparing to develop a new affordable, family-oriented, rental housing project in the 2400 block of Welcher Avenue in Port Coquitlam. In June 2020, Metro Vancouver Housing submitted a Development Permit and Development Variance Permit application to the City of Port Coquitlam. The proposed five-storey building includes 63 homes and is thoughtfully designed to consider the existing neighbourhood context, including a mix of home sizes and age-friendly, accessible design, and be highly sustainable, with an energy-efficient design to support tenant comfort and climate action. The Board received the report for information.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received and information item from a Standing Committee.

Housing Committee: July 8, 2020

Information Items:

5.2 Board Budget Workshop – Overview and Next Steps for Housing Services

On June 5, 2020 a Board Budget Workshop was held to seek direction for the preparation of the 2021-2025 Financial Plan. The Board provided direction to staff to bring back adjustments to the Five Year Financial Plan that places increased emphasis on financial sustainability, provides short-term relief for households, maintains work on current goals and objectives, and allows the organization to realize new opportunities in terms of partnering on projects to meet Board objectives.

In response to this direction, staff will prepare budgets with options and alternatives. A short-term action plan is being developed with detailed scrutiny being applied to all MVHC and Affordable Housing budgets and financial practices to ensure upward pressure on tenant rents is minimized, while continuing to focus on the expansion of affordable housing in the region which is a key Board priority.

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8786

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

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

1. This Bylaw shall be known and cited for all purposes as **“Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8786” (Transit Lanes and Electric Vehicles Charging Parking)**.
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. By adding the following definition in section 302:

“Transit Lane” means any portion of a roadway designated by the City Engineer for the exclusive use of public transit vehicles and Cycles.
 - B. By adding the following subsection to Part 4 – Traffic Control:

411 Transit Lanes

General purpose motor vehicle traffic is prohibited from traveling or stopping in designated Transit Lanes, unless for the purpose of turning onto an intersecting street, roadway, or driveway.
 - C. By adding the following subsections to Section 501:

.25 on any portion of a street that is designated as a Transit Lane.

- D. By adding the following subsection to Section 508 – Power to Establish Restrictive Parking Zones:

.3 Parking in Electric Vehicle Charging Spaces

No person shall park a motor vehicle in an on-street or City owned parking space equipped with an Electric Vehicle Charging Station unless the motor vehicle fits the definition of an Electric Vehicle as set out in Section 302 of this bylaw.

READ a first time on the 20th day of July, 2020.

READ a second time on the 20th day of July, 2020.

READ a third time on the 20th day of July, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8787

A Bylaw to amend “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”

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 **“Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2020, No. 8787” (Street and Traffic Bylaw – Updates to Fines)**.
2. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” is amended as follows:

A. By adding the following sections:

Bylaw	Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Street & Traffic Bylaw No. 6234	Impeding Permitted Traffic in a Transit Lane	501.25	No	\$120	\$100	\$150	N/A
Street & Traffic Bylaw No. 6234	Improper Use of an Electric Vehicle Parking Space	521	No	\$50	\$40	\$80	N/A

READ a first time on the 20th day of July, 2020.

READ a second time on the 20th day of July, 2020.

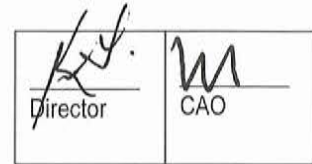
READ a third time on the 20th day of July, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

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The Corporation of **THE CITY OF NORTH VANCOUVER**
CITY CLERK'S DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karla Graham, Corporate Officer

Subject: APPOINTMENT OF NORTH SHORE DESIGNATE TO E-COMM BOARD –
2020-2021 TERM

Date: September 2, 2020 File No: 01-0230-20-0016/2020

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

RECOMMENDATION

PURSUANT to the report of the Corporate Officer, dated September 2, 2020, entitled "Appointment of North Shore Designate to E-Comm Board – 2020-2021 Term":

THAT Richard Walton be nominated to serve as the North Shore designate to the E-Comm Board of Directors for the 2020-2021 term.

ATTACHMENT

1. Correspondence from District of West Vancouver, dated August 14, 2020

DISCUSSION

Following recent discussions between the Mayors of the North Shore municipalities, it has been suggested that Richard Walton be appointed to continue to serve as the North Shore designate to the E-Comm Board of Directors for the 2020-2021 term.

Richard Walton, former Mayor, District of North Vancouver, has held this role for the past 4 years and has expressed an interest in remaining on the Board for a fifth term. If appointed, Mr. Walton's past Board and municipal experience would continue to be of benefit to the North Shore communities.

RESPECTFULLY SUBMITTED:


Karla Graham, MMC
Corporate Officer

Legislative Services
750 17th Street West Vancouver BC V7V 3T3
t: 604-921-3497 f: 604-925-7006



August 14, 2020

File: 2715-07

Krystal Boros
Assistant Corporate Secretary
E-Comm 9-1-1
3301 East Pender Street
Vancouver, BC V5K 5J3
via email to krystal.boros@ecomm911.ca

Dear K. Boros:

Re: E-Comm Board of Directors Designate – 2020-2021 Term

The District of West Vancouver Council, at its August 13, 2020 special meeting, passed the following resolution regarding the endorsement of Richard Walton to the E-Comm Board of Directors as the North Shore designate for the 2020-2021 term:

THAT the District of West Vancouver nominate Richard Walton to serve as the nominee of the North Shore to the E-Comm Board of Directors for the 2020-2021 term, such Board to be elected by E-Comm shareholders at the September 17, 2020 Annual General Meeting.

Please don't hesitate to contact me if you have any questions in this regard.

Sincerely,

Mark Panneton
Director, Legislative Services / Corporate Officer

cc: Mayor Mike Little and Council - District of North Vancouver
Mayor Linda Buchanan and Council - City of North Vancouver
Mayor Ron McLaughlin and Council - Village of Lions Bay



 Division Manager	 Director <i>for M. Epp</i>	 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: Meg Wray, Planner 1

Subject: REZONING APPLICATION: 213 EAST 22ND STREET (BEHROUZ
MONADIZADEH / ROCK-ARC DEVELOPMENT CORP.)

Date: June 29, 2020 File No: 08-3400-20-0014/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated June 29, 2020, entitled
"Rezoning Application: 213 East 22nd Street (Behrouz Monadizadeh / Rock-Arc
Development Corp.)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784"
(Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd Street) be
considered and the Public Hearing be waived;

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

ATTACHMENTS:

1. Context Map (Doc# [1921277](#))
2. Consolidated Architectural and Landscape Plans, dated June 19, 2020 (Doc# [1924991](#))
3. Public Consultation Summary (Doc# [1925327](#))
4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8784" (Doc# [1924847](#))

PROJECT DESCRIPTION

The proposed development is a duplex with suites. A total of four parking spaces are proposed in the form of a garage and carport, all accessed from the lane.

The requested changes to the zoning bylaw to permit this development are identified in Table 1 below. The proposed development would comply with all requirements of the Two-Unit Residential 1 (RT-1) Zone. No variances are being requested.

Table 1. Requested Changes to the Zoning By-law

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	RS-1	RT-1

POLICY FRAMEWORK

The subject site is designated Residential Level 2 in the 2014 Official Community Plan, which permits low density residential development in the form of duplexes, triplexes and row homes.

Metro 2040	
Goal 1 Create a Compact Urban Area	The proposal represents a more compact form of residential development than the current Zone permits, on a site that is near walking and biking infrastructure and close to commercial and institutional destinations.
Goal 4 Develop Complete Communities	The proposed development ensures the neighbourhood will have a diversity of housing stock that will promote the ability for people to stay in their neighbourhood throughout all of their lifecycles.
Goal 5 Support Sustainable Transportation Choices	Intensification of this site will support future transit investments along Lonsdale Avenue. The site is proximate to community and commercial amenities and is well situated to provide the occupants with a variety of transportation choices across the North Shore and the greater region.

Official Community Plan	
Policy 1.1.2 Align growth with the development community amenities and infrastructure	Intensification of the site supports the use of existing amenities including the Green Necklace and existing and future recreation facilities.
Policy 1.3.1 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	The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.
Policy 1.3.5 Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs	The surrounding neighbourhood has a variety of low-rise building forms. The proposed design is appropriate in character and quality for a Residential Level 2 neighbourhood.

which are interesting, sensitive and reflective of their surroundings	
Policy 1.3.6 Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner	Design and materials are consistent with those found in the local context.
Policy 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location.	The proposed development includes two rental suites which provide a smaller and more affordable housing form.
Housing Action Plan	
Action #5 To increase rental options in lower density areas to support renters and provide homeowners with additional rental income, while retaining neighbourhood scale and character.	The proposed development creates two new principal units of modest size with rental suites. Rental income will help to make the houses more affordable for owners and the rental units will increase the supply of units available in an area that is walkable and well-served by transit.
Sustainable Development Guidelines	
Natural Systems 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.	The development will be required to meet City requirements for storm water retention.

PLANNING ANALYSIS

Site Context and Surrounding Use

The site is located two blocks from Lonsdale Avenue, near the Harry Jerome Community Recreation Centre. The block to the east is designated Residential Level 1 (Low Density) and the block to the west is designated as Residential Level 4A (Medium Density). The 200 block acts as a buffer between the higher and lower densities to the west and east, respectively.

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

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	208-210 East 22 nd St	Duplex	RT-1
	212 East 22 nd St	Single-family dwelling	RS-1
	218 East 22 nd St	Single-family dwelling	RT-1

South	206-208 East 21 st St	Duplex	RT-1
	212-214 East 21 st St	Duplex	RT-1
	218-220 East 21 st St	Duplex	RT-1
East	219 East 22 nd St	Single-family dwelling	RS-1
West	211 East 22 nd St	Single-family dwelling	RS-1

Use

The policy framework applicable to the subject site supports the proposed development. The site is located in close proximity to transit, recreation facilities, commercial areas and schools. Additionally, the units will support affordable homeownership through the inclusion of rental suites, and will provide rental housing stock.

Intensity

The proposal represents a moderate increase in density. The south side of the block is currently zoned for duplexes, and several lots on the north side of 22nd Street have recently been rezoned to permit duplexes. The proposed density is consistent with the Official Community Plan and planned character of the neighbourhood.

Form

The proposed form of the development complies with the RT-1 Zone requirements and is appropriate in character for the low-density residential context. The design is sensitive to surrounding buildings and has a 6.1 metre (20 foot) front setback, which is greater than the minimum of 4.6 metres (15 feet).

The additional front setback is to accommodate the entrance to the suites and sunken patios, with living space for the suites facing the patios. A rooftop terrace provides additional outdoor space for the principal units; a parapet surrounding the terrace reduces overlook on adjacent properties and contributes to the design as an architectural feature.

The landscaping primarily consists of planter boxes and sunken patios for the suites in the front yard, and a fairly large grass rear yard.

COMMUNITY CONSULTATION

A Developer's Information Session was held on March 11, 2020. There were two attendees. Some concerns were raised regarding construction activity and parking. The applicant and owner responded to questions regarding the design and general impacts on the adjacent properties. The proposed parking is one space per principal unit and

one space per suite, which is adequate for this site, given its location. No comment forms were submitted.

Given the conformity of the proposal with the Official Community Plan and existing character of the area, and general acceptance of the proposal from the surrounding neighbourhood, staff is recommending that the Public Hearing be waived. Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8784"
(Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd Street) be
considered and referred to a Public Hearing;

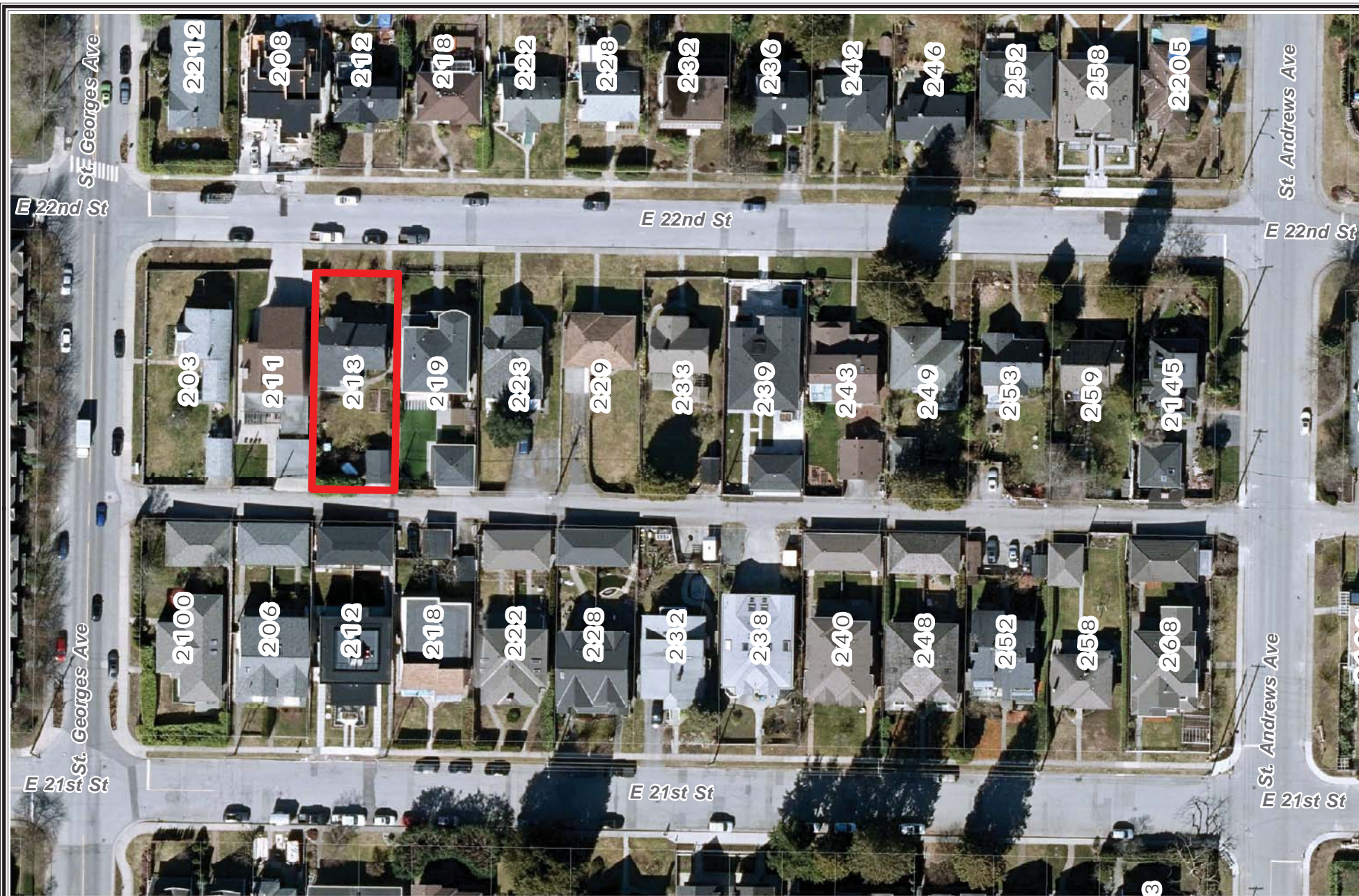
CONCLUSION

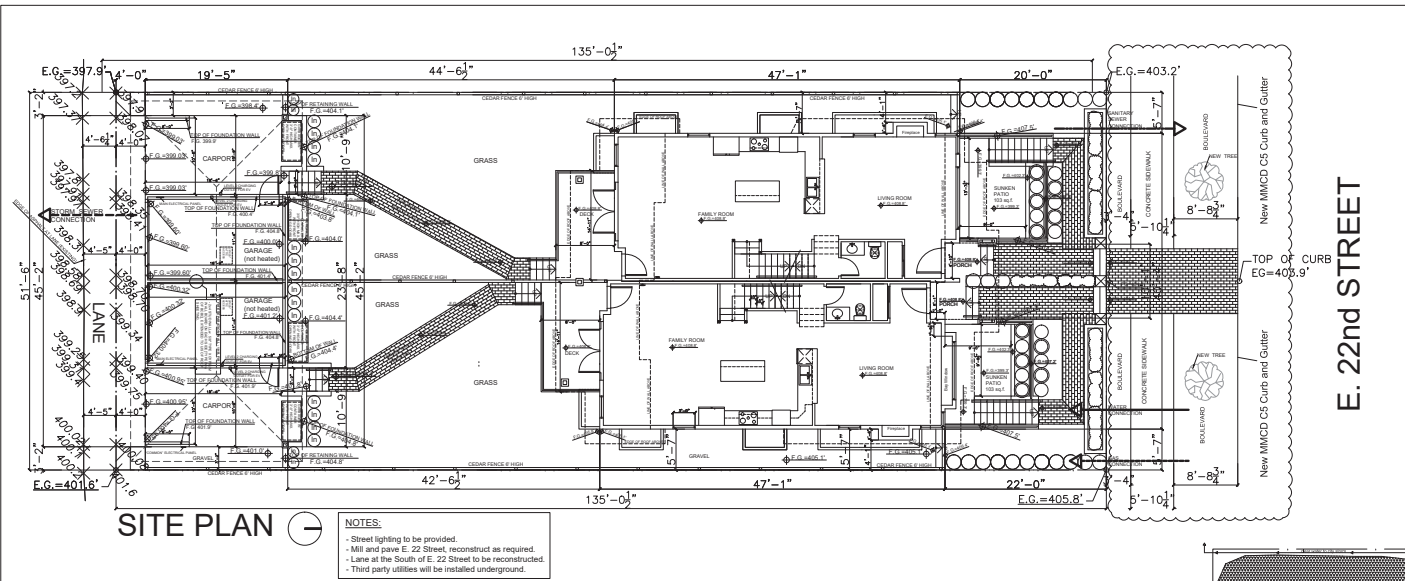
The subject site's proximity to existing walking and biking infrastructure (The Green Necklace), as well as transit and commercial areas along Lonsdale Avenue, make it an appropriate site for densification. The project would result in a net increase of three units (one principal and two accessory units) while fitting in with the surrounding properties (low-density residential). Policy and planning analysis supports the proposed rezoning.

RESPECTFULLY SUBMITTED:



Meg Wray
Planner 1





PROJECT DATA	
Civic Address: 213 E. 22nd St. N. Vancouver, BC, V7L 2G9 Legal Description: LOT D, BLOCK 208, DISTRICT LOT 546, PLAN 18798, NEW WESTMINSTER DISTRICT - PID: 007-076-762	
ZONING: ODP Designation: Lot Dimensions: Lot Area:	Level One: Single Family (RS-1) Level Two: Low Density (RT-1) 51.52' x 135.05' 6957.77 sqf
TOTAL FLOOR AREA Two Residential Units (three levels): Exclusions: Basement: Total Exclusions:	5148 sqf. 1714 sqf. 1714 sqf.
NET FLOOR AREA (Proposed): FSR (OCP Maximum): 35% Lot Area + 1000 sq.ft.	3433sqf. 3435 sqf.
LOT COVERAGE Proposed Lot Coverage: Max. Allowable Lot Coverage:	32% (2333 sqf.) 35% (2434 sqf.)
Garage (2 stalls): Carport (2 stalls):	460 sqf. 418 sqf.
SETBACKS (proposed and required) Main Building from: Front Lot Line (E. 22nd Str) Rear Lot Line (Lane) Interior Side Lot Lines:	20' 65'-11 1/2" (45' minimum required) 5'-7"
Garage from: Rear Lot Line (Lane) Interior Side Lot Lines	4' 3'-4"
Total Impervious Area:	3688 sqf. (53% of lot area)
Owner: Design:	All Fekri, Behrouz Monadizadeh, Payman Khodarahni Rock-Arc Development Corp.

DRAWING A-2:

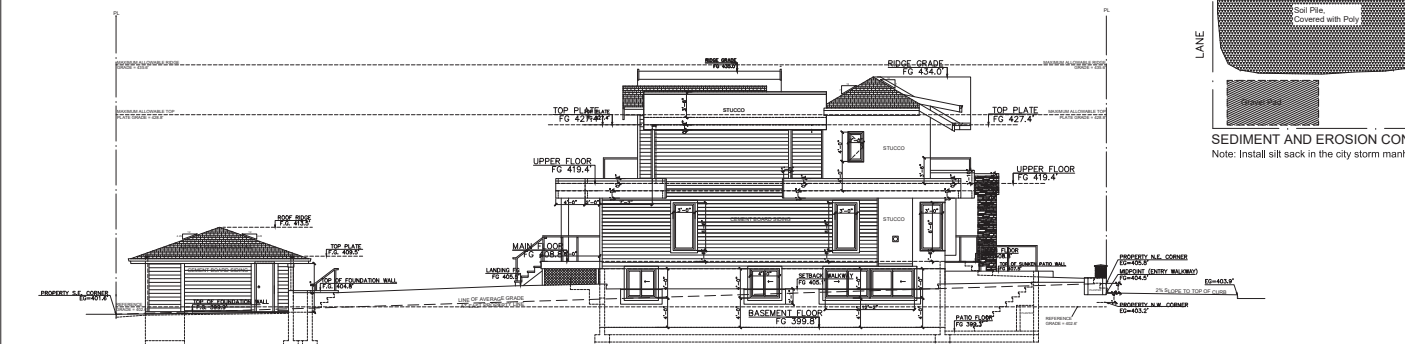
- SITE PLAN
- CROSS SECTIONS / ELEVATIONS

Scale:
1/8" = 1' or as noted

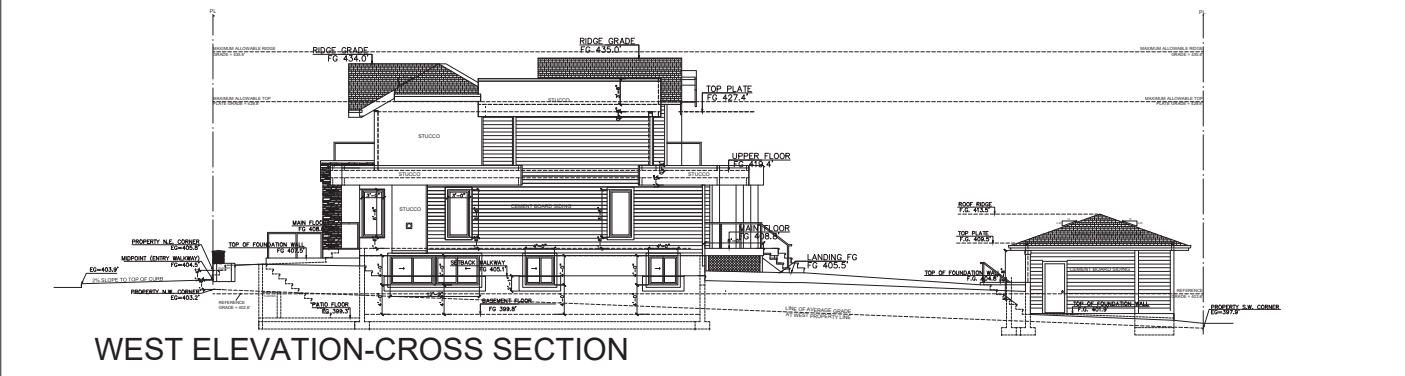
Project Title:

DUPLEX WITH SECONDARY SUITES@
213 E. 22nd STR.
North Vancouver

- 1st submission:

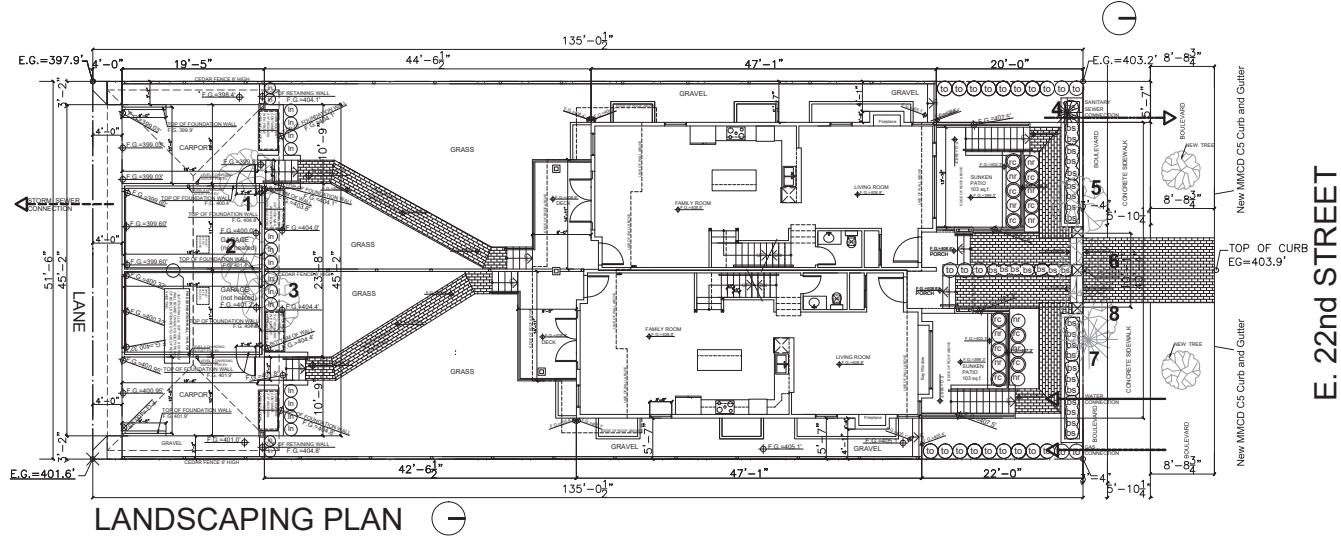


- GENERAL NOTES:**
- Contractor to check and verify all dimensions and conditions on the plan and job site prior to the start of construction and report any discrepancies to designer (Rock-Arc Development Corp). Written dimensions shall have precedence over scaled dimensions.
- Designer will not be responsible for costs incurred to owner or contractor through errors or omissions on plans or specifications after building permit is issued.
- Drawings and specifications and the ideas, designs and arrangements represented are the property of the designer. No plan or part thereof shall be copied, disclosed to others or used for any other project other than the specific project for which they have been prepared without written consent of the designer. Visual contact with these drawings shall constitute conclusive evidence of acceptance of these restrictions.
- All work shall be carried out in accordance with the 2018 British Columbia Building Code and other local By-Laws.
 - The Contractor shall be responsible for obtaining all permits.
 - All interior partitions are to be 2"x4" studs @ 16" o.c. with 1/2" G.W.B. on both sides, unless noted otherwise.
 - All exterior walls are to be 2"x4" studs @ 16" o.c. with 1/2" G.W.B. on interior side, unless noted otherwise (also see note #25).
 - All structural Lumber to be Douglas Fir #2 or better, unless noted otherwise.
 - All Lumber to be 2"-2x10", unless noted otherwise.
 - Provide solid blocking in all joist spaces under walls and columns. Cross Bracing at 7'-0" Max. at all joist spans. See structural drawings for details.
 - All Basement concrete foundation walls are to be damp-proofed with two coats of Bitumen up to finished grade.
 - Provide a 4" diameter perforated P.V.C. perimeter drain around all exterior footings with a minimum 6" drain rock on top, sloped down a minimum of 1/8" to 1'-0" to storm sewer.
 - Provide smoke and CO detectors wired to electrical system in all bedrooms, in hallways outside bedrooms, and in living spaces. Smoke and CO detector alarms shall be interconnected in all floors of each unit.
 - Provide door closers to doors entering garage from living areas.
 - All electrical wiring and fixtures shall conform to the requirements of the British Columbia Electrical Code (2012) and CSA standards.
 - Rough openings for the interior doors to be 2" wider than the door width and 82.5" high.
 - Rough openings for the interior double doors to be 2.5" wider than the door width and 82.5" high.
 - All interior wood doors, trim and base to be paint grade 1 with two coats of semi-gloss latex paint.
 - Exterior finished grade to be a minimum of 6" lower from top of foundation walls.
 - Contractor to coordinate all rain water leader locations and receive approval from the owner prior to installation.
 - All bedroom windows shall have unobstructed openings with minimum area of 3.8 sq. ft. with no dimensions less than 12".
 - In all buildings (main building and garage) sideyard soffits must be solid and cannot have any openings within 4' distance from the property line. Soffit material in sideyards shall be "unvented aluminum conforming to CAN/CSG-58-93.2 M-1" (see section 9.10.15.10) of B020C).
 - Flash over and provide silicone caulking around all exterior openings. Metal flashing on top of all windows and exterior doors, to be extended 6" min on both sides.
 - Heating system will be in-floor radiant heat in all floors.
 - TYPICAL GUARD NOTES:** Guards must not be climbable between 5'12" and 36" above deck surface. Maximum height to top of bottom rail must not be more than 5'12". Maximum opening must not be more than 4" in diameter.
 - As per Energy Advisors recommendations, the following criteria shall be applied: a) Above Grade Exterior Walls: 2x6 @16" O.C. R-22 batt insulation (RSI-3.87); R-22 batt insulation (RSI-3.87) b) Window and Door Headers: R-12 rigid insulation, full area; c) Attic: 2x4 truss @24" O.C. R-40 insulation (RSI-7.04); d) Flat Roof: T-1 11.875" @16" O.C. R-28 (RSI-4.93); e) Slope Sloof: Below Grade Walls: 8" concrete, 2x4 @16" O.C. R-14 (RSI-2.46) insulation; f) Basement Under Whole Slab: R-12 rigid insulation; g) Floor Over Unheated Space: T-1 11.875" @16" O.C. R-28 (RSI-4.93); h) Windows and Glazed Doors meet U-Factor 1.4 or lower and SHGC 0.25 or higher; i) Doors must meet U-Factor 1.20 or lower; j) Boiler: Condensing Natural gas Boiler 95% AFUE Min. with output 18000 BTU/hr; k) Principal ventilation: HRV 65% efficiency at 0 C; 65 CFM Min; l) Hot Water Heating: storage tank combi with boiler. Tank to be wrapped R-10 (RSI-1.75); m) Air Barrier System and Location: Inside, poly air barrier.
25. 9.36.6 - ENERGY STEP CODE 3
26. MAIN BUILDING WILL HAVE FIRE SPRINKLER SYSTEM



ROCK-ARC DEVELOPMENT CORP.

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-725 0067
F: 604-904 7405



EXISTING TREES LIST

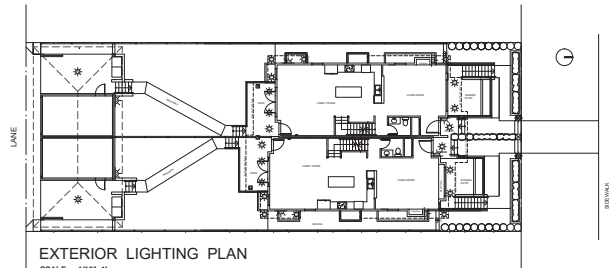
NO.	TYPE AND SURVEY NUMBER	DIAMETER	DRIP LINE
1	DECIDUOUS TREE #905	0.25Ø	7.5' DRIP LINE
2	DECIDUOUS TREE #906	0.22Ø	4.0' DRIP LINE
3	DECIDUOUS TREE #907	0.43Ø	8.0' DRIP LINE
4	CONIFER TREE #812	0.15Ø	4.0' DRIP LINE
5	DECIDUOUS TREE #811	0.15Ø	2.4' DRIP LINE
6	DECIDUOUS TREE #810	0.1Ø	3.8' DRIP LINE
7	DECIDUOUS TREE #809	0.1Ø	2.8' DRIP LINE
8	CONIFER TREE #808	0.2Ø	3.0' DRIP LINE

PROPOSED PLANT LIST

CODE	QTY	NAME	BOTANICAL	COMMON NAME	SIZE	TYPE
bs	29	Buxus sempervirens	Buxus sempervirens	Boxwood	#2 pot	shrub
nr	18	Rosa nutkana	Rosa nutkana	Nootka rose	#2 pot	shrub
rc	20	Ribes sanguineum	Ribes sanguineum	Red flowering currant	#1 pot	perennial
to	24	Thuja occidentalis 'Smaragd'	Thuja occidentalis 'Smaragd'	Cedar Hedge Tree	#3 pot	hedge/ tree
ln	22	Laurus nobilis	Laurus nobilis	Bay Laurel	#3 pot	shrub

NOTES:

- TOP SOIL DEPTH IN GRASS AREA 6" MIN.
- TOP SOIL DEPTH FOR SHRUBS AND PLANTERS 18" MIN.



EXTERIOR LIGHTING SYMBOLS

- MOTION ACTIVATED - WALL MOUNT
- NIGHT TIME ACTIVATED - CEILING MOUNT
- NIGHT TIME ACTIVATED - WALL MOUNT
- SWITCH CONTROLLED - WALL MOUNT
- SWITCH CONTROLLED - CEILING MOUNT OR POT LIGHT

NOTE:

ALL LIGHTING SHOULD BE INSTALLED IN A WAY THAT IT SHALL NOT CAST DISTURBING LIGHT INTO NEIGHBOURING PROPERTIES.

DRAWING A-2a:

- LANDSCAPING PLAN

Scale:

1/8" = 1' or as noted

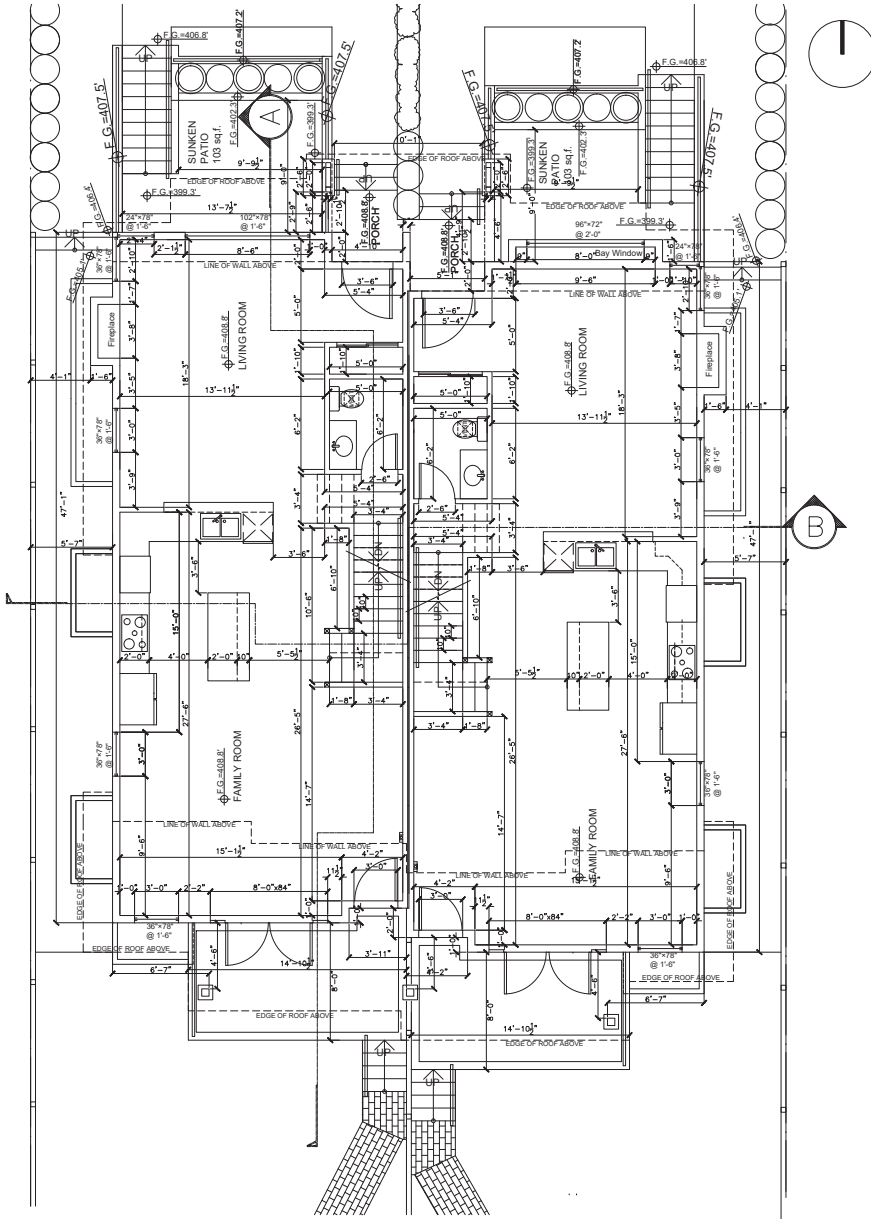
Project Title:

**DUPLEX WITH
SECONDARY
SUITES@
213 E. 22nd STR.
North Vancouver**

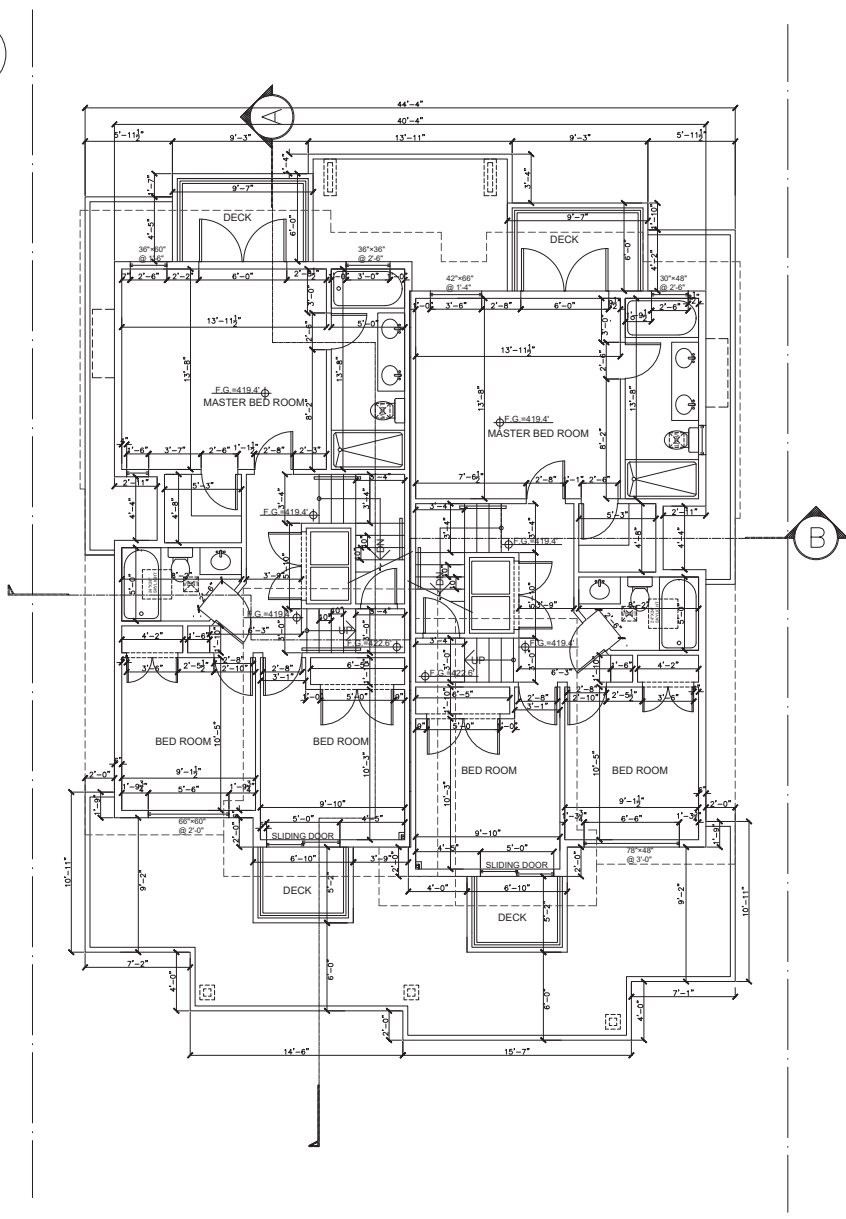
- 1st submission

**ROCK-ARC
DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-904 7005
F: 604-904 7405



MAIN FLOOR PLAN
(net area=1886 sq.f.)



UPPER FLOOR PLAN
(net area=1547 sq.f.)

DRAWING A-3:

- MAIN FLOOR PLAN
- UPPER FLOOR PLAN

Scale:

1/4" = 1' or as noted

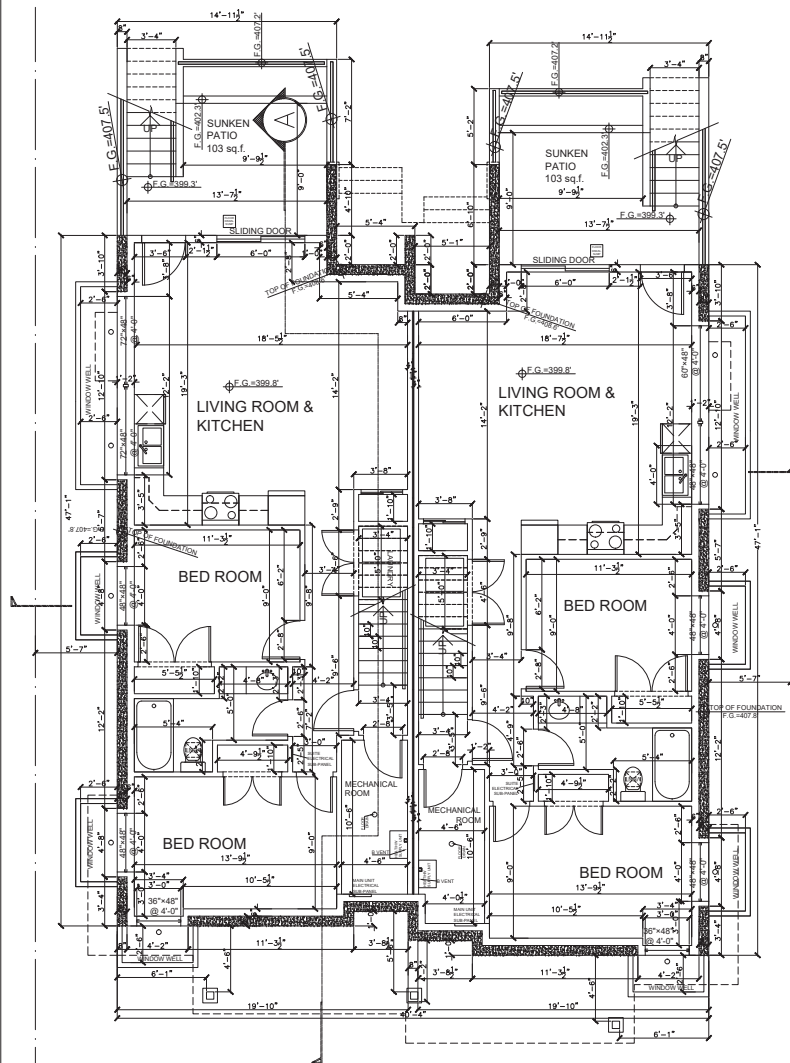
Project Title:

**DUPLEX WITH
SECONDARY
SUITES@
213 E. 22nd STR.
North Vancouver**

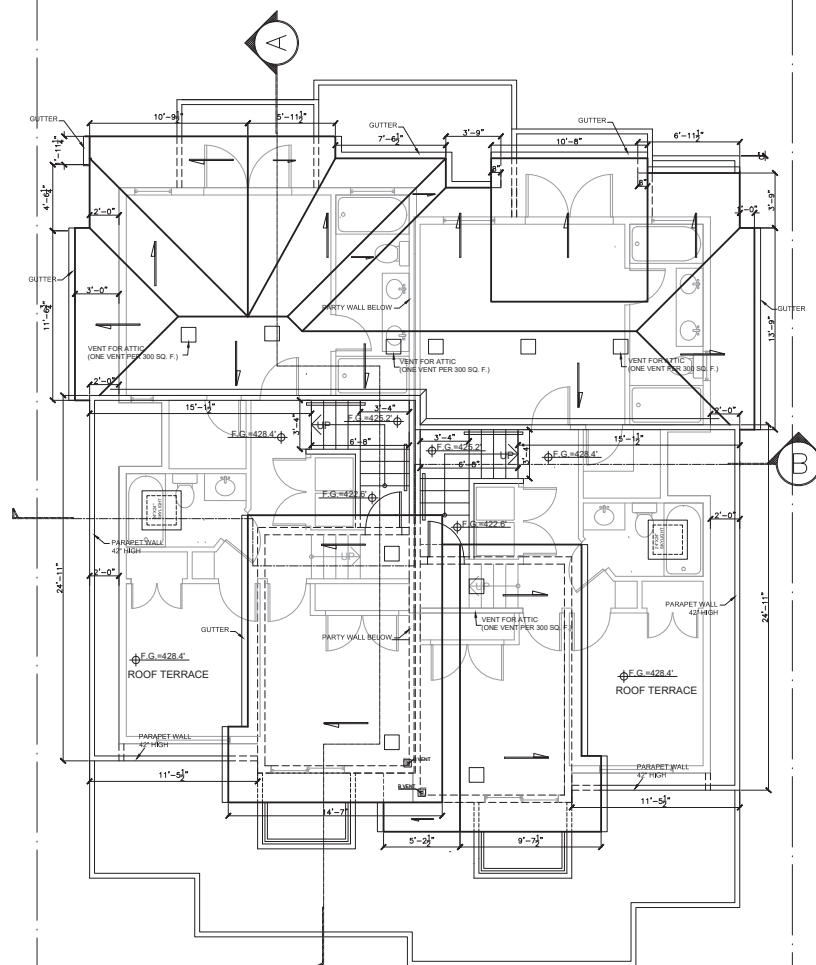
- 1st submission

**ROCK-ARC
DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-725 0067
F: 604-904 7405



BASEMENT PLAN
(net area=1871 sq.f.)



ROOF PLAN

DRAWING A-4:
- ROOF PLAN
- BASEMENT PLAN

Scale:
1/4" = 1' or as noted

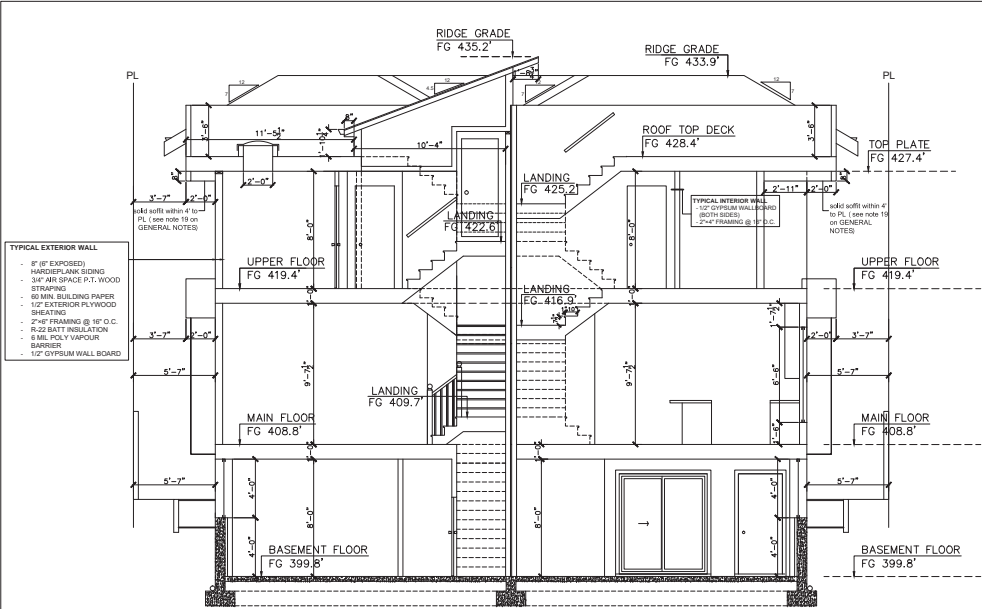
Project Title:

**DUPLEX WITH
SECONDARY
SUITES@
213 E. 22nd STR.
North Vancouver**

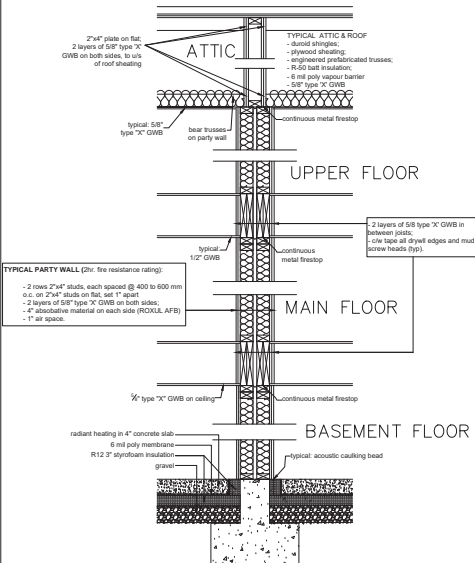
- 1st submission

**ROCK-ARC
DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-725 0067
F: 604-904 7405

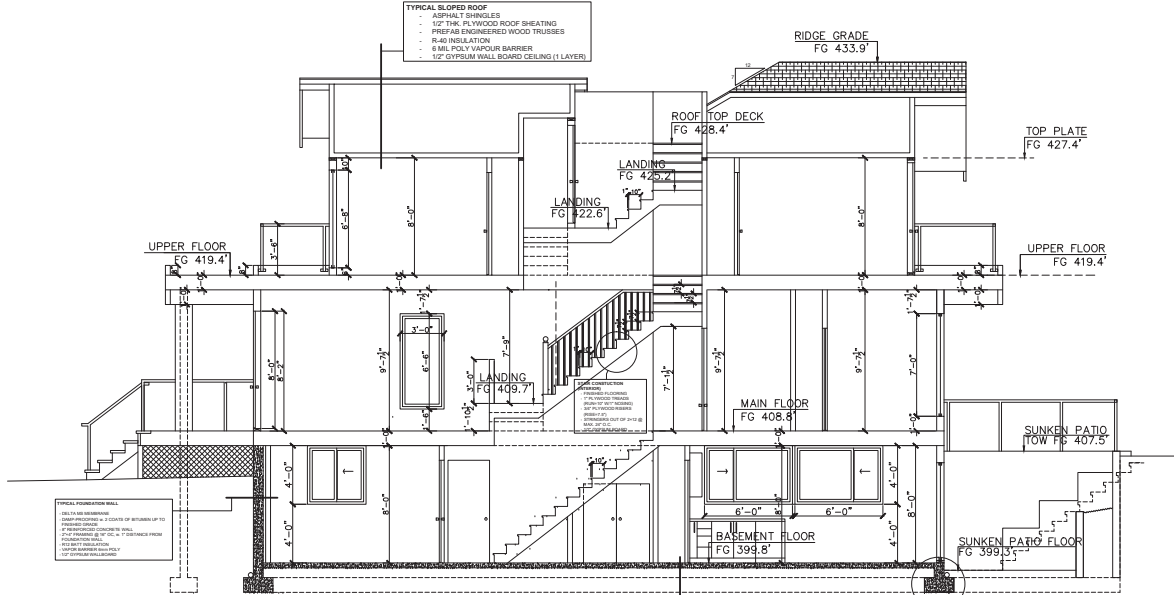


SECTION B



PARTY WALL - 2HR. F/R
[cUL U351]

Scale: 3/4" = 1'



SECTION A

DRAWING A-5:
- SECTIONS
- PARTY WALL DETAIL

Scale:
1/4" = 1' or as noted

Project Title:

**DUPLEX WITH
SECONDARY
SUITES@
213 E. 22nd STR.
North Vancouver**

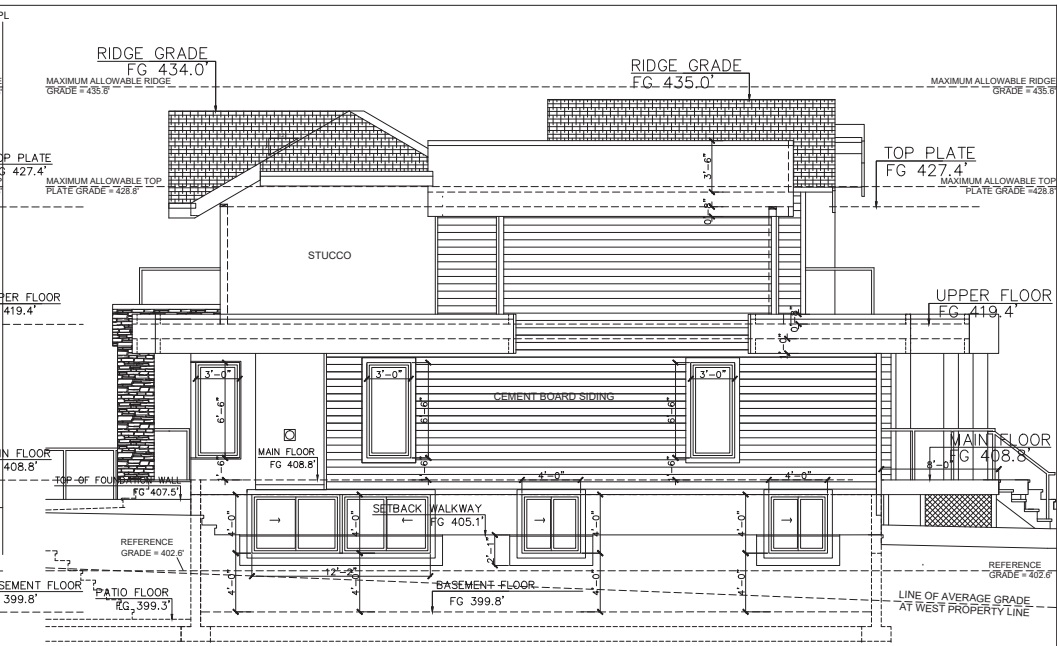
- 1st submission

**ROCK-ARC
DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-725 0067
F: 604-904 7405

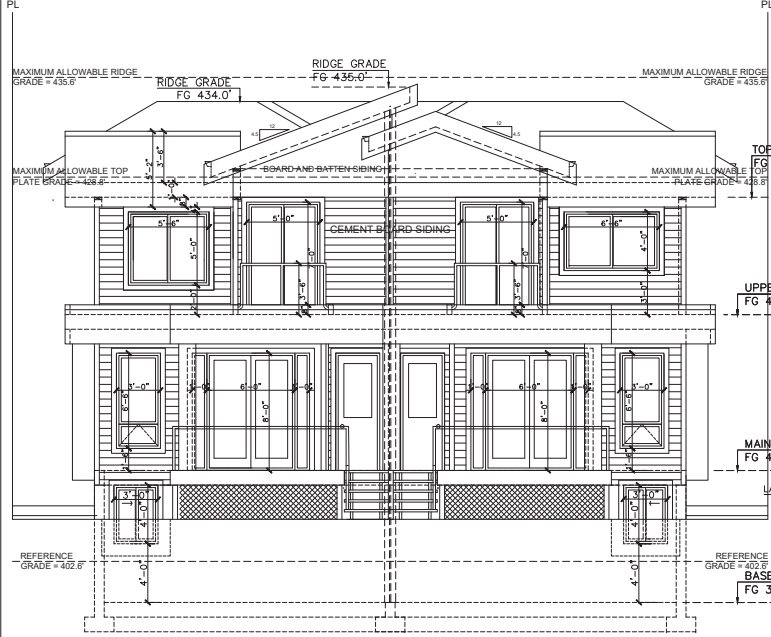


NORTH ELEVATION

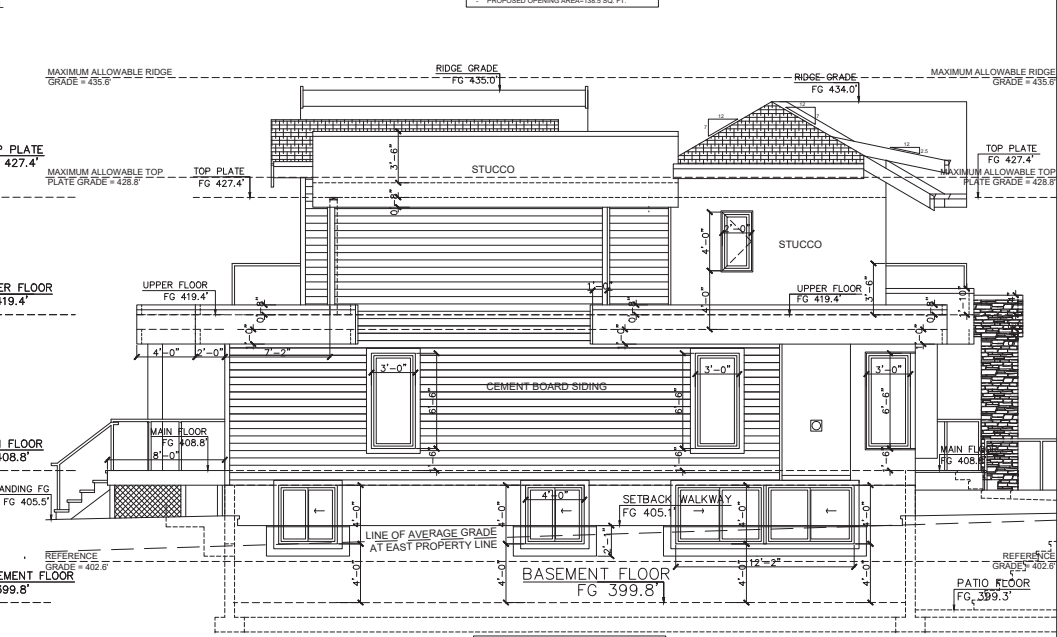


WEST ELEVATION

EAST ELEVATION SPATIAL CALCULATIONS
 - TOTAL ELEVATION AREA=1033 SQ. FT.
 - ALLOWABLE OPENING AREA (8% x 21163.3 SQ. FT.)
 - PROPOSED OPENING AREA=138.5 SQ. FT.



SOUTH ELEVATION



EAST ELEVATION

EAST ELEVATION SPATIAL CALCULATIONS
 - TOTAL ELEVATION AREA=1033 SQ. FT.
 - ALLOWABLE OPENING AREA (8% x 21163.3 SQ. FT.)
 - PROPOSED OPENING AREA=148.5 SQ. FT.

DRAWING A-6:
 - ELEVATIONS

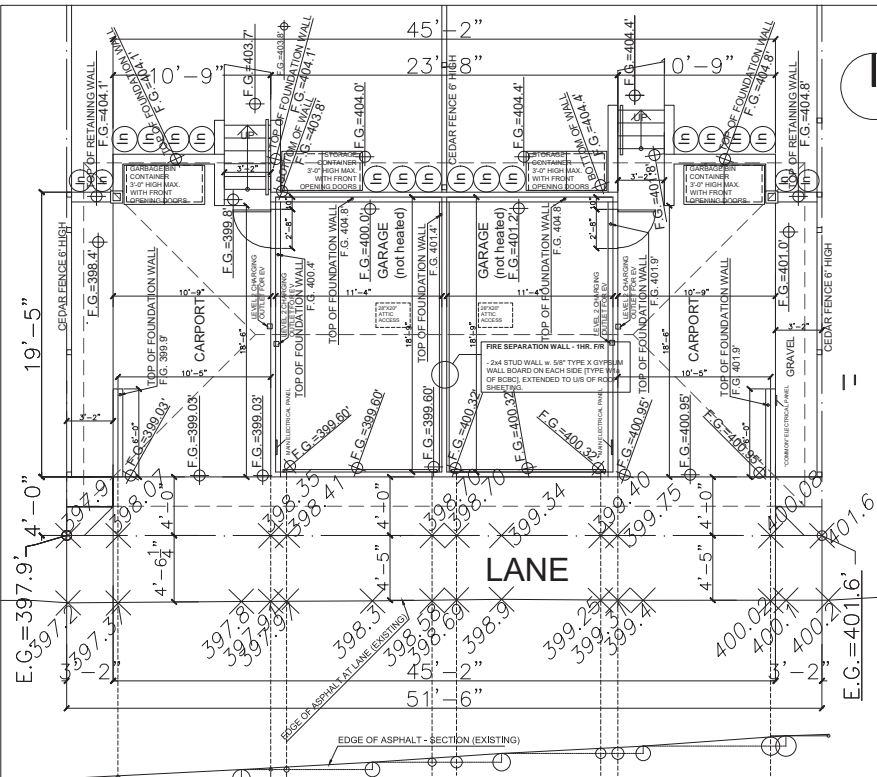
Scale:
 1/4" = 1' or as noted

Project Title:
**DUPLEX WITH
 SECONDARY
 SUITES@
 213 E. 22nd STR.
 North Vancouver**

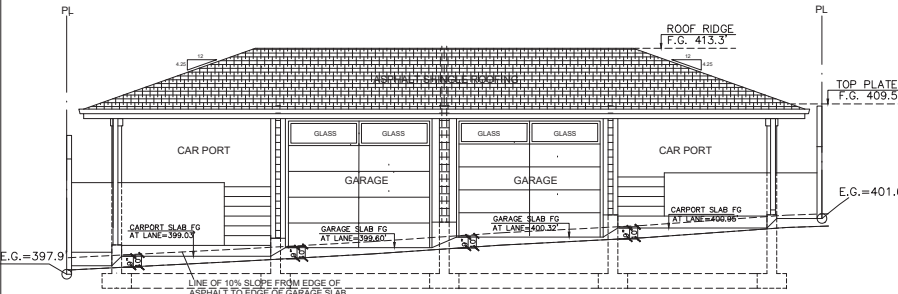
- 1st submission

**ROCK-ARC
 DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
 North Vancouver, BC
 T: 604-725 0067
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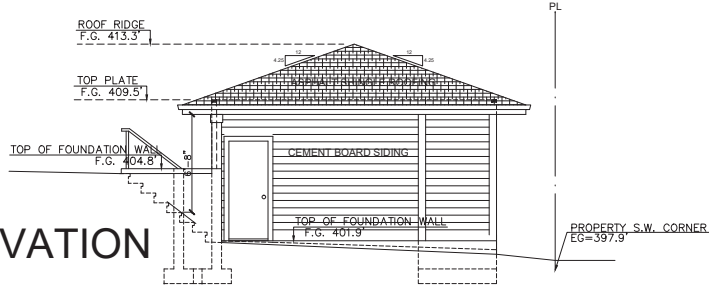


GARAGE PLAN
NOTE: GARAGE SPACE IS NOT HEATED

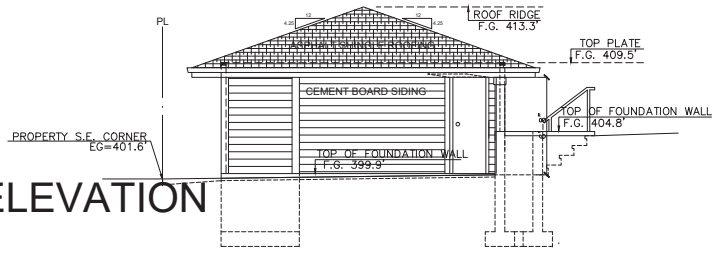


SOUTH ELEVATION

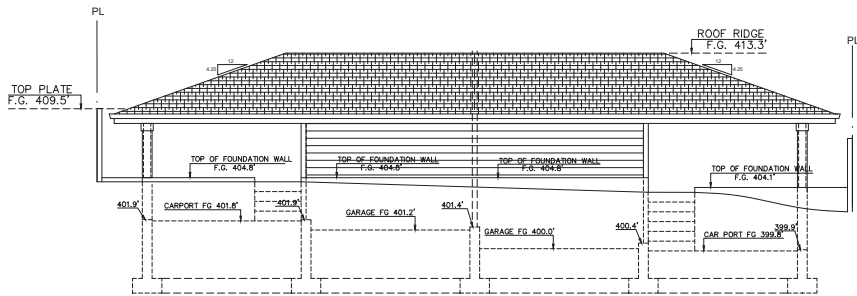
WEST ELEVATION



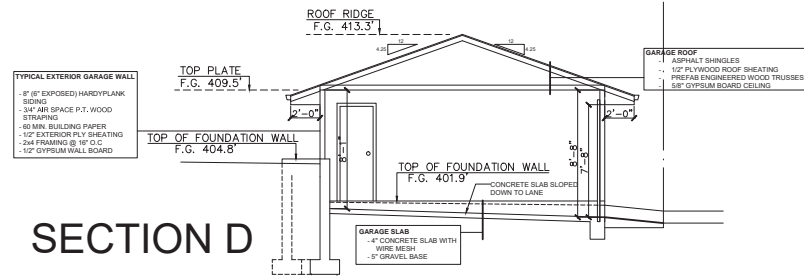
EAST ELEVATION



NORTH ELEVATION



SECTION D



DRAWING A-7:

- GARAGE

Scale:

1/4" = 1' or as noted

Project Title:

**DUPLEX WITH
SECONDARY
SUITES@
213 E. 22nd STR.
North Vancouver**

- 1st submission

**ROCK-ARC
DEVELOPMENT CORP.**

230 - 1000 Roosevelt Crescent
North Vancouver, BC
T: 604-725 0067
F: 604-904 7405

Developer Information Session (DIS) Report

- Project title: Duplex with secondary suites, at 213 E. 22nd Street, North Vancouver.
 - Project Permit number in the City of North Vancouver: PLN2019-00014
 - DIS Location: 123 E. 23rd Street, North Vancouver, Mahon Room, Harry Jerome Rec Centre.
 - DIS Date: Wednesday, March 11th, 2020.
 - DIS Time: 6:00 pm – 8:00 pm.

 - DIS Attendants:
 - Meg Wray: City of North Vancouver;
 - Behrouz Monadizadeh - Payman Khodarahmi: Rock-Arc Development;
 - Members of the Public: 2 attendants (a couple).
-

The session started at 6:00 pm, as scheduled. The following comments and questions were made by the public, and were responded accordingly, by the City staff and the members of the development company.

- 1- **Comment:** Parking is already an issue on this street (E. 22nd). The street is crowded with cars which park on both sides of the street. New development will deteriorate the situation.

Response: *This development provides 4 parking spaces within the property, as required by the zoning bylaw on this street. This will be adequate to accommodate off street parking for the future residents of this development.*

- 2- **Comment:** East 22nd has become a noisy street, and new developments will make situation even worse.

Response: *Work during construction is limited to certain hours during the day and is prohibited outside designated hours. On Saturdays, work hours are even more restricted. On Sundays and statutory holidays construction work is prohibited.*

The session was wrapped up at 8:00 pm, as scheduled.



PROPOSED DUPLEX STREET VIEW

Developer's Information Session

Early Public Input Opportunity

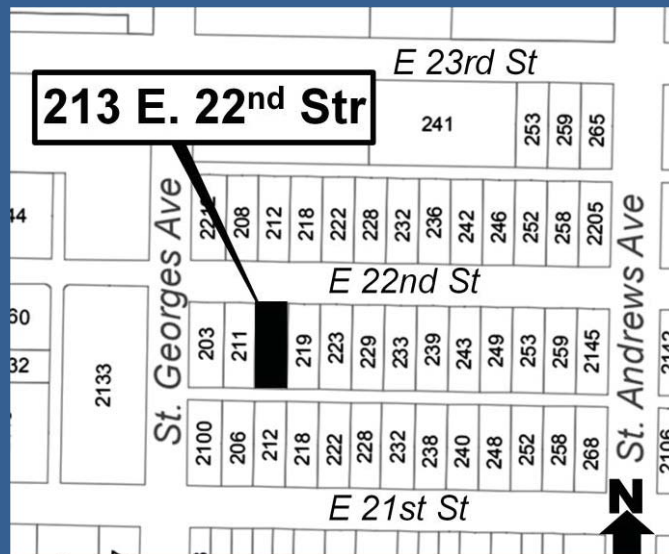
Rezoning Application

Proposed for: 213 East 22nd Street

Location: Mahon Room – Harry Jerome Rec. Centre
123 E. 23rd Street, North Vancouver

Date: Wednesday, March 11, 2020

Time: 6:00 p.m. – 8:00 p.m.



Rock-Arc Development has submitted a rezoning application to permit the development of a duplex building with suites. The proposal includes a detached garage and two surface parking stalls at the rear.

Interested members of the public are invited to attend the Developer's Information Session with the Applicant for an early opportunity to review the proposal and offer comments.

Applicant Contact

Behrouz Monadizadeh
Rock-Arc Development Corp.
230 – 1000 Roosevelt Crescent
North Vancouver, BC, V7P 3R4
604-725-0067
Rock_arc@telus.net

City of North Vancouver Contact

Meg Wray
Planning & Development Department
141 W. 14th Street
North Vancouver, BC, V7M 1H9
604-982-3989
mwrap@cnv.org

On-site sign



Newspaper advertisement

Developer's Information Session

Early Public Input Opportunity – Rezoning Application
Proposed for 213 E. 22nd Street, North Vancouver
Applicant: Rock-Arc Development Corp.

Rock-Arc Development is holding an information session where interested members of the public are invited to learn about our rezoning application to permit a duplex building with suites located at 213 E 22nd Street, North Vancouver.

Date: Wednesday, March 11, 2020
6:00 pm – 8:00 pm

Place: Mahon Room -
Harry Jerome Rec-centre
123 E. 23rd Street,
North Vancouver

Applicant Contact
Behrouz Monadizadeh
Rock Arc Development Corp.
230 – 1000 Roosevelt Crescent
North Vancouver, BC, V7P 3R4
604-725-0067
Rock_arc@telus.net

City of North Vancouver Contact
Meg Wray
Planning & Development Department
141 W. 14th Street
North Vancouver, BC, V7M 1H9
604-982-3989
mwray@cnv.org



From: Richard and Patricia <>
Sent: September-08-20 11:52 AM
To: Submissions; Meg Wray
Subject: 213 E 22nd Street

The City of North Vancouver with the rest of the Country and the rest of the world is in a health emergency. The proven way to slow down the spread is physical distancing and yet the City and Developers want to jam and cram more people in buildings. The water restrictions have been posted. The Hospital, Medical, Police and other services are overwhelmed with wait times placing any one in need on more physical and mental harm. The pretense of affordable housing is untrue or affordable for whom? The pretense that more buildings hence more income keeps taxes down is UNTRUE. Being "green" but limited parking is NOT TRUE. This proposed redevelopment is unnesseccasry.

Patricia Walden
626 West 23rd Street
North Vancouver BC

NOTICE OF PUBLIC HEARING (WAIVED)

WHO: Rock-Arc Development Corp.

WHAT: "Zoning Bylaw, 1995, No. 6700,
Amendment Bylaw, 2020,
No. 8784" for **213 East 22nd Street**

WHEN: Monday, September 14, 2020
at 5:30 pm

HOW: View the meeting online at
cnv.org/LiveStreaming



Notice is hereby given that Council will consider:

Zoning Amendment Bylaw, 2020, No. 8784

to rezone the subject property to permit a 2-storey duplex with suites, for a total of 4 units. The proposal complies with the maximum height of 10.1 metres (33.1 feet). A detached garage and carports provide a total of 4 parking stalls, accessed from the lane.

As City Hall remains closed to the public, the Regular Council Meeting will be held electronically via "WebEx". All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by email or written submission. To ensure all submissions are available for Council at the meeting, certain deadlines have been implemented.

For email submissions (preferred):
include your name and address and send to input@cnv.org **no later than 12:00 noon on Monday, September 14, 2020.**

For written submissions:
include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, September 11, 2020.** Written submissions are subject to a 24-hour quarantine period before being opened due to COVID-19.

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 on Friday, September 4, 2020 online at cnv.org/PublicHearings.

Please direct any inquiries to Meg Wray, Planner, at mwray@cnv.org or 604-982-3989.

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8784

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, 2020, No. 8784”** (Behrouz Monadizadeh / Rock-Arc Development Corp., 213 East 22nd 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 RT-1 (Residential Two-Unit 1) Zone:

Lots	Block	D.L.	Plan	
D	208	546	18798	from RS-1

READ a first time on the 13th day of July, 2020.

READ a second time on the 13th day of July, 2020.

RECEIVED APPROVAL FROM THE
MINISTRY OF TRANSPORTATION ON THE
<> DAY OF <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

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 Division Manager	 Director for M. E. W.	 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: Meg Wray, Planner 1

Subject: REZONING APPLICATION: 233 EAST 22ND STREET (BILL CURTIS /
BILL CURTIS & ASSOCIATES DESIGN)

Date: June 29, 2020 File No: 08-3400-20-0017/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated June 29, 2020, entitled
"Rezoning Application: 233 East 22nd Street (Bill Curtis / Bill Curtis & Associates
Design)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785" (Bill
Curtis / Bill Curtis & Associates Design, 233 East 22nd Street) be considered and
the Public Hearing be waived;

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

AND THAT the community benefits listed in the June 29, 2020 report in the
section "Community Benefits" be secured, through agreements at the applicant's
expense and to the satisfaction of the Director of Planning & Development.

ATTACHMENTS:

1. Context Map (Doc# [1921275](#))
2. Consolidated Architectural and Landscape Plans, dated June 20, 2020 (Doc#
[1925332](#))
3. Public Consultation Summary (Doc# [1924059](#))
4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785" (Doc# [1924853](#))

PROJECT DESCRIPTION

The proposed development is a duplex with suites. A total of four parking spaces are proposed in the form of a garage and surface parking, all accessed from the lane.

The requested changes to the zoning bylaw to permit this development are identified in Table 1 below. The proposed development would comply with all requirements of the Two-Unit Residential (RT-1) Zone. No variances are being requested.

Table 1. Requested Changes to the Zoning By-law

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	RS-1	RT-1

POLICY FRAMEWORK

The subject site is designated Residential Level 2 in the 2014 Official Community Plan, which permits low density residential development in the form of duplexes, triplexes and row homes.

Metro 2040	
Goal 1 Create a Compact Urban Area	The proposal represents a more compact form of residential development than the current Zone permits, on a site that is near walking and biking infrastructure and close to commercial and institutional destinations.
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 all of their lifecycles.
Goal 5 Support Sustainable Transportation Choices	Intensification of this site will support future transit investments along Lonsdale Avenue. The site is proximate to community and commercial amenities and is well situated to provide the occupants with a variety of transportation choices across the North Shore and the greater region.

Official Community Plan	
Policy 1.1.2 Align growth with the development community amenities and infrastructure	Intensification of the site supports the use of existing amenities including the Green Necklace and existing and future recreation facilities.
Policy 1.3.1 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	The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.
Policy 1.3.5 Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied	The surrounding neighbourhood has a variety of low-rise building forms. The proposed design is appropriate in character and quality for a Residential Level 2 neighbourhood.

designs which are interesting, sensitive and reflective of their surroundings	
Policy 1.3.6 Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner	Design and materials are consistent with those found in the local context. Landscaping includes some native plant species.
Policy 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location.	The proposed development includes two rental suites which provide a smaller and more affordable housing form.
Housing Action Plan	
Action #5 To increase rental options in lower density areas to support renters and provide homeowners with additional rental income, while retaining neighbourhood scale and character.	The proposed development creates two new principal units of modest size with rental suites. Rental income will help to make the houses more affordable for owners and the rental units will increase the supply of units available in an area that is walkable and well-served by transit.
Sustainable Development Guidelines	
Natural Systems 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.	The development will be required to meet City requirements for storm water retention. Plantings include native species and trees, supporting local wildlife including birds and pollinating insects.
Physical Structures / Infrastructure The ability to effectively deliver basic services, shelter and physical amenities required to sustain the health and well-being of the community. This includes energy efficiency.	The development provides green mechanical equipment, including heat pumps.

PLANNING ANALYSIS

Site Context and Surrounding Use

The site is located two blocks from Lonsdale Avenue, near Harry Jerome Community Recreation Centre. The block to the east is designated Residential Level 1 (Low Density) and the block to the west is designated as Residential Level 4A (Medium Density). The 200 block acts as a buffer between the higher and lower densities to the west and east, respectively.

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

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	228 E East 22 nd St	Single-family dwelling	RT-1
	232 East 22 nd St	Single-family dwelling	RS-1

	236 East 22 nd St	Single-family dwelling	RS-1
South	228-230 East 21 st St	Duplex	RT-1
	232-234 East 21 st St	Single-family dwelling	RT-1
	238 East 21 st St	Single-family dwelling	RT-1
East	239 East 22 nd St	Single-family dwelling	RS-1
West	229 East 22 nd St	Single-family dwelling	RS-1

Use

The policy framework applicable to the subject site supports the proposed development. The site is located in close proximity to transit, recreation facilities, commercial areas and schools. Additionally, the units will support affordable homeownership through the inclusion of rental suites, and will provide rental housing stock.

Intensity

The proposal represents a moderate increase in density. The south side of the block is currently zoned for duplexes, and several lots on the north side of 22nd Street have recently been rezoned to permit duplexes. The proposed density is consistent with the Official Community Plan and planned character of the neighbourhood.

The proposed parking is one space per principal unit and one space per suite, which is adequate for this site, given its location.

Form

The proposed form of the development complies with the RT-1 Zone requirements and is appropriate in character for the low-density residential context. The design is sensitive to surrounding buildings and has a 7 metre (23 foot) front setback, which is greater than the minimum of 4.6 metres (15 feet).

The additional front setback is to accommodate the entrance to the suites and sunken patios, with living space for the suites facing the patios. The proposed landscaping includes two new on-site trees, and a mix of native and non-native planting.

COMMUNITY CONSULTATION

A Developer's Information Session was held on March 4, 2020. There was one attendee who was seeking advice on how they might develop a similar project. No comment forms were submitted.

Given the conformity of the proposal with the Official Community Plan and existing character of the area, and general acceptance of the proposal from the surrounding neighbourhood, staff is recommending that the Public Hearing be waived. Should

Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8785" (Bill Curtis / Bill Curtis & Associates Design, 233 East 22nd Street) be considered and referred to a Public Hearing;

COMMUNITY BENEFITS

Development Services has requested that, in addition to standard requirements for a duplex development, an existing fire hydrant be relocated to accommodate a new sidewalk.

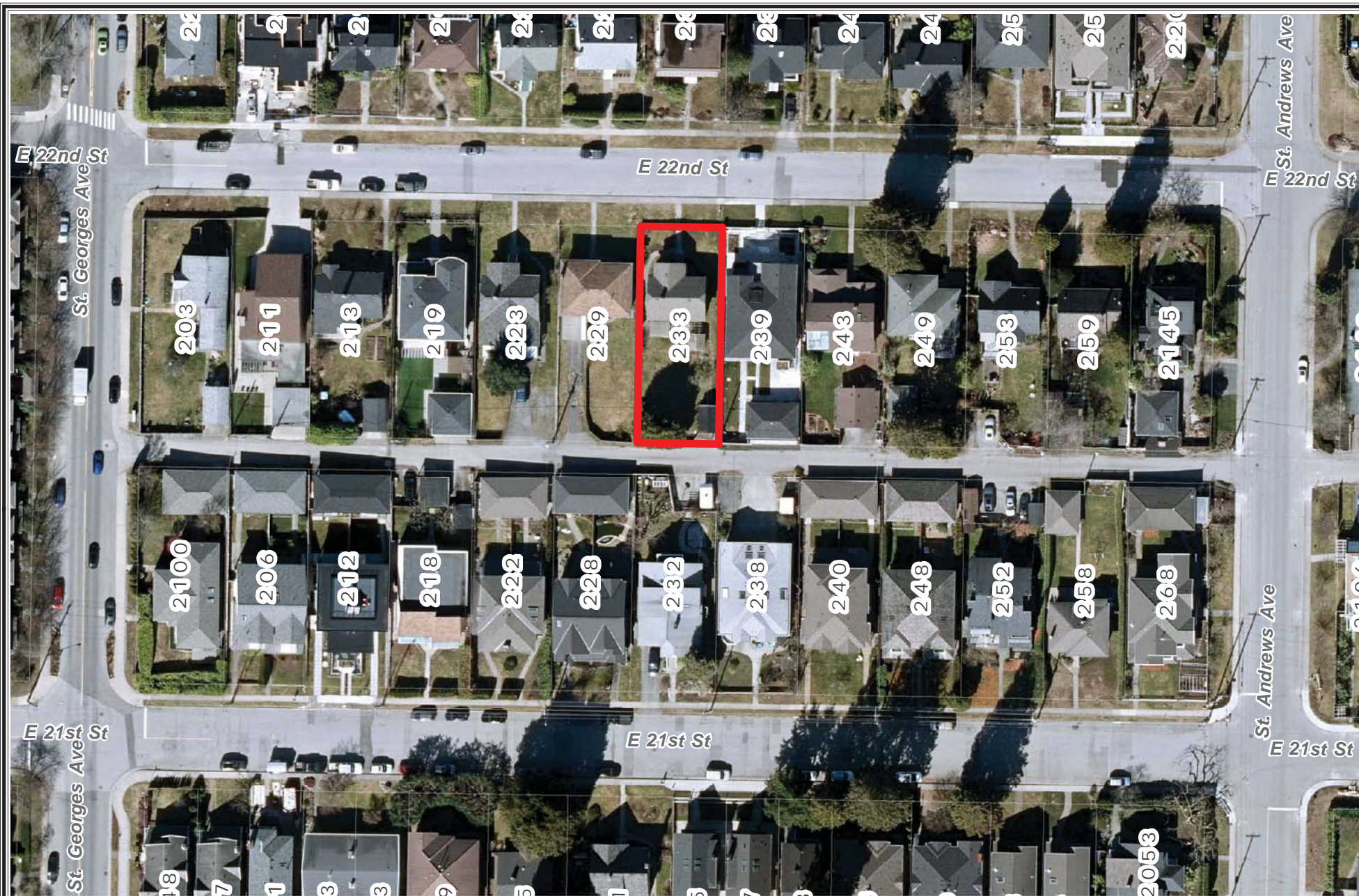
CONCLUSION

The subject site's proximity to existing walking and biking infrastructure (The Green Necklace), as well as transit and commercial areas along Lonsdale Avenue, make it an appropriate site for densification. The project would result in a net increase of three units (one principal and two accessory units) while fitting in with the surrounding properties (low-density residential). Policy and planning analysis supports the proposed rezoning.

RESPECTFULLY SUBMITTED:



Meg Wray
Planner 1





Project
KS MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER

Project
KS MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER

These plans and concepts are protected by copyright and may not be reproduced in whole or in part without the express written consent of the designer.

1. The general contractor shall check all dimensions and conditions before commencing with any work. Any discrepancies are to be reported to the designer before proceeding with any work.
2. All setbacks and building locations shall be confirmed by a registered British Columbia Land Surveyor.
3. Written dimensions take precedence over scaled dimensions. Do not attempt to scale drawings, to find an unknown dimension contact the designer.
4. The designer shall not be responsible for any costs incurred to the owner or general contractor due to errors or omissions in these plans after a building permit has been issued for this project.

1. Concrete shall be 30 MPa (3,000 PSI) at 28 days.
2. Footings shall extend a minimum of 8" below grade and to solid bearing.
3. The foundations to rock as described in structural drawings.
4. Provide a minimum of 2 coats of asphalt waterproofing or an approved waterproofing membrane over the exterior face of foundation walls.
5. Provide 12" anchor bolts \pm 6" dia or anchor rods \pm 6" dia minimum spacing.
6. Anchor bolts to footings with pinned anchor plates embedded in footings.
7. Provide a cast precasting slab or equal tensioning plates and concrete foundations where there is potential for contact or provide pressure treated plate.
8. Provide a waterproofing agent between the tops of foundations and concrete slabs to prevent bleeding.
9. Provide a minimum 6 mil \pm 1 mil type of poly under concrete slabs and with coats.
10. Fill under concrete slabs and walls to be non organic.

1. All framing is to be to * S2S SBCB.
2. All load bearing walls are to be Douglas Fir #2 or better.
3. Lintels are to be 2x10 DF#2 or better.
4. All deck framing is to be pressure treated.
5. Girders, joists, nicks and other manufactured beams are to be engineer designed and the general contractor will provide certificates of manufacture as required before erection.
6. All floor joists are to be engineer designed and shop drawings showing true layout and details are to be provided to the building inspector as required.
7. Gable bridge floor and roof joists: 2" O/C minimum.

1. **Sightest stars:** Rise min. 4.92° max. 1.81°
Run min. 0.27° max. 0.98°
Trail min. 0.25° max. 0.36°
2. All trends to have a 1" heading.
3. Minimum heading is $6-8^{\circ}$ measured vertically from an imaginary line connecting the star readings.
4. Handrail heights is to be between 32° and 36° measured at clear heights over stars.
5. Winders to conform to M3.4,5.
6. "Minor star" width is $2-2.5^{\circ}$.
7. Curved stars and stars greater than 43° in width require a handrail on both sides of the star.
8. Handrail is required for interior stars with more than 2 rises and for exterior stars with more than 3 rises.
9. No member facilitating climbing above 42° to 36° from the back or side or surface of the star (one exception).
10. The maximum opening size within the ballistics area is 4° .

1. Guardrail height is 36" where the vertical distance to grade is 5'-0" or less, where the vertical distance is greater, the guard height is 3'-6" or as noted.
2. All guards to have a cap unless engineer approved.
3. A guard is required where there is a drop of 24" or more.
4. A guard is required where the adjacent surface within 4' of the walking surface has a slope greater than 1 in 2.

1. Glass within 36" of a door shall be safety glass.
2. Glass in exterior doors, showers, french, and sliding doors shall be safety glass.
3. Windows in walls enclosing showers or bathtubs shall be safety glass and located above the waterproof finish height.
4. Mirrored doors are to be safety glass and blocked with solid material.
5. Glass within 8" of the floor is to be safety glass.

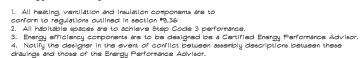
1. Cladding shall conform to §9.27 BCBC
2. All flashing shall conform to §9.213.1 BCBC and installed to conform with §9.213.8 BCBC
3. All cladding shall conform to Section §9.21.4 BCBC

1. Fireplaces and chimneys shall conform to *S.21 and *S.22.
2. Provide 2" clearance between chimney and combustible framing.
3. Masonry hearths shall conform to *S.22.5.1
4. Provide fuelinlets to *S.21.3. Flue sizes to S.21.2.5a & b
5. Provide cleanouts to *S.21.4.7
6. Provide 4" firebrick lining to firebox.

II. Fireplaces to have tight fitting doors and outside combustion air supplied directly to the firebox.

1. Heating system: Principle residence, Gas Fired Forced hot air, Buile, Electric Baseboard
2. Provide for Fiberglass Insulation frames with thermal glazing in sealed units providing a minimum 12" airspace
3. Glaze in doors and windows to be double glazed unless otherwise specified.
4. Provide thermally broken frames in all windows.
5. Install weather seals in both exterior and interior floors to conform to "B.10.10 BCBCE."
6. Provide carbon monoxide detectors within all floors of a bedroom door or in the bedroom and conform to "B.3.1.42 BCBCE."
7. Use plastic mulch in flower and landscape enclosures and apply over a minimum resistant backing.
8. Provide intake inlets to allow for adequate ventilation at restricted locations.
9. Finish grades are to reflect water away from the building and to conform to "B.3.1.4 BCBCE."
10. Finish grades to be noted C.O. dimensions in each bedroom within 18" (9) meters of bedroom door in conformance with "B.3.1.42."

1. Where an interior frame wall meets ceiling/roofline, there must be vapour protection on an exterior wall, the vapour barrier must be continuous at the ceiling or wall intersection.
2. Provide vapour barrier protection to the inside of insulation on the inside of box joist or rafter insulation.
3. Clearance between chimneys or vents to be sealed with non-combustible insulation.



1. Provide combustion air to Forced air furnace
2. Provide exhaust fans that provide half an air change an hour located in bathrooms and kitchens.
3. Provide fresh, tempered air to all habitable spaces with humidity control at a static pressure of 0.25" of water.
4. Air is to be mechanically vented from all kitchens, bathrooms and laundry rooms.
5. Air is to be ducted to a centrally located and continuously running 2 speed exhaust fan (speed controlled from source).

1. Main entrance doors without sidelights are to be equipped with a door viewer.
2. Doorframes in exterior openings are to be solid bolted to the lock heights so that the door frame will resist spreading by force ≥ 3.6 kBCBG and ≥ 3.1 kBCBG.
3. Exterior doors shall be provided with a 5/8 pin cylinder deadbolt lock with a 1" throw to ≥ 3.6 kBCBG.
4. Exterior sliding windows shall be equipped and installed in a manner that will prevent the removal of a sliding panel when in the locked position.
5. Sliding glass doors shall be equipped with sliding pin locks into the door frame to supplement the sash lock of the door handle.

1. Provide flashing between horizontal intersections of differing wall finishes. All flashing to slope away from the building at 6% minimum.
2. Provide flashing at all wall - roof junctions, including parapets for guards on decks.
3. Rainscreen assembly required for all buildings with a minimum capillary break of 3/8".



BCBC WALL ASSEMBLY U3s page 591
1 HOUR FIRE RATING
SOUND TRANSMISSION RATING ST
2 WALL ASSEMBLIES OF 5/8" TYPE "X" DRY
ONE SIDE OF 2x4 @ 16" O/C COMPLETE WITH
R-14 BATT INSULATION SEPARATED BY A 1"
PROVIDE SHEET METAL FIRE STOPPING AT
LEVEL AND AT THE ROOF.

SCALE: 1" = 1'-0"

APRIL 2020 GENERAL REVISIONS
MARCH 2020 MASTER BED DECK DELETED AND
MAIN FLOOR DECK REDESIGNED

REVISIONS

Drawing **PLAN**
 Drawn By B.C. Date JULY, 2018
 Scale 1/4" = 1'-0" OR
 AS NOTED

Project
KS MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER



Drawing **GARAGE PLANS**
 Drawn By **B.C.** Date **JULY, 2019**
 Scale **1/4" = 1'-0"**
 Project
KS MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER

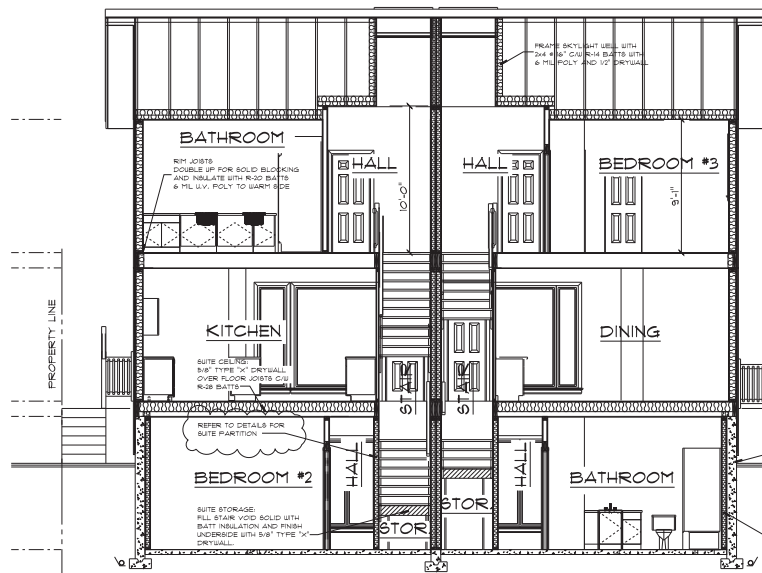
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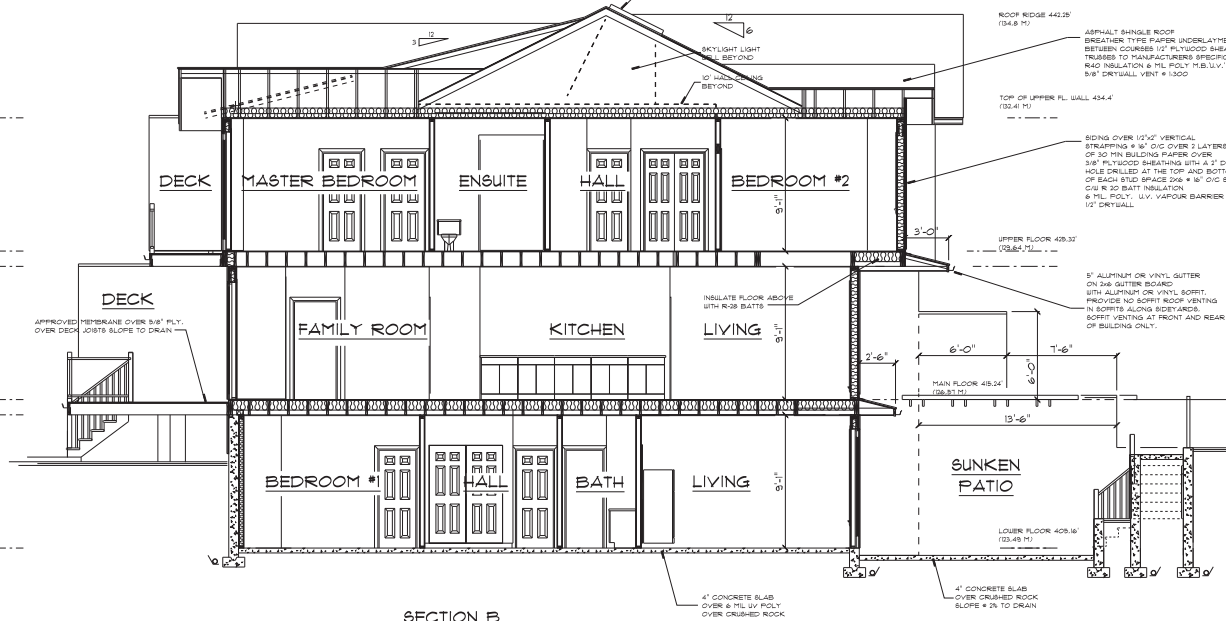
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SECTION A

BEDROOM #2



SECTION B

ALL APPLIANCES TO BE ENERGY STAR RATED

ALL PLUMBING FITTINGS TO CONFORM TO SECTION 03.5 B.C.S.G.

FOUNDATION WALLS
RSl 155 MIN. REQUIRED

8" CONCRETE
1/2" POLY.
INTERIOR AIR FILM

CAVITY:
100
1.81
EFFECTIVE RSl: 2.147

WALLS
RSl 175 MIN. REQUIRED

EXTERIOR AIR FILM
1/2" SCIN
1/2" AIR CAVITY
BUILDING PAPER
1/2" POLY.
1/2" GIBS
INTERIOR AIR FILM

CAVITY:
100
1.81
EFFECTIVE RSl: 3.15

CONCRETE SLAB ON GRADE
REQUIRED RSl: 0.00

INTERIOR AIR FILM
CONCRETE + 0.0004/m (100 mm)
EFFECTIVE RSl: 0.01

STRAP CONC. WALLS WITH
244 C/U R-8 BATT INSULATION
& MIL U.V. POLY 1/2" DRYTALL

GELINGS UNDER ATTIC
RSl 6.81 MINIMUM REQUIRED

EXTERIOR AIR FILM
RSl 4.93
CAVITY:
244 ROOF TRUSS
RSl 2.46
8" R-8 BATT INS.
1/2" POLY.
1/2" AIR CAVITY ...
100
1.81
EFFECTIVE RSl: 0.098

FLOOR OVER UNHEATED SPACES
RSl 4.81 MINIMUM REQUIRED

INTERIOR AIR FILM
CARPET AND UNDERLAY
5/8" PLYWOOD
2x10 BPF ...
RSl 4.93

CAVITY:
100
1.81
EFFECTIVE RSl: 4.875

PARTY WALL DETAIL

SCALE: 1" = 1'-0"

PARTY WALL ASSEMBLY U-308
2 HOUR FIRE RATING
2 ASSEMBLIES OF 2 LAYERS OF
8" TYPE "X" DRYTALL
244 48" STUDS WITH STAGGERED 8"
WITH A 1" AIR SPACE BETWEEN

PARTY WALL ASSEMBLY U-308
2 HOUR FIRE RATING
2 WALL ASSEMBLIES OF
2 LAYERS 8" TYPE "X"
DRYTALL ONE SIDE OF
244 48" STUDS STAGGERED
8" COMPLETE WITH R-14
MINERAL WOOL BATT FRICION
FIT INSULATION SEPARATED BY
A 1" AIR SPACE

2 LAYERS OF 8" TYPE "X" DRYTALL -
TIGHTLY FIT BETWEEN FLOOR JOISTS AND
FIRE STOP CALKING BETWEEN DRYTALL AND
WOOD SLORE NOT FITTED TIGHTLY

PARTY WALL SECTION

SCALE: 3/4" = 1'-0"

NOTE:
8" DRYTALL TO BE ATTACHED HORIZONTALLY OR
VERTICALLY CENTERED OVER STUDS. HORIZONTAL
JOINTS NEED NOT BE BACKED BY FRAMING. BASE
LAYER FASTENED TO STUDS AND PLATES WITH 1/8" LONG
646 GIBBY COATED NAILS OR 1/8" LONG TYPE 8 SCREWS
SPACED @ 16" O.C. FACE LAYER FASTENED TO STUDS AND PLATES
WITH 3/8" LONG 646 GIBBY COATED NAILS OR 3/8" LONG
TYPE 8 OR U SCREWS SPACED @ 16" O.C. FACE LAYER JOINTS
OFFSET MIN. 12" FROM BASE LAYER JOINTS. WHEN USED IN JOINTS
OTHER THAN 48" GIBBY PANELS TO BE INSTALLED HORIZONTALLY.

NOTE:
THE DESIGNER SHALL VERIFY ALL CONDITIONS AND
CONDITIONS PRIOR TO CONSTRUCTION. ANY WORK AND REPORT ANY
DISCREPANCIES TO THE DESIGNER.
THE DESIGNER SHALL NOT BE RESPONSIBLE FOR COSTS INCURRED
TO THE OWNER OR CONTRACTOR THROUGH BREACHING OR OBTAINING
ON PLANS OR SPECIFICATIONS. THE DESIGNER SHALL BE RESPONSIBLE FOR
THESE PLANS AND CONCEPTS ARE PROVIDED BY THE DESIGNER AND NOT
BE APPROVED BY A JUDGE OR PLANNING BOARD. THE DESIGNER
OR THE DESIGNER THESE PLANS ARE THE PROPERTY OF THE DESIGNER AND
NO PLAN OR PART THEREOF SHALL BE COPIED, REPRODUCED OR
USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF THE DESIGNER.
FURTHER CONTACT WITH THESE DESIGNER SHALL CONSTITUTE CONCLUSIVE
EVIDENCE OF ACCEPTANCE OF THESE REVISIONS.



Bill Curtis
& Associates
Design Ltd.
2000
Phone 604-986-4550
Fax 604-986-4555
billcurtisdesign@gmail.com

APRIL 2020 GENERAL REVISIONS
MARCH 2020 MASTER BED DECK DELETED AND
MAIN FLOOR DECK REDESIGNED
REVISIONS

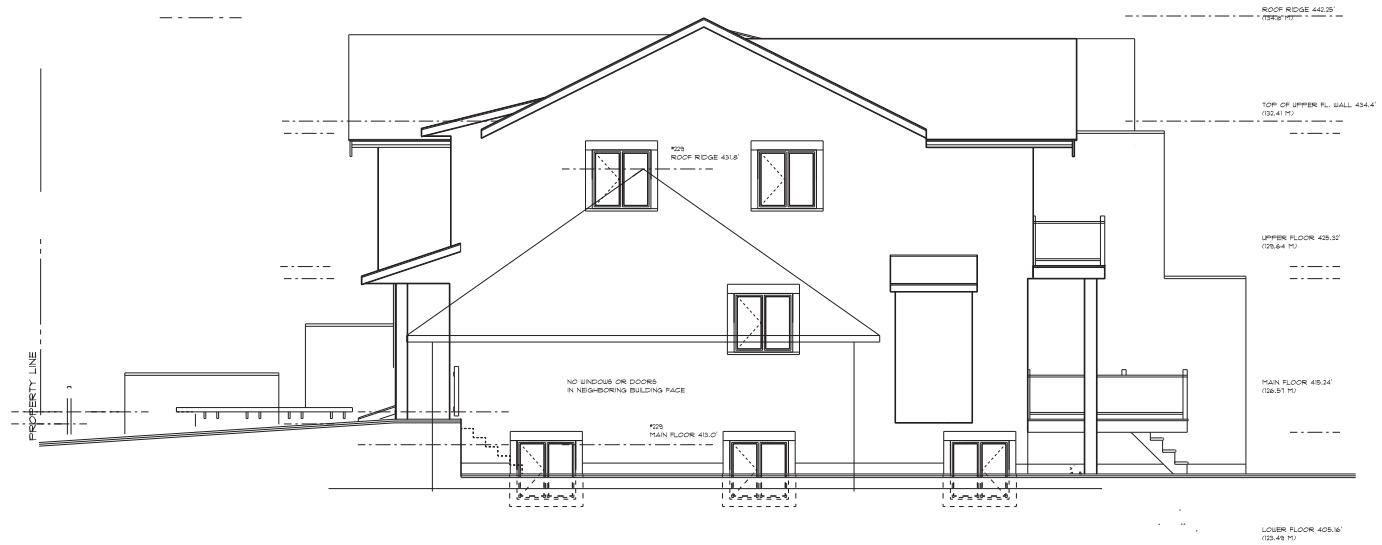
Harbourfront Business Centre
3rd Floor, 224 West Esplanade
North Vancouver, BC V7M 3M6

SECTIONS

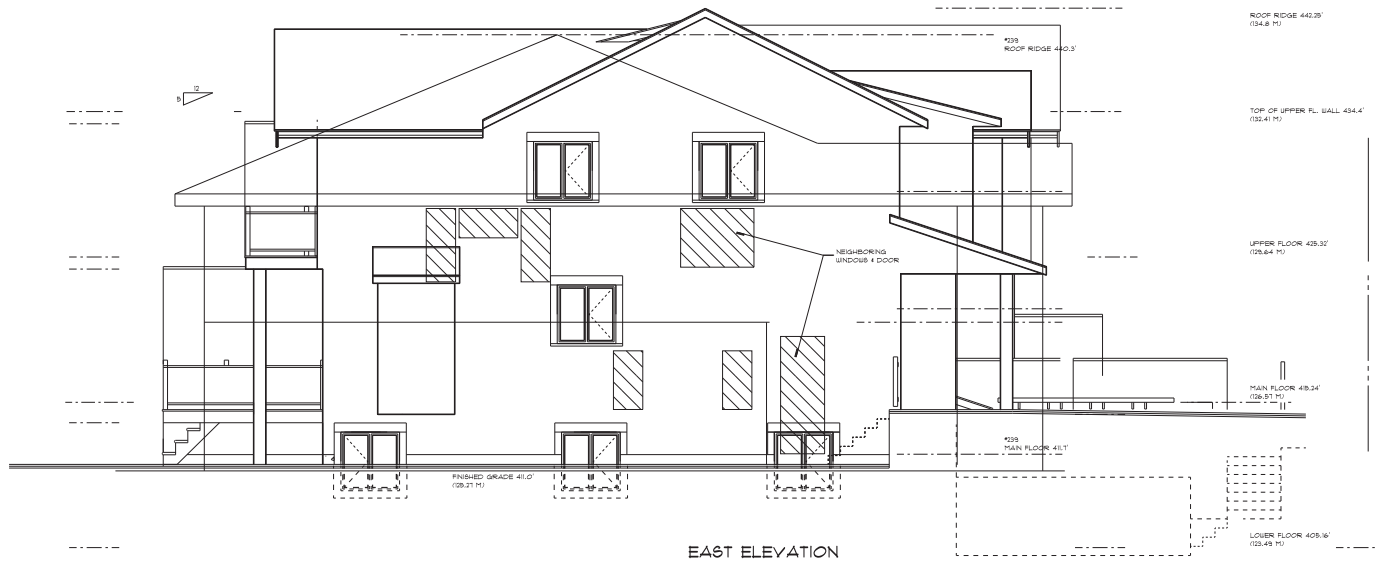
Drawing
Drawn By B.C. Date JULY, 2019
Scale 1/4" = 1'-0" OR
AS NOTED

Project
K8 MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER

5
of 11



WEST ELEVATION



EAST ELEVATION

NOTE

THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS PRIOR TO COMMENCING ANY WORK AND REPORT ANY DISCREPANCIES TO THE DESIGNER. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR COSTS INCURRED BY THE OWNER OR CONTRACTOR THROUGH ERRORS OR OMISSIONS ON PLANS OR SPECIFICATIONS AFTER THE BUILDING PERMIT HAS BEEN ISSUED. THESE PLANS AND SPECIFICATIONS ARE PREPARED BY CONTRACT AND MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF THE DESIGNER. THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF THE DESIGNER AND SHALL BE KEPT IN THE DESIGNER'S OFFICE. NO PART OF THESE PLANS SHALL BE REPRODUCED OR USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF THE DESIGNER. VERBAL CONTACT WITH THESE CHANGES SHALL CONSTITUTE CONSENT. EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

8
of

Drawing
Drawn By B.C. Date JULY, 2018
Scale 1/4" = 1'-0"

Project
K9 MECHANICAL DUPLEX
AT 233, 235 EAST 22nd ST.
NORTH VANCOUVER



Harbourfront Business Centre
5th Floor, 224 West Esplanade
North Vancouver, BC V7M 3M6

Bill Curtis & Associates Design Ltd.

Harbourfront Business Centre
5th Floor, 224 West Esplanade
North Vancouver, B.C. V7M 3M6
Tel. (604) 986-4550 Fax. (604) 986-4555
www.billcurtishomedesign.com
e-mail billcurtisdesign@gmail.com

March 7, 2020

City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9
Planning Department

Attention Ms. Meg Wray

Regarding a Development Information Session (DIS) for the rezoning of the property at 233 East 22nd Street, to allow for the building of a new duplex.

The DIS was hosted in the Capilano Room at the Memorial Centre located at 123 East 23rd Street from 7:00 PM to 9:00 PM. The event was advertised in the North Shore News Newspaper, editions issued Wednesday February 26th and Friday February 28th. A sign was posted Monday February 24th and I dropped off notices to local residents located in an area indicated by the City on Saturday February 29th. There was no rain or other awkward weather events that evening that might have influenced participation.

One interested resident attended seeking knowledge about how she might be able to develop a similar project. She resides on Coleman Street, in the District of North Vancouver. I described how a similar proposal might develop in the District Of North Vancouver.

There were no other people attending the DIS.

Regards,
Bill Curtis



DEVELOPMENT INFORMATION SESSION



BILL CURTIS & ASSOCIATES DESIGN LTD.

Is proposing to develop a new Duplex
with a suite in each unit and a new detached garage
at 233 East 22nd Street.

Those interested in this project are
invited to a Development Information Session
to be hosted in the Capilano Room at
Memorial Centre, 123 East 23rd St. North Vancouver
Wednesday March 4th from
7:00 PM to 9:00 PM

Developer	Bill Curtis	604-986-4550 billcurtisdesign@gmail.com
City Contact	Meg Wray	604-982-3989 murray@cnv.org

A DEVELOPMENT INFORMATION SESSION
is required by the City of North Vancouver

233

233

DEVELOPMENT APPLICATION

233 E 23rd Street

Overview

233 E 23rd Street is a historic building located in the Central Business District. The building is currently vacant and is being proposed for conversion to residential use. The proposed development consists of a three-story building with a total of 12 units.



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APPLICANT

233 E 23rd Street
233 E 23rd Street
233 E 23rd Street
233 E 23rd Street
233 E 23rd Street

FOR MORE INFORMATION AND TO SHARE YOUR OPINION

DEVELOPER'S INFORMATION SESSION

LOCATION: 121 East 23rd Street, Montreal Centre, Quebec, P6C 1B6

DATE: March 4, 2020

TIME: 7pm - 8pm



233 E 23rd Street, Montreal Centre, Quebec, P6C 1B6

233 E 23rd Street, Montreal Centre, Quebec, P6C 1B6

RECEIVED
MAR 8 2020
CITY OF NORTH VANCOUVER
COMMUNITY DEVELOPMENT
DEPARTMENT

DEVELOPMENT INFORMATION SESSION



BILL CURTIS & ASSOCIATES DESIGN LTD.

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Capilano Room at Memorial Centre,
123 East 23rd St., North Vancouver
Wednesday March 4, 2020 from
7:00 PM to 9:00 PM

Developer

Bill Curtis

604-986-4550

billcurtisdesign@gmail.com

City Contact

Meg Wray

604-982-3989

mwrap@cnv.org

A DEVELOPMENT INFORMATION SESSION is required by the City of North Vancouver



From: Bayshore Dental Centre <>
Sent: September-06-20 11:59 PM
To: Submissions
Subject: Re: 233 East 22nd Street

Hello,

Our names are Dr. Javan Najafi and Dr. Jacqueline Najafi and we reside at 1 239 E 22nd St. A few months ago, a duplex was finished on this block and another one is under construction as well. It is just too much density for East 22nd Street. Since 23rd Street is currently closed, our street has increased traffic tremendously as well. We completely disagree for more duplexes on this block.

Regards,

Dr. Javan & Jacqueline Najafi
1-239 East 22nd Street
North Vancouver

From: javid najafi
Sent: September-07-20 12:07 AM
To: Submissions
Subject: Re: 233 East 22nd Street

Good day,

My name is Javid Najafi and I reside at 2 239 East 22nd Street. I do not agree at all with another duplex development, there is already too much construction on this block. As of now, the parking on our street is more congested, I sometimes have to park further away from my home. Further, there is a fire hydrant in front of 233 East 22nd Street, which is also occasionally occupied by cars.

Thank you,

Javid Najafi
2-239 East 22nd Street
North Vancouver

From: Richard and Patricia <>
Sent: September-08-20 11:51 AM
To: Submissions; Meg Wray
Subject: 233 E 22nd Street

The City of North Vancouver with the rest of the Country and the rest of the world is in a health emergency. The proven way to slow down the spread is physical distancing and yet the City and Developers want to jam and cram more people in buildings. The water restrictions have been posted. The Hospital, Medical, Police and other services are overwhelmed with wait times placing any one n need on more physical and mental harm. The pretense of affordable housing is untrue or affordable for whom? The pretense that more buildings hence more income keeps taxes down is UNTRUE. Being “green” but limited parking is NOT TRUE. This proposed redevelopment is unesseccasry.

Patricia Walden
626 West 23rd Street
North Vancouver BC

NOTICE OF PUBLIC HEARING (WAIVED)

WHO: Bill Curtis & Associates Design

WHAT: "Zoning Bylaw, 1995, No. 6700,
Amendment Bylaw, 2020,
No. 8785" for **233 East 22nd Street**

WHEN: Monday, September 14, 2020
at 5:30 pm

HOW: View the meeting online at
cnv.org/LiveStreaming



Notice is hereby given that Council will consider:

Zoning Amendment Bylaw, 2020, No. 8785

to rezone the subject property to permit a 2-storey duplex with suites, for a total of 4 units. The proposal complies with the maximum height of 10.1 metres (33.1 feet). A detached garage and surface parking provide a total of 4 parking stalls, accessed from the lane.

As City Hall remains closed to the public, the Regular Council Meeting will be held electronically via "WebEx". All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by email or written submission. To ensure all submissions are available for Council at the meeting, certain deadlines have been implemented.

For email submissions (preferred):
include your name and address and send to input@cnv.org **no later than 12:00 noon on Monday, September 14, 2020.**

For written submissions:
include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, September 11, 2020.** Written submissions are subject to a 24-hour quarantine period before being opened due to COVID-19.

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 on Friday, September 4, 2020 online at cnv.org/PublicHearings.

Please direct any inquiries to Meg Wray, Planner, at mwray@cnv.org or 604-982-3989.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8785

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, 2020, No. 8785” (Bill Curtis / Bill Curtis & Associates Design, 233 East 22nd 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 RT-1 (Residential Two-Unit 1) Zone:

Lots	Block	D.L.	Plan	
33	208	546	5481	from RS-1

READ a first time on the 13th day of July, 2020.

READ a second time on the 13th day of July, 2020.

RECEIVED APPROVAL FROM THE
MINISTRY OF TRANSPORTATION ON THE
<> DAY OF <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

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2019 North Shore Transportation Survey

Presented September 2020
Planning & Development



What is the North Shore Transportation Survey?

- Track travel patterns and behaviour on the North Shore over time using a panel of North Shore residents
- 2019 survey provides baseline conditions for on-going monitoring
- Full survey of panel every two years, with mini-surveys provided in years between

What's included in the survey?



**Individual and
Household
Characteristics**



**Daily Travel
Patterns**

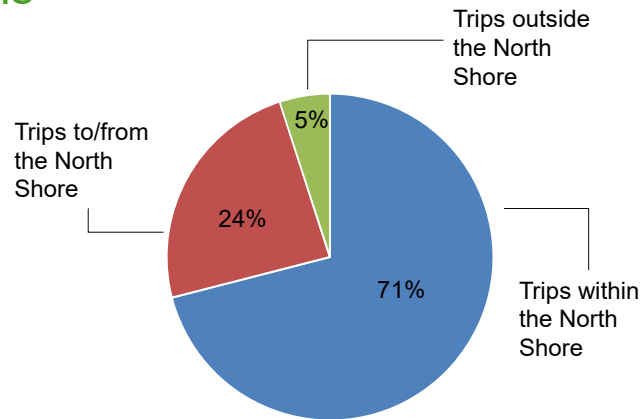


**Habits and
attitudes**

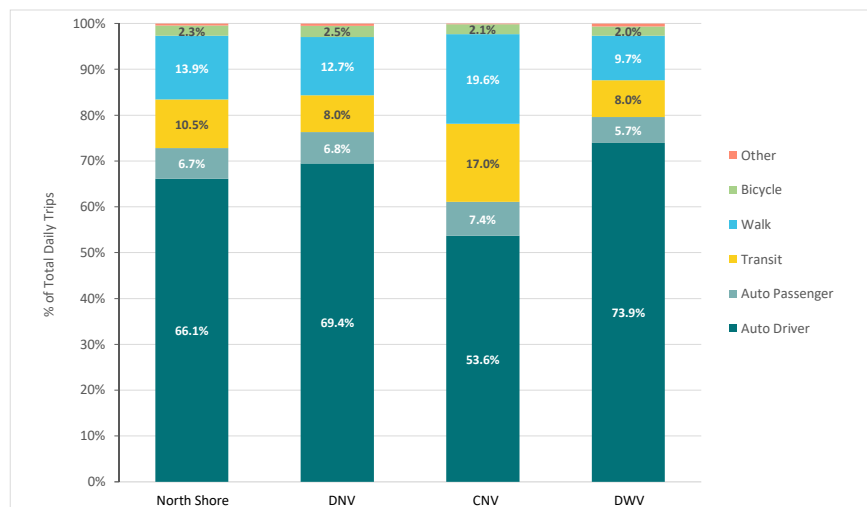
Our 2019 baseline conditions

1. Where do we travel?
2. How do we travel?
3. Our attitudes and habits

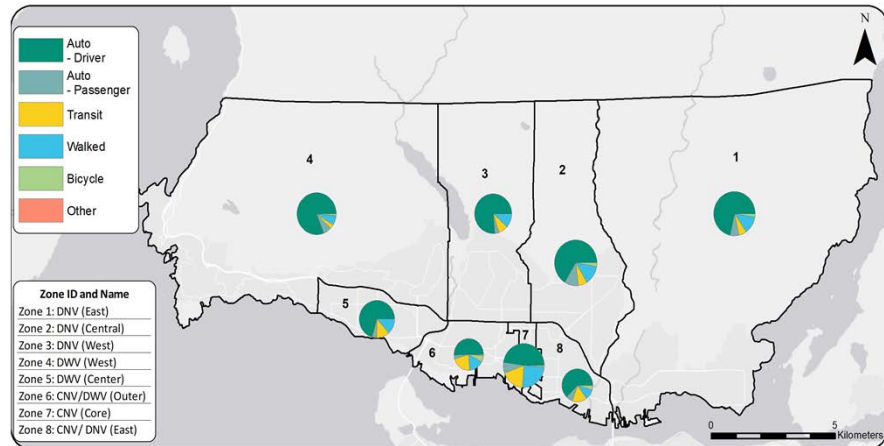
Most of our trips are local, but many of us cross the Burrard Inlet on a daily basis



How we travel varies by where we live



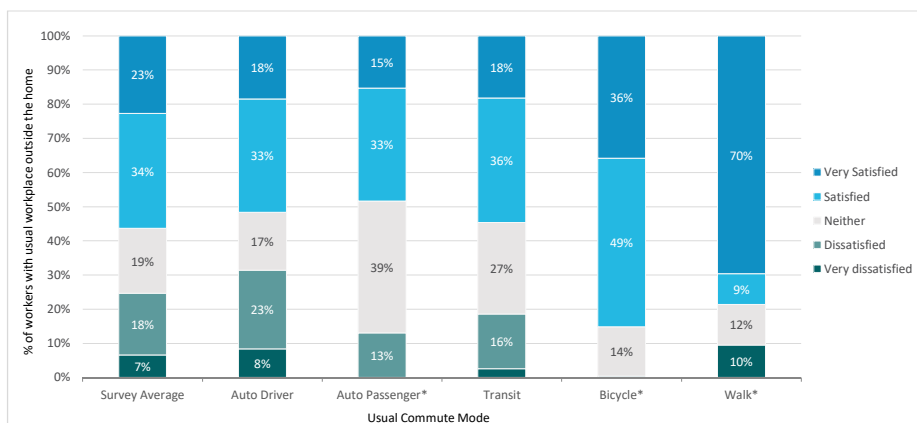
How we travel varies by where we live



city
of north
vancouver

7

Our satisfaction with our commute varies by how we travel

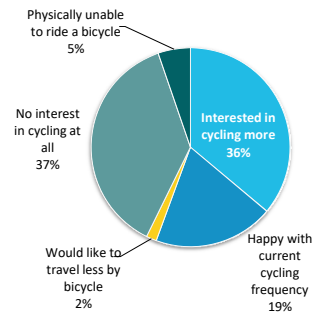


city
of north
vancouver

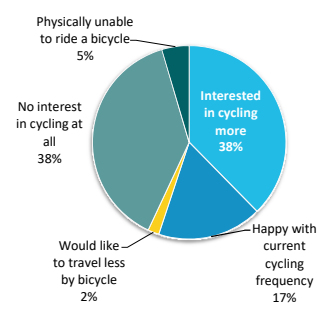
8

Over 1/3 of us want to cycle more

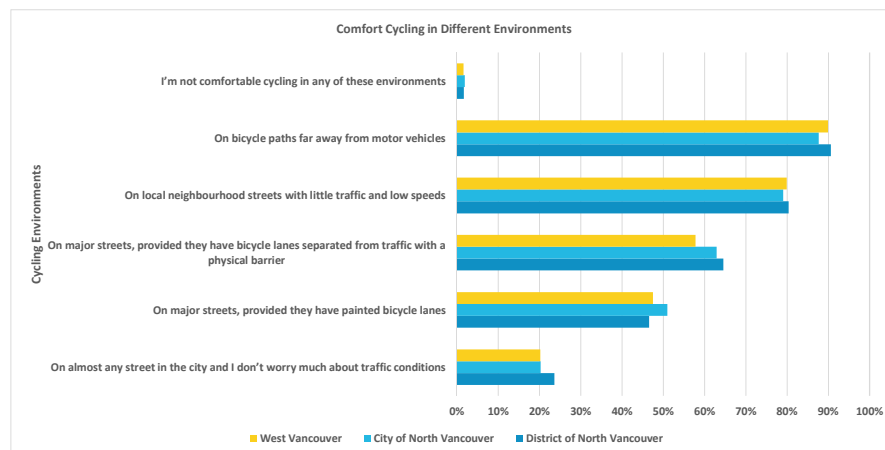
North Shore



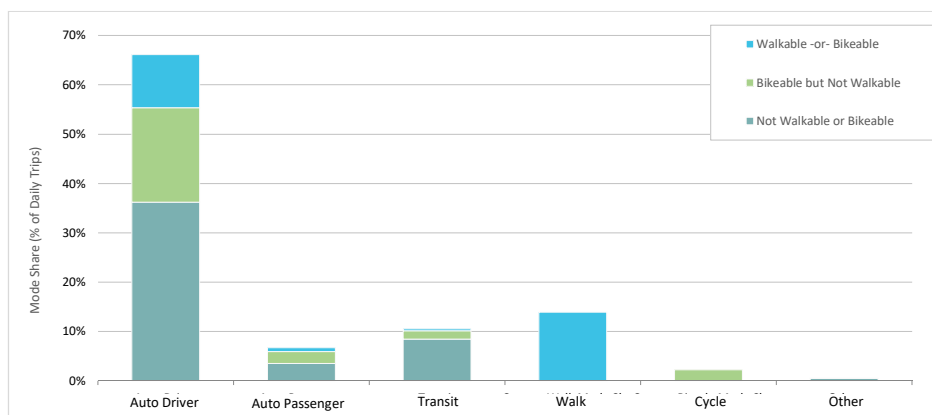
City of North Vancouver



We feel most comfortable cycling in protected spaces



Over half of driving trips are of a distance that could be made by walking or cycling



The survey will support key City and North Shore planning initiatives

- Burrard Inlet Rapid Transit Study and Economic Impact Analysis of Traffic Congestion
- COVID-19 mobility impacts and recovery
- Neighbourhood transportation demand management programs
- Development of new City-wide Mobility Plan

Looking ahead




Fall 2020: Mini survey, focused on assessing impacts of COVID-19

Fall 2021: Second round of full survey

Thank you.

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 Department 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: Andrew Devlin, Manager, Transportation Planning

Subject: 2019 NORTH SHORE TRANSPORTATION SURVEY

Date: September 3, 2020 File No: 16-8770-01-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Manager, Transportation Planning, dated September 3, 2020, entitled "2019 North Shore Transportation Survey":

THAT the 2019 North Shore Transportation Survey Final Report be received for information.

ATTACHMENTS

1. 2019 North Shore Transportation Survey Final Report (CityDoc #1944471)

BACKGROUND

The purpose of the North Shore Transportation Survey (NSTS) is to collect data on travel patterns, habits and attitudes on the North Shore over time using a panel of North Shore residents. The NSTS realizes a key recommendation of the Integrated North Shore Transportation Planning Project (INSTPP) to improve our ability to monitor transportation patterns and impacts. The initiative is a jointly funded and coordinated effort between the City of North Vancouver, District of West Vancouver, and District of North Vancouver.

DISCUSSION

The 2019 NSTS was conducted between October and December 2019. This was the first survey of the NSTS project and will establish a baseline for on-going monitoring. Full surveys will be completed every two years, with interim mini-surveys in years between in order to maintain the panel of repeat participants. A consistent panel of

residents will be used for each survey, with additional recruitment undertaken as needed to account for attrition. This approach will provide more regular and in-depth insight into the travel patterns, trends, and behaviours of North Shore residents than can be achieved through the Regional Trip Diary Survey that is administered by TransLink every 4 to 5 years.

The full results of the 2019 NSTS are outlined in the report included as Attachment 1. In general, many of the key data outcomes align with those identified through recent surveys, including the 2016 Census and 2017 Regional Trip Diary. While establishing key mobility trends and patterns for the City and North Shore will require subsequent surveys, the report outlines key baseline conditions across the sub-region and specific to the City of North Vancouver, including:

- **Where we travel:** While most trips made by North Shore residents stay on the North Shore, approximately 25% of trips cross the Burrard Inlet. We estimate that approximately 15% of trips made by City of North Vancouver residents cross the Burrard Inlet.
- **How we move around:** Approximately 72% of trips made by North Shore residents are made by automobile, whether as a driver or passenger. However, the survey reveals a high degree of variation in mode share figures depending on trip type and location. The City of North Vancouver has the lowest share of trips being made by automobile (61%) and highest share of trips made by walking, cycling or transit (39%).
- **Our transportation habits and attitudes:** The survey provides observations into resident's motivations and perceptions about travelling. For example: satisfaction with one's commute varies by mode, with 31% of auto drivers indicating a level of dissatisfaction with their commute, compared to 19% of transit users, and 9% of walk commuters; across the North Shore, 36% of respondents expressed interest in cycling more; only 22% of panelists indicated they are comfortable cycling in on streets without dedicated facilities or infrastructure.

Data collected through the NSTS and future surveys will allow North Shore communities to measure progress towards transportation targets and support on-going planning. In the near-term, key initiatives that will benefit from the survey include:

- Assessing impacts of COVID-19 on local travel patterns and habits to guide mobility recovery priorities.
- Advancing the Burrard Inlet Rapid Transit Study and Economic Impact Study of North Shore Traffic Congestion, by translating our current travel behaviour and habits into understandable impacts and costs to our economy and livability.
- Guiding priorities for the City's on-going transportation demand management initiatives, including GO CNV.
- Supporting development of the City's new Mobility Plan.
- Monitoring uptake and impacts of new mobility modes, like ridehailing, e-bikes and e-scooters.

The NSTS final report will be shared publicly through the dedicated INSTPP website and local municipal websites.

FINANCIAL IMPLICATION

The City's contribution to the NSTS was made through approved project dollars for INSTPP implementation initiatives.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The NSTS provides the City with a new tool to better track progress towards meeting key goals and objectives related to mobility outlined in the Official Community Plan, Council's Strategic Plan, and the forthcoming Mobility Plan.

RESPECTFULLY SUBMITTED:



Andrew Devlin, MCIP RPP
Manager, Transportation Planning



2019 North Shore Transportation Survey

Final report
September 2020

Prepared for: City of North Vancouver,
District of North Vancouver, and
District of West Vancouver

Prepared by: R.A. Malatest & Associates Ltd. &
Associated Engineering (B.C.) Ltd.





MALATEST

Contact:

R.A. Malatest & Associates Ltd.

Phone: (250) 384-2770

Web: www.malatest.com



**Associated
Engineering**

city
of north
vancouver



west vancouver



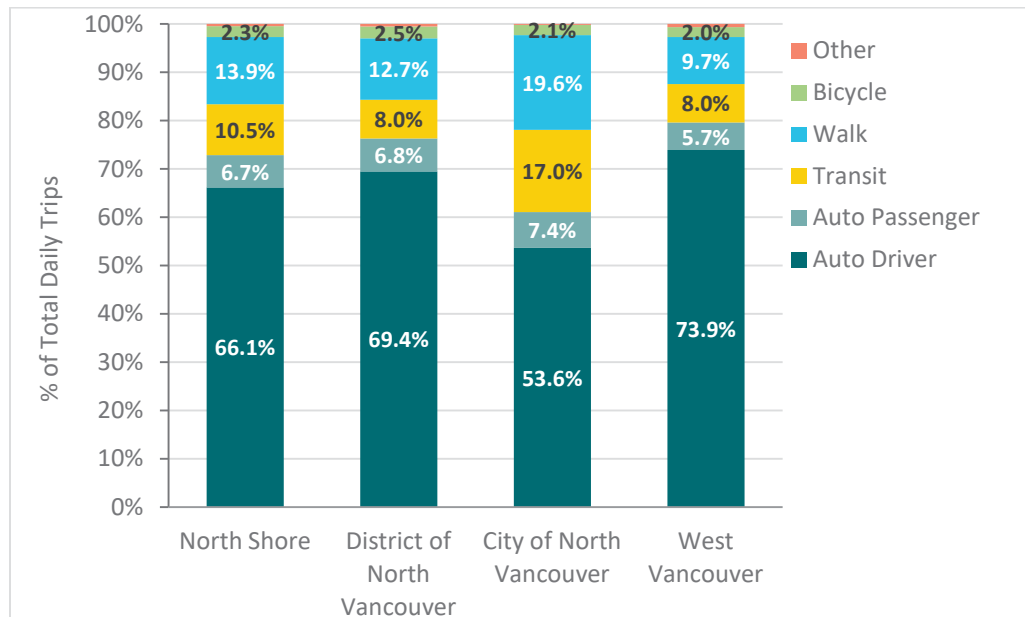
Executive Summary

This report summarizes the results of the first North Shore Transportation Survey (NSTS) conducted in the fall of 2019. The NSTS is intended to track trends in transportation mode shares and other metrics associated with North Shore residents' daily travel. The survey also collects information on other aspects of residents' travel habits, such as frequency of cycling and transit use, and gathers residents' input on issues relevant to transportation planning.

The 2019 NSTS serves as a baseline for comparison of the results for future survey cycles. The survey will be conducted every two years, with mini-surveys being conducted in alternate years to maintain contact with survey participants. In the fall of 2019, the survey was completed with a sample of 1.2% of the population of the North Shore municipalities and First Nations (the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver, Tsleil-Waututh Nation lands, and Squamish Nation lands within the North Shore area), for 1,905 surveys with residents. The survey gathered information on 6,821 trips made on a prior weekday. When weighted and expanded, the survey data represent over 158,000 residents from 76,000 private households in the study area, and 579,000 weekday trips.

The following chart highlights the mode shares for residents 15+ years of age overall for the North Shore and by municipality.

Trip Mode Share - North Shore and by Municipality¹



¹ Mode shares of 1% or less are included in the chart, but values are not displayed. 'Other' modes (low speed motor vehicle, taxi, ferry, intercity coach bus, train, airplane, etc.) represent 0.5% of all daily trips made by North Shore residents, 0.5% of trips made by DNV residents, 0.2% of trips made by CNV residents, and 0.7% of trips made by DWV residents.

The survey results suggest that under normal weekday conditions (outside of the impacts of the current COVID-19 pandemic), two-thirds (66.1%) of all trips made by North Shore residents over the age of 15 are made by auto drivers, with another 6.7% made as auto passengers. More than one in ten trips is via transit, at a 10.5% mode share. Active modes make up 16.2% of all trips, with a 13.9% walk mode share and a 2.3% cycling mode share.

By municipal area (with the results for residents of the First Nations lands included with adjacent municipalities), the following observations can be made:

- The District of West Vancouver (DWV) has the highest percentage of auto driver trips with almost 74% of trips while the City of North Vancouver (CNV) has the lowest percentage with around 54% of trips.
- Auto passenger trips represent around 7.4% of trips in CNV while they represent only 5.7% in DWV.
- Transit trips are significantly higher for CNV residents at almost 17% of trips, while they represent only 8% for both District of North Vancouver (DNV) and DWV residents.
- CNV has significantly higher walking trips, at 20% of trips. Walking trips for DNV and DWV residents represent 13% and 10% of trips, respectively.

The expanded survey data provide estimates on the daily number of trips by different modes. Of the 579,000 daily person-trips, it is estimated that almost 383,000 are auto driver trips (which represents the number of private vehicle trips) and 38,800 are auto passenger trips (with most being served by the auto driver trips). Each weekday, North Shore residents also make about 61,000 trips by transit, 80,500 walking trips, and 13,000 cycling trips. Automobile drivers incur about 3,200,000 vehicle kilometers each weekday on roads on the North Shore and in nearby municipalities, excluding longer-distance trips outside the Metro Vancouver region.

The survey results reveal that North Shore residents make a considerable number of trips crossing the Burrard Inlet, with 25% of daily trips being to or from locations south of the Burrard Inlet, many of which are work-related. This includes destinations in the Vancouver downtown (Central Business District/West End) with 27,000 daily trips from the North Shore to this area each day, and an equivalent number returning, the rest of Vancouver (20,700 daily trips), Burnaby (10,600 daily trips) and other destinations in the Metro Vancouver region outside the North Shore.

Future survey cycles will allow tracking of how mode shares and other travel patterns change over time as the North Shore grows, population demographics change, new transportation initiatives are implemented, and residents' travel patterns evolve.

Table of Contents

Executive Summary	3
Table of Contents	5
List of Figures	8
List of Tables	10
1 Introduction.....	12
1.1 Project Overview	12
1.1.1 Background and Objectives.....	12
1.1.2 Design and Administration of the 2019 North Shore Transportation Survey	12
1.1.3 Comparison to the TransLink Metro Vancouver Regional Trip Diary Survey	13
1.1.4 Analysis of the Survey Results	14
1.1.5 Use of the 2019 NSTS as a Baseline Survey.....	15
1.1.6 The COVID-19 Pandemic and the NSTS Research Program	16
1.2 Report Organization.....	16
1.3 Interpreting the Survey Results	16
1.4 Acknowledgements.....	17
2 Survey Geography.....	18
2.1 Survey Scope	18
2.2 Survey Geographies	19
3 Participant Characteristics.....	21
3.1 Age and Gender Distribution	21
3.2 Household Characteristics	22
3.2.1 Dwelling Type.....	22
3.2.2 Household Size	24
3.2.3 Household Income.....	25
3.3 Language and Level of Education.....	26
3.4 Health Status.....	28
3.5 Occupational Characteristics	29
3.5.1 Occupational Status	29
3.5.2 Employment Characteristics	31
3.5.3 Employer Support for Travel Demand Management Programs	32
3.6 Bicycle Access.....	34

3.6.1	<i>Bicycle Availability</i>	34
3.6.2	<i>Bike Share Membership</i>	36
3.7	Private Vehicle Access.....	37
3.7.1	<i>Licensed Drivers</i>	37
3.7.2	<i>Private Vehicle Availability</i>	38
3.7.3	<i>Vehicle Types</i>	40
3.7.4	<i>Vehicle Fuel Type</i>	41
3.7.5	<i>Car Share Membership</i>	42
3.7.6	<i>Parking Availability at Home</i>	43
4	Daily Trip Characteristics	44
4.1	Trip Demand.....	44
4.1.1	<i>Daily Trips</i>	44
4.1.2	<i>Trip Volumes by Time of Day</i>	47
4.1.3	<i>Vehicle Kilometers Travelled (VKT)</i>	48
4.2	Trip Purpose	49
4.3	Trip Mode Share.....	50
4.3.1	<i>Mode Shares</i>	50
4.3.2	<i>Alternative Modes</i>	51
4.3.3	<i>Detailed Mode Shares including Vehicle Occupancy, Transit Services Used, and Transit Access Modes</i>	52
4.3.4	<i>Mode Share by Sub-Municipal Zone</i>	54
4.3.5	<i>Mode Share by Trip Purpose</i>	55
4.3.6	<i>Mode Share by Age Group</i>	56
4.3.7	<i>Mode Share by Income</i>	57
4.4	Trip Distributions	58
4.4.1	<i>Trip Origins and Destinations</i>	58
4.4.1	<i>Crossings of Burrard Inlet</i>	65
4.4.2	<i>Trip Internal Capture</i>	66
4.4.3	<i>Special Generators</i>	67
4.5	Trip Distance and Duration	69
5	Travel Patterns	71
5.1	Commute Travel Patterns	71
5.1.1	<i>Usual Commute Mode</i>	71

5.1.2	Work Commute Destinations	73
5.1.3	Commute Distances	75
5.1.4	Parking at Commute Destination	76
5.1.5	Telecommuting	77
5.1.6	Satisfaction with Usual Commute Mode.....	78
5.2	Usual Non-Commute Mode	80
5.3	Walking	81
5.3.1	Walking for Commutes	81
5.3.2	Perception of Reasonable Walking Distance	82
5.4	Cycling	83
5.4.1	Cycling Frequency.....	83
5.4.2	Interest in Cycling More	84
5.4.3	Cycling Environments Residents are Most Comfortable Cycling In	85
5.5	Transit	88
5.6	Automobile Trips.....	91
5.6.1	Vehicle Occupancy	91
5.6.2	Vehicle Parking.....	91
5.7	Walkability and Bikeability of Motorized Trips	92
6	Topical Issues	94
6.1	Summary of Topical Issues.....	94
6.2	Interest in E-Bike Share Services on the North Shore	94
6.3	Impact of November 2019 Transit Strike	96
6.4	Impact of COVID-19 on Travel Patterns	97
7	Lessons Learned and Next Steps.....	98
	Appendix A: Survey Questionnaire	100
	Appendix B: Survey Invitation Letters.....	150

List of Figures

Figure 1. Map of Study Area	18
Figure 2. Map of Sub-municipal Zones with Population Density by Dissemination Area (Population per Hectare)	20
Figure 3. North Shore Population Distribution by Age/Gender.....	21
Figure 4. Age Distribution by Municipality	22
Figure 5. Dwelling Type by Municipality (% of Private Dwellings Occupied by Usual Residents)	23
Figure 6. Survey Population by Dwelling Type by Municipality (% of Population 15+ Years of Age)	23
Figure 7. Map of Dwelling Type by Sub-Municipal Zone (% of Private Dwellings Occupied by Usual Residents).....	24
Figure 8. Household Size by Municipality	24
Figure 9. Household Income Distribution by Municipality	25
Figure 10. Language Most Often Spoken at Home	26
Figure 11. Highest Level of Education by Municipality.....	27
Figure 12. Health Status and Level of Physical Activity by Municipality.....	28
Figure 13. Employment Status and Student Status	29
Figure 14. Employment Status by Municipality	30
Figure 15. Map of Employment Status by Sub-Municipal Zone	30
Figure 16. Occupation Type by Worker's Place of Residence.....	31
Figure 17. Employer Support of Transportation Programs by Municipality (Based on Place of Residence)	32
Figure 18. Employer Support of Transportation Programs by Municipality (Based on Place of Work for Residents of the North Shore)	33
Figure 19. Average Number of Standard Bicycles and E-Bicycles Per Household by Municipality	34
Figure 20. Map of Bicycle Availability by Zone (% of Residents 15+ with Access to an Adult Bicycle).....	35
Figure 21. Average Number of Standard Bicycles and E-Bicycles Per Household by Municipality	35
Figure 22. Licensed Drivers by Municipality (of Population 16+)	37
Figure 23. Map of Private Vehicle Availability by Sub-Municipal Zone (% of Residents 15+ with Access to a Vehicle).....	38
Figure 24. Private Vehicle Availability by Dwelling Type	39
Figure 25. Private Vehicle Availability by Age Range	39
Figure 26. Vehicle Types by Municipality (Usual Vehicle Driven)	40
Figure 27. Vehicle Fuel Types by Municipality (Usual Vehicle Driven)	41
Figure 28. Membership in Car Share Services by Municipality.....	42
Figure 29. Estimated Percentage of Parking Demand for Private Vehicles Accommodated by On-street and Off-Street Parking	43
Figure 30. Map of Estimated Percentage of Private Vehicles Accommodated by Off-Street Parking at Home.....	43
Figure 31. Estimated Total Daily Trips by Municipality (Population Aged 15+).....	44
Figure 32. Map of Average Daily Trips by Municipality of Residence.....	45
Figure 33. Trip Rates by Age Group and Gender – North Shore.....	45

Figure 34. Trip Rates by Household Income – North Shore.....	46
Figure 35. Percentage of Weekday Trips by Time of Day – North Shore Residents.....	47
Figure 36. Distribution of Annual Vehicle Kilometer Travelled – North Shore.....	48
Figure 37. Weekday Daily Trip Purposes	49
Figure 38. Trip Mode Share - North Shore and by Municipality	50
Figure 39. Weekday Mode Shares – North Shore.....	52
Figure 40. Weekday Mode Shares by Municipality	53
Figure 41. Map of Weekday Mode Shares by Sub-Municipal Zone.....	54
Figure 42. Weekday Mode Share by Trip Purpose - the North Shore	55
Figure 43. Weekday Mode Share by Age Range – North Shore	56
Figure 44. Weekday Mode Share by Household Income – North Shore	57
Figure 45. Destinations of Daily (24-Hour) Trips from Zones 1 through 8.....	60
Figure 46. Destinations of Daily (24-Hour) Trips from Zone 1	61
Figure 47. Destinations of Daily (24-Hour) Trips from Zone 2	61
Figure 48. Destinations of Daily (24-Hour) Trips from Zone 3	62
Figure 49. Destinations of Daily (24-Hour) Trips from Zone 4	62
Figure 50. Destinations of Daily (24-Hour) Trips from Zone 5	63
Figure 51. Destinations of Daily (24-Hour) Trips from Zone 6	63
Figure 52. Destinations of Daily (24-Hour) Trips from Zone 7	64
Figure 53. Destinations of Daily (24-Hour) Trips from Zone 8	64
Figure 54. Map of Internalization of Trips made by Residents of Each Sub-Municipal Zone	66
Figure 55. Daily Trips Made by North Shore Residents to Special Generator Destinations	67
Figure 56. Average trip Distance for Home-based Work Trips and All Trips – North Shore.....	69
Figure 57. Trip Distance Distributions by Mode	70
Figure 58. Average Trip Duration by Mode.....	70
Figure 59. Usual Mode of Travel to Commute – North Shore	71
Figure 60. Usual Mode of Travel for Work Commute by Municipality of Residence	72
Figure 61. Map of Usual Mode of Travel for Work Commute by Zone of Residence.....	72
Figure 62. Distribution of Usual Place of Work Locations - North Shore Residents	73
Figure 63. Average Straight-Line Commute Distances Based on Place of Work	75
Figure 64. Use of Parking at Work	76
Figure 65. Frequency of Telecommuting	77
Figure 66. Satisfaction with Commute by Municipality of Residence	78
Figure 67. Satisfaction with Commute by Usual Commute Mode.....	78
Figure 68. Reasons for Dissatisfaction with Commute	79
Figure 69. Usual Mode Share for Non-Commute Trips by Municipality.....	80
Figure 70. Map of Usual Mode Share for Non-Commute Trips by Sub-Municipal Zone	80
Figure 71. Map of Percentage of Population 15+ Who Walk for Usual Commute to Work or School – by Zone	81
Figure 72. Perception of Reasonable Walking Distance by Age Group	82
Figure 73. Percentage of Population 15+ Who Ride a Bicycle in Fair Weather vs. Rainy/Cold Weather.....	83

Figure 74. Map of % of Population Who Cycle at Least Twice Per Week in Fair Weather and in Rainy Weather by Zone	84
Figure 75. Percentage of Population 15+ Who Would Like To Travel by Bicycle More Often – by Municipality	85
Figure 76. Comfort Cycling in Different Cycling Environments (% of Residents 15+ who Cycle or who are Interested in Cycling)	86
Figure 77. Comfort Cycling in Different Cycling Environments by Municipality	87
Figure 78. Frequency of Transit Use by Municipality	88
Figure 79. Map of Frequency of Transit Use by Sub-municipal Zone	89
Figure 80. Regular Transit Use by Sub-municipal Zone	89
Figure 81. Transit Payment Method	90
Figure 82. Vehicle Occupancy by Municipality	91
Figure 83. Percentage of Walkable and Bikeable Trips from Current Mode Share – North Shore	92
Figure 84. Residents’ Level of Interest in an E-Bike Service	95

List of Tables

Table 1. Municipal Areas with 2019 Projections of 2016 Census Counts.....	19
Table 2. Sub-municipal Zones with 2019 Projections of 2016 Census Counts	20
Table 3. North Shore Population Distribution vs. Survey Age Distributions.....	21
Table 4. Most Common Languages Spoken at Home by Municipality per 2016 Census.....	27
Table 5. Mobility Challenges and Use of Assisted Mobility Devices by Municipality	28
Table 6. Bicycles and Bicycle Access	34
Table 7. Bike Share Membership (Overall and by Municipality).....	36
Table 8. Private Vehicle Availability by Municipality	38
Table 9. Vehicle Kilometer Travelled Survey Results	48
Table 10. Daily Trip Volumes by Mode by Municipality	51
Table 11. Weekday Mode Shares by Sub-Municipal Zone.....	54
Table 12. Origin-Destination Flows by Sub-municipal Zone (Daily Trips Made by Residents of the North Shore).....	59
Table 13. Crossing Use for Southbound Origin-Destination flows between North Shore and Rest of Metro Vancouver Region	65
Table 14. Origins of North Shore Residents’ Trips to Special Generators	68
Table 15. Total Daily Person-KM in Weekdays	69
Table 16. Home-Commute Location Matrix	74
Table 17. Average Straight-Line Commute Distances (km) by Municipality.....	75
Table 18. Use of Parking at Work by Sub-municipal Zone of Workplace Location.....	76
Table 19. Cycling Frequency in Fair Weather vs. Rainy/Cold Weather by Municipality.....	83
Table 20. Percentage of Population Who Cycle Two or More Times per Week – by Zone	84
Table 21. Detailed Responses to Question on Cycling More (% of Residents 15+)	85
Table 22. Type of Parking by Destination Municipality and Sub-Municipal Zone	91

Table 23. Mode Shift Potential by Municipality and Sub-municipal Zone of Residence	93
Table 24. Level of Interest in North Shore E-Bike Service by Municipality and Sub-Municipal Zone.....	95
Table 25. Job Action Impacts (% of Participants Surveyed During Job Action Period	96

1 Introduction

1.1 Project Overview

1.1.1 Background and Objectives

The North Shore Transportation Survey (NSTS) is a biennial survey of residents of the North Shore that tracks key transportation metrics associated with residents' travel patterns. The survey is an initiative of the City of North Vancouver (CNV), District of North Vancouver (DNV), and District of West Vancouver (DWV).

In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) report identified a number of key access and mobility challenges. Identified challenges include: land use is largely car oriented; transit and alternative modes of travel are often not competitive with travel by car; measures are lacking to manage road use; road use exceeds capacity at peak times and pinch points; the road network has gaps that reduce choice and increase congestion. The North Shore municipalities, in partnership with various levels of government and stakeholders, are enacting a number of initiatives that aim to address these transportation challenges.

The NSTS is intended to track trip rates, mode shares, vehicle kilometres travelled, and other key metrics that will help the municipalities assess the impact of transportation initiatives and plan future transportation investments. The 2019 NSTS is the first such survey and will serve as a baseline measurement against which future survey cycles can be compared.

1.1.2 Design and Administration of the 2019 North Shore Transportation Survey

The 2019 NSTS was conducted between late October and early December 2019 with residents of the North Shore. The survey was a voluntary 24-hour recall travel survey that captured residents' household characteristics, demographics, and trips undertaken by the survey participant on the most recent previous weekday. The questionnaire also included some attitudinal questions and reporting of usual transportation-related habits. The survey was open to residents 15 years of age or older. The survey questionnaire is included in Appendix A of this report.

Survey participants could complete the survey online or over the telephone. An address-based sampling approach was used to randomly select households across the North Shore to participate. In order to set survey targets that would ensure a geographically representative sample, the North Shore was organized into 26 sampling districts based on Statistics Canada Aggregated Dissemination Area geographies. Selected households were invited to participate via an invitation letter (included in Appendix B of this report). Households with a corresponding phone number were also contacted by phone. A small number of supplementary surveys (to obtain better representation of younger demographics) were also collected by way of asking participants to invite other members of their household under the age of 40 years old to participate, with four such surveys obtained. Over 95% of the surveys were completed between October 22 and November 22, 2019, with the survey kept open to December 13, 2019 to target a few sampling districts with low response rates.

The 2019 NSTS gathered information from 1,905 North Shore residents after data validation, trip logic checks, and rejection of surveys with data issues. The survey captured 6,821 trips made by survey participants on a prior weekday. The survey data set was weighted to compensate for non-response bias and expanded to represent the target population. Weighting controls for household-level information included dwelling counts, dwelling type, and household size for eight geographic data expansion zones. Weighting controls for person- and trip-level information included population counts by dwelling type and population counts by age and gender for the same data expansion zones.

When weighted and expanded, the survey data represent approximately 158,000 residents from 76,300 private households in the study area, for a sampling rate of 2.5% of households or 1.2% of population 15+ years of age living in private residences². The trip data captured by the survey provide a snapshot of 24-hour travel patterns of residents of the study area over the course of a typical fall weekday. The weighted and expanded trip records represent an estimated total of 579,000 trips made each day by residents 15+ years of age.

It may be noted that during the survey administration period, transit staff undertook job actions from November 1, 2019 through November 27, 2019. During this period, some transit bus, SkyTrain, and SeaBus services were impacted by actions ranging from transit operators working out of uniform, refusal of overtime on alternating days, and reductions in service. Disruptions to individual routes occurred on a rotating basis, but a system-wide shut down was never implemented. Survey administration continued throughout the period of the job actions, with the final mail out of invitations letters to target low-response areas delayed until after the strike actions were over. Additional survey questions were added to help assess the impact to travel behaviour of residents within the study area. After consideration of the responses, no adjustments were made to the survey data or data weighting, although it should be noted that the job actions may have had minor impacts on mode shares and trip rates.

More detailed documentation of the survey design and conduct is provided in a separate methodology report.

1.1.3 Comparison to the TransLink Metro Vancouver Regional Trip Diary Survey

TransLink, the transportation authority for the regional transportation network of Metro Vancouver including public transport, major roads and bridges periodically undertakes a household travel survey of Metro Vancouver households, including residents of the North Shore. The last two cycles of the Metro Vancouver Regional Trip Diary Survey were undertaken in 2011 and 2017.

The NSTS differs from the TransLink trip diary in a number of important ways.

- First, the NSTS is intended to be undertaken on a more regular basis than the Metro Vancouver trip diary, albeit with a more modest sample, in order to provide regular and ongoing tracking of residents' travel patterns.
- The TransLink trip diary is conducted with a new cross-section of the population in each survey cycle. The NSTS is designed as a panel survey, meaning that survey participants are asked to

² Excludes approximately 1.5% of the population living in collective residences (senior's care homes, university residences, group homes, prisons, barracks, etc.) or who are homeless.

participate again in future cycles, with repeat surveys being supplemented by recruitment of new participants to account for attrition in the survey panel. This allows for longitudinal data collection and theoretically better assessment of trends (with comparisons subject to less variance due to random sampling).

- Second, the TransLink trip diary is conducted as a complete household travel survey, for which demographics and trips are captured for all members of the household, and the survey is confined to capture of factual information on travel patterns. The NSTS focuses on a single household member over the age of 15 (sampled from within the household to obtain a representative sample). As only one member of the household is surveyed, this provides the opportunity to obtain a richer dataset by asking more in-depth questions, including a number of attitudinal questions, details of usual travel behaviours, and matters of topical interest to transportation planners relating to transportation initiatives under consideration.
- Third, the NSTS is intended to illuminate differences in travel patterns at a sub-municipal level, whereas the TransLink trip diary data are weighted for analysis at the municipal level.

Given their different methods, frequency of data collection, and data use cases, both surveys have important and complimentary roles for transportation planning for the region.

It may be noted that comparisons of the NSTS survey results with the TransLink trip diary survey results should be undertaken with caution. The published TransLink trip diary results are based on all household members of all ages, whereas the NSTS results are based on only residents who are 15 years of age and older. In addition, there may be significant or even minor differences in sampling, survey design, and data weighting methodologies that may affect the comparisons. For example, the NSTS collects information on leisure and exercise trips that leave and return to the same place without stopping at a destination (such as walking the dog, going for a jog, or going for a scenic drive without stopping along the way), representing about 3% of trips captured, whereas the TransLink survey may not.

1.1.4 Analysis of the Survey Results

Prior to analysis of the survey results, a review of the North Shore geography was undertaken to organize the survey area into sub-municipal geographies that would be suitable for sub-municipal analysis. Similar to the multi-agency approach of INSTPP, the North Shore's transportation network, population densities, and land uses were examined with a holistic view that "transportation knows no borders", rather than strictly adhering to municipal city limits. This approach should enable more useful analysis of travel patterns at the regional level and across jurisdictions. The survey results are analysed for three municipal areas and eight sub-municipal zones.

Overall, the survey results are subject to a margin of sampling error of $\pm 3.0\%$ at a 95% confidence level, taking into account the effects of data weighting.³ Survey results for sub-populations are subject to

³ 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been corrected to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or

non-response bias. The formula for margin of error is $E = \pm z \sqrt{\frac{\bar{p}(1-\bar{p})}{n}} \times \sqrt{\frac{N-n}{N-1}} \times \sqrt{deff}$,

higher margins of sampling error. The results for the 905 surveys completed with DNV residents are subject to sampling error of $\pm 4.5\%$, the 550 surveys with CNV residents are subject to a sampling error of $\pm 5.6\%$, and the 450 surveys for DWV residents are subject to a sampling error of $\pm 6.1\%$ (at a 95% confidence level).

The margins of sampling error may be considered reasonable for reporting survey results for the North Shore, by municipality, and by zone (with the understanding that the zone-level samples are modest and subject to higher sampling error). That is, the weighted survey data should be an accurate enough reflection of the population from which the survey sample was drawn that the survey results will provide a good understanding of the population's characteristics and travel habits, and will allow us to identify differences in travel patterns between municipalities and zones. It should be noted that the expanded survey counts are estimates not exact counts, and the weighted survey results may differ somewhat from the true results for the total population (if it could be known). The survey results could also differ from the results of another random sample of the population or if travel was captured on a different day of the week for the same survey participant. In addition, sampling error is not the only possible source of error. There may be errors or biases in the data that could not be corrected for in the data processing or data weighting, although every attempt has been made to reduce other sources of error (e.g., sample frame under-coverage, participant reporting error, data handling, etc.).

For the above reasons, in the future cycles of the NSTS, we recommend undertaking longitudinal comparisons at higher levels of aggregation (above the zone level). Even then, the longitudinal analysis will be subject to the caveat that some of the variations that may be observed in results from survey year to survey year may be the result of sampling errors or other errors, rather than reflective of a trend. Nevertheless, we can expect that major differences in the results from year to year will signal actual changes in the population and/or their travel patterns. True trends should become apparent in the survey measurements over time despite the 'noise' from cycle-to-cycle variations due to sampling errors or other sources of error.

1.1.5 Use of the 2019 NSTS as a Baseline Survey

This was the first survey of the NSTS project, and will establish a baseline for a series of full surveys to be completed every two years. Interim mini-surveys will be conducted in years in between in order to maintain the panel of repeat participants and find out about residents' behaviours and attitudes on issues of topical interest. In Fall 2020, a brief update survey will be undertaken with 2019 NSTS participants who agreed to be contacted in future cycles. In Fall 2021, a full survey will be undertaken again capturing a snapshot of travel at that time, and will include panel participants as well as recruitment of new participants to replace previous participants who do not continue with the panel.

where N is the size of the sample universe, n is the size of the survey sample, p is the proportion being assessed (in this case $p=0.50$ to obtain the maximum sample error), $z=1.96$, the z-score associated with a 95% confidence level, and $deff$ is the design effect associated with the weighting of the sample (with $deff$ computed as the sample size times the sum of the squares of the weights divided by the square of the sum of the weights).

1.1.6 The COVID-19 Pandemic and the NSTS Research Program

At the time of finalization of this report, the COVID-19 pandemic has had profound impacts on travel for work, school, recreation, and most other discretionary purposes since March of 2020. The results in this report are written up as if they are current behaviours, although that is not obviously the case at present. Transportation planning has a long-range horizon. The trip-level results are typical of an average fall day in 2019 and the travel behaviours examined are those prior to the implementation of COVID-19 restrictions and their related economic impacts. The theoretical “as-is” scenario as of Fall 2019 should still have great relevance for planning for “to-be” scenarios anywhere from a few years from now to decades from now. It is uncertain how travel patterns will evolve in the long term. Some travel patterns may return to something similar to the patterns described by this report. Other travel patterns may be changed for years, whether due to economic impacts with a short- or medium-term horizon or due to longer-term behavioural shifts that may come about as a consequence of the pandemic. Such potential shifts could include changes in how people work, study, shop, obtain services, or go about other areas of human activity. This underscores the usefulness of the North Shore Transportation Survey program in undertaking regular updates in order to chart trends, both as the impacts and consequences of the pandemic continue to unfold and evolve and as ongoing transportation initiatives, development, and population growth affect transportation demand and supply.

1.2 Report Organization

The remainder of this report is organized into the following sections:

- Section 2: Survey Geography
- Section 3: Participant Characteristics
- Section 4: Daily Trip Characteristics
- Section 5: Travel Patterns
- Section 6: Topical Issues
- Section 7: Lessons Learned and Next Steps

1.3 Interpreting the Survey Results

Readers should keep the following in mind when interpreting the survey results presented in this report:

- The survey results are based on a 1.2% sample of the population of the North Shore. **All figures should be understood to be estimates.**
- **Expanded household, person, and trip counts presented in this report have been rounded to the closest 10**, but the actual margin of error is usually considerably greater than units of 10.
- **Figures presented for individual categories may not always sum to exactly the reported total across those categories due to rounding.**
- Survey response proportions have either been rounded to the nearest percent or one-tenth of a percent. **Individual percentages may not always add to exactly 100% or 100.0% due to rounding.**

1.4 Acknowledgements

The survey research was conducted by R.A. Malatest & Associates Ltd. (the Consultant) in association with Associated Engineering, with the guidance of the project partners: City of North Vancouver, District of West Vancouver and the District of North Vancouver.

We gratefully acknowledge the direction and guidance of Banafsheh Rahmani, Transportation Engineer with the District of North Vancouver, Christopher French, Planning Assistant–Transportation with the City of North Vancouver, Cindy Liu, Transportation Engineer with the District of West Vancouver, and John Calimente, Transportation Planner with the District of West Vancouver.

This project would not be possible without the contributions of over 1,900 residents of the Tsleil-Waututh Nation, Squamish Nation, City of North Vancouver, District of North Vancouver, and District of West Vancouver who completed the survey. We thank all those who responded to this survey, via phone interview or online, and told us about their daily travel and transportation habits. Your participation in the 2019 North Shore Transportation Survey has contributed to transportation planning data that will be useful for years to come.

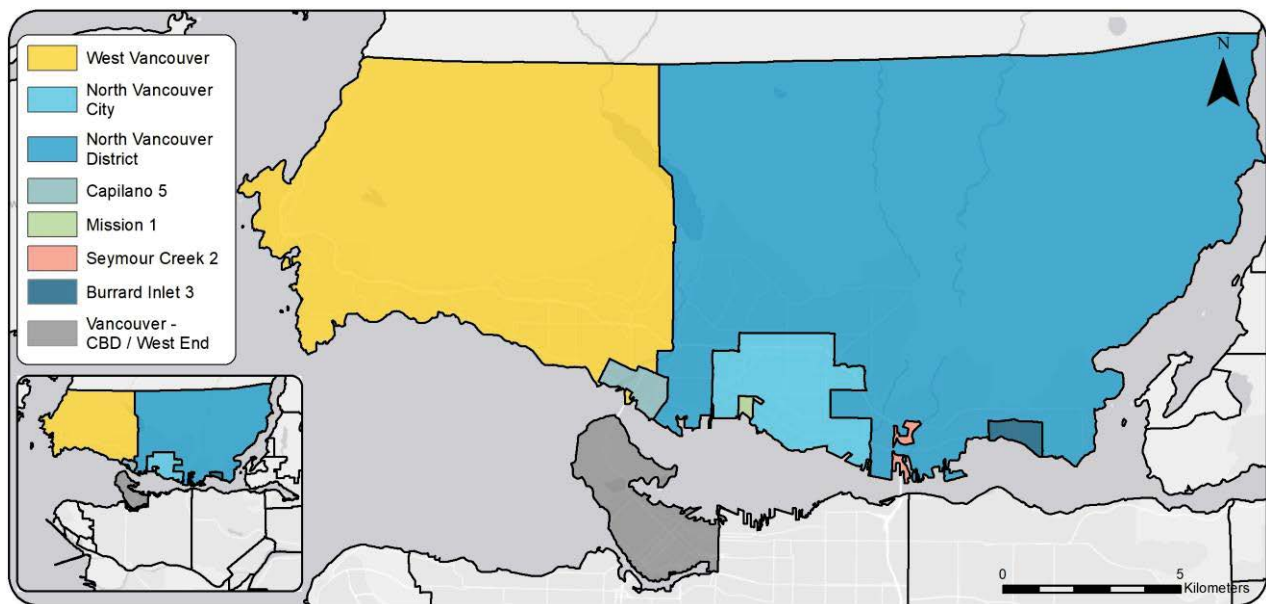
2 Survey Geography

2.1 Survey Scope

The 2019 North Shore Transportation Survey study area comprised the entire North Shore, including Tsleil-Waututh Nation (Burrard Inlet 3 Census Subdivision), Squamish Nation lands within the North Shore area (Mission 1, Seymour Creek 2, and Capilano 5 Census Subdivision), the CNV, DNV and DWV. The study area is presented in [Figure 1](#) below. The Vancouver downtown CBD/West End, which is outside the study area, is highlighted on the map for reference, as this is a common external destination for North Shore residents.

For the purposes of defining trips external to the study area, a wider geographical ‘travel area’ was developed that includes the rest of the Metro Vancouver Regional District and the Fraser Valley Regional District. Locations captured by the survey within this travel area were geocoded to regional, municipal, or sub-municipal areas as appropriate for analysis of work locations and trip destinations outside the North Shore.

Figure 1. Map of Study Area



2.2 Survey Geographies

The North Shore includes a number of different municipalities and First Nations, as noted above. For the purpose of analysis by municipal area, First Nations lands have been combined with the municipality they border or are situated within the boundaries, as outlined in [Table 1](#) below.

Table 1. Municipal Areas with 2019 Projections of 2016 Census Counts

Municipal Area for Analysis	Census Subdivisions in Municipal Area	Land area (sq km)	Total private dwellings	Total Population	Private Households Occupied by Usual Residents	Population 15+ Years of Age in Private Dwellings	2019 NSTS Survey Completions
1. District of North Vancouver (DNV)	District of North Vancouver	160.76	32,704	86,146	31,192	70,379	883
	Burrard Inlet 3	1.06	1,077	2,145	1,064	1,879	22
	Seymour Creek 2	0.49	44	134	40	114	0
2. City of North Vancouver (CNV)	City of North Vancouver	11.85	27,333	54,714	25,491	46,686	548
	Mission 1	0.28	178	577	160	476	2
3. District of West Vancouver (DWV)	West Vancouver	87.26	18,701	42,592	16,981	35,920	427
	Capilano 5	1.72	1,507	3,081	1,376	2,691	23
North Shore	Total	263.42	81,545	189,390	76,305	158,146	1,905

A set of eight geographies, or “sub-municipal zones”, was also developed for use in data weighting and analysis at a more disaggregate level than municipality. The zones were developed looking at the North Shore as a whole, to group together similar residential and commercial areas, and in consideration of the road and transit networks available to residents, even if the boundaries of like areas sometimes bridge municipal boundaries. The map on the next page ([Figure 2](#)) illustrates the boundaries of the eight zones that were developed. The colouring of the map depicts population densities for Statistics Canada Dissemination Areas, one of the smallest levels at which data from the national Census are released. The eight sub-municipal zones and their populations are listed in [Table 2](#), following.

Figure 2. Map of Sub-municipal Zones with Population Density by Dissemination Area (Population per Hectare)

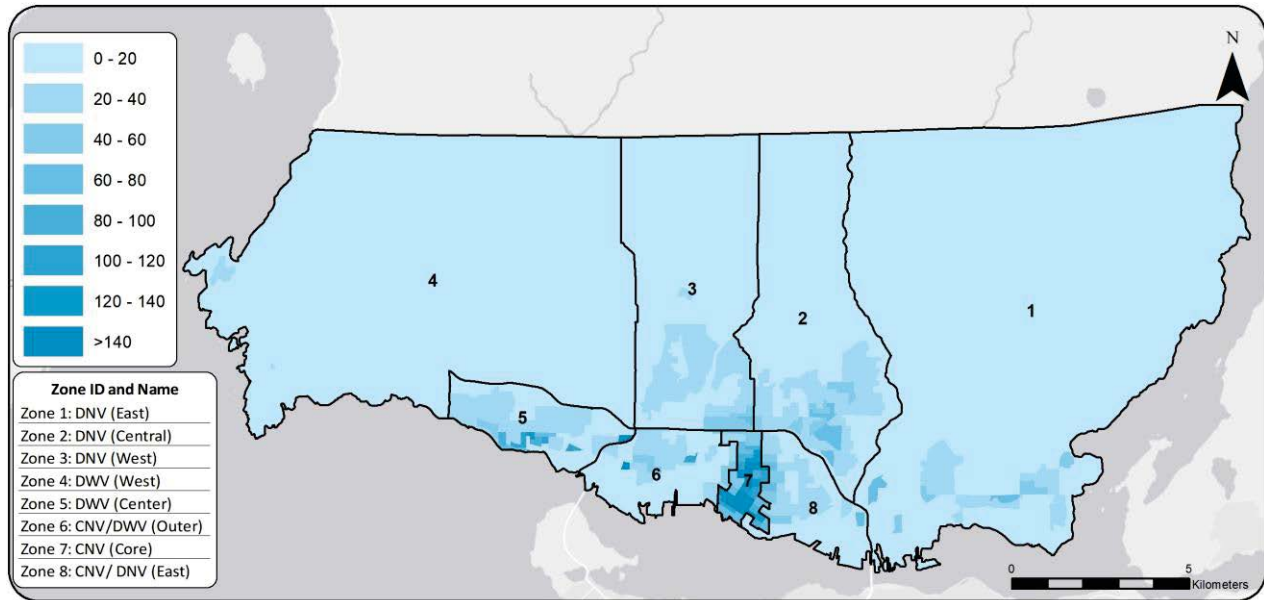


Table 2. Sub-municipal Zones with 2019 Projections of 2016 Census Counts

	Land area (sq km)	Total private dwellings	Total Population	Private Households Occupied by Usual Residents	Population 15+ Years of Age in Private Dwellings	2019 NSTS Survey Completions
Zone 1: DNV (East)*	101.9	10,853	28,441	10,539	23,460	299
Zone 2: DNV (Central)	28.1	11,141	30,430	10,710	24,576	303
Zone 3: DNV (West)	27.6	8,765	23,514	8,234	19,220	241
Zone 4: DWV (West)	79.9	9,105	22,770	8,189	19,217	214
Zone 5: DWV (Center)†	7.5	11,184	22,624	10,292	19,233	239
Zone 6: CNV / DWV (Outer)‡	8.1	6,633	15,977	6,178	13,110	159
Zone 7: CNV (Core)	2.7	17,204	29,667	16,060	26,248	306
Zone 8: CNV / DNV (East)^	7.6	6,660	15,968	6,103	13,038	144
North Shore Total	263.4	81,545	189,391	76,305	158,101	1,905

* Zone 1 also includes Burrard Inlet 3 (Tsleil-Waututh Nation) and part of Seymour Creek 2 (Squamish Nation);

† Zone 5 also includes part of Capilano 5 (Squamish Nation);

‡ Zone 6 also includes Mission 1 and part of Capilano 5 (Squamish Nation);

^ Zone 8 also includes part of Seymour Creek 2 (Squamish Nation)

3 Participant Characteristics

This section describes the characteristics of North Shore residents and their households, as captured by the survey, including age, gender, household, health status, occupation, bike access, and vehicle access characteristics. The purpose of capturing these characteristics is to better understand travellers' needs, challenges, and patterns. The results are based on the survey sample with selected information from the 2016 census.

3.1 Age and Gender Distribution

As the survey data somewhat under-represent people 15-24 years old, Census data have been used to illustrate actual distributions. The distribution of population by age based on 2016 Census data (**Figure 3**) shows a larger population between 45 and 64 years of age, with notably less population 25 to 44 years. This may have implications for travel patterns and provision of services as the population ages.

Table 3 provides a comparison of the Census distributions against the weighted and expanded survey data, using total population of all ages as the base for percentages for comparability. As indicated, the survey data somewhat under-represent residents 15-24 years of age (due to small sample sizes for this age range and limits placed on extreme weights), and slightly over-represent age ranges above this.

Figure 3. North Shore Population Distribution by Age/Gender

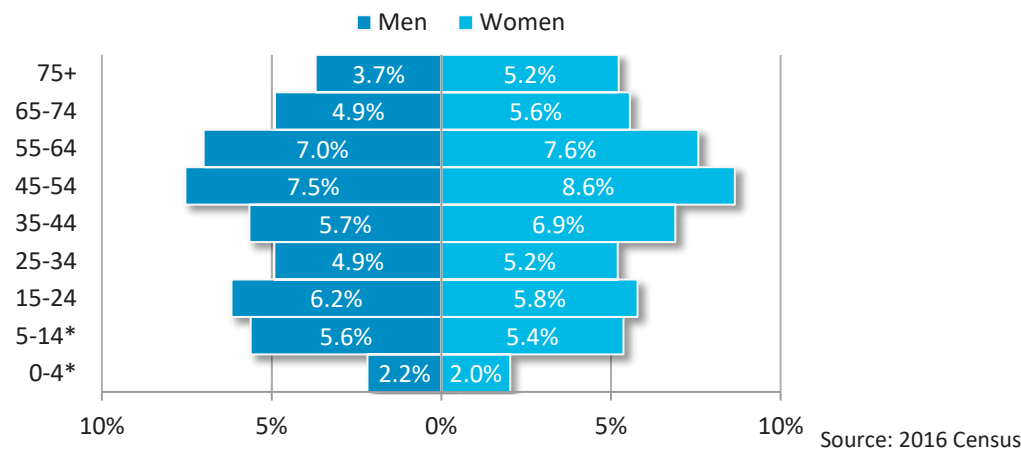
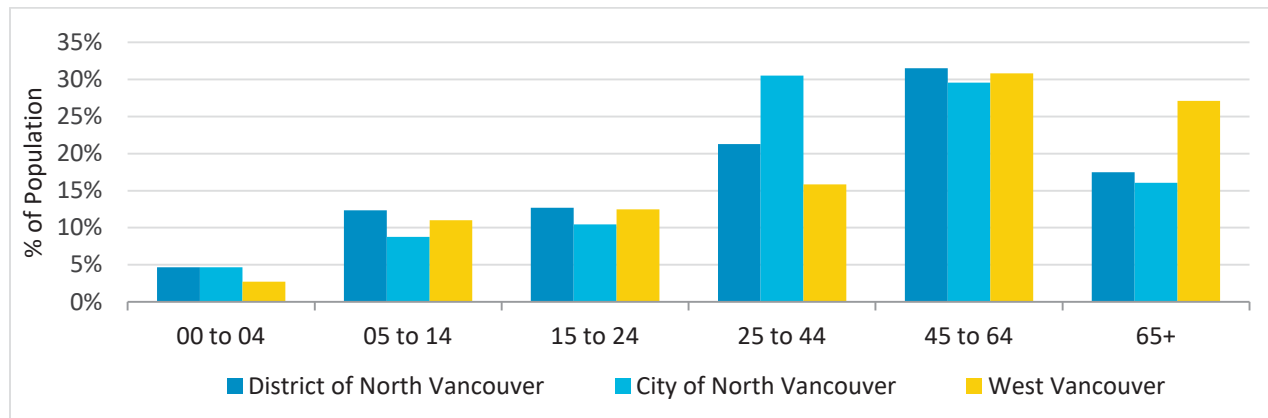


Table 3. North Shore Population Distribution vs. Survey Age Distributions

	Census		Survey	
	Men	Women	Men	Women
0-4	2.2%	2.0%	not surveyed	not surveyed
5-14	5.6%	5.4%	not surveyed	not surveyed
15-24	6.2%	5.8%	3.6%	4.4%
25-34	4.9%	5.2%	4.4%	5.5%
35-44	5.7%	6.9%	6.0%	7.2%
45-54	7.5%	8.6%	8.0%	9.3%
55-64	7.0%	7.6%	7.5%	8.2%
65-74	4.9%	5.6%	5.4%	6.2%
75+	3.7%	5.2%	3.8%	5.0%

Figure 4 shows the age distribution per municipality based on the Census data. DWV generally has the highest percentage of 65+ age group (27%) while the CNV has the highest percentage of the 25 to 44 age group (31%). The other age groups are generally similar across the municipalities.

Figure 4. Age Distribution by Municipality



3.2 Household Characteristics

3.2.1 Dwelling Type

Figure 5 shows the distributions of dwellings by type for each of the municipalities. Just over 50% of private dwellings occupied by usual residents in DNV and DWV are single-detached houses while only 13% of CNV dwellings are single-detached houses. Around 40% of CNV dwellings are apartment or condominium buildings with less than five storeys. **Figure 7** on the next page maps these distributions by sub-municipal zone. The weighted survey data very closely match the Census distributions, so comparisons with the Census have not been presented.

Figure 6 provides a slightly different perspective, illustrating the distribution of the survey target population by dwelling type. About six in ten residents aged 15 years and older in DNV and DWV live in single-detached houses (60% DNV, 61% DWV) while this percentage is 19% for CNV residents. Around 35% of CNV's 15+ population lives in apartment or condominium buildings with less than five storeys.

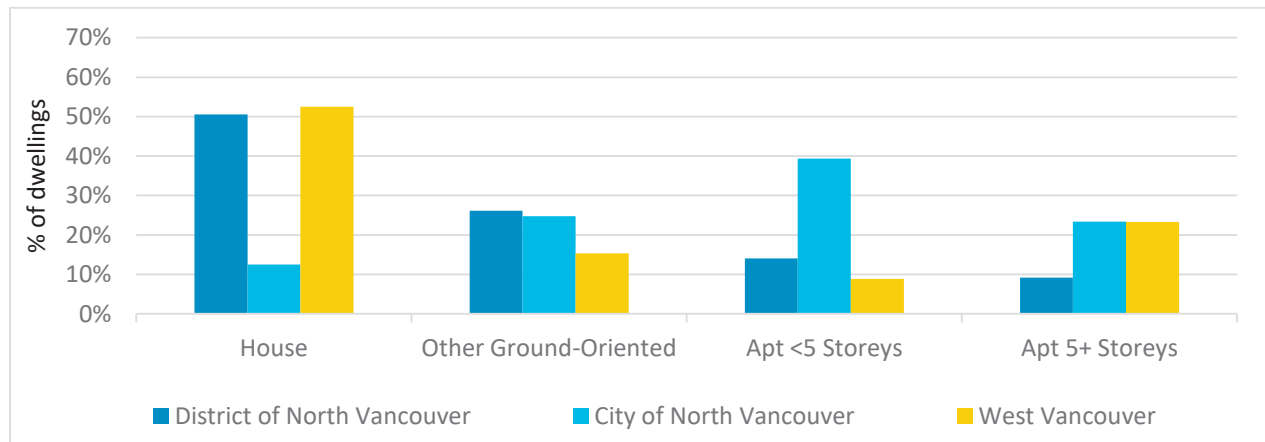
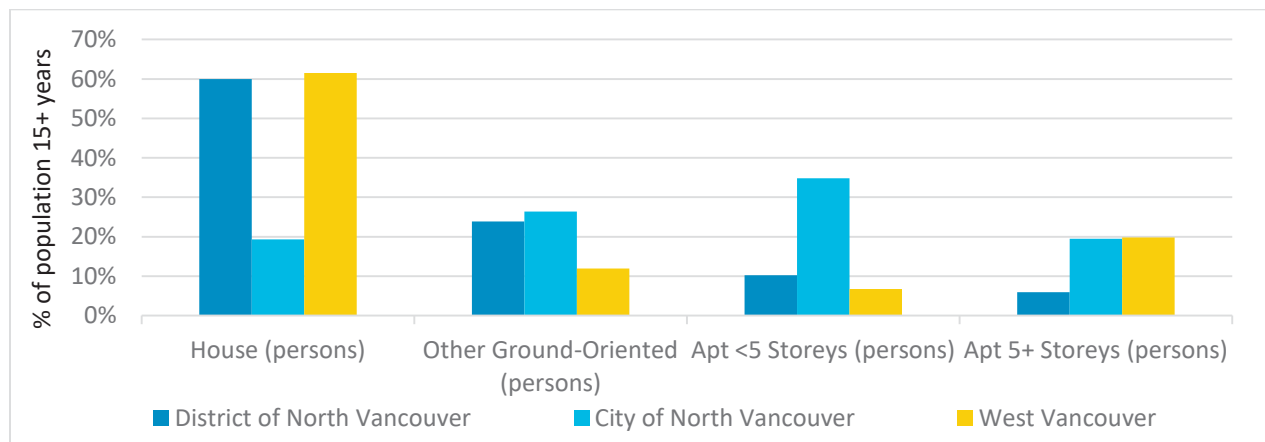
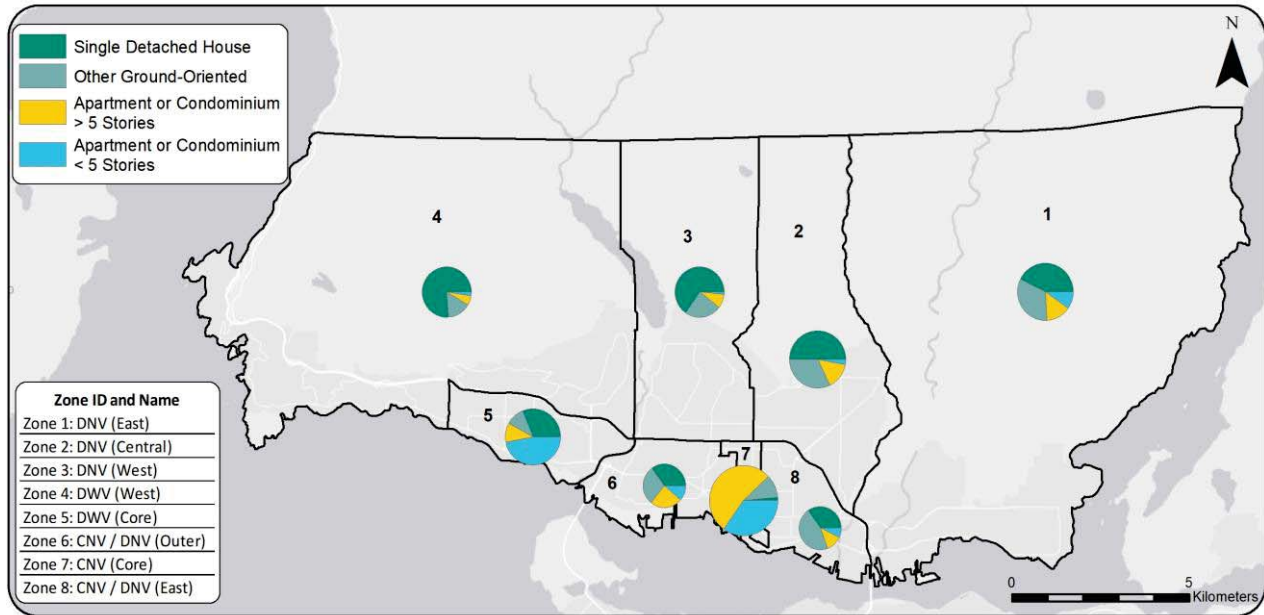
Figure 5. Dwelling Type by Municipality (% of Private Dwellings Occupied by Usual Residents)⁴

Figure 6. Survey Population by Dwelling Type by Municipality (% of Population 15+ Years of Age)



⁴ Other ground-oriented = rowhouse, townhouse, semi-detached, mobile home or other dwelling type.

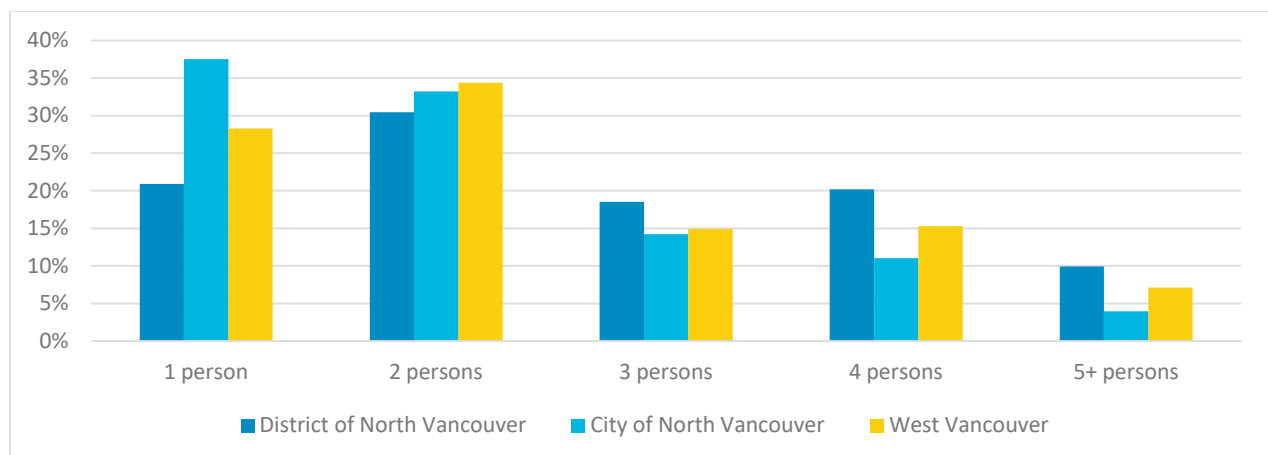
Figure 7. Map of Dwelling Type by Sub-Municipal Zone (% of Private Dwellings Occupied by Usual Residents)



3.2.2 Household Size

Figure 8 shows the distribution of household size by municipality. Single-person households represent the highest percentage in CNV with almost 38% of households. Two-person households represent the highest percentage in DNV and DWV with 30%, and 34%, respectively. The percentages of households with three, four, and five or more persons are generally similar among municipalities except for CNV where 4 or 5 or more person households are almost 6 to 10 percentage-points less than DNV and DWV. The weighted survey data closely match the Census distributions.

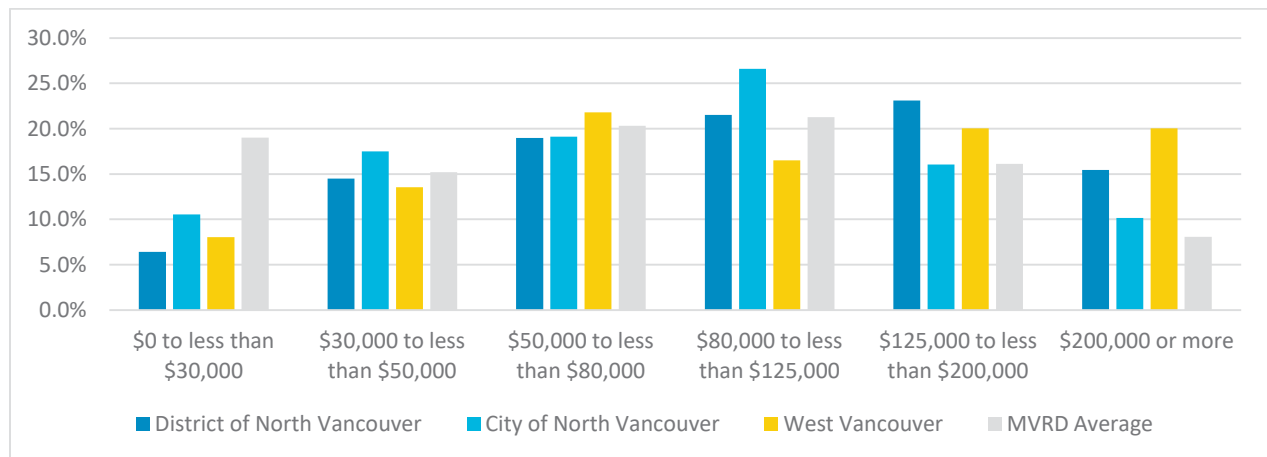
Figure 8. Household Size by Municipality



3.2.3 Household Income

Figure 9 shows the household income distribution by municipality from the 2019 survey results and in comparison with the Metro Vancouver Regional District (MVRD) from Census distributions. Compared with the MVRD, the North Shore municipalities have proportionately more households with household income of \$125k or more (with, overall, double the proportion of households with \$200k or more), and much fewer with under \$30k. In CNV, the most common household income bracket is \$80k to \$125k (27% of households). In DNV, almost one-quarter of households (23%) are in the \$125k to \$200k bracket, with another 16% with \$200k or higher. DWV has the largest proportions in high-income brackets, with 20% in \$125k to \$200k and 20% in \$200k and higher (around 40% of households higher than \$125k).

Figure 9. Household Income Distribution by Municipality⁵



⁵ Household income distributions exclude 11% of survey participants who declined to answer this question.

3.3 Language and Level of Education

Figure 10 shows the distribution of survey participants' language most often spoken at home by municipality. It may be noted that the Census allowed multiple responses, while the NSTS captured a single language, and the Census results are based on total population, while the survey was open only to population 15+ years of age. In addition, almost 7% of survey participants declined to answer. These differences may affect the comparisons. Nevertheless, the comparison does suggest that the survey may under-represent residents who speak languages other than English, despite provisions made to encourage response from non-English speakers (with the invitation letter offering to complete the survey by phone with an interviewer fluent in the participant's preferred language). The English language represents around 86% of the weighted survey sample, compared to 78% in the Census. The survey sample most notably appears to under-represent Persian (Farsi) and Mandarin. The 2016 Census suggests that Farsi is most often spoken at home by 7% of DWV residents, 6% of CNV residents, and 4% of DNV residents, while Mandarin is spoken by 9% of DWV residents but only 1%-2% of CNV and DNV residents ([Table 4](#)).

Figure 10. Language Most Often Spoken at Home

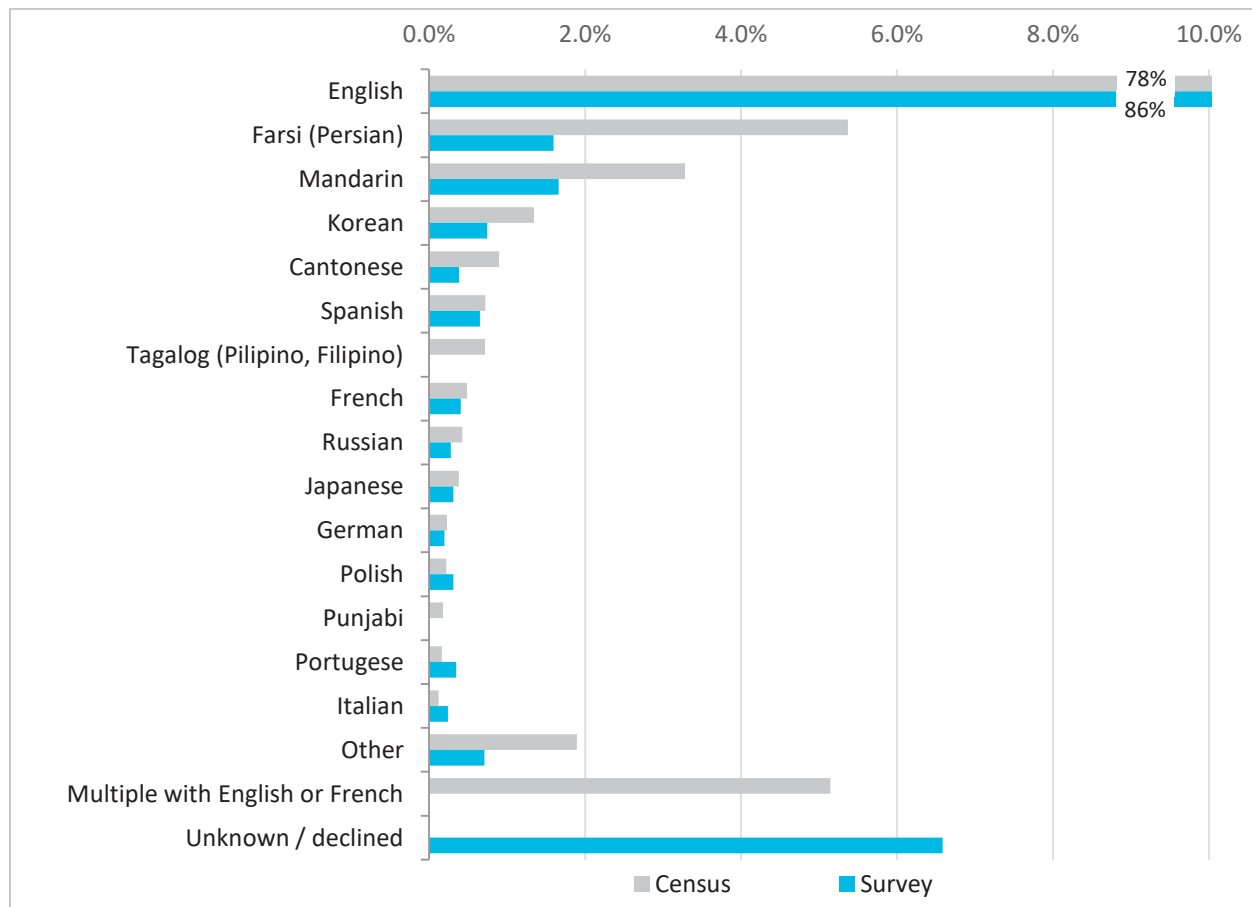
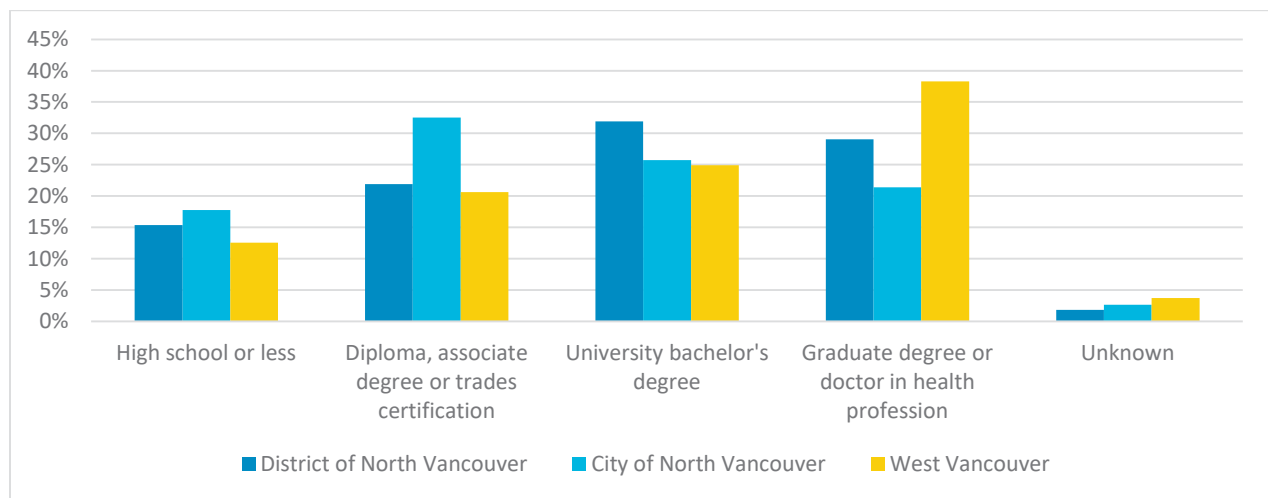


Table 4. Most Common Languages Spoken at Home by Municipality per 2016 Census

District of North Vancouver	City of North Vancouver	West Vancouver
English (83.1%)	English (76.4%)	English (71.7%)
Farsi (4.1%)	Farsi (5.8%)	Mandarin (9.1%)
Mandarin (1.7%)	Tagalog (Pilipino, Filipino) (1.7%)	Farsi (7.2%)
Korean (1.2%)	Korean (1.6%)	Korean (1.2%)
Cantonese (0.9%)	Mandarin (1.0%)	Cantonese (1.1%)
Spanish (0.7%)	Spanish (0.9%)	
	Cantonese (0.7%)	

Figure 11 shows the distribution of survey participants by highest level of education by municipality. Almost 38% of survey participants in DWV have a Graduate Degree or a Doctor in a health profession, the most common level of education in DWV. Participants with a university bachelor's degree represent the highest percentage in DNV at 32%. Participants with a diploma, associate degree or trades certification represent the highest percentage in CNV at 33%. Examination of these results against the Census revealed that the participants with high school or less type of degree are generally under-represented in the three municipalities by around half.

Figure 11. Highest Level of Education by Municipality

3.4 Health Status

Figure 12 shows survey participants' reporting of their level of physical activity by municipality. Between 60% and 65% of participants self-rate as moderately active or very active, with DNV highest at 65%, DWV at 63%, and CNV the lowest at 60%. One-third (33%) of CNV participants reported light physical activity.

Figure 12. Health Status and Level of Physical Activity by Municipality

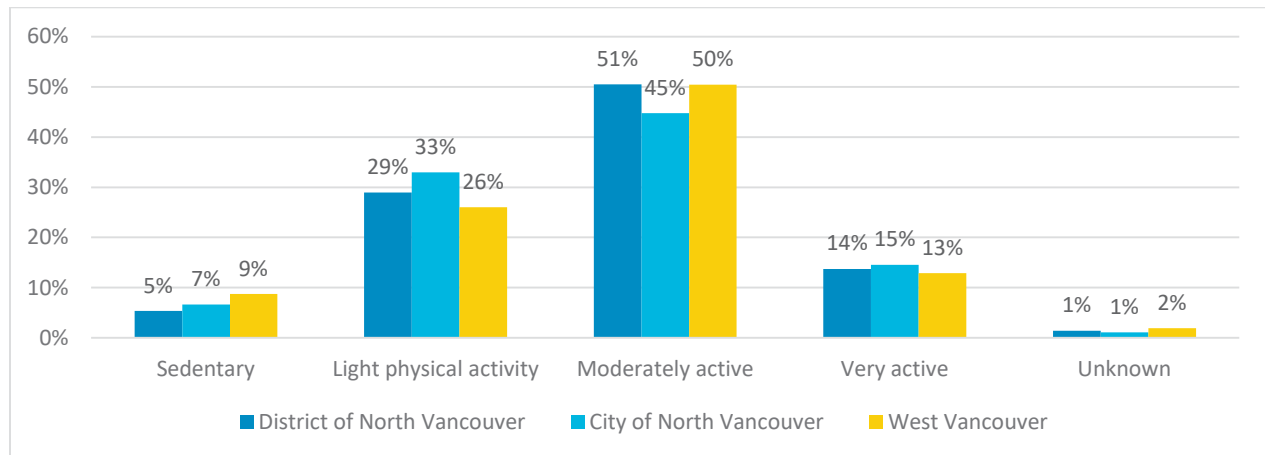


Table 5 shows the percentage of survey participants who have a mobility challenge and who use assisted mobility devices by municipality. DWV has the highest percentage of people with mobility challenge, at 10%, with 6% who use an assisted mobility device. DNV and CNV have 7% and 6% of population 15+ years with mobility challenges, respectively, with 3% and 4% indicating the use of an assisted mobility device.⁶

Table 5. Mobility Challenges and Use of Assisted Mobility Devices by Municipality

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Population 15+ years in private dwellings	158,101	72,386	47,145	38,571
Mobility challenge (has cognitive or physical condition or illness that affects the ability to travel, whether permanent or temporary)	9%	7%	6%	10%
Uses an assisted mobility device (such as a wheelchair, walker, crutch, cane, prosthesis, or mobility scooter)	4%	3%	4%	6%

⁶ It may be noted that the survey sample frame included population aged 15+ years living in private dwellings. The survey results do not reflect the 1.4% of population living in collective dwellings, many of whom may be older and and/or may be more likely to have mobility challenges.

3.5 Occupational Characteristics

This section describes the survey participants' occupational characteristics which include employment status, employment type, and employer support programs related to travel demand management. The survey results are based on the population sample of age 15 years or more. It may be noted that the age bracket of 15 to 19 years old is somewhat underrepresented in the survey data compared to the Census data.

3.5.1 Occupational Status

Figure 13 shows employment status and student status aggregated for the North Shore. The survey results suggest that almost half (49%) of residents 15+ years of age work full-time, while 13% work part-time, for a total of around 62% who are employed in some capacity. 26% of residents are retired. Unemployed participants represent around 4%. Overall, 9% of the population 15+ years of age are students. Of these, one-third (34%) are high school students, half (49%) are in full-time Post-Secondary Education (PSE) or other studies (adult basic education, etc.), and 17% are in part-time PSE or other studies. There is overlap between students and workers: almost 4% of the population 15+ years works full-time or part-time while attending school.

Figure 13. Employment Status and Student Status

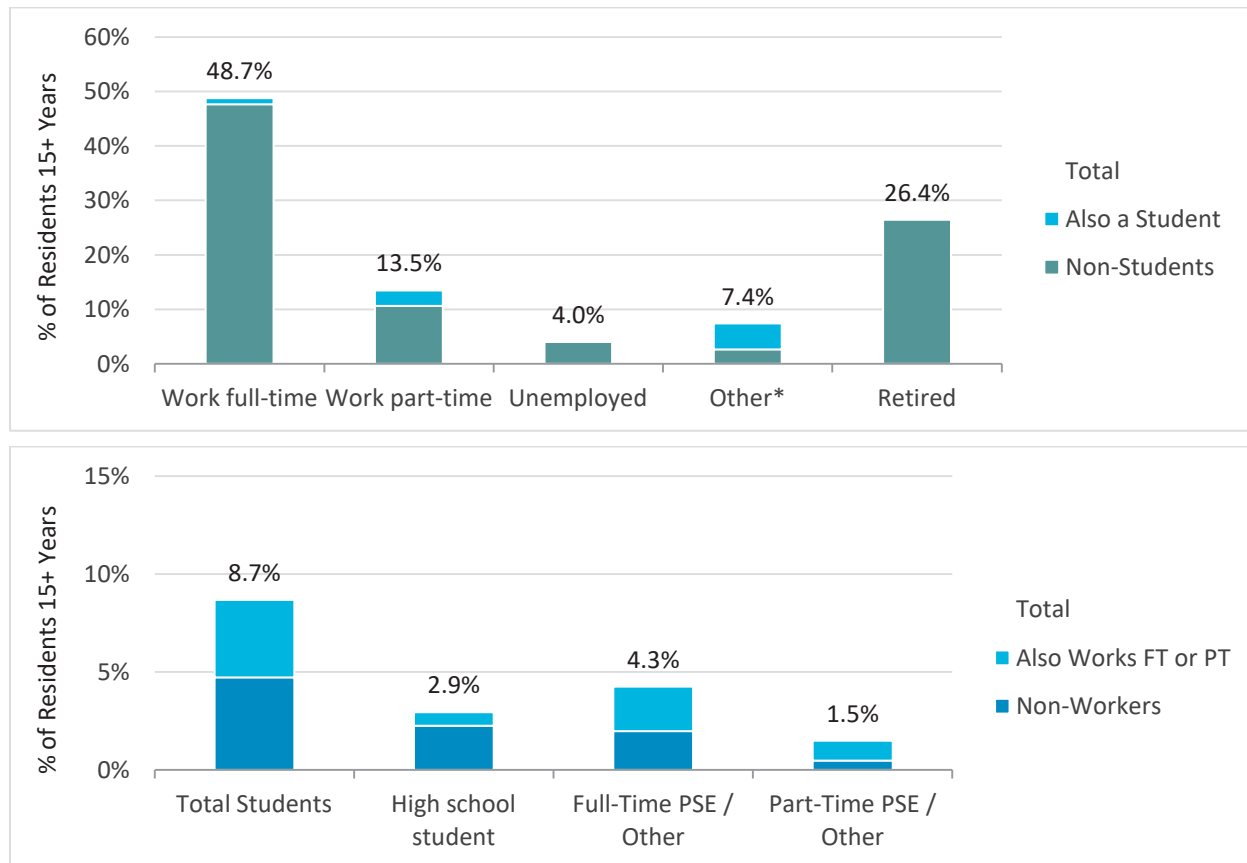
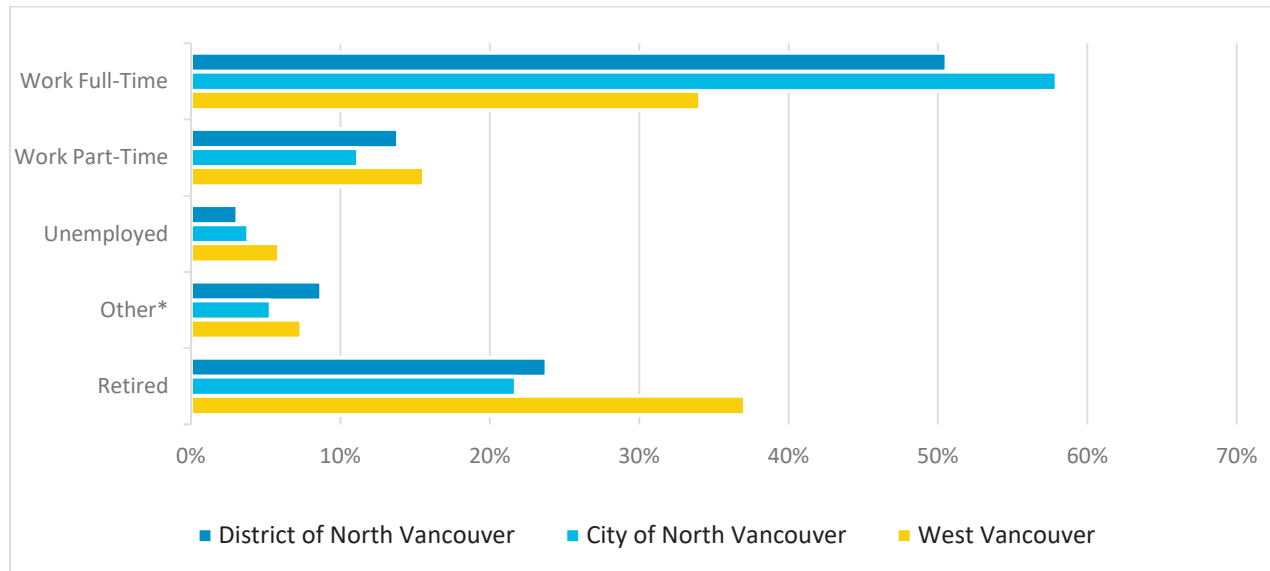


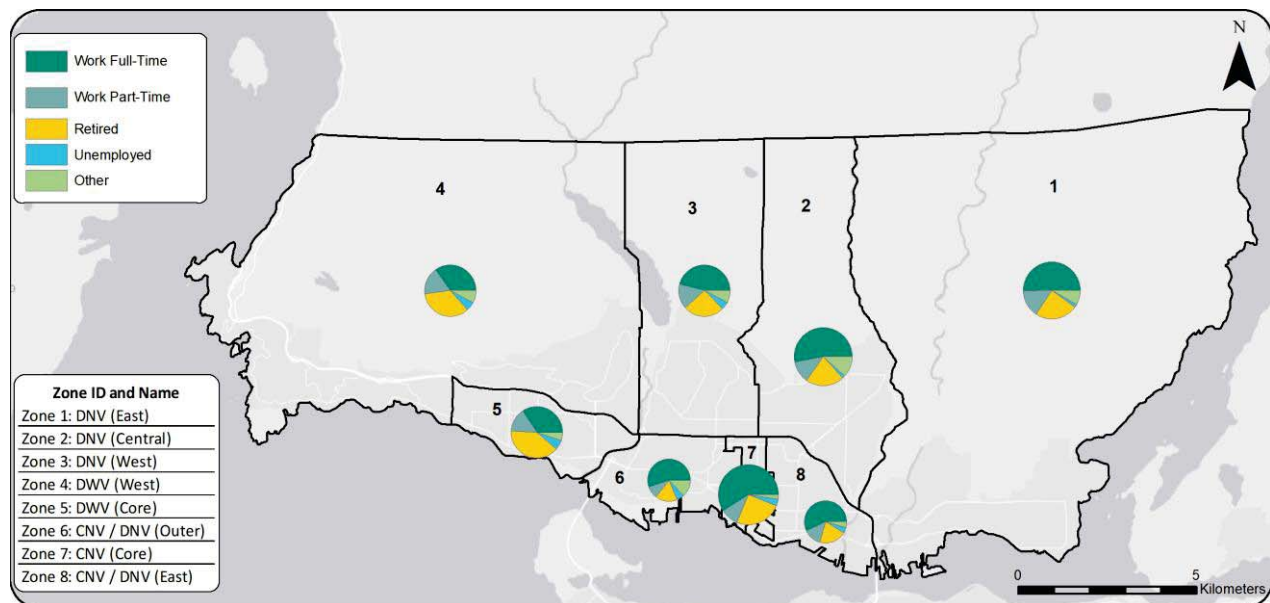
Figure 14 shows employment status by municipality, while **Figure 15** shows this by zone. Almost six in ten CNV residents over the age of 15 and half of DNV residents over the age of 15 work full time (58% and 51%, respectively). DWV has the highest proportion who are retired, at 38%. Full-time workers living in DWV represent around 35% of population 15+, with having the highest proportion of part-time workers, at 15%, as well as the highest proportion who categorized themselves as unemployed, at 6%. Of note, examination of the survey data reveals that students represent 10% of the survey population in DNV, 9% in CNV, and 5% in DWV. DNV, within which Capilano University is located, has a greater proportion of post-secondary/other students (at 6%).

Figure 14. Employment Status by Municipality



*'Other' includes students who are not employed, home-makers, those on disability, and other statuses.

Figure 15. Map of Employment Status by Sub-Municipal Zone



3.5.2 Employment Characteristics

Figure 16 shows occupation type by municipality. DWV has relatively higher percentages of these occupation types:

- Sales & Service Provision (17%)
- Business Finance and Admin Occupations (17%)
- Management Occupations (18%)

CNV has relatively higher percentages of these occupation types:

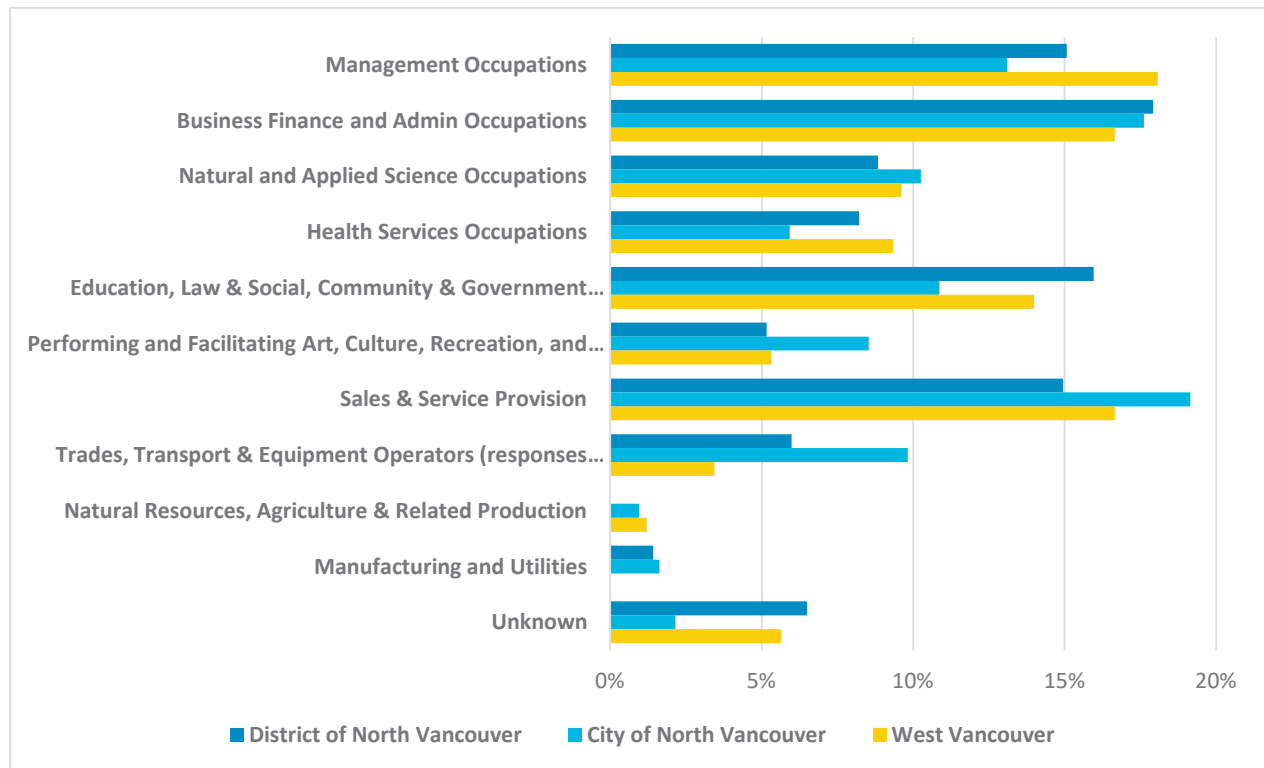
- Sales & Service Provision (19%)
- Business Finance and Admin Occupations (18%)

DNV has relatively higher percentages of these occupation types:

- Sales & Service Provision (15%)
- Education, Law & Social, Community & Government Services (16%)
- Business Finance and Admin Occupations (18%)
- Management Occupations (15%)

It may be noted that comparison of the survey results against the Census suggest that the survey sample may somewhat under-represent Sales & Service occupations in all municipalities, although they are generally representative for most other occupational categories.

Figure 16. Occupation Type by Worker's Place of Residence



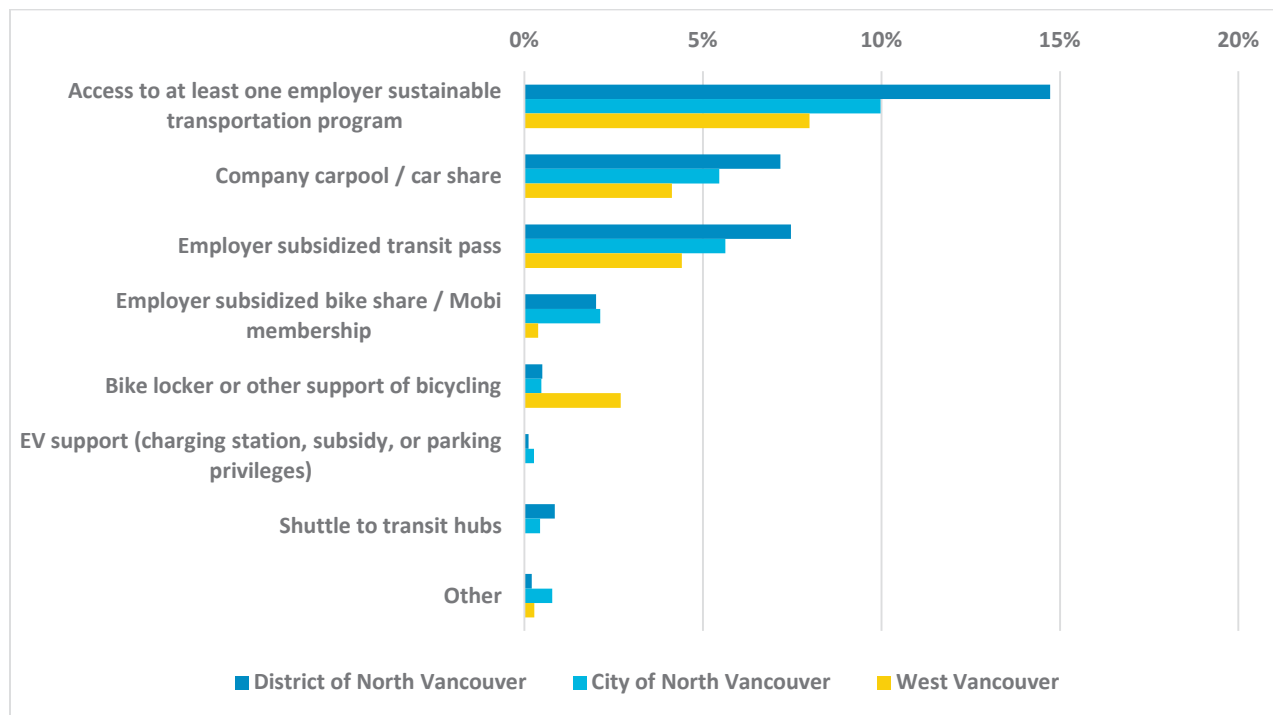
3.5.3 Employer Support for Travel Demand Management Programs

Figure 17 presents the proportion of workers living on the North Shore whose employer supports travel demand management (TDM) programs. Survey participants were asked if they had access to such programs, regardless of whether or not they took advantage of these programs. These programs range from providing electric vehicle charging infrastructure to having a company carpool/car share program to employer-subsidized transit passes.

Overall, 12% of workers who reside on the North Shore have access to at least one employer-supported program of any kind. Employer-subsidized transit passes and support of car pooling or car sharing are most common, each with 6% of workers having access to such a program.

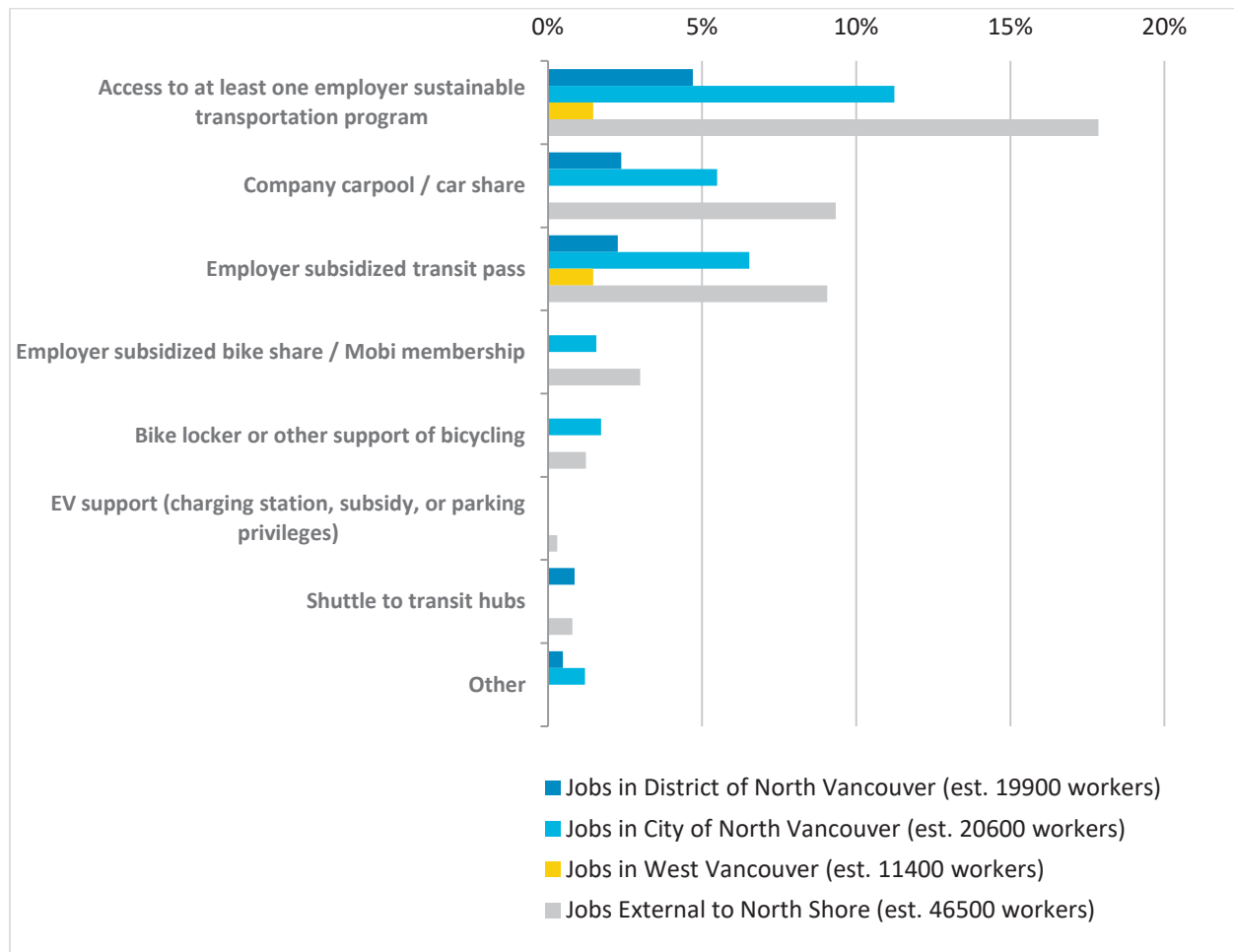
From the perspective of workers' places of residence, the survey shows that residents of the DNV have the most employer support for travel demand management programs followed by the CNV and then DWV.

Figure 17. Employer Support of Transportation Programs by Municipality (Based on Place of Residence)



From the perspective of workers' places of work (where their jobs are located) as presented in [Figure 18](#), North Shore residents whose employers are located outside of the North Shore (who represent just under half of workers residing on the North Shore) are more likely to have employers who support sustainable transportation. Overall, 18% of external jobs have employers who support these programs. Closer examination of the data reveals that this percentage is lower for jobs in Vancouver's Central Business District and West End (12%) and higher for jobs located elsewhere in Vancouver (22%) or other external locations (23%). On the North Shore, CNV employers provide the most employer support for travel demand management programs (with 11% of North Shore residents working in the CNV having access to at least one program) followed by DNV and then DWV (5% and 1%, respectively).

Figure 18. Employer Support of Transportation Programs by Municipality (Based on Place of Work for Residents of the North Shore)⁷



⁷ Jobs represented in the chart are jobs held by North Shore residents who are workers. The survey was conducted only with North Shore residents, and the 'jobs external to North Shore' group is composed only of workers who reside on the North Shore and work at jobs located external the North Shore. (I.e., the statistics on employer supports should not be taken to represent all jobs external to the North Shore).

3.6 Bicycle Access

3.6.1 Bicycle Availability

Table 6 provides statistics on bicycle ownership while **Figure 19** illustrates the number of bicycles per household by municipality. DNV has the highest number of adult bicycles per household (1.7 bike/hh) while CNV and DWV have averages of 1.2 and 1.4 adult bicycles per household, respectively. The survey results suggest that residents of the North Shore own more than 4,100 electric bicycles, about 4% of adult bicycles owned by residents. Overall, 64% of the North Shore population aged 15+ years has access to an adult bicycle, with this figure being higher amongst DNV residents (71%), and lower amongst CNV and DWV residents (57% and 61% respectively). **Figure 20** on the next page maps access to bicycles by sub-municipal zone, revealing that residents of Zone 2 and Zone 7, both of which have higher urban density, have less access to adult bicycles than their counterparts in other areas.

Table 6. Bicycles and Bicycle Access

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Estimated total adult bicycles (including e-bikes)	109,010	53,390	30,390	25,230
% of households with at least one adult bicycle	58%	63%	53%	57%
Average adult bicycles per household	1.43	1.65	1.18	1.37
Estimated number of e-bikes	4,130	1,970	1,310	850
% of adult bicycles that are e-bikes	4%	4%	4%	3%
% of pop 15+ with access to an adult bicycle	64%	71%	57%	61%

Figure 19. Average Number of Standard Bicycles and E-Bicycles Per Household by Municipality

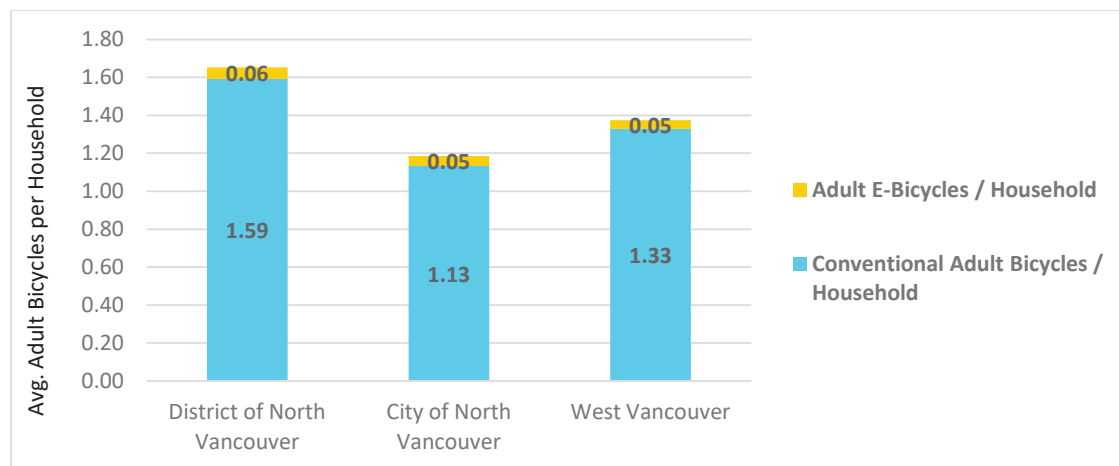


Figure 20. Map of Bicycle Availability by Zone (% of Residents 15+ with Access to an Adult Bicycle)

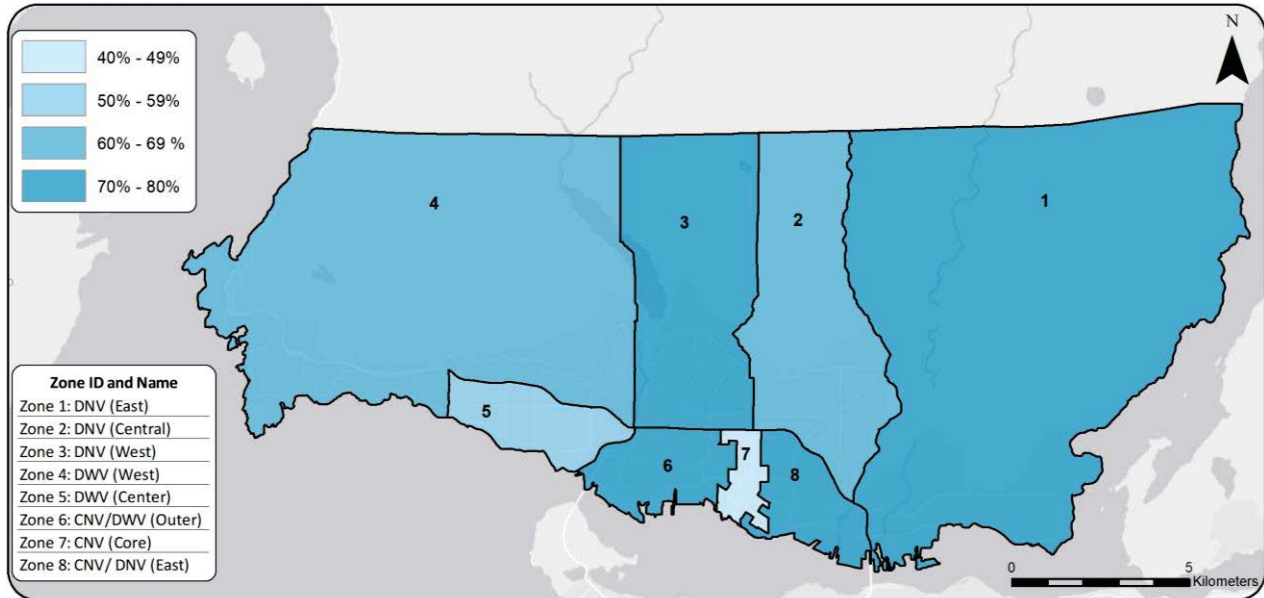
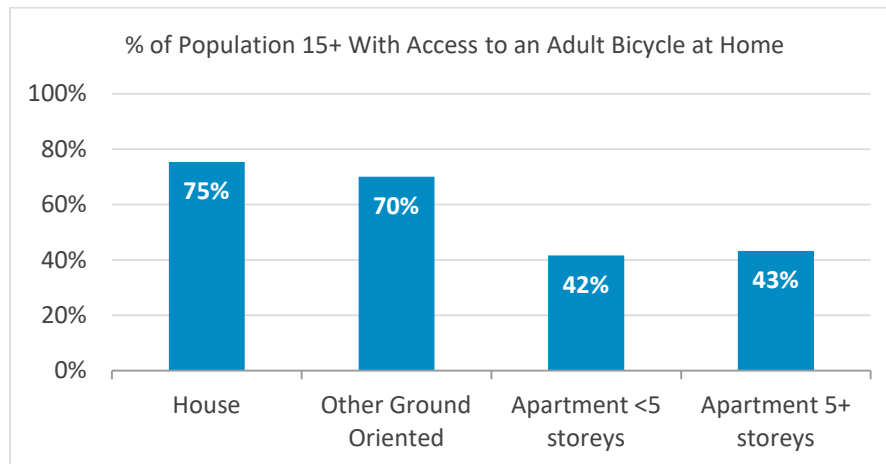


Figure 21 below illustrates the relationship between dwelling type and access to an adult bicycle. Most residents living in houses and other ground-oriented dwellings (townhouses, semi-detached, etc.) have access to a bicycle (75% and 70% of population respectively). For residents living in apartments, it is the minority who have access (42% for those in apartments fewer than five storeys and 43% for those in apartments with five or more storeys).

Figure 21. Average Number of Standard Bicycles and E-Bicycles Per Household by Municipality



3.6.2 Bike Share Membership

Amongst North Shore residents, membership in bike share programs is low. Currently there are no bike share programs on the North Shore. Any memberships reported by participants are for use of bicycles in municipalities outside the North Shore, as shown in [Table 7](#) below.

Table 7. Bike Share Membership (Overall and by Municipality)

% Population with Bike Share Membership	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
None	99.5%	99.9%	99.2%	99.1%
Mobi	0.4%	0.0%	0.6%	0.9%
Other	0.1%	0.1%	0.2%	0.0%

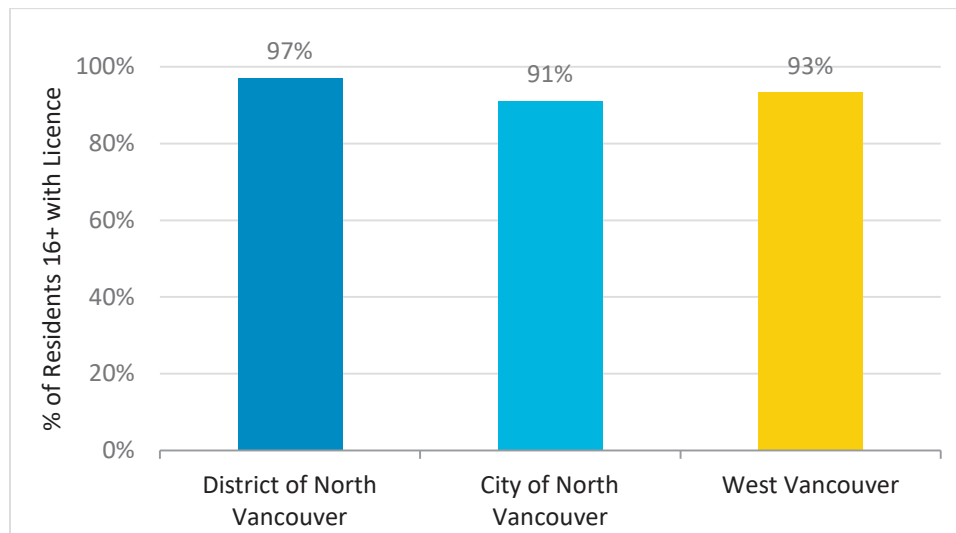
3.7 Private Vehicle Access

This section describes the survey participants' access to private vehicles which include the percentage of licenced drivers, private vehicle availability, vehicle types, and parking availability.

3.7.1 Licensed Drivers

Figure 22 shows the proportion of population 16 years and older for those who have a driver's license out of those who are eligible to have one. DNV has the highest percentage, at 97%, with CNV and DWV at 91% and 93%, respectively.

Figure 22. Licensed Drivers by Municipality (of Population 16+)



3.7.2 Private Vehicle Availability

Table 8 shows the percentage of survey participants (aged 15 or more) who have access to at least one vehicle. DNV has the highest availability with 97% of the survey populations while CNV and DWV have 90%, and 93%, respectively.

Figure 23 maps the proportion of population 15+ who live in a household with at least one vehicle. It appears that in zones with higher urban density, somewhat fewer residents have access to a vehicle, although the proportions are still large majorities (85% in zone 8 being the lowest).

Table 8. Private Vehicle Availability by Municipality

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Estimated household vehicles	125,530	58,360	34,150	33,020
Average vehicles per household*	1.65	1.81	1.33	1.80
Average vehicles per person 16+	0.80	0.82	0.72	0.86
% pop 15+ with access to at least one vehicle	94%	97%	90%	93%

*based on total households in area, including those without vehicles.

Figure 23. Map of Private Vehicle Availability by Sub-Municipal Zone (% of Residents 15+ with Access to a Vehicle)

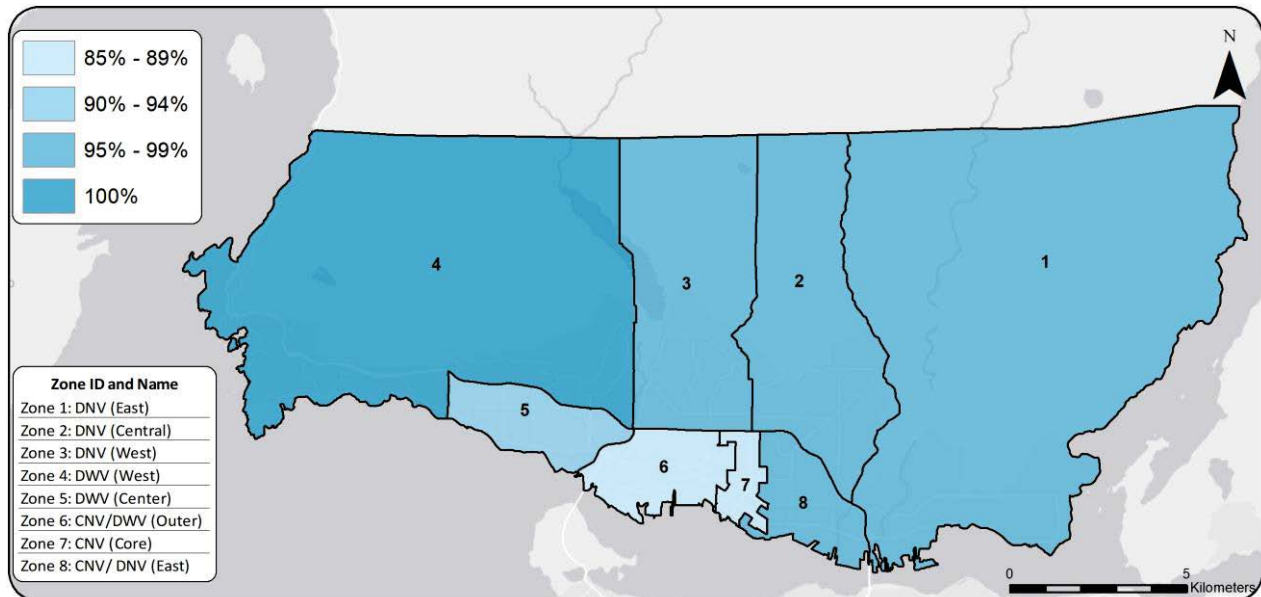


Figure 24 presents vehicle availability by dwelling type. As illustrated, virtually all (98% to 99%) North Shore residents in houses and other ground-oriented dwellings (semi-detached, townhouses, etc.) have access to at least one household vehicle. As dwelling density increases, vehicle availability decreases, with 87% of residents living in low-rise apartments having at least one household vehicle, and 80% for those living in mid- or high-rise apartments.

Figure 25 presents vehicle availability by age range. Vehicle availability varies only somewhat, with 90% of residents under the age of 35 having access to a household vehicle, between 94% and 98% for age ranges between 35 and 74, and a drop off with higher ages, with 92% between 75 and 84, and 78% after the age of 85.

Figure 24. Private Vehicle Availability by Dwelling Type

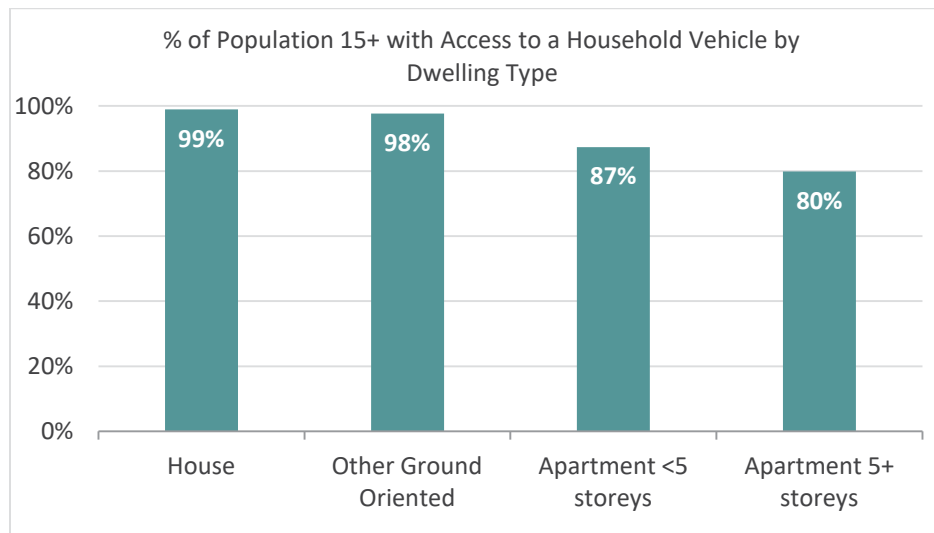
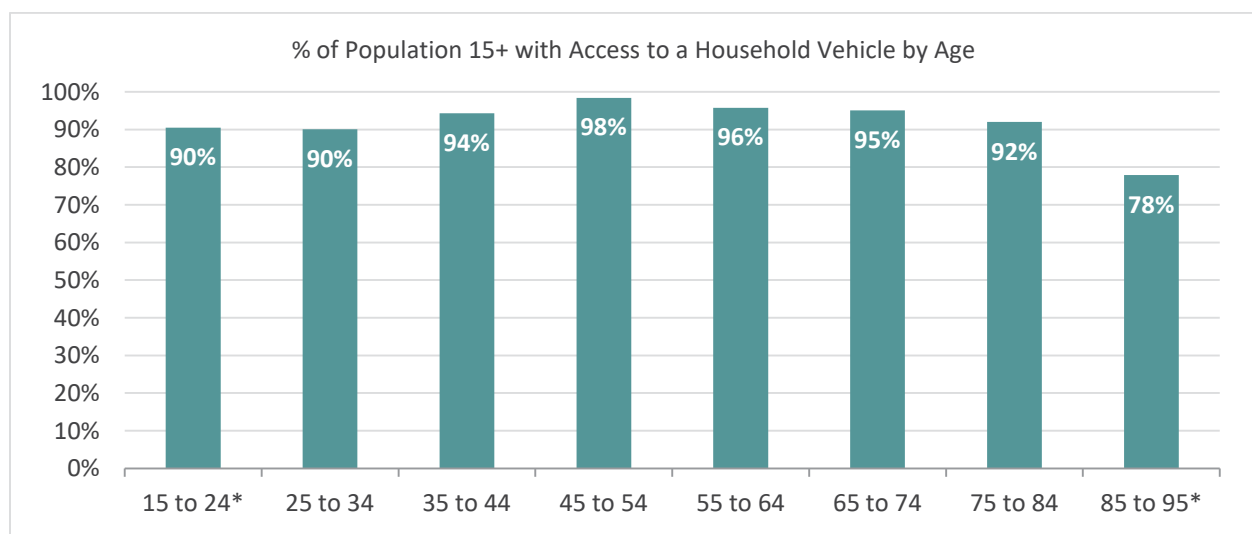


Figure 25. Private Vehicle Availability by Age Range⁸

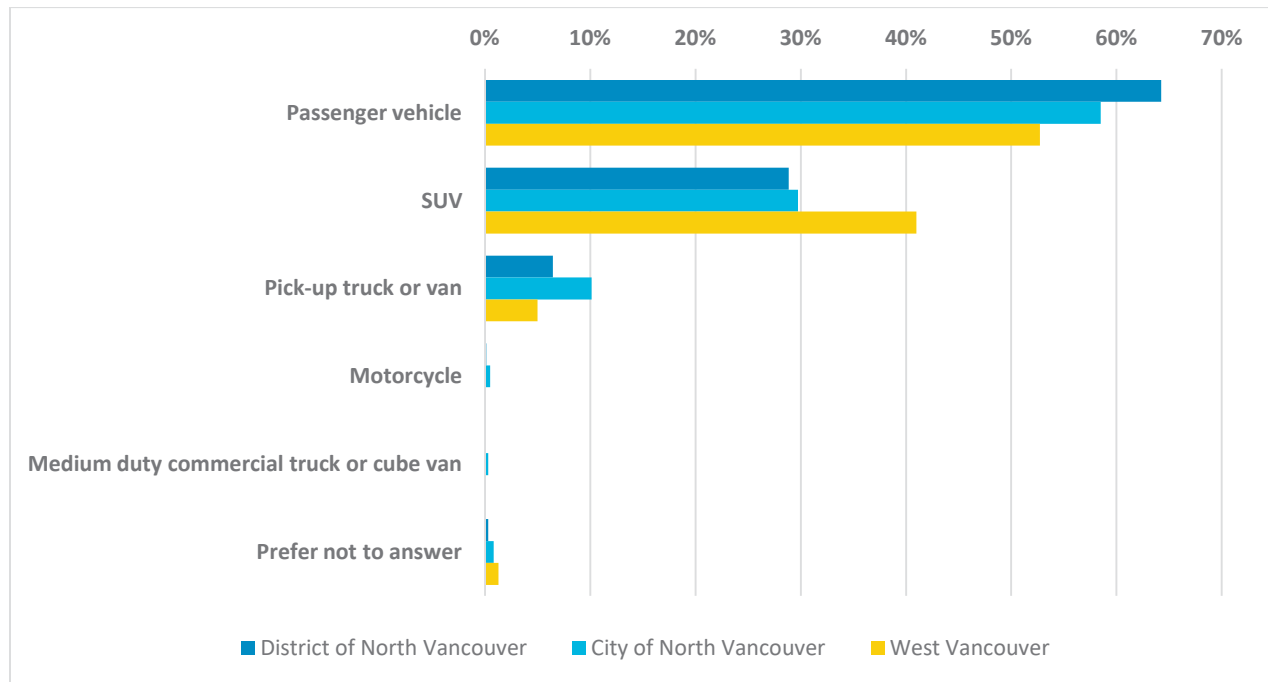


⁸ Results for age ranges marked with asterisk should be interpreted with caution due to smaller sample sizes (n<60).

3.7.3 Vehicle Types

Figure 26 shows the percentage of vehicle types for survey participants that regularly drive. Passenger vehicles are the dominant type of vehicle for the North Shore with 64% for DNV, 58% for CNV and 53% for DWV. Other vehicle types are similar across municipalities except for SUVs, for which DWV is around 11 percentage-points higher than both CNV and DNV.

Figure 26. Vehicle Types by Municipality (Usual Vehicle Driven)

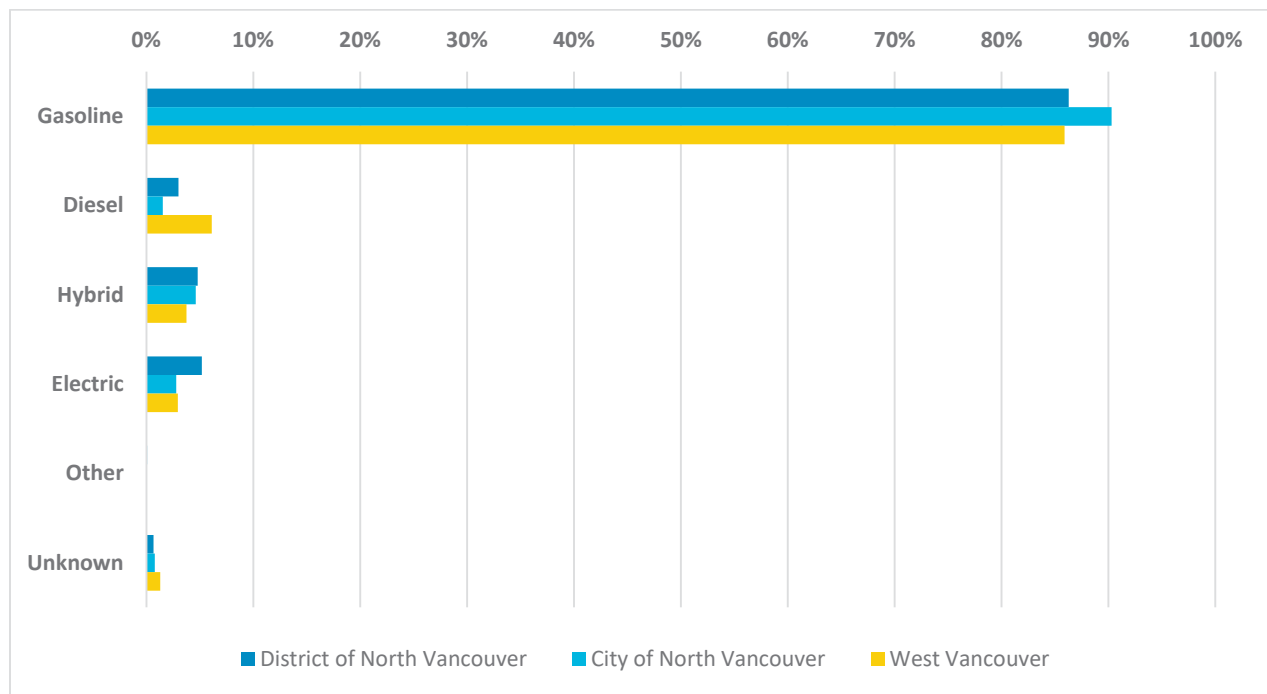


3.7.4 Vehicle Fuel Type

Figure 27 shows the fuel type for vehicles that survey participants regularly drive. Conventional gasoline vehicles predominate (90% for CNV, 86% for both DNV and DWV). Diesel vehicles appear to be slightly more common amongst DWV residents (6%) than DNV and CNV residents (3% and 2% respectively). Overall, 10% of DNV residents reported driving either a hybrid or an electric vehicle. This proportion is 7% for both CNV and DWV residents.

At 8% overall for the entire North Shore, the proportion of hybrids and electric vehicles appears to be somewhat higher than what has been observed in other mid-sized urban areas in BC in which similar research was undertaken in 2017 and 2018,⁹ though this could be more related to the progression of the technology than the nature of the communities surveyed. As hybrid and electric vehicles become more widely adopted, it will be interesting to track the proportions of North Shore residents who drive such vehicles in future survey cycles.

Figure 27. Vehicle Fuel Types by Municipality (Usual Vehicle Driven)

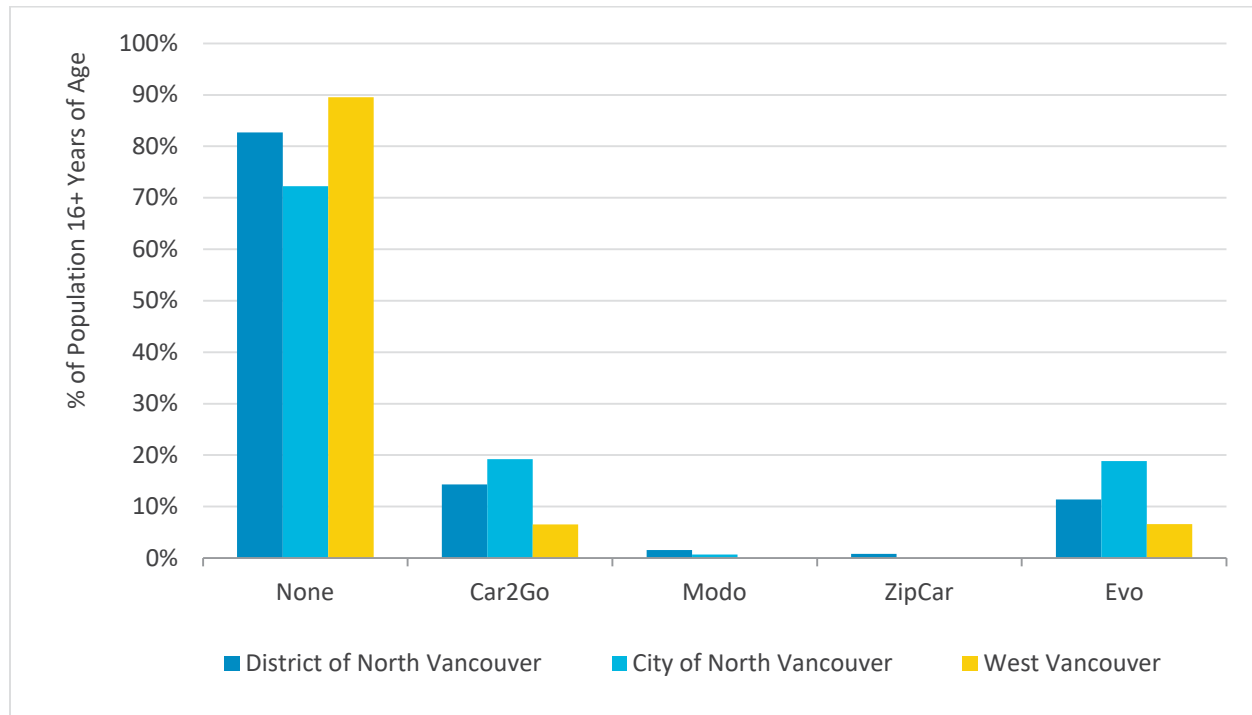


⁹ For example, in a household travel survey conducted in 2018 in the Okanagan, 2% of all household vehicles were hybrids or electric vehicles, and in a household travel survey conducted in the BC Capital Regional District in 2017, 3% of all household vehicles were hybrids or electric vehicles.

3.7.5 Car Share Membership

Figure 28 shows the percentage of survey participants (aged 16+) who had car share membership by municipality at the time of the survey in Fall 2019. CNV had the highest proportion of car share members with around 28%. DNV and DWV had around 20% and 10% of survey participants with car share membership, respectively. Evo and Car2Go were the most popular, with a number of residents being members of both services. Only small proportions of North Shore residents had memberships with Modo or ZipCar. In February 2020, Car2Go ceased operations in North America, and some of its membership may have migrated to Evo (if not already a member) and/or other services.

Figure 28. Membership in Car Share Services by Municipality



3.7.6 Parking Availability at Home

Figure 29 and **Figure 30** show, by municipality and by zone, the estimated percentage of home parking demand that is accommodated by off-street parking spots at home, with the remainder presumably accommodated by on-street parking or other arrangements. These figures were estimated by comparing the reported number of household vehicles to the reported number of off-street parking spots available to participants at home. While most vehicles are accommodated by the available off-street parking, the survey results suggest that up to 17% of parking demand in CNV is accommodated by on-street parking or other arrangements, with this percentage being 11% and 6% in DNV and DWV, respectively.

Figure 29. Estimated Percentage of Parking Demand for Private Vehicles Accommodated by On-street and Off-street Parking

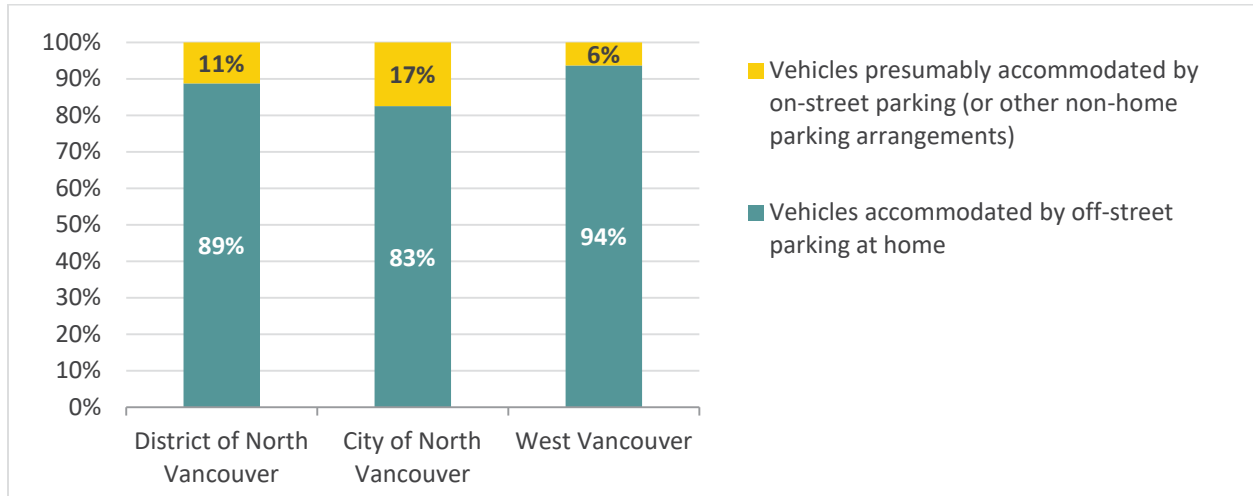
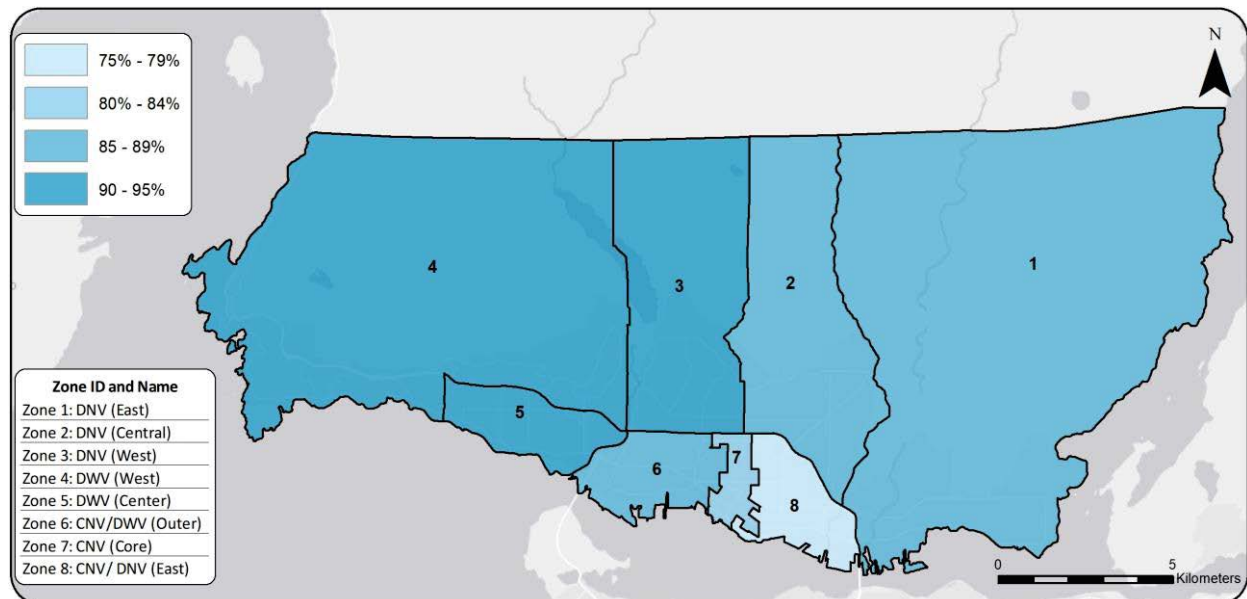


Figure 30. Map of Estimated Percentage of Private Vehicles Accommodated by Off-Street Parking at Home



4 Daily Trip Characteristics

This section provides a snapshot of daily (24-hour) travel patterns from the trips reported by survey participants. The section includes trip demand, purpose, mode share, and distribution

4.1 Trip Demand

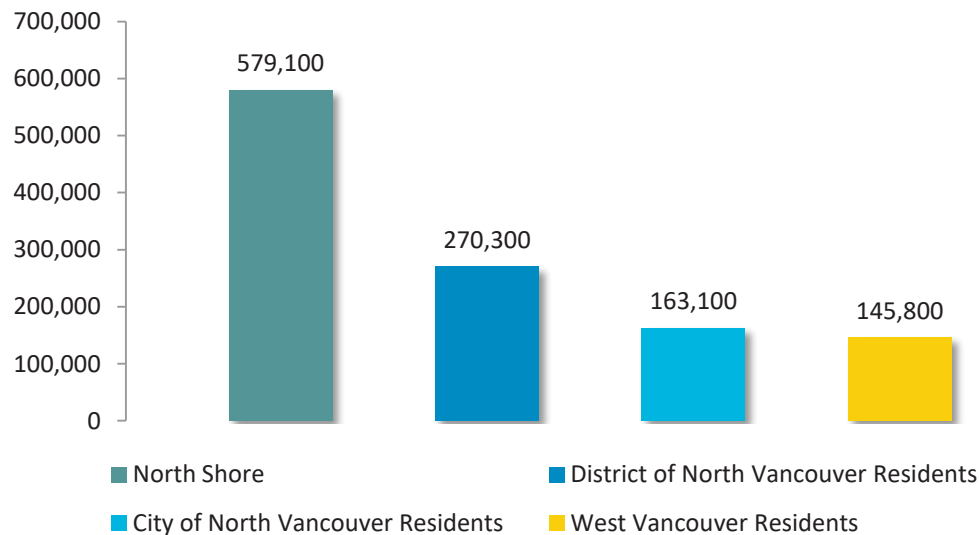
This section provides the trip demand characteristics which include daily trips, trip volumes by time of the day, and annual vehicle kilometres travelled (VKT).

4.1.1 Daily Trips

Figure 31 illustrates the volume of daily trips generated by the residents of each municipality (ages 15+). DNV has around 270k trips per day while CNV and DWV have 163k and 146k trips per day, respectively. The 2019 survey results will serve as a baseline against which future cycles of the survey can be compared to track how travel demand changes over time as population increases and travel patterns evolve.

The average daily trip rate (trips made each day per person 15+ years of age) for North Shore residents is 3.66 trips per day. By municipality, trip rates for CNV residents are lower, averaging 3.46 trips per day, and higher for DNV and DWV residents, at 3.73 and 3.78 respectively.

Figure 31. Estimated Total Daily Trips by Municipality (Population Aged 15+)¹⁰



¹⁰ Figures in the chart have been rounded to the closest 100. Figures displayed for individual municipalities do not sum to the North Shore total due to rounding.

Figure 32 shows the average daily trip rate by sub-municipal zone. Zone 4 has the highest average daily trip rate of around 4.1 trips per day while zone 6 has the lowest average daily trip rate of around 3.3 trips per day.

Figure 32. Map of Average Daily Trips by Municipality of Residence

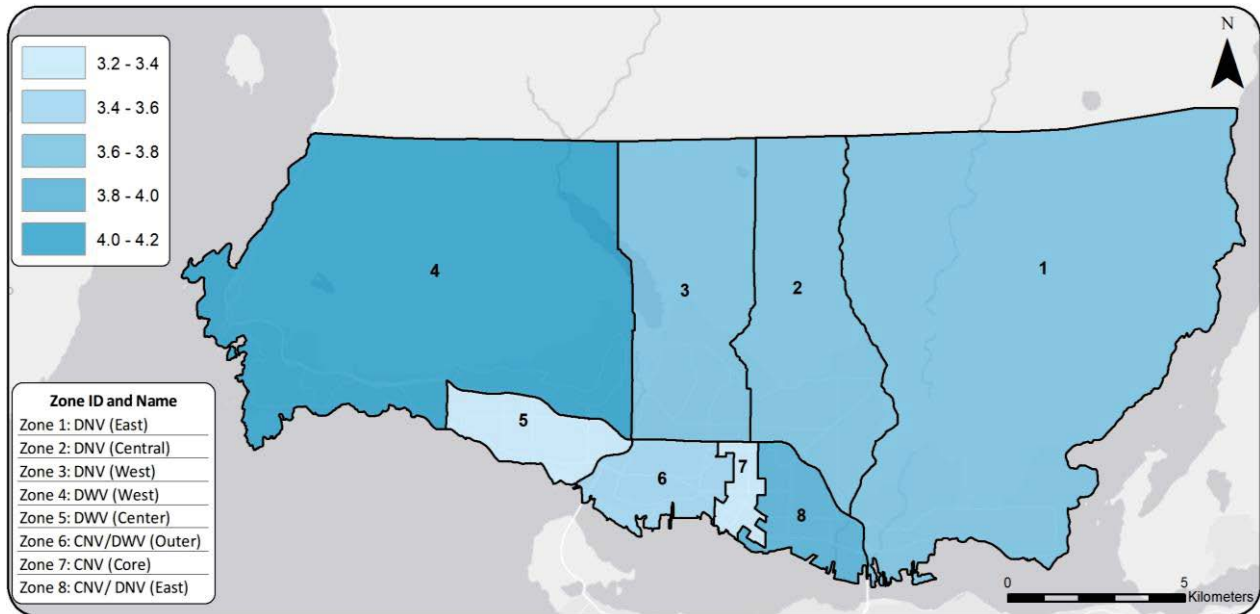


Figure 33 shows the average daily trip rate by age group and gender for the North Shore. The survey results suggest that women and men 40 to 49 years old have the highest average daily trip rates, at 4.77 and 4.62 trips per day, respectively. Women generally have higher average daily trips rates than men across all age groups except for those older than 80 years old and between 15 to 29 years old.

Figure 33. Trip Rates by Age Group and Gender – North Shore

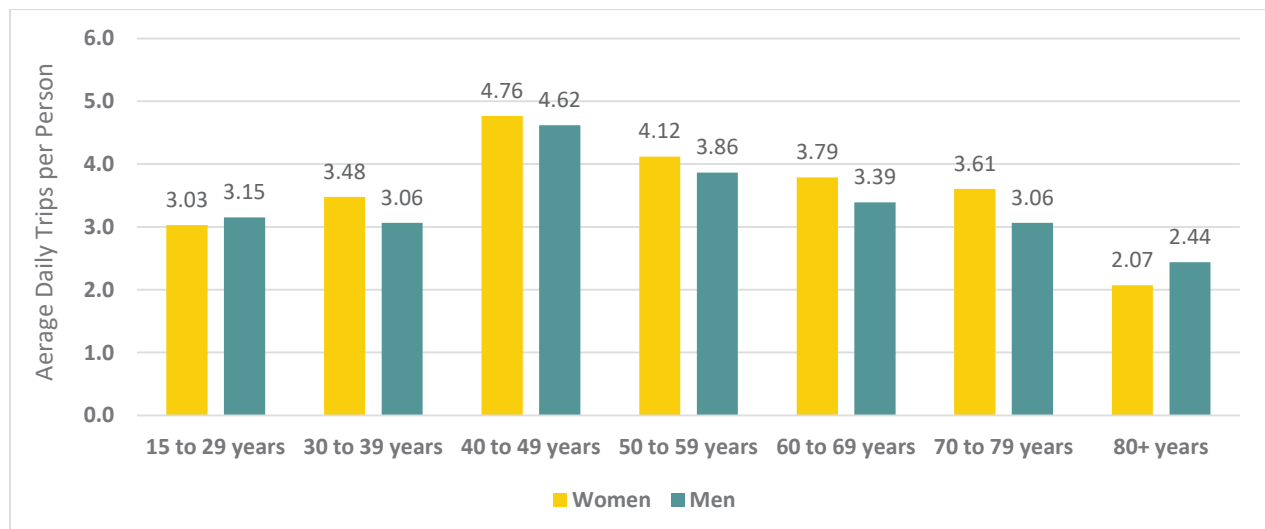
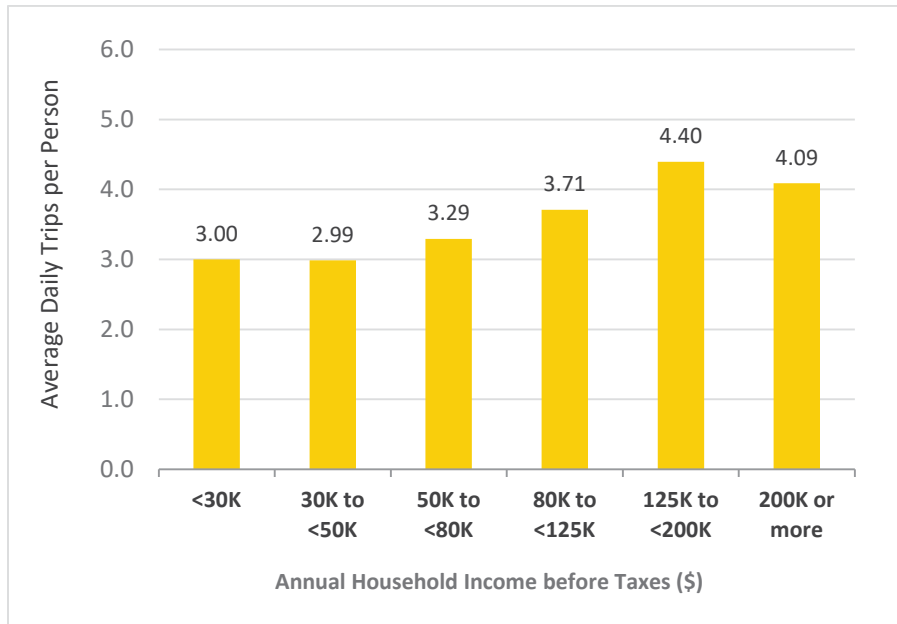


Figure 34 illustrates the relationship between annual household income and the average daily trip rate. As indicated, those with lower annual incomes tend to have lower trip rates (2.99 to 3.00 trips per day for incomes below \$50,000 per year

Figure 34. Trip Rates by Household Income – North Shore¹¹

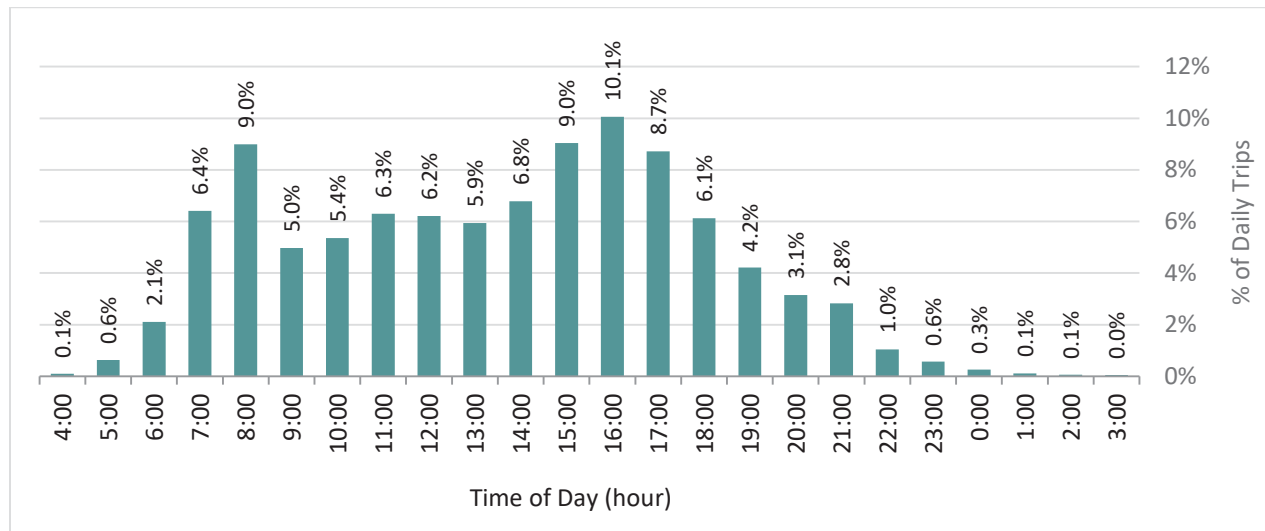


¹¹ Figure excludes trip rates for persons who declined to provide household income, who averaged 3.43 trips per day.

4.1.2 Trip Volumes by Time of Day

Figure 35 shows the percentage of North Shore residents' weekday trip volumes by the time of day of the trip departure.¹² The highest trip demand in the morning period occurs from 8:00 AM to 9:00 AM with 9.0% of total daily trips (52,000 trips in that hour). The highest trip demand in the afternoon period occurs from 4:00 PM to 5:00 PM with 10.1% of total daily trips (58,200 trips in that hour), with high volumes also in the adjacent hours from 3:00 PM to 4:00 PM and 5:00 PM to 6:00 PM.

Figure 35. Percentage of Weekday Trips by Time of Day – North Shore Residents



¹² The survey results include a small proportion of trips that take place entirely externally, i.e., with neither the trip origin nor the trip destination on the North Shore. Overall, 5% of residents' trips are entirely external.

4.1.3 Vehicle Kilometers Travelled (VKT)

The VKT results are estimated in [Table 9](#) for the total private vehicles in households, average annual VKT per household vehicle, and estimated annual VKT for private vehicles by the North Shore and each municipality. DNV has the highest average annual VKT with 12,900 per year, while the CNV and DWV have 11,000 and 11,700 VKT per year. [Figure 36](#) shows the distribution of annual VKT on the North Shore where almost 50% of vehicles have an annual VKT between 8,000 to 16,000 VKT per year.

These estimates were derived from survey participants' reports of their current odometer readings and vehicle year for their usual vehicle driven. The estimates have been scaled to adjust for some participants being unable to provide odometer readings. These estimates include travel for all days of the week spread cross. For information on average daily VKT on weekdays, refer to [Section 4.5](#).

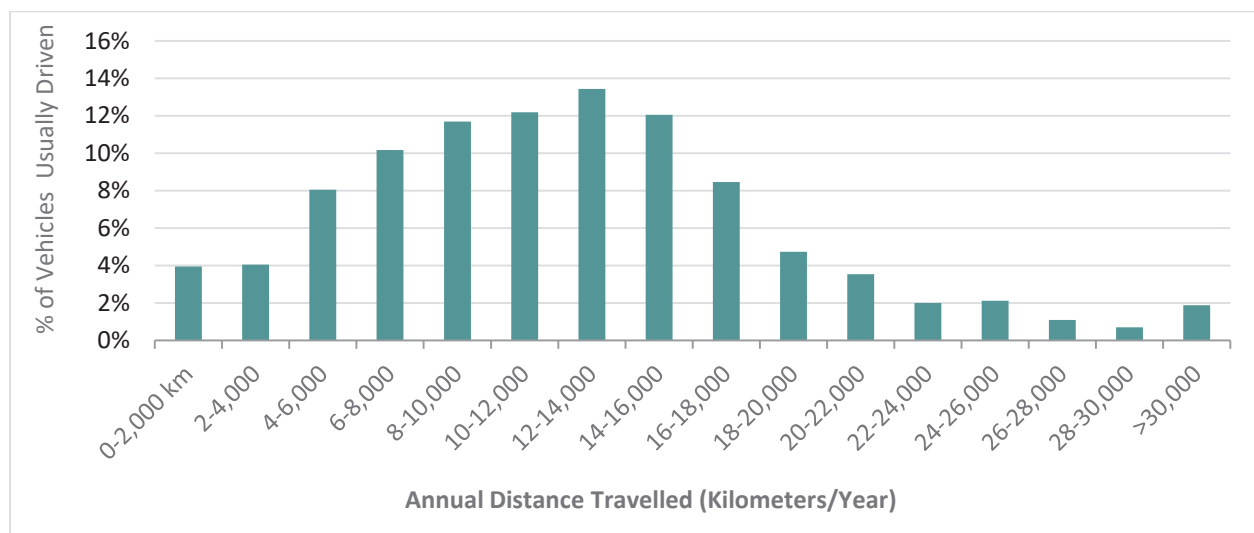
It may be noted that the annual VKT estimates are based on the available information in the 2019 NSTS baseline survey year. The estimates are predicated on the assumption that annual vehicle usage is similar across the life of the vehicle since its year of manufacture. In future survey cycles, panel participants who provided odometer readings in 2019 will be asked if they drive the same vehicle as in 2019, and if so, will be asked to provide an updated odometer reading, which will allow for more accurate estimates of annual VKT for repeat participants.

Table 9. Vehicle Kilometer Travelled Survey Results

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Private vehicles in households	125,530	58,360	34,150	33,020
Estimated average annual VKT per household vehicle	12,100	12,900	11,000	11,700
Estimated total annual VKT incurred for private vehicles*	1,513,107,000	751,181,000	375,470,000	386,456,000

*Total annual VKT rounded to the nearest 1,000. All figures are estimates scaled to take into account non-responses.

Figure 36. Distribution of Annual Vehicle Kilometer Travelled – North Shore

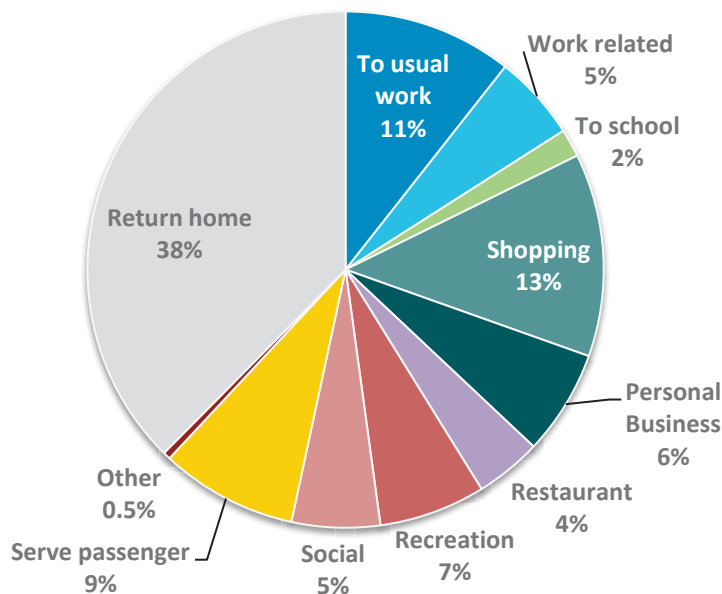


4.2 Trip Purpose

For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. Travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining, another with a purpose of work. Travel to work which involved driving to a park & ride location then taking transit the rest of the way is considered a single trip with a primary mode of transit and a transit access mode of driving. It may also be noted that the survey allowed survey participants to enter trips for exercise or leisure that return to the trip origin without stopping at a destination along the way. This includes trips taking a dog for a walk around the block, going for a jog or bicycle ride for exercise only (not to get somewhere), or going for a scenic drive (without stopping at a destination).¹³

Figure 37 shows the distribution of trip purposes for weekday trips made by residents of the North Shore. Usual trips to work and work-related trips represent around 16% of total daily trips. Shopping trips represent 13% of trips. Close to one in ten trips is to drive someone somewhere or to pick some one up ('serve passenger' trips, 9%), such as driving children to or from school or dropping someone off for an appointment.

Figure 37. Weekday Daily Trip Purposes¹⁴



¹³ Such trips represent approximately 3% of all trips, with most being recorded as having recreational or social purposes.

¹⁴ Trip purposes are assigned based on the purpose of the trip at the trip destination, without consideration of the trip origin. Trips that return home from activities outside the home are characterized as 'return home' trips. I.e., trips returning home are not categorized according to the most recent activity outside the home or the original reason for leaving home.

4.3 Trip Mode Share

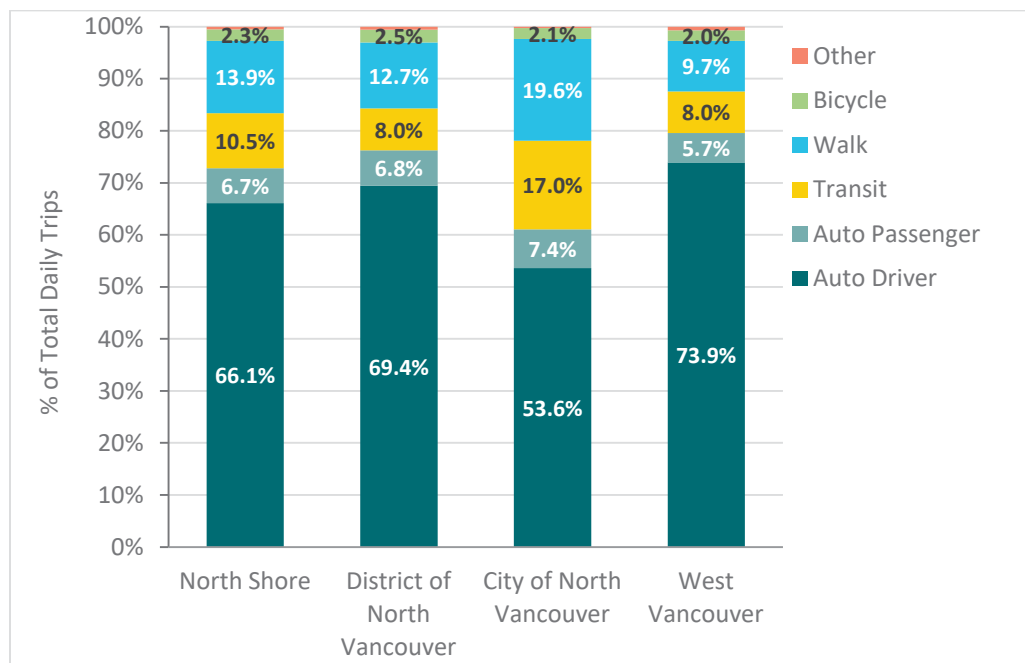
4.3.1 Mode Shares

Figure 38 shows the trip mode share for residents 15+ years of age overall for the North Shore and by municipality.

- DWV has the highest percentage of auto driver trips with almost 74% of trips while CNV has the lowest percentage with around 54% of trips.
- Auto passenger trips represent around 7.4% of trips in CNV while they represent only 5.7% in DWV.
- Transit trips are significantly higher for CNV residents at almost 17% of trips, while they represent only 8% for both DNV and DWV residents.
- CNV has significantly higher walking trips, at 20% of trips. Walking trips for DNV and DWV residents represent 13% and 10% of trips, respectively.

Table 10 on the following page provides the corresponding estimated number of daily trips for each mode from the expanded survey results. Overall, of over 579,000 daily person-trips, almost 383,000 are auto driver trips (which represents the number of private vehicle trips) and 38,800 are auto passenger trips (with most being served by the auto driver trips). Each day, North Shore residents also make about 61,100 trips by transit, 80,500 walking trips, and 13,000 cycling trips.

Figure 38. Trip Mode Share - North Shore and by Municipality¹⁵



¹⁵ Mode shares of 1% or less are included in the chart, but values are not displayed due to space limitations. 'Other' modes (low speed motor vehicle, taxi, ferry, intercity coach bus, train, airplane, etc.) represent 0.5% of all daily trips made by North Shore residents, 0.5% of trips made by DNV residents, 0.2% of trips made by CNV residents, and 0.7% of trips made by DWV residents.

Table 10. Daily Trip Volumes by Mode by Municipality

	North Shore		District of North Vancouver		City of North Vancouver		West Vancouver	
TOTAL DAILY TRIPS	579,140	100.0%	270,280	100.0%	163,060	100.0%	145,800	100.0%
Auto Driver	382,900	66.1%	187,700	71.4%	87,470	53.6%	107,730	75.3%
Auto Passenger	38,810	6.7%	18,440	6.8%	12,090	7.4%	8,290	3.8%
Transit	61,070	10.5%	21,640	6.5%	27,770	17.0%	11,660	8.2%
Walk	80,470	13.9%	34,380	12.7%	31,920	19.6%	14,180	11.4%
Bicycle	13,030	2.3%	6,650	2.5%	3,450	2.1%	2,930	0.8%
Other	2,860	0.5%	1,470	0.1%	380	0.2%	1,020	0.4%

4.3.2 Alternative Modes

Some of the mode shares presented above are aggregations of more specific response categories on the survey questionnaire. Categories of interest to the municipalities that were included as mode response options in the survey were as follows:

- The questionnaire allowed participants to record whether their trip was undertaken as a car share driver (with these responses representing only a 0.2% mode share) or car share passenger (less than 0.1% mode share). In the analysis, these survey responses were aggregated with the auto driver and auto passenger mode shares, respectively.
- Rolling (skateboard, rollerblades, scooter, assisted mobility device) had a 0.2% mode share. Survey responses of rolling were aggregated with walking.
- Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike) had a 0.1% mode share. Such responses were aggregated with 'other' modes (along with taxi, motorcycle, airplane, BC Ferry, etc).

While the mode share percentages for these alternative modes of transportation were relatively small, it may be of interest to track whether these percentages increase over time.

4.3.3 Detailed Mode Shares including Vehicle Occupancy, Transit Services Used, and Transit Access Modes

Figure 39 shows the weekday mode share for the North Shore breaking out auto driver mode shares by vehicle occupancy and transit mode shares by service and by transit access mode.

- HOV auto driver trips represent around 18% of all trips while SOV trips represent around 46%.
- Bus trips represent around 9% of all trips while the SeaBus and SkyTrain represent 2.5% and 1.6%, respectively (with there being some overlap between uses of services, e.g., a trip involving both SeaBus and SkyTrain).
- Access to transit is primarily via walking. Of all daily trips, just over 9% are transit trips accessed by walking to and from transit, with about 1% being auto-access transit trips whether as a vehicle driver or passenger (Park & Ride or Kiss & Ride trips).¹⁶

Figure 39. Weekday Mode Shares – North Shore

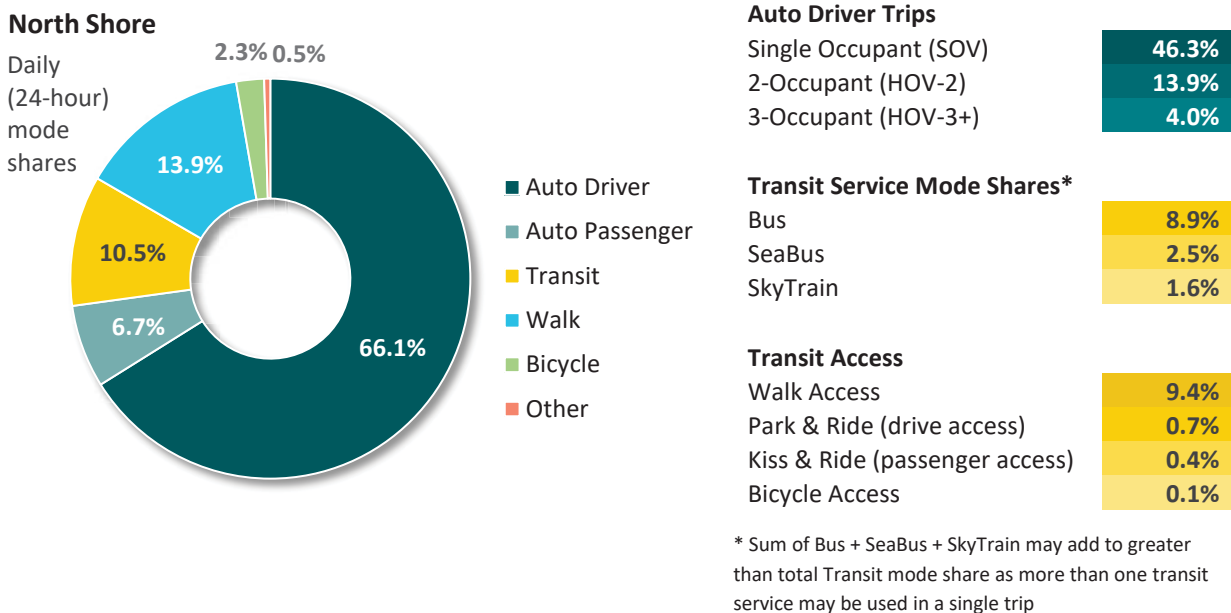
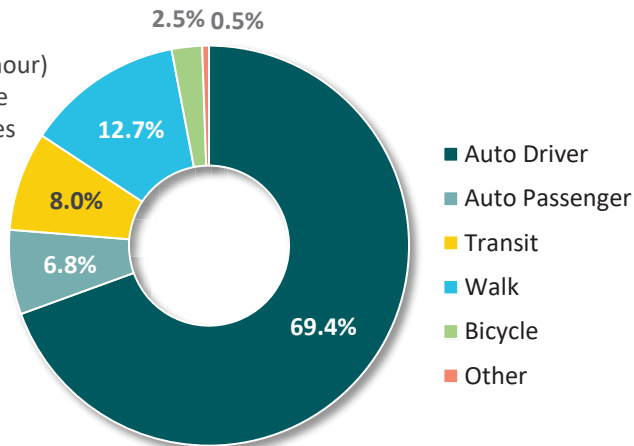


Figure 40 shows the detailed mode shares for residents of each municipality. HOV trips are higher for DWV residents, representing around 23.1% of trips. The primary transit mode share is through buses for the North Shore except for CNV residents, for whom SeaBus and SkyTrain represent 7.4% and 3.4%, respectively, reflecting the large proportion of the population with commute destinations or other purposes south of the North Shore.

¹⁶ "Transit access mode" refers to the primary mode used to get to and/or from the transit stop. Park & Ride (drive-access) transit trips are those for which the survey participant either drove to their first transit boarding location or drove from their last transit stop to their destination. Kiss & Ride (passenger-access) transit trips are those for which the participant was either driven to their first transit boarding location or driven from their last stop (without driving at either end), while bicycle-access is where the participant cycled to and/or from transit (without the driving or being a passenger at either end). Walk-access transit trips are those for which the survey participant walked at both ends of the trip.

Figure 40. Weekday Mode Shares by Municipality

District of North VancouverDaily
(24-hour)
mode
shares**Auto Driver Trips**

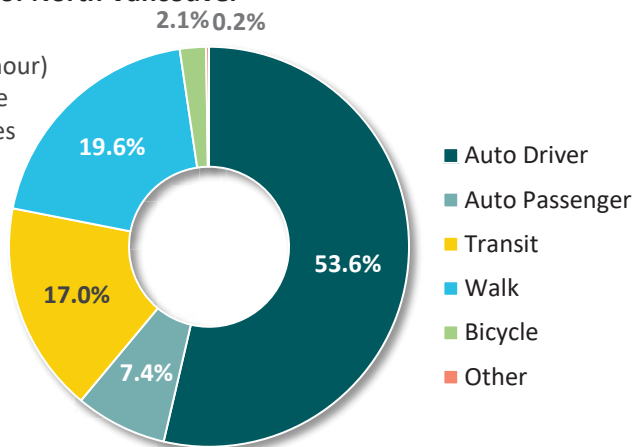
Single Occupant (SOV)	49.2%
2-Occupant (HOV-2)	12.9%
3-Occupant (HOV-3+)	5.2%

Transit Service Mode Shares*

Bus	7.2%
SeaBus	0.9%
SkyTrain	1.0%

Transit Access

Walk Access	7.0%
Park & Ride (drive access)	0.6%
Kiss & Ride (passenger access)	0.3%
Bicycle Access	0.1%

City of North VancouverDaily
(24-hour)
mode
shares**Auto Driver Trips**

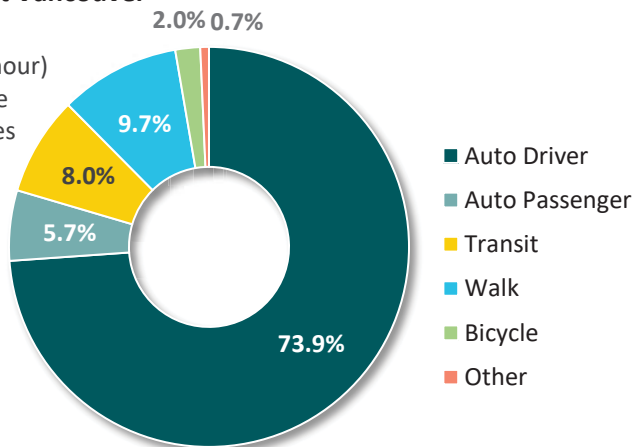
Single Occupant (SOV)	39.3%
2-Occupant (HOV-2)	11.4%
3-Occupant (HOV-3+)	1.7%

Transit Service Mode Shares*

Bus	12.7%
SeaBus	7.4%
SkyTrain	3.4%

Transit Access

Walk Access	15.8%
Park & Ride (drive access)	0.7%
Kiss & Ride (passenger access)	0.5%
Bicycle Access	0.1%

West VancouverDaily
(24-hour)
mode
shares**Auto Driver Trips**

Single Occupant (SOV)	48.8%
2-Occupant (HOV-2)	18.6%
3-Occupant (HOV-3+)	4.5%

Transit Service Mode Shares*

Bus	7.9%
SeaBus	0.1%
SkyTrain	0.6%

Transit Access

Walk Access	6.8%
Park & Ride (drive access)	0.7%
Kiss & Ride (passenger access)	0.5%
Bicycle Access	0.0%

*Sum of Bus + SeaBus + SkyTrain may add to greater than total Transit mode share as more than one transit service may be used in a single trip

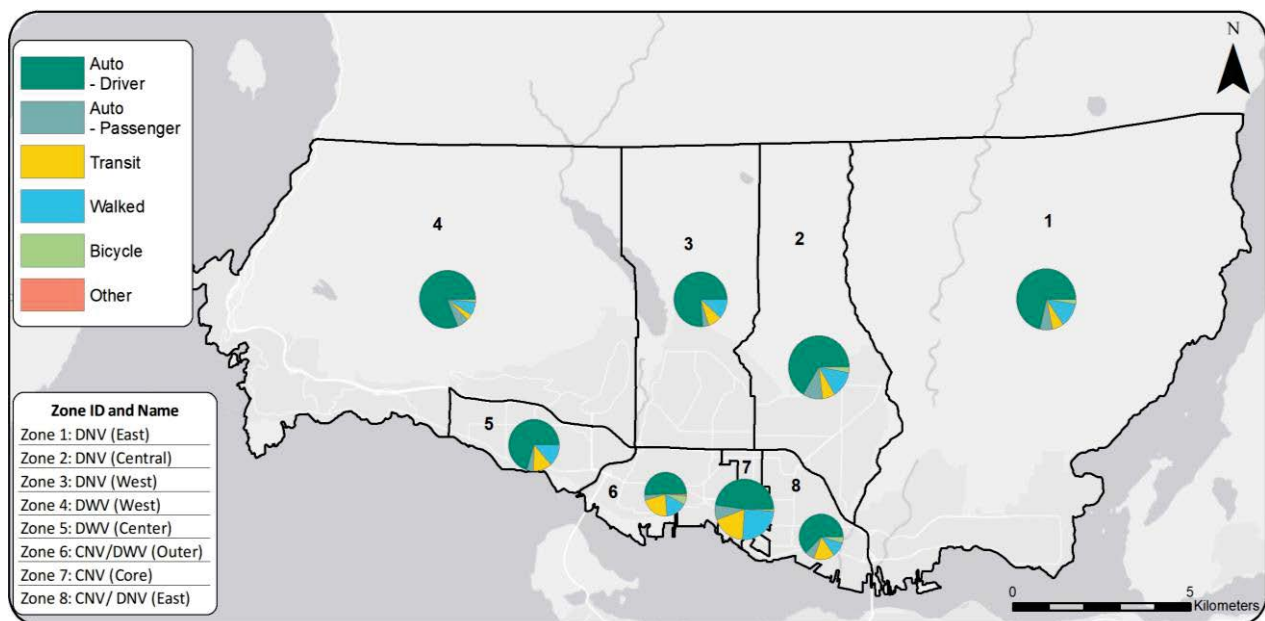
4.3.4 Mode Share by Sub-Municipal Zone

North Shore residents' weekday mode shares are presented by zone of residence in [Table 11](#) and [Figure 41](#). Auto driver mode shares are highest for residents of Zones 3 and 4 (75.3% and 81.1% respectively). Auto driver mode shares lowest for Zones 6 and 7 (51.1% and 48.8% respectively), which comprise most of CNV and a small part of DWV. Zones 6 and 7 also have the highest sustainable and active mode shares, with 21.1% and 18.8% transit mode shares, respectively, and 16.1% and 25.0% walk mode shares, respectively, and with Zone 6 residents having an almost 7% cycling mode share. Cycling was also observed to be high for survey participants from Zone 8 (almost 5%).

Table 11. Weekday Mode Shares by Sub-Municipal Zone

Mode Shares by Place of Residence	North Shore	Zone 1 DNV East	Zone 2 DNV Central	Zone 3 DNV West	Zone 4 DWV West	Zone 5 DWV Center	Zone 6 CNV /DWV	Zone 7 CNV Core	Zone 8 CNV /DNV E
Auto Driver	66.1%	71.4%	66.2%	75.3%	80.5%	69.6%	50.9%	47.7%	62.1%
Auto Passenger	6.7%	6.8%	10.4%	3.8%	6.7%	4.2%	4.0%	7.9%	7.1%
Transit	10.5%	6.5%	6.7%	8.2%	3.2%	11.9%	21.4%	18.1%	15.1%
Walk	13.9%	12.7%	13.3%	11.4%	7.5%	13.1%	16.1%	25.0%	10.3%
Bicycle	2.3%	2.5%	2.9%	0.8%	1.4%	0.4%	6.6%	1.1%	4.6%
Other	0.5%	0.1%	0.5%	0.4%	0.6%	0.8%	1.2%	0.2%	0.8%
Subtotals									
Sustainable (Transit + Walk + Bike)	26.7%	21.7%	22.9%	20.4%	12.1%	25.4%	44.0%	44.2%	30.1%
Active (Walk + Bike)	16.1%	15.2%	16.2%	12.2%	8.9%	13.5%	22.7%	26.0%	15.0%

Figure 41. Map of Weekday Mode Shares by Sub-Municipal Zone

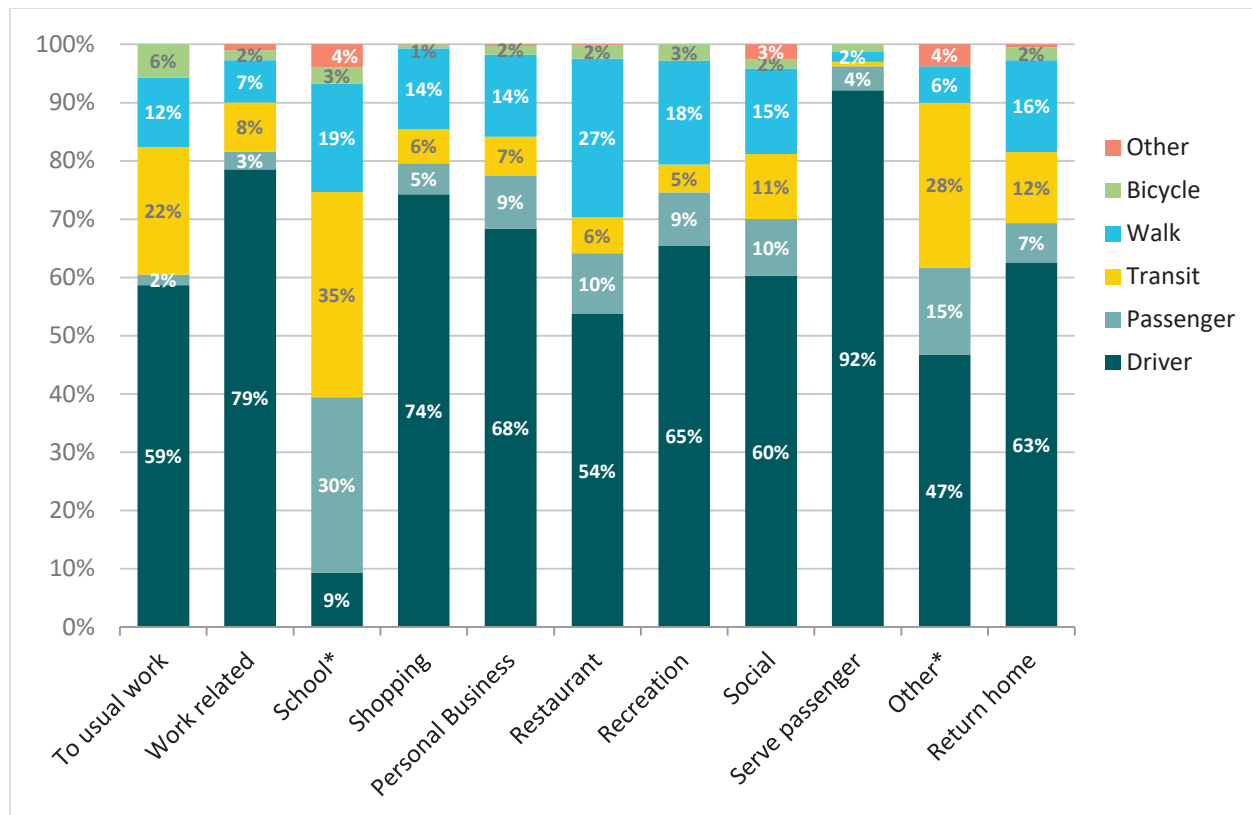


4.3.5 Mode Share by Trip Purpose

Figure 42 illustrates how mode shares vary by trip purpose.

- The highest auto driver mode shares are for serve-passenger (drop off or pick up) trips (92%), work-related (79%), and shopping (74%).
- Passenger mode shares are highest for trips to attend school (made by the post-secondary students and high school students over the age of 15¹⁷) (30%).
- Transit shares are highest for school and work commutes (35% and 22% respectively) and the small number of trip purposes categorized as 'other'.
- Walk mode shares are highest for restaurant, school, and recreation trips (27%, 19%, 18% respectively).
- Cycling mode shares are highest for work commutes (6%), and between 2% to 3% for most other purposes, except for shopping, which has a negligible cycling mode share.

Figure 42. Weekday Mode Share by Trip Purpose - the North Shore¹⁸



¹⁷ When interpreting mode shares for trips to school, readers are reminded that the survey only included residents 15 years of age and older. I.e., the survey did not include students under the age of 15, whose mode shares would differ from those presented here for post-secondary students and high school students 15+ years of age.

¹⁸ Interpret results for purposes marked with an asterisk (*) with caution due to small sample sizes (n<50 trip records).

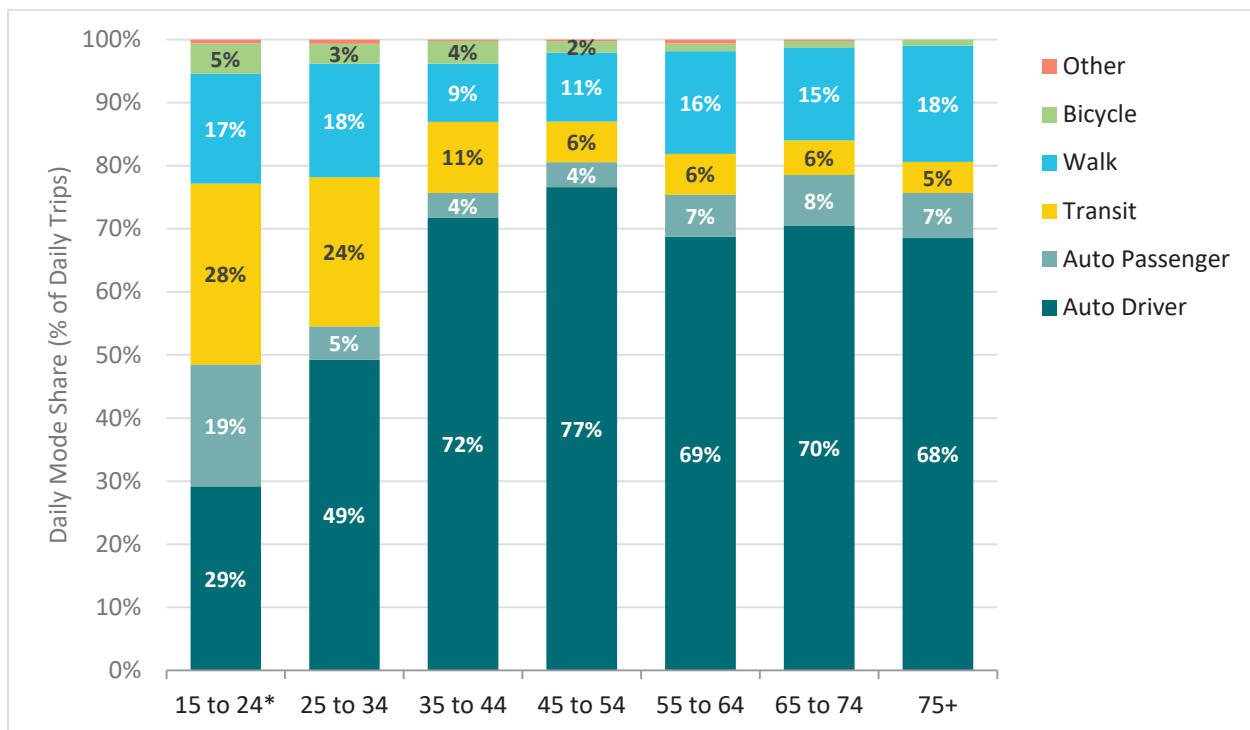
Mode shares of 1% or less are included in the chart, but values are not displayed. Shopping has a 1% bicycle share, Serve Passenger has a 1% bicycle share and an 1% transit share, while Return Home has an 1% Other mode share.

4.3.6 Mode Share by Age Group

Figure 43 shows mode shares by age group.

- The 45 to 54 age group has the highest percentage of auto driver trips with around 77% of their daily trips while the 15 to 24 age group has the lowest percentage with around 29% of their daily trips.
- The 15 to 24 age group has the highest percentage of auto passenger trips with around 19% of daily trips, while the age group of 35 to 54 has the lowest percentage with 4%.
- Participants in the 15 to 24 age group have the highest percentage of transit trips with 28% of their daily trips, while the age group of 75 years or older has the lowest percentage of 5% of their daily trips.
- Participants in the 15 to 34 and 75+ age groups have the highest percentage of walking trips with 17% and 18%, respectively.
- Participants in the 15 to 24 age group have the highest percentage of bicycle trips representing 5% of their daily trips.

Figure 43. Weekday Mode Share by Age Range – North Shore¹⁹



¹⁹ Age groups with an asterisk "*" have smaller samples size and should be interpreted with caution.

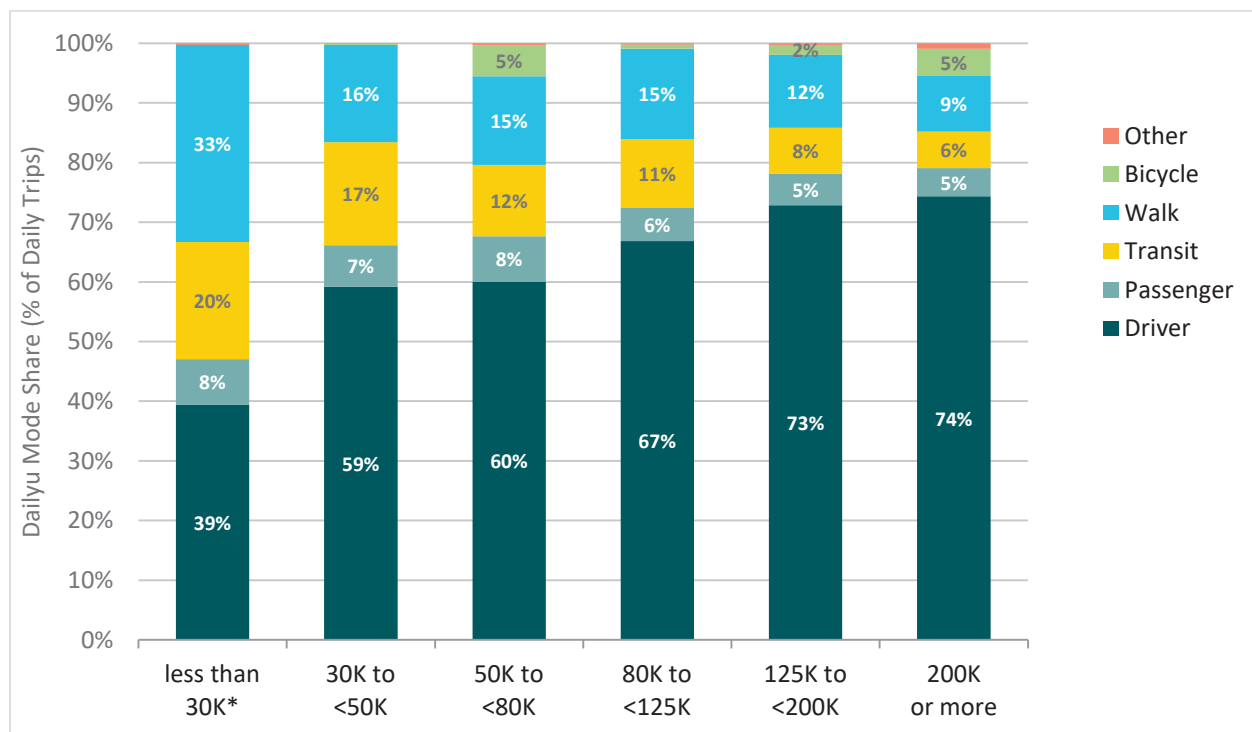
Mode shares of 1% or less are included in the chart, but values are not displayed. Bicycling has a 1% mode share for age ranges of 55-64, 65-74, and 75+. Other modes (low speed motor vehicle, taxi, ferry, airplane, etc.) have shares of less than 1% for all age ranges (0.6%, 0.7%, 0.2%, 0.3%, 0.6%, 0.2%, and 0.0% for the respective age ranges categories from 15-24 through to 75+.).

4.3.7 Mode Share by Income

Figure 44 shows mode shares by household income.

- Vehicle use increases with income, with auto driver trips representing four in ten trips for the lowest-income households (39% mode share for those in households with income of less than 30K per year) and increasing to three-quarters of all trips for the highest (74% mode share for those with incomes greater than \$200k per year).
- Use of public transit is highest amongst lower-income households. One in five trips made by those in the lowest-income households is via transit (20% mode share for those in households with incomes less than \$30k per year) and 17% for those with incomes of \$30k to \$50k. This drops as income increases, from 12% for those in households with \$50k to \$80k, and only 6% for those with incomes of \$200k or more.
- One third of trips made by residents of the lowest-income households are via walking, with this percentage varying between 15% to 16% for residents the three income ranges between \$30k per year and \$125k per year, dropping to 12% for those with household incomes of \$125k to \$200k and 9% for the highest-income households.

Figure 44. Weekday Mode Share by Household Income – North Shore²⁰



²⁰ Income groups with an asterisk "*" have smaller samples size and should be interpreted with caution. Mode shares of 1% or less are included in the chart, but values are not displayed. Bicycling has a 0.2% mode share for '30K to <50K' and 1% for '80K to <125K'. Other modes (low speed motor vehicle, taxi, ferry, airplane, etc.) have shares of less than 1% for all household income ranges (0.3%, 0.1%, 0.3%, 0.2%, 0.3%, 1.0% for the respective income categories from 'less than 30K' through to '200K or more').

4.4 Trip Distributions

This section describes the trip distributions for the survey which include the trip origin and destinations and internal capture of trips.

4.4.1 Trip Origins and Destinations

Table 12 shows the Origin-Destination flows by the sub-municipal Zone. The O-D matrix is generally balanced between the O-D zones.

Of the estimated 579,100 total daily trips made by North Shore residents 15+ years of age:

- 71% (410,900 trips) are made entirely within the North Shore;
- almost one-quarter (24% or 138,400 daily trips) are between the North Shore and places external to the North Shore (about equally split between those leaving and returning to the North Shore); while
- 5% are made entirely outside the North Shore (29,900 trips with both the origin and destination being external).²¹

Zone 5 (DWV central) and Zone 7 (CNV core) are the most popular destination zones, respectively attracting 40,600 and 47,300 daily trips from other zones each day (with equivalent numbers of trips outbound from these zones).

Looking at flows to destinations external to the North Shore, the City of Vancouver downtown peninsula (CBD/West End) attracts 27,000 trips from the North Shore each day, the rest of Vancouver/UEL attracts 20,700, and Burnaby 10,600 (with equivalent numbers of trips returning home to the North Shore from all of these external locations). Other destinations south of the North Shore combined attract another 9,600 daily trips, while about 900 daily trips are destined to locations north of the North Shore or other external locations outside the MVRD and FVRD.

The highest flows between individual zones are from Zone 5 (DWV central) to Zone 4 (DWV west) with around 14,000 daily trips.

²¹ For example, if a North Shore resident who works in Vancouver walks from work in downtown Vancouver to a downtown Vancouver cafe for lunch, then from the cafe back to work, the trips to and from the cafe would be considered entirely external to the North Shore. Such external trips are counted in the daily trip totals for the survey participant. If a survey participant travelled to a faraway place outside the Lower Mainland travel area, such as Toronto, then made trips while in Toronto, the trips within Toronto would not be included in the survey dataset.

Table 12. Origin-Destination Flows by Sub-municipal Zone (Daily Trips Made by Residents of the North Shore)

Destination	Destinations on the North Shore								External Destinations									Total Daily Trips
	Zone 1 DNV East	Zone 2 DNV Central	Zone 3 DNV West	Zone 4 DWV West	Zone 5 DWV Center	Zone 6 CNV /DWV	Zone 7 CNV Core	Zone 8 CNV /DNV E	Van CBD / West End	Rest of Van	Rich- mond	Burn- aby	New West	NE Sector	Other MVRD/ FVRD	North of North Shore	Other External	
Origin																		
Zone 1 DNV (East)	28,200	3,100	2,000	400	2,800	3,400	5,300	5,000	1,900	3,900	400	2,400	300	400	300	-	-	59,900
Zone 2 DNV (Central)	3,600	28,700	3,700	1,400	2,300	3,800	5,700	5,000	3,000	3,000	200	2,100	400	200	400	300	-	63,600
Zone 3 DNV (West)	2,100	3,100	18,000	2,500	3,400	4,900	4,800	3,000	3,400	3,000	100	1,100	300	100	500	-	-	50,400
Zone 4 DWV (West)	1,200	1,000	2,600	16,900	11,800	3,900	1,900	1,200	2,200	1,600	300	400	-	800	400	200	-	46,300
Zone 5 DWV (Center)	2,400	2,600	3,600	14,200	39,000	4,600	3,300	1,200	3,400	2,400	500	700	200	200	400	100	-	78,800
Zone 6 CNV/DWV (Outer)	2,600	3,500	5,200	3,000	5,800	19,700	7,500	3,600	4,700	1,600	100	700	200	100	-	100	-	58,500
Zone 7 CNV (Core)	5,000	6,300	5,000	1,300	4,700	7,700	30,800	5,700	5,100	3,500	200	1,300	200	300	800	-	-	78,000
Zone 8 CNV/DNV (East)	6,100	5,100	3,200	1,000	800	3,300	6,500	10,000	3,200	1,700	400	1,800	100	-	800	100	100	44,200
Van CBD/West End	2,200	3,100	2,700	1,800	3,600	4,500	4,900	3,900	8,100	1,500	600	200	-	-	-	-	200	37,300
Rest of Vancouver/UEL	3,300	3,000	2,000	1,200	2,600	1,400	3,300	3,500	1,600	6,700	400	900	-	300	100	-	-	30,200
Richmond	400	200	300	700	900	200	500	100	-	300	1,200	100	200	100	100	-	400	5,800
Burnaby	1,900	2,300	1,300	500	800	700	2,300	1,400	400	300	100	1,800	100	400	300	-	-	14,400
New Westminster	300	100	300	-	-	100	200	100	-	400	200	100	100	-	200	-	-	2,100
Northeast Sector	300	400	-	700	100	200	300	300	200	-	-	500	-	400	100	-	-	3,500
Other MVRD/FVRD	500	400	500	200	600	-	700	500	100	100	-	300	100	100	400	-	100	4,800
North of North Shore	-	-	-	200	200	-	-	100	-	-	-	-	-	-	-	100	-	500
Other External	-	-	100	-	400	-	100	-	-	100	100	-	-	-	-	-	-	900
Total Daily Trips	60,000	63,100	50,600	46,100	79,600	58,600	78,100	44,400	37,300	30,100	4,900	14,400	2,100	3,500	4,600	900	800	579,100

All trip estimates from the survey are rounded to the closest 100. Figures for individual origin-destination pairs may not sum to listed row or column totals due to rounding.

Van CBD/West End = City of Vancouver Central Business District (CBD) and West End which together are the entirety of the downtown peninsula.

Rest of Vancouver = the rest of the City of Vancouver outside the CBD and West End as well as the University Endowment Lands (UEL) on which UBC is located.

NE Sector = Port Moody, Coquitlam Centre, Coquitlam North, Burnaby, Coquitlam South, Port Coquitlam.

Other MVRD/FVRD = other locations in the Metro Vancouver Regional District or Fraser Valley Regional District.

Figure 45 below provides a graphical overview of the 24-hour flows of trips from origins in each of the eight sub-municipal zones to destinations within each zone and external to each zone. **Figure 46** through **Figure 53** on the following pages map the flows of trips from each zone examined individually.

The size of circles in the geographic centre of each zone represent the number of trips entirely internal to the given sub-municipal zone. The width of the lines on the maps represent the number of outgoing trips from the given zone to another zone or external geography. Different shades of blue are used to differentiate between trips to North Shore destinations and trips to external destinations.

Figure 45. Destinations of Daily (24-Hour) Trips from Zones 1 through 8

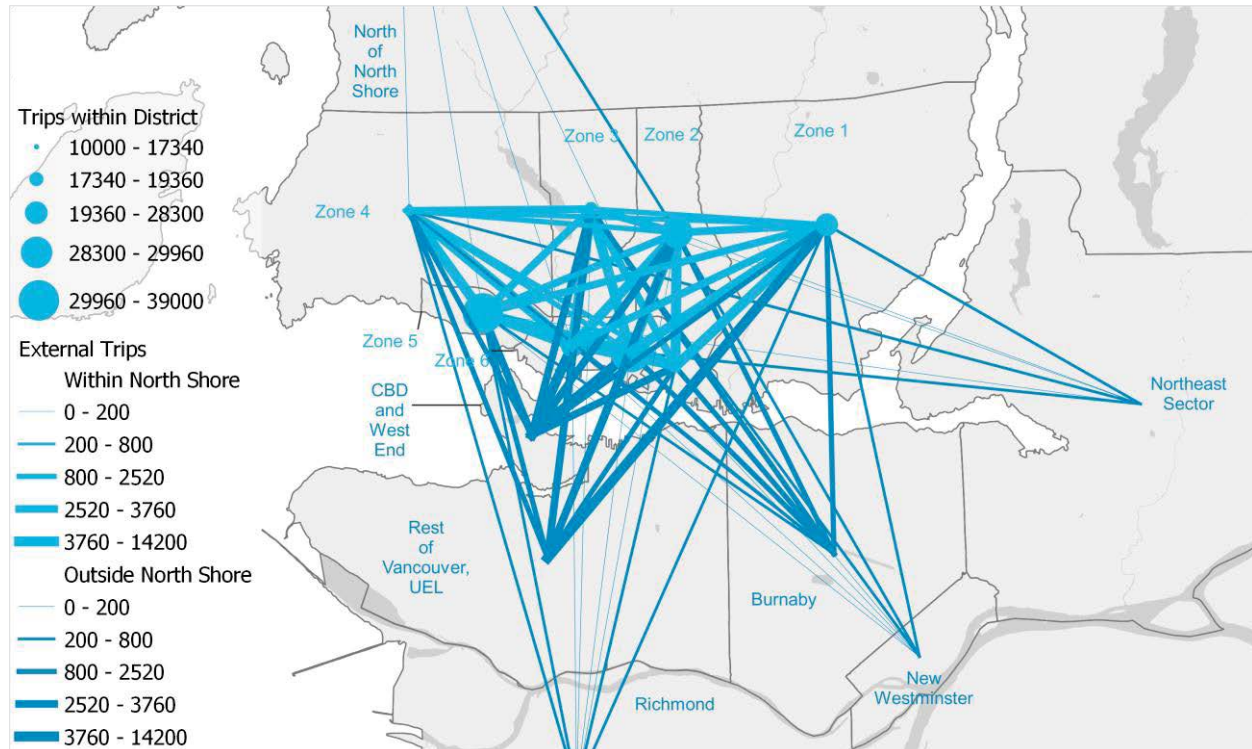


Figure 46. Destinations of Daily (24-Hour) Trips from Zone 1

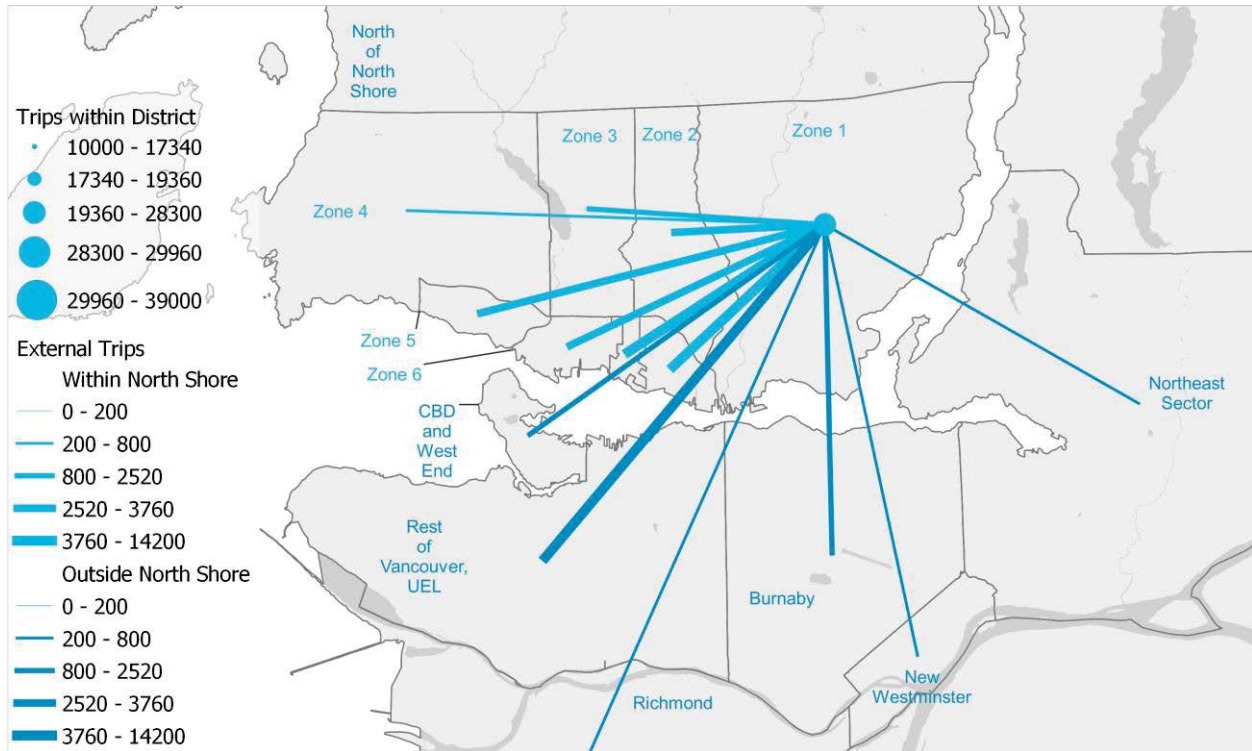


Figure 47. Destinations of Daily (24-Hour) Trips from Zone 2

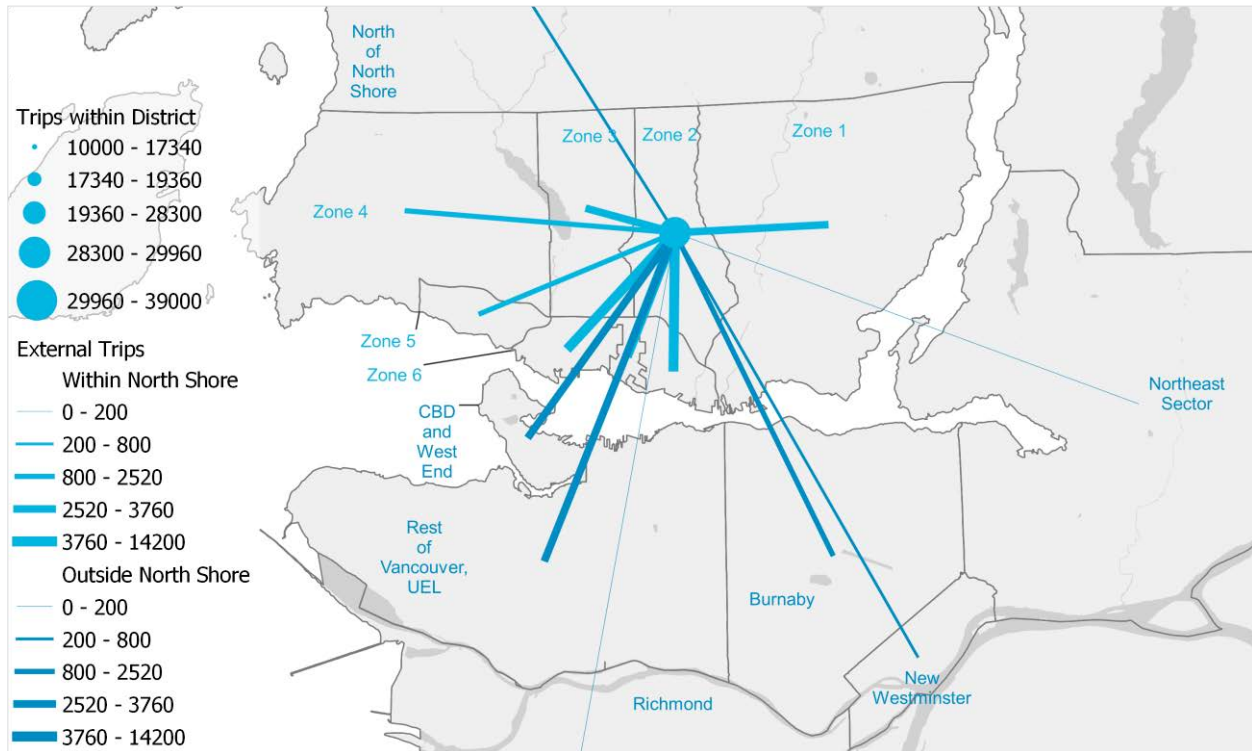


Figure 48. Destinations of Daily (24-Hour) Trips from Zone 3

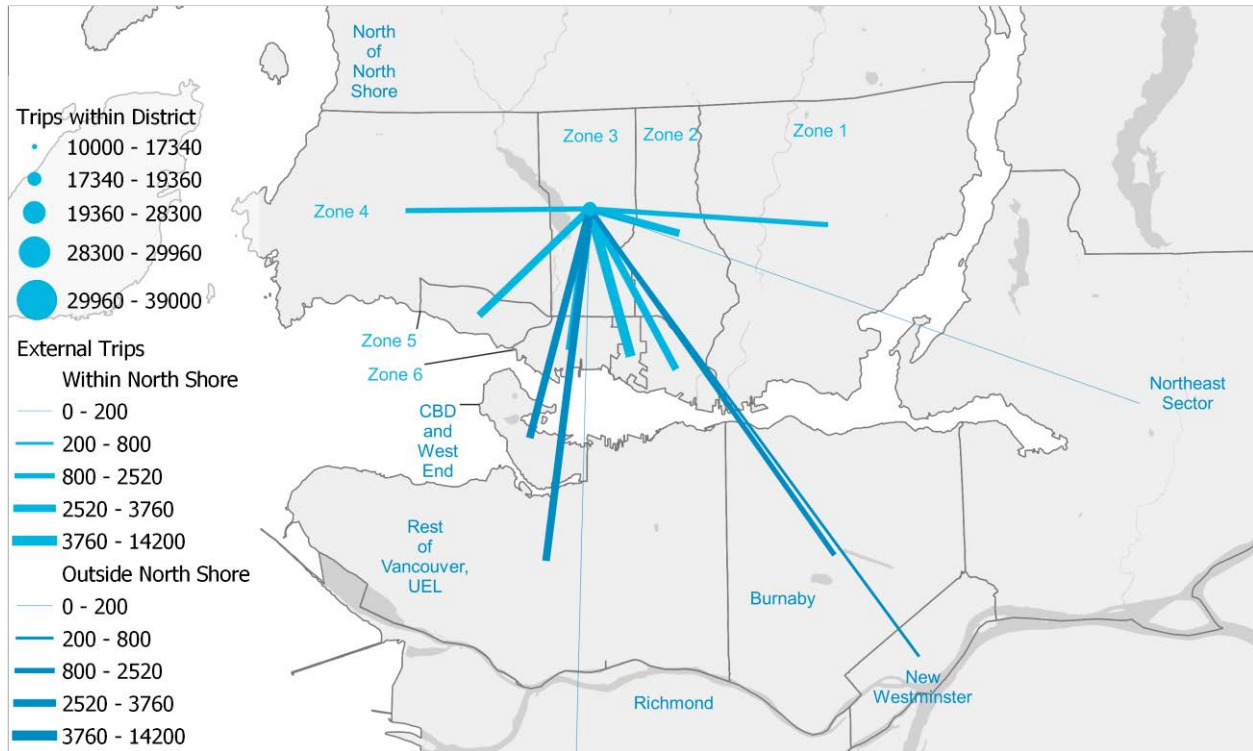


Figure 49. Destinations of Daily (24-Hour) Trips from Zone 4

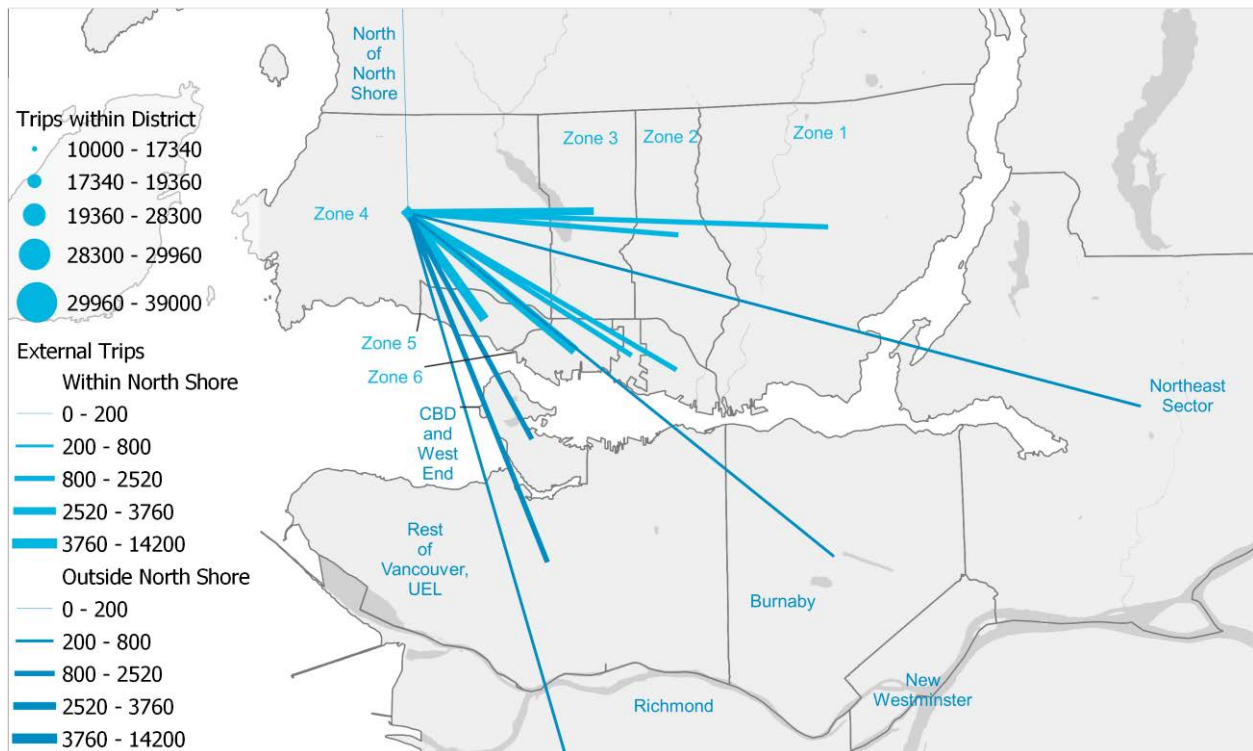


Figure 50. Destinations of Daily (24-Hour) Trips from Zone 5

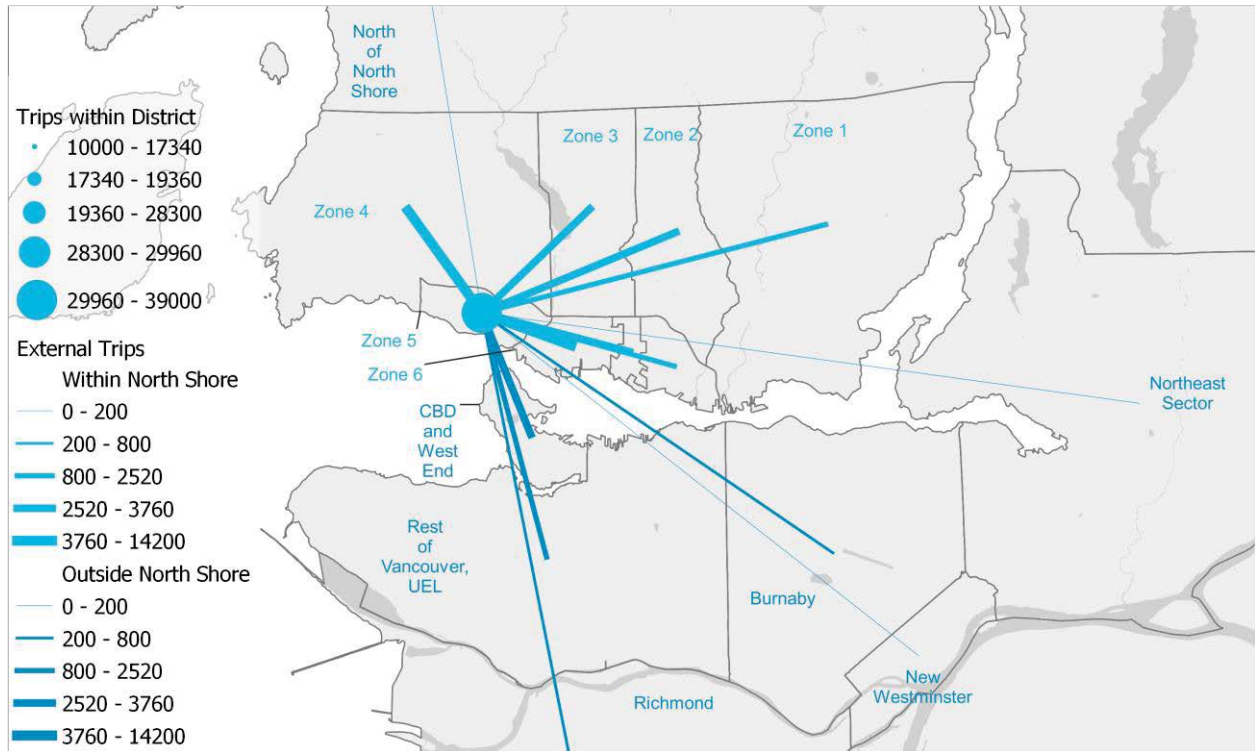


Figure 51. Destinations of Daily (24-Hour) Trips from Zone 6

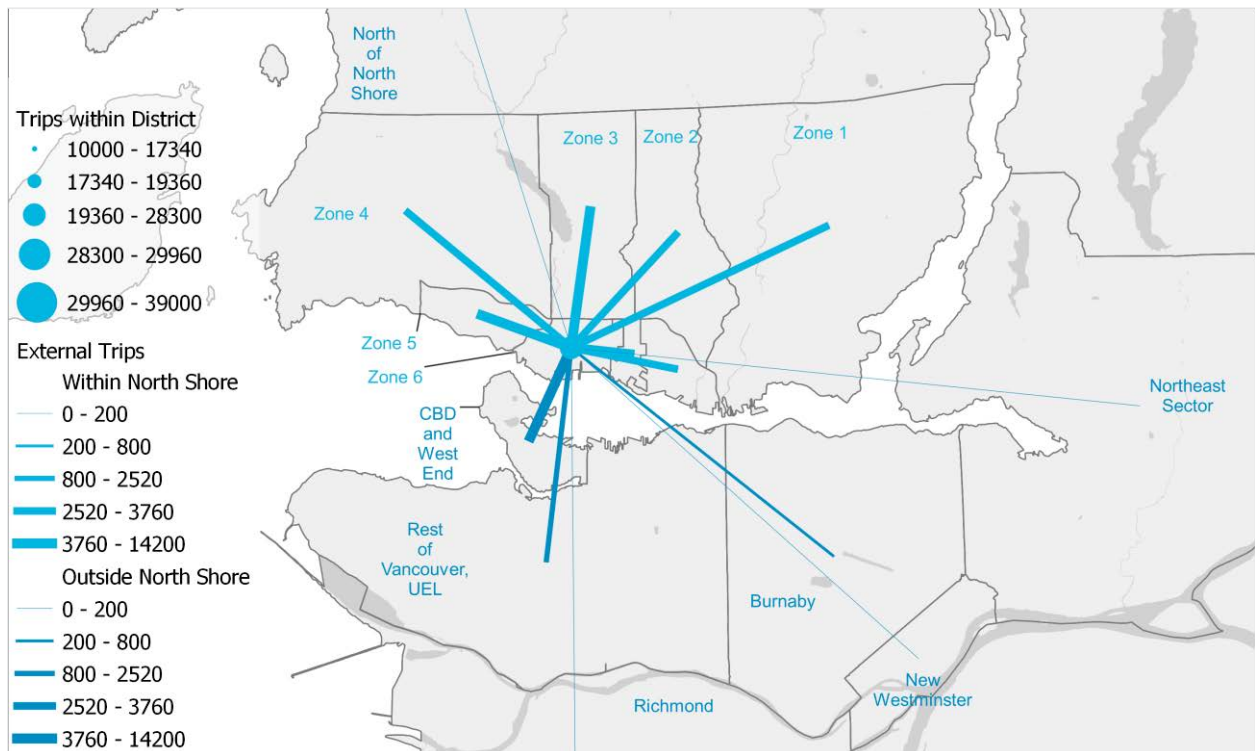


Figure 52. Destinations of Daily (24-Hour) Trips from Zone 7

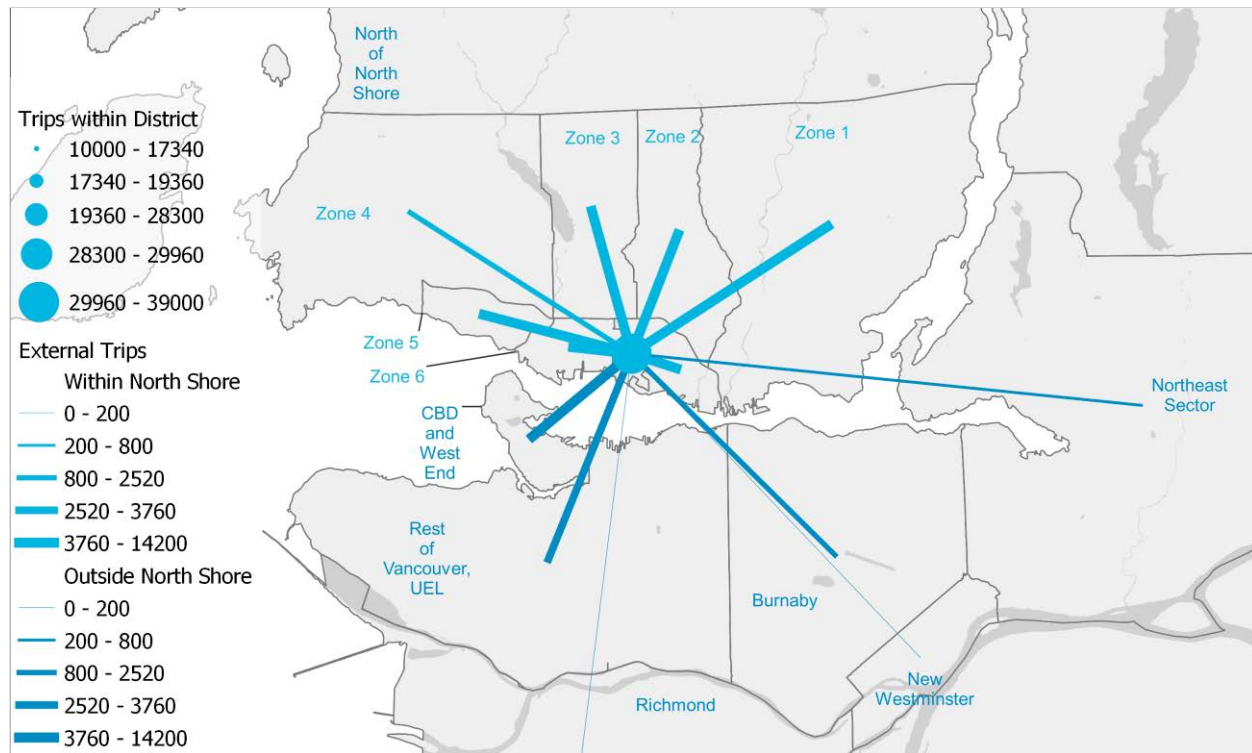
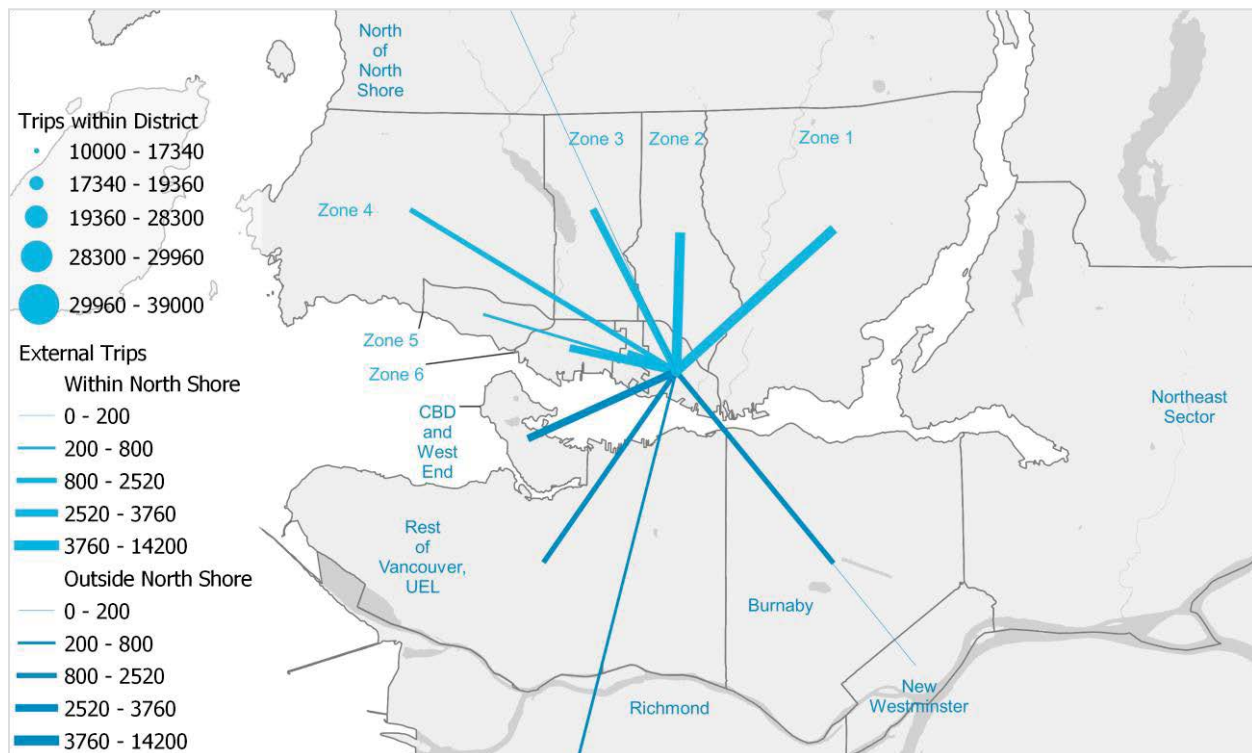


Figure 53. Destinations of Daily (24-Hour) Trips from Zone 8



4.4.1 Crossings of Burrard Inlet

Table 13 shows the crossing use by the destination for flows originating from the North Shore. Each day, residents of the North Shore make almost 68,000 southbound trips that cross Burrard Inlet to get to destinations in the rest of the Metro Vancouver Region (with an equivalent number of northbound return trips back to the North Shore).

- Lions Gate Bridge carries almost 66% of traffic destined to Vancouver CBD/West End, 51% of the traffic to the rest of Vancouver/UEL and 40% of the traffic to Richmond.
- Ironworkers Memorial Second Narrows Bridge carried 92% or more of traffic destined to Burnaby, New Westminster, Northeast Sector, and FVRD.
- The SeaBus carried 11% of traffic destined outside the North Shore (mainly Vancouver CBD, Rest of Vancouver, Richmond, and Burnaby). SeaBus usage is highest for trips destined to the Vancouver CBD/West End (20% of trips to this area) and Richmond (16%).

Table 13. Crossing Use for Southbound Origin-Destination flows between North Shore and Rest of Metro Vancouver Region²²

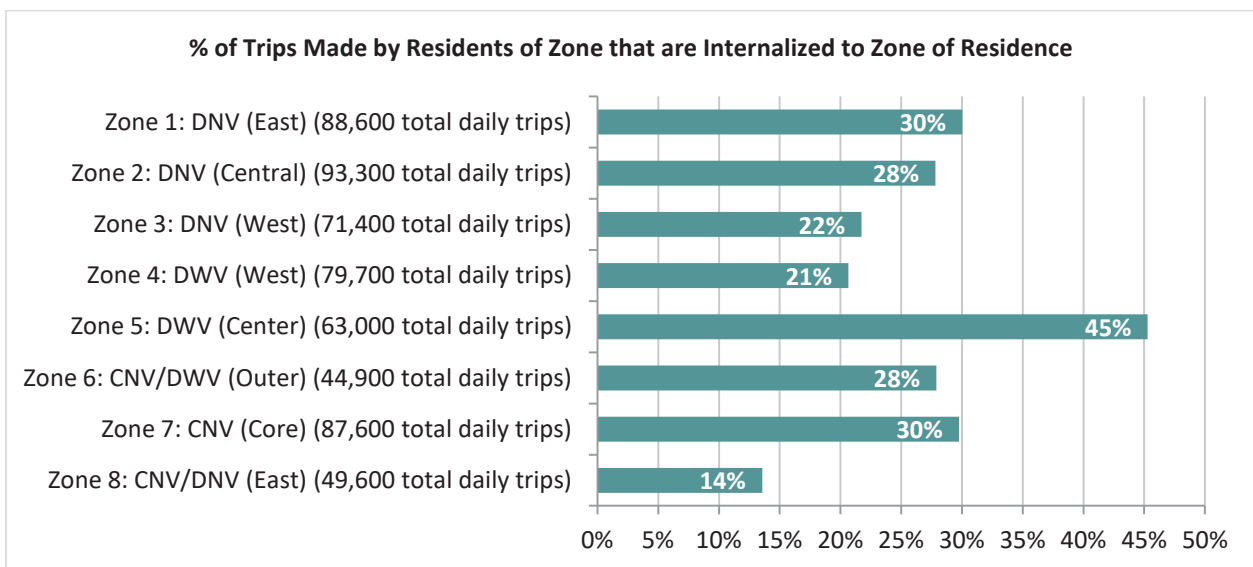
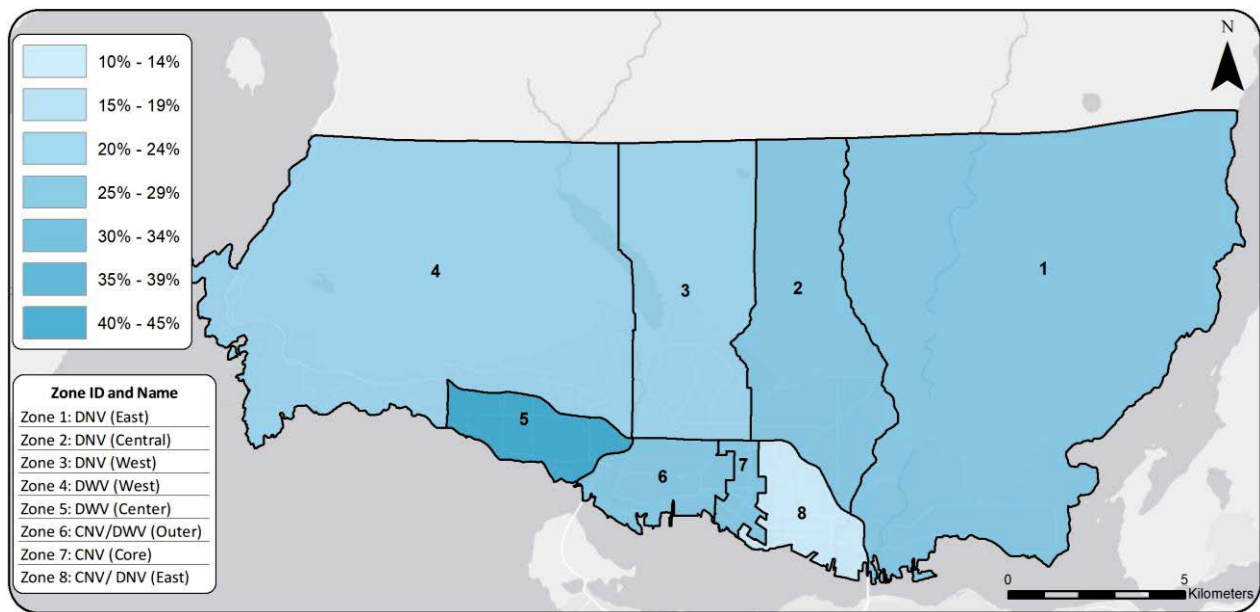
Destination	Estimated Daily Trips	Lions Gate Bridge	Ironworkers Memorial Second Narrows Bridge	SeaBus
Vancouver CBD/West End	26,960	66%	14%	20%
Rest of Vancouver, UEL	20,650	51%	43%	6%
Richmond	2,290	40%	44%	16%
Burnaby	10,590	1%	96%	4%
New Westminster	1,600	0%	100%	0%
Northeast Sector	2,200	0%	100%	0%
Other Metro Vancouver or FVRD	3,500	7%	92%	0%
Total Trip Destinations South of the North Shore	67,790	44%	46%	11%

²² Percentages in the table are row percentages. For example, 66% of the 29,960 daily trips destined to Vancouver CBD/West end area are made via Lions Gate Bridge, with 14% via Second Narrows Bridge, and 20% via SeaBus.

4.4.2 Trip Internal Capture

Figure 54 shows the trip internal capture, or ‘internalization’ of trips, for each of the sub-municipal zones, or the proportion of trips made by residents of the zone that are within the zone. This provides an indication of the extent to which shopping, services, work, and other trip purposes are met locally. Zone 5 DWV (Center) captures around 45% of trips made by its residents which is the highest percentage of all zones, with the wide range of amenities within the zone and the high proportion of retired people (one quarter of residents in this zone who are over the age of 15 are retired) likely being factors. Zone 8 CNV/DNV (East) captures 14% trip internalization which is the least among all zones. The fact that Zone 7 CNV (Core) has only 30% internalization is likely the result of the large number of Zone 7 residents commuting to work locations south of the North Shore (see [Section 5.1.2](#)).

Figure 54. Map of Internalization of Trips made by Residents of Each Sub-Municipal Zone

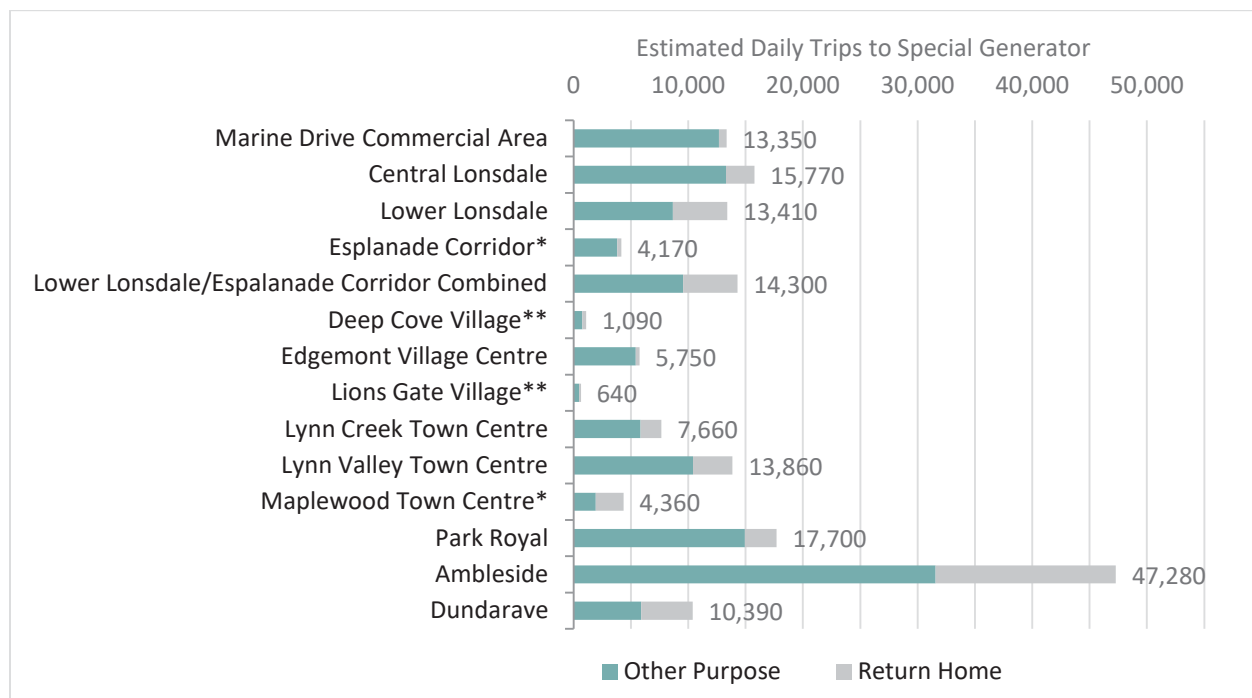


4.4.3 Special Generators

Figure 55 shows the survey estimates of the number of daily trips made by North Shore residents to selected 'special generators', popular North Shore destinations that attract trips made by residents, (including trips made within the boundaries of these generators). Some of the areas of interest to the municipalities are largely commercial areas or town centres, while others are entire neighbourhoods with a mix of both residential and commercial/institutional land uses (e.g., Ambleside and Dundarave). The graph shows return home trips in a different colour than trips for other purposes outside the home. Readers are reminded that the survey results are not exact counts but are survey estimates based on trip destinations reported by a 1.2% sample of the population aged 15+ years.

The trips to the special generator areas account for 26% of North Shore residents' daily trip destinations including external destinations outside the North Shore, or 32% of residents' North Shore destinations (excluding external destinations). Looking at just purposes outside the home (i.e., excluding return home trips), trips to the special generators represent 31% of North Shore residents' destinations outside the home or 43% of their destinations on the North Shore. **Table 14** on the following page details the origin zones of trips destined to the special generators.

Figure 55. Daily Trips Made by North Shore Residents to Special Generator Destinations²³



²³ The Lower Lonsdale and Esplanade Corridor areas overlap. Results have been presented separately as well as combined. The majority of the Esplanade Corridor destinations are within the Lower Lonsdale boundaries as well.

* Interpret special generators marked with an asterisk (*) with caution due to small sample sizes (n=40 to 60 trip records with destinations within the boundaries of the special generator)

** Interpret special generators marked with two asterisks (**) with more caution due to smaller sample sizes (n<20 trip records with destinations within the boundaries of the special generator)

Table 14. Origins of North Shore Residents' Trips to Special Generators²⁴

Special Generator (Trip Destination): Zone of Trip Origin	City of North Vancouver					District of North Vancouver						West Vancouver		
	Marine Drive Commercial Area	Central Lonsdale	Esplanade Corridor*	Lower Lonsdale	Esplanade Corridor /Lower Lonsdale Combined	Deep Cove Village **	Edgemont Village Centre	Lions Gate Village **	Lynn Creek Town Centre	Lynn Valley Town Centre	Maplewood Town Centre*	Park Royal	Ambleside	Dundarave
Zone 1 DNV (East)	760	1,190	250	610	610	710	120	40	1,560	350	1,530	1,160	1,320	230
Zone 2 DNV (Central)	760	1,780	420	820	1,060	60	380	40	740	7,890	150	560	1,620	130
Zone 3 DNV (West)	1,380	1,550	130	650	690	-	3,000	40	180	540	490	1,220	1,520	140
Zone 4 DWV (West)	490	360	100	200	200	-	370	90	830	300	130	2,180	6,030	1,600
Zone 5 DWV (Center)	1,200	510	190	820	940	60	190	60	130	170	360	4,800	26,650	5,650
Zone 6 CNV/DWV (Outer)	4,450	1,000	390	1,300	1,510	130	800	250	480	990	50	2,900	2,180	1,320
Zone 7 CNV (Core)	2,480	6,380	1,980	5,520	5,700	130	370	20	1,040	770	50	2,220	2,080	350
Zone 8 CNV/DNV (East)	920	1,940	210	710	800	-	420	30	1,170	1,030	340	370	710	50
Van CBD/West End	590	280	480	1,870	1,870	-	40	60	20	430	180	1,510	2,200	230
Rest of Vancouver/UEL	160	450	-	590	590	-	80	-	860	580	910	410	1,450	350
Richmond	-	70	-	-	-	-	-	-	70	-	30	50	540	220
Burnaby	120	80	-	240	240	-	-	-	490	770	-	100	430	30
Other	20	180	-	80	80	-	-	-	70	40	140	210	550	90
Total	13,350	15,770	4,170	13,410	14,300	1,090	5,750	640	7,660	13,860	4,360	17,700	47,280	10,390

²⁴ The Lower Lonsdale and Esplanade Corridor areas overlap. Results have been presented separately as well as combined. The majority of the Esplanade Corridor destinations are within the Lower Lonsdale boundaries as well.

* Interpret special generators marked with an asterisk (*) with caution due to small sample sizes (n=40 to 60 trip records with destinations within the boundaries of the special generator)

** Interpret special generators marked with two asterisks (**) with more caution due to smaller sample sizes (n<20 trip records with destinations within the boundaries of the special generator)

4.5 Trip Distance and Duration

Trip distances and durations for each trip captured in the survey data have been estimated for the most efficient route available based on the trip origin, destination, mode of travel, and time of day of travel.

Figure 56 shows the average distance of home-based work trips and all trips by mode for North Shore residents. Auto driver trips have longer trip distances for home-based work trips than for trips for other purposes. Transit trips average around 10.2 km per trip while bike trips average 7.6 km. Participants who bike to work have a longer average trip distance of 10.2 km which is almost 30% longer than the average distance of all trips. Trips via other modes (taxi, low speed motor vehicle, ferry, intercity coach bus, train, airplane) represent the longest average distance, which is understandable given that a portion of such trips are via intercity travel modes.

Figure 56. Average trip Distance for Home-based Work Trips and All Trips – North Shore

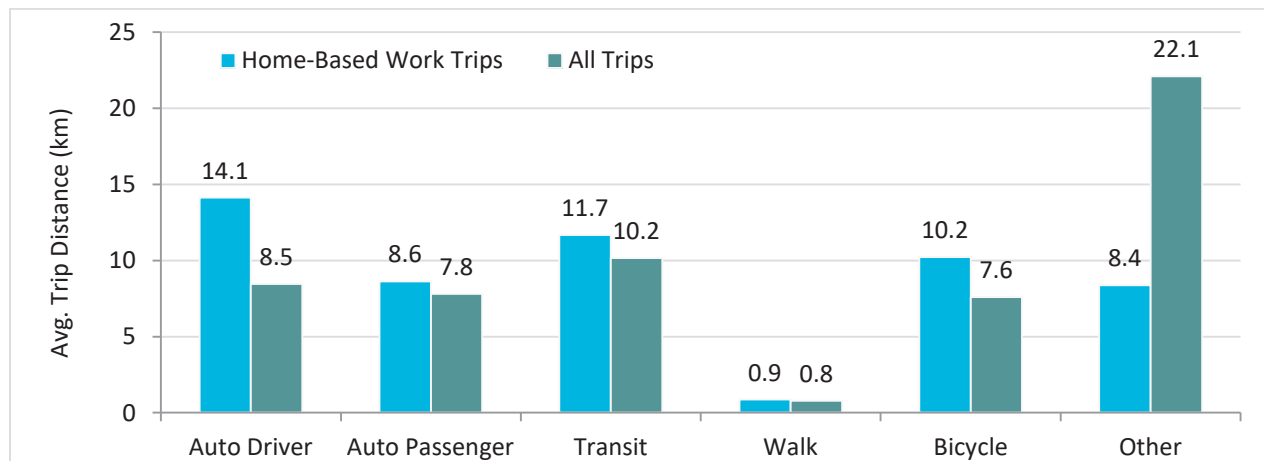


Table 15 shows the daily person-km trips on weekdays across modes. Auto Driver trips still account for almost 75% of the daily person-km travelled while auto passenger accounts for around 7%. Transit represents around 14% of total person-km travelled. Distances were not computed for certain modes categorized as 'other' (such as school bus trips and trips involving air travel).

Table 15. Total Daily Person-KM in Weekdays

	Auto Driver	Auto Passenger	Transit	Walk	Bicycle	Other
Total Daily Person-Km (Weekdays)	3,198,400	300,000	616,100	53,600	95,700	6,200

Figure 57 illustrates the distribution of trip distances by mode of travel. The majority of walk trips are all relatively short with almost 93% of such trips being within 2 km, and 74% being within 1 km (as noted on the chart). Of note, while 40% of bicycle trips captured by the survey were within 4 km cycling distance, 23% were greater than 12 km, suggesting that some cyclists are quite active.

Figure 57. Trip Distance Distributions by Mode

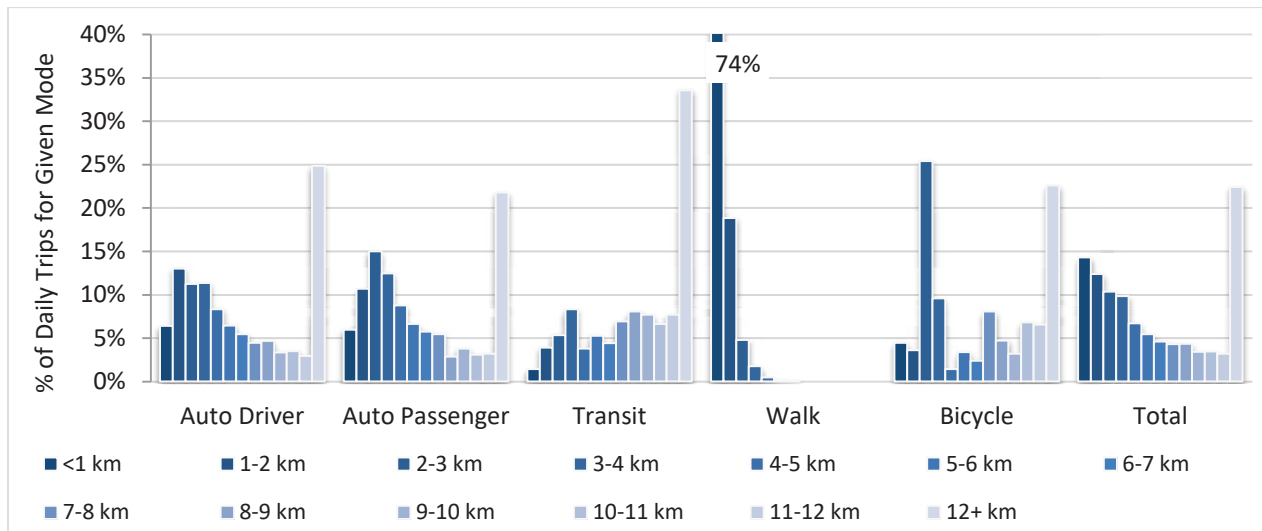
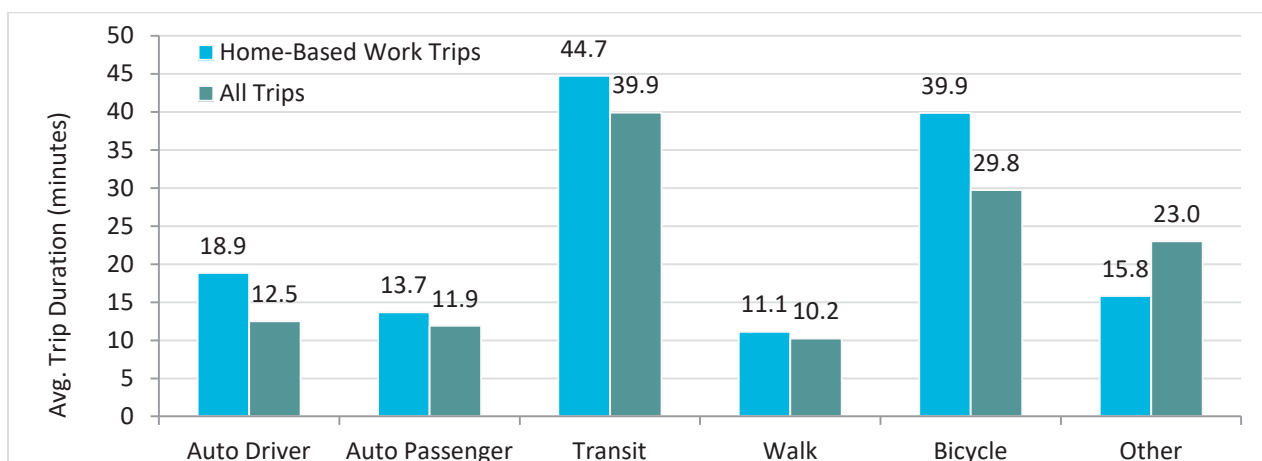


Figure 58 shows the average trip duration by mode for residents of the North Shore. Transit and bike trips have the longest durations, with home-based work trips averaging 45 and 50 minutes respectively, and all trips averaging 40 and 30 minutes respectively. The high average bike trip distance may have something to do with the portion of such trips being longer than 12 km as noted above. Auto driver home-based work trips have an average trip duration of around 19 minutes while all trips have an average of 12.5 minutes. Walk trips average about 10 minutes or 11 minutes for home-based work trips.

Figure 58. Average Trip Duration by Mode



5 Travel Patterns

This section includes the overall travel patterns, habits, preferences and attitudes. This section provides an understanding of the “usual” travel behaviour which is differentiated from the snapshot of a travel day presented in the survey participant responses. This section includes commute travel patterns, usual non-commute mode, walking, cycling, transit, and automobile trips.

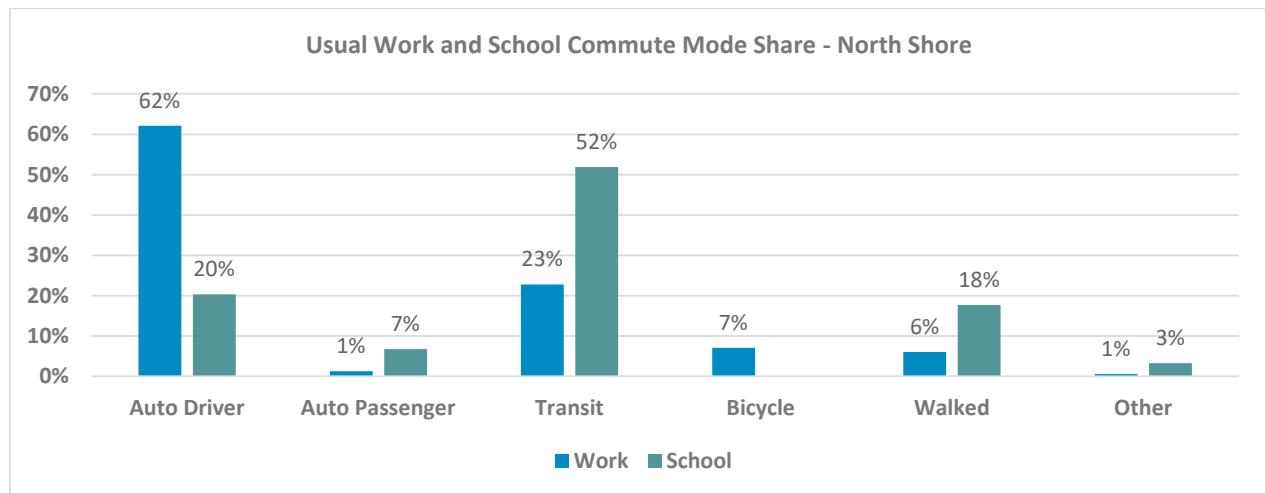
5.1 Commute Travel Patterns

The commute travel patterns explored in this section include North Shore residents’ reported usual mode of travel for work and school commutes, the work destinations they commute to, work parking arrangements, frequency of telecommuting, and their satisfaction with their work commutes. School commutes have not been analysed in the same depth as work commutes due to the small sample size for the subpopulation of students 15+ years of age.

5.1.1 Usual Commute Mode

As shown in **Figure 59** below, a total 63% of survey participants on the North Shore who commute to work reported that their usual mode of transport²⁵ was by car, with the majority of commuters driving themselves (62%) and only 1% as auto passengers. Of note, 7% of workers indicated that cycling is their usual commute mode. 52% of students indicated that transit is their usual commute mode. The results for school commutes should be interpreted with caution due to a relatively small sample size. Readers are also reminded that the survey does not include population under the age of 15 years, most of whom are K-12 students who may have different school commute modes than those 15 years of age and older.

Figure 59. Usual Mode of Travel to Commute – North Shore



²⁵ Usual mode shares are those reported by all surveyed workers, and may differ from the daily mode shares for work trips reported in Section 4.3.5 (page 50) which is based on the actual mode used by just the surveyed workers who worked on their travel day.

Figure 60 shows the usual mode of travel to work by municipality, while **Figure 61** breaks this out by sub-municipal zone. Survey participants from CNV have the lowest auto driver mode share for work commutes, at 53%, while having the highest use of transit and walking with 31% and 9%, respectively. DNV and DWV have generally similar mode share split except for transit use where DWV has almost 23% mode share and DNV has 17%. School commutes have not been broken out by municipality or zone due to the small survey sample of students.

Figure 60. Usual Mode of Travel for Work Commute by Municipality of Residence

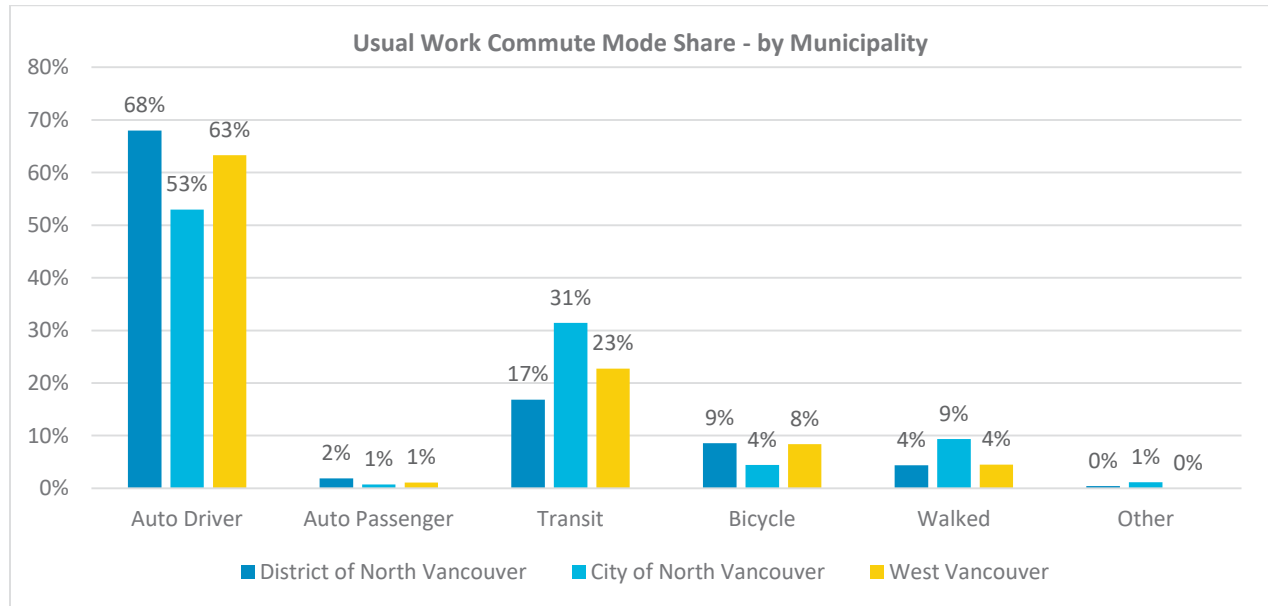
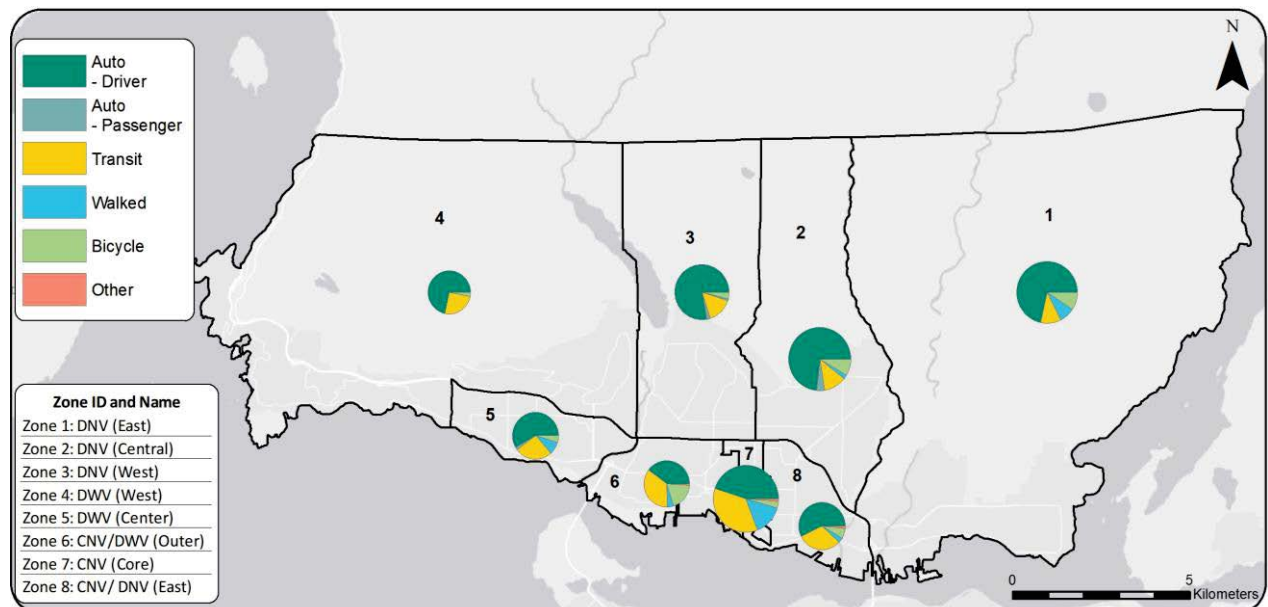


Figure 61. Map of Usual Mode of Travel for Work Commute by Zone of Residence



5.1.2 Work Commute Destinations

Figure 62 shows the distribution of usual place of work locations for the workers living on the North Shore who participated in the survey (who work outside their homes and have a usual place of work). Just over half (53%) work at jobs located on the North Shore, with 11% being in Zone 7 CNV (Core) and 9% in Zone 6 CNV/DWV (Outer). Almost half (47%) work in municipalities external to the North Shore. Around 19% work in the Vancouver CBD / West End, which represents the highest proportion among all locations, with 13% of usual workplaces located in the rest of Vancouver/UEL, and 7% in Burnaby.

Table 16 shows the zone-to-zone work commute flows. The greatest volumes are for Zone 7 CNV Core to the Vancouver CBD/West End (an estimated 3,510 commuters) and from Zone 3 DNV West to Vancouver CBD/West End (2,970), with Zones 2, 5, 6, and 8 also having more than 2,000 commuters who work in the Vancouver CBD/West End. Zone 7 CNV Core also has substantial internalized work commutes (3,280 workers living in this zone and commuting within this zone). Of note, Zones 1 and 2 in Eastern and Central DNV have substantial commute flows to the Rest of Vancouver outside the CDB/West End (2,710 and 2,570 commuters from each zone respectively) and to Burnaby (1,830 and 1,220 commuters respectively). It should be noted that the number of daily commute trips may be less than this as not all commuters will necessarily travel to work on every weekday.

Figure 62. Distribution of Usual Place of Work Locations - North Shore Residents

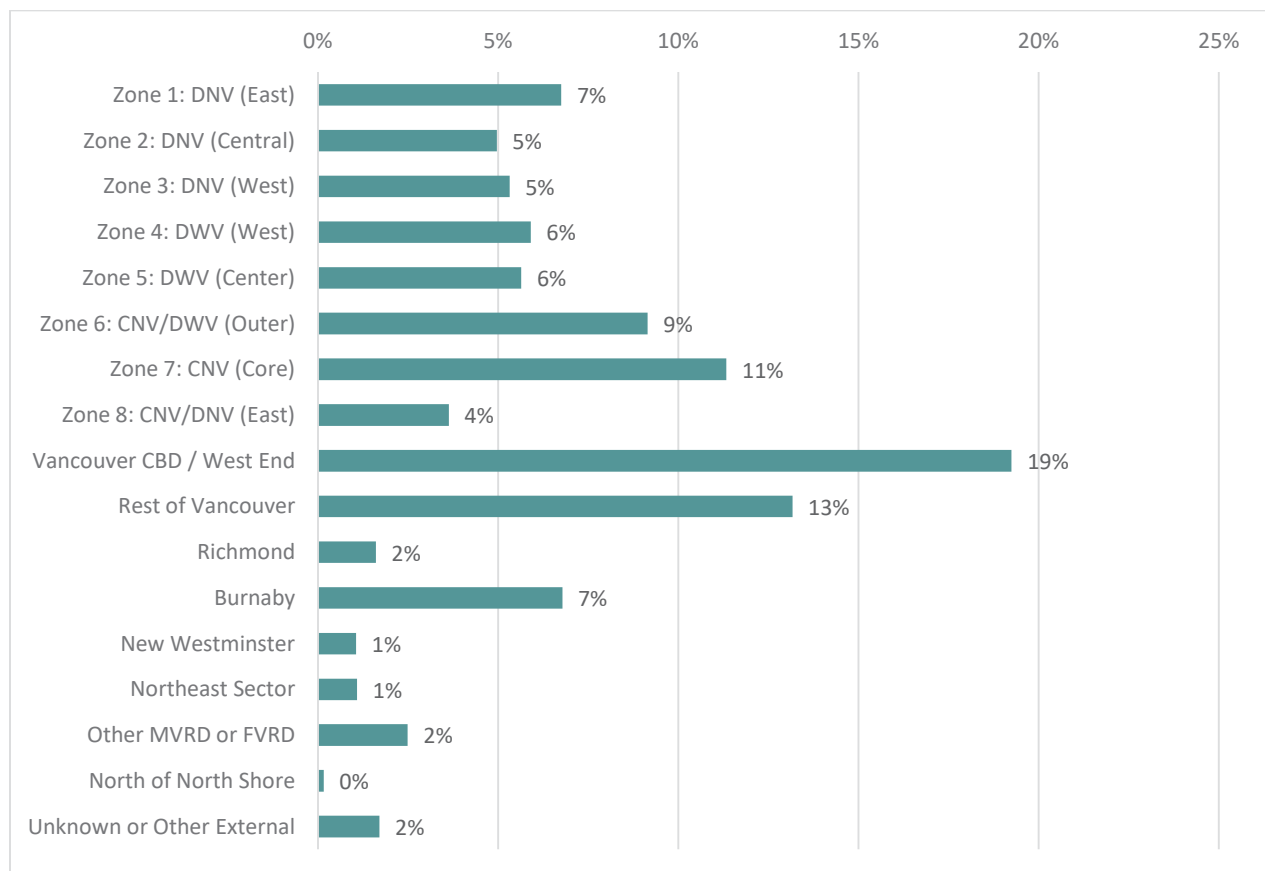


Table 16. Home-Commute Location Matrix

Workplace Location	Work from Home	No Fixed Workplace	Usual Workplace on the North Shore								External Usual Workplace									Total
			Zone 1 DNV East	Zone 2 DNV Central	Zone 3 DNV West	Zone 4 DWV West	Zone 5 DWV Center	Zone 6 CNV /DWV	Zone 7 CNV Core	Zone 8 CNV /DNV E	Van CBD / West End	Rest of Van /UEL	Richmond	Burnaby	New West	NE Sector	Other MVRD/ FVRD	North of North Shore	Other External	
Zone 1 DNV (East)	2,200	490	2,290	170	490	310	60	830	920	150	1,450	2,710	270	1,830	260	330	150		380	15,290
Zone 2 DNV (Central)	2,240	1,000	220	660	590	720	620	1,110	910	350	2,370	2,570	560	1,220	220	40	630		110	16,140
Zone 3 DNV (West)	1,090	1,020	130	130	210		450	460	1,330	400	2,970	1,640	410	800	270		530		0	11,840
Zone 4 DWV (West)	3,300	600	80		630	400	190	900	410	90	1,660	600		220		560	110		280	10,030
Zone 5 DWV (Center)	1,000	920	340			230	1,660	150	220		2,360	1,290	60	340	100	50	330		430	9,480
Zone 6 CNV/DWV (Outer)	870	600	350		220		240	1,630	110	350	2,280	1,000	110	410	130		60		100	8,460
Zone 7 CNV (Core)	1,400	2,120	520	280	170	250	300	1,960	3,280	220	3,510	2,010	140	550	70	80	620	160	350	17,990
Zone 8 CNV/DNV (East)	1,000	950		430	840		140	510	450	40	2,360	1,150	30	1,300					40	9,240
Total	13,100	7,700	3,930	1,670	3,150	1,910	3,660	7,550	7,630	1,600	18,960	12,970	1,580	6,670	1,050	1,060	2,430	160	1,690	98,470

5.1.3 Commute Distances

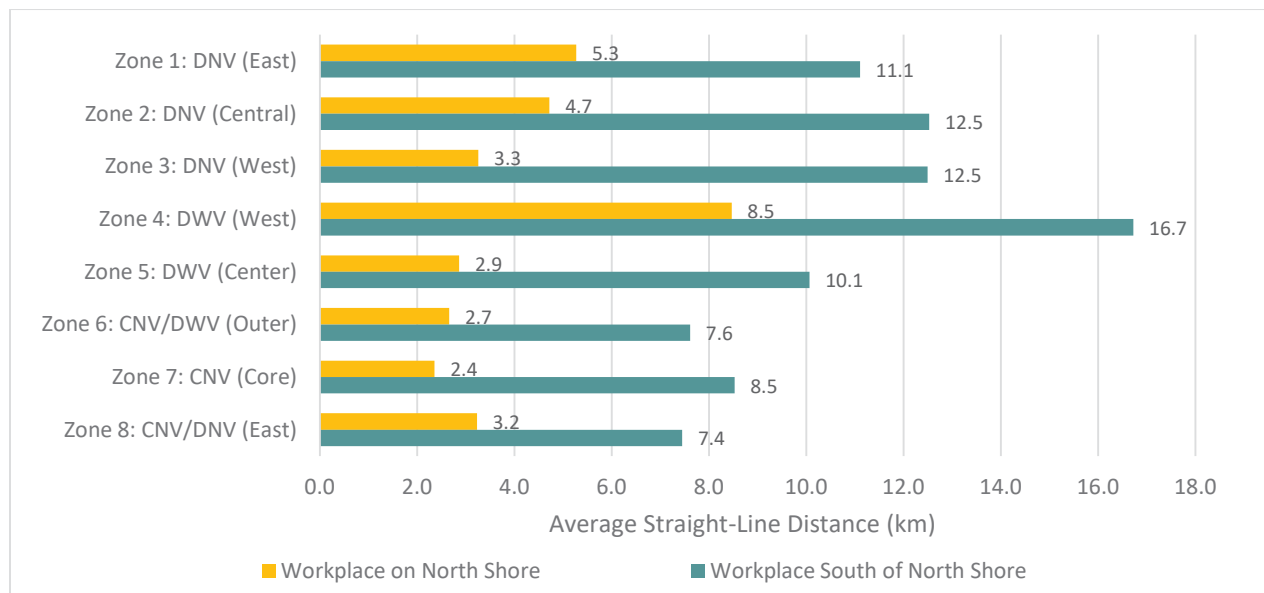
Table 17 shows the average straight-line commute distance between home and place of work for the survey participants by municipality²⁶. Residents of CNV have the shortest commute distance compared to DNV and DWV. Residents who work and live in the North Shore have an average commute distance range from 2.6 to 5.6 km. Participants who live in the North Shore and work south of the North Shore have an average commute distance ranging from 9.1 to 12.4 km.

Table 17. Average Straight-Line Commute Distances (km) by Municipality

Municipality	Sample Size	Workers	Average for Total Workers	Workplace on North Shore	Workplace South of North Shore	Usual Workplace Elsewhere
District of North Vancouver	385	37,300	8.7	4.4	11.4	n/a
City of North Vancouver	257	25,980	6.8	2.6	9.1	48.2
West Vancouver	118	12,740	9.9	5.6	12.2	270.8

Figure 63 shows the average straight-line distance by sub-municipal zone. As expected, residents of the North Shore who work south of the North Shore travel longer distances than those who live and work on the North Shore. Residents of Zone 4 West Vancouver (West) have the longest average commute distance of 16.7 km for people who work south of the North Shore and 8.5 km for those who work within the North Shore.

Figure 63. Average Straight-Line Commute Distances Based on Place of Work



²⁶ This metric is only presented for survey participants who work outside their homes and have a usual place of work.

5.1.4 Parking at Commute Destination

Figure 64 illustrates the proportion of workers with a usual place of work outside the home, while **Table 18** provides the breakdown by sub-municipal zone. The survey results suggest that, overall, two-thirds of workers who live on the North Shore use free parking at work. Fully one-fifth (20%) pay for it. This varies considerably depending on the location of the workplace: 28% of workers who work south of the North Shore use pay parking at work; however, this percentage is only 10% for those who work in CNV and 7% for both DWV and DNV.

Figure 64. Use of Parking at Work

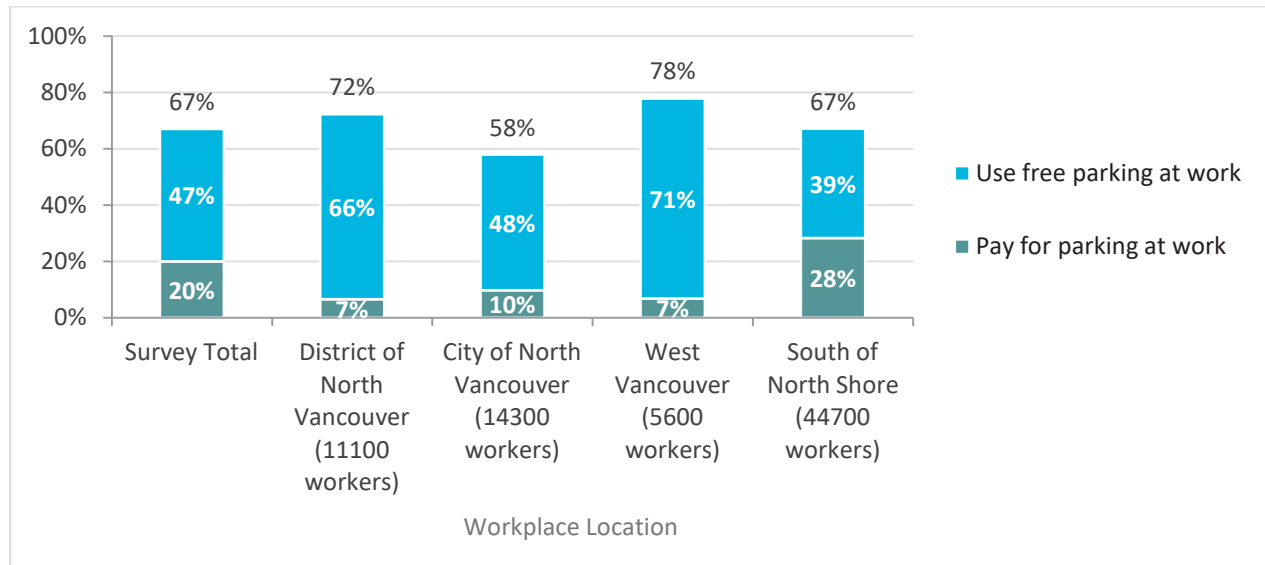


Table 18. Use of Parking at Work by Sub-municipal Zone of Workplace Location

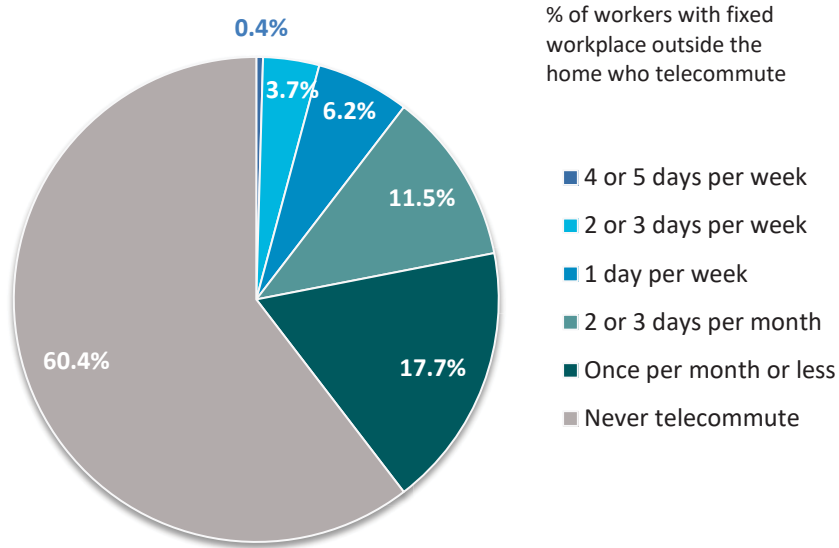
Workplace Location on North Shore:	Zone 1: DNV (East)	Zone 2: DNV (Central)	Zone 3: DNV (West)	Zone 4: DWV (West)	Zone 5: DWV (Center)	Zone 6: CNV/DWV (Outer)	Zone 7: CNV (Core)	Zone 8: CNV/DNV (East)
Pay for parking at work	10%	0%	4%	4%	8%	7%	13%	4%
Use free parking at work	58%	83%	69%	72%	70%	53%	38%	96%
Total who park at work	68%	83%	73%	76%	78%	61%	50%	100%

5.1.5 Telecommuting

Figure 65 shows the frequency of telecommuting for survey participants who have their usual workplaces outside of their homes. Around 60% never telecommute. A little over 10% regularly telecommute at least once per week, with another 12% doing so 2 or 3 days per month. The remaining 18% telecommute once per month or less. This survey was conducted in Fall 2019 and therefore is expected to form an important baseline for future surveys to see how the COVID-19 pandemic might change workplace commutes and telecommuting even after health risks have been contained and economies recover.

Figure 65. Frequency of Telecommuting

North Shore



5.1.6 Satisfaction with Usual Commute Mode

Overall, 57% of survey participants who work at a usual workplace outside the home are satisfied or very satisfied with their commute, while one-quarter (25%) are dissatisfied or very dissatisfied (Figure 66). These figures vary by municipality, with 69% of residents of DWV satisfied with their work commute, compared to 51% of DNV residents and 58% of CNV residents. Of note, when the data were examined by location of work, 28% of those working south of the North Shore were dissatisfied with their commute compared to just 17% who live and work on the North Shore. Satisfaction with work commutes varies by usual commute mode (Figure 67). A total of 31% of auto drivers are dissatisfied compared to 19% of transit commuters, and 9% of walk commuters. No usual bike commuters surveyed indicated dissatisfaction with their commute (with 85% of bike commuters being satisfied or very satisfied).

Figure 66. Satisfaction with Commute by Municipality of Residence²⁷

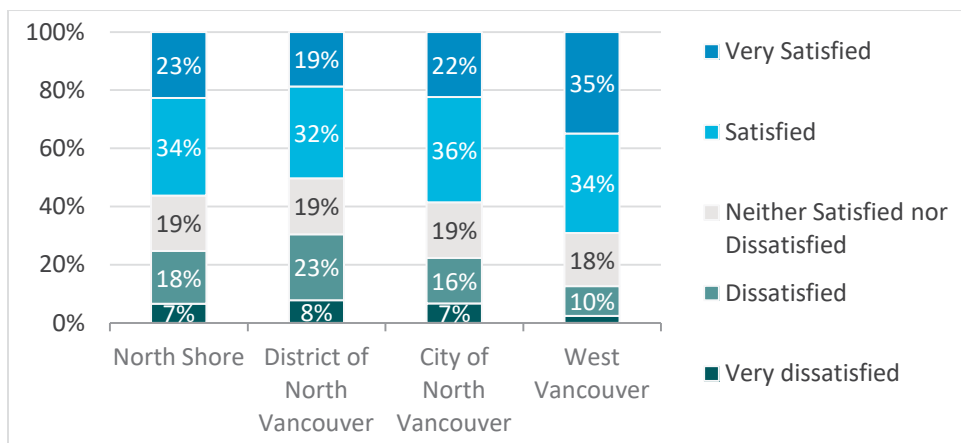
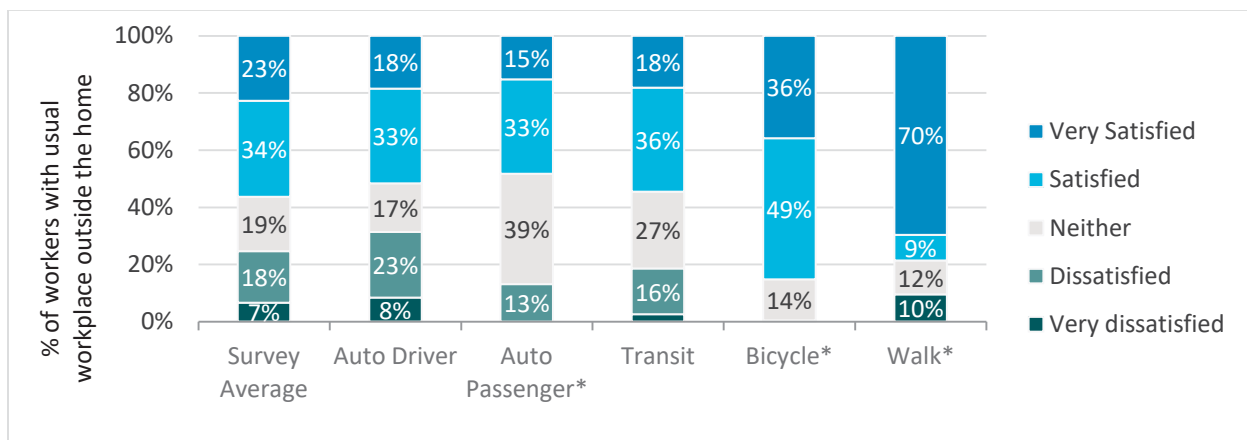


Figure 67. Satisfaction with Commute by Usual Commute Mode²⁸



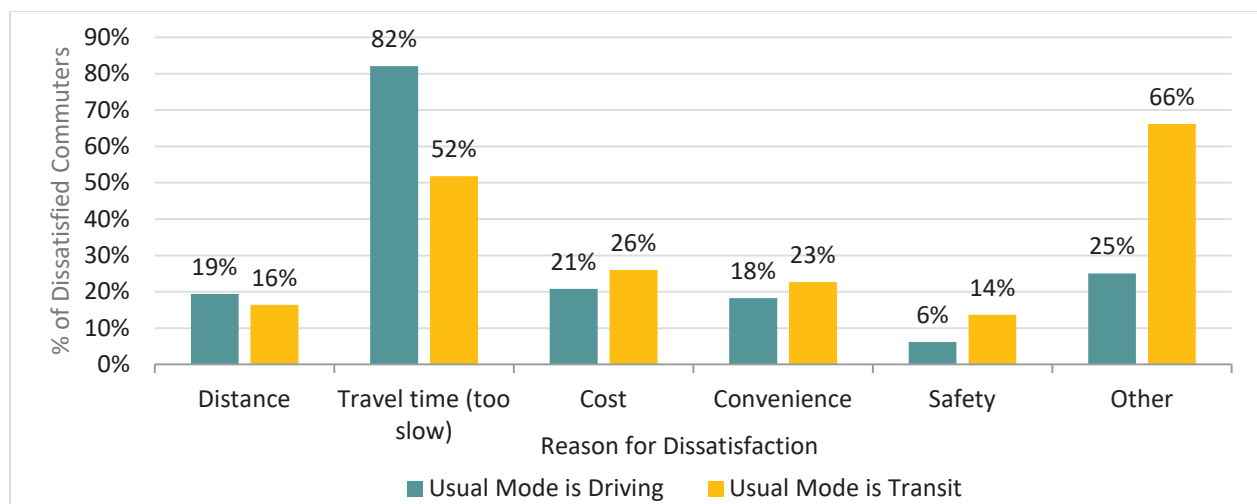
²⁷ The small 'very dissatisfied' proportion (2%) for West Vancouver residents is not listed due to the small size of the segment.

²⁸ Interpret results marked with an asterisk (*) with caution due to smaller sample sizes.

The figure for the small 'very dissatisfied' proportion (3%) for Transit is not listed due to the small size of the segment.

Those dissatisfied with their commute were allowed to select multiple reasons for their dissatisfaction. **Figure 68** presents reasons for dissatisfaction, for dissatisfied drivers and transit users. The results for walkers and cyclists are not analysed due to the very small sample of survey participants who are dissatisfied with their travel to work using these modes. Of those dissatisfied, over four-fifths (82%) of car commuters stated that travel time was a reason for their dissatisfaction with their commute, with “travel time” in this context meaning that the commute is “too slow”, not necessarily that it is too far. This compares to half (52%) of dissatisfied transit commuters who gave travel time as a reason. Dissatisfied transit commuters were more likely than car commuters to indicate cost, convenience, safety or other reasons. Specific other reasons for dissatisfaction cited by car commuters included congestion generally, congestion on bridge crossings, and construction. Specific other reasons for dissatisfaction cited by transit commuters included bus crowding, late buses / inconsistent timing, and scheduled frequency.

Figure 68. Reasons for Dissatisfaction with Commute



5.2 Usual Non-Commute Mode

Figure 69 and Figure 70 shows the usual mode share for non-commute trips. The usual non-commute trips include trip purposes of shopping, meeting friends and family, recreation and other discretionary trip purposes. The stated mode preference does not necessarily follow the actual daily trip mode shares collected as part of the survey (as reported in Section 4.3 of this report). CNV has generally higher percentages for walking and transit trips compared to DNV and DWV. CNV has a lower percentage for auto driver trips (66%) compared to DNV and DWV (79% and 77% respectively).

Figure 69. Usual Mode Share for Non-Commute Trips by Municipality

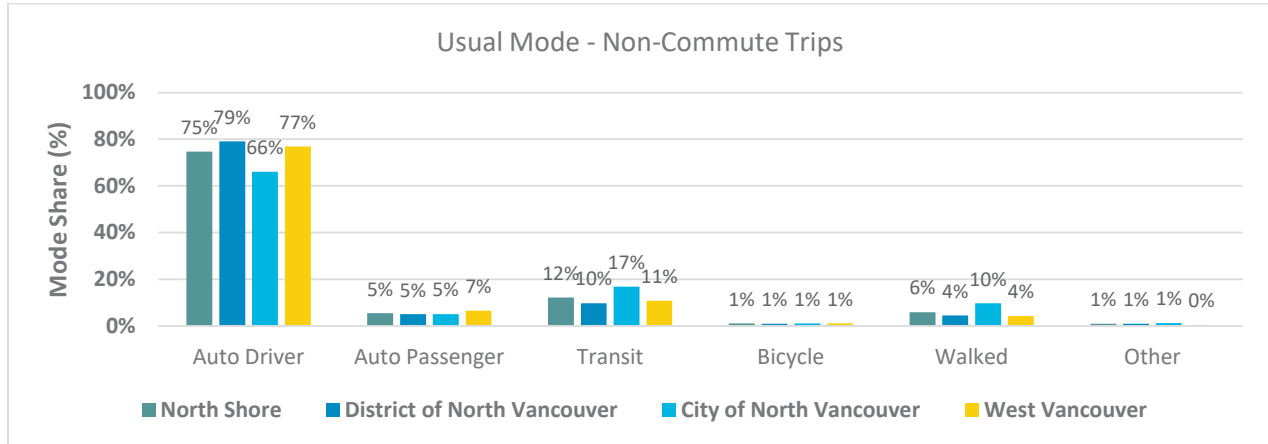
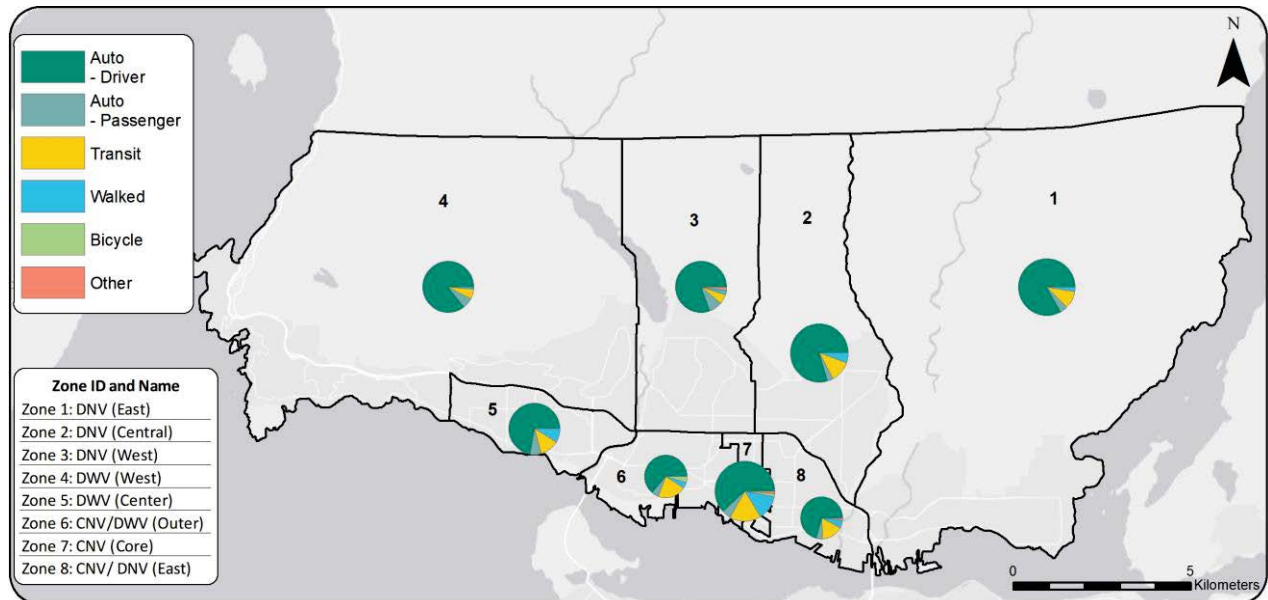


Figure 70. Map of Usual Mode Share for Non-Commute Trips by Sub-Municipal Zone



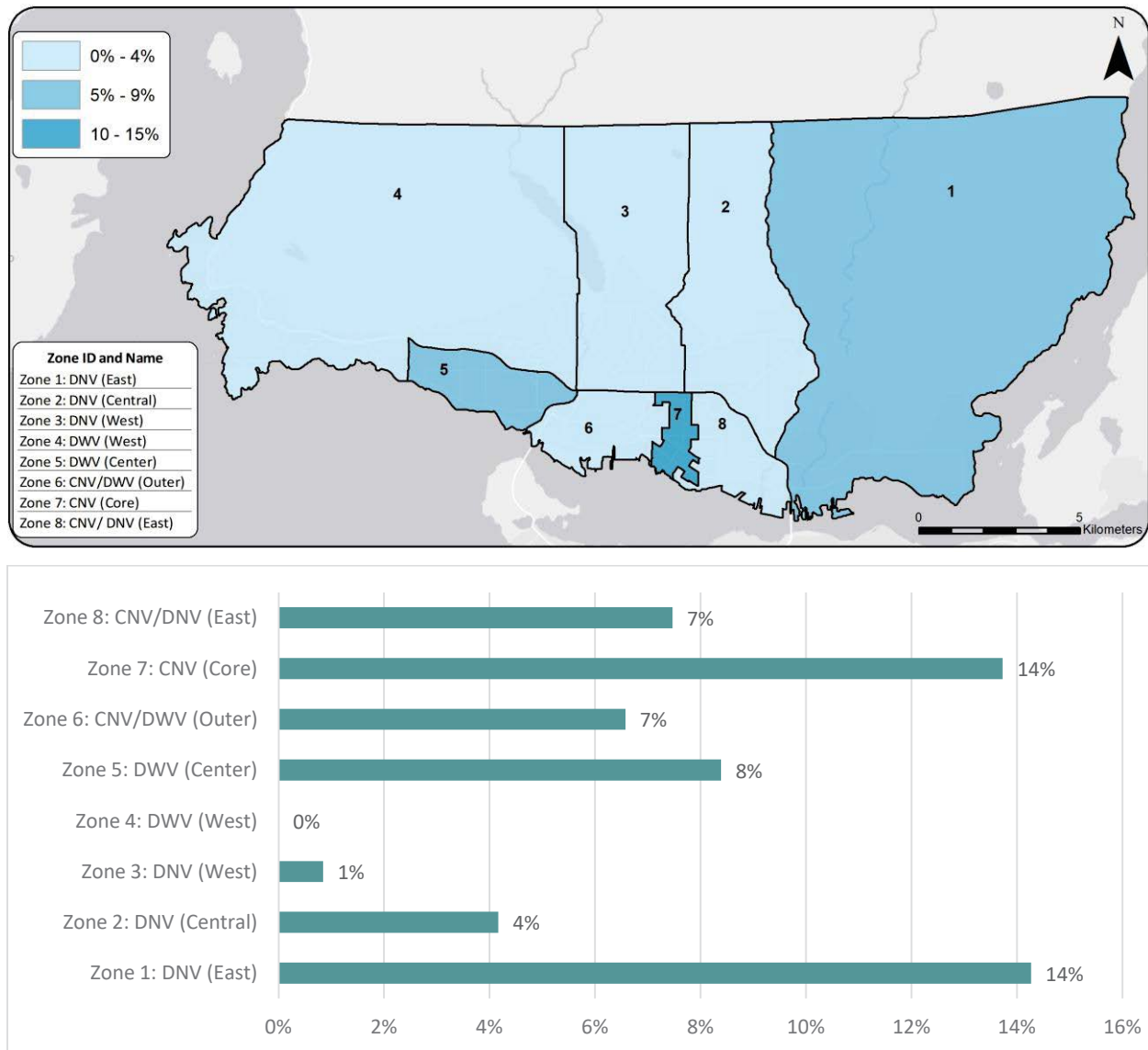
5.3 Walking

5.3.1 Walking for Commutes

This section provides the overall walking travel patterns within the North Shore. **Figure 71** shows the percentage of the population (age 15+) who commute by walking to work or school.

Zone 1 DNV (East) and Zone 7 CNV (Core) have the highest percentage of walk commute mode with 14%, each. Zone 4 (DWV) and Zone 3 DNV (west) have the lowest percentage of walk commute trips with less than 1%.

Figure 71. Map of Percentage of Population 15+ Who Walk for Usual Commute to Work or School – by Zone



5.3.2 Perception of Reasonable Walking Distance

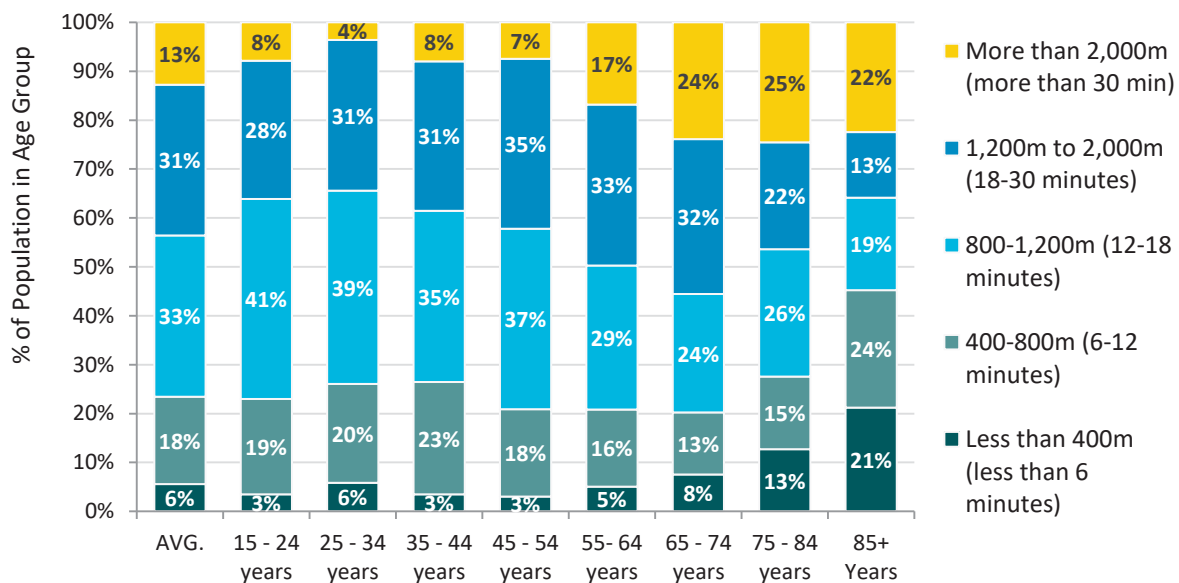
Survey participants were presented with a set of distance ranges and asked what they would consider to be a reasonable walking distance. **Figure 72** presents the results for this question by ten-year age group. Overall, 44% of residents surveyed consider distances of up to 2 km as reasonable to walk (with 13% believing more than 2km is also reasonable). One-third consider 800-1,200 metres to be reasonable, while 18% consider 400-800 metres reasonable and 6% would not consider distances of more than 400 metres.

The proportion of the population that considers longer distances reasonable appears to increase with age.

- 50% of those 55 to 64 and 56% of those 65 to 74 consider distances of up to 2 km as reasonable (with 17% and 24%, respectively, of the opinion that more than 2 km is reasonable).
- This compares to between 35% and 39% of those in the 15 to 24, 25 to 34, and 35 to 44 age brackets who consider that trips of up to 2 km are reasonable (with 8% of fewer considering more than 2 km as reasonable).
- Above the age of 75, opinion becomes somewhat polarized. While 45% indicated that they consider shorter distances reasonable (21% less than 400 m; 24% 400-800 m), perhaps in consideration of physical limitations that may be more likely with age, fully 35% thought that distances of greater than 1,200 m were reasonable (13% from 1,200 m to 2 km; 22% more than 2 km).

In practice, amongst those who walk, over 90% of daily trips recorded by the survey were within 1.7 km in length, with a bit less than 10% exceeding this distance (see Section 4.5 earlier in this report).

Figure 72. Perception of Reasonable Walking Distance by Age Group



5.4 Cycling

5.4.1 Cycling Frequency

The frequency with which survey participants cycle is presented in **Figure 73**. Overall, just under (48%) of residents reported ever riding a bicycle, with 13% doing so at least twice per week in fair weather (5% at least five times per week and 8% at least twice per week), with this figure being 6% for rainy weather, while the remainder cycle less often. Overall, just over half (about 53%) of the population never rides a bicycle (47%) or is physically unable to ride a bicycle (5%).

Table 19 shows the percentage of the population 15+ years of age who cycle two or more times per week by municipality. DNV has the highest percentage with 16% who bike at least twice per week in fair weather and 7% in rainy weather. Table 20 shows the percentage of the population who cycle two or more times per week by sub-municipal zone. Zone 6 CNV/DWV (outer) has the highest percentage of regular cyclists with 16% in fair weather and 15% in rainy weather. Of note, CNV has the lowest cycling percentages. This may be a function of the proximity of amenities to CNV residents' homes, as evidenced by the CNV having higher walk mode shares than the other municipalities and proportionately more people living in apartments, for whom bicycle storage may sometimes be a challenge. (See Section 4.3.1 for daily trip mode shares and Section 3.2 for dwelling types.)

Figure 73. Percentage of Population 15+ Who Ride a Bicycle in Fair Weather vs. Rainy/Cold Weather

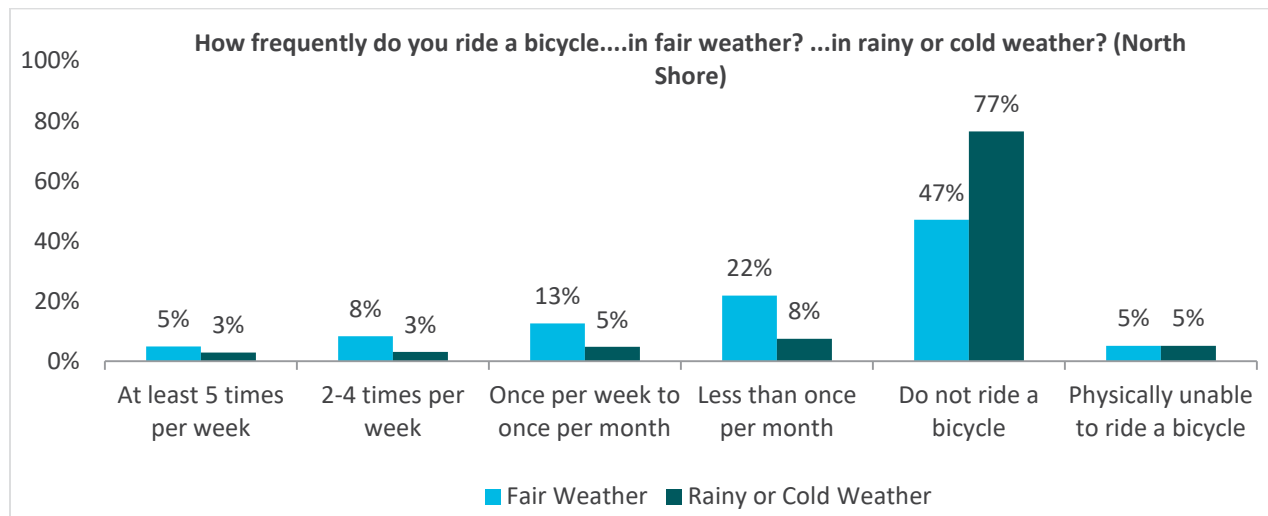
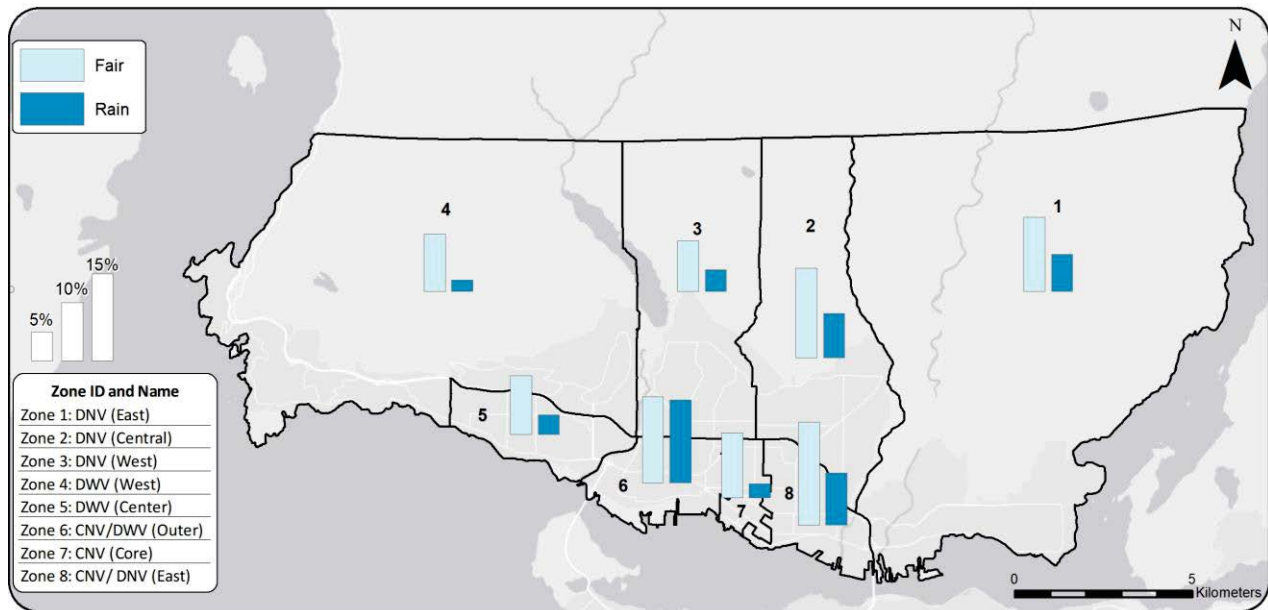


Table 19. Cycling Frequency in Fair Weather vs. Rainy/Cold Weather by Municipality

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
At least twice per week in fair weather (#)	20,760	11,210	5,080	4,470
At least twice per week in fair weather (%)	13%	16%	11%	12%
At least twice per week in rainy weather (#)	9,360	5,340	2,380	1,640
At least twice per week in rainy weather (%)	6%	7%	5%	4%

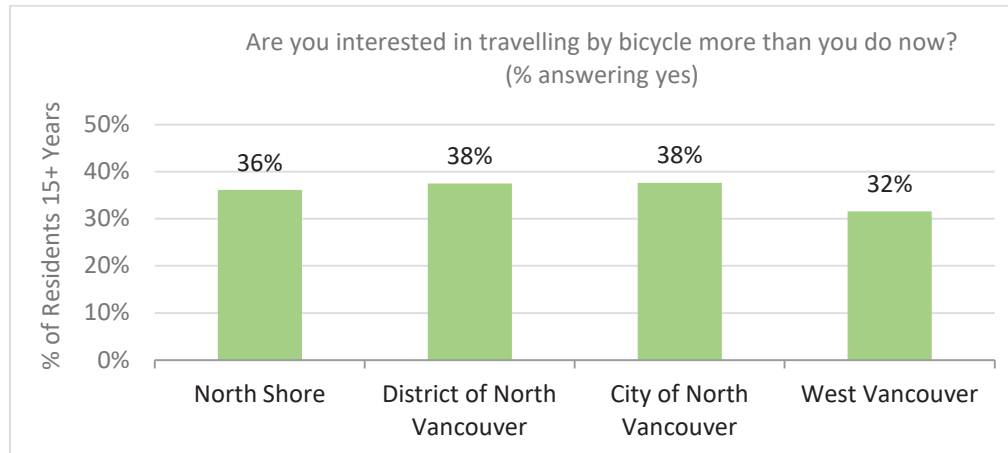
Table 20. Percentage of Population Who Cycle Two or More Times per Week – by Zone

	Zone 1: DNV (East)	Zone 2: DNV (Central)	Zone 3: DNV (West)	Zone 4: DWV (West)	Zone 5: DWV (Center)	Zone 6: CNV/DWV (Outer)	Zone 7: CNV (Core)	Zone 8: CNV/DNV (East)
At least twice per week in fair weather	14%	17%	9%	11%	11%	16%	12%	19%
At least twice per week in rainy weather	7%	8%	4%	2%	4%	15%	3%	10%

Figure 74. Map of % of Population Who Cycle at Least Twice Per Week in Fair Weather and in Rainy Weather by Zone

5.4.2 Interest in Cycling More

Figure 75 shows the percentage of the North Shore population 15+ years of age who would like to travel by bicycle more often, overall and by municipality, while **Table 19** provides more detail on the survey responses. Almost 36% of survey participants in the North Shore are interested in travelling by bicycle more often. This interest is slightly less in DWV compared to DNV and CNV. Almost 19% of North Shore residents are happy with their current cycling frequency. Residents of DWV have the highest percentage of people who are not interested in cycling at all.

Figure 75. Percentage of Population 15+ Who Would Like To Travel by Bicycle More Often – by Municipality**Table 21. Detailed Responses to Question on Cycling More (% of Residents 15+)**²⁹

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Yes, interested in cycling more	36%	38%	38%	32%
No, I am happy with current cycling frequency	19%	22%	17%	18%
No, I want to travel less by bicycle	2%	1%	2%	2%
No, I am not interested in cycling at all	37%	35%	38%	41%
Physically unable to ride a bicycle	5%	5%	5%	7%

5.4.3 Cycling Environments Residents are Most Comfortable Cycling In

Figure 76 illustrates the extent to which North Shore residents 15+ years of age are comfortable cycling in different types of cycling environments or cycling facilities. Survey participants could choose multiple environments that they felt comfortable cycling in. The denominator for the percentages excludes the 45% of residents who have no interest in cycling at all or who are physically unable to cycle. The results indicate that 90% of people who currently cycle or are interested in cycling are comfortable using a separate bicycle path far from motor vehicles. Comfort levels decline for other types of cycling facilities, with a low of only 22% of survey participants feeling comfortable with cycling on city streets with no dedicated cycling facilities. As shown in Figure 77 below, the level of comfort seems to be very similar across municipality with a slightly higher level of comfort for residents of DNV and CNV.

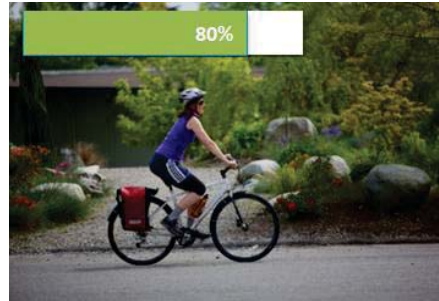
²⁹ Table excludes a small number of non-responses.

Figure 76. Comfort Cycling in Different Cycling Environments (% of Residents 15+ who Cycle or who are Interested in Cycling)

Comfort Cycling in Different Environments



Bicycle Path Far Away from Motor Vehicles



Local Neighbourhood Street with Little Traffic



Major Street with Bicycle Lane Separated by Physical Barrier



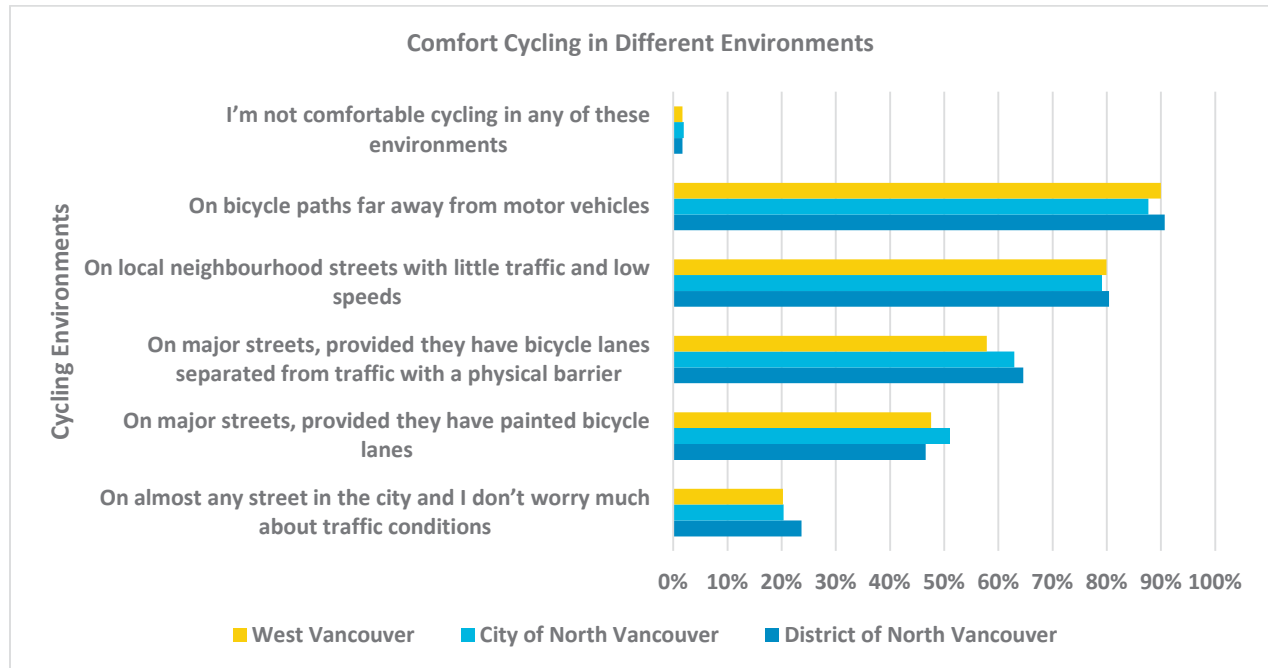
Major Street with Painted Bicycle Lane



Regular city street

Excludes 45% of residents 15+ years with no interest in cycling (39%) or who are physically unable to cycle (5%).

Figure 77. Comfort Cycling in Different Cycling Environments by Municipality



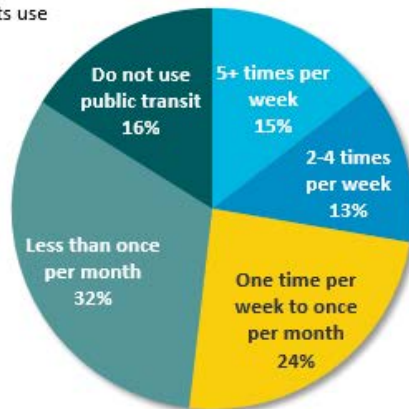
5.5 Transit

As seen in Sections 4.3 and 5.1 above, just over one in ten trips (10.5%) made on weekdays are via public transit, with transit being the second largest mode of transportation for workers and the largest mode for students. As illustrated in Figure 78, the survey results indicate that the residents of CNV are more likely to take public transit, with 64% saying that they take public transit at least once per month (with 28% saying they take it multiples times per week). The percentage of public transit users is lower in DNV and DWV, at around 48% of residents.

Figure 78. Frequency of Transit Use by Municipality

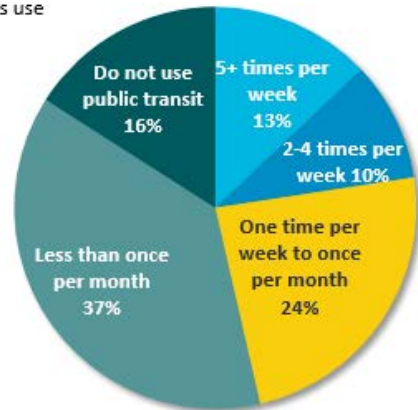
North Shore

How often residents use public transit



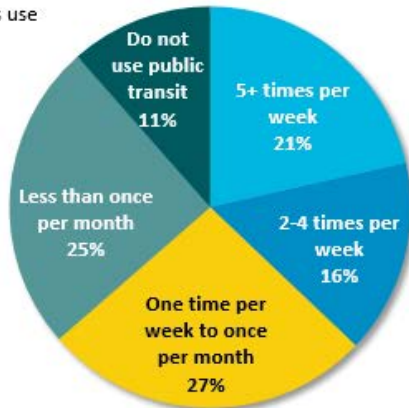
District of North Vancouver

How often residents use public transit



City of North Vancouver

How often residents use public transit



West Vancouver

How often residents use public transit

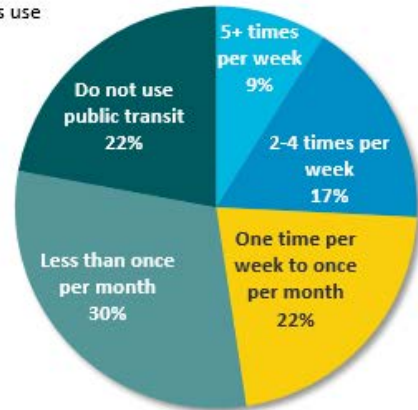
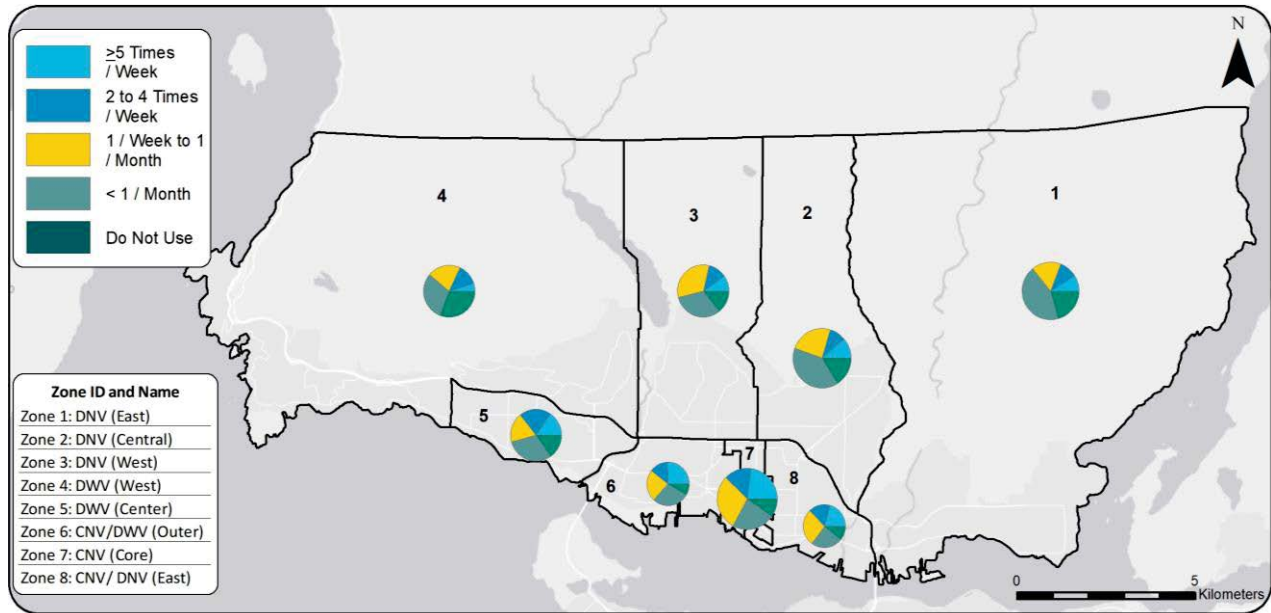


Figure 79. Map of Frequency of Transit Use by Sub-municipal Zone



As shown in **Figure 80**, Zones 5, 6, 7, and 8 all have relatively high proportions of residents who use transit at least twice per week (35% to 39%), with many of these being daily or almost daily transit users (between 15% and 25% who use transit 5+ times per week). By comparison, zones 1, 2, 3, and 5 have between 18% and 21% of residents who use transit at least twice per week with a more modest proportion who use transit daily or almost daily (between 5% to 11%).

Figure 80. Regular Transit Use by Sub-municipal Zone

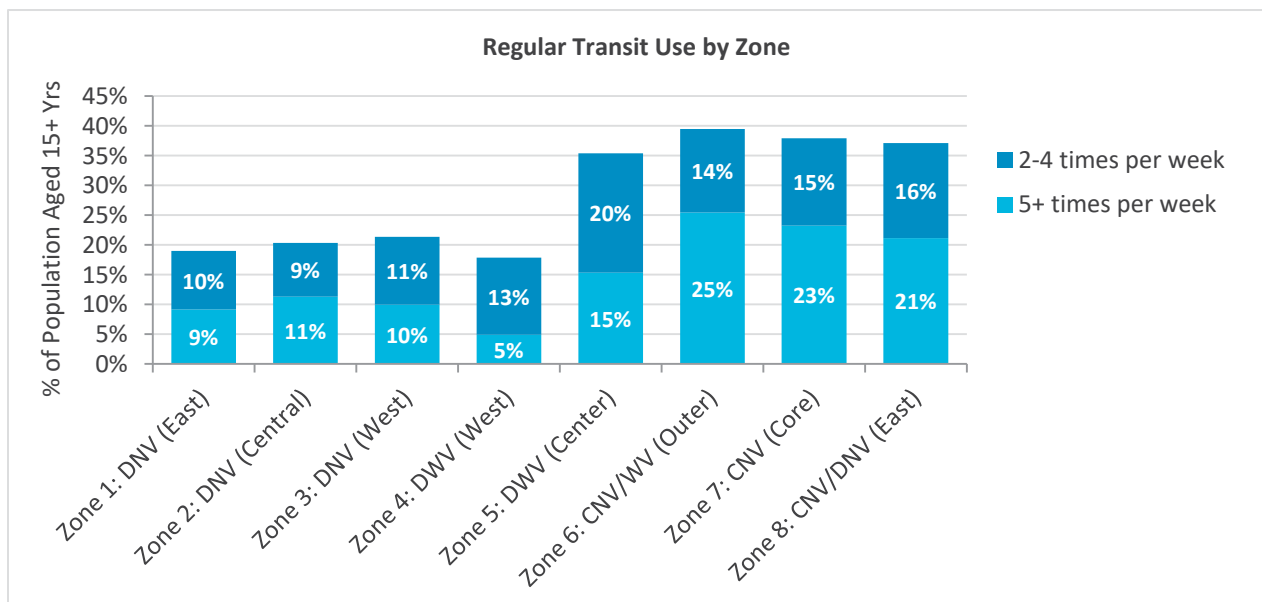
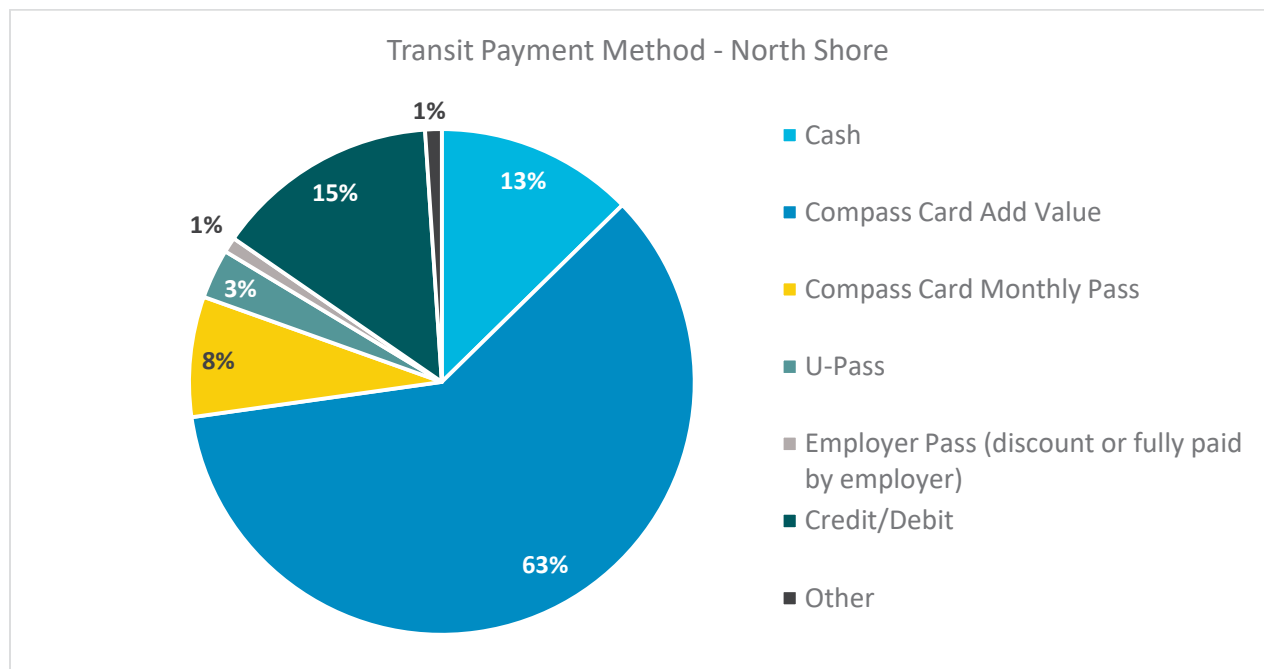


Figure 81 shows the usual method of payment for public transit on the North Shore. The Universal Transit Pass or U-Pass is a form of monthly pass available to students enrolled in 10 post-secondary institutions across the lower mainland that gives access to bus, Skytrain, and Seabus service. The survey results suggest that most common form of fare payment used by North Shore residents is the Compass card, with 63% using the Add Value Compass Cards and 8% using Compass Card Monthly Passes. The 13% who indicated that they pay via cash would include single-use or DayPass Compass tickets purchased with cash at Compass Vending Machines (CVMs) as well as cash fares paid when boarding transit. The combined shares of monthly passes, U-Passes, and employer passes makes up 12% of the payment methods, which is consistent with other survey results that indicate that 15% of residents take transit five or more times per week.

Figure 81. Transit Payment Method

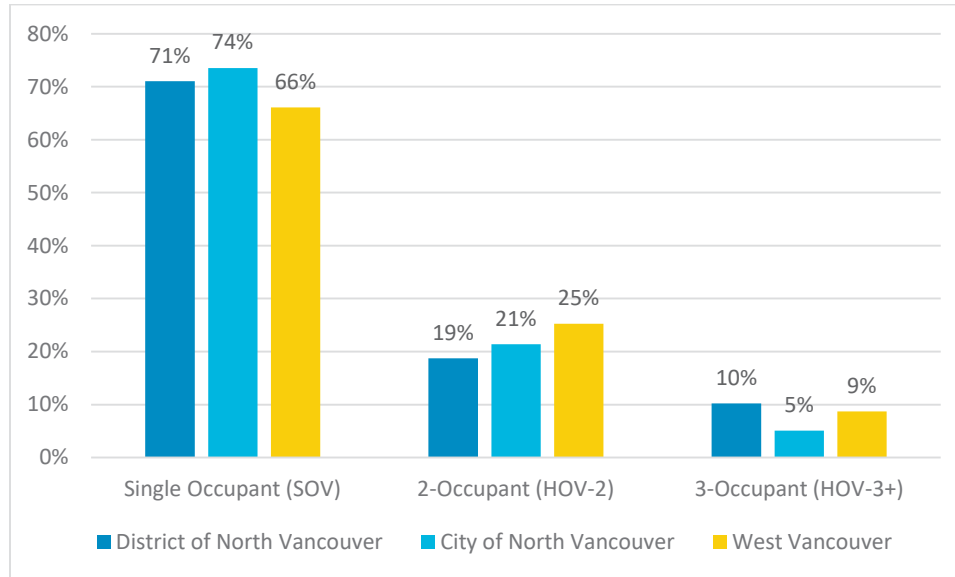


5.6 Automobile Trips

5.6.1 Vehicle Occupancy

Figure 82 shows the vehicle occupancy by municipality. Single Occupancy Vehicle trips comprise the highest percentage of vehicle trips on the North Shore with CNV having the highest SOV percentage at 74%. DWV had the highest percentage of High-Occupancy Vehicle trips, with HOV-2 and HOV-3 trips representing 25% and 9% of vehicle trips, respectively.

Figure 82. Vehicle Occupancy by Municipality



5.6.2 Vehicle Parking

Table 22 presents the type of parking reported for auto driver trips to North Shore destinations. Use of on-street parking is highest in Zone 3 DNV (West) and Zone 7 CNV (Core), with 30% and 29% of all vehicle trips destined to these locations using on-street parking.

Table 22. Type of Parking by Destination Municipality and Sub-Municipal Zone

	North Shore Total	DNV	CNV	DWV	Zone 1 DNV East	Zone 2 DNV Central	Zone 3 DNV West	Zone 4 DWV West	Zone 5 DWV Center	Zone 6 CNV /DWV	Zone 7 CNV Core	Zone 8 CNV /DNV E
Vehicle Trips	320,880	135,930	87,430	97,510	42,410	38,560	37,960	37,590	59,300	34,880	52,410	50,780
On-street	23%	20%	31%	20%	13%	19%	30%	18%	22%	22%	29%	15%
Off-street	74%	77%	66%	77%	85%	78%	67%	80%	74%	75%	46%	42%
Unknown	3%	2%	3%	3%	3%	3%	2%	2%	4%	3%	25%	43%

Vehicle Trips = trips with primary mode of Auto Driver with destination on the North Shore.

On-street = parking location was on a city street. Off-street = parking in a parking lot, driveway, or parkade.

5.7 Walkability and Bikeability of Motorized Trips

The surveyed trips were examined to determine the extent to which trips that were made using a motorized mode could have feasibly utilized an active mode instead (i.e. walking or cycling). The distance threshold for a “bikeable” trip was set at 4.6 km, based on the finding that 90% of reported cycling trips had an estimated actual cycling distance within this distance. The distance threshold for a “walkable” trip was set at 1.6 km, based on 90% of reported walking trips having an estimated actual distance on existing sidewalks and pathways within this threshold. For trips taken using motorized modes, the trip origin, destination, and time of day were processed to determine the estimated actual cycling and walking distances via the most efficient available cycling and pedestrian routes. If the cycling or walking distance was found to be within the appropriate threshold, the trip was deemed bikeable or walkable for the purposes of this analysis.

Figure 83 illustrates the percentage of daily motorized trips for each of the current mode shares that may be considered walkable or bikeable based on distance alone. Around 45% of auto driver trips (19% of total daily trips by all modes) are bikeable, while 16% of auto driver trips are walkable (11% of total daily trips by all modes). This suggests that 19% of total daily trips are within an appropriate distance for potential mode-shifting from auto driver to cycling, with 11% that could be shifted from driving to walking.

Of auto passenger trips, 48% are bikeable and 11% are walkable, although the volume of auto passenger trips is quite a lot smaller than the volume of auto driver trips. One fifth (20%) of transit trips are bikeable and only a small portion (4%) are walkable. Transit trips are longer on average than trips by other modes, as explored in Section 4.5 of this report. Looking at transit and auto driver trips relative to total daily trips by all modes, walkable trips for each of these modes represent less than 1% of total daily trips, bikeable auto passenger trips represent 3% of total daily trips, and bikeable transit trips represent 2% of total daily trips. This suggests that even if there is potential for some mode-shifting away from auto passenger and transit, the impact on overall mode shares would be quite modest.

Figure 83. Percentage of Walkable and Bikeable Trips from Current Mode Share – North Shore

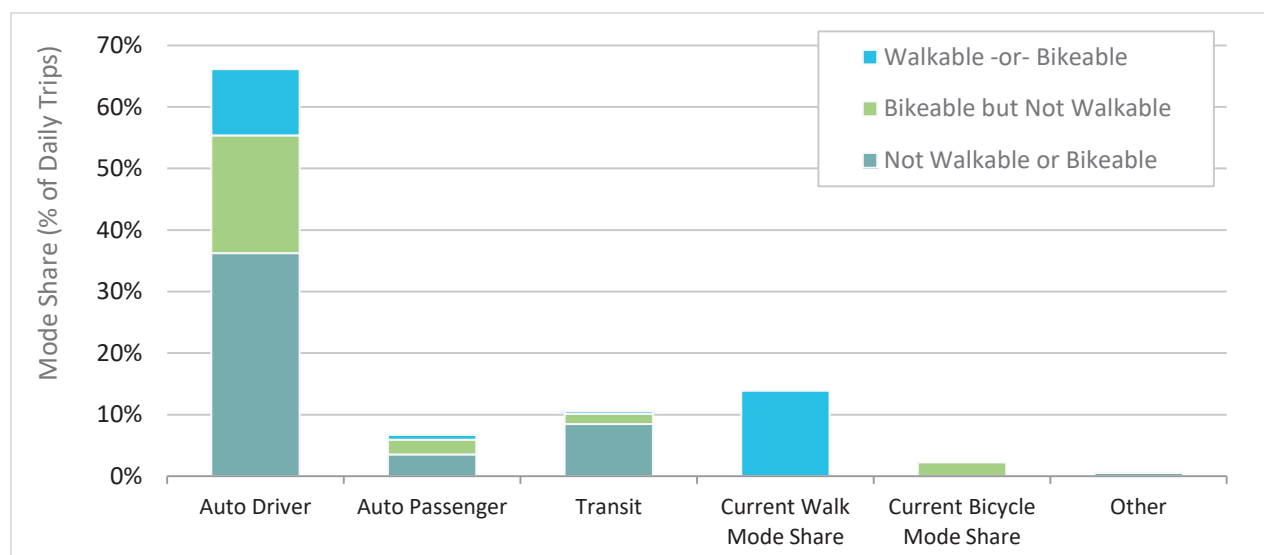


Table 23 provides a breakdown of the bikeable and walkable auto driver trips made by residents of each municipality and sub-municipal zone.

Table 23. Mode Shift Potential by Municipality and Sub-municipal Zone of Residence

	North Shore	District of North Vancouver	City of North Vancouver	West Vancouver
Auto Driver Trips	382,900	187,700	87,470	107,730
Auto Driver Mode Share	66%	69%	54%	74%
Bikeable Trips	173,130	78,710	46,780	47,640
% of Auto Driver Trips	45%	42%	53%	44%
Mode shift potential	30%	29%	29%	33%
Walkable Trips	62,200	25,110	17,380	19,710
% of Auto Driver Trips	16%	13%	20%	18%
Mode shift potential	11%	9%	11%	14%

	Zone 1: DNV (East)	Zone 2: DNV (Central)	Zone 3: DNV (West)	Zone 4: DWV (West)	Zone 5: DWV (Center)	Zone 6: CNV/DW V (Outer)	Zone 7: CNV (Core)	Zone 8: CNV/DN V (East)
Auto Driver Trips	63,220	61,730	53,770	64,160	44,550	22,850	41,810	30,800
Auto Driver Mode Share	71%	66%	75%	80%	70%	51%	48%	62%
Bikeable Trips	23,120	28,570	23,580	23,820	23,690	12,880	22,320	15,150
% of Auto Driver Trips	37%	46%	44%	37%	53%	56%	53%	49%
Mode shift potential	26%	31%	33%	30%	37%	29%	25%	31%
Walkable Trips	7,610	9,830	6,430	7,540	11,840	4,720	8,810	5,420
% of Auto Driver Trips	12%	16%	12%	12%	27%	21%	21%	18%
Mode shift potential	9%	11%	9%	9%	19%	10%	10%	11%

It should be noted that this analysis does not take into account real or perceived barriers that may influence the practicability of cycling or walking along a route of a given trip. These may include considerations involving the physical infrastructure in place to support active modes, the physical ability for an individual to make a trip using an active mode, and whether the trip involves the transport of larger cargo that would not be practical to transport on foot or a standard bicycle. Furthermore, trips may have been a part of a broader trip chain with longer travel times or distances that necessitated the use of a vehicle, which also factors into the choice of mode for non-home-based trips. Therefore, the number and proportion of walkable and bikeable trips should be considered an upper limit for the potential to shift these types of trips to active modes.

6 Topical Issues

This section highlights the survey topics of particular interest in the current survey cycle. The survey results for some topical questions have been reported in earlier sections of the report, others are featured in the report sections that follow.

6.1 Summary of Topical Issues

Certain survey questions were included in the 2019 NSTS design in order to provide a better understanding of transportation-related issues of current interest or to inform upcoming policy planning. These questions are not part of the core data requirements for trend tracking, and may not be asked again in the next survey cycles. Some of these questions were of specific topical interest in the 2019 survey cycle only. Other questions may pertain to perceptions, attitudes or travel patterns that may be slow to change. Such questions could alternate full survey cycles (ask every 4 years) or be revisited much later (for example, every 10 years), unless there is a distinct policy need to ask them sooner.

Topical questions in the 2019 NSTS that do not necessarily need to be asked about in the next survey cycle are as follows:

- Parking availability at home (Section 3.7.6, page 43)
- Perception of reasonable walking distance (reported in Section 5.3.2, page 82)
- Interest in cycling more (Section 5.4.2, page 84)
- Level of comfort cycling in different environments (Section 5.4.3, page 85)
- Interest in e-bike share services (reported below, Section 6.2, page 94)
- Impact of November 2019 transit strike (reported below, Section 6.3, page 96)

Whether to include any of the topical questions in future survey cycles will be a subject of discussion for planning for the next cycle of the NSTS. A short update survey will be conducted in the fall of 2020 which will maintain contact with the panel of participants who agreed to participate in future surveys. The updated survey may include a few new topical questions, but will not capture detailed information on travel patterns. The next full cycle of the NSTS will be conducted in the fall of 2021. Whether any of the above questions are asked again in the 2021 cycle will be considered, although it might be expected that not all would be.

6.2 Interest in E-Bike Share Services on the North Shore

Survey participants were presented with the following context and question about their interest in using an e-bike share service, were one offered for the North Shore:

New shared electric micromobility services such as e-bikes and e-scooters are becoming more common in major cities. In some cities, shared e-bikes are available across the city. Users pay a fee per minute, hour, day or monthly subscription to access the e-bikes. To go on a trip, a user will unlock the e-bike with a smart phone or key fob and ride to their destination, where they drop off the e-bike for someone else to use next.

How interested would you be in using an e-bike share service on the North Shore?

Figure 84 illustrates the response to this question, overall and by municipality. In total, 30% of survey participants indicated that they would be very interested (14%) or moderately interested (16%). By municipality, the level of positive interest varied only somewhat (from 12% to 15% very interested and from 16% to 17% moderately interested). Responses are detailed by zone in **Table 24**.

It should be noted that the survey only captured an expression of interest in a North Shore e-bike service, the potential pool of interested residents, but not necessarily the achievable market. Translation of interest into actual choices to use an e-bike service would take place when individuals weigh their interest against actual costs, availability, convenience, and/or restrictions.

Figure 84. Residents' Level of Interest in an E-Bike Service

North Shore

Residents' interest in
North Shore e-bike share
service

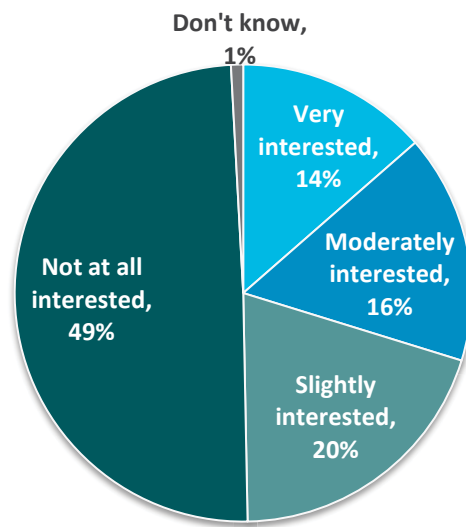


Table 24. Level of Interest in North Shore E-Bike Service by Municipality and Sub-Municipal Zone

Level of interest in North Shore e-bike share service	North Shore Total	DNV	CNV	DWV	Zone 1 DNV East	Zone 2 DNV Central	Zone 3 DNV West	Zone 4 DWV West	Zone 5 DWV Center	Zone 6 CNV /DWV	Zone 7 CNV Core	Zone 8 CNV /DNV E
Very interested	14%	14%	15%	12%	10%	15%	13%	9%	13%	17%	15%	21%
Moderately interested	16%	16%	17%	16%	18%	13%	17%	21%	13%	19%	18%	10%
Slightly interested	20%	20%	24%	15%	24%	20%	24%	15%	13%	18%	19%	28%
Not at all interested	49%	49%	43%	57%	48%	50%	46%	56%	61%	46%	46%	41%
Don't know	1%	1%	1%	0%	0%	2%	1%	0%	1%	1%	2%	0%

6.3 Impact of November 2019 Transit Strike

The survey was administered between October 22, 2019 and December 13, 2019. Unionized employees of the Coast Mountain Bus Company (CMBC), which operates the SeaBus and most bus service in Metro Vancouver, and British Columbia Rapid Transit (BCRT), which runs the SkyTrain Expo and Millennium Lines, undertook job actions from November 1, 2019 through November 27, 2019. During this period, some transit bus, SkyTrain, and SeaBus services were affected by actions ranging from transit operators working out of uniform, refusal of overtime on alternating days, and reductions in service. Disruptions to individual routes occurred on a rotating basis, but a system-wide shut down was never implemented. Survey administration continued throughout the period of the job actions, although the final mail out of invitations letters to target low-response areas delayed until after the strike actions were over. Overall, 899 of the 1,905 survey completions were obtained during the job action period.

Once the job actions were announced, additional survey questions were added to help assess the impact to travel behaviour of residents of the North Shore. The unweighted survey results for just the survey participants with travel dates of November 1-27, 2019 are reported in [Table 25](#). Overall, only 6% of survey participants during the strike period reported that their travel was affected by job actions on their travel day. Approximately 2.2% changed their mode of travel (the affected trips which taken across the dataset including participants outside the travel dates could make from a 0.5% to 1% difference in transit mode shares), while 0.7% took fewer trips and 0.2% took more trips. Other impacts experienced by small percentages of residents included travel taking longer, more congestion, and changes to when residents travelled.

In processing the 2019 survey data, no action was undertaken to add trips or modify modes, as the strike action did not result in a complete system-wide service shutdown and only a small proportion of participants reported impacts. However, as evidenced above, effects were felt by some residents. This may be a minor caveat to longitudinal comparisons of daily trip results captured in future survey cycles against the 2019 baseline. It is important to note that the brief transit strike action would not affect various other metrics such as access to vehicles, access to bicycles, work status, reported usual mode of travel, and so on.

Table 25. Job Action Impacts (% of Participants Surveyed During Job Action Period)³⁰

	% of Participants
Total affected by strike (% with travel days from Nov 1-27 for whom strike affected travel)	6.0%
Used another mode of travel (I would normally have taken transit, so drove, took a taxi, or used another mode to travel the same places as usual)	2.2%
Made fewer trips (I could not travel to certain places as transit was not available)	0.7%
Made more trips (I had to drive someone else to work or school or errands who would normally take transit)	0.2%
I changed the time(s) of at least one of my trips (I travelled at a different time due to reduced or cancelled transit service)	1.4%
Transit trips took longer (I took different routes, transit ran slower, wait times were longer)	0.6%
Other trips took longer / congestion (more cars on the road)	0.8%
Other impacts	1.3%

³⁰ Individual percentages add to greater than the total affected due to multiple responses.

6.4 Impact of COVID-19 on Travel Patterns

The COVID-19 pandemic has had profound impacts on travel for work, school, recreation, and most other discretionary purposes since March of 2020.

The results in this report are written up as if they are current behaviours, although that is not obviously the case at present. The trip-level results are typical of an average fall day in 2019 and the travel behaviours examined are those prior to the implementation of COVID-19 restrictions and their related economic impacts. The theoretical “as-is” scenario as of Fall 2019 should still have great relevance for planning for “to-be” scenarios anywhere from a few years from now to decades from now.

In the short to medium term, while health risks persist and varying levels of pandemic-related restrictions are in place in response to waves of the pandemic, there may be differences in trip rates, commute patterns, telecommuting, travel purpose distributions, and mode shares (in particular, a reduction in transit use, with a likely increase in cycling and other modes to replace transit).

It is uncertain how travel patterns will evolve in the long term. Some travel patterns may return to something similar to the patterns described by this report. Other travel patterns may be changed for years, whether due to economic impacts with a short- or medium-term horizon or due to longer-term behavioural shifts that may come about as a consequence of the pandemic. Such potential shifts could include changes in how people work, study, shop, obtain services, or go about other areas of human activity.

The North Shore Transportation Survey program will be very useful to track how transportation patterns evolve as the short and medium term impacts of COVID-19 continue to be felt. The Fall 2020 NSTS update survey could include some questions as to how the pandemic has affected survey panel participants’ travel in the short term, although it is not expected to furnish information on daily trip rates and mode shares. The Fall 2021 NSTS full survey will furnish information on daily trip rates and mode shares, and comparison to the 2019 results may reveal some of the medium-term impacts of the pandemic. It may be of interest to ask certain of 2019’s topical questions again relating to cycling.

7 Lessons Learned and Next Steps

Outlined below are some of the lessons learned from the 2019 cycle and recommendations for the next steps for the North Shore Transportation Survey.

- Data collection period.** We recommend completing all survey data collection for the next full survey in 2021 by November 15. The 2019 NSTS survey data collection started October 22 and concluded December 13 (with delays in data collection experienced due to holding off on final invitation letters due to the transit strike). We recommend starting the next full survey cycle earlier in the fall, with most surveys completed prior to November 10, so as to obtain more surveys in weather conditions that are reasonable for walking and cycling (daytime temperature highs above 10°C and lows above 5°C). It may be noted that the difference in time frames may have a slight effect on the comparability of the two surveys with respect to mode shares (with a possibility of higher active mode shares in better weather), although it may be noted that in 2019 that 95% of data collection was completed by November 22.
- Maintain core survey design.** Considerable effort went in to designing the 2019 baseline survey to obtain information on transportation metrics of interest to the municipalities, and the programmed survey performed well to collect that information. As the NSTS is a tracking study, we recommend maintaining the core questionnaire to maximize comparability from cycle to cycle, particularly for questions related to key transportation metrics such as trip rates and mode shares. Specific questions to add, revise or drop should be considered carefully with respect to the impact of any changes on improving results and on comparability. Any possible changes to the core questionnaire will be discussed over the next year in collaboration with the municipalities.
- Topical questions.** As discussed in Section 6 of this report, the 2019 survey included a number of questions of topical interest that may be useful to current transportation planning considerations and do not necessarily need to be asked in future cycles. New topics of interest can be explored in future survey cycles.
- Panel sample design.** The survey was conceived as a panel survey, meaning that participants in the 2019 baseline survey who agreed to participate in future cycles will constitute a survey panel that will be invited to participate in future cycles as long as they are willing. To compensate for attrition in the panel (due to those who do not agree to participate in future cycles, who move away from the North Shore, or who cannot be contacted in the next cycle), new participants will be recruited from the general population. This approach has certain advantages, including cost efficiency and the unchanging core panel of participants reducing cycle-to-cycle variation due to random sampling. However, it may be noted that over time, and depending on the extent of attrition, the core panel may develop some bias in terms of its representativeness of the population (e.g., may favour more established residents who rarely move). The panel methodology will be confirmed with the municipalities prior to the start of the next full cycle. The panel composition should be monitored over time, and decisions made as appropriate to balance the size of the existing panel against recruitment of a new cross-section

in each survey cycle. Over 80% of 2019 NSTS participants agreed to be contacted again for future survey cycles.

- **Representation of young people.** The 2019 survey somewhat under-represented younger residents, particularly those between the ages of 15 and 24, who are generally less likely to participate in surveys. We recommend continuing to undertake address-based sampling to include coverage of all residents living in private dwellings, including cell-phone-only households. We also recommend continuing to offer spin-off sampling to ask participants in households with other household members under the age of 40 to recruit another household member to participate. It may also be possible to undertake other measures to encourage young people to participate.
- **Targeting of sample districts.** Based on the 2019 cycle, we have obtained good information on which sampling districts that have above or below average survey response rates. The 2021 sampling plan to recruit new participants can be tailored accordingly to send proportionately more survey invitations to areas that have traditionally lower response rates, so that less remedial sampling has to be undertaken late in the survey cycle.
- **Fall 2020 mini-survey.** Contact with the survey panel participants will be maintained, for example, to let them know when the report is publicly released, and to invite them to participate in the 2020 NSTS mini survey to be conducted in the fall. The 2020 mini-survey may include some new topical questions of interest to the municipalities (e.g., a question on how residents prefer to hear about local road construction and delays may be included). The 2020 mini-survey could also include questions on impacts of the COVID-19 pandemic, if there is interest in including such questions. The 2020 mini-survey will not entail detailed questions on daily travel.
- **Fall 2021 full survey.** The next full cycle in 2021 will collect information on residents' daily travel and detailed travel patterns again. The results of the 2021 cycle will provide a comparison of how indicators are changing over time. For reporting the 2021 results, we recommend that longitudinal comparisons be focussed on key indicators of greatest interest to track over time, and that the longitudinal comparisons should be undertaken mainly for overall results across the entire North Shore, with only limited longitudinal comparison by municipality or sub-municipal zone (due to the smaller sample sizes for sub-populations). When undertaking longitudinal comparisons for key metrics such as trip rates and mode shares, it may be useful to undertake tests of statistical significance.

Appendix A: Survey Questionnaire

**2019 North Shore Transportation Survey
Online Survey / Telephone Interview Script**

1. INTRODUCTION – ONLINE TRAVEL SURVEY

[CLIENT LOGO(S)]

To begin the survey, please enter the secure access code found on the top of your notification letter.

Secure Access Code: _____ **Begin Survey**

Welcome to the North Shore Transportation Survey.

The City of North Vancouver, the District of North Vancouver, and the District of West Vancouver are jointly undertaking a transportation survey to learn more about the travel patterns of residents of the North Shore. This research is being undertaken as part of the Integrated North Shore Transportation Planning Project (INSTPP), a joint initiative of the local governments and First Nations on the North Shore and provincial and federal agencies (visit www.instpp.ca for more info).

The goal of the survey is to understand where people are going and how they get there by collecting information on the trips made by one member of your household. The information provided will be used to make informed decisions on future planning for roads, public transit, cycling and pedestrian infrastructure, and other transportation facilities.

In appreciation of your time, you'll be entered for a chance to win one of 65 gift certificates ranging from \$25 to \$100 in value upon the completion of this survey.

How long does it take to complete the survey? Approximately 10-20 minutes. It is extremely important all your data is entered completely and accurately. You can also complete the survey by telephone with one of our professional interviewers by calling us toll-free at **1-855-412-1940**.

What kinds of questions are asked? The survey asks questions about your household and demographic characteristics, all trips taken on the previous weekday, as well as your opinions on some transportation-related issues on the North Shore.

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analyzed. Your contact information will only be used to contact you for follow up about the survey. Click here to view our [Privacy Statement](#).

How was I selected for the survey? Your household was selected at random from households across the North Shore. A limited number of households receive an invitation to join the study, so the few minutes you take to participate will have a big impact. The survey is voluntary, but to truly represent the travel behaviour of all types of residents in your neighbourhood, we hope that you or a member of your household will choose to participate.

Who is being surveyed? We will be surveying randomly selected households across the North Shore, including the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver. Only a limited number of invitations are sent out, so your participation is important.

Who is conducting the survey? The survey has been contracted to independent research firm R.A. Malatest & Associates Ltd. to conduct the survey.

Are there incentives for participation? Participants who complete the survey are eligible to enter a prize draw. You could win one of five \$100 gift certificates to local merchants or one of 60 \$25 e-gift certificates. Odds of winning are 1 in 30. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

What day of the week should I report on? We are interested in your travel on the most recent previous weekday. It is important that you provide a snapshot of what you actually did on that day, even if it was not a typical day, and even if you did not travel.

Who do I contact for more information or for help?

- If you would prefer to complete the survey by telephone, please call **1-855-412-1940** (toll free).
- You may also call the number above for assistance with the online survey, or email us at info@northshoretrips.ca.
- If you wish to validate the authenticity of this survey you may contact Chris French at the City of North Vancouver (cfrench@cnv.org, 604-983-7318), Banafsheh Rahmani at the District of North Vancouver (rahmanib@dnv.org, 604-990-2363) or Cindy Liu at the District of West Vancouver (cliu@westvancouver.ca, 604-925-7157).
- For more information about this survey, please visit northshoretrips.ca.

Please note that your answers to the survey are saved each time you click on the Previous or Next Buttons.

- R1. Are you the only person in your household who is 15 years of age or older?
1. Yes
 2. No

- R2. [if R1=No]
In order to obtain a representative cross-section of the population, it is important that we randomize the selection of the person in your household who completes the survey.

Of all of the people in your household who are 15 years of age or older, are you the person whose birthday comes next?

1. Yes
2. No

- R3. [If R2=No]
In order to randomize the selection of the person who completes the survey, we would like to do the survey with the person in your household whose birthday comes next.

If this person is available now:

Please ask this person to complete the survey. If they will use the same computer or mobile device as you are using now, click here to [return to the Introduction](#), so that this person can start from the beginning.

If this person is not available now, or will do the survey on another computer or mobile device:

Please ask this person to complete the survey. They can log in at northshoretrips.ca with the secure access code from your household's invitation letter. Your secure access code is: [recall access code].

Or, you can send this person an email invitation. Fill out the email address below and add your own personal message, and click Send Email to have our system send a link to the survey.

Email address: _____

Personal Message: _____

Your name: _____

(please enter your name so that this person knows you sent this to them)

[SEND EMAIL BUTTON]

The email address entered will only be used to send a link with the secure access code for your household. The email address will not be used for any other purpose and will be destroyed after use.

The protection of your privacy is important to us. The secure access code is intended for your household's use only. Do not share your access code with anyone outside your household if you do not want them to have access to your survey answers. Once the survey is complete, access to the survey will be closed and your data will be secure.

Click here to [return to the Introduction](#).

[PROGRAMMER: The above page is a cul de sac. It should only have the Previous and Send Email buttons, and no continue button]

R4. [when the send email button is clicked please redirect the survey to the following message:

An email has been sent to the person in your household identified as the next person who will celebrate a birthday.

The goal of the North Shore Transportation Survey is provide the municipalities of the North Shore with an understanding of where people are going and how they get there by collecting information on the trips made by one member of your household. This information will be used for planning purposes and to make informed decisions on transportation infrastructure.

We ask that the person with the next birthday complete the survey in order to randomize the selection within each household and obtain a representative sample of all types of people in the North Shore.

Click here to [return to the Introduction](#).

[PROGRAMMER: this page is also a cul-de-sac]

2. INTRODUCTION – TELEPHONE INTERVIEW

Hello, my name is _____, and I am calling on behalf of the [City of North Vancouver, the District of North Vancouver, and the District of West Vancouver, depending on sample segment] to follow up on an invitation we recently sent you to participate in a major study of the travel patterns of North Shore residents. This survey is being conducted as part of the Integrated North Shore Transportation Planning Project, a joint initiative of the municipalities, First Nations, and federal and provincial agencies.

The data collected in this study will help inform decisions to improve transportation infrastructure and services across the region. On this survey, we will ask some questions about the trips made by one member of your household yesterday.

To randomize our interviews, may I speak to the person in your household who is 15 years of age or older and whose birthday comes next?

(INTERVIEWER: If sounds young, verify 15 years of age or older. If no, ask to talk to appropriate person and restart intro. If person 15+ years with the next birthday is not available, schedule a callback.)

USE FOLLOWING SCRIPTS AS NECESSARY:

The survey will be about the transportation choices people make.

- This survey is about the transportation choices people make. The survey results will be used to help plan improvements to roads, transit infrastructure, and pedestrian and cycling facilities across the region.
- Your household has been randomly. The survey is voluntary, but to truly represent the travel behaviour of residents in your area, it is important that you, or someone else in your household who is 15 years of age or older, participate.
- It is important that we complete the survey with a random cross-section of the entire population that is 15 years of age or older. We ask to speak the person who will next celebrate a birthday to randomize the choice within each household.
- The survey takes about 10-20 minutes depending on your answers.
- The survey contains questions about your household and your demographics. It also asks about the trips you made on a previous weekday, as well as a few opinion questions on transportation issues facing the North Shore.
- Even if you did not make any trips yesterday, it is important that we record that information as well. The survey will be shorter for you.

- I work for R.A. Malatest & Associates Ltd, a professional research firm. The City of North Vancouver, the District of North Vancouver, and the District of West Vancouver have contracted our firm to conduct this survey on their behalf.
- If you wish to validate the authenticity of this survey you may contact the Chris French at the City of North Vancouver (cfrench@cnv.org, 604-983-7318), Banafsheh Rahmani at the District of North Vancouver (rahmanib@dnv.org, 604-990-2363) or Cindy Liu at the District of West Vancouver (cliu@westvancouver.ca, 604-925-7157).
- I can send you an email with information about the study, and a link to the website for this study. (If you prefer I can mail you information about the purpose of the survey, and call you back after you have reviewed the information.)
- Participants that complete the survey are eligible to enter a prize draw. You could win one of five \$100 gift certificates to a local merchant or one of 60 e-gift certificates to a local merchant. Your chances of winning a prize are approximately 1 in 30. A total of \$2,000 in prizes will be awarded. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

A2. [ONLY ASKED OF TELEPHONE INTERVIEW RESPONDENTS. ASSUME ONLINE RESPONDENTS HAVE RECEIVED THE LETTER IN THE MAIL IN ORDER TO GET ACCESS CODE TO LOG ON]

Have you received the letter in the mail describing this study?

1. Yes
2. No
3. Don't know

INTERVIEWER: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES MORE INFORMATION BEFORE PROCEEDING:

I can send you an email with information about the study, and a link to the website for this study. (If you prefer I can mail you information about the purpose of the survey, and call you back after you have reviewed the information.)

3. SURVEY PRIVACY STATEMENT

[available anywhere there is a link to the [Privacy Statement](#)]

The survey team is dedicated to protecting the privacy of its participants.

Collection of information for the survey is being undertaken in accordance with Sections 26 through 36 of BC's *Freedom of Information and Protection of Privacy Act (FOIPPA)*. The confidentiality of any information collected is protected under the provisions of the Act.

Any information obtained from each household is processed, stored, and used in a form that does not permit any particular household to be identified. Your survey answers will be aggregated with that of other households when the data are analysed.

Canadian-based research firm R.A. Malatest & Associates Ltd. is conducting the survey data collection under the direction of the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy [URL: <http://www.malatest.com/Privacy.htm> [LAUNCH IN SEPARATE WINDOW]].

For more information, please contact 1-855-412-1940 (toll free) or email info@northshoretrips.ca.

To contact your municipality regarding privacy questions or concerns, please send an email to the appropriate municipal contact for your municipality:

cfrench@cnv.org Chris French, City of North Vancouver
rahmanib@dnv.org Banafsheh Rahmani, District of North Vancouver
cliu@westvancouver.ca Cindy Liu, District of West Vancouver

Per FOIPPA requirements, your information will be securely retained for at least 12 months after the conclusion of data collection. If you give your permission to be contacted for a follow-up survey, your contact information and linked survey responses will be retained for the purpose of a follow up survey in one year. If after completing the survey you wish to withdraw your consent to collect or retain your information, please email info@northshoretrips.ca.

For more information about this research study please visit northshoretrips.ca.

4. HOUSEHOLD INFORMATION

PHONE: Before we begin, I'd like to let you know that this survey is entirely confidential.

WEB: This survey is entirely confidential and uses secure internet protocols.

Your survey responses will only be analyzed after all personal identifying information has been removed. Survey responses will be aggregated for analysis and will be used only for transportation and city planning purposes.

PHONE: I am now going to ask you some general questions concerning your household

B1A. Please provide a phone number and email address you may be reached for follow up about this survey.

Name: [NAME]

Phone Number: [PHONE NUMBER] Extension: _____

Email: _____

Your contact information will be kept confidential and will not be shared with anyone. We will contact you only in the event we need to verify your responses or to invite you to complete a follow-up survey in another year.

Click here to view our [Privacy Statement](#).

B2. [if address exists in sample file AND street address flag=1 (i.e., address is not a mailing address like a rural route or PO Box)]]

The home address we have on file for you is listed below. Please verify the address and correct it if necessary. This information is required to identify the location of your trips.

We are interested in the physical address of your home, not your mailing address.

STREET ADDRESS

CITY / TOWN

POSTAL CODE

Confirm address is correct, or edit the fields displayed

1. Yes
2. No
9. Prefer not to answer

B2X. [IF DECLINE TO ANSWER IN B2]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

If you are uncomfortable providing us your exact street address and you live in an urban area, you may provide your postal code. If you live in a rural area, please provide your street address, or at least the closest cross-streets.

PHONE: Rather than terminating the survey, would you reconsider answering this question?

[if agree, go back to previous question]

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

HOME_LOCATION

[Map the address provided using Google Maps]

[If no address in sample or if address flag indicates a mailing address such as PO Box and address page was skipped]: **Please provide the address of your place of residence. This information is required to identify the location of your trips. Please do not provide a rural route or a PO Box.**

[If confirmed address on previous page:] [display confirmed address above Google Map]

WEB: Does the map correctly show where your home address is located? If not, please move the marker to where it is located, or use the Search box to search for your correct address.

PHONE: CONFIRM WITH RESPONDENT WHAT THE MAP SHOWS: E.g., I am looking at the location on Google Maps. It looks like your home is near the intersection of [STREET] and [STREET]. Is that correct?

LOCATION CAPTURE [HOME COORDINATES]

5. LOCATION CAPTURE MODULE

The general format of the location capture screen is as follows, modified for each survey question as required. Anywhere the survey indicates **LOCATION CAPTURE** in the survey instrument this format will be used.

- LOC1
- **Home** (display confirmed address, from sample or as captured in the survey)
 - your main **work** location (display address captured in survey)
 - your **school** (display address captured in survey)
 - [previously captured destination #1]
 - [previously captured destination #2]
 - ...etc...
 - On the road / no fixed location (no fixed place of work) [Work and school location capture only]
 - Other location [Google Geocode searches and Google Maps confirmation]

Example screen shot: First page allows respondent to pick from locations already given by the household, or indicate that it is another location:

Where did you go first? (What was the destination of this trip?)

Household Work Locations

- ☐ **your main work location** (2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada)
- ☐ 2400 Lucknow Dr, Mississauga, ON L5S 1T9, Canada

Household School Locations

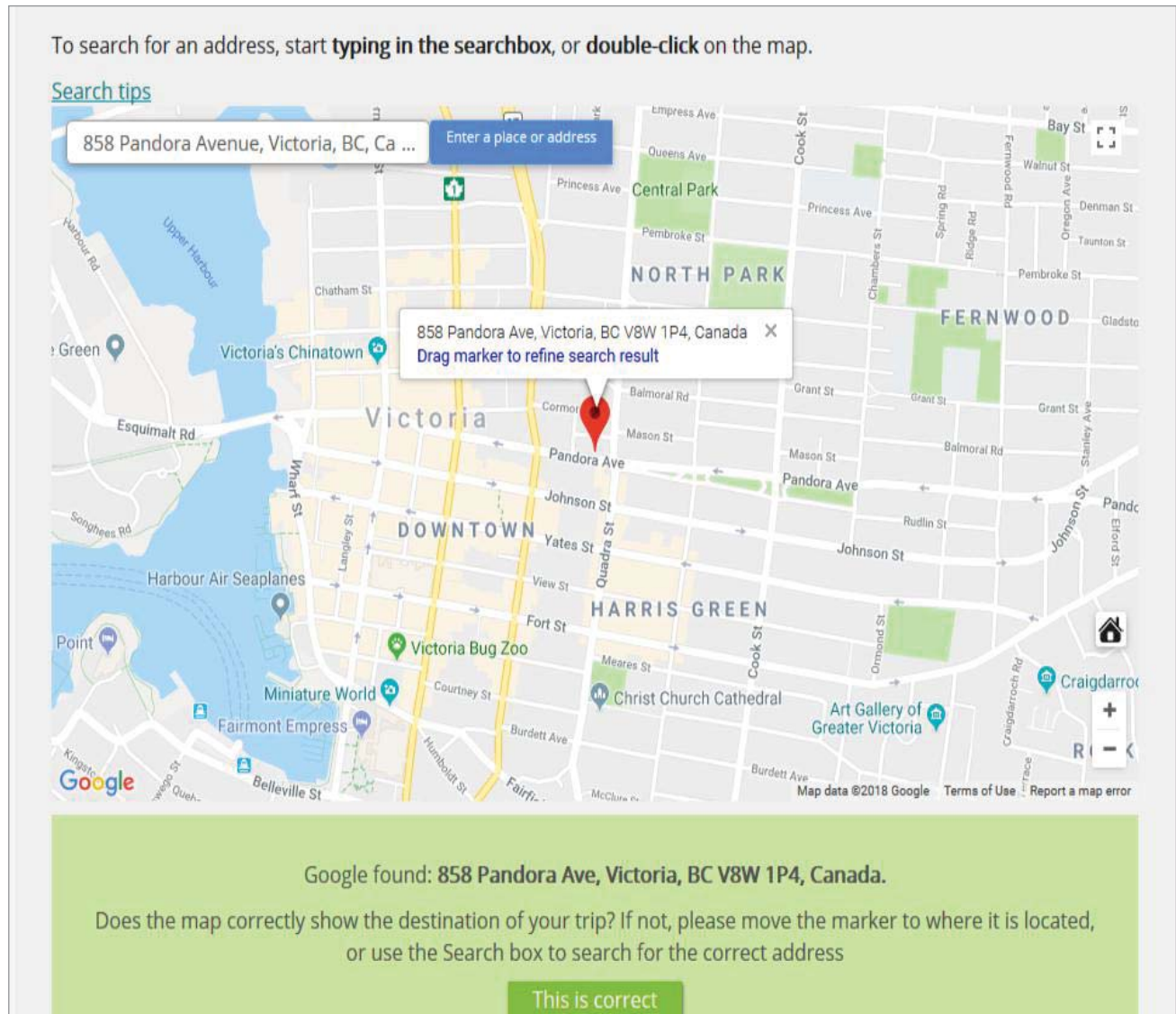
- ☐ 25 Peel Centre Dr, Brampton, ON L6T 3R5, Canada

Other Locations

- ☒ Other location

Progress through your Trip # 1 26 %

Example screen shot: If respondent selects 'Other location' they can provide their location by via Google search, double-clicking on the map, or dragging the marker.



6. HOUSEHOLD INFORMATION (CONT'D)

B3. **ONLINE: Please identify the type of dwelling you reside in:**

PHONE: What type of dwelling do you live in?

1. single-detached house
2. row house or townhouse
3. semi-detached house (side-by-side)
4. a secondary suite in a house (e.g., basement apartment, upstairs apartment)
5. on-campus student residence
6. apartment or condominium in a high rise building (5 or more storeys)
7. apartment or condominium in a low rise building (fewer than 5 storeys)
8. mobile home
9. residential care or long term care facility
77. other, please specify: _____

B4. **How many people are currently living in your household, including yourself?**

(Include children only if living in your household on your Travel Day.

Include roommates, housemates, live-in housekeepers, and lodgers if they share communal facilities. Exclude anyone living in a separate apartment within the building.

Do not include visitors, even if they are staying for an extended period of time.)

___ **Total # persons in household**

(confirm with respondent)

99. Prefer not to answer [go to B5]

B5. [IF DECLINE TO ANSWER IN B4]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

PHONE: Rather than terminating the survey, would you reconsider providing this information?

WEB: Click the Previous button to go back and provide a response, or click End Survey to quit

[if agree, go back to previous question]

[If still refuse, record as refusal:] Thank you for your time. Have a pleasant day / evening

B4A. [NumHouseholders>1]

How many people in your household are 15 years of age or older?

___ **Total # persons in household 15 years if age or older**

99. Prefer not to answer [go to B5]

- B6. **How many licensed (insured) motor vehicles (including cars, light trucks, vans, motorcycles and licensed scooters or mopeds) are available to the members of your household, including yourself?**

Please include personal and business vehicles. This includes vehicles that you own as well as vehicles provided by employers that you have regular access to and that can be brought home and parked overnight.

Do not count any motor vehicles which are not registered. Do not count any that are registered to an owner in the household but not insured to be on the road. Do not count car share vehicles.

77. none

99. Don't know

[Note: CoV survey excludes motorcycles, but we have included them as they speak to the transportation options available to household members.]

- B7D. **At your current place of residence, how many parking spaces are available to members of your household, excluding parking on city streets?**

_____ (# of spaces) [allowable range: 0-20]

77. None

99. Don't know

- B8. **How many working bicycles and electric bicycles are available to members of your household, including yourself?**

Adult bicycles: _____

E-bicycles: _____

99. Don't know

7. DEMOGRAPHICS

The next section is about your demographics. You will be asked to provide some information about yourself before moving on to recording your trips in the next section of the survey.

Your responses are entirely confidential. Your personal information will be protected, and any identifying information will be deleted from the data prior to analysis. Click here to view our [Privacy Statement](#).

C1. **What best describes your gender?**

[INTERVIEWER: do not ask unless necessary – record only]

1. male
2. female
3. prefer to self-describe: _____
9. prefer not to say

C2. **What is your age?**

9. prefer not to answer

[Note: it is easier to adapt our existing template if we can just ask age rather than year of birth. For people who opt in to the panel, we can translate from age to approximate year of birth, and ask for update in subsequent cycles.]

C2A. [if not provide specific age] **What age range do you belong to?**

(INTERVIEWER: Read the age ranges, starting at a relevant one)

1. 0 – 14 years
4. 15 – 17 years
5. 18 – 24 years
6. 25 – 34 years
7. 35 – 44 years
8. 45 – 54 years
9. 55 – 64 years
10. 65 – 74 years
11. 75+ years
99. prefer not to answer

C2B. [if 99 to C2A]

Unfortunately, the survey cannot proceed without an answer to this question. Demographic information such as age is crucial to transportation research. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

PHONE: **Rather than terminating the survey, would you reconsider answering this question?**

If you are uncomfortable providing us your exact age, please select from the ranges below to continue the survey.

1. 0 – 14 years
3. 15-64 years
4. 65+ years

INTERVIEWER: Go back to previous question if precise range given or select from broad ranges above

[If still refuse:] Thank you for your time. Have a pleasant day / evening.

[Note: ages given in age ranges will be randomly imputed for data weighting and analysis purposes]

C2C. [If age<15 IN C2 or C2A age range=1 or C2B age range =1]

[Cul-de-sac page with only Previous and End Survey buttons]

This survey must be completed by someone 15 years of age or older.

If you are 15 years of age or older, click the Previous button to change your answer.

If you are under the age of 15, please have a member of your household who is 15 years of age or older fill out the survey.

C3. [if age >= 16, or C2A>=4 or C2B >=3]

Do you have a valid driver's licence?

[mouseover for valid driver's licence: This includes any category of motor vehicle licence, including a temporary learner's permit. Answer 'No' if the licence has expired and has not been renewed or if it has been suspended.]

1. Yes
2. No
99. Prefer not to answer

C4. **Which of the following apply to you? Select all that apply.**

PHONE:

INTERVIEWER: ASK ABOUT BOTH EMPLOYMENT STATUS AND STUDENT STATUS

Are you currently working (i.e., an employee or self-employed)? Is that full-time or part-time?

Do you currently attend school or another educational institution? (K-12 or post-secondary) Is that full-time or part-time?

1. Work full-time (30 or more hours per week)
2. Work part-time (less than 30 hours per week)
3. Student full-time
4. Student part-time
5. Unemployed
6. Retired [only display if age 40 +]
77. Other, specify: _____

[PROGRAMMING NOTE: cannot select 'unemployed' if work full-time or part-time]

8. DEMOGRAPHICS – SCHOOL DETAILS

C4X. [if respondent indicated both f/t student and f/t worker, provide confirmation message:]

From your answers, it appears that you attend school full-time and also work full-time (more than 30 hours per week at your main job). Is this correct?

1. Yes, attend **school full-time** and **work full-time** (more than 30 hours/week)
2. No, attend **school part-time** and **work full-time** (more than 30 hours/week)
3. No, attend **school full-time** and **work part-time** (less than 30 hours/week)
4. Unsure

C4A. [if student]

What kind of school do you attend?

2. Secondary school (high school)
5. College or university
6. Alternate, adult basic education, or other
7. Online / distance learning only, please specify level (high school, college, university, adult basic education: _____)
8. Prefer not to answer

C4B. [if student]

What is the name of your school?

(you can choose from suggestions that appear as you type, or, if none of the suggestions applies, you can type the name exactly as you know it)

1. School Name: _____ [Auto-suggest as you type]
8. Home schooled (does not attend a school outside the home)

[List of K-12 schools obtained from provincial list, supplemented with public post-secondary, and larger private post-secondary]

[Include street address and municipality in description of school location]

C4D. [skip location capture if SchoolType = 7. online/distance education or if SchoolName=8. home schooled]

[If not on list] **What is the location of the school?**

[If on list, map location:] **Does this location appear to be correct?** (If it is not correct, please drag the marker on the map, double-click, or use the search bar to find the correct location)

LOCATION CAPTURE [SCHOOL CO-ORDINATES / TAZ]

C4E. [Person is student AND has driver's licence AND SchoolType not equal to 7. Online or distance learning]

Do you use parking at school? If so, do you pay for parking?

1. Yes, use free parking at school
2. Yes, pay for parking at school
3. No, do not use parking at school

9. DEMOGRAPHICS – WORK DETAILS

C6A. [if employed] **What is the address of your normal place of work (main job)?**
(This is the address of the worksite that you normally commute[s] to every day)

1. Work from home
 3. No fixed workplace address / no usual place of work
 6. Work at a workplace you go to regularly (away from home) → identify address on map
- LOCATION CAPTURE [WORK CO-ORDINATES / TAZ]**

C6C. [if employed AND has driver's licence AND regular workplace outside the home (not home or no fixed workplace)]

Do you use parking at work? If so, do you pay for parking?

1. Yes, I use free parking at work
2. Yes, I pay for parking at work
3. No, I do not use parking at work
99. Prefer not to answer

C6J. [if employed]

Which of the following best fits the nature of your occupation?

1. **Management Occupations**
(mouseover: senior government managers, financial and administrative services managers, health, education and social services managers, construction and transportation managers, etc.)
2. **Business, Finance & Administration Occupations**
(mouseover: HR and business services professionals, financial auditors and accountants, office and administrative support, legal and medical administrative assistants, payroll and banking clerks, postal workers, shipping and receiving, inventory, dispatchers, survey interviewers and statistical clerks, etc.)
3. **Natural & Applied Sciences Occupations**
(mouseover: physicists, chemists, civil, mechanical, electrical, chemical, industrial and other professional engineers, geoscientists, architects, land surveyors, computer and information systems professionals, technical professions etc.)
4. **Health Services Occupations**
(mouseover: registered nurses, physicians, dentists, veterinarians, optometrists, chiropractors, pharmacists, nutritionists, therapy and assessment professionals, paramedics, medical technologists and technicians etc.)
11. **Secondary and Elementary School Teachers**
(mouseover: secondary and elementary school teachers)
5. **Post Secondary Education, Law & Social, Community & Government Services**
(mouseover: university and college instructors, judges, lawyers, policy and program researchers, social and community service workers, police officers, firefighters, correctional officers, by-law enforcement etc.)
6. **Performing & Facilitating Art, Culture, Recreation & Sports**

(mouseover: librarians, authors, journalists, creative arts, photographers, graphic arts technicians, occupations in motion pictures, broadcasting and the performing arts, athletes, recreation and sport instructors, graphic designers, interior designers etc.)

7. Sales & Service Provision

(mouseover: retail sales, food and beverage services, travel agents, tour guides, cashiers, cooks, janitors, building superintendents, retail and wholesale buyers etc.)

8. Trades, Transport & Equipment Operators

(mouseover: contractors, industrial, electrical and construction trades workers, machinists, iron workers, welders, machine operators, electricians, cable technicians, plumbers, carpenters, roofers, painters, cabinet makers, millwrights, automotive technicians, crane operators, drillers in surface mining, quarrying and construction, truck drivers, bus drivers, taxi drivers, trades helpers and labourers etc.)

77. Commercial driver (such as a courier, taxi, or bus driver)

9. Occupations in Natural Resources, Agriculture & Related Production

(mouseover: oil and gas well drillers servicers, testers and related workers, logging and forestry workers and supervisors, fishing, farming, landscaping, trappers and hunters, harvesting, mine workers and supervisors etc.)

10. Occupations in Manufacturing & Utilities

(mouseover: processing and manufacturing supervisors and workers, motor vehicle assembly, electronics and electrical products manufacturing, petroleum, gas and chemical process operators, utilities equipment operators and controllers, chemical plant machine operators, plastics and rubber processing machine operators and workers, pulp and paper production, wood processing, mechanical, electrical and electronics assemblers, furniture assembly and finishing, mineral and metal processing etc.)

80. Other, please specify: _____

99. Don't know

[based on the 10 major categories of the NOC classification system]

[PROGRAMMER: use list with mouseover programming from OTS]

C6L. [if employed]

Do you have access to employee programs that support or provide the following? Check all that apply.

1. Company carpool / car share
2. Employer subsidized transit pass
3. Employer subsidized bike share / Mobi membership
4. Other, specify: _____
77. No, I do not have access to such programs
99. Don't know

[Note: CoV survey appears to skip this question if do not make trips for business purposes during the work day, but we think it should be asked of all employed people]

[PROGRAMMER: do not allow selection of 77. No and other options]

10. TRIPS INTRODUCTION

D1.

This section consists of questions about the trips you took **during a single weekday** (your Travel Day).

In order to ensure the most accurate recollection of your travel, please use [yesterday/TRAVELDAY] as your Travel Day.

We will ask you about the trips you made on [TRAVEL DAY], that is any trip during the 24-hour period between 4:00 a.m. yesterday ([TRAVEL DAY]) and 4:00 a.m. this morning, whether for work, school, shopping or any other purpose.

This section will have a series of questions for each separate trip.

What is a trip? A trip is a one-way journey from one location to a destination for a single purpose. A trip may include more than one mode of travel, such as car and transit.

- It is important to report **all trips**, even for a short distance, on foot for instance.
- If you stopped off on your way to somewhere else, such as to drop off a child at school or pick up a coffee, then that journey would have two trips. The return portion of a journey is also considered a separate trip.
- Report all trips, whether made by walking, car, truck, bicycle, transit or any other mode of travel.
- [if person is employed:] Report your trips for business meetings and work-related purposes.
- Report recreational outings that end at the same place they started, such as walking the dog or going for a jog.
- Do not report moving around between classes on campus or within the same building complex.

[Recreational trips with no destination (walking the dog, going for a jog) will be captured. However they might be reported on separately, and excluded from the reporting of mode shares, depending on how other jurisdictions do it (for comparability).]

How precise do locations need to be? We will ask you where you travelled to. Please try to describe locations as precisely as possible, to the accuracy of street address. Use the Google Map provided to search for a specific business or place, or double click on the map to set a 'pushpin' marker. You can drag the marker to the exact location. If possible, try to avoid placing markers at intersections – drag them to the actual destination you travelled to.

[if person is employed as a commercial driver:]

If you are a commercial driver (bus driver, taxi driver, courier, traveling salesman): You do not have to tell us about the all the work trips you made for commercial deliveries, or while driving a taxi or bus. But please report the following:

- Your first trip to where you started your work day (terminal, office) or your first delivery or stopping point if you started your delivery/work schedule directly from home.

- Your final work-related stopping point if it is different from the one above.
- A return trip to your home or other non-work related location at the end of your work day.
- All personal trips by any mode of travel.

(INTERVIEWER: If the person was out of town yesterday, we can capture their travel if it passed through or ended up in the North Shore).

11. TRIP CAPTURE – START OF TRAVEL DAY

E1. **Did you make at least one trip - by any mode of travel whether car, bus, cycling, or walking - at any time [yesterday/TRAVELDAY]]?**

(Note: Trips include those made via any mode of travel, including all motorized modes of transportation and any non-motorized modes of transportation such as walking, cycling, rollerblading, skateboarding, and so on)

(If SchoolType=college or university: **Do report trips to or from school campuses or any trips made off-campus. Do not report trips moving around between classes on the same campus or within the same building complex.**

1. Yes
2. No

E1X. [If E1=2 (no trips):]

Why did you not leave home or make any trips [yesterday/TRAVEL DAY]?

1. Out of town for entire day
2. Sick/ill or care for other sick/ill household member
3. Not scheduled for school classes or activities
4. Not scheduled for work or on extended leave from work (paternity/maternity, short-term disability)
5. Worked from home, and did not leave home for any reason
6. No need to leave home
7. Could not leave home, no transportation available
8. [if B3 dwelling type=5 on-campus residence:] I did not leave campus all day.
9. I did not make any trips because I was unable to use public transit due to the job actions/strike affecting the availability or frequency of some transit routes.

Mouseover on job actions/strike:

Workers at Coast Mountain Bus Company, which provides bus service throughout most of Metro Vancouver and operates the SeaBus routes are currently undertaking strike/job actions which may affect the availability or frequency of some transit routes.

If response 9 above is selected, display this question:

How many trips would you have taken if transit was available? Please provide your best estimate.

Please note that each trip is a one-way journey, so a trip to the grocery store and then home would be considered two trips.

77. Other (specify): _____

100. Actually, I did leave home to go to work or school or to make at least one other kind of trip
[GO BACK TO E1]

E1X1. [if employed=yes AND (E1X=3 or 6 or 7 or 8 or 77), regardless of whether work from home or not]
You did not report going to work [yesterday/on TRAVEL DAY].

Were you working at home?

8. [if B3 dwelling type=5 on-campus residence:] No, worked on the same campus where I live, so did not have off-campus trips.

1. Yes, worked from home (telecommuted)
2. No, away on business / working on the road
3. No, did not work
4. No, actually I worked and did take work-related trips
5. Other, specify: _____

E1X2. [if E1X1=1 actually did make work trips]

Please report your trips to and from work, or for work-related purposes, whether you walked or used another mode of travel.

[PROCEED TO E4]

E1X3. [if a student AND (E1X=4 or 5 or 6 or 7 or 8 or 77), regardless of whether home-schooled or not]
You did not report going to school. Did you attend school [yesterday/on TRAVELDAY]?

8. [if B3 dwelling type=5 on-campus residence:] Yes, attended classes on the same campus where I live, so did not report trips.

1. Yes, did go to school
2. Attended school from home (home schooled, distance learning)
3. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
4. No, away on a field trip or other travel
5. Other, specify: _____

E1X4. [if E1X3=1 actually did make school trips]

Please report your trips to and from school, or for school related purposes, whether you walked or used another mode of travel.

[PROCEED TO E4]

E4. **Did your first trip start from home?**

1. Yes, my first trip started from home
2. No, my first trip started somewhere else

E4A. [If E4 <> home]

You mentioned that your first trip of the day started at a location other than your home. Is it that you were...?

1. Working a night shift (past 4 am, the start of the travel day)
2. Staying overnight at another household? (friend's, relative's, parent's, etc.)
3. Away from home on business travel?
4. Away from home on vacation (or other personal travel)?
5. Another reason, please specify: _____

E4B. [if E4A=3, 4 (away on business or vacation travel)]

You mentioned that you started the travel day away from home because you were away on business or vacation travel. Did you travel back to the North Shore between 4:00 a.m. [yesterday/TRAVEL DAY] and 3:59 a.m. [today/TRAVELDAY +1]?

1. Yes
2. No

[PROGRAMMER: In E4B above, add a modal pop up to North Shore: The North Shore includes the the City of North Vancouver, the District of North Vancouver, the District of North Vancouver, Tsleil-Waututh Nation, and the lands of the Skwxwú7mesh Úxumixw (Squamish Nation) that are adjacent to North Vancouver.]

E4X. [If E4B=no]

You said that you were away the entire day due to business or vacation. Since you did not return to the survey area, you do not have to enter trips for this day.

If you did return, please click the Previous button below to change your answer to Yes, and then please report on your travel for the day.

[PROGRAMMING NOTE: if E4B=no, conclude trip capture and log person as "No trips"]

E4C. [If E4=another location and (E4B=yes or E4A=1,2,or 5)]

What was the starting point of your first trip [yesterday/TRAVEL DAY]?

LOCATION CAPTURE [ORIGIN CO-ORDINATES]

12. TRIP CAPTURE – LOCATION, TIME, PURPOSE, MODES

- E5. [if trip=1:] **Where did you go first?**
 [if trip>1:] **Where did you go next?**

If this is a recreational trip where your start and end locations are the same, please select the location you returned to. (Examples of recreational trips are dog walking, jogging, scenic drive with no destination, etc)

[if trip>1 and ORIGIN=Usual Work and OccType<>77 Commercial Driver:] If you left work at any time before the end of your work day, such as to go for coffee or a lunch outside your workplace or for a business errand, please report each trip to such a destination.

[if trip>1 and ORIGIN=Usual School:] If you left school at any time before the end of your school day, such as to go for coffee or a lunch outside or for an errand, please report each trip to such a destination.]

(Note: For trips requiring air travel: please treat the trip to the airport as a separate trip from the trip on the airplane.)

LOCATION CAPTURE [DESTINATION CO-ORDINATES / TAZ]

[WORK LOCATIONS AND SCHOOL LOCATIONS FOR ALL HOUSEHOLD MEMBERS ARE INCLUDED IN LIST OF KNOWN LOCATIONS]

- E5R. [if ORIGIN=DESTINATION]
It appears that your origin ([ORIGIN ADDRESS]) and destination ([DESTINATION ADDRESS]) are the same.

Was this a recreational trip such as walking the dog, or going for a jog or bike ride with the same start and end location?

1. Yes
2. No

[if ORIGIN=DESTINATION and RecreationTrip=No]

It appears that your origin ([ORIGIN ADDRESS]) and destination ([DESTINATION ADDRESS]) are the same.

If you are entering trips out of sequence, please continue. Otherwise, if you have missed reporting a stop, please go back and revise your answer.

Modal with a button label that says: *Is this a recreational trip for exercise or walking the dog?*

Modal text on click:

If you walked your dog, went jogging, cycled for exercise, or took a scenic drive with no destination:

- If your start and end locations are the same and you did not stop anywhere along the way, please enter the same destination as where you started your trip. For example, if you left home to walk the dog and returned home, enter home as your destination.
- If you stopped along the way, please enter the place you stopped at.

If you travelled to a specific place where exercise took place, such as a trip to the gym, or a drive to a park where you then went for a hike:

- Please enter the place you travelled to. Your travel to that place is one trip. Your travel leaving from that place to return home or go somewhere else will be a separate trip.

E2. At what time did you leave on this trip?

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

Please provide your best guess if you cannot give the exact time.

E5Q. [if RecreationTrip = yes]

About how many minutes was this trip?

_____ minutes

[if destination selected above = home, assume purpose is RETURN HOME and do not ask this question]

[if RecreationTrip = Yes, assume purpose is 42 Recreational and do not ask this question]

E3. What was the main purpose of this trip?

10. Travel to work (usual place of work)

11. Work-related

[mouseover: Trips to attend meetings, and for other work-related purposes.

If job hunting or volunteering, please select 'Other'.]

12. Working on the road / itinerant workplace / no fixed work address

20. Attend post-secondary school (university, college, private post-secondary)

30. Attend school (K-12)

[mouseover: Trips made for the purpose of attending school.

If driving someone to/from school, select 'Pick up a passenger' or 'drop off a passenger'.

If parent attending parent-teacher meeting, select 'Other'.

If work at the school, select Work.]

41. Dining / restaurant (whether eat-in or take-out)

42. Recreational (sports, leisure activity)

43. Social (visiting friends, family, religious)

44. Shopping or household maintenance (grocery, clothing store, auto repair, gas station)

45. Personal business (e.g., bank, dentist, health appointments, personal care, volunteering)

91. Pick up a passenger (e.g., pick up child at school or daycare, pick up someone at work, etc)

92. Drop off a passenger (e.g., drop off child at school or daycare, drop off someone at work, etc)

80. RETURN HOME ([recall address])

888. Other, please specify: _____

E5B. [Include probes to clarify if trip purpose = RETURN HOME but did not select home as destination]

E5C. [Include probes to clarify if trip purpose <> RETURN HOME but select destination=home]

E7. **How did you get there? Please select up to 5 modes, in order of use.**

If you used more than public transit mode (bus, SkyTrain, SeaBus, West Coast Express), please list them separately in the order you took them.

INTERVIEWER: If Transit bus, Sea Bus, Sky Train or West Coast Express in first mode, probe: how did you get to the bus stop or transit station?

If only one mode, prompt: did you use another mode of transportation?

If answer of "carpooling": was that as a passenger or as a driver?

What was your first mode of transportation?

Mode 1: [select from drop down]

Mode 2: [select from drop down]

Mode 3: [select from drop down]

Mode 4: [select from drop down]

Mode 5: [select from drop down]

1. Auto driver – private vehicle
2. Auto passenger – private vehicle
21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
3. Transit Bus
4. SeaBus
5. SkyTrain
6. West Coast Express
7. HandyDART
8. School bus
9. Bicycle (incl. pedal-assist e-bikes)
10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
11. Walking (incl. jogging)
12. Taxi
13. Motorcycle
14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
17. Other (please specify): _____

[note: response numbering is not in sequence as it matches how modes are already numbered in the underlying programming template]

- E5X1. [if origin is on North Shore and destination is south of the harbour, and none of the modes is SeaBus]
 [or if origin is south of the harbour and destination is on North Shore, and none of the modes is SeaBus]

It looks like you crossed Vancouver Harbour when you travelled from [origin] to [destination].

How did you cross the water?

1. Lion's Gate Bridge (through Stanley Park via Highway 99)
2. Second Narrows Bridge (Iron Workers Memorial Bridge - Highway 1)
3. SeaBus
4. Other, specify: _____

13. TRIP CAPTURE – TRANSIT

- E7A. [if first mode recorded was 3|4|5|6 transit]

How did you get to the bus stop or transit station?

19. Transit station or bus stop was right at or within 50m of my origin (the starting point of the trip: [previous destination])

[+ Same list of modes as above excluding public transit]

- E7A2. [If any of the following scenarios apply:

E7A=1|2|21|22|8|9|12|13|14|7|17 and Mode1=3

Mode1=1|2|21|22|8|9|12|13|14|7|17 and Mode2=3

Mode2=1|2|21|22|8|9|12|13|14|7|17 and Mode3=3

Mode3=1|2|21|22|8|9|12|13|14|7|17 and Mode4=3

Mode4=1|2|21|22|8|9|12|13|14|7|17 and Mode5=3]

Where did you get on the first bus you took?

[LOCATION CAPTURE]

- E7B. [If last of the modes recorded was 3|4|5|6 transit (last mode could be in any of Mode2-5)]

How did you get from the bus stop or transit station to your final destination ([destination of this trip])? Or did transit drop you off right at or within 50m of your destination?

19. Transit station or bus stop was right at my destination ([recall current destination])

[+ Same list of modes as above excluding public transit]

- E9. [if transit bus]

PHONE: What bus routes did you take? (in the order that they were taken)

(After capturing one bus route, prompt: Did you take another bus route?)

WEB: **Please list the bus routes that you took (in the order that they were taken)**

First route: ____

Second route: ____

Third route: ____

Fourth route: ____

Fifth route: ____

E9S. [if any of Modes 1-5 = Sky Train or any of Modes 1-5 = West Coast Express]

What was the first station you boarded SkyTrain, West Coast Express or SeaBus on this trip?**And what was the last station you got off at?**First Station: Last Station:

1	--- select station ---	309	Lake City Way
100	--- SeaBus Stations ---	310	Production Way-University
101	Lonsdale Quay	311	Lougheed Town Centre
102	Waterfront	312	Burquitlam
200	--- SkyTrain Expo Line ---	313	Moody Centre
201	Waterfront	314	Inlet Centre
202	Burrard	315	Coquitlam Central
203	Granville	316	Lincoln
204	Stadium-Chinatown	317	Lafarge Lake-Douglas
205	Main Street-Science World	400	--- West Coast Express ---
206	Commercial-Broadway	401	Waterfront
207	Nanaimo	402	Moody Centre
208	29th Avenue	403	Coquitlam Central
209	Joyce-Collingwood	404	Port Coquitlam
210	Patterson	405	Pitt Meadows
211	Metrotown	406	Maple Meadows
212	Royal Oak	407	Port Haney
213	Edmonds	408	Mission City
214	22nd Street	500	--- Canada Line ---
215	New Westminster	501	Waterfront
216	Columbia	502	Vancouver City Centre
220	--- SkyTrain Expo Line to King George ---	503	Yaletown-Roundhouse
221	Scott Road	504	Olympic Village
222	Gateway	505	Broadway-City Hall
223	Surrey Central	506	King Edward
224	King George	507	Oakridge-41st Avenue
230	--- SkyTrain Expo Line to Production Way ---	508	Langara-49th Avenue
231	Sapperton	509	Marine Drive
232	Braid	510	Bridgeport
233	Lougheed Town Centre	520	--- Canada Line to YVR ---
234	Production Way-University	521	Templeton
400	--- SkyTrain Millenium Line ---	522	Sea Island Centre
301	VCC-Clark	523	YVR-Airport
302	Commercial-Broadway	530	--- Canada Line to Richmond ---
303	Renfrew	531	Aberdeen
304	Rupert	532	Lansdowne
305	Gilmore	533	Richmond-Brighouse
306	Brentwood Town Centre	900	-----
307	Holdom	999	Don't Know
308	Sperling-Burnaby Lake		

Canada Line Stations

Waterfront
 Vancouver City Centre
 Olympic Village
 Broadway-City Hall
 King Edward
 Oakridge-41st Avenue
 Langara-49th Avenue
 Marine Drive
 Bridgeport

Canada Line to YVR

Templeton
 Sea Island Centre
 YVR-Airport

Canada Line to Richmond

Aberdeen
 Lansdowne
 Richmond-Brighouse

E7B2. [If any of the following scenarios apply:

Mode1=3 and Mode2=1 | 2 | 21 | 22 | 8 | 9 | 12 | 13 | 14 | 7 | 17

Mode2=3 and Mode3=1 | 2 | 21 | 22 | 8 | 9 | 12 | 13 | 14 | 7 | 17

Mode3=3 and Mode4=1 | 2 | 21 | 22 | 8 | 9 | 12 | 13 | 14 | 7 | 17

Mode4=3 and Mode5=1 | 2 | 21 | 22 | 8 | 9 | 12 | 13 | 14 | 7 | 17

Last Mode=3 and E7B=1 | 2 | 21 | 22 | 8 | 9 | 12 | 13 | 14 | 7 | 17

Where did you get off the last bus you took?

LOCATION CAPTURE

E9W. [If (E7A=Walk or Roll) or (E7B=Walk or Roll) or (any of Modes 1-5 is 3 | 4 | 5 | 6) {(any of Modes 1-5 = Walk or Roll) AND (any of Modes 1-5 = a mode other than Walk or Roll)}]

In total, about how much did you [AS APPROPRIATE: walk/roll] as part of this trip?

_____ minutes

14. TRIP CAPTURE –TRANSFER BETWEEN OTHER NON-TRANSIT, NON-WALK/ROLL MODES

E9X. [if any of the following scenarios apply:

Mode1=1|2|21|22|8|9|12|13|14|7|17 and Mode2=1|2|21|22|8|9|12|13|14|7|17

Mode2=1|2|21|22|8|9|12|13|14|7|17 and Mode3=1|2|21|22|8|9|12|13|14|7|17

Mode3=1|2|21|22|8|9|12|13|14|7|17 and Mode4=1|2|21|22|8|9|12|13|14|7|17

Mode4=1|2|21|22|8|9|12|13|14|7|17 and Mode5=1|2|21|22|8|9|12|13|14|7|17]

[PROGRAMMER: record in ModeTransferType which scenario triggered the question

12=Mode1xMode2; 23=Mode2xMode3, 34=Mode3xMode4, 45=Mode4xMode5]

[If Mode1=1|2|21|22|8|9|12|13|14|7|17 and Mode2=1|2|21|22|8|9|12|13|14|7|17]

Where did you change transportation modes from [Mode1] to [Mode2]?

[If Mode2=1|2|21|22|8|9|12|13|14|7|17 and Mode3=1|2|21|22|8|9|12|13|14|7|17]

Where did you change transportation modes from [Mode2] to [Mode3]?

[If Mode3=1|2|21|22|8|9|12|13|14|7|17 and Mode4=1|2|21|22|8|9|12|13|14|7|17]

Where did you change transportation modes from [Mode3] to [Mode4]?

[If Mode4=1|2|21|22|8|9|12|13|14|7|17 and Mode5=1|2|21|22|8|9|12|13|14|7|17]

Where did you change transportation modes from [Mode4] to [Mode5]?

[LOCATION CAPTURE]

15. TRIP CAPTURE – AUTO DRIVER OR PASSENGER

E19A. [if (E7 mode or E7A or E7B = auto driver OR motorcycle OR car share driver) AND not licensed to drive]

[if auto driver:] **You reported that you were an automobile driver for this trip; however, you previously indicated that you do not have a driver's licence. Which of the following best applies...?**

[if motorcycle:] **You reported that you were traveled by motorcycle on this trip; however, you previously indicated that you do not have a driver's licence. Which of the following best applies...?**

1. I actually have a driver's licence
2. I travelled as a [if motorcycle: motorcycle] passenger, not the driver
3. I travelled as a learning driver
7. Other, please specify: _____

E19B. [If (E7 mode or E7A or E7B = auto driver OR motorcycle OR car share driver) AND no vehicles available to the household (B6=0)]

You reported that you were an automobile driver for this trip; however, you previously indicated that your household has no vehicles available for your use. Which of the following applies...?

1. I drove a work vehicle, rental, or borrowed vehicle
2. I drove a car share vehicle
3. My household actually has vehicles. Please specify how many: _____
6. No, I was actually a passenger, not the driver

E10. [if E7 mode or E7A or E7B = automobile driver OR auto passenger OR car share driver OR car share passenger (look at answers of all of main mode question and of access and egress mode questions)]

How many people were in the car, including yourself?

1. 1
2. 2
3. 3
4. 4
5. 5
6. 6
7. 7 or more
9. Don't know

E11B. [{{(if by automobile (driver) or car share driver in E7=1 or 21) AND (destination is on the north shore) OR {origin is on the north shore AND mixed mode (auto driver/car share driver x transit bus OR auto driver/car share driver x SeaBus OR E7A=auto driver/car share driver)}}]

Did you park on the street or off-street (parking lot, driveway, or parkade)?

1. On-street
2. Off-street parking lot, driveway, parkade
99. Don't know

16. TRIP CAPTURE – OTHER STOPS

[Note: answers in this section will be used to split original trip record reported into multiple trip records, but will not be included in the final dataset.]

E50. [ask this question if Age>14 and {(Origin=Home and Destination=any householder's work or school) OR (Origin= any householder's work or school and Destination=Home)}. Intent is to capture missed incidental trips during commute trips without forcing respondent to go back and correct previous info.]

In your trip from [ORIGIN] to [DESTINATION], did you make any other stops along the way? (stopped for gas, went through drive-through, picked someone up, or dropped someone off)

1. Yes
2. No

E50B. [If E50=Yes]

Where did you stop?

LOCATION CAPTURE

E50C. [If E50=Yes]

Why did you stop there?

[Repeat list of trip purposes]

E50D. [If E50=Yes and E50C = picked someone up and Mode=Driver]

How many people did you pick up there?

E50E. [If E50=Yes and E50C = dropped someone off and Mode=Driver]

How many people did you drop off there?

E50F. **What time did you arrive at [location in E50B]?**

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m.

[TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

E50F. **What time did you leave [location in E50B] to go to [E5 DESTINATION]?**

Please enter a time between 4:00 a.m. the previous day [TRAVELDAY] and 3:59 a.m.

[TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

17. TRIP CAPTURE – OTHER INFORMATION

E11N.

PHONE: INTERVIEWER: If there is anything unusual about a trip (e.g., round trip from home to home) or the individual trip chains, or if useful information, please make notes here, otherwise proceed to next question without delay. Use only when necessary.

WEB: Please note any exceptions on this trips or issues/errors you may have had (e.g., clarification of location, purpose, etc.)?

For assistance, please contact 1-855-412-1940 or email us at info@northshoretrips.ca.

E12. **Prompt: Did you make another trip after that?**

1. Yes
2. No

18. TRIP CAPTURE – END OF TRAVEL DAY

E13. [if E12 = No AND (destination <> home OR trip purpose <> home)]

From your answers, it appears you did not return home.

Just to confirm, were you at this final destination, [RECALL DESTINATION], until at least past 4 a.m. [today/TRAVEL DAY+1] (the end of the travel day)?

1. Did not return home, was at this final destination until past 4 a.m.
2. Returned home (more trips to record) [RETURN TO E12 AND CORRECT ANSWER]

E14. [if E14 = 1. yes]

Why did you not return home before the end of the day?

(Note: for this survey, the end of the Travel Day extends past midnight to 4 am the next day)

(We are only asking as a check to ensure that we captured your entire travel)

1. Worked a night shift past 4 am
2. Stayed overnight at another household (whether friend, relative, parent)?
3. Away from home on business travel
4. Away from home for vacation travel
5. Other, please specify: _____

E16. [if employed=yes AND did not make a work-related trip AND no trip destination of 'usual workplace' (E5<>main work location) AND E12=777 (No more trips)]

You did not report going to work [yesterday/on TRAVEL DAY].

Were you working at home?

1. Yes, worked from home (telecommuted)
2. No, away on business / working on the road
3. No, did not work
4. No, actually I worked and did take work-related trips
5. Other, specify: _____

E17A. [if E16=Yes actually did work]]

Please add your trips to and from work, on the Trips Overview page whether you walked or used another mode of travel.

Please also record any other trips by modes other than walking that you may have missed. *Link to Trips Overview page.*

E16A. [if a full time student AND did not make a school-related trip AND no trip destination of 'school' (E5<>person's own school) AND E12=777 (No more trips)]

You did not report going to school. Did you attend school [yesterday/on TRAVELDAY]?

1. Yes, did go to school
2. Attended school from home (home schooled, distance learning)
3. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
4. No, away on a field trip or other travel

5. Other, specify: _____

E17B. [if went to school E16A=Yes and usual school location other than 'home']

Please add your trips to and from school, on the Trips Overview page whether you walked or used another mode of travel. [Link to Trips Overview Page](#)

Please also record any other trips by modes other than walking that you may have missed.

E20. Your trips can be reviewed and edited on this page before exiting the trip section of the survey. You can also add additional trips here that you may have missed. Can you think of any other trips you made [yesterday/TRAVEL DAY] either during the day or in the evening that we may have missed?

If so, click on Add Trips or use the Edit trip links to edit a trip you've already entered.

If you are done entering trips, click on Go to Household Summary where you can continue through the final questions of the survey once you've finished your trip entries.

19. TRANSIT STRIKE IMPACT

Transit strike questions added and displayed as of Monday Nov 4th for travel dates equal or greater than Friday Nov 01:

STRIKE_1

Workers at Coast Mountain Bus Company, which provides bus service throughout most of Metro Vancouver and operates the SeaBus routes are currently undertaking strike/job actions which may affect the availability or frequency of some transit routes.

Did the transit bus strike / job action affect your travel yesterday? (E.g., did not take transit, took fewer or more trips, did not travel at all)

1 --Yes

2 -- No

STRIKE_2 [STRIKE_1 == 1]

[MULTIPLE RESPONSE QUESTION]

How did the transit strike affect your travel yesterday? Please select all that apply.

1 --Used another mode of travel (I would normally have taken transit, so drove, took a taxi, or used another mode to travel the same places as usual)

2--Made fewer trips (I could not travel to certain places as transit was not available)

3--Made more trips (I had to drive someone else to work or school or errands who would normally take transit)

4—I changed the time(s) of at least one of my trips (I travelled at a different time due to reduced or cancelled transit service)

6 Transit trips took longer (I took different routes, transit ran slower, wait times were longer)

7 Other trips took longer (congestion, more cars on the road)

5—Other (Please specify):

[If STRIKE_2= 1] display STRIKE_3 with a list of the trips recorded with a tick box beside each one so that the respondent can tick off which trips they would have taken via public transit.

STRIKE_3

Please select the trips you would have normally taken transit on:

[PROGRAMMING: RECALL TRIP TIME, LOCATION, MODE, and SHORTENED FORM OF PURPOSE (For ex. ATTEND SCHOOL, TRAVEL TO WORK, ETC.)]

- [Trip 1] 7:15 am trip to: 300 W Georgia St -- Auto driver - private vehicle, SeaBus, SkyTrain -- for the purpose of: Travel to work (usual place of work)
- [Trip 2] 12:00 pm trip to: 300 W Georgia St -- Walking (incl. jogging) -- (a recreational trip)
- [Trip 3 7:05 pm trip to: 321 18th St W -- Walking (incl. jogging), SkyTrain, SeaBus, Auto driver - private etc...] vehicle -- for the purpose of: Returning home

[X] Don't know / Prefer not to Answer

STRIKE_4 [STRIKE_2 == 2]

How many more trips would you have taken if transit was available? Please provide your best estimate.

99 - Don't Know / Unsure

STRIKE_5 [STRIKE_2 == 3]

How many trips would you have avoided taking entirely if transit was available? Please provide your best estimate.

99 - Don't Know / Unsure

20. OTHER TRAVEL HABITS

Thank you for reporting your travel information for your travel day! The next set of questions asks about your use of different modes and your usual travel habits.

C3C. Are you a member of any car share services? (Check all that apply)

1. None
2. Car2Go
3. Modo
4. ZipCar
5. Evo
6. Other, specify: _____
99. Prefer not to answer

[PROGRAMMING NOTE: None is mutually exclusive from other options]

C3D. Are you a member of any bike share services? (Check all that apply)

1. None
2. Mobi (City of Vancouver's bike share system)
3. Other, please specify: _____
99. Prefer not to answer

[PROGRAMMING NOTE: None is mutually exclusive from other options]

C3D. New shared electric micromobility services such as e-bikes and e-scooters are becoming more common in major cities.

In some cities, shared e-bikes are available across the city. Users pay a fee per minute, hour, day or monthly subscription to access the e-bikes. To go on a trip, a user will unlock the e-bike with a smart phone or key fob and ride to their destination, where they drop off the e-bike for someone else to use next.

How interested would you be in using an e-bike share service on the North Shore?

1. Not at all interested
2. Slightly interested
3. Moderately interested
4. Very interested
99. Prefer not to answer

C4F. [if student AND SchoolName not Home Schooled AND SchoolType not Online only]

What is your usual mode of transportation at this time of year for trips to or from school as a student? If you usually use more than one mode (such as auto and transit on the same trip), please select the one used for most of the travel distance. Select one only.

1. Auto driver – private vehicle
2. Auto passenger – private vehicle

- 21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
- 22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
- 3. Transit Bus
- 4. SeaBus
- 5. SkyTrain
- 6. West Coast Express
- 7. HandyDART
- 8. School bus
- 9. Bicycle (incl. pedal-assist e-bikes)
- 10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
- 11. Walking (incl. jogging)
- 12. Taxi
- 13. Motorcycle
- 14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
- 17. Other (please specify): _____

C4G. [if student AND SchoolName not Home Schooled AND SchoolType not Online only]

What is your secondary mode of transportation for trips to or from school (on the days you do not use your usual mode)? If your travel entails more than one mode of travel, please select the one used for most of the travel distance. Select one only.

77. I never use a different mode of travel to school

- 1. Auto driver – private vehicle
- 2. Auto passenger – private vehicle
- 21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
- 22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
- 3. Transit Bus
- 4. SeaBus
- 5. SkyTrain
- 6. West Coast Express
- 7. HandyDART
- 8. School bus
- 9. Bicycle (incl. pedal-assist e-bikes)
- 10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
- 11. Walking (incl. jogging)
- 12. Taxi
- 13. Motorcycle
- 14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
- 17. Other (please specify): _____

C4H. [if student AND SchoolName not Home Schooled AND SchoolType not Online only]

How satisfied are you with your usual commute to school?

1. Very dissatisfied
2. Dissatisfied
3. Neither Satisfied nor Dissatisfied
4. Satisfied
5. Very Satisfied
99. Prefer not to answer

C4H2 [if C4H <= 2]

Why are you dissatisfied with your usual commute to school? (select all that apply)

[PROGRAMMING: randomize order of options 1-5]

1. Distance
2. Travel time (too slow)
3. Cost
4. Convenience
5. Safety
7. Other, please specify: _____
99. Prefer not to answer

C6F. [if employed AND regular workplace outside the home (not home or no fixed workplace)]

What is your usual mode of transportation at this time of year for trips to or from work? If you usually use more than one mode (such as auto and transit on the same trip), please select the one used for most of the travel distance. Select one only.

1. Auto driver – private vehicle
2. Auto passenger – private vehicle
21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
3. Transit Bus
4. SeaBus
5. SkyTrain
6. West Coast Express
7. HandyDART
8. School bus
9. Bicycle (incl. pedal-assist e-bikes)
10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
11. Walking (incl. jogging)
12. Taxi
13. Motorcycle
14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
17. Other (please specify): _____

C6G. [if employed AND regular workplace outside the home (not home or no fixed workplace)]

What is your secondary mode of transportation for trips to or from work (on the days you do not use your usual mode)? If your travel entails more than one mode of travel, please select the one used for most of the travel distance. Select one only.

77. I never use a different mode of travel to work

1. Auto driver – private vehicle
2. Auto passenger – private vehicle
21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
3. Transit Bus
4. SeaBus
5. SkyTrain
6. West Coast Express
7. HandyDART
8. School bus
9. Bicycle (incl. pedal-assist e-bikes)
10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
11. Walking (incl. jogging)
12. Taxi
13. Motorcycle
14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
17. Other (please specify): _____

C6H. [if employed AND regular workplace outside the home (not home or no fixed workplace)]

How satisfied are you with your usual commute to work?

1. Very dissatisfied
2. Dissatisfied
3. Neither Satisfied nor Dissatisfied
4. Satisfied
5. Very Satisfied
99. Prefer not to answer

C6H2 [if C6H <= 2]

Why are you dissatisfied with your usual commute to work? (select all that apply)

[PROGRAMMING: randomize order of options 1-5]

1. Distance
2. Travel time (too slow)
3. Cost
4. Convenience
5. Safety
7. Other, please specify: _____
99. Prefer not to answer

- C6I. [if employed AND regular workplace outside the home (not home or no fixed workplace)]
Do you ever telecommute (work from home instead of a commuting to your regular workplace)?
If so, how often?
1. No, never telecommute
 2. Once per month or less
 3. 2 or 3 days per month
 4. 1 day per week
 5. 2 or 3 days per week
 6. 4 or 5 days per week
 99. Prefer not to answer
- C15. **What is your usual mode of travel for trips for shopping, meeting friends and family, recreation, and other non-commute purposes? (i.e., trips other than travel to/from work and school). If you use more than one mode, please choose the one you use most often.**
1. Auto driver – private vehicle
 2. Auto passenger – private vehicle
 21. Car share driver (Modo, Car2Go, ZipCar, Evo, etc)
 22. Car Share passenger (Modo, Car2Go, ZipCar, Evo, etc)
 3. Transit Bus
 4. SeaBus
 5. SkyTrain
 6. West Coast Express
 7. HandyDART
 8. School bus
 9. Bicycle (incl. pedal-assist e-bikes)
 10. Rolling (skateboard, roller-blades, scooter, mobility device, longboard)
 11. Walking (incl. jogging)
 12. Taxi
 13. Motorcycle
 14. Low speed motor vehicle (moped, limited-speed motorcycle, scooter-style e-bike)
 17. Other (please specify): _____
- C16. **How often do you typically travel by public transit? Public transit includes TransLink buses, SkyTrain, SeaBus, or West Coast Express.**
1. At least 5 times per week
 2. 2-4 times per week
 3. Once per week to once per month
 4. Less than once per month
 5. I do not use public transit
 99. Prefer not to answer

C17. [if TransitRecent=1 Yes]

How do you usually pay for your travel by transit at this time of year? (Check all that apply)

1. Cash
2. Compass Card Add Value
3. Compass Card Monthly Pass
4. U-Pass
5. Employer Pass (Discount or fully paid for by employer)
6. Credit/ Debit
7. Other Specify: _____
99. Prefer not to answer

C21. **How often do you typically travel by bicycle in fair weather?**

1. At least 5 times per week
2. 2-4 times per week
3. Once per week to once per month
4. Less than once per month
5. I do not ride a bicycle at all
6. I am physically unable to ride a bicycle
99. Prefer not to answer

[PROGRAMMER: Implement the following error message if BikeFreq=5 | 6 AND (SchoolCommute1=9 bike OR WorkCommute1=9 bike OR OtherUsualMode=9 bike):] Earlier, you indicated you use a bicycle as your usual mode of travel for trips to work, school, or for other purposes. Please correct your answer here or click the Previous button to correct your mode(s) of travel on previous questions.]

C22. [if BikeFreq=1-4]

How often do you typically travel by bicycle in rainy or cold weather?

1. At least 5 times per week
2. 2-4 times per week
3. Once per week to once per month
4. Less than once per month
5. I do not ride a bicycle in rainy or cold weather
99. Prefer not to answer

C23. [if BikeFreq=1-5]

Are you interested in travelling by bicycle more than you do now?

1. Yes
2. No, I am happy with how much I currently bicycle [if BikeFreq=1-4]
3. No, I want to travel less by bicycle [if BikeFreq=1-4]
4. No, I am not interested in travelling by bicycle at all [if BikeFreq=5 not ride]
99. Prefer not to answer

[PROGRAMMER: if respondent answered BikeFreq=5, suppress option 2 and 3, but display option 4]

C24. [if BikeMore=1-3]

If you were travelling by bicycle on your own, which of the following environments would you generally feel comfortable riding on: (Select all that apply)

Click on the links below to see pictures of different cycling environments.

1. On almost any street in the city and I don't worry much about traffic conditions. [Example 1](#)
2. On major streets, provided they have painted bicycle lanes. [Example 2](#)
3. On major streets, provided they have bicycle lanes separated from traffic with a physical barrier. [Example 3](#)
4. On local neighbourhood streets with little traffic and low speeds. [Example 4](#)
5. On bicycle paths far away from motor vehicles. [Example 5](#)
6. I'm not comfortable cycling in any of the above environments
99. Prefer not to answer

Example1: regular city street



Example 2: major street with painted bicycle lane



Example 3: major street with bicycle lane separated by physical barrier



Example 4: local neighbourhood street with little traffic



Example 5: bicycle path far away from motor vehicles



C24. **In terms of walking, what would you consider a reasonable distance for travel purposes (work, school, shopping, errands, etc). Please indicate the farthest distance you think is a reasonable to walk.**

1. Less than 400m (less than 6 minutes)
2. 400-800m (6-12 minutes)
3. 800-1,200m (12-18 minutes)
4. 1,200m to 2km (18-30 minutes)
5. More than 2km (more than 30 minutes)
99. Prefer not to answer

21. FINAL DEMOGRAPHICS

We have some final demographic questions that will help us better understand the transportation needs of different populations on the North Shore.

C30. **What is the highest level of education you have completed?**

1. Have not completed high school
2. Completed high school (or secondary school equivalent such as ABE or GED)
3. Trades certificate/diploma or completed apprenticeship (achieved journeyperson designation)
4. Non-university certificate or diploma from a community college, CEGEP or nursing school
5. University certificate or diploma below bachelor's level
6. Bachelor's degree
7. University certificate or degree above bachelor level
8. Degree in medicine, dentistry, veterinary medicine or optometry
9. Graduate degree (master's degree or doctorate)
99. Prefer not to answer

C31. **In general, would you say your health is....?**

1. Excellent
2. Very good
3. Good
4. Fair
5. Poor
99. [PHONE: DO NOT READ:] Prefer not to answer

C32. **Taking into account work, recreation, and activities around your home, which of the following best describes your lifestyle and level of physical activity?**

[PHONE: ONLY READ TEXT IN BRACKETS IF NECESSARY TO CLARIFY]

1. Sedentary (desk job, little or no exercise)

2. Light physical activity (on your feet some of the day, light exercise once or twice per week)
 3. Moderately active (on your feet most of the day, moderate exercise 3 to 7 times per week)
 4. Very active (walking most of the day, hard exercise almost every day)
 99. [DISPLAY FOR BOTH ONLINE AND PHONE; BUT FOR PHONE, DISPLAY INSTRUCTION PHONE: DO NOT READ:] Prefer not to answer
- C33. **Do you have a cognitive or physical condition or illness that affects your ability to travel? This includes both permanent and temporary conditions (such as a broken leg).**
1. Yes
 2. No
 99. Prefer not to answer
- C34. [if MobilityChallenge = yes]
Do you use an assisted mobility device? (such as a wheelchair, walker, crutch, cane, prosthesis, or mobility scooter)
1. Yes
 2. No
 99. Prefer not to answer
- C36. What language do you speak **most often** at home?
1. English
 5. Cantonese
 8. French
 11. German
 15. Italian
 10. Japanese
 4. Korean
 3. Mandarin
 2. Persian (Farsi)
 12. Polish
 14. Portuguese
 13. Punjabi (Panjabi)
 9. Russian
 6. Spanish
 7. Tagalog (Pilipino, Filipino)
 77. Other, please specify: _____
 99. Prefer not to answer

[Responses other than English to be listed in alphabetical order. Numbering indicates rank as of 2016 Census. Only the top 15 languages from the Census are displayed.]

B9. WEB: **Which of the following ranges best describes your household's total income last year? (Please consider all sources of income for all household members, before taxes)**

PHONE: May I ask which of the following ranges best describes your household's total income last year? (Consider all sources of income, before income taxes)? (INTERVIEWER: read answers until confirmation)

This information is useful for transportation planning purposes, to get a better understanding of the travel patterns of different types of households. Your answers will remain entirely confidential. Click here to see our [Privacy Statement](#).

1. \$0 to less than \$30,000
2. \$30,000 to less than \$50,000
3. \$50,000 to less than \$80,000
4. \$80,000 to less than \$125,000
5. \$125,000 to less than \$200,000
6. \$200,000 or more
99. Prefer not to answer

[The ranges above would have, in the 2016 Census year, divided North Shore households into six similarly-sized household income groups: 16%, 13%, 18%, 19%, 18%, and 16% of households, respectively.]

B7B. [if # household vehicles >= 1 and has drivers licence]

What type of motor vehicle do you usually drive for personal use?

1. Passenger vehicle
2. SUV
3. Pick-up truck or van
4. Motorcycle
5. Medium duty commercial truck or cube van
6. Heavy duty truck or tractor
7. Other, please specify: _____
8. Not applicable / I almost never drive
9. Prefer not to answer

B7B. [if # household vehicles >= 1 and has drivers licence]

What is the fuel type of the vehicle you usually drive?

1. Gasoline
2. Diesel

3. Hybrid (gas/electric)
4. Electric-only
5. Biodiesel
6. Other, please specify: _____
9. Prefer not to answer

B21 We would like to better understand how many kilometers residents drive in a year, as it helps to provide a measure of fuel consumption and emissions, which impact air quality and climate change.

Would you like to enter your odometer reading right now, or send yourself a link to enter it later? We can email or text you a link, so that you can fill out the odometer reading in your car with your smartphone or tablet, if you choose.

1. Enter my odometer reading right now
2. Email me a link to enter my odometer reading later to this email address: _____
3. Text me a link to this phone number: _____

[PROGRAMMER: ALSO SET UP SEPARATE FORM THAT ALLOWS THE ENTRY OF THE ODOMETER READING TO THE SAME DATA FIELD IN THE HOUSEHOLD TABLE, SO THAT THEY CAN STILL MAKE AN ENTRY EVEN AFTER THIS FORM IS SUBMITTED AND CLOSED FROM FURTHER ACCESS. IF THE RESPONDENT CHOOSES TO BE SENT A LINK TO ENTER THEIR ODOMETER READING, EMAIL OR TEXT A LINK TO THEIR CASE IN THE SEPARATE FORM.

EMAIL TEXT:

Subject: North Shore Transportation Survey Odometer Reading

Please use the following link to enter the current odometer reading for your vehicle: [\[Link\]](#)

SMS TEXT: North Shore Transportation Survey Odometer Reading: Please use the following link to enter the current odometer reading for your vehicle: [\[Link\]](#)

THE CASE IN THEIR SEPARATE FORM SHOULD BE GENERATED BY THE TIME THEY REACH THIS POINT IN THE SURVEY]

B22 [If VehicleKmEntry=1]

Please enter the current odometer reading for your vehicle to the nearest 100 km. If unsure, you may check the vehicle and return to enter it later.

What is the year of manufacture of your vehicle? This will help determine how many km are driven each year, on average.

B10A. **Did you have any difficulty reporting your trip information? Or do you have any comments about the information you provided on your survey?**

99. No

INTERVIEWER: Do not ask the respondent if they have any final comments to make. Do not record any information here unless it pertains to potential issues in the trip data collected (e.g., you think you made an error in capturing trips, or the system did not perform as expected).

22. PRIZE DRAW

F1. **Participants in the survey are eligible to enter a prize draw. A total of \$2,000 in prizes will be awarded. Would you like to enter into the draw?**

INTERVIEWER: If more information requested

Prizes include:

- 5 \$100 gift certificates to local merchants
- 60 \$25 e-gift certificates to local merchants.

Your chances of winning a prize are about 1 in 30. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

1. Yes
2. No

F2. [If yes]

PHONE: **May I confirm your name and phone number, so that we can contact you to let you know if you have won?**

Your name and phone number will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw.

WEB: **Please confirm your name and phone number, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw.**

This personal information will not be used for any other purpose nor will it be shared with anyone else.

Name: _____ [prepopulate with first name, if respondent provided their name earlier]

Phone: _____ [prepopulated with household phone number. Allow edits in case respondent wants to be contacted at another number]

Email: _____ [prepopulate with household email, allow edits]

23. PANEL ENROLMENT

- B11. One of the goals of this annual survey is to understand and track changes in North Shore residents' travel patterns over time. We would like to conduct a short follow-up survey with you again in another year. There will be a separate prize draw for next year's survey as well.

In order to do a follow-up survey with you next year, your contact information and linked survey responses would need to be retained by the North Shore Transportation Survey partner municipalities (City of North Vancouver, District of North Vancouver, and District of West Vancouver) until the next survey.

Your privacy is important to us. Your survey responses will be stored securely and your contact information will only be used to contact you for the follow-up survey. Click here to see our [Privacy Statement](#).

Do you agree to allow the partner municipalities to securely store your contact information and linked survey responses for the sole purpose of conducting a follow-up survey next year?

1. Yes
2. No

24. CONCLUSION

Please click on the Submit button to submit your survey answers and conclude the survey.
After you click Submit, you will no longer be able to edit your answers.

That concludes the 2019 North Shore Transportation Survey.
Thank you very much for your participation!

Your survey answers have been saved. Click here to see our [Privacy Statement](#).

[PROGRAMMER: IF HAS VEHICLE AND B22 (ODOMETER READING) IS EMPTY:

If you still need to fill in your odometer reading, you can do so here: [Link](#)]


If you wish to change any of your answers, or if you have any concerns about the survey, please contact info@northshoretrips.ca or 1-855-412-1940

**PHONE ONLY: That concludes the survey. Thank you very much for your cooperation.
Have a pleasant evening.**

For more information about the survey, please visit: northshoretrips.ca

Appendix B: Survey Invitation Letters

Occupant
Street Address
City Province Postal Code



Log in at
northshoretrips.ca
Your secure access code is
N123XYZ

Dear North Shore resident,

I'm pleased to let you know that you have been randomly selected to participate in the **North Shore Transportation Survey**, as part of the Integrated North Shore Transportation Planning Project (INSTPP). More details about INSTPP can be found at www.instpp.ca.

Your participation will go a long way in shaping how your community moves. By understanding how, where, and why residents travel within the North Shore, we can better plan our future transportation system and services.

You can complete the survey in two ways:

- Take the survey online at **northshoretrips.ca** using the secure access code at the top of this letter; OR
- Over the phone by calling the survey toll-free hotline at 1-855-412-1940.

B.C.-based research firm R.A. Malatest & Associates Ltd. will be conducting the survey on behalf of the City of North Vancouver, District of North Vancouver, and District of West Vancouver. All information that you provide will be kept strictly confidential. Your personal information will not be shared with any other individual or organization, in accordance with the Freedom of Information and Protection of Privacy Act.

As a thank you for your participation, you will have a 1-in-30 chance to win one of 65 gift certificates ranging from \$25 to \$100! Details on the prize draw are available once you access the survey.

Thank you for your participation and contributions towards building a better North Shore.

Sincerely,



Cindy Liu
Transportation Engineer
District of West Vancouver

Occupant
Street Address
City Province Postal Code



Log in at
northshoretrips.ca
Your secure access code is
N123XYZ

Dear North Shore resident,

I'm pleased to let you know that you have been randomly selected to participate in the **North Shore Transportation Survey**, as part of the Integrated North Shore Transportation Planning Project (INSTPP). More details about INSTPP can be found at www.instpp.ca.

Your participation will go a long way in shaping how your community moves. By understanding how, where, and why residents travel within the North Shore, we can better plan our future transportation system and services.

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As a thank you for your participation, you will have a 1-in-30 chance to win one of 65 gift certificates ranging from \$25 to \$100! Details on the prize draw are available once you access the survey.

Thank you for your participation and contributions towards building a better North Shore.


Sincerely,



Banafsheh Rahmani
Transportation Engineer
District of North Vancouver

Occupant
Street Address
City Province Postal Code

Dear North Shore resident,



Log in at
northshoretrips.ca
Your secure access code is
N123XYZ

I'm pleased to let you know that you have been randomly selected to participate in the **North Shore Transportation Survey**, as part of the Integrated North Shore Transportation Planning Project (INSTPP). More details about INSTPP can be found at www.instpp.ca.

Your participation will go a long way in shaping how your community moves. By understanding how, where, and why residents travel within the North Shore, we can better plan our future transportation system and services.

You can complete the survey in two ways:

- Take the survey online at **northshoretrips.ca** using the secure access code at the top of this letter; OR
- Over the phone by calling the survey toll-free hotline at 1-855-412-1940.

B.C.-based research firm R.A. Malatest & Associates Ltd. will be conducting the survey on behalf of the City of North Vancouver, District of North Vancouver, and District of West Vancouver. All information that you provide will be kept strictly confidential. Your personal information will not be shared with any other individual or organization, in accordance with the Freedom of Information and Protection of Privacy Act.

As a thank you for your participation, you will have a 1-in-30 chance to win one of 65 gift certificates ranging from \$25 to \$100! Details on the prize draw are available once you access the survey.

Thank you for your participation and contributions towards building a better North Shore.

Sincerely,



Andrew Devlin
Manager - Transportation
City of North Vancouver



 Department 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: Coreen Alexander, Planner 1

Subject: UBCM 2020 FUNDING APPLICATION – HOUSING NEEDS REPORT PROGRAM

Date: September 2, 2020 File No: 10-5040-03-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated September 2, 2020, entitled "UBCM 2020 Funding Application – Housing Needs Report Program":

THAT (Funding Appropriation #2060), an amount of \$20,000, be appropriated from the Affordable Housing Reserve Fund to support the preparation of the Housing Needs Report;

THAT should any of the amount remain unexpended as at December 31, 2023, the unexpended balance shall be returned to the credit of the Affordable Housing Reserve Fund;

THAT staff be directed to apply for the provincial funding available for the Housing Needs Report Program, administered by the Union of British Columbia Municipalities, prior to the October 16, 2020 deadline;

AND THAT Council support the proposed project activities and undertake to provide overall grant management, as required by the Union of British Columbia Municipalities' Housing Needs Report Program.

ATTACHMENTS

1. BC Ministry of Municipal Affairs & Housing – Guide to Requirements for Housing Needs Reports (Document [#1827648](#))
2. UBCM Housing Needs Report Program – 2020 Program and Application Guide (Document [#1939992](#))

3. Council Report – 2019-10-07 Item 14 Union of BC Municipalities UBCM Funding Application – Housing Needs Report Program (Document #1940004)
4. City of North Vancouver Housing Profile – September 2015 (Document #1333487)

PURPOSE

The purpose of this report is to seek Council direction to apply for provincial funding in the October 2020 funding cycle for the legislatively required Housing Needs Report.

BACKGROUND

Effective April 16, 2019, the Province of BC requires, through legislation, all local governments to complete a housing needs report for their community by April 16, 2022, with updates required every five years thereafter.

The intent of the Housing Needs Report is for local governments and the Province to better understand and respond to current and anticipated housing needs within communities through data collection and analysis of trends. The legislation specifies requirements for:

- **Part 1: Information Collection**

As a basis for determining current and projected housing needs, local governments are required to collect approximately 50 kinds of data on housing-related topics such as population, households, income, economic sectors, and labour force.

- **Part 2: Report Content**

Based on analysis of information collection, report content is required to address current and projected housing needs for a minimum of five years, key areas of local need, households in core housing need, and extreme core housing need, and a summary of housing policies.

A complete list of requirements is outlined in Attachment #1.

The Ministry of Municipal Affairs and Housing has allocated \$5 million towards the Housing Needs Report Program, administered by the Union of British Columbia Municipalities (UBCM) to help communities complete this legislative requirement. The level of funding is based on net population of the planning area using 2016 Census data. The City of North Vancouver may apply for a funding maximum of \$50,000, based on communities with populations between 50,000 to 99,999 (Attachment #2).

Staff previously received Council direction to apply for UBCM funding for the November 2019 intake (Attachment #3). Due to competing work plan priorities and staffing transitions, staff were unable to submit for this initial grant intake. Staff are seeking Council direction to apply for the 2020 funding with a deadline of October 16, 2020. Due to remaining available funds, UBCM has advised that this is likely the final intake period for this funding program. The City will be notified of their application status within 60 days of the submission deadline. If the application is successful, the City has one year to complete the Housing Needs Report from the date of funding approval.

DISCUSSION

The last research conducted on the City's housing needs was through the Housing Profile, completed in September 2015 (Attachment #4). This information was used to help prepare the Housing Action Plan. The Housing Needs Report will provide an updated analysis of current and projected housing needs, which will set up future Housing Action Plans and other housing initiatives with sound technical data.

Metro Vancouver has committed to supporting municipalities in completing Part 1 of the Housing Needs Reports by collecting and disseminating data required by the Province. Part 2 of the Housing Needs Report is to be completed by each individual municipality to gain an understanding of specific local context. Staff anticipate working closely with other municipalities completing this work toward a consistent and comparable regional approach.

The Housing Needs Report is mainly a technical exercise to gather and analyze key data and trends. The City has recently conducted engagement on vulnerable populations through the on-going development of the Community Well Being Strategy and has also gained knowledge of housing needs through the Balanced Housing Lab. Staff do not anticipate extensive engagement to be required for this project to assess local housing needs. Proposed engagement activities will be with key stakeholders and community agencies to better understand specific local needs, where appropriate. To meet provincial requirements, the Housing Needs Report must be received by Council resolution in an open public meeting, with the report published online for public access, if endorsed. Staff seek to utilize funding to hire a consultant to complete the majority of the Housing Needs Report with staff acting in an advisory capacity. Proposed consulting activities will include collection and analysis of data, lead engagement activities, and prepare report.

Proposed Work Plan	
Project Phase	Key Activities
Phase 1: Project Planning & Preparation	<ul style="list-style-type: none">- Prepare Council Report- Prepare UBCM Funding Application- UBCM Funding Notification- Prepare RFP to hire consultant- RFP Evaluation & Selection
Phase 2: Data Collection, Analysis & Engagement	<ul style="list-style-type: none">- Data Collection & Analysis- Engagement Activities
Phase 3: Report Development	<ul style="list-style-type: none">- Prepare Draft Report- Capacity Building & Training
Phase 4: Final Report, Approvals & Publication	<ul style="list-style-type: none">- Final Report to Council- Publish Report & Submit to Ministry

FINANCIAL IMPLICATIONS

Staff are seeking \$20,000 to be appropriated from the Affordable Housing Reserve Fund for this project. These funds, along with the \$50,000 of UBCM funding (if received by the City) would be used to retain professional consulting services to help with completing the legislatively required Housing Needs Report.

INTER-DEPARTMENTAL IMPLICATIONS

Nil.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Housing Needs Report will help the City better understand current and emerging housing needs within the community. The information collected will help to inform and substantiate City housing initiatives and ensure new housing projects and policies are based on sound technical research. It will also help to monitor the implementation and impact of the Housing Action Plan. This project supports the Council's Strategic Plan priority to be "A City for People that is welcoming, inclusive, safe, accessible and supports the health and well-being of all". It is also reflective of the City's Official Community Plan and Housing Action Plan, which aim "to ensure the City's housing meets the diverse needs of the community".

RESPECTFULLY SUBMITTED:



Coreen Alexander
Planner 1

Guide to Requirements for Housing Needs Reports

Effective April 16, 2019 provincial requirements require all local governments to complete housing needs reports for their communities by April 2022 and every five years thereafter.

Together, the housing needs reports legislation and regulations specify requirements for:

- **Information Collection** - As a basis for determining current and projected housing needs, local governments are required to collect approximately 50 distinct kinds of data.
- **Report Content** - All housing needs reports are required to contain certain content, based on analysis of the information collected, and a standardized summary form.

This guide is an overview of the requirements in each of these areas.¹

The requirements related to housing needs reports are detailed in legislation and associated regulations:

- The *Local Government Act* (mainly Part 14) and Housing Needs Reports Regulation.
- *Vancouver Charter*, Section 27 and Vancouver Housing Needs Reports Regulation.

Links to the legislation and regulations, as well as implementation supports for local governments to meet the requirements, are available at:

<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/housing-needs-reports>

Local governments who are already working on, or who have recently completed a housing needs report (before April 2019), may be considered to have met the legislated requirement for their first report. Please contact ministry staff about whether these transitional provisions could apply to your local government.

Ministry of Municipal Affairs and Housing
Planning and Land Use Management Branch
Telephone: 250-387-3394
Email: PLUM@gov.bc.ca

¹ Note: In the event of discrepancy with this document, the meaning of the legislation and regulations prevails.

Required Information (Data Collection)

As a basis for determining current and projected housing needs, local governments are required to collect approximately 50 kinds of data about:

- current and projected population;
- household income;
- significant economic sectors; and
- currently available and anticipated housing units.

In the case of a regional district, this information is required for each electoral area to which the report applies (except for electoral areas with a population of less than 100). In the case of the Islands Trust, the information is required for each local trust area.

Most of the data that local governments are required to collect is provided at: <https://catalogue.data.gov.bc.ca/group/housing-needs-reports>

The tables below detail each of the required kinds of data, its source and the time frame for which it is required.

Understanding trends is an important part of data analysis. Consequently, local governments are required to collect information on previous as well as current years.

- For data that is available from Statistics Canada, the period for which data will be required will be the previous three Census reports. For other information, the required period will be comparable. Local governments may choose to look further back if information is available.
- Information projections will be required to look at least five years forward.

Population <i>Time Frame: previous 3 Census reports, except marked *</i>	Source of Data	Housing Needs Report Regulation
Total population	Statistics Canada Census	Section 3 (1) (a) (i)
Population growth [# and %]	Statistics Canada Census	Section 3 (1) (b)
Age - Average and median age	Statistics Canada Census	Section 3 (1) (a) (ii), (iii)
Age - Age group distribution (0-14, 15-19, 20-24, 25-64, 65-84, 85+) [# and %]	Statistics Canada Census	Section 3 (1) (a) (iv)
Mobility – number of non-movers, non-migrants, migrants	Statistics Canada Census	Section 3 (1) (a) (x)
Number of individuals experiencing homelessness* (if available)	Homeless Counts	Section 3 (1) (d)
Number of students enrolled in post-secondary institutions* (if applicable)	AEST	Section 3 (1) (c)

Households <i>Time Frame: previous 3 Census reports</i>	Source of Data	Housing Needs Report Regulation
Total number of households	Statistics Canada Census	Section 3 (1) (v)
Average household size	Statistics Canada Census	Section 3 (1) (vi)
Breakdown of households by size (1, 2, 3, 4, 5+ people) [# and %]	Statistics Canada Census	Section 3 (1) (vii)
Renter and owner households [# and %]	Statistics Canada Census	Section 3 (1) (viii)
Renter households in subsidized housing [# and %]	Statistics Canada Census	Section 3 (1) (ix)

Anticipated Population <i>Time Frame: next 5 years</i>	Source of Data	Housing Needs Report Regulation
Anticipated population	BC Stats	Section 3 (2) (a)
Anticipated population growth [# and %]	BC Stats	Section 3 (2) (b)
Anticipated age - Average and median age	BC Stats	Section 3 (2) (c), (d)
Anticipated age - Age group distribution (0-14, 15-19, 20-24, 25-64, 65-84, 85+) [# and %]	BC Stats	Section 3 (2) (e)

Anticipated Households <i>Time Frame: for next 5 years</i>	Source of Data	Housing Needs Report Regulation
Anticipated number of households	BC Stats	Section 3 (2) (f)
Anticipated average household size (# of people)	BC Stats	Section 3 (2) (g)

Household Income <i>Time Frame: previous 3 Census reports</i>	Source of Data	Housing Needs Report Regulation
Average and median household income (if available)	Statistics Canada Census	Section 4 (a), (b)
Households in specified income brackets (# and %) (if available)	Statistics Canada Census	Section 4 (c)
Renter household income – Average and median (if available)	Statistics Canada Census	Section 4 (f)
Renter households in specified income brackets (# and %) (if available)	Statistics Canada Census	Section 4 (d)
Owner household Income – Average and median (if available)	Statistics Canada Census	Section 4 (g)
Owner households in specified income brackets (# and %) (if available)	Statistics Canada Census	Section 4 (e)

Economic Sectors & Labour Force <i>Time Frame: previous 3 Census reports. Except for *</i>	Source of Data	Housing Needs Report Regulation
Total number of workers	Statistics Canada Census	Section 5 (a)
Number of workers by industry (North American Industry Classification System – NAICS)	Statistics Canada Census	Section 5 (b)
Unemployment rate and participation rate	Statistics Canada Census	Section 7 (b), (c)
Commuting destination* (within census subdivision; to different census subdivision; to different census division; to another Province/Territory)	Statistics Canada Census	Section 7 (d), (e), (f), (g)

Housing Units – Currently occupied/available	Source of Data	Housing Needs Report Regulation
Total number of housing units	Statistics Canada Census	Section 6 (1) (a)
Breakdown by structural type of units [# and %]	Statistics Canada Census	Section 6 (1) (b)
Breakdown by size – # of units with 0 bedrooms (bachelor); 1 bedroom; 2 bedrooms; 3+ bedrooms	Statistics Canada Census	Section 6 (1) (c)
Breakdown by date built (pre-1960; 1961-80; 1981-90; 1991-00; 2001-10; 2011-16; 2017) [# and %]	Statistics Canada Census	Section 6 (1) (d)
Number of housing units that are subsidized housing	BC Housing/ BCNPHA ²	Section 6 (1) (e)
Rental vacancy rate – overall and for each type of unit (if available)	CMHC	Section 6 (1) (i), (j)
Number of primary and secondary rental units (if available)	CMHC, Various	Section 6 (1) (k) (i), (ii)
Number of short-term rental units (if available)	Various	Section 6 (1) (k) (iii)
Number of units in cooperative housing (if applicable)	Coop Housing Federation of BC	Section 6 (1) (l)
Number of Post-secondary housing (number of beds) (if applicable)	AEST	Section 6 (1) (o)
Shelter beds and housing units for people experiencing or at risk of homelessness (if applicable)	BC Housing	Section 6 (1) (p)

² BCNPHA: BC Non-profit Housing Association

Housing Units – Change in housing stocks (past 10 years)	Source of Data	Housing Needs Report Regulation
Demolished - overall and breakdown for each structural type and by tenure (if available)	Local government	Section 6 (1) (m) (i), (ii), (iii), (iv)
Substantially completed - overall and breakdown for each structural type and by tenure (if available)	Local government	Section 6 (1) (n) (i), (ii), (iii), (iv)
Registered new homes - overall and breakdown for each structural type and for purpose-built rental	BC Housing	Section 6 (3) (a), (b), (c)

Housing Values <i>Time Frame: 2005 onward for first report; past 10 years for subsequent reports</i>	Source of Data	Housing Needs Report Regulation
Assessed values - Average and median for all units	BC Assessment	Section 6 (1) (f) (i)
Assessed values - Average and median by structural type (e.g. single detached, apartment, etc.)	BC Assessment	Section 6 (1) (f) (ii)
Assessed values - Average and median by unit size (0, 1, 2, 3+ bedrooms)	BC Assessment	Section 6 (1) (f) (iii)
Sale Prices – Average and median for all units and for each structural type	BC Assessment	Section 6 (1) (g) (i)
Sale Prices – Average and median by structural type (e.g. single detached, apartment, etc.)	BC Assessment	Section 6 (1) (g) (ii)
Sale Prices - Average and median by unit size (0, 1, 2, 3+ bedrooms)	BC Assessment	Section 6 (1) (g) (iii)
Rental Prices – Average and median for all units and for unit size (# of bedrooms) (if available)	CMHC	Section 6 (1) (h) (i)
Rental Prices - Average and median by unit size (0, 1, 2, 3+ bedrooms)	CMHC	Section 6 (1) (h) (ii)

Households in Core Housing Needs <i>Time Frame: previous 3 Census reports</i>	Source of Data	Housing Needs Report Regulation
Affordability – households spending 30%+ of income on shelter costs (overall # and % of households)	Statistics Canada Census	Section 7 (a) (i)
Affordability – households spending 30%+ of income on shelter costs (# and % of renter and owner households)	Statistics Canada Census	Section 7 (a) (ii)
Adequacy – households in dwellings requiring major repairs (overall # and % of households)	Statistics Canada Census	Section 7 (a) (iii)
Adequacy – households in dwellings requiring major repairs (# and % of renter and owner households)	Statistics Canada Census	Section 7 (a) (iv)
Suitability – households in overcrowded dwellings (overall # and % of households)	Statistics Canada Census	Section 7 (a) (v)
Suitability – households in overcrowded dwellings (# and % of renter and owner households)	Statistics Canada Census	Section 7 (a) (vi)

Required Content for Housing Needs Reports

All housing needs reports are required to contain the following content, based on analysis of the information collected. In the case of a regional district, this content is required for every electoral area to which the report applies. In the case of the Islands Trust, the content is required for each local trust area to which the report applies.

- The number of housing units required to meet current housing and anticipated housing needs for at least the next five years, by housing type.
- Statements about key areas of local need.
- The number and percentage of households in core housing need and extreme core housing need.
- A standardized summary form.

Note that a regional district *does not need* to include the following content for electoral areas with a population of less than 100.

Housing units required – Current and Anticipated (in 5 years)	Legislation
Number of units needed by “type” (unit size): 0 bedrooms (bachelor); 1 bedrooms; 2 bedrooms; and 3+ bedrooms	LGA: 585.3 (c) (i), (ii); VC: 574.3 (c) (i), (ii)

Households in core housing need <i>Time frame: previous 3 Census reports</i>	Housing Needs Reports Regulation
Core housing need, overall and breakdown by tenure [# and %]	Section 8 (1) (a) (i), (ii)
Extreme core housing need, overall and breakdown by tenure [# and %]	Section 8 (1) (a) (iii), (iv)

Statements about key areas of local need	Housing Needs Reports Regulation
<ul style="list-style-type: none"> • Affordable housing • Rental housing • Special needs housing • Housing for seniors • Housing for families • Shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness 	Section 8 (1) (b) (i), (ii), (iii), (iv), (v), (vi)

Summary Form	Housing Needs Reports Regulation
<ul style="list-style-type: none"> • Key contextual information (e.g. location, population, median age, unemployment rate, etc.) • Summary of all the required content (tables above) • Summary of housing policies in OCPs and RGSs (if available) • Summary of community consultation, and consultation with First Nations, other local governments and agencies. • Other key housing issues or needs not identified in the required content. 	Section 8 (1) (c)

For more information, please contact ministry staff:

Ministry of Municipal Affairs and Housing
Planning and Land Use Management Branch
Telephone: 250-387-3394
Email: PLUM@gov.bc.ca

Housing Needs Reports Program

2020 Program & Application Guide

1. Introduction

Since April 2019, local governments have been required to develop housing needs reports on a regular basis. The reports are intended to strengthen the ability of local governments to understand what kinds of housing are most needed in their communities, and help inform local plans, policies, and development decisions.

Housing Needs Reports Program

The Housing Needs Reports program supports local governments in undertaking housing needs reports in order to meet the provincial requirements. The Ministry of Municipal Affairs & Housing (MMAH) has provided \$5 million for this program. Prospective applicants should be advised that based on available funding, this will likely be the final intake of this funding program.

The program is structured to reflect the planning areas for which local governments are required to complete housing needs reports: municipalities, electoral areas, and local trust areas (within the Islands Trust). Funding is scaled based on the net population of each planning area.

Refer to Section 6 and Appendix 1 for eligible funding amounts.

2. Eligible Applicants

All local governments in BC (municipalities, regional districts, and the Islands Trust) are eligible to apply. Local Trust Committees must apply through the Islands Trust.

Each planning area (municipality, electoral area, and local trust area) can only be funded once over the full span of the program.

Funding permitting, the Islands Trust and regional districts can submit one application per intake to undertake separate housing needs reports for different trust areas/electoral areas, including regional applications and participation as a partnering applicant in a regional application.

Planning areas that were funded in the previous intakes are not eligible for subsequent intakes. Refer to Appendix 1 for eligible planning areas.

3. Eligible Projects

To qualify for funding, a project must:

- Be a new project or an update to an existing, eligible housing needs report. Retroactive funding is not available.

- Result in a housing needs report for at least one entire planning area: municipality, electoral area, or local trust area.
- Be capable of completion by the applicant within one year from the date of funding approval.

Regional Projects

Funding requests for a combination of planning areas (municipalities, electoral areas, and/or local trust areas) may be submitted as a single application for eligible, collaborative projects. In this case, the maximum funding available would be based on the number of eligible planning areas included in the application and the funding maximums for each as identified in Appendix 1. It is expected that regional projects will demonstrate cost-efficiencies in the total grant request.

The primary applicant submitting the application for a regional project is required to submit a Council, Board, or Local Trust Committee resolution as outlined in Section 7 of this guide. If the additional planning areas are outside of the primary applicant's jurisdiction, each partnering local government is required to submit a Council, Board, or Local Trust Committee resolution that clearly states their approval for the primary applicant to apply for, receive, and manage the funding on their behalf.

The total funding request for regional projects cannot exceed \$150,000.

4. Requirements for Funding

To qualify for funding, housing needs reports must:

- Meet the requirements of the *Local Government Act* (or *Vancouver Charter*) in relation to the development of a new or updated housing needs report;
- Result in a housing needs report for at least one entire planning area: municipality, electoral area, or local trust area;
- Be received by the local government Council, Board, or Local Trust Committee in a meeting open to the public. In the case of regional projects, the report must be received by the Council, Board, or Local Trust Committee responsible for each planning area that is included in the project; and
- Be published online for free public access.

5. Eligible & Ineligible Costs & Activities

Eligible Costs & Activities

Eligible costs are direct costs that are approved by the Evaluation Committee, properly and reasonably incurred, and paid by the applicant to carry out eligible activities. Eligible costs can only be incurred from the date of application submission until the final report is submitted (unless specified below).

Under the Housing Needs Reports program, eligible costs and activities must be cost-effective and include:

- Development of new or updated housing needs reports (as required by the *Local Government Act* and *Vancouver Charter*), including:

- Project management and coordination;
 - Data collection (from public agencies and/or other data sources), compilation and analysis, not including the collection and compilation of [data made available at no cost via the Ministry of Municipal Affairs & Housing](#) for the purpose of developing housing needs reports;
 - Research specific to the development of housing needs reports;
 - Community engagement, such as collaboration with neighbouring local governments and partner organizations, community surveys, and engagement activities.
- Publication of housing needs reports including editing, proofing, graphic design, etc.
 - Presentation of housing needs reports to Council, Board, or Local Trust Committee.

The following expenditures are also eligible, provided they relate directly to the eligible activities identified above:

- Consultant costs;
- Incremental staff and administration costs;
- Public information costs;
- Training and capacity building for local government staff specific to developing housing needs reports.

Ineligible Costs & Activities

Any activity that is not outlined above or is not directly connected to activities approved in the application by the Evaluation Committee is not eligible for funding. This includes:

- Collection of data similar to that made available at no cost [via the Ministry of Municipal Affairs & Housing](#) for the purpose of housing needs reports;
- Routine or ongoing operating and/or planning costs or activities (e.g. tracking and reporting of development and building permits);
- Capital costs (including computer hardware);
- Purchase of software, software licences, service subscriptions, or membership fees;
- Preparation of maps and spatial data.

6. Grant Maximum

Funding maximums are based on the population of the planning area (using the 2016 Census data).

The Program can contribute a maximum of 100% of the cost of eligible activities – to a maximum of the amounts identified in Table 1. For certainty, Appendix 1 outlines the net population and eligible funding for each planning area (municipality, electoral area, and local trust area) in BC.

Table 1: Funding Maximums

Population	Funding Maximum
Under 5,000	\$15,000
5,000 to 14,999	\$20,000
15,000 to 49,999	\$30,000
50,000 to 99,999	\$50,000
100,000 or greater	\$70,000

As noted in Section 3, the funding maximum for all regional projects is \$150,000.

In order to ensure transparency and accountability in the expenditure of public funds, all other contributions for eligible portions of the project must be declared and, depending on the total value, may decrease the value of the funding.

7. Application Requirements & Process

Application Deadline

Applicants will be advised of the status of their application within 60 days of the application deadline. Due to the COVID-19 pandemic, the Spring 2020 intake was postponed. The new application deadline is October 16, 2020.

Prospective applicants should be advised that based on available funding, this will likely be the final intake of this funding program.

Required Application Contents

- Completed Application Form;
- Detailed project budget;
- Council, Board, or Local Trust Committee resolution, indicating support for the current proposed activities and willingness to provide overall grant management;
- *For regional projects only:* Each partnering local government must submit a Council, Board, or Local Trust Committee resolution indicating support for the primary applicant to apply for, receive, and manage the grant funding on their behalf;

<p>Resolutions from partnering applicants must include the language above.</p>

- Optional: Up to five letters of support as evidence of partnership or collaboration with community organizations and/or other local stakeholders.

Submission of Applications

Applications should be submitted as Word or PDF files. If you choose to submit your application by e-mail, hard copies do not need to follow.

All applications should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lqps@ubcm.ca

Mail: 525 Government Street, Victoria, BC, V8V 0A8

Review of Applications

UBCM will perform a preliminary review of applications to ensure the required application contents have been submitted and to ensure that eligibility criteria have been met. Only complete application packages will be reviewed.

Following this, all eligible applications will be reviewed and scored by the Evaluation Committee. Higher application review scores will be given to projects that:

- Are for planning areas that are required under the *Local Government Statutes (Housing Needs Reports) Amendment Act* to complete a housing needs report;
- Are from communities that do not currently have a housing needs report, or have a report that is more than five (5) years old;
- Demonstrate community consultation and public engagement, including:
 - Neighbouring local governments
 - First Nations and local Indigenous organizations
 - Non-profit service providers, health authorities, and/or post-secondary institutions
 - Non-profit and for-profit development sector
 - Vulnerable populations (e.g. individuals experiencing homelessness, those at risk of experiencing homelessness, youth, seniors, new immigrants or refugees, etc.)
- Include strategies for training and capacity building for local government staff to undertake housing needs reports and subsequent updates;
- Are cost-effective;
- Include in-kind or cash contributions to the project from the eligible applicant, regional partners, or other grant funding.

Point values and weighting have been established within each of these scoring criteria. Only those applications that meet a minimum threshold point value will be considered for funding.

The Evaluation Committee will consider the population and provincial, regional, and urban/rural distribution of proposed projects. Funding decisions will be made on a provincial priority basis.

8. Grant Management & Applicant Responsibilities

The applicant is responsible for completion of the project as approved and for meeting reporting requirements.

Applicants are also responsible for proper fiscal management, including maintaining acceptable accounting records for the project. UBCM reserves the right to audit these records.

Notice of Funding Decision

All applicants will receive written notice of funding decisions. Approved applicants will receive an Approval Agreement, which will include the terms and conditions of any grant that is awarded, and that is required to be signed and returned to UBCM.

Grants under the Housing Needs Report program will be awarded in two payments: 50% at the approval of the project and when the signed Approval Agreement has been returned to UBCM and 50% when the project is complete and the final reporting requirements have been met.

Please note that in cases where revisions are required to an application, or an application has been approved in principle only, the applicant has 30 days from the date of the written notice of the status of the application to complete the application requirements. Applications that are not completed within 30 days may be closed.

Progress Payments

In exceptional circumstances, to request a progress payment, approved applicants are required to submit:

- Written rationale for receiving a progress payment;
- Description of activities completed to date; and
- Description of funds expended to date.

Changes to Approved Projects

Approved funds are specific to the project as identified in the application, and not transferable to other projects. Approval from the Evaluation Committee will be required for any significant variation from the approved project.

To propose changes to an approved project, approved applicants are required to submit:

- Revised application package, including updated, signed application form, revised budget, and updated Council, Board, or Local Trust Committee resolution(s); and
- Written rationale for proposed changes to activities and/or expenditures.

The revised application package will then be reviewed by the Evaluation Committee.

Applicants are responsible for any costs above the approved funds unless a revised application is submitted and approved prior to work being undertaken.

Extensions to Project End Date

All approved activities are required to be completed within one year of approval and all extensions beyond this date must be requested in writing and be approved by UBCM. Extensions will not exceed one year.

9. Final Report Requirements & Process

Applicants are required to submit an electronic copy of the complete final report, including the following:

- Completed Final Report Form;
- Financial summary;
- Completed Housing Needs Report(s).

Submission of Final Reports

All final reports should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: lqps@ubcm.ca

Mail: 525 Government Street, Victoria, BC, V8V 0A8

All final reports will be shared with the Province of BC

10. Additional Information

For enquiries about the application process or program, please contact:

Union of BC Municipalities
525 Government Street
Victoria, BC, V8V 0A8

Email: lgps@ubcm.ca
Phone: (250) 952-9177

For more on the Housing Needs Reports requirements, supporting data, and guidance, please visit the Ministry of Municipal Affairs & Housing [website](#).

Appendix 1: Funding Maximums by Planning Areas

As outlined in Section 6, funding maximums are based on net population of the planning area (using the 2016 Census data).

The following tables outline the net population and eligible funding for each municipality, electoral area, and Local Trust Area in BC, and is organized by Regional District and Islands Trust.

Please note that, where applicable, the populations of Local Trust Areas have been removed from the electoral area in which the island(s) are located. In these cases, funding maximums for the electoral areas are based on net populations.

Alberni-Clayoquot Regional District

Planning Area	Net Population	Funding Maximum
Alberni-Clayoquot A	243	Funded
Alberni-Clayoquot B	443	Funded
Alberni-Clayoquot C	677	Funded
Alberni-Clayoquot D	1,616	Funded
Alberni-Clayoquot E	2,754	Funded
Alberni-Clayoquot F	1,935	Funded
Port Alberni, City of	17,678	Funded
Tofino, District of	1,932	\$15,000
Ucluelet, District of	1,717	\$15,000

Regional District of Bulkley-Nechako

Planning Area	Net Population	Funding Maximum
Bulkley-Nechako A	5,256	\$20,000
Bulkley-Nechako B	1,938	\$15,000
Bulkley-Nechako C	1,415	\$15,000
Bulkley-Nechako D	1,472	\$15,000
Bulkley-Nechako E	1,593	\$15,000
Bulkley-Nechako F	3,665	\$15,000
Bulkley-Nechako G	903	\$15,000
Burns Lake, Village of	1,779	\$15,000
Fort St. James, District of	1,598	\$15,000
Fraser Lake, Village of	988	\$15,000
Granisle, Village of	303	Funded
Houston, District of	2,993	\$15,000
Smithers, Town of	5,401	Funded
Telkwa, Village of	1,327	Funded
Vanderhoof, District of	4,439	\$15,000

Capital Regional District

Planning Area	Net Population	Funding Maximum
Juan de Fuca EA	4,860	Funded

Salt Spring Island EA	0	\$0
Southern Gulf Islands EA	0	\$0
Central Saanich, District of	16,814	Funded
Colwood, City of	16,859	Funded
Esquimalt, Township of	17,655	Funded
Highlands, District of	2,225	Funded
Langford, City of	35,342	Funded
Metchosin, District of	4,708	Funded
North Saanich, District of	11,249	Funded
Oak Bay, District of	18,094	Funded
Saanich, District of	114,148	Funded
Sidney, Town of	11,672	Funded
Sooke, District of	13,001	Funded
Victoria, City of	85,792	Funded
View Royal, Town of	10,408	Funded

Cariboo Regional District

Planning Area	Net Population	Funding Maximum
Cariboo A	6,265	\$20,000
Cariboo B	3,842	\$15,000
Cariboo C	1,225	\$15,000
Cariboo D	2,929	\$15,000
Cariboo E	4,064	\$15,000
Cariboo F	4,554	\$15,000
Cariboo G	5,156	\$20,000
Cariboo H	1,784	\$15,000
Cariboo I	1,440	\$15,000
Cariboo J	642	\$15,000
Cariboo K	398	\$15,000
Cariboo L	4,204	\$15,000
100 Mile House, District of	1,980	\$15,000
Quesnel, City of	9,879	\$20,000
Wells, District of	217	\$15,000
Williams Lake, City of	10,753	\$20,000

Central Coast Regional District

Planning Area	Net Population	Funding Maximum
Central Coast A	203	Funded
Central Coast C	653	Funded
Central Coast D	399	Funded
Central Coast E	148	Funded

Regional District of Central Kootenay

Planning Area	Net Population	Funding Maximum
Central Kootenay A	1,930	Funded
Central Kootenay B	4,657	Funded
Central Kootenay C	1,482	Funded
Central Kootenay D	1,343	Funded
Central Kootenay E	3,772	Funded
Central Kootenay F	3,963	Funded
Central Kootenay G	1,623	Funded
Central Kootenay H	4,667	Funded
Central Kootenay I	2,534	Funded
Central Kootenay J	3,137	Funded
Central Kootenay K	1,681	Funded
Castlegar, City of	8,039	\$20,000
Creston, Town of	5,351	Funded
Kaslo, Village of	968	Funded
Nakusp, Village of	1,605	Funded
Nelson, City of	10,572	Funded
New Denver, Village of	473	Funded
Salmo, Village of	1,141	Funded
Silverton, Village	195	Funded
Slocan, Village of	272	Funded

Regional District of Central Okanagan

Planning Area	Net Population	Funding Maximum
Central Okanagan	3,824	\$15,000
Central Okanagan J	1,981	\$15,000
Kelowna, City of	127,380	\$70,000
Lake Country, District of	12,922	\$20,000
Peachland, District of	5,428	\$20,000
West Kelowna, City of	32,655	\$30,000

Columbia Shuswap Regional District

Planning Area	Net Population	Funding Maximum
Columbia-Shuswap A	3,148	\$15,000
Columbia-Shuswap B	598	\$15,000
Columbia-Shuswap C	7,921	Funded
Columbia-Shuswap D	4,044	\$15,000
Columbia-Shuswap E	1,185	Funded
Columbia-Shuswap F	2,454	\$15,000
Golden, Town of	3,708	Funded
Revelstoke, City of	7,547	\$20,000
Salmon Arm, City of	17,706	\$30,000

Sicamous, District of	2,429	\$15,000
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Comox Valley Regional District

Planning Area	Net Population	Funding Maximum
Comox Valley A	5,032	Funded
Comox Valley B	7,095	Funded
Comox Valley C	8,617	Funded
Comox, Town of	14,028	Funded
Courtenay, City of	25,599	Funded
Cumberland, Village of	3,753	Funded

Cowichan Valley Regional District

Planning Area	Net Population	Funding Maximum
Cowichan Valley A	4,733	Funded
Cowichan Valley B	8,558	Funded
Cowichan Valley C	5,019	Funded
Cowichan Valley D	3,243	Funded
Cowichan Valley E	4,121	Funded
Cowichan Valley F	1,629	Funded
Cowichan Valley G	1,936	Funded
Cowichan Valley H	2,446	Funded
Cowichan Valley I	1,206	Funded
Duncan, City of	4,944	Funded
Ladysmith, Town of	8,537	Funded
Lake Cowichan, Town of	3,226	Funded
North Cowichan, District of	29,676	Funded

Regional District of East Kootenay

Planning Area	Net Population	Funding Maximum
East Kootenay A	1,943	\$15,000
East Kootenay B	1,976	\$15,000
East Kootenay C	6,036	\$20,000
East Kootenay E	1,753	\$15,000
East Kootenay F	2,726	\$15,000
East Kootenay G	1,462	\$15,000
Canal Flats, Village of	668	Funded
Cranbrook, City of	20,047	Funded
Elkford, District	2,499	Funded
Fernie, City of	5,249	Funded
Invermere, District	3,391	Funded
Jumbo Glacier Mtn Resort Municipality	0	\$0
Kimberley, City of	7,425	Funded
Radium Hot Springs, Village of	776	\$15,000
Sparwood, District of	3,784	Funded

Fraser Valley Regional District

Planning Area	Net Population	Funding Maximum
Fraser Valley A	405	Funded
Fraser Valley B	915	Funded
Fraser Valley C	1,023	Funded
Fraser Valley D	1,529	Funded
Fraser Valley E	1,540	Funded
Fraser Valley F	1,293	Funded
Fraser Valley G	1,776	Funded
Fraser Valley H	1,847	Funded
Abbotsford, City of	141,397	Funded
Chilliwack, City of	83,788	Funded
Harrison Hot Springs, Village of	1,468	Funded
Hope, District of	6,181	Funded
Kent, District of	6,067	Funded
Mission, District of	38,883	Funded

Regional District of Fraser-Fort George

Planning Area	Net Population	Funding Maximum
Fraser-Fort George A	3,463	\$15,000
Fraser-Fort George C	3,527	\$15,000
Fraser-Fort George D	4,278	\$15,000
Fraser-Fort George E	526	\$15,000
Fraser-Fort George F	1,246	\$15,000
Fraser-Fort George G	334	\$15,000
Fraser-Fort George H	1,586	\$15,000
Mackenzie, District of	3,714	Funded
McBride, Village of	616	\$15,000
Prince George, City of	74,003	\$50,000
Valemount, Village of	1,021	\$15,000

Greater Vancouver Regional District (Metro)

Planning Area	Net Population	Funding Maximum
Greater Vancouver A	16,133	\$30,000
Anmore, Village of	2,210	\$15,000
Belcarra, Village of	643	\$15,000
Bowen Island Municipality	3,680	Funded
Burnaby, City of	232,755	Funded
Coquitlam, City of	139,284	\$70,000
Delta, City of	102,238	Funded
Langley, City of	25,888	Funded
Langley, Township of	117,285	Funded
Lions Bay, Village of	1,334	\$15,000

Maple Ridge, City of	82,256	Funded
New Westminster, City of	70,996	Funded
North Vancouver, City of	52,898	\$50,000
North Vancouver, District of	85,935	\$50,000
Pitt Meadows, City of	18,573	\$30,000
Port Coquitlam, City of	58,612	\$50,000
Port Moody, City of	33,551	Funded
Richmond, City of	198,309	\$70,000
Surrey, City of	517,887	Funded
Vancouver, City of	631,486	\$70,000
West Vancouver, District of	42,473	Funded
White Rock, City of	19,952	\$30,000

Regional District of Kitimat-Stikine

Planning Area	Net Population	Funding Maximum
Kitimat-Stikine A	20	\$0
Kitimat-Stikine B	1,473	Funded
Kitimat-Stikine C	2,839	Funded
Kitimat-Stikine D	99	\$0
Kitimat-Stikine E	3,993	Funded
Kitimat-Stikine F	360	\$15,000
Hazelton, Village of	313	Funded
Kitimat, District of	8,131	\$20,000
New Hazelton, District of	580	Funded
Stewart, District of	401	Funded
Terrace, City of	11,643	Funded

Regional District of Kootenay Boundary

Planning Area	Net Population	Funding Maximum
Kootenay Boundary A	1,891	Funded
Kootenay Boundary B	1,442	Funded
Kootenay Boundary C	1,337	Funded
Kootenay Boundary D	3,225	Funded
Kootenay Boundary E	2,155	Funded
Fruitvale, Village of	1,920	Funded
Grand Forks, City of	4,049	Funded
Greenwood, City of	665	Funded
Midway, Village of	649	Funded
Montrose, Village of	996	Funded
Rossland, City of	3,729	Funded
Trail, City of	7,709	Funded
Warfield, Village of	1,680	Funded

Regional District of Mount Waddington

Planning Area	Net Population	Funding Maximum
Mount Waddington A	885	Funded
Mount Waddington B	60	Funded
Mount Waddington C	750	Funded
Mount Waddington D	228	Funded
Alert Bay, Village of	489	Funded
Port Alice, Village of	664	Funded
Port Hardy, District of	4,132	Funded
Port McNeill, Town of	2,337	Funded

Regional District of Nanaimo

Planning Area	Net Population	Funding Maximum
Nanaimo A	7,058	\$20,000
Nanaimo B	0	\$0
Nanaimo C	2,808	\$15,000
Nanaimo E	6,125	\$20,000
Nanaimo F	7,724	\$20,000
Nanaimo G	7,465	\$20,000
Nanaimo H	3,884	\$15,000
Nanaimo, City of	90,504	\$50,000
Lantzville, District of	3,605	\$15,000
Parksville, City of	12,514	\$20,000
Qualicum Beach, Town of	8,943	\$20,000

North Coast Regional District

Planning Area	Net Population	Funding Maximum
North Coast A	41	\$0
North Coast C	68	\$0
North Coast D	539	\$15,000
North Coast E	340	\$15,000
Masset, Village of	793	Funded
Port Clements, Village of	282	Funded
Port Edward, District of	467	\$15,000
Prince Rupert, City of	12,220	\$20,000
Queen Charlotte, Village of	852	\$15,000

Regional District of North Okanagan

Planning Area	Net Population	Funding Maximum
North Okanagan B	3,203	Funded
North Okanagan C	3,870	Funded
North Okanagan D	2,672	Funded
North Okanagan E	1,010	Funded

North Okanagan F	4,000	Funded
Armstrong, City of	5,114	Funded
Coldstream, District of	10,648	Funded
Enderby, City of	2,964	Funded
Lumby, Village of	1,833	Funded
Spallumcheen, Township of	5,106	Funded
Vernon, City of	40,116	Funded

Northern Rockies Regional Municipality

Northern Rockies Regional Municipality	4,831	\$15,000
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Regional District of Okanagan-Similkameen

Planning Area	Net Population	Funding Maximum
Okanagan-Similkameen A	1,858	Funded
Okanagan-Similkameen B	1,047	Funded
Okanagan-Similkameen C	3,557	Funded
Okanagan-Similkameen D	2660	Funded
Okanagan-Similkameen E	1,903	Funded
Okanagan-Similkameen F	2,014	Funded
Okanagan-Similkameen G	2,236	Funded
Okanagan-Similkameen H	1,953	Funded
Okanagan-Similkameen I	3329	Funded
Keremeos, Village of	1,502	Funded
Oliver, Town of	4,928	\$15,000
Osoyoos, Town of	5,085	\$20,000
Penticton, City of	33,761	Funded
Princeton, Town of	2,828	Funded
Summerland, District of	11,615	Funded

Peace River Regional District

Planning Area	Net Population	Funding Maximum
Peace River B	5,628	Funded
Peace River C	6,772	Funded
Peace River D	5,920	Funded
Peace River E	2,949	Funded
Chetwynd, District of	2,503	Funded
Dawson Creek, City of	12,178	Funded
Fort St. John, City of	20,155	\$30,000
Hudson's Hope, District of	1,015	Funded
Pouce Coupe, Village of	792	Funded
Taylor, District of	1,469	Funded
Tumbler Ridge, District of	1,987	\$15,000

qathet Regional District

Planning Area	Net Population	Funding Maximum
qathet A	1,105	Funded
qathet B	1,541	Funded
qathet C	2,064	Funded
qathet D	1,076	Funded
qathet E	0	\$0
Powell River, City of	13,157	Funded

Squamish-Lillooet Regional District

Planning Area	Net Population	Funding Maximum
Squamish-Lillooet A	187	\$15,000
Squamish-Lillooet B	363	\$15,000
Squamish-Lillooet C	1,663	\$15,000
Squamish-Lillooet D	1,057	\$15,000
Lillooet, District of	2,275	\$15,000
Pemberton, Village of	2,574	\$15,000
Squamish, District of	19,512	\$30,000
Whistler, Resort Municipality of	11,854	\$20,000

Strathcona Regional District

Planning Area	Net Population	Funding Maximum
Strathcona A	764	\$15,000
Strathcona B	1,035	\$15,000
Strathcona C	2,431	\$15,000
Strathcona D	4,396	\$15,000
Campbell River, City of	32,588	Funded
Gold River, Village of	1,212	\$15,000
Sayward, Village of	311	\$15,000
Tahsis, Village of	248	Funded
Zeballos, Village of	107	Funded

Sunshine Coast Regional District

Planning Area	Net Population	Funding Maximum
Sunshine Coast A	2,624	Funded
Sunshine Coast B	2,726	Funded
Sunshine Coast D	3,421	Funded
Sunshine Coast E	3,664	Funded
Sunshine Coast F	1,796	Funded
Gibsons, Town of	4,605	Funded
Sechelt, District of	10,216	Funded
Sechelt Indian Government District	692	\$15,000

Thompson Nicola Regional District

Planning Area	Net Population	Funding Maximum
Thompson-Nicola A	1,493	Funded
Thompson-Nicola B	233	Funded
Thompson-Nicola E	1,094	Funded
Thompson-Nicola I	1,262	Funded
Thompson-Nicola J	1,580	Funded
Thompson-Nicola L	2,955	Funded
Thompson-Nicola M	1,598	Funded
Thompson-Nicola N	762	Funded
Thompson-Nicola O	1,323	Funded
Thompson-Nicola P	3,672	Funded
Ashcroft, Village of	1,558	Funded
Barriere, District of	1,713	Funded
Cache Creek, Village of	963	Funded
Chase, Village of	2,286	Funded
Clearwater, District of	2,324	Funded
Clinton, Village of	641	Funded
Kamloops, City of	90,280	Funded
Logan Lake, District of	1,993	Funded
Lytton, Village of	249	\$15,000
Merritt, City of	7,139	Funded
Sun Peaks Mountain Resort Municipality	616	Funded

Islands Trust

Denman Island Local Trust Area	1,165	\$15,000
Gabriola Island Local Trust Area	4,033	\$15,000
Galiano Island Local Trust Area	1,044	\$15,000
Gambier Island Local Trust Area	247	\$15,000
Hornby Island Local Trust Area	1,016	\$15,000
Lasqueti Island Local Trust Area	399	\$15,000
Mayne Island Local Trust Area	949	\$15,000
North Pender Island Local Trust Area	2,067	\$15,000
Salt Spring Island Local Trust Area	10,640	Funded
Saturna Island Local Trust Area	354	\$15,000
South Pender Island Local Trust Area	235	\$15,000
Thetis Island Local Trust Area	389	\$15,000

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, OCTOBER 7, 2019**

REPORTS

14. Union of BC Municipalities (UBCM) Funding Application – Housing Needs Reports Program – File: 10-5040-03-0003/2019

Report: Planner 2, September 25, 2019




Moved by Councillor Girard, seconded by Councillor Hu

PURSUANT to the report of the Planner 2, dated September 25, 2019, entitled “Union of BC Municipalities (UBCM) Funding Application – Housing Needs Reports Program”:

THAT staff be directed to apply for the provincial funding available for the Housing Needs Reports Program, administered by UBCM, prior to the deadline of November 29, 2019.

CARRIED UNANIMOUSLY



 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: Wendy Tse, Planner 2

Subject: UBCM FUNDING APPLICATION - HOUSING NEEDS REPORTS PROGRAM

Date: September 25, 2019 File No: 10-5040-03-0003/2019

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

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated September 25, 2019, entitled "UBCM Funding Application – Housing Needs Reports Program":

THAT staff be directed to apply for the provincial funding available for the Housing Needs Reports Program, administered by Union of British Columbia Municipalities, prior to the November 29, 2019 deadline.

ATTACHMENTS:

1. BC Ministry of Municipal Affairs & Housing - Guide to Requirements for Housing Needs Reports (Doc#[1827648](#))
2. UBCM Housing Needs Report Program – 2019 Program and Application Guide (Doc#[1827645](#))
3. City of North Vancouver Housing Profile – September 15 (Doc#[1333487](#))

PURPOSE

The purpose of this report is to notify Council of the new legislative requirement for local governments to prepare a Housing Needs Report and to seek Council direction to apply for provincial funding in the November 2019 funding cycle.

BACKGROUND

On May 14, 2018, the Province of BC passed the *Local Government Statutes (Housing Needs Report) Amendment Act, 2018, S.B.C. 2018, c.20*, to require local governments to collect data, analyze trends, and present reports that describe current and anticipated housing needs. With the passing of enabling regulation on April 16, 2019, this legislative requirement is now in effect.

The aim of the Housing Needs Reports is to help local governments and the Province better understand and respond to housing needs in communities. The legislation and regulations specify requirements for:

Part 1: Information Collection

As a basis for determining current and projected housing needs, local governments are required to collect approximately 50 kinds of data about population, households, income, economic sectors, labour force, and a variety of housing-related information.

Part 2: Report Content

Based on analysis of the information collected, report content is required to address current and projected housing needs for a minimum of five years, key areas of local need, households in core housing need and extreme core housing need, and summary of housing policies.

A complete list of data collection and report content requirements is outlined in Attachment #1. The deadline to complete a Housing Needs Report is April 16, 2022, with updates required every five years thereafter. Council must, by resolution, receive the report and make the Housing Needs Report available to the public.

The Ministry of Municipal Affairs and Housing has allocated \$5 million over three years for the Housing Needs Reports Program, administered by Union of British Columbia Municipalities (UBCM), to help communities meet the new legislative requirement. Funding for communities is based on 2016 Census population figures. Based on the funding allocations, the City of North Vancouver may apply for a funding maximum of \$50,000 for communities with populations between 50,000 to 99,999 (Attachment #2).

DISCUSSION

The most recent research conducted of housing needs in the City of North Vancouver dates back to September 2015, when the City produced a Housing Profile in preparation for the Housing Action Plan (Attachment #3). Based on the age of this document and evolving housing needs in the community, a new Housing Needs Report would provide an updated analysis of current and anticipated housing needs and trends. In addition, the mandated data collection for Housing Needs Reports will allow comparisons between local governments with similar housing opportunities and challenges, providing a new metric to gauge effectiveness of City housing initiatives.

Metro Vancouver has committed to support member jurisdictions in completing Part 1 of the Housing Needs Reports by collecting and disseminating data required by the Province. Due to the need for nuanced understandings of local context to complete Part 2 of the Housing Needs Report, the report content will not be completed by Metro Vancouver. Instead, staff recommend that the funding available through the Housing Needs Reports Program be used to retain professional consulting services to assist staff in completing this new legislative requirement. Should Council direct staff to apply for provincial funding for the November 2019 intake period, successful applicants are anticipated to be notified in spring 2020. If funding is granted, the City would have to complete the Housing Needs Report by spring 2021.

Community Consultation

The Housing Needs Report is primarily a technical exercise in data gathering and trends analysis. Staff are anticipating working in close collaboration with Metro Vancouver and other municipalities to achieve regional consistency. In addition, consultation with North Shore community agencies and service providers focused on housing will be undertaken, where appropriate. To meet provincial requirements, the Housing Needs Report must be received by Council resolution at a meeting that is open to the public, with the report published online for public access, if endorsed.

FINANCIAL IMPLICATIONS

The \$50,000 funding, if received by the City, would reduce staff time in completing this new legislative requirement as professional consulting services will be retained.

INTER-DEPARTMENTAL IMPLICATIONS

Nil.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS

A Housing Needs Report will help inform and substantiate City housing initiatives and to ensure new housing projects and policies are based on sound technical research and address current and emerging community needs. Housing is a priority in the City, as reflected in the Official Community Plan, Housing Action Plan, and more recently, Council's 2019 Strategic Plan, which prioritizes a "City for People" and "strives to ensure the City's housing meets the diverse needs of the community".

RESPECTFULLY SUBMITTED:



Wendy Tse
Planner 2

Housing Profile

City of North Vancouver Housing Action Plan

SEPTEMBER 2015 | COMMUNITY DEVELOPMENT



SUMMARY OF HOUSING NEEDS AND ISSUES

The indicators presented in this Housing Profile provide insight into the issues, needs and challenges to ensuring affordable and suitable housing is available to City of North Vancouver residents. The indicators help to demonstrate the gaps in the City's housing supply, as well as the groups experiencing the greatest housing challenges in the local housing market. Below is a summary of the primary housing issues and needs in the City, followed by data indicators and analysis in support of the identified issues and housing gaps. The issues and housing gaps are presented at a high-level in the Housing Profile and will serve as a starting point to explore options and strategies that will be researched and tested throughout the creation of the Housing Action Plan.

Housing Gaps and Market Challenges

The primary housing gaps identified for the City of North Vancouver are:

- Family-friendly rental housing (3+ bedrooms);
- Affordable rental housing and non-market housing located within close proximity to transit corridors / Frequent Transit Network;
- Seniors-oriented and age-friendly housing, including adaptable/accessible units; and,
- Supportive housing for persons experiencing homelessness, at-risk of homelessness, and persons transitioning from a shelter to permanent affordable housing;

The region's rapidly rising housing costs have put pressures on all City residents, but the following groups are noted as experiencing these challenges in particular:

Low to Moderate Income Families

In the City of North Vancouver, families earning less than the median income are challenged to find rental housing with enough bedrooms for children while remaining within an affordable rent range (less than 30 percent of gross median income). This is supported by the consistently high applicant wait list for family-oriented non-market housing units. The rental assistance program offered by BC Housing, which provides eligible low-income families with a subsidy to offset the cost of market rental housing, has also seen increased usage in the City. However, the low vacancy rate and low availability of large rental units (3+ bedrooms) makes it difficult for low-income families to apply their subsidy to a suitable unit. Generally, low-income families in North Vancouver are challenged to find available rental units with enough space to accommodate all members of their family. The high number of lone-parent households in the City presents further housing challenges due to their limited income, as opposed to dual income households.

The housing affordability analysis presented in this report further indicates that there are moderate income earner families that are narrowly out of reach of homeownership. One of the

largest hurdles for these families is saving enough money for a down payment. Moderate income households could potentially alleviate some of the pressure on the rental market if they could move towards the homeownership side of the housing continuum; however, the initial financial requirements for entering homeownership often prove to be a barrier.

Equally challenging in the City is the number of owner households who are paying more than 50 percent of their gross income towards housing. These households, considered to be in core housing need, are vulnerable to potential changes to fixed costs related to the housing market, including interest rates and property taxes, and as well as other household costs, such as transportation and childcare. Many moderate income homeowner families in the City are over-stretched, living outside of the standard measures of affordability.

Seniors

In the coming decades, seniors are expected to experience the largest proportional growth amongst all age groups in the City. The aging of the population is already evident in the number of non-market housing units dedicated to independent and frail seniors and the growing wait list for seniors-oriented housing. In the City, nearly half (47 percent) of all BC Housing non-market housing units are dedicated to seniors. That said, there remains another 150 applicants on the wait list. There are 409 seniors in the City who are receiving rent supplements through BC Housing's SAFER program, allowing seniors to subsidize the cost of market housing to a more affordable rent price.

As the population ages, housing needs change. For seniors, some may be homeowners/empty nesters looking to downsize or find ways to stay in their existing homes. Others may be long-time renters living in older rental buildings. Whichever their circumstance, many require age-friendly and accessible housing options to help them remain healthy and independent. Housing forms that work for seniors may also work for persons with disabilities, of which there are 65 applicants on BC Housing's wait list. However, there are a limited number of accessible units within the existing housing stock, especially in older rental buildings which tend to have rent ranges affordable to the fixed incomes of seniors.

Other seniors housing issues relate to crisis, social connectedness and independence. The 2014 homeless count found 31 homeless seniors on the North Shore, 23 of which were unsheltered. There are a notable number of single senior women living on their own, who may have unique housing needs related to independence, privacy, safety, and social connections. Challenges related to seniors housing is complex, and there is a large need for homelessness prevention, at-home support, and alternative housing forms to allow seniors to age-in-place.

At-Risk Youth and Young Adults

Supporting youth is integral to the viability of the community. While the proportion of children and youth in the City is not expected to increase dramatically in the coming decades, youth are the City's next generation of post-secondary students, workers, volunteers, and occupants of

housing and it is important that young people enter the housing market on stable ground. There are often housing challenges for youth and young adults, including affording the average rental prices in the City when earning minimum wage in entry-level jobs.

Youth growing up in low-income families, especially lone-parent family households, may be more vulnerable to the increasing rental prices in the City once they leave home. They often have little to no financial support from family to afford rents or when unexpected financial hurdles are presented. This is especially true for youth aging out of foster care as government assistance ends once they turn 19 years of age. According to government care statistics in BC, nearly half of these at-risk youth will go on income assistance within the first few months of their 19th birthday. With over 2,800 lone-parent family households in the City with an average median income of \$37,420, there are many at-risk youth in the community who are susceptible to the increasing housing affordability challenges once they venture into the rental market.

Youth are often vulnerable even before they become independent. Youth fleeing domestic violence, or experiencing family breakdown, may find themselves homeless - on the streets, in shelters, or precariously housed (i.e. couch-surfing). On the North Shore, 24 homeless youth were counted as part of the 2014 homeless count, 10 of whom were unsheltered. In BC, 40 percent of homeless youth have been in foster care at some point in their lives. The North Shore Youth Safe House provides a housing resource for at-risk youth.

The challenges experienced by youth and young adults requires them to seek affordable/low end of market rental housing, which is competitive in the City, particularly in light of the increasing number of older rental buildings being redeveloped and the higher rent ranges charged for the new units.

Moderate Income Earners

Households, both family and non-family, with occupations that yield moderate incomes are challenged to afford the average rental prices in the City and largely priced out of the homeownership market. These occupations include early childhood educators, licensed practical nurses, office clerks, and financial clerks. According to wage reports, and compared to average rental prices, many of these workers are paying greater than 30 percent of their gross income towards housing costs. The City depends on these occupations to support the local economy; however, there is limited low end of market rentals to support the workforce. This issue is of increasing concern given the investment in industries such as ship building, which is expected to generate more moderate income earning employment opportunities. Housing is an important factor in the local economy – without attainable opportunities to live locally, investment in the local economy and the recruitment and retention of workers could be impacted. Affordable workforce rental housing is needed to achieve the City's goal of maintaining a "complete community," where residents can live close to their place of work.

Persons Experiencing Homelessness and At-Risk of Homelessness

The number of persons experiencing homelessness on the North Shore increased from 47 in 2002 to 119 in 2014. Persons experiencing homelessness can find refuge in the North Shore Housing Centre and Shelter, which offers 25 transitional housing units, 45 shelter beds and additional sleeping mats during extreme weather events. BC Housing offers additional support through their homeless rent supplements, which have doubled in North Vancouver since 2012 from 20 to 41. Despite a shelter and housing program, the total number of persons experiencing homelessness has not significantly decreased in the City or on the North Shore. Challenges along the housing continuum can increase vulnerability and push at-risk households into a crisis situation, as well as challenge persons experiencing homelessness to access and maintain affordable housing.

Other Considerations

Transportation and Housing

Typically, transportation is the second largest expense for households. In the City, the average homeowner spends 38 percent of their gross income towards housing and transportation costs. This figure is higher for renters, who spend 46 percent of their gross income towards housing and transportation. With such a large proportion of household income dedicated to two expenditures, planning for housing and transportation as inter-related systems is an important consideration for policy development and the Housing Action Plan.

Livability and Housing

Underscoring the housing affordability challenges in the City is the livability of the housing stock. Livability is an extension of adequacy (not requiring major repairs) and suitability (enough bedrooms for the size and makeup of resident households), integrating quality of life. From a housing lens, livability can be applied to the unit/building/structure, as well as the surrounding environment and public realm. While limited analysis on livability has been undertaken in the City, it is an important consideration for policy development and the Housing Action Plan.

Multigenerational and Flexible Housing Forms

The City of North Vancouver is a diverse municipality. Diversity can influence housing needs and create challenges with respect to matching households with suitable and appropriate housing. In the City, there has been an increase in multiple-family households. While data and analysis is limited on this subject, it could be a demand indicator for multi-generational housing, extended family living arrangements, or other communal household formations. This can lend to sharing housing costs to make housing more affordable. Traditional housing forms in the City may not meet the needs of all multiple-family households and the changing needs of City

residents, presenting an opportunity to explore more flexible housing forms that can offer options for a variety of household arrangements.

TABLE OF CONTENTS

SUMMARY OF HOUSING NEEDS AND ISSUES

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 Overview	1
1.2 Why a Housing Action Plan?	2
1.3 Sustainable City Framework	2
1.4 Data Limitations	4
2.0 COMMUNITY PROFILE.....	6
2.1 Population	6
2.2 Household Size & Composition	8
2.3 Income	11
3.0 MARKET HOUSING	13
3.1 Structural Types in the City	16
3.2 Age of City Housing Stock.....	23
3.3 Rental Housing	23
4.0 HOUSING AFFORDABILITY	30
4.1 Housing Prices in the City	30
4.2 Rental Affordability	32
4.3 Homeownership Affordability.....	35
4.4 Incidence of Low Income.....	37
4.5 Core Need Households	38
4.6 Transportation and Housing Affordability.....	39
5.0 NON-MARKET HOUSING	42
5.1 Non-Market Housing Supply	42
5.2 Rent Supplements.....	43
5.3 Wait Lists	43
5.4 Homelessness	44
5.5 Expiration of Operating Agreements	46
GLOSSARY	47

1.0 INTRODUCTION

1.1 Overview

The City of North Vancouver, as well as the entire Metro Vancouver region, is an area with exceptionally high housing prices. While the rapid increase in housing prices has benefited some existing homeowners, it has greatly impacted the affordability of housing for a larger segment of the population. Consequently, many individuals struggle to find affordable housing options in the community and often have to make difficult decisions to balance housing costs with other costs of living.

The 2014 City of North Vancouver Official Community Plan establishes a direction for the City through a Community Vision:

In 2031, the City of North Vancouver will be a vibrant, diverse and highly livable community that is resilient to climate or other changes, and is sustainable in its ability to prosper without sacrifice to future generations.

A key component to meeting this vision is the provision of suitable and affordable housing to create a community that is inclusive and attainable for all City residents. This includes a variety of housing types and tenures to meet the current and future needs of families and individuals from all walks of life and through different stages of life.

The City has an important role in encouraging housing diversity to provide residents with housing choices. This role includes determining land uses and housing capacity, creating policies and strategies to shape local housing conditions, and working in partnership with senior levels of government, non-profits and private developers to increase the supply of affordable housing units. However, many of the factors that have contributed to the current housing situation, including interest rates, market demand, and the absence of a national housing strategy, are outside the control of local municipalities.

This Housing Profile was created for consideration in the preparation of the City's Housing Action Plan. The Housing Profile identifies and analyzes key housing data in the City and provides insight into current and emerging housing trends. The Housing Action Plan will respond to the City's housing challenges and opportunities by providing policy directions and specific actions to facilitate quality housing choices for the diversity of people who call the City home.

1.2 Why a Housing Action Plan?

The City has a long history of facilitating housing diversity and affordability through innovative policies and partnerships. Current housing initiatives and policies can be found in a variety of City documents, including the following:

- Official Community Plan;
- Social Plan;
- Rental Housing Strategies;
- Housing Affordability Strategies;
- Strategies to Support Seniors' Housing;
- Density Bonus and Community Amenity Policy;
- Adaptable Design Guidelines; and
- North Shore Homelessness Task Force Work Plan.

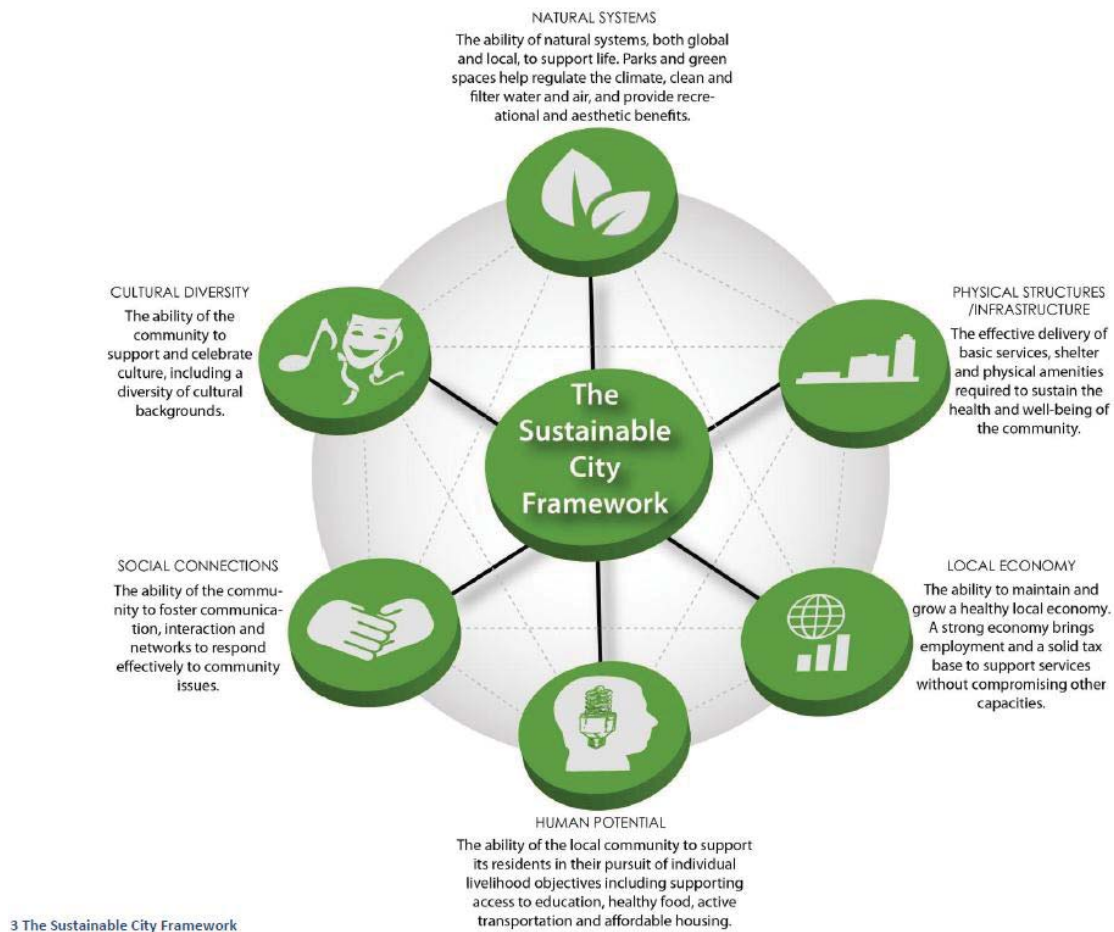
The creation of a Housing Action Plan will entail a comprehensive review and update of existing City housing initiatives and policies, in addition to new policy directions, centralized in one document. The Housing Action Plan will further fulfill the Metro Vancouver Regional Growth Strategy requirement that each municipality prepare a Housing Action Plan that does the following:

- Assesses local housing market conditions, including housing supply, demand and affordability;
- Identifies housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;
- Identifies implementation measures;
- Encourages the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;
- Identifies opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum; and,
- Cooperates with, and facilitate the activities of the Metro Vancouver Housing Corporation.

1.3 Sustainable City Framework

The 2014 Official Community Plan adopted a new Sustainable City Framework to support the development of a complete community through the building of different capacities (Figure 1.1). Housing is specifically mentioned under the Human Potential capacity, but safe and secure housing is important to the realization of other capacities, both individually and as a community as a whole.

Figure 1.1: Sustainable City Framework
(Source: City of North Vancouver, 2014)



To ensure a diversity of housing types and tenures, the City approaches the provision of housing through the concept of a housing continuum (Figure 1.2). On the non-market end of the continuum are emergency shelters, transitional and supportive housing, and non-market (social) housing, which typically involve government funding and potential support services. At the other end of the continuum are rental and ownership options that are provided through the private market. A full range of housing choices across the continuum is important to ensure City residents can find accommodations that are best suited to their housing needs.

Figure 1.2: Housing Continuum
(Source: City of North Vancouver, 2015)



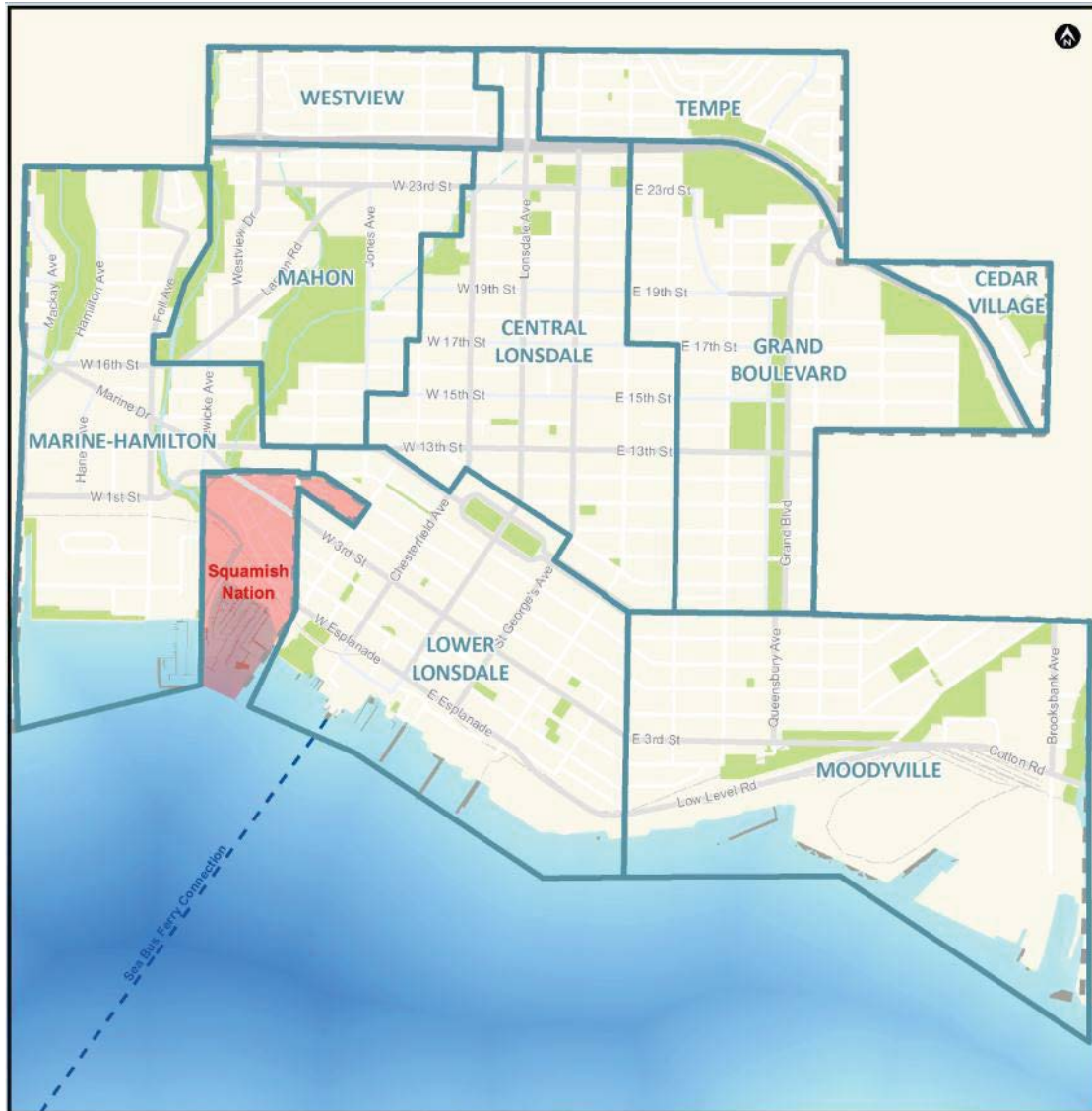
1.4 Data Limitations

The Housing Profile utilizes data from Statistics Canada, Canada Mortgage and Housing Corporation (CMHC), Metro Vancouver, BC Stats, BC Assessment, the Real Estate Board of Greater Vancouver and the City of North Vancouver.

While the best available data sources were selected and analyzed, data limitations do exist. Changes to category definitions and reporting methods in the Canadian Census over time mean that exact comparisons cannot always be made. The elimination of the mandatory long-form Census survey in 2011 also means that data collected from the voluntary 2011 National Household Survey cannot be compared to prior years without caution due to potential non-response and self-selection biases. In addition, City data records are often collected for reasons other than for housing statistics resulting in inexact information.

For trend analysis, neighbourhood-level census data was used for all nine City neighbourhoods when possible (Figure 1.3). When neighbourhood-level data was unavailable, city-wide information was used. There are instances when data is provided for both the City and District of North Vancouver as City-specific data could not be ascertained.

Figure 1.3: Census Neighbourhood Boundaries
(Source: City of North Vancouver, 2015)



2.0 COMMUNITY PROFILE

Household characteristics in the City are changing, and as a result, are shifting housing trends and needs in the community. This section provides key information on population, household size and composition, and income to provide an understanding of the emerging housing trends in the City.

2.1 Population

According to the Canadian Census, the City of North Vancouver had a population of 48,195 in 2011, an increase of 3,030 residents, or approximately seven percent, since 2006. The number of dwelling units in the City increased at the same rate during this period.

The City's population growth was well below the regional growth rate of 18 percent between 2006 and 2011. Population growth in the City has been consistent over the years, with the exception being the period between 2001 and 2006, which experienced a lower rate of population growth than in previous Census periods (Table 2.1). Since 2011, BC Stats estimates that the City's population has continued to grow to an estimated population of 52,346 in 2014.

Table 2.1: Population and Growth Rate, 1961-2011
(Source: Statistics Canada, 1961-2011 Census)

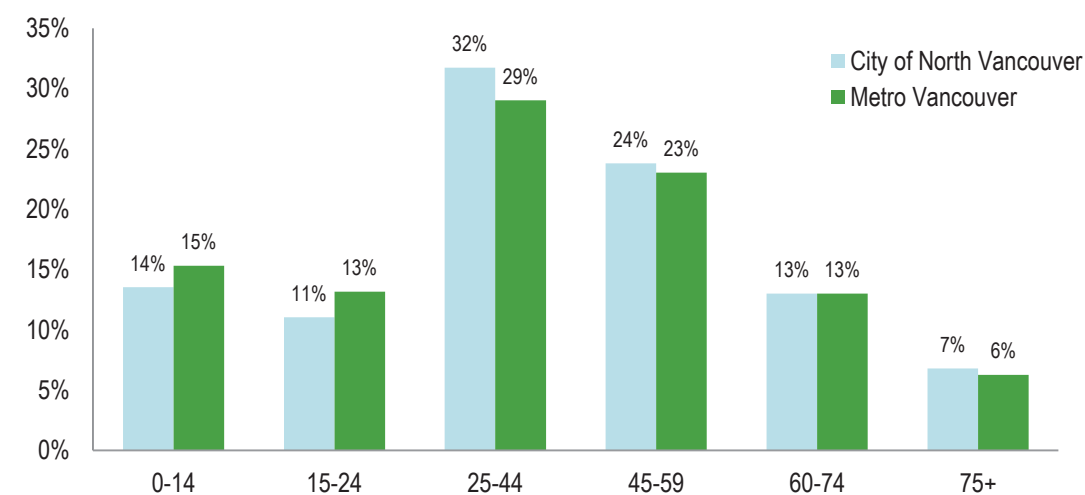
		GROWTH RATE	
YEAR	POPULATION	5-YEAR	AVERAGE ANNUAL
1961	23,656	--	--
1966	26,851	13.5%	2.6%
1971	31,847	18.6%	3.5%
1976	31,394	0.3%	0.1%
1981	33,952	6.3%	1.2%
1986	35,698	5.1%	1.0%
1991	38,436	7.7%	1.5%
1996	41,475	7.9%	1.5%
2001	44,303	6.8%	1.3%
2006	45,165	1.9%	0.4%
2011	48,195	6.7%	1.3%

The Metro Vancouver Regional Growth Strategy estimates the City's population will grow to 56,000 people in 2021, 62,000 people by 2031, and 68,000 by 2041. The number of new housing units needed to accommodate this population increase is dependent on the composition of the City's housing stock and has been considered through the residential land use designations in the City's 2014 Official Community Plan.

The overall distribution of City residents based on age is quite similar to the region (Figure 2.1). In 2011, the City had a higher percentage of working age individuals (25 to 59 year olds) and seniors (75 years and older) compared to Metro Vancouver, but a lower percentage of children and youth (0 to 24 year olds).

Figure 2.1 – Percent Population by Age, 2011

(Source: Statistics Canada, 2011 Census)

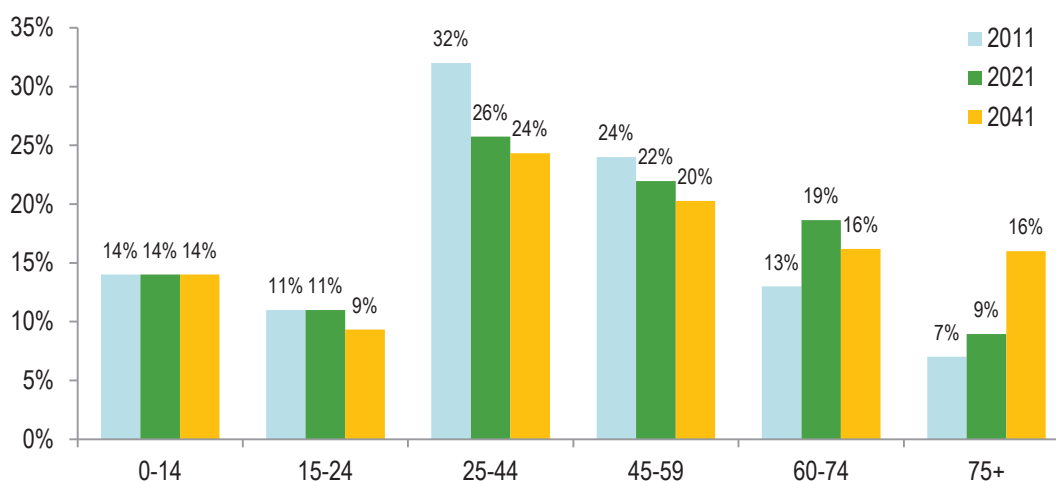


The overall population in the City was older in 2011 compared to previous Census periods, with the median age increasing 1.1 years from 40.1 years in 2006 to 41.2 years in 2011. The greatest increase was in individuals aged 45 to 59 years, which accounted for 24 percent of the City's population in 2011. Comparatively, this age cohort only constituted 15 percent of the City's population in 1991. The number of individuals over 60 years of age in the City has also seen steady growth. Accommodating the housing needs of an aging population will require consideration of housing that is smaller in size, accessible or adaptable for aging in place, and located in close proximity to local services.

According to BC Stats, the North Vancouver Local Health Area, which includes both the City and District of North Vancouver, will age significantly in the future (Figure 2.2). By 2021, individuals aged 25 to 44 are projected to decrease by six percent, while individuals aged 60 to 74 will increase by 6 percent. Individuals aged 75 and over are anticipated to increase nine percent between 2001 and 2041. Population projections can provide important insight into the possible housing trends in the future; however, the City and District of North Vancouver are very

different in terms of population composition. The City will continue to monitor population growth and trends to further the understanding of the unique housing needs of City residents.

Figure 2.2 – Population Projections by Age, 2011-2041
(Source: BC Stats, 2015)



2.2 Household Size & Composition

Statistics Canada defines a household as a person or a group of persons who occupy the same dwelling. The Canadian Census recorded 22,790 households in the City in 2011, an increase of 1,440 households since 2006.

The average household size in the City remained constant between 2006 and 2011 at 2.1 persons per household, less than Metro Vancouver and the Province at 2.6 and 2.5 persons, respectively. Average household size in the City has decreased over time with one-person households being the most predominant household size in 2011 at 39 percent, followed by two-person households at 32 percent (Figure 2.3). In comparison, three percent of City households had five-persons and only one percent had six or more persons.

Average household size in the City varies significantly between different neighbourhoods (Figure 2.4). Central Lonsdale and Lower Lonsdale, which have the majority of the City's smaller multi-family dwelling units, had a lower average household size of 1.9 and 1.7 persons, respectively, compared to neighbourhoods with primarily single family dwellings, such as Tempe, which had an average of three persons in 2011. The neighbourhood of Cedar Village is particularly interesting as it had the highest average household size of all City neighbourhoods at 3.2 persons in 2011, but consists primarily of ground-oriented housing forms, such as townhouses. Ground-oriented housing may be a particularly suitable type of housing for young

families in the City, especially as the price of single family dwellings become more out of reach for families.

Figure 2.3 – Household Composition, 2011

(Source: Statistics Canada, 2011 Census)

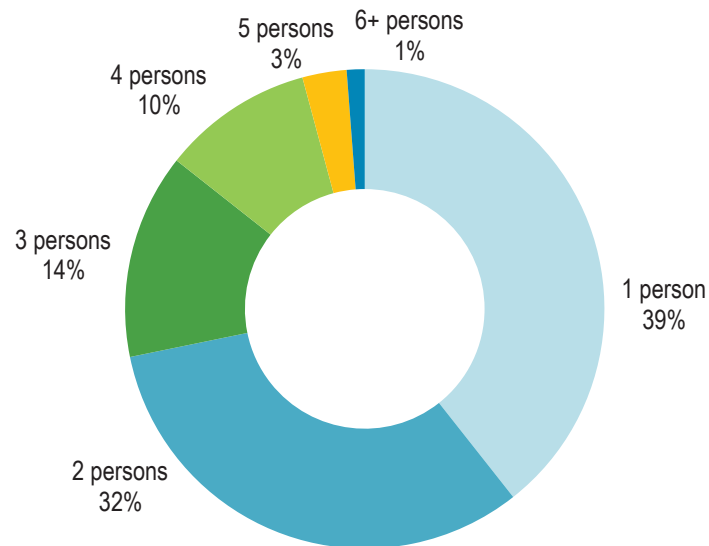
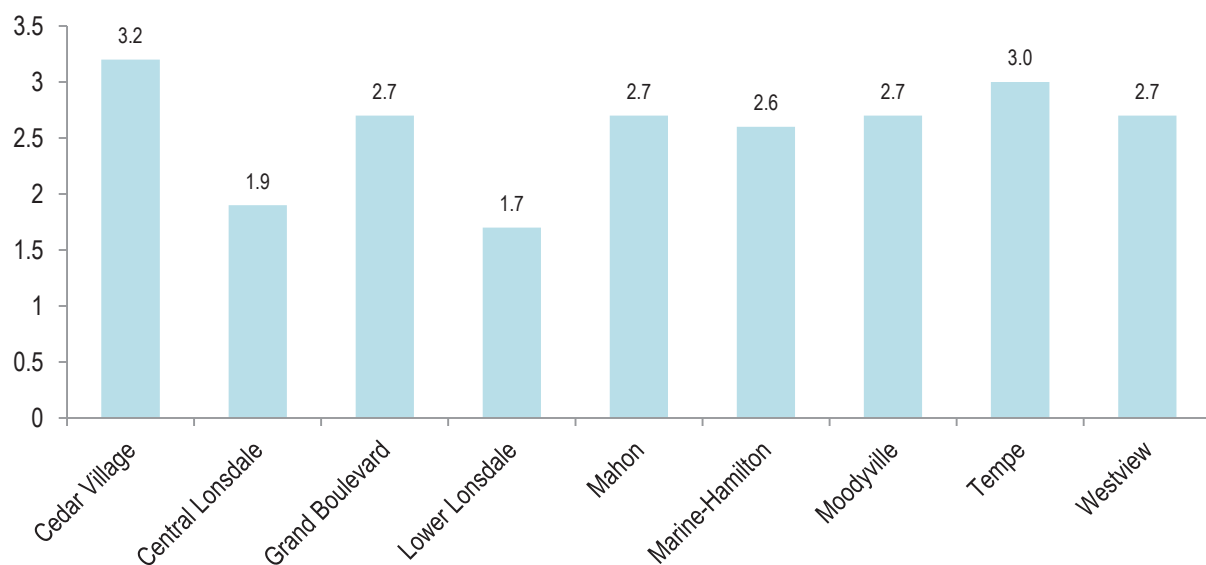


Figure 2.4 –Average Household Size by Neighbourhood, 2011

(Source: Statistics Canada, 2011 Census)

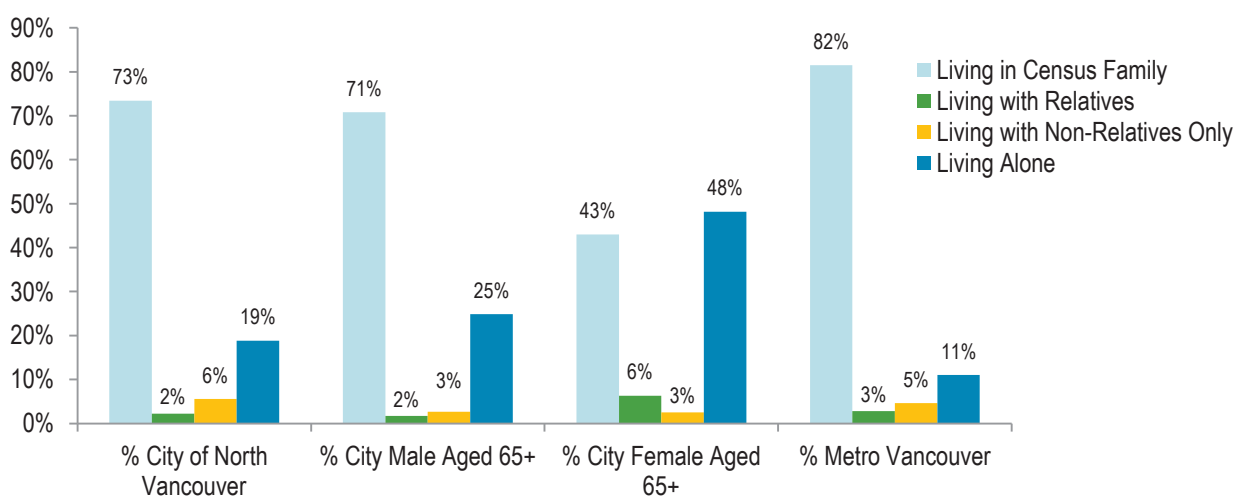


By household type, the majority of City residents live in census families (Figure 2.5). Statistics Canada defines a census family as a married or common-law couple with or without children or a lone parent of any marital status with at least one child. In 2011, the City had a higher number of lone parent families at 19 percent, compared to 16 and 15 percent at the regional and provincial scale, respectively.

The second most prevalent household type in 2011 was non-family households, which increased by 905 households, or one percent, since the previous Census period. Non-family households include individuals living alone or a group of two or more unrelated people who share a private dwelling, such as roommates. Overall, 19 percent of City residents live alone, compared to 11 percent for Metro Vancouver. Of the individuals who live alone in the City, many are seniors aged 65 and over, particularly female seniors. As the City's population continues to age, the number of seniors living alone is expected to increase, in addition to support services required to assist seniors to age in place and mitigate isolation. The increase in the number of people living alone may also increase the demand for smaller, more affordable rental units in the City.

The percentage of multiple-family households in the City remained constant between 2006 and 2011. However, as the City's population continues to age and as housing prices continue to increase, the City may see more multiple-family households as families become more creative in their living arrangements to maintain housing affordability.

Figure 2.5 – Census Family and Non-Census Family Households, 2011
(Source: Statistics Canada, 2011 Census)

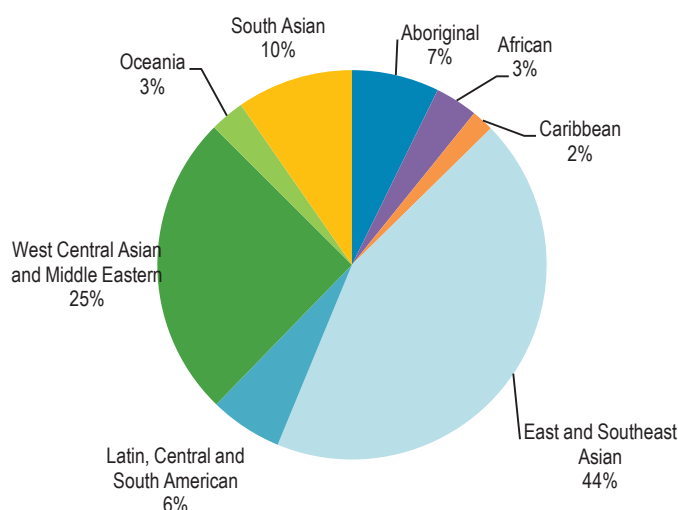


The City is home to an ethnically diverse population and has residents from all parts of the world. European ancestry is the dominant ethnicity in the City. When not factoring individuals of European or North American ancestry, the most common ethnic origins in the City are East and Southeast Asian, West Central Asian and Middle Eastern and South Asian (Figure 2.6). As for

the Aboriginal population, the City saw an increase from 930 residents in 2006 to 1,280 residents in 2011.

In 2011, 37 percent of City residents were immigrants, a growth of one percent since 2006. By period of immigration, the period between 2001 and 2011 saw the highest number of new immigrants settle in the City at 6,895. Iran remains the most common place of birth for immigrants in the City, although newcomers from the Philippines increased substantially this past Census period. Therefore, housing that meets different cultural needs, including housing that better accommodates extended families and allows for flexibility in living arrangements, are important considerations to ensure a diversity of housing forms is available in the City.

Figure 2.6 – Ethnic Origins in the City, 2011
(Source: Statistics Canada, 2011 NHS)

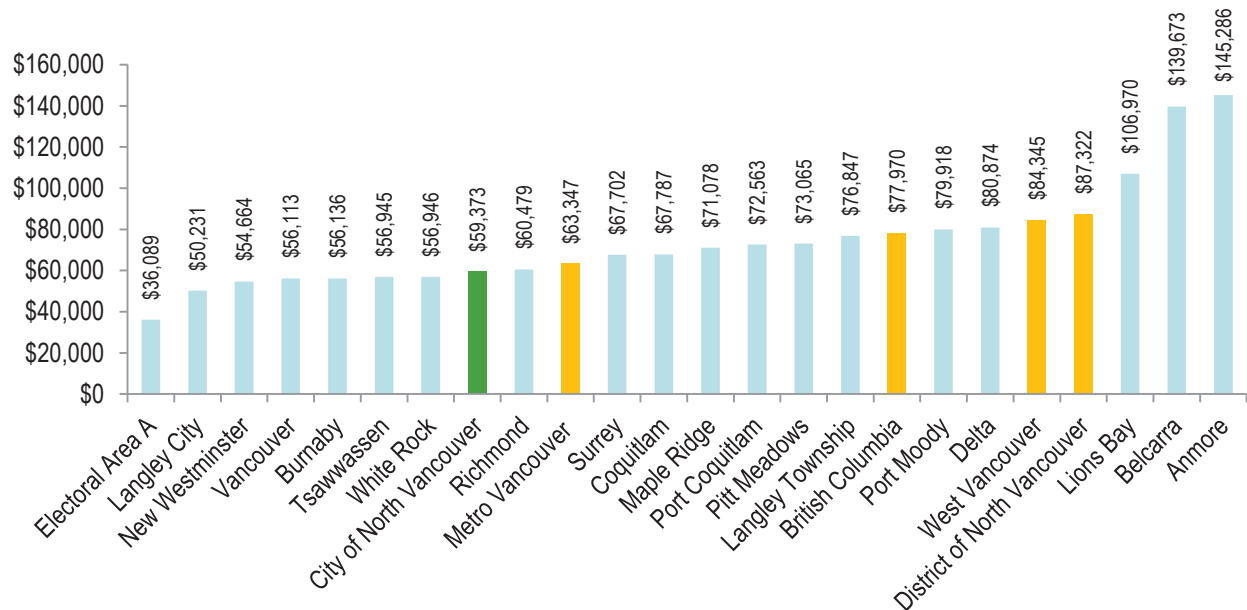


2.3 Income

Household income, when compared to house prices and rent ranges, is often used to determine what households can afford to purchase or rent in a community. In 2011, the median household income in the City was \$59,373, an increase of \$9,887 from the 2006 median household income of \$49,486. Median income represents the midpoint of all household incomes, meaning that half of all households have an income less than the median and the other half have an income that are above the median.

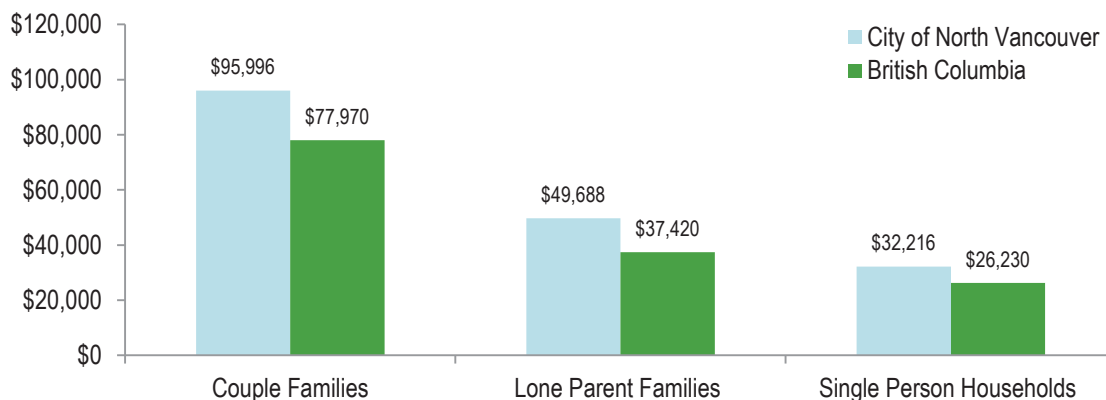
Despite the increase between the 2006 and 2011 Census periods, the median household income in the City in 2011 remained less than the regional median household income and significantly less than the other North Shore municipalities, although higher than the provincial average (Figure 2.7). With lower earning power, City's households are vulnerable to rises in the cost of living, including housing costs.

Figure 2.7 – Median Household Income of Municipalities in Metro Vancouver, 2011
(Source: Statistics Canada, 2011 NHS)



Incomes in the City vary immensely depending on the type of household. In 2012, the median income for couple families was approximately \$95,996 (Figure 2.8). This is nearly double the median income for lone-parent families at \$49,688, and three times the median income of one-person households at \$32,216. These differences in income will have an impact on what households are able to purchase or rent in their respective neighbourhoods and in the wider community. The lower incomes of lone-parent families and one-person households may mean these particular groups are at greater risk of housing insecurity if housing prices or other living costs increase.

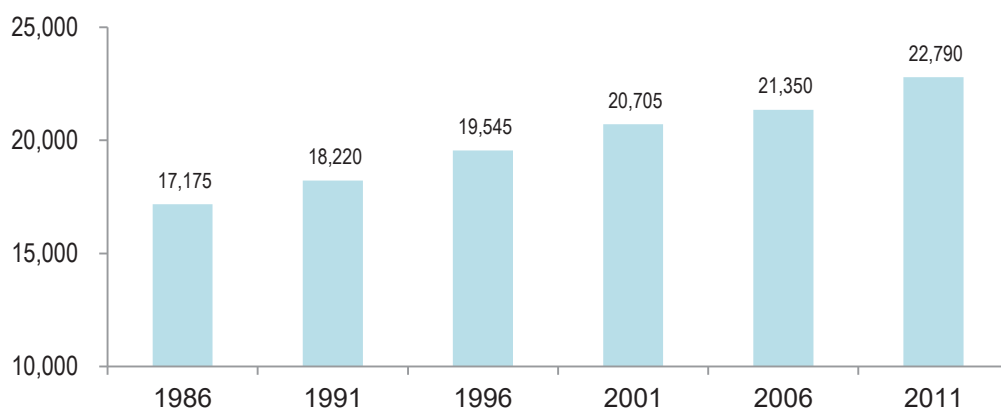
Figure 2.8 – Median Income by Household Type, 2012
(Source: Statistics Canada, Taxfiler Reported Custom Tabulation Family Tables, 2012)



3.0 MARKET HOUSING

The City has seen a steady increase in new dwelling units over the past two decades, growing in tandem with population growth. Since 1986, the City's housing supply has grown by 5,615 units for a total of 22,790 dwelling units in 2011 (Figure 3.1).

Figure 3.1: Total Number of Dwelling Units, 1986-2011
(Source: Statistics Canada, 1986-2011 Census)



Each of the City's nine neighbourhoods experienced growth in 2011, with Central Lonsdale and Lower Lonsdale accommodating the majority of City residents with 71 percent of all dwelling units in the City (Figure 3.2). The neighbourhood of Marine-Hamilton saw the greatest percentage increase in dwelling units between 2006 and 2011 at 14 percent, compared to Grand Boulevard which saw a two percent increase during the same period.

In 2011, the City experienced a six percent increase in renter households (Figure 3.3). The number of renters in the City has declined over time, but has remained relatively constant over the past 20 years, ranging between 9,800 and 10,800 households in a given Census year. The majority of renter households live in Central Lonsdale and Lower Lonsdale, although both neighbourhoods have experienced loss in renter households since 1991 (Figure 3.4). In 2011, all neighbourhoods saw an increase in renter households, including the primarily single family neighbourhoods, highlighting the fact that renters live in every neighbourhood in the City (Figure 3.5). Approximately 46 percent of City households were renter households in 2011, significantly higher than the other North Shore municipalities (19 percent for District of North Vancouver and 21 percent for West Vancouver), as well as the entire Metro Vancouver region at 35 percent.

The number of owner households in the City has increased steadily since 1986 and continued to increase this past Census period. Since 1986, owner households have increased almost 250 percent in the City.

Figure 3.2: Dwelling Units by Neighbourhood, 1986-2011
(Source: Statistics Canada, 1986-2011 Census)

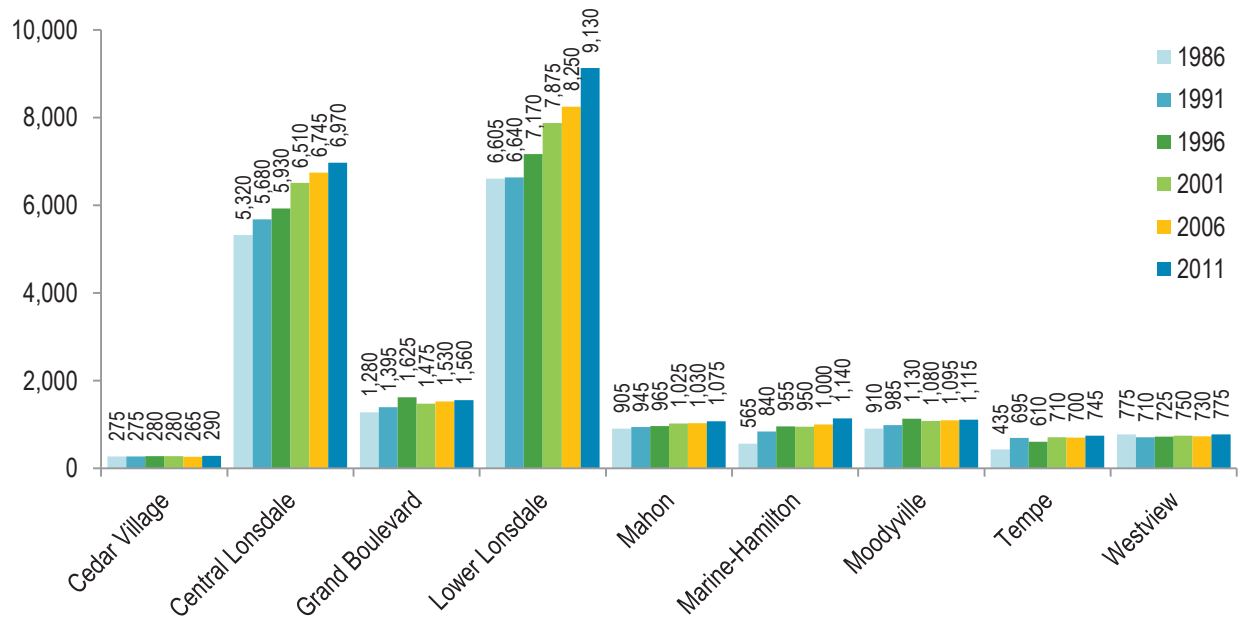


Figure 3.3: Owner and Renter Households, 1986-2011
(Source: Statistics Canada, 1986-2006 Census & 2011 NHS)

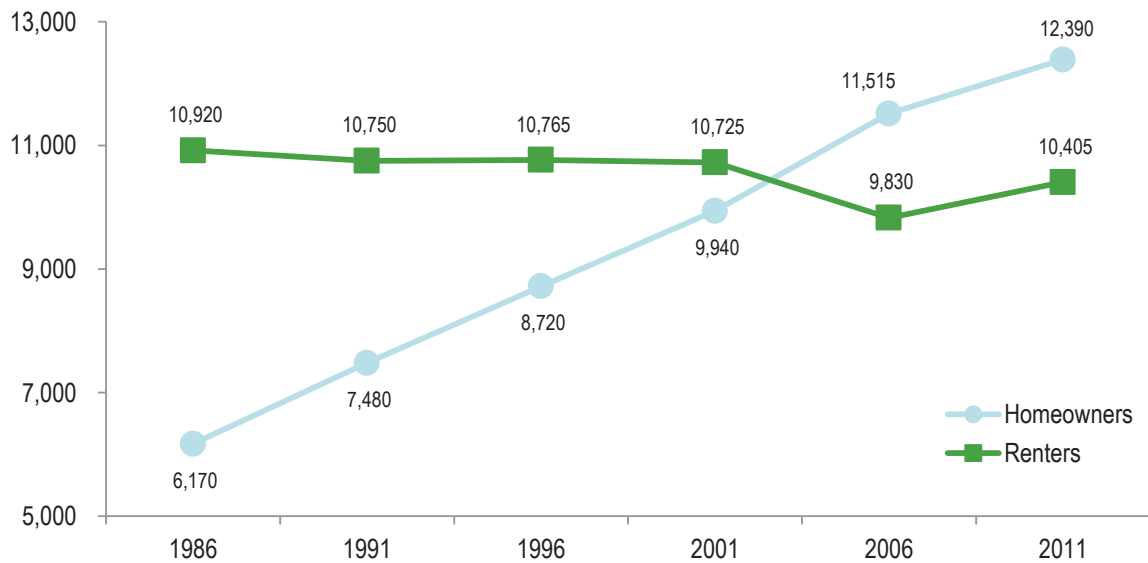


Figure 3.4: Renter Households by Neighbourhood, 2011
 (Source: Statistics Canada, 1991-2006 Census and 2011 NHS)

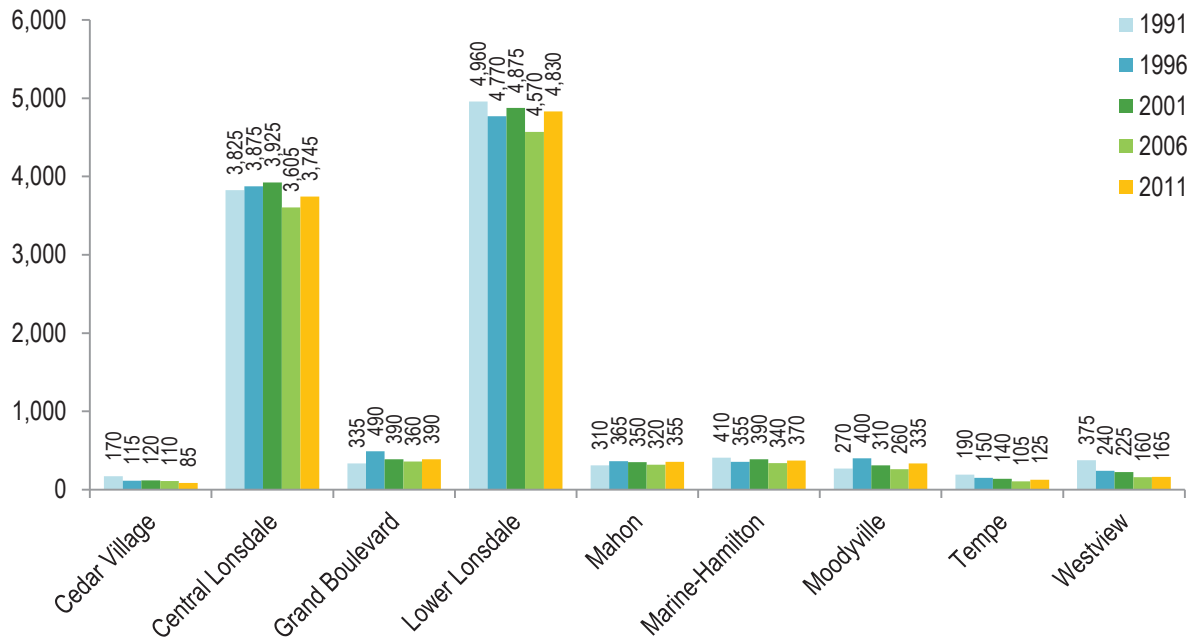
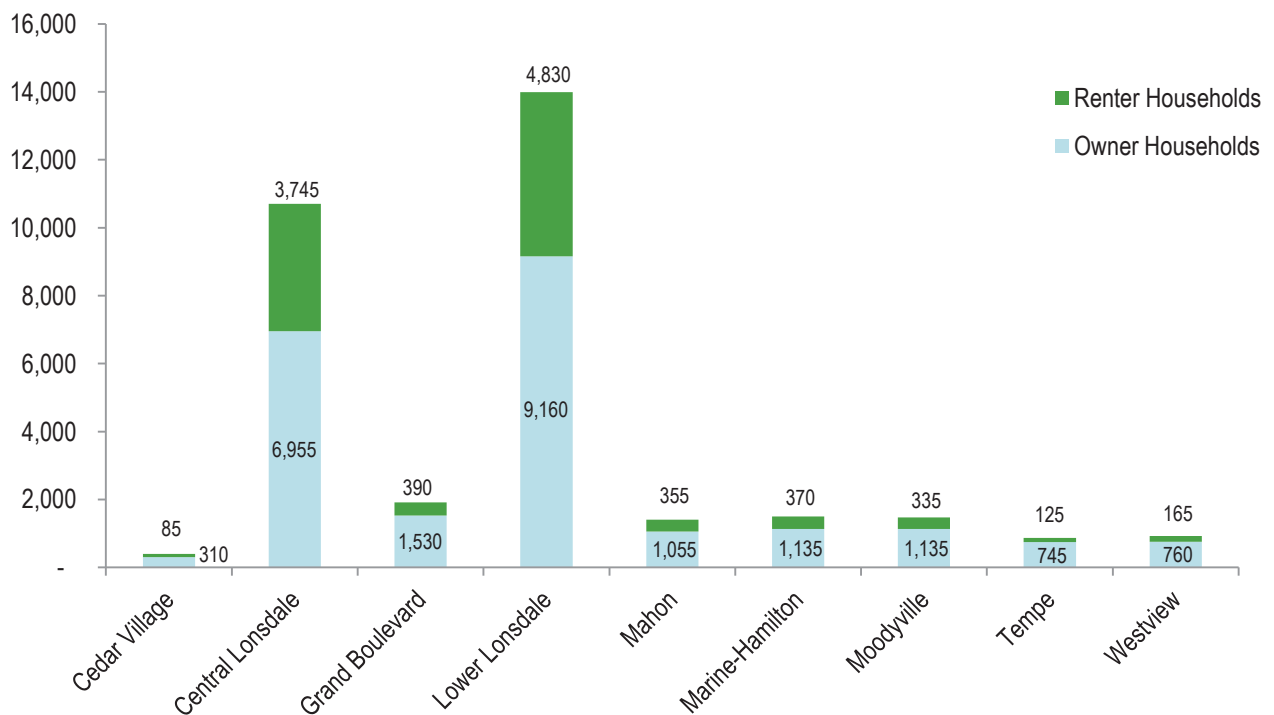


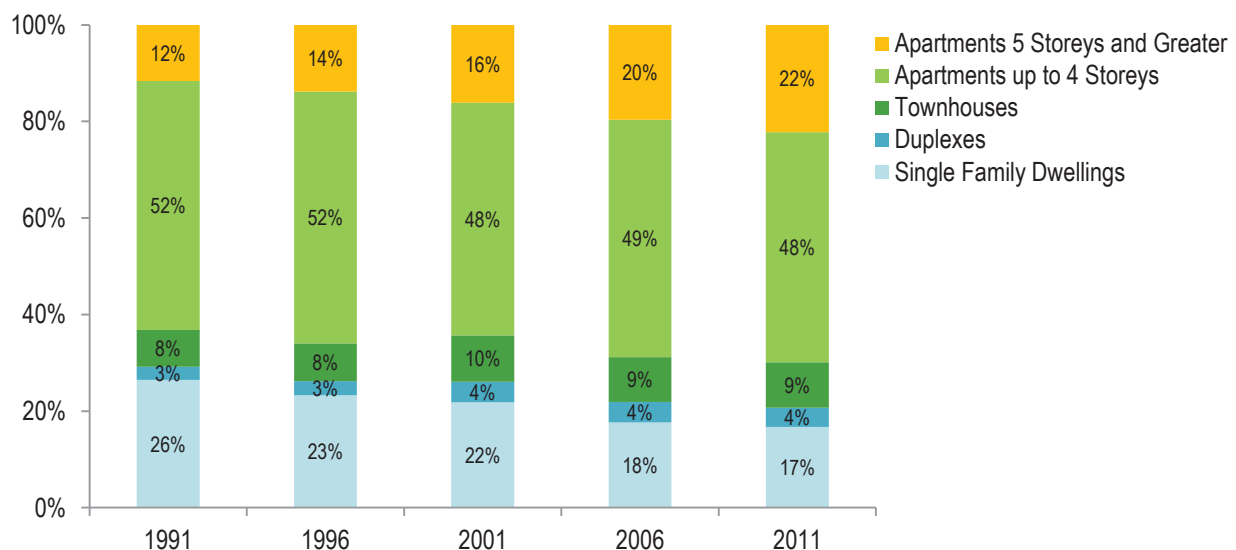
Figure 3.5: Owner and Renter Households by Neighbourhood, 2011
 (Source: Statistics Canada, 2011 NHS)



3.1 Structural Types in the City

The City has a range of structural types, ranging from single detached dwellings to high rise buildings. The proportion of each structural type has been changing over time, reflecting the changing housing needs of City residents. Over the past 20 years, the City has seen a decreasing trend in single family dwellings (Figure 3.6). The proportion of duplexes and townhouses in the City has stayed relatively constant over time, while the greatest increase has been in apartments five storeys and greater.

Figure 3.6: Structural Types in the City, 1991-2011
(Source: Statistics Canada, 1991-2011 Census)



Single Detached Dwellings

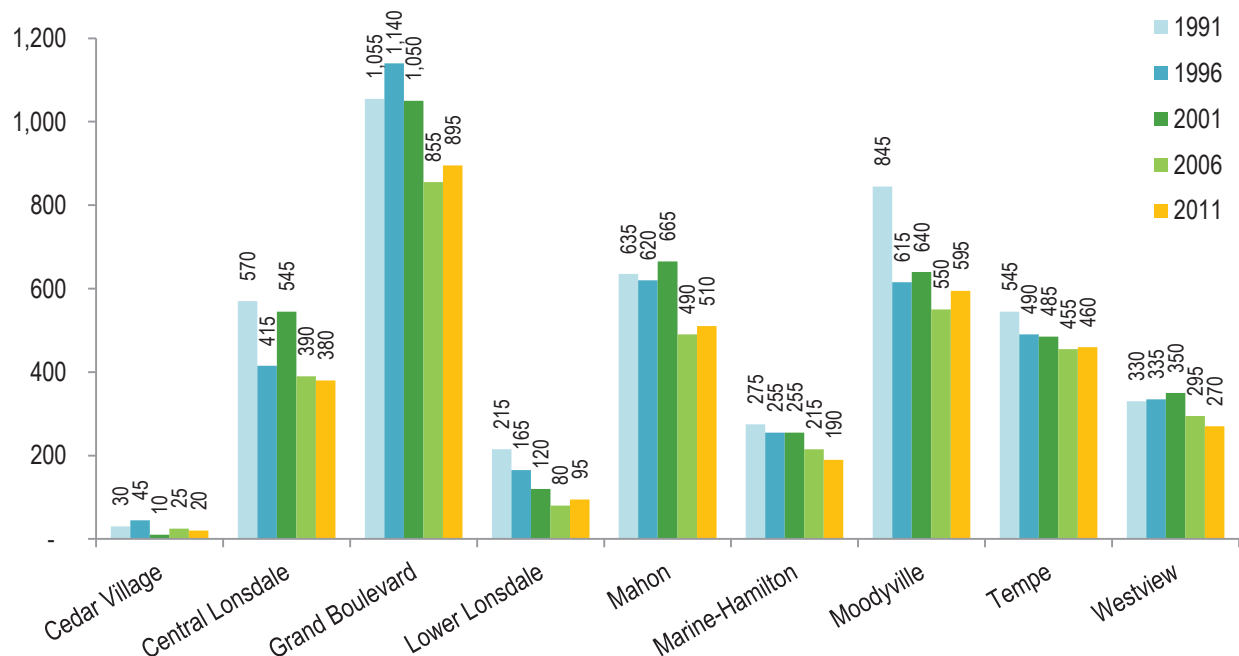
The number of single detached dwellings in the City has decreased in all neighbourhoods since 1991 (Figure 3.7). While greater densification in certain areas may have contributed towards fewer single family dwellings in the City, the dramatic decrease recorded between the 2001 and 2006 Census periods was likely due to misclassification based on a definition change in the 2006 Census.

The 2006 Census changed the category 'apartment or flat in a detached duplex' to 'apartment or flat in a duplex,' which in effect, broadened the definition of 'duplex' to include single detached houses with secondary suites. As a result, the number of single detached dwellings declined significantly in the 2006 Census, with a corresponding increase in the 'apartment or flat in a duplex' category. The 2011 Census utilized the same structural type definitions as the 2006 Census and found an increase in single detached dwellings in the Grand Boulevard, Lower

Lonsdale, Mahon, Moodyville and Tempe neighbourhoods, which is likely due to the subdivision of larger lots into smaller single family lots.

Figure 3.7: Number of Single Detached Dwellings by Neighbourhood, 1991-2011

(Source: Statistics Canada, 1991-2011 Census)



Duplexes

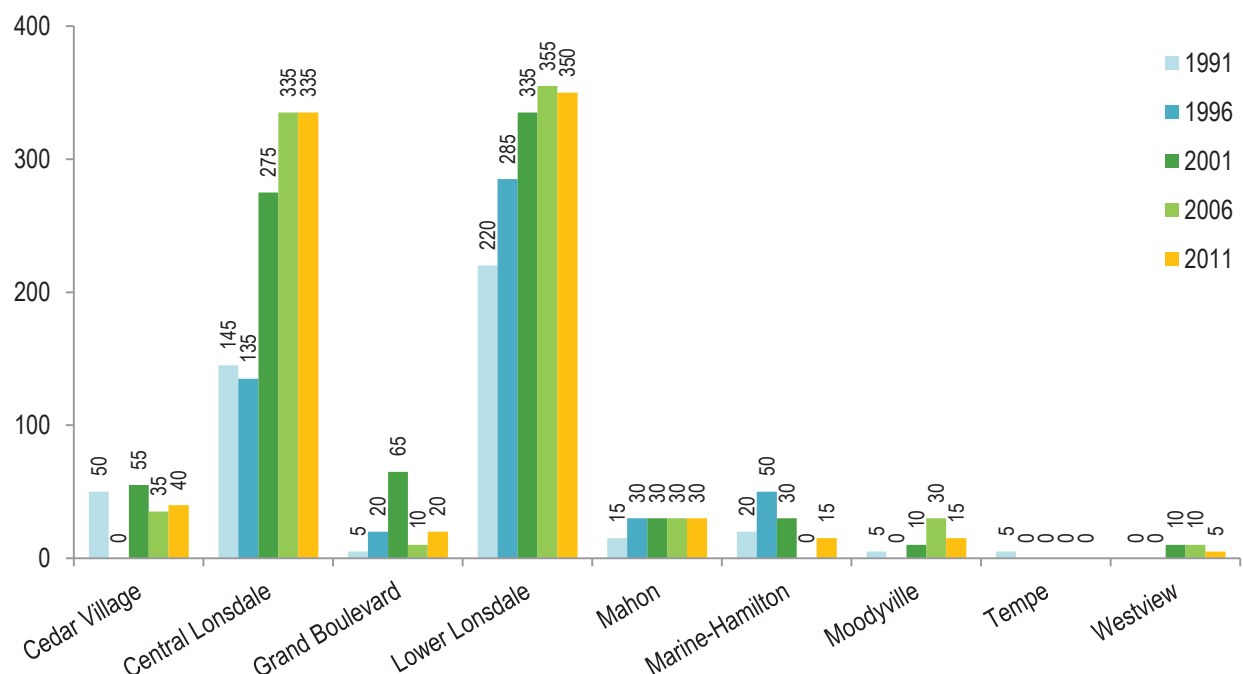
A duplex, or semi-detached house, is defined by Statistics Canada as a structure where one of two dwellings are attached side by side (or back to back) to each other, has no dwelling either above it or below it, and the two units together have open space on all sides.

The City saw a slight increase in duplexes in 2011, increasing from 805 in 2006 to 810 in 2011 (Figure 3.8). The majority of new duplexes constructed in the City were in the Marine-Hamilton neighbourhood, although Central Lonsdale and Lower Lonsdale continued to have the greatest share of this structural type.

The City anticipates an increase in duplexes, as well as other multi-family ground-oriented housing forms in the future as the 2014 Official Community Plan provides greater capacity for these structural types. High land costs and smaller household sizes in the City may encourage the construction of additional duplexes as a more affordable option to single detached properties.

In 2013, the City of North Vancouver became the first municipality in British Columbia to permit Accessory Dwelling Units in duplexes to provide a source of rental income for homeowners, in addition to expanding rental options in City neighbourhoods. As of June 2015, the City has approximately 10 Accessory Dwelling units in duplexes.

Figure 3.8: Number of Duplexes by Neighbourhood, 1991-2011
(Source: Statistics Canada, 1991-2011 Census)



Townhouses

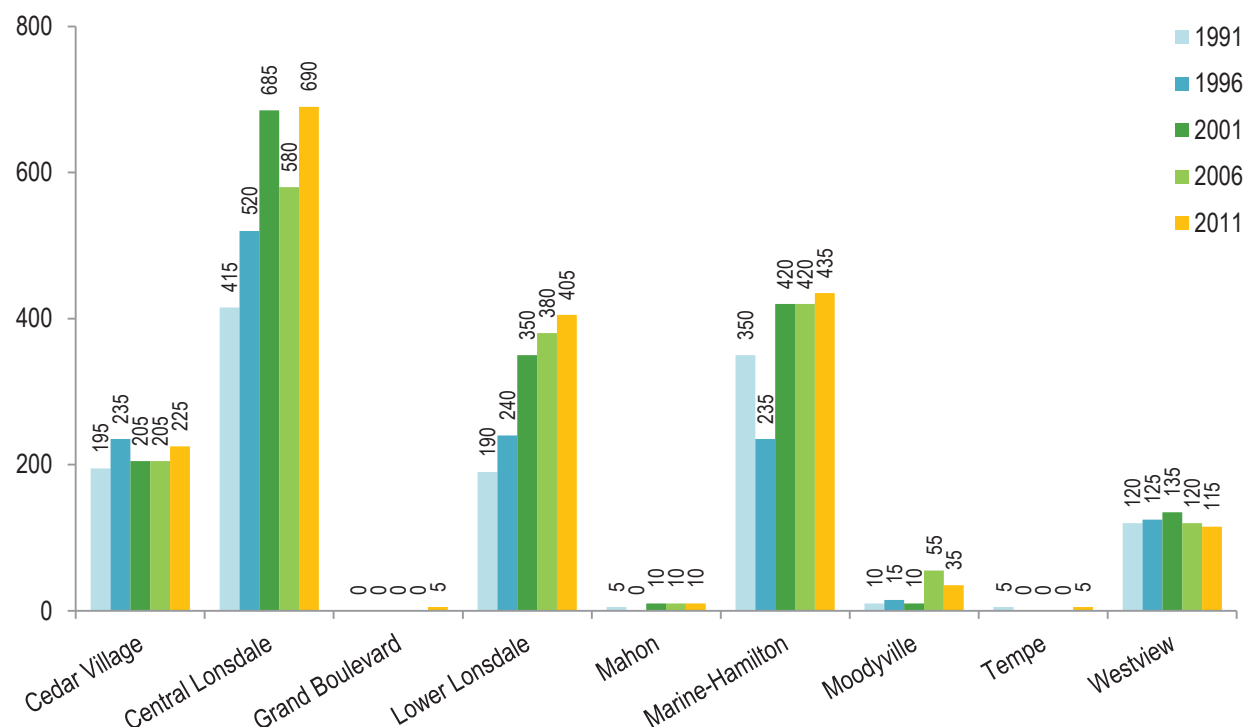
Townhouses, or row houses as classified by Statistics Canada, are defined as one of three or more dwellings joined side by side (or occasionally side to back), but does not have any other dwelling either above or below it. This category includes townhouses attached to high-rise buildings, but does not include stacked townhouses.

Townhouses can be found in most City neighbourhoods (Figure 3.9). In 2011, most neighbourhoods saw an increase in townhouses, except Mahon, which remained the same as the prior Census period, and Moodyville and Westview, which both saw a modest decrease. While the data shows a significant increase in townhouses in Central Lonsdale since the 2006 Census, the decrease of 105 townhouses noted in the 2006 Census for this neighbourhood was likely incorrect.

Like duplexes, the City anticipates an increase in townhouses in the future as the 2014 Official Community Plan provides greater capacity for this housing type, particularly in the Moodyville neighbourhood. Townhouses are envisioned to serve as a more affordable type of ground-oriented housing for families in the City.

Figure 3.9: Number of Townhouses by Neighbourhood, 1991-2011

(Source: Statistics Canada, 1991-2011 Census)



Apartments Up to Four Storeys

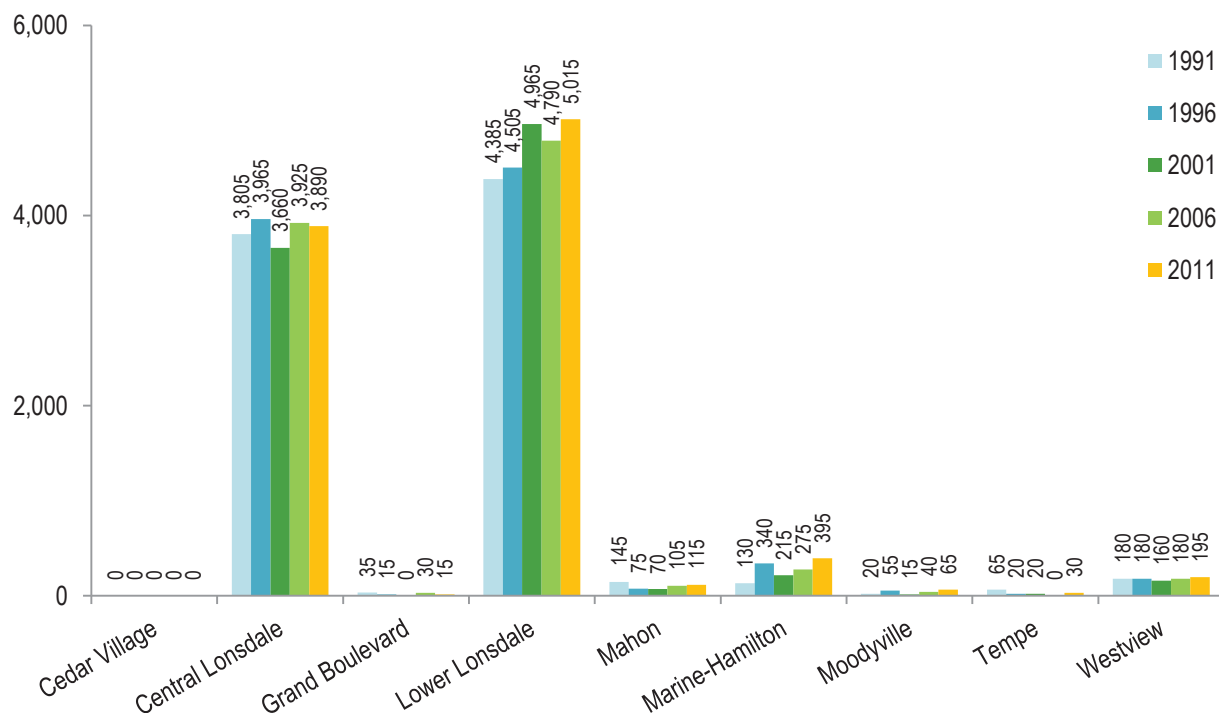
The neighbourhoods of Central Lonsdale and Lower Lonsdale continued to accommodate the majority of low rise apartments (up to 4 storeys) in 2011, accounting for 92 percent of all low rise apartment units in the City (Figure 3.10). Most neighbourhoods saw an increase in this structural type in 2011, with the greatest absolute growth in Lower Lonsdale, Marine-Hamilton and Tempe at 225, 120 and 30 units, respectively. In 2011, Central Lonsdale saw a loss of 35 units, likely due to the redevelopment of existing low rise apartments to higher density developments.

As was the case in the single detached dwellings category, a definition change in the 2006 Census affected the accurate classification of low rise apartments. Prior to the reclassification of 'apartment or flat in a detached duplex' to 'apartment or flat in a duplex,' a duplex that was attached to other dwellings or buildings would be considered an 'apartment in a building that

has fewer than five storeys' according to Statistics Canada. Consequently, the growth in the number of low rise apartment units in primarily single detached dwellings neighbourhoods, such as Grand Boulevard, is likely a misclassification.

Figure 3.10: Number of Low Rise Apartments (Up to 4 Storeys) by Neighbourhood, 1991-2011

(Source: Statistics Canada, 1991-2011 Census)

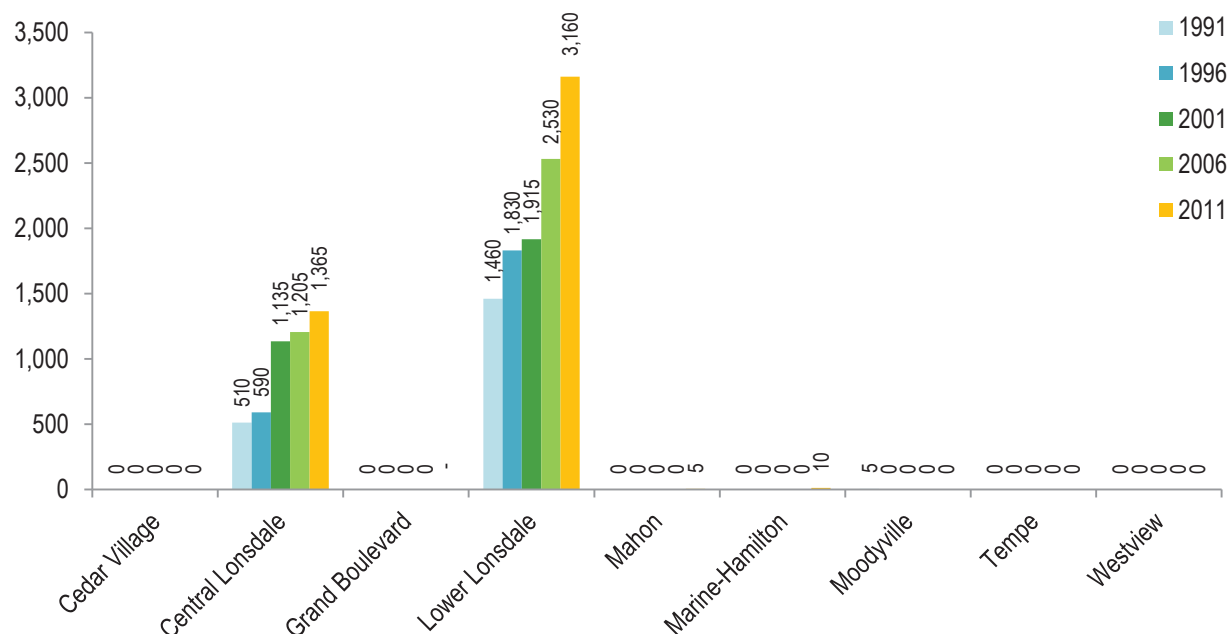


Apartments Five Storeys and Greater

Facilitated by the Regional Centre designation by Metro Vancouver, the growth in apartments five storeys and greater has been concentrated in the core neighbourhoods of Central Lonsdale and Lower Lonsdale (Figure 3.11). The growth has been quite significant for both neighbourhoods, with the addition of 855 and 1,700 dwelling units, respectively, over a 20 year period. The growth in high rise apartment units was particularly strong in Lower Lonsdale this past Census period, which saw an additional 630 units. Part of the City's overall vision is to create high-density, mixed-use areas in the Central Lonsdale and Lower Lonsdale neighbourhoods, served by a vibrant retail and commercial high street of Lonsdale Avenue. Another retail core of the City is Marine Drive, which runs through the Marine-Hamilton neighbourhood. Marine-Hamilton saw an increase in units in high rise apartments between 2006 and 2011.

Figure 3.11: Number of High Rise Apartments (5 Storeys and Greater) by Neighbourhood, 1991-2011

(Source: Statistics Canada, 1991-2011 Census)



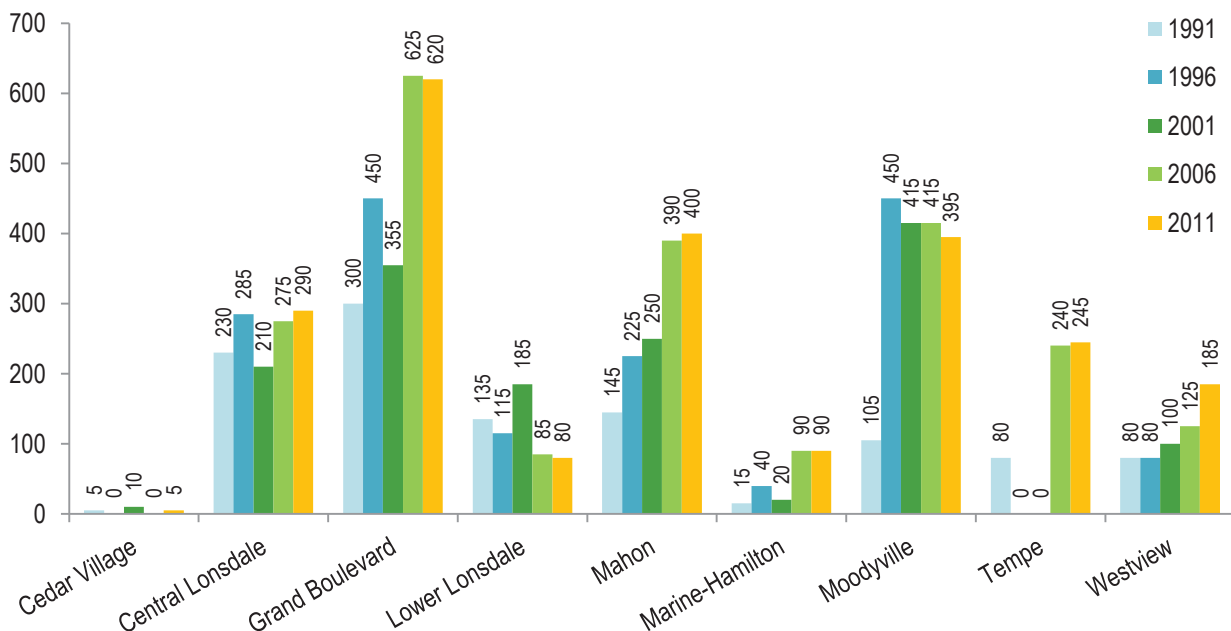
Secondary Suites

Determining the exact number of secondary suites in the City is a challenging task. Secondary suites are not a category in the Census. The structural type, 'apartment in a duplex,' which is defined by Statistics Canada as one of two dwellings, located one above the other that may or may not be attached to other dwellings or buildings, provides the best indication of the number of secondary suites in the City.

Based on Statistics Canada data, the City had 2,310 secondary suites in 2011 (Figure 3.12). The majority of secondary suites were located in the neighbourhoods of Grand Boulevard, Mahon and Moodyville, where most of the City's single detached dwellings are located. There has been significant growth in secondary suites in most neighbourhoods since 1991 as a result of legalization of secondary suites in the City in 1993, as well as better reporting methods utilized by Census enumerators. Between 2006 and 2011, there were limited increases in new secondary suites, likely due to the fact that most single family homes already have a suite.

The City can further ascertain the number of legal secondary suites through permit applications. As of June 2015, the City had approximately 480 registered secondary suites, in addition to 120 secondary suite applications in process. The City expects there are significantly more unregistered secondary suites.

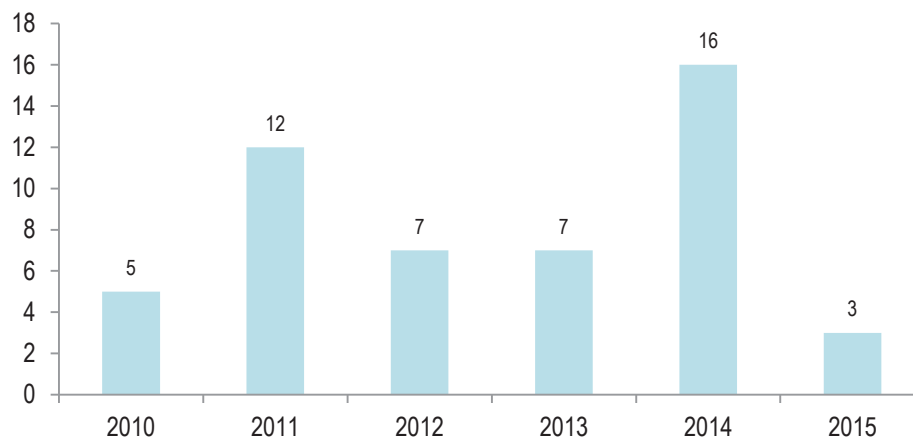
Figure 3.12: Number of Secondary Suites by Neighbourhood, 1991-2011
(Source: Statistics Canada, 1991-2011 Census)



Coach Houses

While coach houses have been present in the City since the 1900s, this form of housing was formally recognized in the Zoning Bylaw in 2010, which allowed coach houses to be built in the One-Unit Residential (RS) zone. As of June 2015, there were 50 coach houses either approved or in process in the City (Figure 3.13).

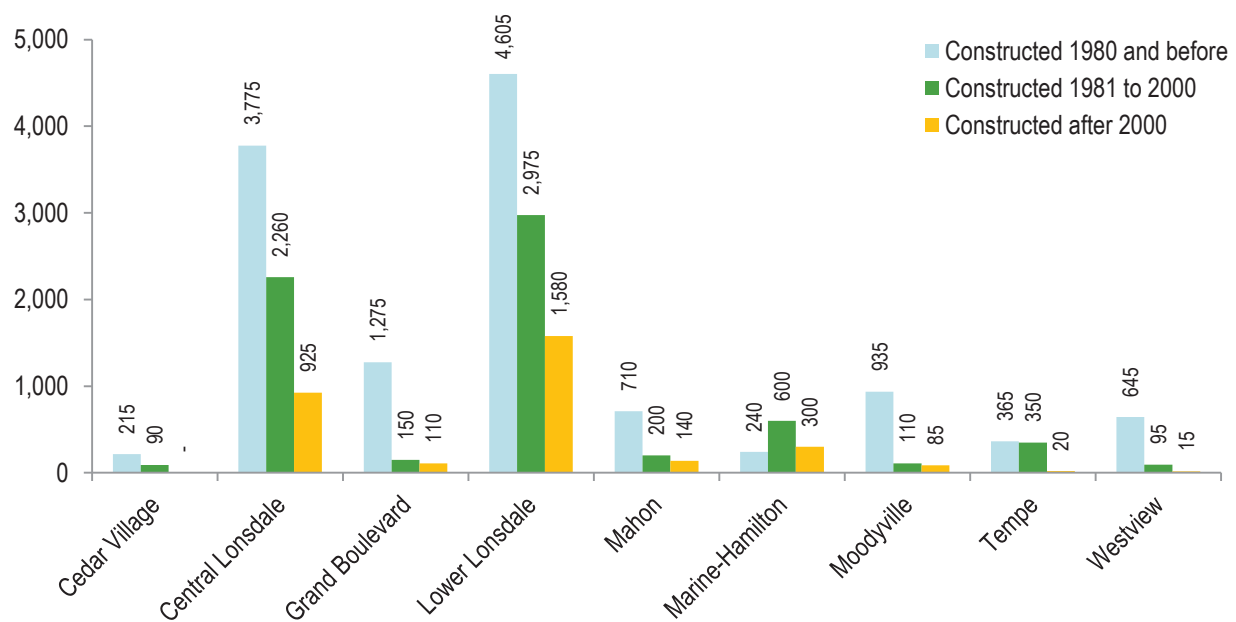
Figure 3.13: Number of Coach Houses Approved or in Process, 2010-2015
(Source: Statistics Canada, 1991-2011 Census)



3.2 Age of City Housing Stock

Approximately 56 percent of all dwelling units in the City were built prior to 1980 (Figure 3.14). Residential growth after 1980 has been relatively slow, with the exception of Central Lonsdale and Lower Lonsdale, which accommodated 3,185 and 4,555 units, respectively, or 77 percent of total dwelling units built after 1980. The growth in Central Lonsdale and Lower Lonsdale has been part of the City's efforts to develop the Lonsdale Regional Centre. The other neighbourhoods to experience moderate growth since 1980 include Marine-Hamilton, Mahon and Tempe.

Figure 3.14: Period of Construction
(Source: Statistics Canada, 2011 NHS)



3.3 Rental Housing

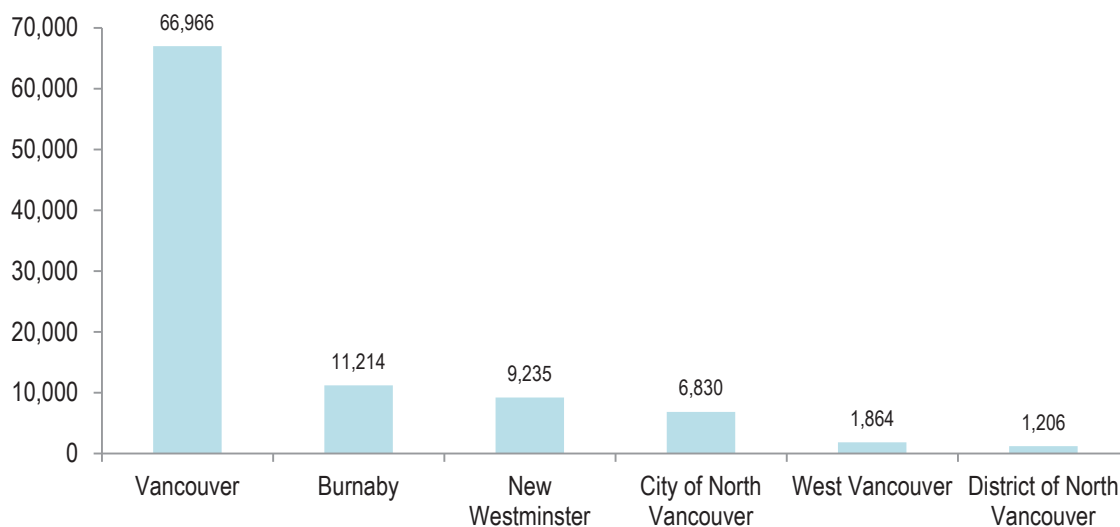
Rental housing is an important part of the City's housing stock with almost half of City households being renter households. However, with the expiry of federal incentive programs in the 1970s, no new purpose-built rental units were constructed in the City until 2000. As a result, the City has an aging rental stock that is in need of reinvestment, rehabilitation, and in some cases, redevelopment. In response, the City has worked to explore policies to improve rental housing conditions and options for residents.

Purpose-Built Rental

Purpose-built rental housing is an important component of the City's rental housing stock. Referring only to housing that is secured for rental in perpetuity, the majority of the City's purpose-built rental stock can be found in the older low-rise and high-rise apartments in Lower Lonsdale and Central Lonsdale.

According to the *Metro Vancouver Purpose-Built Rental Housing Inventory and Risk Analysis Report*, the City had 6,930 purpose-built rental units or six percent of the region's rental stock in 2012. The City was only behind Vancouver, Burnaby and New Westminster in terms of number of purpose-built rental units, and had significantly more rental units than both the District of North Vancouver and West Vancouver (Figure 3.15).

Figure 3.15: Number of Purpose-Built Rental Units in Region, 2012
(Source: Metro Vancouver, 2012)



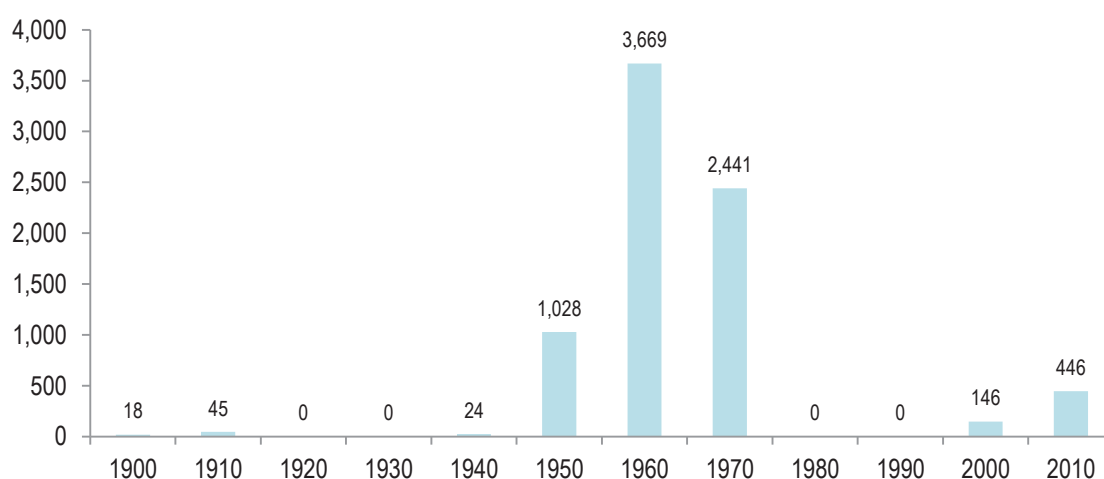
While the City has a significant number of purpose-built rental units, most of these units are older. Almost all of the City's purpose-built rental stock was constructed prior to 1980 (Figure 3.16). The greatest number of purpose-built rental units were built between the 1950s and 1960s, when senior government capital and rent subsidies were available to facilitate rental housing development. The elimination of federal programs and changes to the federal tax structure in the 1970s initiated a long period of disinvestment in purpose-built rental building. The revised federal tax structure made it difficult for rental building owners and investors to recapture their rental housing investment, in addition to improvements to units and building structures being heavily taxed, thereby limiting upgrades to the existing rental housing stock. Many rental building owners and investors struggled financially to manage their properties, with the unfavourable tax structure deterring new investment in rental development.

The federal government has since made changes to help alleviate the tax burden on rental housing investments. As of 2001, developers of rental housing were able to claim a GST rebate on construction costs. In addition, on the sale of the property, rental housing owners now only pay 50 percent capital gains tax, as opposed to 75 percent. These tax relief measures, in addition to low interest rates, strong rental market conditions and other supporting factors, are making rental housing projects more viable currently. Since 2000, the City has seen a net increase of 446 new purpose-built rental units.

While new purpose-built rental units are now being constructed in the City, it is often at the expense of existing rental buildings, which offer more affordable rents due to their age and limited on-site and in-suite amenities. Since 1996, the City has seen the demolition of 216 older rental units. While the City has been able to secure a greater number of new rental units in most of these redevelopments, the affordability of the older rental stock is being lost. Securing new rental housing remains a challenge as rental housing is less profitable than developing strata condominiums.

To support the development of new secured rental for City residents, the City permits additional density to be granted to rental housing projects, as well as other incentives such as reduced development cost charges, understanding that any loss of purpose-built rental units will impact the affordability and availability of rental options for City residents. The City has strata conversion controls to limit the conversion of rental apartments to ownership units, as well as provisions in the Zoning Bylaw to allow additional rental units to be added to existing rental apartments.

Figure 3.16: Period of Construction for Purpose-Built Rental Units, 1900-2015
(Source: BC Assessment, 2011 and City of North Vancouver, 2015)



Secondary Rental

The secondary rental market, which includes secondary suites, coach houses, accessory dwelling units in duplexes, and privately rented condominiums, is an important part of the City's rental stock. The growth in the secondary rental market has helped to diversify the City's rental housing stock, although these types of units are not secure rental units and may be lost at any time.

The Canada Mortgage and Housing Corporation (CMHC) collects information on the secondary rental market at the regional level. Using this information, Metro Vancouver estimates that approximately 1,474 condominiums are renter-occupied in the City in 2014. Using City data from 2014, the number of condominium owners who did not claim a homeowner grant, indicating that the unit was not occupied by the owner, was 2,645. This is an increase of 600 non-owner occupied units from 2011, when 2,045 condominium units, or approximately 30 percent of all strata condominiums in the City, were rented by owners or investors. While strata condominiums are becoming an important source of rental housing in the City, these types of units tend to charge higher rents due to the units being newer, in addition to having on-site and in-suite amenities that older purpose-built rental apartments do not provide.

Using owners who did not claim the homeowner grant (which requires owner occupancy), Table 3.1 presents an estimate of the number of rental units in the secondary market. The growth in the secondary rental market, including strata condominiums and duplexes, triplexes, fourplexes and townhouses, has helped to diversify the City's rental stock and contribute to growth of new rental housing units in the City.

Table 3.1: Secondary Rental Housing Stock Estimates, 2000-2014

(Source: City of North Vancouver, 2014)

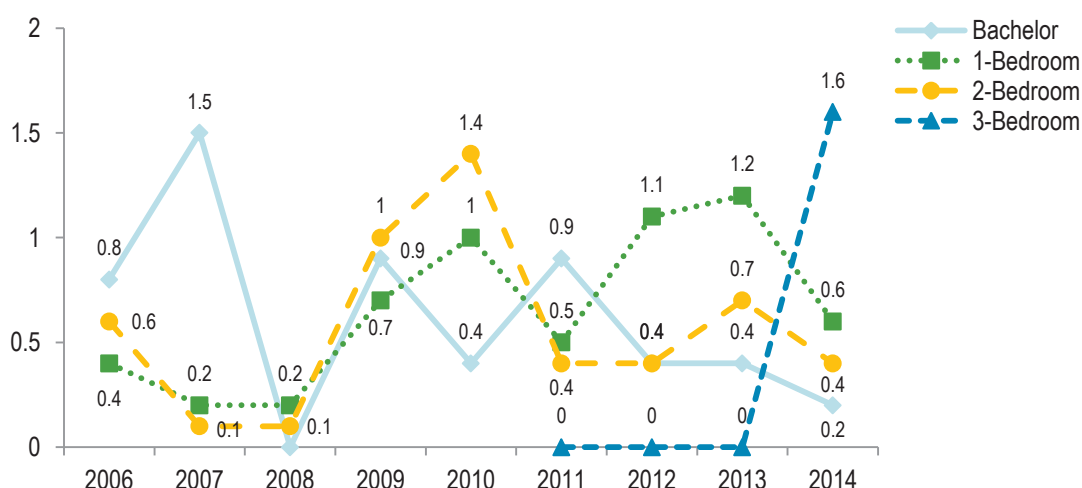
RENTAL TYPE	2000	2010	2014	DIFFERENCE 2000-2014
Single Family Dwelling	1,109	834	630	-479
Strata Condos	1,295	2,045	2,645	+1,350
Duplexes, Triplexes, Fourplexes and Townhouses	534	637	540	+6
Secondary Suites / Coach Houses	443	506	500	+57
Accessory Dwelling Units in Duplexes	-	-	10	+10
Total	3,381	4,022	4,325	+944

Vacancy Rates and Rents

Vacancy rates in the City have been consistently low for the past two decades. Since 2000, the overall vacancy rate in the City for the private rental market has fluctuated moderately and has not risen above two percent. Vacancy rates for bachelor, one-bedroom and two-bedroom units all decreased between 2013 and 2014, with the most significant decrease occurring for two-bedroom units, which went from 1.2 percent in 2013 to 0.6 percent in 2014 (Figure 3.17). Vacancy rate for three-bedroom units has historically been suppressed by CMHC due to the limited number of these units available in the City. Between 2011 and 2013, the City had zero percent vacancy for three-bedroom units, although the vacancy rate increased to 1.6 percent in 2014. While the City has been encouraging a greater number of three-bedroom units in new purpose-built rental projects, the higher vacancy rate reported in 2014 is likely due to current vacancies during the survey period as opposed to a trend. The overall vacancy rate in the City was 0.5 in 2014.

A healthy and balanced vacancy rate is commonly defined as three percent. The City has been well below this mark for numerous years and persistently low vacancy rates suggest that demand continues to outpace supply in the City's rental market.

Figure 3.17: Vacancy Rate in the City, 1999-2014
(Source: CMHC, 1999-2014)



With such low vacancy rates in the City, rents have increased considerably over the same time period. Between 1999 and 2014, the average rent for a purpose-built rental unit in the City grew from \$732 to \$1,093, an increase of \$361 or 49 percent (Figure 3.18). In comparison, the Consumer Price Index increased approximately 30 percent between 1999 and 2013 (Statistics Canada, 2014).

Figure 3.19 compares average rents for each bedroom type. Between 2006 and 2014, average rents increased by 25 percent for bachelor units, 28 percent for one-bedroom units, 27 percent

for two-bedroom units, and 48 percent for three-bedroom or more units. The significant increase in rent for three-bedroom units over time is likely due to the limited supply of three-bedroom units available in the City. Between 2006 and 2014, CMHC recorded an increase of 10 three-bedroom units.

Figure 3.18: Average Purpose-Built Apartment Rents, 1999-2014

(Source: CMHC, 1999-2014 and Statistics Canada, 2014)

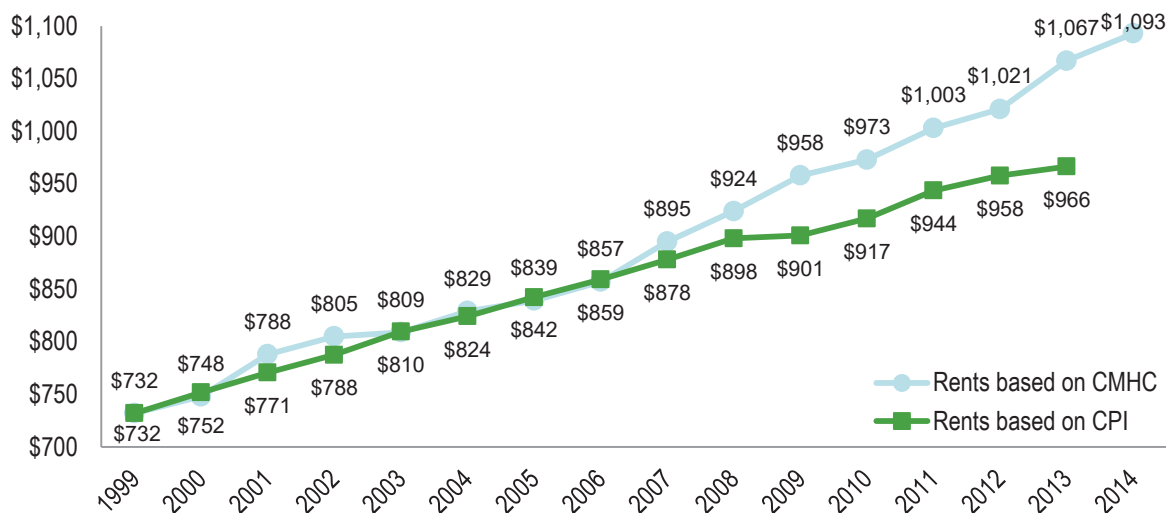
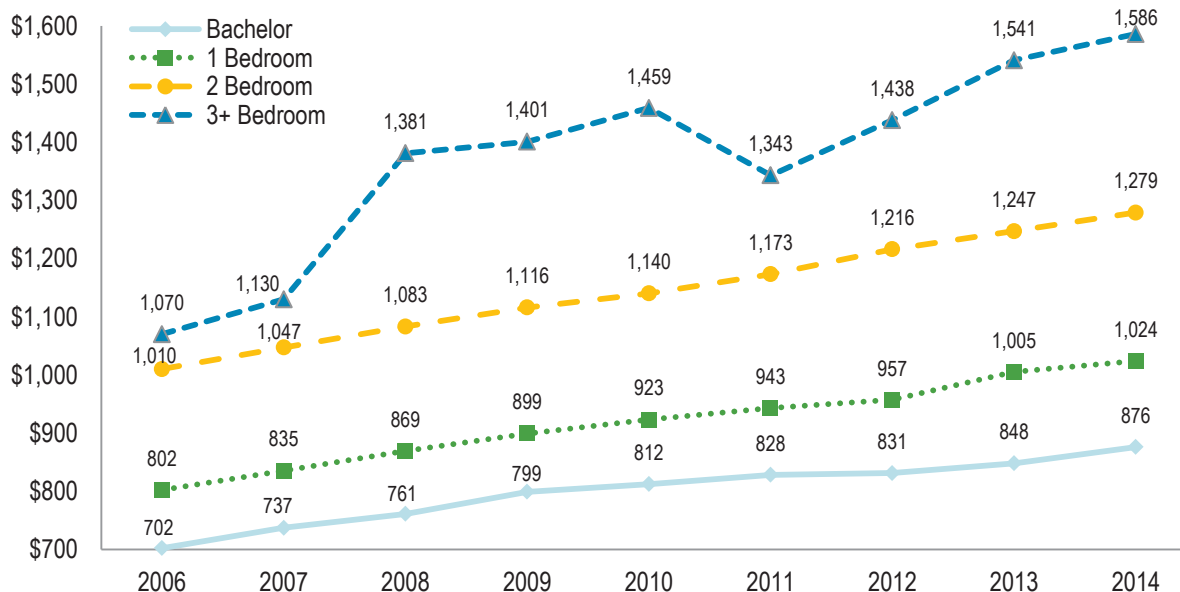


Figure 3.19: Average Purpose-Built Apartment Rents by Unit Size, 2006-2014

(Source: CMHC, 2006-2014)



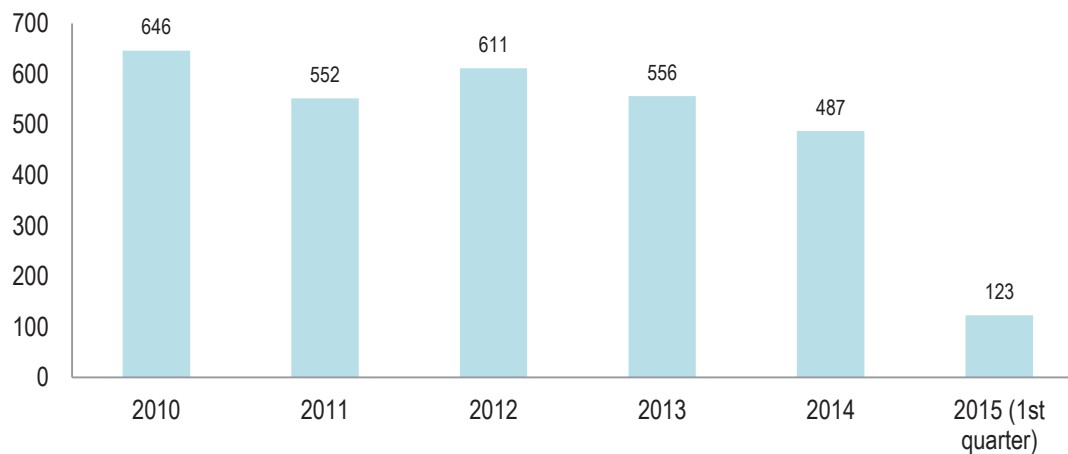
Rental Disputes

Considering the high number of renters in the City, the City has relatively low numbers of recorded rental disputes between landlords and tenants, which are handled by the British Columbia Residential Tenancy Branch (RTB) (Figure 3.20). The number of disputes in the City has seen a downward trend, with 646 dispute applications in 2010 and 487 dispute applications in 2014. If the first quarter numbers for 2015 are annualized, 2015 may have the lowest number of dispute applications in the City since 2010.

It is common to see an increase in dispute applications when the rental market experiences increasing rental prices, low vacancy rates, and other challenges related to housing and affordability. Therefore, the decreasing number of rental disputes may be an indication that the relationships between landlords and tenants are improving, with less conflicts resulting in arbitration. It is, however, imperative that both tenants and landlords understand their rights and responsibilities to tenancy and utilize the RTB service when conflicts cannot be resolved. In addition, there are RTB rules that must be adhered to by law, such as permitted increases to rent and compensation to tenants if violations of the Residential Tenancy Act occur, such as unlawful eviction.

Figure 3.20: Rental Dispute Applications for the City, 2010-2015

(Source: RTB, Office of Housing and Construction Standards, Province of BC, 2015)



4.0 HOUSING AFFORDABILITY

Housing affordability is the relationship between median household income and the estimated income available for either renting or purchasing a home. Using the Canada Mortgage and Housing Corporation standard, housing is considered affordable if a household spends 30 percent or less of its gross income on shelter costs. Households spending more than 50 percent of their gross income on shelter fall below the standard of affordability and are considered to be in core housing need.

For renters, shelter costs include rent and payments for electricity, water and other municipal services. For owners, shelter costs includes mortgage payments (principal and interest), property taxes, condominium/strata fees, home insurance, and payments for electricity, water and other municipal services.

4.1 Housing Prices in the City

Housing prices have increased significantly over the past 10 years in Metro Vancouver, including in the City of North Vancouver. Using data from the Real Estate Board of Greater Vancouver (REBGV) Multiple Listing Services Home Price Index (MLS HPI) for the City and District of North Vancouver, the MLS HPI presents the benchmark price of a typical property based on the housing type, taking into consideration factors that average and median prices do not, including lot size, age and number of rooms. The MLS HPI is modeled on the Consumer Price Index to measure the change in the price of housing features. The typical prices for the City and District of North Vancouver are listed in Table 4.1.

Based on Table 4.1, residential housing prices in North Vancouver have increased \$254,400 or 57 percent between 2005 and 2015. The most significant increase has been for detached homes, which increased 67 percent from \$628,200 in 2005 to \$1,047,800 in 2015. Townhouses and apartments have seen similar increase at 45 percent and 48 percent, respectively. Over the same period, the change in inflation in Canada was 19 percent (Bank of Canada, 2015).

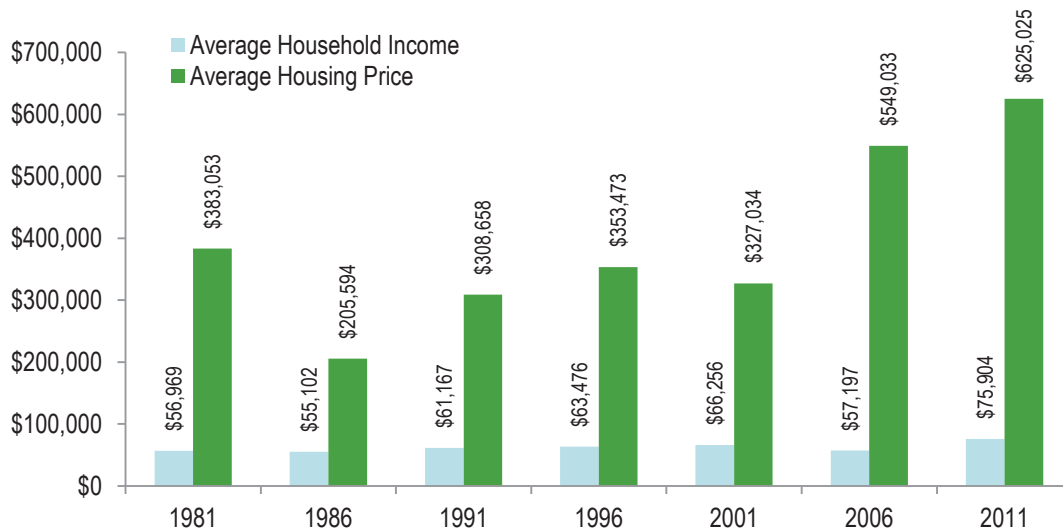
Current low interest rates in Canada have been supporting the demand for real estate as households are able to borrow more money to purchase a property. A low interest rate also means more households are being approved for mortgages, thereby increasing the number of households competing in the housing market and increasing demand and housing prices. However, with many households borrowing greater sums of money to buy properties, buyers are subjected to greater financial risk. Higher debt loads means households often have less money for other living costs, such as groceries and childcare, which puts them at risk should interest rates climb or in the event of an unexpected change in circumstance, such as loss of work.

Table 4.1: Typical Prices in North Vancouver by Residential Housing Types
(Source: Real Estate Board of Greater Vancouver, 2015)

YEAR	ALL RESIDENTIAL FORMS	DETACHED	TOWNHOUSE	APARTMENT
2005	\$443,200	\$628,200	\$417,800	\$245,700
2006	\$495,500	\$697,300	\$464,200	\$277,400
2007	\$550,000	\$764,500	\$515,200	\$311,600
2008	\$623,200	\$874,400	\$569,900	\$352,600
2009	\$544,700	\$762,000	\$517,500	\$305,400
2010	\$614,300	\$864,400	\$571,100	\$344,300
2011	\$601,900	\$846,800	\$551,100	\$339,800
2012	\$640,000	\$942,900	\$589,100	\$339,100
2013	\$629,400	\$919,000	\$562,400	\$339,800
2014	\$652,000	\$950,400	\$584,100	\$352,100
2015	\$697,600	\$1,047,800	\$606,700	\$363,200
Total Change 2005-2015	+\$254,400	+\$419,600	+\$188,900	+\$117,500
Percent Change 2005 -2015	57.4%	66.8%	45.2%	47.8%

While the cost of housing has historically been relatively expensive in the City, the past 10 years has been especially severe as incomes have failed to keep pace with increases in housing prices. For example, in 1981, the cost of housing was approximately seven times the average household income in the City (Figure 4.1). This gap decreased in 1986 due to an economic recession, but has steadily increased since. In 2011, the cost of housing was approximately eight times greater than the average household income in the City, an improvement in affordability from the 2006 according to 2011 National Household Survey. However, due to biases inherent in this voluntary NHS survey, this data likely does not capture certain populations, including lower income households. With housing prices increasing at a much faster rate than income, finding housing options that are affordable is a challenge in the City.

Figure 4.1: Average Household Income and Average Housing Price, 1981-2011
 (Source: Statistics Canada, 1981-2006 Census and 2011 NHS)



4.2 Rental Affordability

To understand rental affordability for City residents, calculations have been performed to determine the amount of rent various household types and age groups can afford at 30 percent of their median income levels (Table 4.2). Based on these calculations, the age cohort of 35 to 64 had a higher median income level compared to youth and young adults (0 to 24) and seniors (65+). The substantial difference in median income is most noticeable between household types. Across all age groups, single parent households and single person households earned far less than couple family households.

When compared against the average rental rates in the City, a gap in housing affordability was evident (Figure 4.2). For the youngest age cohort (0 to 24), all households earning the median income or less could not afford the average price of a bachelor unit in North Vancouver within 30 percent of their income.

Across the age spectrum, couple households had the highest median incomes and greatest ability to afford rental housing. This is likely a result of having dual income earners. Comparatively, lone parent households incomes increased over time, but their overall growth was substantially lower compared to families with two parents. Both households, couples and lone parents, have children, and lone parents earned less than half of couple households income.

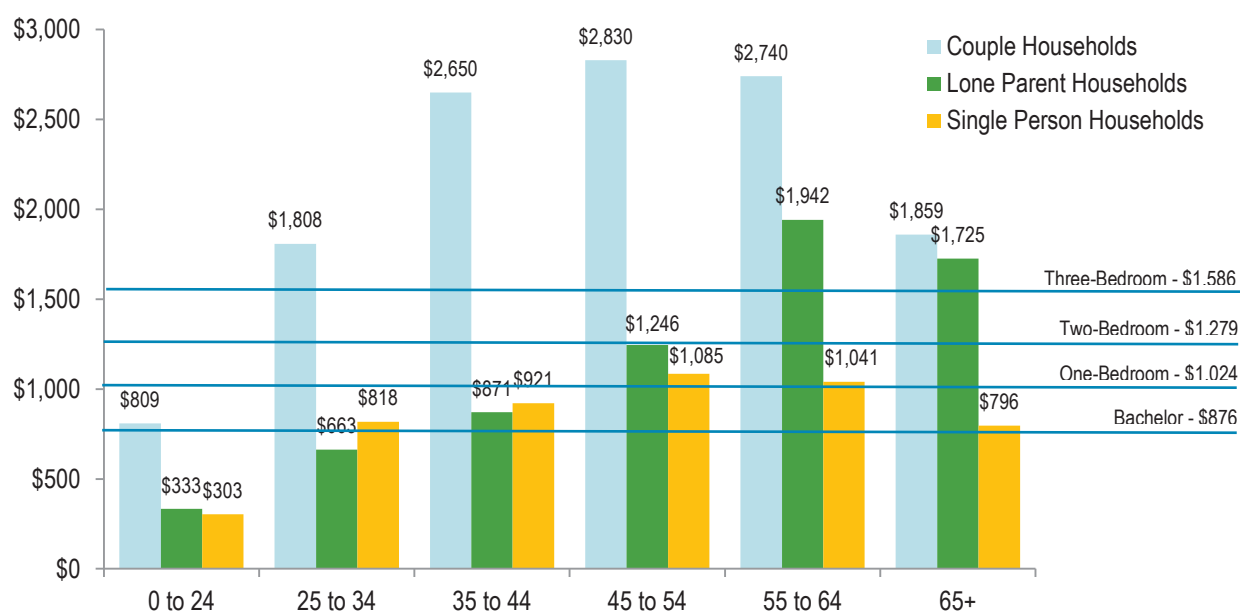
Table 4.2: Rental Affordability per Month, 2012

(Source: Statistics Canada, Taxfiler Reported Custom Tabulation Family Tables, 2012 and CitySpaces Consulting Ltd. Calculations)

	ABILITY TO RENT @ 30 PERCENT OF INCOME (PER MONTH)		
AGE	COUPLE HOUSEHOLDS	LONE PARENT HOUSEHOLDS	SINGLE PERSON HOUSEHOLDS
0 to 24	\$809	\$333	\$303
25 to 34	\$1,808	\$663	\$818
35 to 44	\$2,650	\$871	\$921
45 to 54	\$2,830	\$1,246	\$1,085
55 to 64	\$2,740	\$1,942	\$1,041
65+	\$1,859	\$1,725	\$796

Figure 4.2: Rental Affordability per Month, 2012

(Source: Statistics Canada, Taxfiler Reported Custom Tabulation Family Tables, 2012 and CitySpaces Consulting Ltd. Calculations)



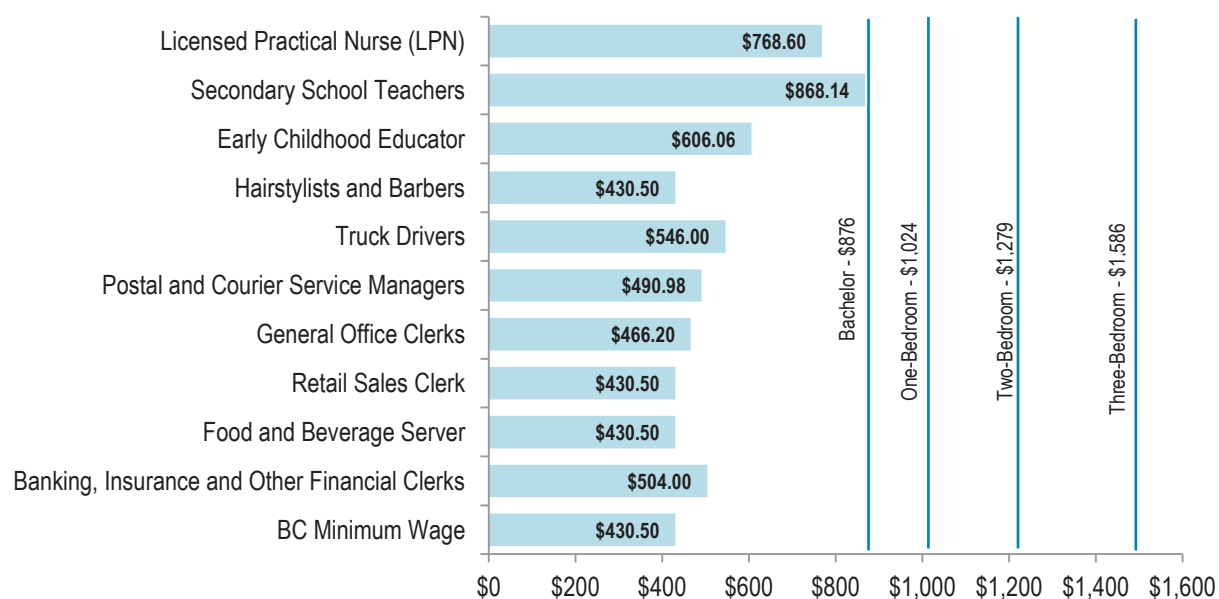
Housing affordability can also be evaluated by median incomes by occupation (Figure 4.3). Using 30 percent of income as the affordability threshold, employees working full-time and earning minimum wage can afford approximately \$430 per month towards rent and utilities. However, the average one-bedroom unit costs \$1,024 per month in the City, which is out of reach for full-time minimum wage workers.

Other occupations provide a comparison. Food and beverage servers, retail sales clerks and hairstylists all earn minimum wage in the City of North Vancouver according to the Labour Market Information database. General office clerks and postal/courier service managers earn minimally more and would be equally challenged to afford the average rental unit within 30 percent of their gross median income. Early childhood educators and licensed practical nurses also have earnings that fall short of affordability compared to the average rental prices in the City.

Households may find means to offset the full cost of rent, such as finding a roommate, or acquiring a rental unit that may be older and/or in need of minor repair in order to have rent in an affordable range. This is dependent on rental availability, suitability and individual household circumstances.

Figure 4.3: Rental Affordability per Month for Select Occupations (Full-Time Equivalent), 2012

(Source: Government of Canada Labour Market Information, Employment and Social Development, Wage Report North Vancouver, 2015 and CitySpaces Consulting Ltd. Calculations)



4.3 Homeownership Affordability

Households pursuing homeownership, rather than rental, will require a mortgage, and must be qualified by a banking institution to obtain one. Basic home purchasing assumptions are made in order to determine the maximum purchase price and the maximum amount that households can borrow. For this report, assumptions were based on 2015 rates, including:

- Gross Debt Service (GDS) Ratio at 32 percent (entire monthly debt, such as car loans and credit card payments, including the potential monthly mortgage payment, should be no more than 32 percent of gross monthly income);
- Five-year fixed rate at 2.85 percent;
- Amortization period of 25 years; and,
- Monthly maintenance fees at \$200, property taxes at \$250, home insurance at \$150, and utilities/heating at \$100.

Homeownership affordability can be estimated based on the assumptions made about a household's ability to obtain a mortgage, and using the median household income from taxfiler income data obtained from Statistics Canada. These inputs assume households have zero debt. Households with debt, be it student loans, car loans, or credit cards, may be approved for a lesser mortgage amount based on their GDS ratio. Debt reduces the price range available to households for purchasing.

Using median income levels and based on the above assumptions, the average couple household earning the median income can purchase a home worth \$352,623 (with five percent down) in the City (Table 4.3). This price ranges depending on household age, with the average 45 to 54 age cohort being able to afford to purchase a home worth \$524,262. Again, half of households earning more than the median income can afford more, and the other half can afford less.

Given their combined higher incomes, couple households have the greatest purchasing power in the City. However, with the average sale price of townhouse at \$606,700 and single detached homes at \$1,047,600 in 2015, both housing types are out of reach for couples earning the median income or less.

Even for couple households earning above the median income level, a challenge may be ensuring an adequate down payment in order to be eligible to purchase a home (Table 4.4). This is the result of changes to CMHC rules and regulations in 2012, whereby mortgage default insurance is not available on homes worth more than \$1 million. As a result, homebuyers looking to purchase a home worth \$1 million or more require a minimum down payment of 20 percent.

Table 4.3: Home Ownership Affordability by Age, 2012

(Source: Statistics Canada, Taxfiler Reported Custom Tabulation Family Tables, 2012 and CitySpaces Consulting Ltd. Calculations)

	ABILITY TO PURCHASE WITH 5 PERCENT DOWN		
AGE	COUPLE HOUSEHOLDS	LONE PARENT HOUSEHOLDS	SINGLE PERSON HOUSEHOLDS
0 to 24	\$36,825	-	-
25 to 34	\$277,698	\$1,507	\$39,044
35 to 44	\$480,828	\$51,681	\$63,763
45 to 54	\$524,262	\$142,225	\$103,398
55 to 64	\$502,605	\$310,038	\$92,678
65+	\$290,166	\$257,826	\$33,775

Table 4.4: Down Payment Scenarios by Housing Type, 2015

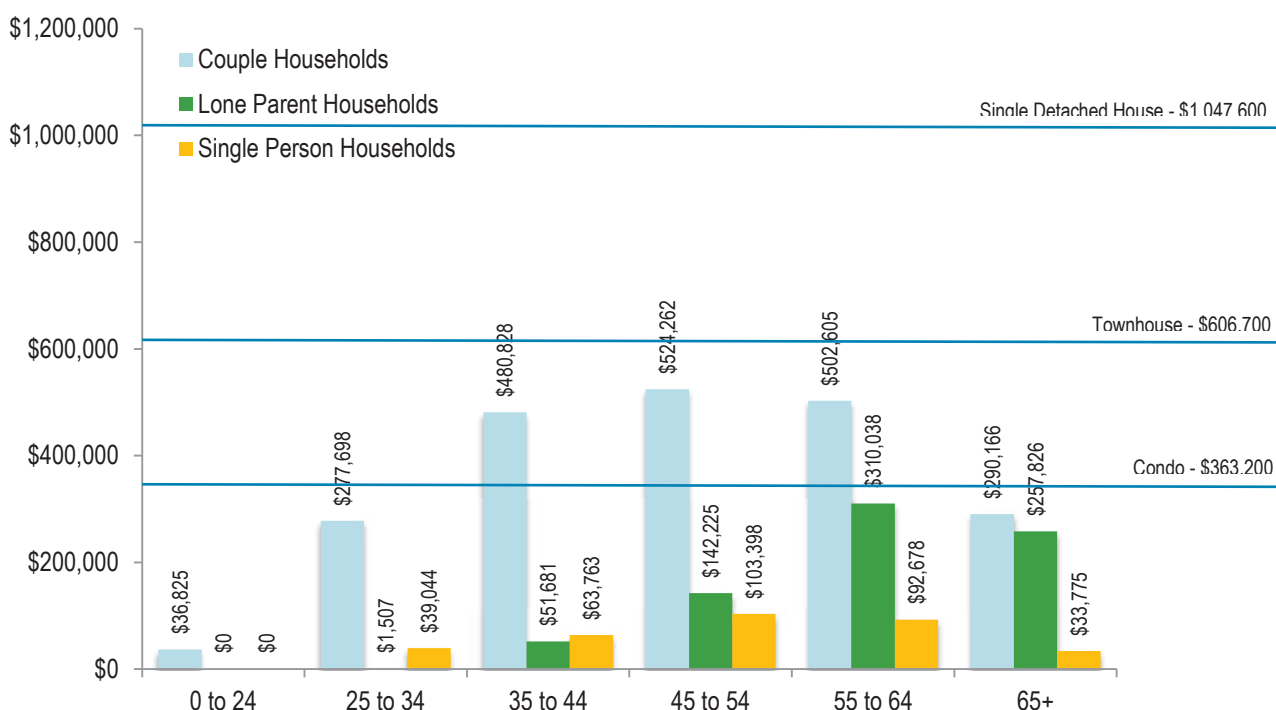
(Source: Real Estate Board of Greater Vancouver, 2015 and CitySpaces Consulting Ltd. Calculations)

	DOWN PAYMENT SCENARIOS			
HOUSING TYPE	BENCHMARK PRICE	5 PERCENT	10 PERCENT	20 PERCENT
Condominium	\$363,200	\$18,160	\$36,320	\$72,640
Townhouse	\$606,700	\$30,335	\$60,670	\$121,340
Single Detached House	\$1,047,600	-	-	\$209,520

The income and price index indicates that lone parent households earning the median income or more may be able to enter into the homeownership market in middle adulthood (45 to 54) or pre-retirement (55 to 64) (Figure 4.4). Based on average sales prices, single person households of all ages earning the median income or less are priced out of the market. Homeownership is

also out of reach for most households earning BC's minimum wage and other common occupations in the City if the 30 percent affordability threshold is adhered to.

Figure 4.4: Home Ownership Affordability by Age and Household Type, 2012
 (Source: Statistics Canada, Taxfiler Reported Custom Tabulation Family Tables, 2012, and Real Estate Board of Greater Vancouver. 2015 and CitySpaces Consulting Ltd. Calculations)



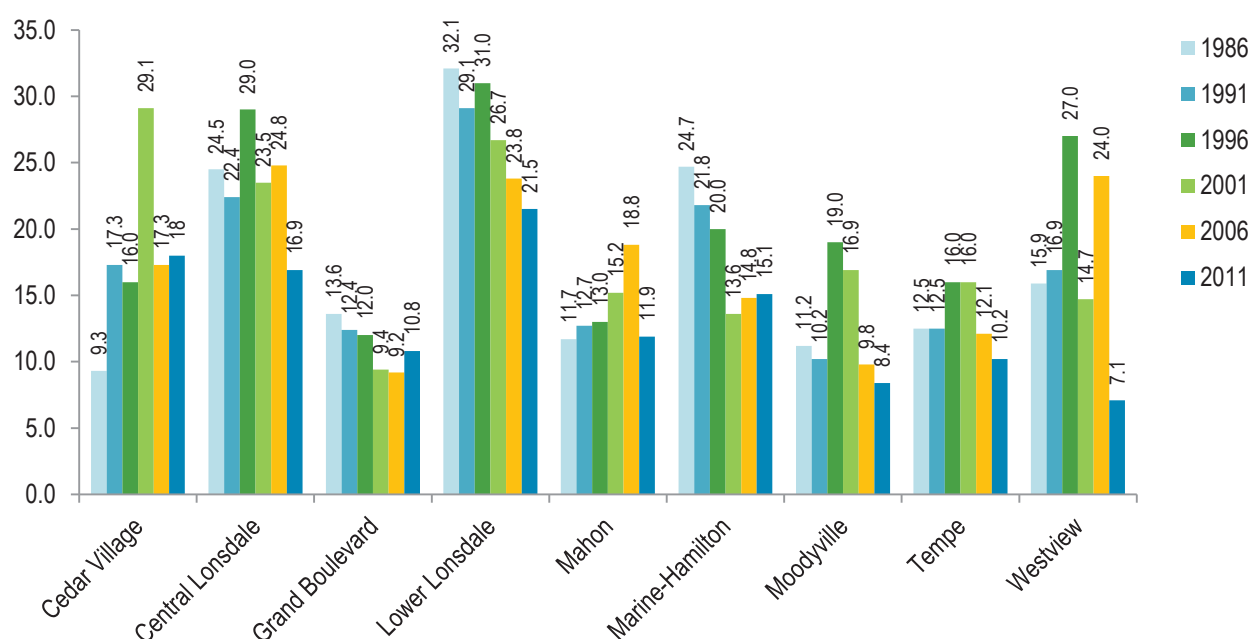
4.4 Incidence of Low Income

Statistics Canada defines low income as the income level at which families or persons not in economic families spend 20 percentage points more than average of their after-tax income on food, shelter and clothing. The City has traditionally had a higher incidence of low income households compared to the other North Shore municipalities. However, the City has seen a continual decline in households with low income since 1986 (Figure 4.5). The significant decrease between 2006 and 2011 may be due to non-response bias in the NHS.

While the incidence of low income has declined in the City overall, the prevalence for each City neighbourhood is notably different. The neighbourhoods of Central Lonsdale, Lower Lonsdale and Marine-Hamilton historically had the highest prevalence of low income in the City. These neighbourhoods have the highest percentage of renters and the decrease in recent years may be due to new strata condominium developments, which have brought greater number of

homeowners with higher incomes into these neighbourhoods. The prevalence of low income in these particular neighbourhoods is of concern due to the high number of older purpose-built apartment buildings and the potential impact that redevelopment, and the subsequent displacement, may have on economically vulnerable residents. The reasons for the significant decrease in the Westview neighbourhood are unknown, although it may be due to NHS non-response bias.

Figure 4.5: Incidence of Low Income by Neighbourhood, 1986-2011
(Source: Statistics Canada, 1986-2006 Census and 2011 NHS)



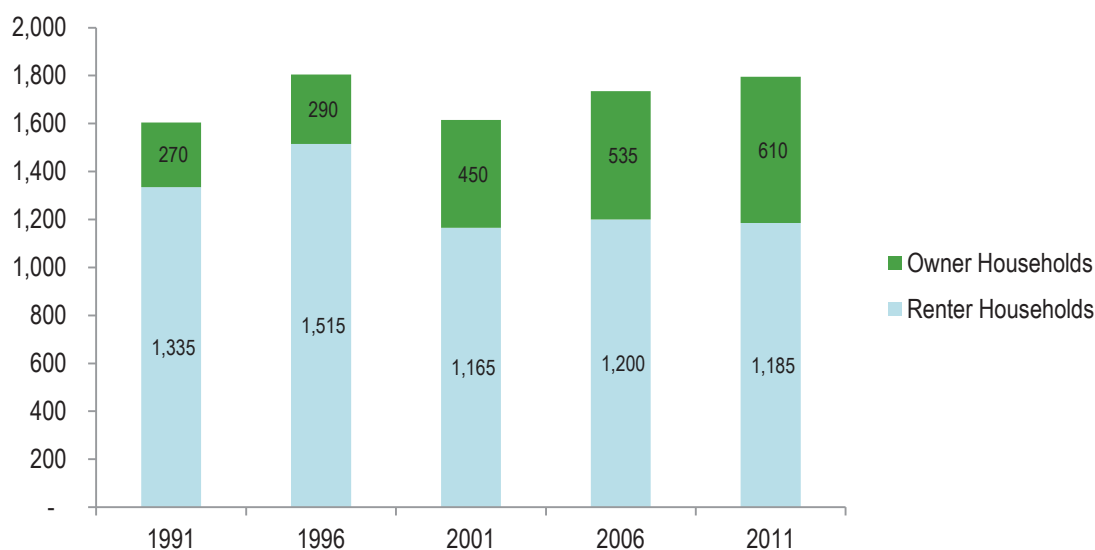
4.5 Core Need Households

Households in core need and spending at least half of household income are considered to have extremely dire housing circumstances. In 2011, the City had 1,795 core need households, or the equivalent of nine percent of the City's population. The number of core need households decreased between 2006 and 2011, although the City had more core need households compared to the District of North Vancouver (five percent), West Vancouver (six percent) and the region overall (eight percent) in 2011.

Overall, there are more renter households in core need and spending at least half on housing, compared to owner households (Figure 4.6). That said, the number of renters households in core need decreased in 2011, while the number of owner households spending at least half on housing increased. This indicates that many households are over-stretching themselves

financially, thereby having less money to spend on other household expenses, such as groceries, childcare and transportation. These households are in financially precarious situations should their incomes change, should their fixed expenses increase like property taxes, insurance and interest rates. These households may further have a lesser ability to participate in recreational activities and engage in other social ways due to financial constraints.

Figure 4.6: Owner and Renter Households in Core Need, 1991-2011
(Source: Statistics Canada, 1991-2006 Census and 2011 NHS)

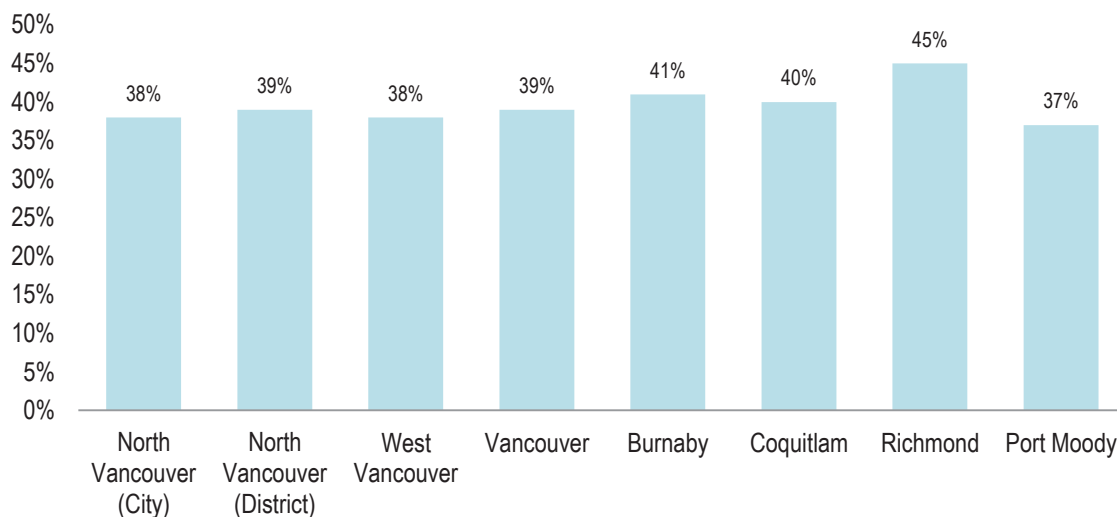


4.6 Transportation and Housing Affordability

Transportation is inherently linked to housing in several ways. Typically, transportation is the second largest expense for households. These expenses may include transit passes or personal vehicle payments, including insurance, license and registration fees, gas, and maintenance. In Metro Vancouver, transportation costs increase as your commute increases. For transit passes, moving from one zone to another will increase your monthly costs. For personal vehicles, bridge tolls and parking fees can be additional expenses.

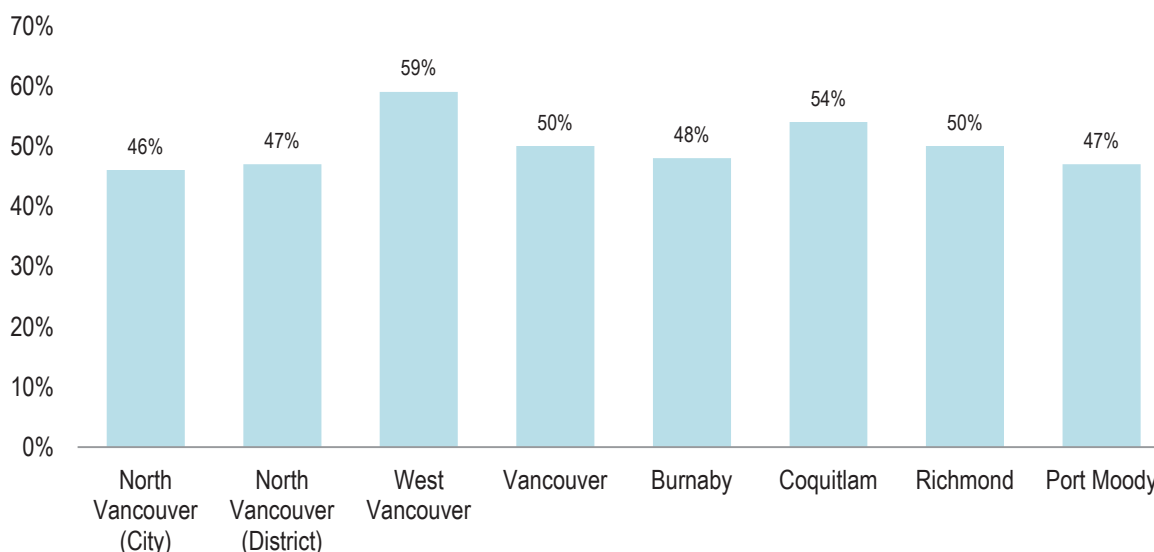
Metro Vancouver recently issued a Cost Burden Study on housing and transportation in the region. This study combines household expenditures on housing and transportation with household income by municipality. For the City of North Vancouver, the average homeowner earning the median income had a “housing and transportation cost burden” of 38 percent - meaning that 38 percent of their income goes towards the cost of housing and transportation (Figure 4.7). There is minimal variation in this percentage compared to other municipalities in the region. The most expensive cities in the region (using the combined housing and transportation index) are Richmond and the City of Langley at 45 percent.

Figure 4.7: Housing and Transportation Cost Burden Index for Homeowners, 2015
(Source: Metro Vancouver Housing + Transportation Cost Burden Report, 2015)



Renters earning the median income and living in the City had a housing and transportation cost burden of 46 percent (Figure 4.8). This figure is the second best in the region (tied with New Westminster), and only 1 percentage point behind Vancouver (45 percent). The University of British Columbia (UBC) and the University Endowment Lands (UEL) have the highest housing and transportation cost burden for renters in the region at 65 percent.

Figure 4.8: Housing and Transportation Cost Burden Index for Renters, 2015
(Source: Metro Vancouver Housing + Transportation Cost Burden Report, 2015)



The housing and transportation cost burden index does not identify the affordability ranges for rental and ownership to meet the median income levels of residents. It does, however, demonstrate that proximity to transit-oriented areas and the frequent transit network can improve households overall cost of living. This is especially true for renter households who are earning low to moderate income levels who, according to this study, have a cost burden upwards of 67 percent, which is considerably disproportionate to their financial means.

5.0 NON-MARKET HOUSING

5.1 Non-Market Housing Supply

Non-market housing refers to housing that has ongoing government subsidy, or generates sufficient revenue through rents and donations that it is able to operate on a not-for-profit basis.

BC Housing maintains statistics on non-market housing units and subsidies provided through its programs across the province. The most recent statistics, dated March 2015, identify rent supplements, emergency and temporary beds, supportive housing, and independent housing in the City North Vancouver.

As of June 2015, BC Housing notes a total of 1,017 non-market housing units are located in the City, excluding rent supplements. Nearly half (47 percent) are dedicated affordable housing for independent seniors (Table 5.1). The other proportionally highest category of non-market housing in the City is for low-income families at 26 percent, and special needs/persons with disabilities at 10 percent. According to City records, the City has a total of 1,066 non-market units, not including 14 non-market units currently under construction. Of the units currently under construction, nine are earmarked for lone-parent mothers and their children and five are for persons with disabilities.

Since 2012, there was an overall net gain in the non-market housing stock registered with BC Housing by 114 units. The largest gain was seen for independent seniors with 76 units. New to the community is non-market housing for women and children fleeing domestic violence, from zero units in 2012 to 20 units in 2015.

Table 5.1: Summary of Non-Market Housing in the City, 2012-2015
(Source: BC Housing, 2015)

NON-MARKET HOUSING TYPE	2012		2015	
	# OF UNITS	PROPORTION	# OF UNITS	PROPORTION
Homeless Sheltered	45	5%	45	4%
Homeless Housed	25	3%	25	2%
Women and Children Fleeing Violence	0	0%	20	2%
Special Needs	87	10%	105	10%
Frail Seniors	89	10%	89	9%
Low Income Families	260	29%	260	26%
Independent Seniors	397	44%	473	47%
Total Units	903	100%	1,017	100%

5.2 Rent Supplements

BC Housing provides cash assistance to individuals and families who require assistance for rent payments. The current supplements offered include the Rental Assistance Program for working families with children (RAP) and Shelter Aid for Elderly Renters (SAFER). The RAP program is a housing subsidy provided to eligible low-income, working families with cash assistance to help with monthly rent payments in the private market. The SAFER program is a housing subsidy for seniors with low-to-moderate incomes to help make private market rents affordable.

There are a total of 675 households receiving rent supplements in the City in 2015, an increase of 169 households from 2012 (Table 5.2). The majority are SAFER subsidies for seniors living in private rental accommodations at 61 percent. There has been an increase in rent supplements provided to low-income households since 2012. Overall, homeless rent supplements increased from 20 to 41, RAP supplements increased from 172 to 225, and SAFER increased from 314 to 409 in the City between 2012 and 2015.

Table 5.2: Summary of Rent Supplements in the City, 2012-2015
(Source: BC Housing, 2015)

	2012		2015	
RENT SUPPLEMENT	# OF UNITS	PROPORTION	# OF UNITS	PROPORTION
Homeless Rent Supplement	20	4%	41	6%
Rental Assistance Program (RAP)	172	34%	225	33%
Shelter Aid for Elderly Residents (SAFER)	314	62%	409	61%
Total Supplements	506	100%	675	100%

5.3 Wait Lists

The applicant wait list maintained by BC Housing's Housing Registry has grown by 29 percent in the City of North Vancouver since 2012. The Housing Registry is a centralized database of applicant information that allows housing providers to select tenants as units become available. It is not a mandatory requirement in BC to be part of the housing registry. As such, many housing providers maintain their own wait lists separate from the Housing Registry and are not captured in the data below.

The wait list for non-market housing dedicated for seniors has the highest number of applicants compared to other categories (150 applicants, 42 percent of all applicants) and has experienced

the largest increase in the number of applicants since 2012 (Table 5.3). The number of applicants waiting for non-market housing for low-income families has grown from 94 applicants in 2012 to 110 applicants in 2015. Applicants waiting for non-market housing suitable to singles have doubled from 14 to 25, comprising two percent of all wait list applicants. Non-market housing for persons with disabilities and wheelchair modified units have remained relatively constant over the past few years, likely due to the City's successful use of density bonusing to secure new non-market units for this population group.

Table 5.3: Summary of Housing Registry Wait List for the City, 2012-2015

(Source: BC Housing, 2015)

	2012		2015	
HOUSING REGISTRY WAIT LIST	# OF APPLICANTS	PROPORTION	# OF APPLICANTS	PROPORTION
Family	94	34%	110	31%
People with Disabilities	66	24%	65	18%
Seniors	99	36%	150	42%
Wheelchair Modified	6	2%	9	3%
Singles	14	5%	25	7%
Total Applicant Households	279	100%	359	100%

5.4 Homelessness

The 2014 Metro Vancouver Homelessness Count found 119 homeless individuals on the North Shore, which consists of the City of North Vancouver, District of North Vancouver and West Vancouver, out of a regional total of 2,777 homeless individuals. This equates to four percent of the region's homeless population.

The homeless population on the North Shore decreased two percent, or three individuals, between the 2011 and 2014 count (Figure 5.1). Of the 119 homeless individuals, 59 were sheltered and 60 were unsheltered. The only homeless shelter on the North Shore, the North Shore Housing Centre and Shelter, is located in the City of North Vancouver and was facilitated with funding from the City's Affordable Housing Reserve Fund.

The majority of homeless individuals on the North Shore have been homeless for 10 years or more (Figure 5.2), indicating there may be other barriers to housing other than availability and cost alone. For the North Shore individuals who have been homeless for less than one year,

approximately half are from other parts of Canada, 30 percent are from other parts of British Columbia, and only 20 percent are from the Metro Vancouver region. The milder weather in the Metro Vancouver region may be part of the draw for homeless individuals from other parts of Canada and the province, although climate change may exacerbate weather events in the region, impacting the vulnerability of these individuals.

The 2014 Homelessness Count found 24 homeless youth and children on the North Shore, with 14 sheltered and 10 unsheltered. Homelessness among seniors (aged 55 and older) was also notable, with 31 homeless seniors counted in 2014, of which 23 were unsheltered.

Figure 5.1: Homeless Individuals on the North Shore, 2002-2014
(Source: Metro Vancouver, 2014)

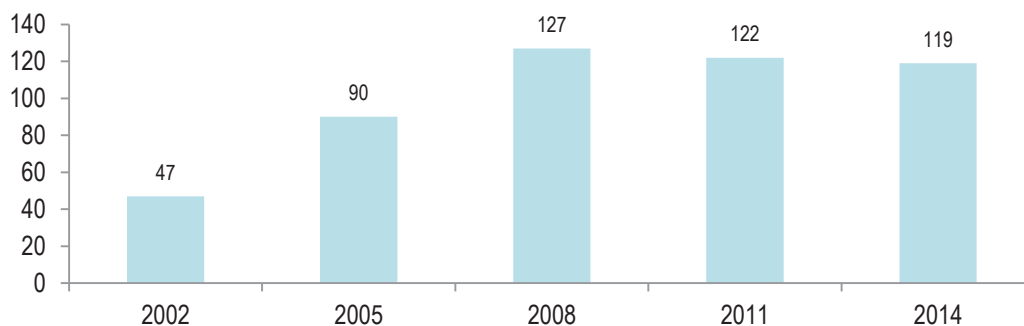
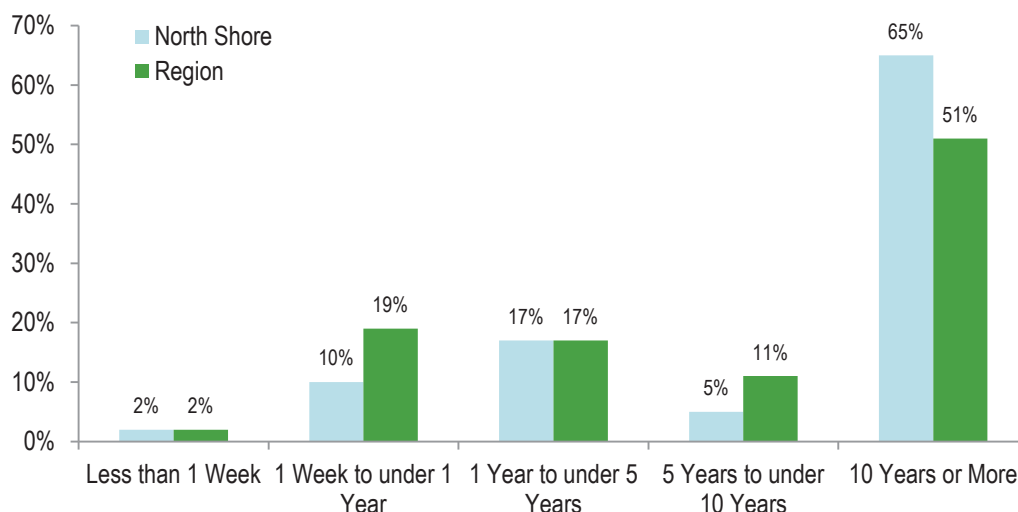


Figure 5.2: Homeless by Length of Time on North Shore and Region, 2014
(Source: Metro Vancouver, 2014)



5.5 Expiration of Operating Agreements

A potential concern in the near future is the supply of non-market housing units in the City as operating agreements for some non-profit housing operators begin to expire. Approximately 251 non-market units in the City will expire between 2016 and 2020, with an additional 424 units expiring between 2021 and 2025. After 2025, another 48 non-market units will be without operating agreements.

Depending on the financial state of the non-profit housing society, this may have significant implications for the City's non-market housing stock as these societies lose their subsidies to offset the cost of housing. If societies are not prepared for the change and transition, there could be the potential for a large volume of existing non-market housing supply that could be at risk of market conversion, redevelopment resulting in the net loss of units, or the dissolution of certain non-market organizations. There may also be greater number of mergers and acquisitions happening as a result of some societies not being viable post expiry of their operating agreement. That said, the expiration of non-market housing operating agreements was requested by many non-profit housing operators and could result in innovative responses as non-market housing societies leverage their resources to improve service to clients and increase the number of non-market housing units.

GLOSSARY

Adaptable Housing: Housing that meets the minimal accessibility requirements and incorporates features that make it easy for people to “remain at home” as their mobility declines with age, or if they experience limitations due to illness or injury.

Adequate Housing: Dwellings reported by residents as not requiring any major repairs.

Affordable Housing: Accommodation that allows people to live within their income level. According to Canada Mortgage and Housing Corporation (CMHC), for housing to be affordable, a household should not spend more than 30 percent of their gross income towards shelter costs. For renters, shelter costs include both rent and utilities. For homeowners, shelter costs include mortgage, property taxes and utilities.

Core Housing Need: A household living in housing that falls below at least one of the adequacy, affordability or suitability standards and having to spend 30 percent or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable.

Housing Continuum: A visual concept used to describe and categorize different types of housing, from non-market to market housing. Housing continuums are developed to assist with planning and program development and are usually tailored to the community or region in question. On the non-market end of the continuum are emergency services and transitional housing, which often require the most public funding, moving towards supportive and social housing options in the middle of the continuum and then towards independent housing options on the right, where housing is typically provided by the private market.

Market Rental Housing: The private rental market provides the majority of rental housing affordable to households with low to moderate incomes. This can include purpose-built rental housing as well as housing supplied through the secondary rental market such as basement suites, rental condominium units, or other investor-owned houses/units.

Non-Market Housing: Affordable housing that is owned or subsidized by government, a non-profit society, or a housing cooperative; whereby it is not solely market driven.

Safe House: A secure location where persons are perceived as being in danger. A youth house, for example, provides immediate shelter and services to youth in-need such as youth fleeing domestic and sexual violence, homeless youth and runaway youth.

Suitable Housing: Housing that has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard (NOS) requirements.

Supportive Housing: Subsidized housing that provides ongoing supports and services to residents who cannot live independently and who are not expected to become fully self-

sufficient. This form of housing may be located in a purpose-designed building or scattered site apartments and does not have a limited length of stay.

Transitional Housing: Time-limited housing where people may remain for up to 2 to 3 years (depending on provider/operating agreement). Support services are generally provided to help move people towards independence, such as providing a range of training, practical help with daily living, and counseling. Transitional housing includes second stage housing for women fleeing violence, as well as housing for youth and people with addictions.

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: AMENDMENT TO "HOUSING AGREEMENT BYLAW, 2017, NO. 8574" –
1441 ST. GEORGES AVENUE

Date: September 2, 2020 File No: 08-3360-20-0405/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated September 2, 2020, entitled Amendment to "Housing Agreement Bylaw, 2017, No. 8574" – 1441 St. Georges Avenue:

THAT "Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790" be considered;

AND THAT the Mayor and City Clerk be authorized to execute all necessary legal agreements required.

ATTACHMENTS

1. Context Map (Doc# [1941144](#))
2. "Housing Agreement Bylaw, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790" (Doc# [1941406](#))

PROJECT BACKGROUND

The property at 1441 St. Georges Avenue was rezoned in 2017 to permit the renovation of an existing unsecured market rental tower and the addition of a new tower on the same property. Through the rezoning, a Housing Agreement was executed to secure the rental units in the renovated tower as well as those in the new tower. The Housing Agreement requires that 18 units must be provided within the new tower as mid-market

units, at 10% below average market rates for a period of 10 years. The Agreement contemplates up to 14 units to be leased by a non-profit for the provision of affordable housing. The current proposal is to lease 14 units to the YWCA for a 60-year period. These units will be rented at rates that are deemed affordable for YWCA clients and can range from a deep discount based on tenant income to something approaching the City's mid-market rates. The remaining four units must be provided as Mid-Market Rental.

The project is currently under construction. The renovated east tower received interim occupancy in July 2020, and occupancy of the west tower is expected in late 2020 or early 2021.

PROPOSED AMENDMENT

The property owner has requested an amendment to the Housing Agreement that would allow the four Mid-Market units which are not being operated by the YWCA to be provided in the renovated east tower. Several changes to the Housing Agreement are required in order to allow for the proposed change. These changes are outlined below:

- Within Section 1.1 Definitions, changing the definition of "Buildings" to reflect the number of affordable units to be provided in the "New Building" which shall be 14;
- Within Section 4.1 Unit Designation, removing references to the affordable units being within the New Building;
- Within Section 4.3 Rent Restrictions & Tenure Requirements, removing reference to the occupancy permit for the New Building.

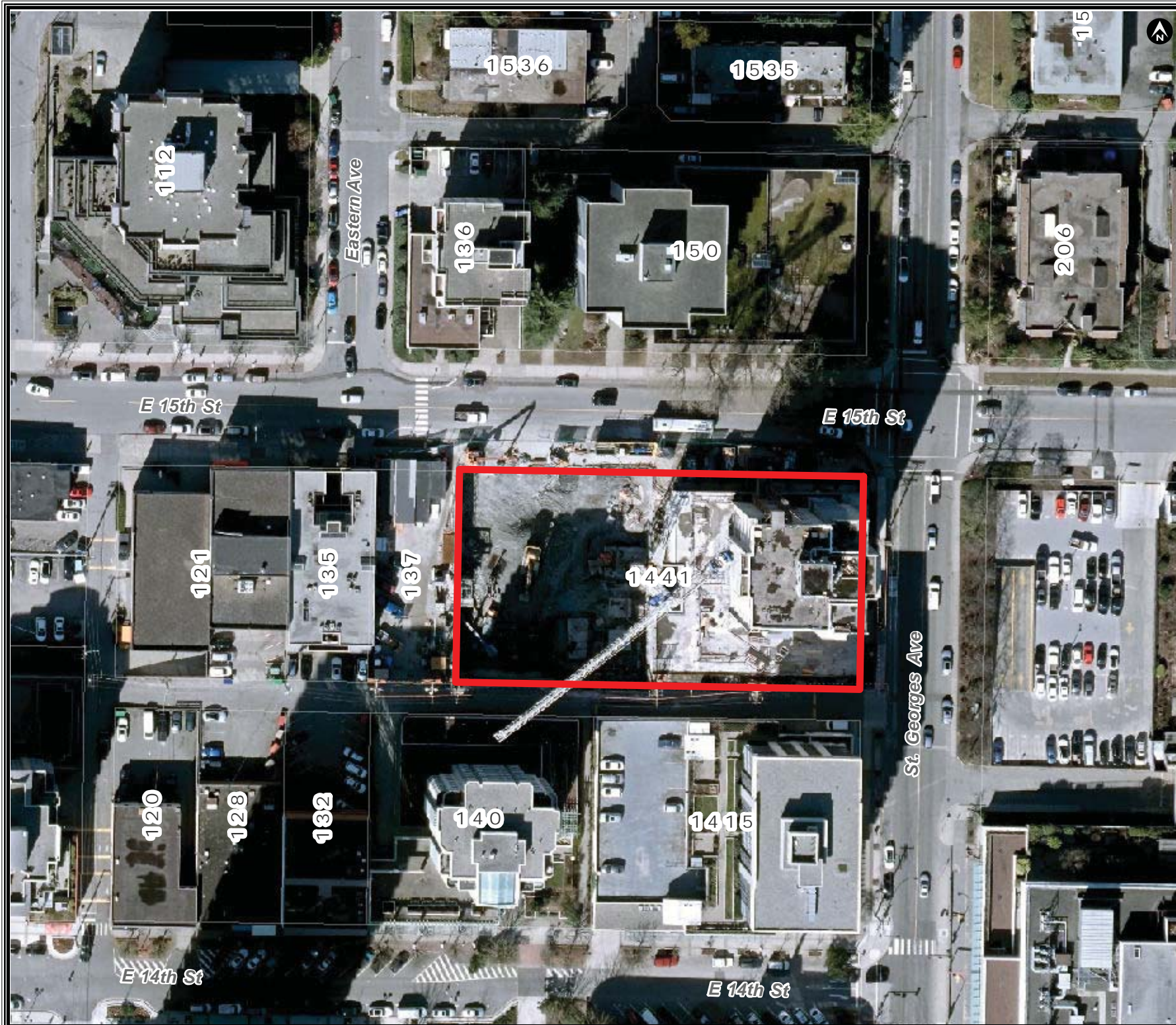
PLANNING ANALYSIS

The proposed changes to the Housing Agreement will have no negative impact on future tenants in terms of the design and quality of the units. The proposed change has no impact on the number of Mid-Market units secured by the City. The units in the east tower have undergone extensive renovations and are largely indistinguishable from newly constructed units. By providing the Mid-Market units within the east tower, the units are available approximately 6 months earlier than they would be if they were provided in the new tower. Because of the minor nature of the changes and benefits in form of the more timely provision of affordable units, the proposed amendment is recommended.

RESPECTFULLY SUBMITTED:



Emily Macdonald
Planner 1

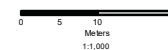


City of North Vancouver

Context Map

Legend

- Subject Site
 - Legal_Parcels
- Aerial 2019**



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

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8790

A Bylaw to amend a Housing Agreement for 1441 St. Georges Avenue

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

WHEREAS the City and 1441 St. Georges Nominee Ltd. entered into a housing agreement in respect of a rental development at 1441 St. Georges Avenue pursuant to “Housing Agreement Bylaw, 2017, No. 8574” which was adopted on October 23, 2017;

AND WHEREAS the City and 1441 St. Georges Nominee Ltd. now wish to amend the housing agreement and Section 483(4) of the *Local Government Act* (British Columbia) providing that a housing agreement may be amended by bylaw adopted with the consent of the owner;

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, 2017, No. 8574, Amendment Bylaw, 2020, No. 8790**” (1441 St. Georges Nominee Ltd., 1441 St. Georges Avenue, CD-691, Rental Housing Commitments).
2. The Council hereby authorizes the agreement, substantially in the form attached to this bylaw as Schedule “A”, between The Corporation of the City of North Vancouver and 1441 St. Georges Nominee Ltd. with respect to the lands referenced as 1441 St. Georges Avenue.

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

SCHEDULE "A"

FORM C_V25 (Charge)

LAND TITLE ACT
FORM C (Section 233) CHARGE
GENERAL INSTRUMENT - PART 1 Province of British Columbia

PAGE 1 OF 7 PAGES

Your electronic signature is a representation that you are a designate authorized to certify this document under section 168.4 of the *Land Title Act*, RSBC 1996 c.250, that you certify this document under section 168.41(4) of the act, and that an execution copy, or a true copy of that execution copy, is in your possession.

1. APPLICATION: (Name, address, phone number of applicant, applicant's solicitor or agent)

Samantha Haddow, TERRA LAW CORPORATION
 2800 - 650 West Georgia Street

Phone 604-628-8969
 Client No. 12544 Doc No. 1447248
 File No. 502763

Vancouver

BC V6B 4N7

Deduct LTSA fees? Yes ☒

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
 [PID] [LEGAL DESCRIPTION]

007-425-309 LOT A EAST PART OF BLOCK 50 DISTRICT LOT 549 PLAN 13036

STC? YES ☐

3. NATURE OF INTEREST

Modification
Priority Agreement

CHARGE NO.

CA6423469

ADDITIONAL INFORMATION

Entire instrument
 page 7

4. TERMS: Part 2 of this instrument consists of (select one only)

(a) ☐ Filed Standard Charge Terms D.F. No.

(b) ☒ Express Charge Terms Annexed as Part 2

A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument.

5. TRANSFEROR(S):

1441 ST. GEORGES NOMINEE LTD. (INC. NO. BC1090407)
THE TORONTO-DOMINION BANK (AS TO PRIORITY)

6. TRANSFEREE(S): (including postal address(es) and postal code(s))

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

141 WEST 14TH STREET

NORTH VANCOUVER

BRITISH COLUMBIA

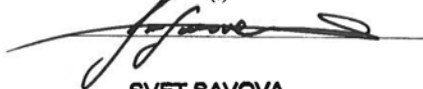
CANADA

7. ADDITIONAL OR MODIFIED TERMS:

N/A

8. EXECUTION(S): This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Officer Signature(s)



SVET SAVOVA
Barrister & Solicitor
BORDEN LADNER GERVAIS LLP
 1200 Waterfront Centre, 200 Burrard Street
 P.O. Box 48800, Vancouver, Canada V7X 1T2
 604-632-3547

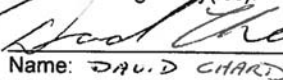
(as to Byron Chard's signature only)

Execution Date

Y	M	D
20	08	31

Transferor(s) Signature(s)

1441 ST. GEORGES
 NOMINEE LTD., by its
 authorized signatory(ies):


 Name: DAVID CHARD


 Name: Byron Chard

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

**LAND TITLE ACT
FORM D**

EXECUTIONS CONTINUED

PAGE 2 of 7 PAGES

Officer Signature(s)

GORDON A. LOVE
Barrister • Solicitor
FARRIS LLP
2500 - 700 West Georgia Street
P.O. Box 10026, Pacific Centre
Vancouver, BC V7Y 1B3

Execution Date

Y	M	D
20	09	02

Transferor / Borrower / Party Signature(s)

THE TORONTO-DOMINION BANK, by
its authorized signatory(ies):

Name: Peter Andriopoulos
Vice President

Name: _____

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

LAND TITLE ACT
FORM D

EXECUTIONS CONTINUED

PAGE 3 of 7 PAGES

Officer Signature(s)

Execution Date

Y M D

20

Transferor / Borrower / Party Signature(s)

THE CORPORATION OF THE CITY
OF NORTH VANCOUVER, by its
authorized signatory(ies):

Name:

Name:

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

TERMS OF INSTRUMENT – PART 2

HOUSING AGREEMENT AMENDING AGREEMENT - RENTAL BUILDINGS

WHEREAS:

- A. The Owner is the registered owner of the Lands;
- B. Section 219 of the *Land Title Act* (British Columbia) permits registration of a covenant in favour of a municipality in respect of the use of land or the use of a building on or to be erected on land, that land is or is not to be built on except in accordance with the covenant and that land is not to be subdivided except in accordance with the covenant;
- C. Section 483 of the *Local Government Act* (British Columbia) permits a local government to, by bylaw, enter into a housing agreement that may include terms and conditions regarding the occupancy of the housing units identified in the agreement, including respecting the form of tenure of the housing units, the availability of the housing units to classes of persons, the administration and management of the housing units and the rents and lease, sale or share prices that may be charged;
- D. Section 483(4) of the *Local Government Act* (British Columbia) provides that a housing agreement may be amended by bylaw adopted with the consent of the owner;
- E. On October 23, 2017, the City adopted Housing Agreement Bylaw 2017, No 8574, authorizing the City and Owner to enter into a Housing Agreement and Section 219 Covenant – Rental Buildings (the "**Housing Agreement**") which was noted and registered on title to the Lands under nos. CA6498384 and CA6423469; and
- F. The Owner and the City wish to enter into this agreement (the "**Amending Agreement**") to amend the Housing Agreement.

NOW THEREFORE in consideration of the sum of \$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:

1.1 Amendments to Housing agreement

Effective as of the date of the filing of the notation for this Amending Agreement in the Land Title Office, the Housing Agreement is amended as follows:

- (a) The definition of "Buildings" in Section 1.1(c) is hereby deleted and replaced as follows:

"Buildings" means

 - (i) a mixed-use building to be constructed on the Lands following the registration of this Agreement in the LTO (the "**New Building**"), to be comprised of:

- (1) 23 stories of rental residential housing (containing 166 dwelling units, with 14 of those dwelling units to be rented at rates not to exceed Affordable Rent);
 - (2) commercial units at grade level; and
 - (3) amenity space on part of the 23rd storey and additional amenity space on the partial second storey; and
- (ii) the mixed use building already constructed on the Lands at the time of registration of this Agreement in the LTO (the "Existing Building"), comprised of 14 stories containing 90 residential units, with 4 of those dwelling units to be rented at rates not to exceed Affordable Rent, and a 2 storey podium containing commercial units."
- (b) The text in Section 4.1 is hereby deleted and replaced as follows:
- "Eighteen of the Rental Units shall be used, occupied and rented in accordance with the requirements of this Section 4 and shall constitute the Mid-Market Rental Units. Before using or occupying the New Building, and before issuance of an occupancy permit for the New Building, the Owner shall designate, in writing, to the City which Rental Units are the Mid-Market Rental Units."
- (c) The text in Section 4.3(m) is hereby deleted and replaced as follows:
- "The restrictions under Sections 4.3(a), (b) and (c) shall not apply to a Tenancy Agreement in respect of a Mid-Market Rental Unit if the tenant under the Tenancy Agreement was a tenant of the Existing Building on the date of registration of this Agreement."

1.2 Housing Agreement Ratified

Except as expressly amended, the Housing Agreement is hereby ratified and confirmed by the parties hereto to the effect and with the intent that the Housing Agreement and this Amending Agreement shall be read and construed as one document. The parties acknowledge and agree that the Housing Agreement, as amended by this Amending Agreement, is valid, subsisting and in full force and effect.

1.3 Severance

If any portion of this Amending Agreement is held invalid by a court of competent jurisdiction, the invalid portion will be severed and the decision that it is invalid will not affect the validity of the remainder of this Amending Agreement.

1.4 Notice of Housing Agreement

The Owner acknowledges that the City is required to file a notice of this Amending Agreement as it amends the Housing Agreement in the LTO against title to the Land.

1.5 Further Assurances

The parties will execute and do all such further deeds, acts, things and assurances that may be reasonably required to carry out the intent of this Agreement.

1.6 Waiver

Waiver by the City of a default by the Owner will be in writing and will not be deemed to be a waiver of any subsequent or other default.

1.7 Enurement

This Amending Agreement will enure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

1.8 Priority

The Owner will take all steps necessary to ensure that this Amending Agreement is registered in the LTO in priority to all charges and encumbrances which may impair the covenants granted in this Amending Agreement and, in any event, in priority to all financial charges.

1.9 Counterparts and Electronic Delivery

This Amending Agreement may be executed in any number of counterparts and delivered via facsimile or e-mail, each of which will be deemed to be an original and all of which taken together will be deemed to constitute one and the same instrument, provided that any party delivering this Agreement via facsimile or e-mail will deliver to the other party an originally executed copy of this Agreement forthwith upon request by the other party.

IN WITNESS OF THIS AMENDING AGREEMENT the City and the Owner have executed this Agreement by signing the "Form C - General Instrument - Part 1" or "Form D - Executions Continued" attached hereto.

PRIORITY AGREEMENT

WHEREAS:




- A. The Toronto-Dominion Bank (the "**Chargeholder**") is the holder of a mortgage and assignment of rents (the "**Financial Charges**") encumbering the lands described in Item 2 of Part 1 of the Form C General Instrument to which this Priority Agreement is attached and which are registered in the New Westminster Land Title Office as Mortgage CA5545051, as modified by CA6983431 and CA7169166 and Assignment of Rents CA5545052 as modified by CA6983432 and CA7169167; and
- B. An amending agreement for a Housing Agreement and Section 219 Covenant currently registered on title to the lands described in Part 2 of the Form C General Instrument to which this Priority Agreement is attached (the "**City's Charges**") will be registered against title to the lands.

NOW THEREFORE for one dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder, the Chargeholder hereby grants to the City priority for the City's Charges over all the Chargeholder's right, title and interest in and to the lands as if the City's Charges had been executed, delivered and registered prior to the execution and registration of the Financial Charges and prior to the advance of any monies pursuant to the Financial Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

END OF DOCUMENT

1441 St. Georges Avenue Housing Agreement Amending Agreement



 Department 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: David Johnson, Development Planner

Subject: AMENDED DEVELOPMENT VARIANCE PERMIT APPLICATION – 1115
EAST KEITH ROAD, DUSTIN CHRISTIANSEN

Date: September 2, 2020 File No: 08-3400-20-00009/1

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

RECOMMENDATION

PURSUANT to the report of the Development Planner, dated September 2, 2020, entitled "Amended Development Variance Permit Application - 1115 East Keith Road, Dustin Christiansen":

THAT the amended Development Variance Permit No. PLN2019-00008 (Dustin Christiansen and Laurie Bayrack) be considered for issuance under Section 498 of the *Local Government Act*;

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

AND THAT the Public Meeting be waived.

ATTACHMENTS

1. Context Map (CityDoc [#1885153](#))
2. Architectural Plan dated September 9, 2019 (CityDoc [#1840441](#))
3. Development Variance Permit, as amended (CityDoc [#1885119](#))

PURPOSE

The purpose of this report is to present, for Council's consideration, an amended Development Variance Permit to support building lot coverage and locations on a subdivided lot located at 1115 East Keith Road (Attachment #1).

BACKGROUND

On June 15, 2020 a report and Development Variance Permit were presented to Council for consideration and referral to a waived public meeting (Attachment 4: Original Report Dated June 9, 2020). After the Council meeting, an error was uncovered: a variance to lot coverage for one of the proposed lots was omitted from the report and the Development Variance Permit.

To ensure that the future development adheres to City of North Vancouver regulations and that the information presented to Council and the community is correct, staff have amended the report of June 9, 2020 and the Development Variance Permit for reconsideration.

For clarity, the amendments to the June 9th, 2020 report are highlighted.

<i>Applicant:</i>	Dustin Christiansen
<i>Architect:</i>	Hlynsky + Davis Architects
<i>Official Community Plan Designation:</i>	Residential Level 1 (R1)
<i>Existing Zoning:</i>	One-Unit Residential (RS-1)
<i>Applicable Guidelines:</i>	None

DISCUSSION

Project Description

The applicant wishes to subdivide their existing property into three separate lots for the purpose of constructing Single Family Houses with Secondary Suites on each lot. The property is triangular in shape and is large enough to accommodate the proposed subdivision without having to go through a rezoning. Some design challenges occur due to the triangular shape, as the depth of two of the three proposed lots after subdivision is reduced, and the proposed buildings on these lots will require variances to the building setback and lot coverage requirements under the RS-1 Zone (Attachment #2).

The site slopes down along East Keith Road with an average slope of 10.5% from the western side down to the east. The slope goes down substantially into the property along the western property line dropping almost 7.3 metres (24 feet) from the front to the back with an average slope of 21.7%, with the steeper slopes occurring at the front end of the property. The proposed houses are to be built where all the basement levels would be built into the hill on the front side, with the grade change exposing the basement level to the rear (lane) side.

To support the proposal, the applicant will need to provide a 450 metre extension to the existing water main line, a 200 metre storm water main line and a 75 metre sanitary main line to service the new lots given the increased demand. These items will be processed through the subdivision stage.

Site Context and Surrounding Use

The subject site is located on the south side of East Keith Road, between Shavington Street to the west and Heywood Street to the east (Attachment #1). The surrounding area contains single family homes, including the houses to the north of East Keith Road, which is in the District of North Vancouver.

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

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North (Across East Keith Road)	1131 Shavington Road	Single Family House	District of North Vancouver
South and East (Across rear lane)	Houses fronting Heywood Street	Single Family Houses	RS-1
West	1111 East Keith Road	Single Family House	RS-1

In addition, there is a concrete sound barrier fronting along East Keith Road to screen traffic noise.

PLANNING ANALYSIS

Policy Context

2014 Official Community Plan

The land use designation of the subject site is Residential Level 1 (R1) in 'Schedule A' of the Official Community Plan (OCP). The designation allows for ground-orientated housing with non-strata accessory uses. Detached single family dwellings with secondary suites/coach houses are supported in this designation.

All the proposed single-family dwellings will have a secondary suite, but none will have a coach house.

The application is in keeping with the following goals and objectives of the Official Community Plan:

- 1.1.1 Plan for growth in the City's population, dwelling units and employment in keeping with the projections in Metro Vancouver's Regional Growth Strategy;
- 1.2.1 Ensure the location, density, design and durability of developments and their infrastructure are informed by the best available science on climate impacts;

- 1.3.5 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;
- 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location.

The proposal as presented will not require an amendment to the OCP.

Zoning Bylaw 1995, No. 6700

The property is currently zoned One-Unit Residential 1 (RS-1) and supports single detached homes on lots that are no less than 10 meters (32.8 feet) wide. It also allows the option of secondary suites within the primary building, and a Coach House. The maximum floor area for each of the proposed lots would be 0.5 times the lot area. As the proposal is intended to construct a new Single Detached Dwelling with an Accessory Secondary Suite on each lot, the use and density are conforming to the RS-1 Zone, and therefore does not require a Zoning amendment. The proposal does however require variances to the building setbacks on two of the three proposed lots **and to increase the allowable lot coverage on the eastern lot.** Other main items such as proposed minimum Lot Width, maximum Building Height and minimum parking requirements meet the Zoning Bylaw.

As outlined in the attached Development Variance Permit (Attachment #4), the requested variances are outlined in ***bold italics*** in Table 2 below:

Table 2. Requested Variances from the property line

	RS-1 requirements	Proposed Lot A	Proposed Lot B	Proposed Lot C
Front Setback (min.)	4.6 metres (15.0 feet)	4.6 metres (15.0 feet)	<i>2.4 metres (8.0 feet)</i>	<i>2.6 metres (8.5 feet)</i>
Interior Side Yard Setback (min.)	1.2 metres (4.0 feet)	1.2 metres (4.0 feet)	1.2 metres (4.0 feet)	1.2 metres (4.0 feet)
Rear Setback Greater of:	8.0 metres (26.2 feet) or; 35% of the lot depth	9.1 metres (30.0 feet)	10.3 metres (34.0 feet)	<i>3.0 metres (10.0 feet)</i>
Lot Coverage	Maximum 30% to Principal Building	28%	29%	<i>35%</i>

The setbacks are required due to the triangular shape of the lot. With the western most lot having the greatest depth, it does not require any variances. As the depth of the lot gets smaller the need to accommodate a moderate size house results in setback variance requests. **The proposed Lot Coverage on the eastern lot (Lot C) is considered minor and due to the proposed building being a bungalow and needing a larger footprint.**

FINANCIAL IMPLICATIONS

None.

COMMUNITY CONSULTATION

Due to the scale of the application and the minor variances to the proposal, staff are recommending waiving the Public Meeting requirement.

Should Council still wish to hold a Public Meeting, all active clauses be substituted with the following:

THAT Development Variance Permit No. PLN2019-00008 (Dustin Christiansen and Laurie Bayrack) be considered for issuance under Section 498 of the *Local Government Act* and referred to a Public Meeting;

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

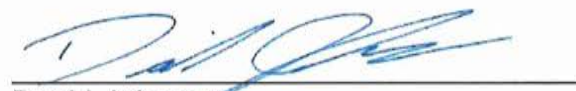
STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports the Strategic Plan vision and priority to be a City for People by using an existing site to provide a variety of dwelling types within a single family neighbourhood.

CONCLUSION

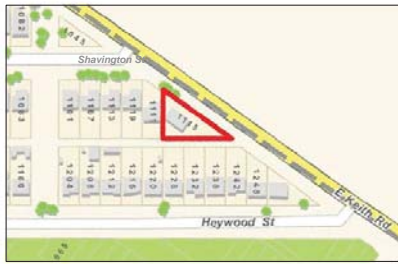
The proposal represents good planning as it utilizes a large single-family residential lot to its full potential. The impact on neighbouring properties is minimized as the western most lot is not seeking a variance, affecting the neighbour to the west, as well as access to parking is maintained in the proposal.

RESPECTFULLY SUBMITTED:



David Johnson
Development Planner





1 SUBJECT SITE & NEIGHBOURHOOD CONTEXT
1/128" = 1'-0"

PROJECT STATISTICS

TO CONFORM WITH BCDC 2018 PART 9 - RESIDENTIAL C
LOT ADDRESS: 1115 EAST KEITH ROAD, NORTH VANCOUVER, BC
LEGAL DESCRIPTION: LOT A, BLOCK 1, DISTRICT LOT 21A, PLAN 3075
P12 (P12-009-001)
ZONING: RES1
TOTAL SITE AREA: 800.00 sq.ft. (73.43 sq.m.)

SITE AREA OF LOT A	ALLOWED	PROPOSED	COMMENTS
SITE COVERAGE			
BUILDING	80.00 sq.ft.	80.00 sq.ft.	
COVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
UNCOVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
TOTAL SITE COVERAGE	ALLOWED = 30%	PROPOSED = 30%	

FLOOR AREA CALCULATIONS	ALLOWED	PROPOSED	COMMENTS
MAIN FLOOR	80.00 sq.ft.	80.00 sq.ft.	
UPPER FLOOR	80.00 sq.ft.	80.00 sq.ft.	
TOTAL F.A.R.	ALLOWED = 0.3	PROPOSED = 0.3	
LOWER FLOOR (EXEMPTED FROM F.A.R.)	80.00 sq.ft.	80.00 sq.ft.	
SUITE AREA INCLUDED =	80.00 sq.ft.	80.00 sq.ft.	
TOTAL GROSS AREA	240.00 sq.ft.	240.00 sq.ft.	

SETBACKS	ALLOWED	PROPOSED	COMMENTS
FRONT YARD	10' 0"	10' 0"	
SIDE YARD	4' 0"	4' 0"	
REAR YARD	20' 0"	20' 0"	

BUILDING HEIGHT LOT A	ALLOWED	PROPOSED	COMMENTS
PROPERTY ELEVATION AT FRONT	110' 0"	110' 0"	
PROPERTY ELEVATION AT LAKE	94' 0"	94' 0"	
REFERENCE GRADE	110' 0"	110' 0"	
TOP PLANE = REFERENCE GRADE + 20' 0"	130' 0"	130' 0"	
ROOF = REFERENCE GRADE + 30' 0"	140' 0"	140' 0"	

AVERAGE GRADE FOR BASEMENT EXEMPTION	ALLOWED	PROPOSED	COMMENTS
FRONT GRADE (HIGH SIDE SOUTH)	100' 0"	100' 0"	
FRONT GRADE (LOW SIDE SOUTH)	90' 0"	90' 0"	
AVERAGE GRADE	100' 0"	100' 0"	
BASEMENT FLOOR ELEVATION	90' 0"	90' 0"	
DIFFERENCE AVERAGE GRADE - BASEMENT	100' 0"	100' 0"	
1.3m IS MORE THAN 1 FT AND LESS THAN 5 FT. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			
1.3m IS MORE THAN 3 m AND LESS THAN 5 m. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			

PARKING	ALLOWED	PROPOSED	COMMENTS
1 SURFACE PARKING			
2 SURFACE (SUITE) PARKING			
2 SPACES			

SITE AREA OF LOT B	ALLOWED	PROPOSED	COMMENTS
SITE COVERAGE			
BUILDING	80.00 sq.ft.	80.00 sq.ft.	
COVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
UNCOVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
TOTAL SITE COVERAGE	ALLOWED = 30%	PROPOSED = 30%	

FLOOR AREA CALCULATIONS	ALLOWED	PROPOSED	COMMENTS
MAIN FLOOR	80.00 sq.ft.	80.00 sq.ft.	
UPPER FLOOR	80.00 sq.ft.	80.00 sq.ft.	
TOTAL F.A.R.	ALLOWED = 0.3	PROPOSED = 0.3	
LOWER FLOOR (EXEMPTED FROM F.A.R.)	80.00 sq.ft.	80.00 sq.ft.	
SUITE AREA INCLUDED =	80.00 sq.ft.	80.00 sq.ft.	
TOTAL GROSS AREA	240.00 sq.ft.	240.00 sq.ft.	

SETBACKS	ALLOWED	PROPOSED	COMMENTS
FRONT YARD	10' 0"	10' 0"	
SIDE YARD	4' 0"	4' 0"	
REAR YARD	20' 0"	20' 0"	

BUILDING HEIGHT LOT B	ALLOWED	PROPOSED	COMMENTS
PROPERTY ELEVATION AT FRONT	110' 0"	110' 0"	
PROPERTY ELEVATION AT LAKE	94' 0"	94' 0"	
REFERENCE GRADE	110' 0"	110' 0"	
TOP PLANE = REFERENCE GRADE + 20' 0"	130' 0"	130' 0"	
ROOF = REFERENCE GRADE + 30' 0"	140' 0"	140' 0"	

AVERAGE GRADE FOR BASEMENT EXEMPTION	ALLOWED	PROPOSED	COMMENTS
FRONT GRADE (HIGH SIDE SOUTH)	100' 0"	100' 0"	
FRONT GRADE (LOW SIDE SOUTH)	90' 0"	90' 0"	
AVERAGE GRADE	100' 0"	100' 0"	
BASEMENT FLOOR ELEVATION	90' 0"	90' 0"	
DIFFERENCE AVERAGE GRADE - BASEMENT	100' 0"	100' 0"	
1.3m IS MORE THAN 1 FT AND LESS THAN 5 FT. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			
1.3m IS MORE THAN 3 m AND LESS THAN 5 m. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			

PARKING	ALLOWED	PROPOSED	COMMENTS
1 SURFACE PARKING			
2 SURFACE (SUITE) PARKING			
2 SPACES			

SITE AREA OF LOT C	ALLOWED	PROPOSED	COMMENTS
SITE COVERAGE			
BUILDING	80.00 sq.ft.	80.00 sq.ft.	
COVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
UNCOVERED COURTYARD	80.00 sq.ft.	80.00 sq.ft.	
TOTAL SITE COVERAGE	ALLOWED = 30%	PROPOSED = 30%	

FLOOR AREA CALCULATIONS	ALLOWED	PROPOSED	COMMENTS
MAIN FLOOR	80.00 sq.ft.	80.00 sq.ft.	
UPPER FLOOR	80.00 sq.ft.	80.00 sq.ft.	
TOTAL F.A.R.	ALLOWED = 0.3	PROPOSED = 0.3	
LOWER FLOOR (EXEMPTED FROM F.A.R.)	80.00 sq.ft.	80.00 sq.ft.	
SUITE AREA INCLUDED =	80.00 sq.ft.	80.00 sq.ft.	
TOTAL GROSS AREA	240.00 sq.ft.	240.00 sq.ft.	

SETBACKS	ALLOWED	PROPOSED	COMMENTS
FRONT YARD	10' 0"	10' 0"	
SIDE YARD	4' 0"	4' 0"	
REAR YARD	20' 0"	20' 0"	

BUILDING HEIGHT LOT C	ALLOWED	PROPOSED	COMMENTS
PROPERTY ELEVATION AT FRONT	110' 0"	110' 0"	
PROPERTY ELEVATION AT LAKE	94' 0"	94' 0"	
REFERENCE GRADE	110' 0"	110' 0"	
TOP PLANE = REFERENCE GRADE + 20' 0"	130' 0"	130' 0"	
ROOF = REFERENCE GRADE + 30' 0"	140' 0"	140' 0"	

AVERAGE GRADE FOR BASEMENT EXEMPTION	ALLOWED	PROPOSED	COMMENTS
FRONT GRADE (HIGH SIDE SOUTH)	100' 0"	100' 0"	
FRONT GRADE (LOW SIDE SOUTH)	90' 0"	90' 0"	
AVERAGE GRADE	100' 0"	100' 0"	
BASEMENT FLOOR ELEVATION	90' 0"	90' 0"	
DIFFERENCE AVERAGE GRADE - BASEMENT	100' 0"	100' 0"	
1.3m IS MORE THAN 1 FT AND LESS THAN 5 FT. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			
1.3m IS MORE THAN 3 m AND LESS THAN 5 m. BASEMENT AREA IS EXCLUDED FROM GROSS AREA (CONFORMS)			

PARKING	ALLOWED	PROPOSED	COMMENTS
1 SURFACE PARKING			
2 SURFACE (SUITE) PARKING			
2 SPACES			

NO.	DESCRIPTION	DATE	STATUS
1	DEVELOPMENT VARIANCE PERMIT APPLICATION	06/06/2018	ON
2	CLIENT REVIEW	2/08/2018	ON
3	RE-APPLICATION REVIEW	16/06/2018	ON

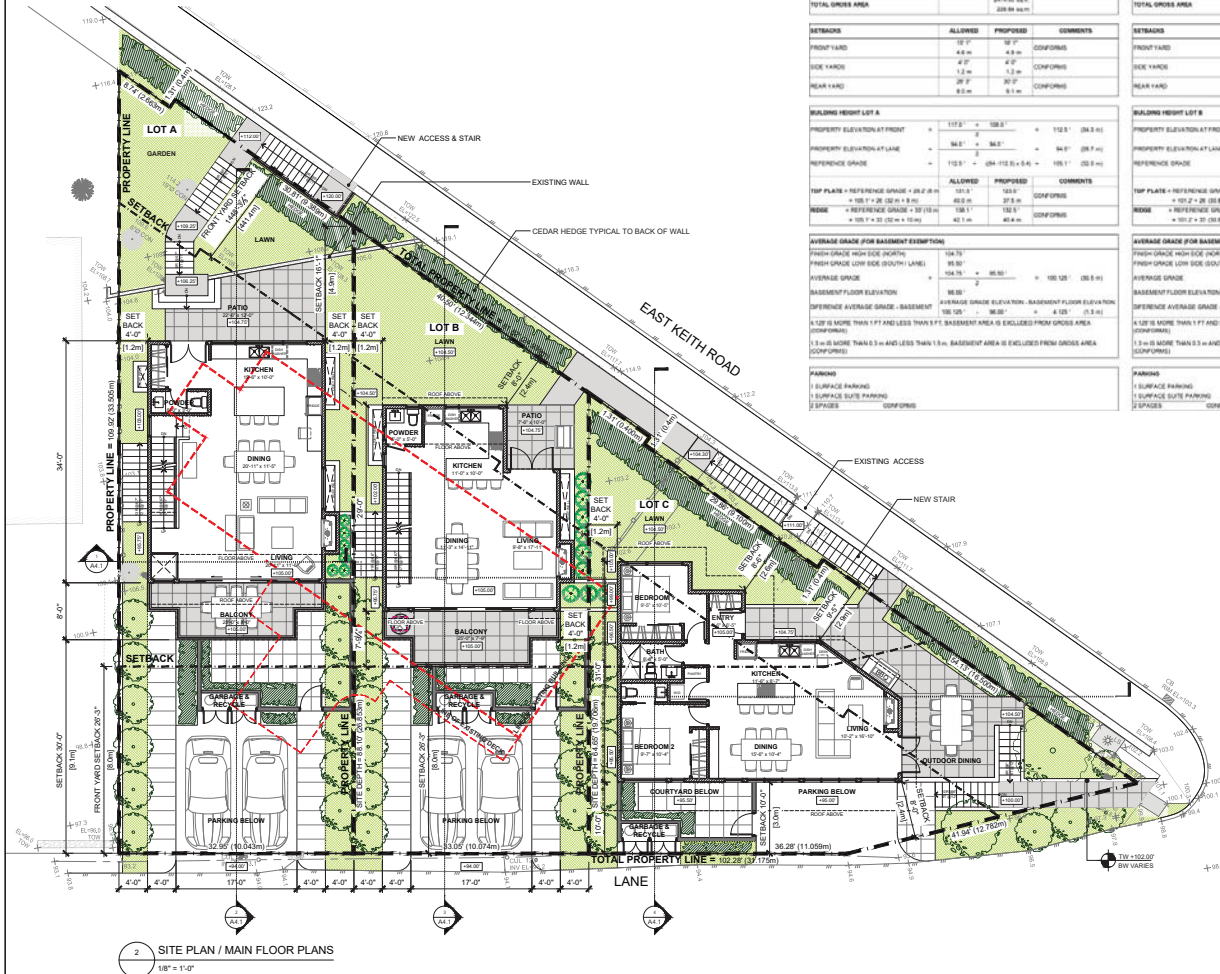
HLA
HLYNSKY + DAVIS
ARCHITECTS INC.
3008 MILLIKEN AVE. WEST VANCOUVER, BC V7V 1G1
WWW.HLYNSKY.COM TEL: 604.681.1000 FAX: 604.681.1001

PROJECT TITLE:
CHRISTIANSEN SUB-DIVISION
1115 EAST KEITH ROAD
NORTH VANCOUVER, BC

SHEET TITLE:
NEIGHBOURHOOD CONTEXT
SITE / MAIN FLOOR PLANS

FILE:
CHRISTIANSEN RESIDENCE - CURRENT PLANS
DRAWN: CH
SCALE: 1/8" = 1'-0"
DATE: 08/06/2018

A2.1



AERIAL PHOTO OF EXISTING SITE



REV	NO.	DESCRIPTION	DATE	DRAWN
2	DEVELOPMENT VARIANCE PERMIT APPLICATION	08/08/2019	CM	
1	CLIENT REVIEW	08/08/2019	CM	

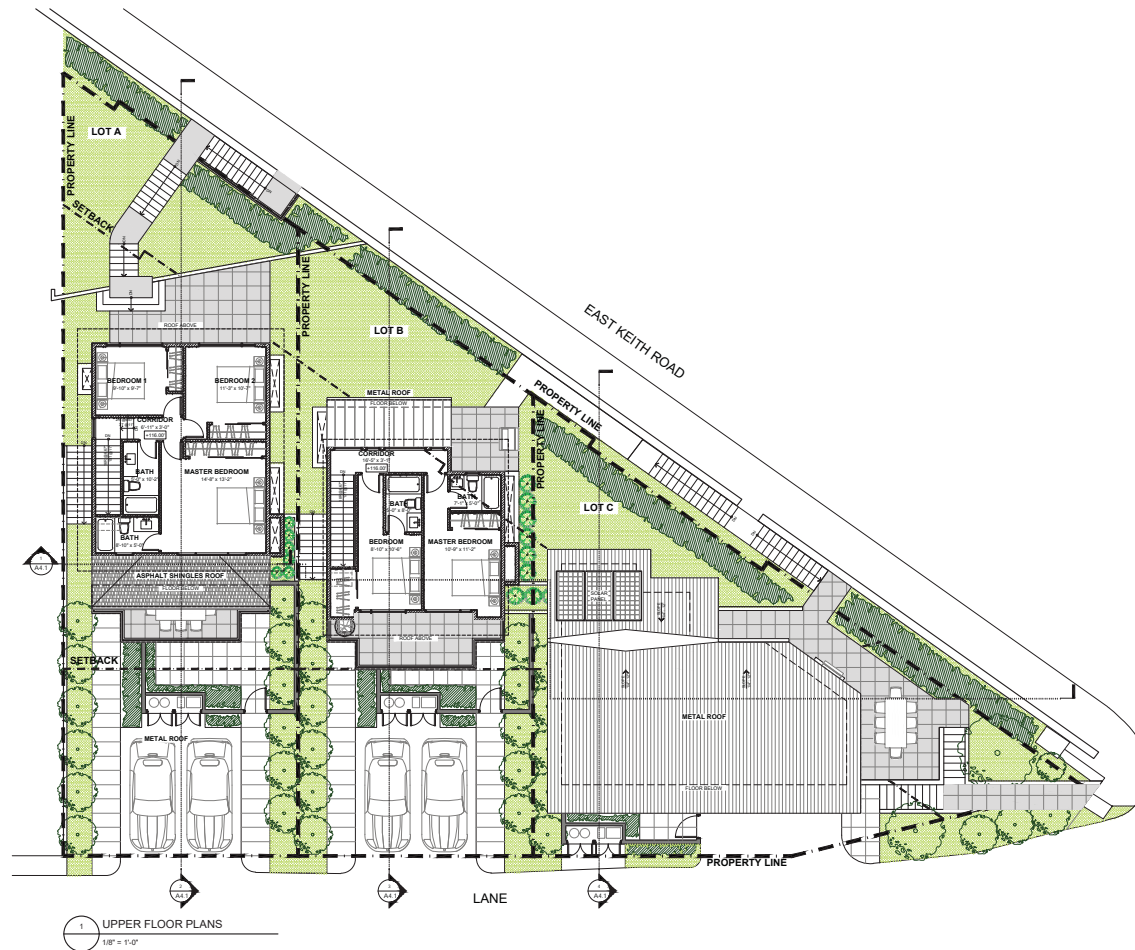
HDA
HLYNISKY + DAVIS
ARCHITECTS INC.
3030 WILLING AVE. WEST VANCOUVER, BC V7V 1G1
WWW.HLYNSKY.COM TEL: 604.683.1834 FAX: 604.683.1831

PROJECT TITLE:
CHRISTIANSEN SUB-DIVISION
1115 EAST KEITH ROAD
NORTH VANCOUVER, BC

SHEET TITLE:
LOWER FLOOR PLANS

FILE:
CHRISTIANSEN RESIDENCE - CURRENT PLANNING
DRAWN: CM
SCALE: 1/8" = 1'-0"
DATE: 08/SEP/2019

A2.2



HLDA
HLINSKY + DAVIS
ARCHITECTS INC.
2639 BELLEVUE AVE. WEST VANCOUVER, BC V7V 1E1
WWW.HLYNSKY.CA • TEL: 604.263-3631

FILE:
CHRISTENSEN RESIDENCE - CURRENT PLAN.dwg

DRAWING: CW

SCALE: 1/8" = 1'

DATE: 09/SEP/2019

A2.3

A2.3



2	DEVELOPMENT VARIANCE PERMIT APPLICATION	08/08/2019	CW
1	CLIENT REVIEW	28/08/2019	CW
REVISED	DESCRIPTION	DATE	DESIGNED

HDA
HLYNISKY + DAVIS
ARCHITECTS INC.
3030 WILLINGDALE AVE. WEST VANCOUVER, BC V7V 1G1
9050 HILARY WAY TEL: 604.683.1834 FAX: 604.683.1835

PROJECT TITLE:
CHRISTIANSEN SUB-DIVISION
1115 EAST KEITH ROAD
NORTH VANCOUVER, BC

SHEET TITLE:
ROOF PLANS

FILE:
CHRISTIANSEN RESIDENCE - CURRENT PLANING

DESIGN: CM
SCALE: 1/8" = 1'-0"
DATE: 08/SEP/2019

A2.4



EXTERIOR FINISH SCHEDULE

- 1 ASPHALT SHINGLES
- 2 PAINTED HARDIE SHAKES
- 3 PAINTED BOARD & BATTEN
- 4 VERTICAL METAL SIDING
- 5 METAL CLADDING - ROOF
- 6 STUCCO
- 7 CONCRETE WALL



NO.	DESCRIPTION	DATE	STATUS
1	REVISIONS		
2	REVISIONS		
3	REVISIONS		

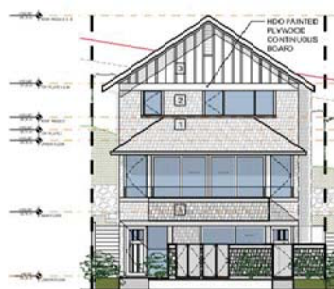
HLA
HLINSKY + DAVIS
ARCHITECTS INC.
 1115 EAST KETH ROAD
 NORTH VANCOUVER, BC
 TEL: 604.273.1111 FAX: 604.273.1112

PROJECT: CHRISTIANSEN SUB-DIVISION
 1115 EAST KETH ROAD
 NORTH VANCOUVER, BC

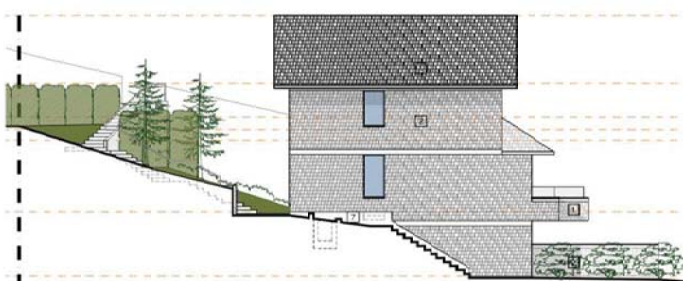
SHEET TITLE: SOUTH & NORTH ELEVATION

SCALE: 1/8\"/>

A3.1



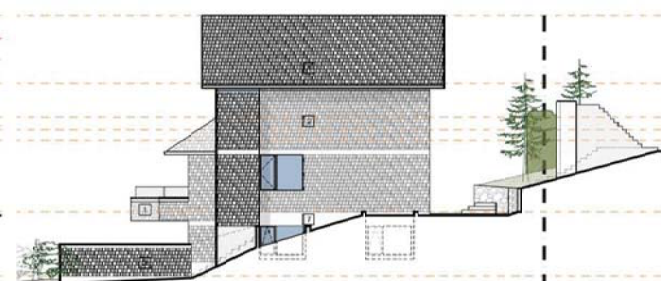
A LOT A - SOUTH ELEVATION
1/8" = 1'-0"



A LOT A - WEST ELEVATION
1/8" = 1'-0"



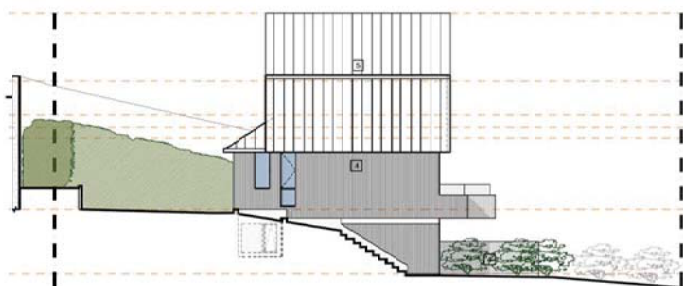
A LOT A - NORTH ELEVATION
1/8" = 1'-0"



A LOT A - EAST ELEVATION
1/8" = 1'-0"



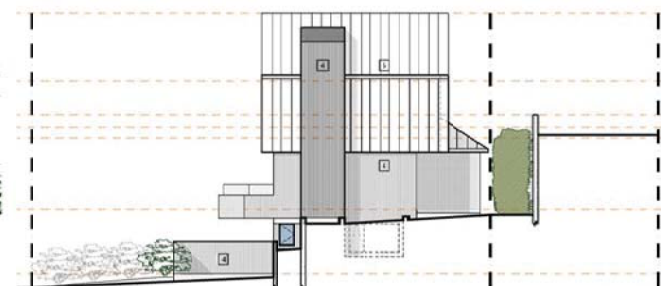
B LOT B - SOUTH ELEVATION
1/8" = 1'-0"



B LOT B - WEST ELEVATION
1/8" = 1'-0"



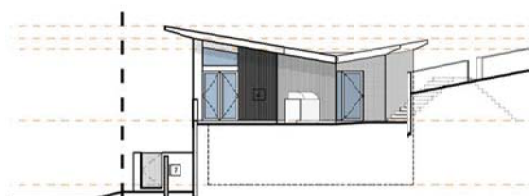
B LOT B - NORTH ELEVATION
1/8" = 1'-0"



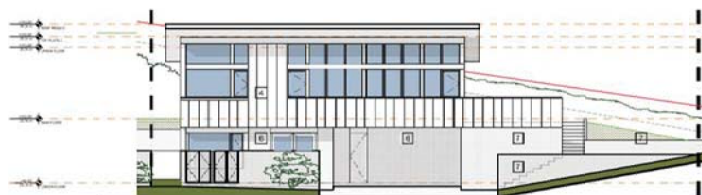
B LOT B - EAST ELEVATION
1/8" = 1'-0"



C LOT C - NORTH ELEVATION
1/8" = 1'-0"



C LOT C - EAST ELEVATION
1/8" = 1'-0"



C LOT C - SOUTH ELEVATION
1/8" = 1'-0"



C LOT C - WEST ELEVATION
1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE

- 1 ASPHALT SHINGLES
- 2 PAINTED WARD SHINGLES
- 3 PAINTED BOARD & BATTEN
- 4 VERTICAL METAL SIDING
- 5 METAL CLADDING / ROOF
- 6 STUCCO
- 7 CONCRETE WALL

REVISION	DESCRIPTION	DATE	BY
1	ISSUE CORRECT VARIANCE BOARD APPLICATION	NOVEMBER	CD
2	CLAY TILE ROOF	NOVEMBER	CD
3	PRE APPLICATION REVIEW	NOVEMBER	CD

HDA
HLYNISKY + DAVIS
ARCHITECTS INC.
1115 EAST KETH ROAD
 NORTH VANCOUVER, BC
 TEL: 604.273.1111 FAX: 604.273.1112

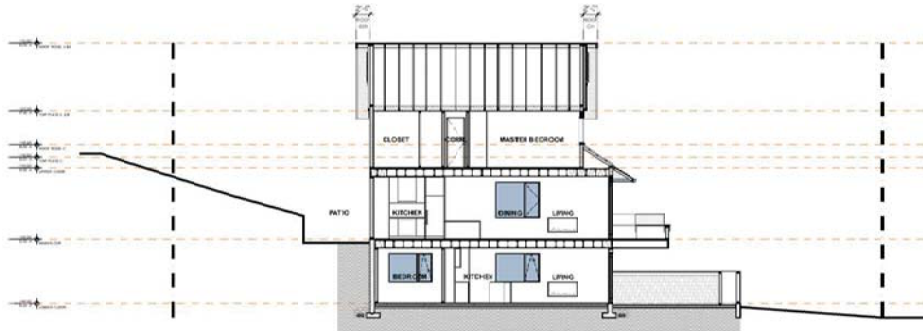
PROJECT FILE
 CHRISTIANSEN SLB-DIVISION
 1115 EAST KETH ROAD
 NORTH VANCOUVER, BC

SHEET TITLE
 ELEVATIONS

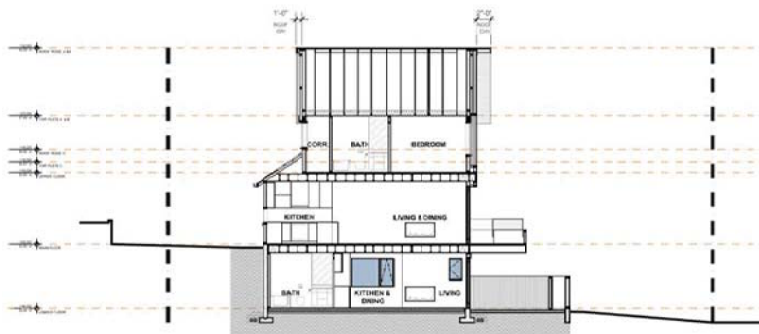
SCALE: 1/8" = 1'-0"
 DATE: 08/20/2018
A3.2



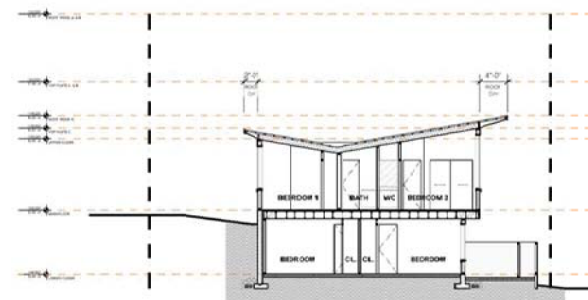
1 SECTION 1
1/8" = 1'-0"



2 LOT A - SECTION 2
1/8" = 1'-0"



3 LOT B - SECTION 2
1/8" = 1'-0"



4 LOT C - SECTION 2
1/8" = 1'-0"

NO.	DESCRIPTION	DATE	BY
1	DEVELOPMENT CHANGES - REVISION	08/20/2018	CD
2	DEVELOPMENT CHANGES - REVISION	08/20/2018	CD

HDA
HLYNISKY + DAVIS
ARCHITECTS INC.
 1115 EAST KETH ROAD
 NORTH VANCOUVER, BC

PROJECT
 CHRISTIANSEN SLB-DIVISION
 1115 EAST KETH ROAD
 NORTH VANCOUVER, BC

SHEET TITLE
 LOT A, B, C
 SECTIONS

SCALE
 DRAWN: KJ, CD
 SCALE: 1/8" = 1'-0"
 DATE: 08/20/2018

A4.1



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2019-00008

File: 08-3400-20-00009/1

Issued to owner(s): **Dustin Neville Christiansen and Laurie Jean Bayrack**

Respecting the lands located at **1115 East Keith Road**, North Vancouver, BC, legally described as:

LOT A (EXPLANATORY PLAN 9426) BLOCK 7 DL 272 PLAN 3875 EXCEPT PLAN EPP68043 PID: 012-088-021

(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 509(5)(a) shall be varied to permit a setback of no less than 2.4 metres (8.0 feet) from the Front Lot Line on Lot B;
 - B. Section 509(5)(a) shall be varied to permit a setback of no less than 2.6 metres (8.5 feet) from the Front Lot Line on Lot C; and
 - C. Section 509(5)(b) shall be varied to permit a setback of no less than 3.05 metres (10.0 feet) from the Rear Lot Line on Lot C;

- D. Section 509(3) shall be varied to permit an increase to the Lot Coverage up to but not exceeding 35% to the Principal Building;
-

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 including:
 - A. Subdivision of the property as shown in Schedule A “List of Plans”
 4. No variances other than those specifically set out in this permit are implied or to be construed.
-

General Terms and Conditions:

5. 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.
6. 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*.
7. 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.

8. 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

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. PLN2019-00008.

Notice filed the _____ day of _____, 20____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 1115 East Keith Road

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Neighbourhood Context Site / Main Floor Plans	A2.1	September 9, 2019	1833580
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Lower Floor Plans	A2.2	September 9, 2019	1833580
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Upper Floor Plans	A2.3	September 9, 2019	1833580
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Roof Plans	A2.4	September 9, 2019	1833580
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	South & North Elevation	A3.1	September 9, 2019	1833580
Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Elevations	A3.2	September 9, 2019	1833580

Hlynsky+ Davis Architects Inc.	Christiansen Sub-Division 1115 East Keith Road North Vancouver, BC	Lot A, B, C Sections	A4.1	September 9, 2019	1833580
Bennett Land Surveying Ltd.	Topographic Survey of Lot A (Explanatory Plan 9426) Bk 7 DL 272 G1 NWD Plan 3875 Except Plan EPP68043			August 14, 2019	1840444



 Department Manager	 Director	 CAO
--	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Ben Themens, Director of Finance

Subject: 2020 Project Plan – Funding Appropriations #2056 – #2059 and #2061 - #2062

Date: September 7, 2020 File No: 05-1705-30-0019/2020

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

RECOMMENDATION:

PURSUANT to the report of the Director of Finance, dated September 7, 2020, entitled "2020 Project Plan – Funding Appropriations #2056 – #2059 and #2061-#2062":

THAT (Funding Appropriation #2056) an amount of \$286,654 be appropriated from the Annual Budget –Transfer to General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2057) an amount of \$71,854 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2058) an amount of \$615,198 be appropriated from the Fire Equipment Replacement Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2059) an amount of \$979,802 be appropriated from the General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2061) an amount of \$32,842 be appropriated from the Environmental Stewardship Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2062) an amount of \$75,000 be appropriated from the Affordable Housing Reserve Fund for the purpose of funding the 2020 Project Plan;

AND THAT should any of the above amounts remain unexpended as at December 31, 2023, the unexpended balances shall be returned to the credit of the respective fund.

ATTACHMENT

1. 2020 Project Budget Funding Allocation Detail by Source (CityDoc # [1943361](#))
2. 2020 Project Sheets (CityDoc # [1943347](#))
3. Information Report from the Public Art Officer ,entitled "Public Art Reserve Fund – 2020 Civic Public Art Project List, dated August 25,2020 (CityDoc # [1943498](#))

DISCUSSION

These projects are deemed essential. The attached Project Sheets (**Attachment 2**) provide additional information regarding each project.

FINANCIAL IMPLICATIONS

Funding is included in the 2020 Project Budget or has been made available from completed projects and is available for appropriation.

RESPECTFULLY SUBMITTED



Ben Themens
Director of Finance

**2020 PROJECT BUDGET
FUNDING ALLOCATION
DETAIL BY SOURCE**

Attachment 1

Funding from Reserves

Annual Budget - Transfer to General Reserve - Appropriation # 2056

Manager

Block Funding - Shipyards Waterfront	25,000	Skene, Robert
NVMA IT Refresh	15,350	Wenhardt, Wesley
Facility Desktop Hardware Refresh	21,000	Corrigan, Preston
John Braithwaite Community Centre	40,000	Houg, Gary
Environmental Strategy Implementation	68,146	Jackson, Caroline
Corporate Climate Action Implementation	117,158	Jackson, Caroline
	286,654	

Total Annual Budget - Transfer to Gen Reserve Fund - Appropriation # 2056

286,654

Tax Sale Land Reserve Fund - Interest - Appropriation # 2057

Exempt Compensation Market Review	40,000	Pearce, Barbara
Environmental Strategy Implementation	31,854	Jackson, Caroline
	71,854	

Total Tax Sale Land Reserve Fund - Interest - Appropriation # 2057

71,854

Fire Equipment Replacement Fund - Appropriation # 2058

Engine 11 - LaFrance	550,198	Schalk, Gregory
Dodge Dakota	65,000	Schalk, Gregory
	615,198	

Total Fire Equipment Replacement Fund - Appropriation # 2058

615,198

General Reserve - Appropriation # 2059

Engine 11 - LaFrance	429,802	Schalk, Gregory
Review of Human Resources Policy Manual	120,000	Pearce, Barbara
Economic Development Strategy	70,000	Orr, Lawrence R.
Civic Public Art Program	85,000	Phillips, Lori
Where Matters 2.0 - Measuring Health Impacts of Built Environment & Policy	25,000	Devlin ,Andrew
E-Bike and Micromobility Coordinator	75,000	Devlin ,Andrew
Community & School Active Travel Planning	175,000	Corbo, Natalie
	979,802	

Total General Reserve Fund - Appropriation # 2059

979,802

Affordable Housing Reserve Fund - Approriation # 2062

North Shore Rent Bank	75,000	Epp, Michael
	75,000	

Total Affordable Housing Reserve Fund - Appropriation #2062

75,000

Environmental Stewardship Reserve Fund - Appropriation #2061

Corporate Climate Action Implementation	32,842	Jackson, Caroline
	32,842	

Total Environmental Stewardship Reserve Fund - Appropriation #2061

32,842

Total Funding From Reserves

2,061,350

Project Name:	Block Funding - Shipyards Waterfront											
Department:	Community & Partner Engagement											
Project Manager:	Lino Siracusa											
	Project Type: 2020 - 2029 Project Plan On-Going Program/Project Date: 4-Jul-19 Base Program											
Description:	Block funding to acquire capital items under \$10,000 for the Shipyard Commons (Lot 5)											
Purpose:	Provides staff with the resources to respond immediately to time-sensitive, smaller infrastructure and equipment replacement issues, in order to ensure public safety and maintain levels of service.											
Alignment With Official Community Plan:	These small projects help support the goals and objectives of the OCP by protecting and maintaining new and existing public infrastructure and amenities.											
Strategic Plan :	A Vibrant City - is where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history.											
Outcome: (Customer Satisfaction)	Provide uninterrupted services and preservation of City infrastructure.											
Impact If Project Does Not Proceed:	Inability to repair infrastructure in a timely matter, resulting in service disruptions, deterioration of the value of City assets, and building system component failures.											
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>											
GHG Implications: <small>Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and equipment with mobility.</small>	GHG implications will vary, depending on the type of purchase.											
Milestones:	<div style="display: flex; justify-content: space-between;"> <div></div> <div> Director Approval: Approved by R. Skene November 20, 2019 </div> </div>											
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements												
City Funding (Fund Appropriation)		\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 450,000
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Expenditures	\$ -	\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 450,000
Overhead Staffing (Engineering/Facilities) <small>Specify as a percentage of funds appropriated</small>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Impact on Operations/Maintenance <small>(Incremental to 2018 Base Year Operating Budget)</small>												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries <small>(Include staffing)</small>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-

Project Name:	IT Refresh											2020 - 2029 Project Plan		
Department:	Museum & Archives											Project Type:	On-Going Program/Project	
Project Manager:	Nancy Kirkpatrick											Date:	29-Jul-19	Base Program
Description:	Scheduled replacement of IT equipment and supporting hardware for the NVMA is based on a technology refresh program designed by the District of North Vancouver, which provides IT equipment and support for users (both staff and researchers). The new museum location in the City (opening 2020) will be served by the DNV IT department, using fibre-optic cables through a sharing agreement with the City and configured through the District, including NVMA-branded wifi access to all guests.													
Purpose:	To ensure that the IT and VOIP telephone equipment used by NVMA is refreshed on a regular basis with technology that meets industry standards, works with hardware and software at the NVMA and in the collections warehouse, and is compatible with that of the District of North Vancouver.													
Alignment With Official Community Plan:	Local museums and archives are community keystones. They strengthen community identity and help preserve cultural memory by collecting, preserving, interpreting and communicating our history and by sharing both individual and collective experiences. NVMA reinforces both municipal official community visions and supports many important goals of the OCP, particularly with respect to "sense of place", "vibrant, mixed-use centres", "community well being", "facilities that enhance cultural activity", and "leisure and culture".													
Strategic Plan :	NVMA is a community-enhancing organization that supports the Strategic Plan's healthy city vision by encouraging understanding and connection between people of all backgrounds, and by fostering an awareness of community history and a sense of community pride. NVMA's programs, services, and facilities add to the quality of life in North Vancouver and enhance our community's liveability and dynamism.													
Outcome: (Customer Satisfaction)	A fully-functioning technology package for the NVMA that integrates seamlessly with the District of North Vancouver's information technology is essential to maintain an efficient workplace, secure data, and guarantee support, all of which enables NVMA staff to communicate and provide a high level of service to the public. The use of the NVMA's facilities by the public requires secure information technology services and up to date equipment in order to contribute to broad community access to municipal and historical records. In 2020, administrative staff will move to the new museum location in the City but will continue to use the District's IT services and network in order to work seamlessly with the Archives in the District, which will better serve the public.													
Impact If Project Does Not Proceed:	NVMA must keep pace with technology upgrades to ensure that online visitors can access programs, virtual exhibits and the collections databases. Online access to information is expected and users represent a significant portion of NVMA's "client base". Stable, reliable, high-quality service is expected and essential. Regular updating of technology is required for compatibility, efficiency and staff access to its document management system.													
External Funding :	<div> <div>Other Contribution</div> <div>Secured Contribution</div> <div>Specify Funding Agency/Program:</div> <div>District of North Vancouver</div> </div>													
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information	As IT equipment reach the end of their useful life, it is essential to replace them for reasons of obsolescence, energy efficiency and safety concerns. The NVMA uses recycling facilities and repurposing to mitigate the environmental impact of such replacements and purchases. Effective digitization of archival and museum collections will reduce paper and energy consumption. Items are sourced locally wherever possible and energy-efficient equipment is sought.													
Milestones:	2020 - scheduled replacement of VOIP telephones & desktop monitors, and additional hardware needs to include NVMA wifi at new museum; 2021 - Scheduled replacement of PCs; 2022-2029 - Scheduled replacement of Printers, Telephones, and Wifi access points, Monitors and PCs. An IT services plan will be developed in 2020 which takes into account the IT needs of the Museum & Archives and its public users as it grows to better serve its communities.								Director Approval: Approved by W. Wenhardt November 20, 2019					
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL		
Funding Requirements														
City Funding (Fund Appropriation)	\$ 68,189	\$ 15,350	\$ 7,350	\$ 7,750	\$ 4,500	\$ 5,725	\$ 10,125	\$ 7,000	\$ 7,725	\$ 2,500	\$ 10,125	\$ 78,150		
External Funding (DNV funding)	\$ 68,189	\$ 15,350	\$ 7,350	\$ 7,750	\$ 4,500	\$ 5,725	\$ 10,125	\$ 7,000	\$ 7,725	\$ 2,500	\$ 10,125	\$ 78,150		
Total Project Expenditures	\$ 136,378	\$ 30,700	\$ 14,700	\$ 15,500	\$ 9,000	\$ 11,450	\$ 20,250	\$ 14,000	\$ 15,450	\$ 5,000	\$ 20,250	\$ 156,300		
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Impact on Operations/Maintenance (Incremental to 2017 Base Year Operating Budget)														
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-		
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-		
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-		
Staffing (FTE)														
Regular	-	-	-	-	-	-	-	-	-	-	-	-		
Temporary	-	-	-	-	-	-	-	-	-	-	-	-		
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-		

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Facility Desktop Hardware Refresh											2020 - 2029 Project Plan		
Department:	NVR&CC											Project Type:	Maintenance & Replacement	
Project Manager:	Preston Corrigan											Date:	31-Jul-19	Base Program
Description:	Ongoing maintenance and replacement of desktop computer hardware including PC's, monitors, peripherals, printers, etc.													
Purpose:	This project will provide ongoing funds to ensure technology systems deployed at City recreation & culture facilities are kept up to date.													
Alignment With Official Community Plan:	Recreation Objective 5.2.2 "Continue to work with the North Vancouver Recreation & Culture Commission to meet the changing indoor and outdoor recreation needs of the community based on shifting demographics, growth patterns and trends."													
Strategic Plan :	A City for People - is welcoming, inclusive, safe, accessible and supports the health and well-being of all. Maintain technology deployed at City of North Vancouver facilities to ensure hardware is current, supported by the manufacturer and operating reliably.													
Outcome: (Customer Satisfaction)	Support facility staff in providing the best customer experience possible through the use of reliable computer hardware and peripherals.													
Impact If Project Does Not Proceed:	Increased risk of hardware failure preventing staff from processing payments, selling products and services, and recording facility usage data.													
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>													
GHG Implications: <small>Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily</small>	None.													
Milestones:	Equipment to be purchased in 2020.											Director Approval: Approved by H. Turner November 20, 2019		
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL		
<u>Funding Requirements</u>														
City Funding (Fund Appropriation)	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 210,000		
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Project Expenditures	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 210,000		
Overhead Staffing (Engineering/Facilities) <small>Specify as a percentage of funds appropriated</small>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
<u>Impact on Operations/Maintenance</u> <small>(Incremental to 2018 Base Year Operating Budget)</small>														
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Staffing (FTE)														
Regular	-	-	-	-	-	-	-	-	-	-	-	-		
Temporary	-	-	-	-	-	-	-	-	-	-	-	-		
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-		

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	John Braithwaite Community Centre											2020 - 2029 Project Plan
Department:	NVR&CC											Project Type:
Project Manager:	Gary Houg											2020 - 2029 Project Plan
	Date: 31-Jul-19											Base Program
Description:	Family Resources Centre (FRC) kitchen refurbishment. Seniors Kitchen dishwasher replacement. Lower floor and Youth Centre resilient flooring replacements.											
Purpose:	The FRC kitchen has been well used over the past 15 years and requires refurbishment. The Seniors Kitchen dishwasher has been in steady use over the past 15 years and requires replacement. The Lower Level floor and Youth Centre floors are showing signs of advanced wear and require replacement.											
Alignment With Official Community Plan:	OCP Goal 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community; Objective 5.2.1: Operate, maintain and improve the provision of indoor and outdoor recreation facilities.											
Strategic Plan :	A City for People - is welcoming, inclusive, safe, accessible and supports the health and well-being of all. John Braithwaite CC provides an opportunity for people to connect with others and to pursue various activities to support their health and well-being.											
Outcome: (Customer Satisfaction)	A refurbished FRC kitchen ready for more years of use. A reliable dishwasher that will produce clean and sanitized dishes for Seniors' functions. New resilient floors that are maintainable and will enhance the looks of the Lower Level and Youth Centre areas.											
Impact If Project Does Not Proceed:	An FRC kitchen that cannot function properly and may not meet Health Authority regulations. Seniors Kitchen dishes that may not be consistently cleaned to Health Authority standards. Areas of the facility that will not look well maintained.											
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>											
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	Well maintained buildings will operate at optimum levels and result in some reduction of GHG emissions.											
Milestones:	Work to be done in 2020							Director Approval: Approved by H. Turner November 20, 2019				
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements												
City Funding (Fund Appropriation)	\$ -	\$ 75,000	\$ 30,000	\$ 75,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 530,000
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Expenditures	\$ -	\$ 75,000	\$ 30,000	\$ 75,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 530,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Environmental Strategy Implementation											2020 - 2029 Project Plan
Department:	Planning & Development: Transportation											New Capital Asset
Project Manager:	Caroline Jackson											Date: 25-Jul-19
Description:	The Environmental Sustainability Strategy project will develop and implement a City-wide strategy to support Council's Liveable City Strategic Plan priorities. The strategy will outline action-oriented priorities, and implementation of the actions will provide a clear path towards achieving Council's ambitious emissions reduction target of a 80% reduction by 2040 and net zero emissions by 2050. Actions will be implemented in the following areas: low emission buildings and vehicles, decarbonisation of energy sources, zero waste, ecosystem health, environmental protection, green infrastructure and natural assets, urban agriculture, and leadership in sustainable corporate practices.											Project Type: New Initiative
Purpose:	This project will develop and implement the City's Environmental Sustainability Strategy to support Council's Liveable City Strategic Plan priorities and will ensure the City is on track to meet Council's 2040 and 2050 emissions reduction targets. The strategy will be developed with strong internal and external engagement and in collaboration with Council's new Climate and Environment Advisory Task Force.											
Alignment With Official Community Plan:	This project supports the City's greenhouse gas reduction targets, policies and actions as stated in the City's OCP.											
Strategic Plan :	This project directly supports Council's Liveable City priorities as identified in the City's Strategic Plan.											
Outcome: (Customer Satisfaction)	Environmental sustainability is fundamental to the City's core values, policies and programs. Developing and implementing a strong environment strategy is essential to making progress towards mitigating and adapting to climate change, and to protect and enhance the ecological health of the City. The strategy will become the foundation to guide progressive actions leading to substantial emissions reductions, ensuring sustainable growth, and ensuring a resilient future.											
Impact If Project Does Not Proceed:	Without a comprehensive environment strategy, the City will not be able to continue its leadership in environmental sustainability and will not meet Council's new climate targets.											
External Funding :	<div>Other Contribution</div> <div>Unsecured Contribution</div> <div>Specify Funding Agency/Program: BC Hydro</div>											
GHG Implications:	This project comprises the City's roadmap for implementing measures over the next five years to reduce emissions. A robust strategy combined with concerted implementation efforts will be required to achieve the City's new ambitious targets of 80% emissions reduction by 2040 and 100% reduction by 2050.											
Milestones:												Director Approval: Approved by M. Epp November 20, 2019
2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL	
Funding Requirements												
City Funding (Fund Appropriation)	\$ -	\$ 225,000	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 475,000	
External Funding/Contributions	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	
Total Project Expenditures	\$ -	\$ 225,000	\$ 175,000	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575,000	
Overhead Staffing (Engineering/Facilities)												
Specify as a percentage of funds appropriated	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Impact on Operations/Maintenance												
(Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	
Temporary	-	-	-	-	-	-	-	-	-	-	-	
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Corporate Climate Action Implementation											
Department:	Planning & Development: Transportation											
Project Manager:	Paul Forsyth (Caroline Jackson)											
	<div style="display: flex; justify-content: space-between;"> <div> Date: 25-Jul-19 </div> <div> Project Type: New Initiative </div> </div>											
Description:	The corporate climate action implementation project will carry out measures outlined in the City's 2017 Corporate Climate Action Plan. Implementation of these emission reduction actions will ensure the City is on track to meet its 2020 corporate target and Council's newly adopted city-wide emissions reduction target of 80% reduction by 2040 and net zero by 2050.											
Purpose:	This project will implement emission reduction actions as outlined in City's Corporate Climate Action Plan, ensuring that the City is on track to meet its goal of achieving a 25% reduction in corporate emissions by 2020.											
Alignment With Official Community Plan:	This project supports the City's greenhouse gas reduction targets, policies and actions as stated in the City's OCP.											
Strategic Plan :	This project directly supports Council's Liveable City priorities as identified in the City's Strategic Plan.											
Outcome: (Customer Satisfaction)	Climate change mitigation is a top priority both locally and globally. The City has demonstrated leadership in this field but it is critical for the City to continue and augment efforts to demonstrate energy and emissions reductions within its own operations. Reducing energy use ensures the City will run more efficiently and will realize long term operational cost savings.											
Impact If Project Does Not Proceed:	Without a concerted corporate climate action program, the City's emissions will rise and the City's contribution to global climate change will increase.											
External Funding :	<div style="display: flex; justify-content: space-between;"> <div> <i>Federal Contribution</i> </div> <div> <i>Unsecured Contribution</i> </div> <div> Specify Funding Agency/Program: Natural Resources Canada </div> </div>											
GHG Implications:	The City's 2020 corporate target requires a 25% reduction in GHG emissions from 2007 levels, or a reduction of 654 tonne of CO2 equivalent. Based on 2018 analysis, The City requires an additional 300-400 tonne reduction to meet the 2020 target. The City's buildings accounts for more than 60% of its emissions (1,400 tonnes), followed by the City's fleet vehicles at 30% (>660 tonnes), and solid waste accounts at just under 10% (~200 tonnes).											
Milestones:	<div style="display: flex; justify-content: space-between;"> <div> This project will aggressively reduce corporate energy use and emissions. Regular progress reports will be provided on status of initiatives underway. </div> <div> Director Approval: Approved by M. Epp November 20, 2019 </div> </div>											
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements												
City Funding (Fund Appropriation)	\$ 290,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
External Funding/Contributions	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Total Project Expenditures	\$ 390,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	
Temporary	-	-	-	-	-	-	-	-	-	-	-	
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Exempt Compensation Market Review											2020 - 2029 Project Plan		
Department:	Human Resources											Project Type:	Other Projects	
Project Manager:	Barbara Pearce											Date:	4-Jul-19	New Initiative
Description:	To complete a compensation market review for Exempt positions using an External Compensation Consultant.													
Purpose:	To ensure that the City's Exempt Compensation Structure and Policy is market related and takes into account any organisational changes.													
Alignment With Official Community Plan:	To ensure employees are appropriately compensated to support dedicated, talented, energetic and innovative employees to be successful through their commitment and passion to meet the needs of the community, in accordance of the Official Community Plan.													
Strategic Plan :	A City for People where a market related compensation framework is in place.													
Outcome: (Customer Satisfaction)	To fairly and equitably reward employees within financial considerations of the organization.													
Impact If Project Does Not Proceed:	Could negatively affect the ability of the organization to attract and retain employees and in consideration of employee satisfaction.													
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>													
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	N/A													
Milestones:												Director Approval: Approved by B. Pearce November 20, 2019		
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL		
Funding Requirements														
City Funding (Fund Appropriation)	\$	40,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	40,000
External Funding/Contributions	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total Project Expenditures	\$	-	\$	40,000	\$	-	\$	-	\$	-	\$	-	\$	40,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Expenses net of recoveries (Include staffing)	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-
Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Staffing (FTE)														
Regular	-	-	-	-	-	-	-	-	-	-	-	-		
Temporary	-	-	-	-	-	-	-	-	-	-	-	-		
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-		

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Fire Apparatus Replacement Program											2020 - 2029 Project Plan					
Department:	Fire											Project Type:		Maintenance & Replacement			
Project Manager:	Dan Pistilli											Date:		26-Jul-19		Dedicated Funds	
Description:	Replace aging fire apparatus Engine 11 in 2020 for \$980,000.																
Purpose:	Program meets the safety requirements to maintain a regular replacement cycle for fire apparatus.																
Alignment With Official Community Plan:	Community Well-being Objective 3.2.3 (Ensure that there is the appropriate infrastructure and equipment to support the ability of public safety agencies to respond to the City's evolving built form and land use pattern) and the Municipal Services and Infrastructure Objective 8.2.2 (Identify and monitor the condition of our infrastructure on a regular basis in order to identify the remaining operational life of individual elements, and to identify and rectify weaknesses before failure, thereby optimizing capital and maintenance program expenditures).																
Output: (Project Specifications)	Replacement requirements for the Fire Department needs based on the condition of the existing equipment.																
Outcome: (Customer Satisfaction)	Fire apparatus is required to maintain service level and based on a replacement cycle.																
Impact If Project Does Not Proceed:	Operational and safety impact to staff. Risk of equipment failure, if not replaced.																
External Funding : Description	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>																
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	Fuel (diesel, gasoline) used for fire apparatus; efficiency of equipment, degree to which maintenance will be required/reduced; potential for replacement with electric vehicles will help reduce GHG emissions																
Milestones:	Fleet and equipment is reviewed on an annual basis to ensure criteria for replacement is met.											Director Approval: Approved by D. Pistilli on November 20, 2019					
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL					
<u>Funding Requirements</u>																	
City Funding (Fund Appropriation)	\$ -	\$ 980,000	\$ 1,600,000	\$ -	\$ 500,000	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 4,680,000					
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total Project Expenditures	\$ -	\$ 980,000	\$ 1,600,000	\$ -	\$ 500,000	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 4,680,000					
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
<u>Impact on Operations/Maintenance</u> (Incremental to 2017 Base Year Operating Budget)																	
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Staffing (FTE)																	
Regular	-	-	-	-	-	-	-	-	-	-	-	-					
Temporary	-	-	-	-	-	-	-	-	-	-	-	-					
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-					

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Fire Fleet Replacement Program											2020 - 2029 Project Plan					
Department:	Fire											Project Type:		Maintenance & Replacement			
Project Manager:	Dan Pistilli											Date:		26-Jul-19		Dedicated Funds	
Description:	Replace aging Fire Fleet Vehicle - Fire Prevention Division in 2020 for \$65,000.																
Purpose:	Program meets the safety requirements to maintain a regular replacement cycle for fire fleet vehicles.																
Alignment With Official Community Plan:	Community Well-being Objective 3.2.3 (Ensure that there is the appropriate infrastructure and equipment to support the ability of public safety agencies to respond to the City's evolving built form and land use pattern) and the Municipal Services and Infrastructure Objective 8.2.2 (Identify and monitor the condition of our infrastructure on a regular basis in order to identify the remaining operational life of individual elements, and to identify and rectify weaknesses before failure, thereby optimizing capital and maintenance program expenditures).																
Output: (Project Specifications)	Replacement requirements for the Fire Department needs based on the condition of the existing equipment.																
Outcome: (Customer Satisfaction)	Fire fleet vehicles are required to maintain service level and based on a replacement cycle.																
Impact If Project Does Not Proceed:	Operational and safety impact to staff and delayed response to emergencies if vehicles are not replaced as they could become more prone to mechanical failure.																
External Funding : Description	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>																
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily available information.	Fuel (diesel, gasoline) used for fire apparatus; efficiency of equipment, degree to which maintenance will be required/reduced; potential for replacement with electric vehicles will help reduce GHG emissions																
Milestones:	Fleet and equipment are reviewed on an annual basis to ensure criteria for replacement is met.										Director Approval: Approved by D. Pistilli on November 20, 2019						
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL					
<u>Funding Requirements</u>																	
City Funding (Fund Appropriation)	\$ -	\$ 65,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ -	\$ 75,000	\$ 280,000					
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total Project Expenditures	\$ -	\$ 65,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ -	\$ 75,000	\$ 280,000					
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
<u>Impact on Operations/Maintenance</u> (Incremental to 2017 Base Year Operating Budget)																	
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Staffing (FTE)																	
Regular	-	-	-	-	-	-	-	-	-	-	-						
Temporary	-	-	-	-	-	-	-	-	-	-	-						
Total Staffing	-	-	-	-	-	-	-	-	-	-	-						

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Review of Human Resources Policy Manual											
Department:	Human Resources											
Project Manager:	<div style="display: flex; justify-content: space-between;"> <div> Barbara Pearce <small>Date: 4-Jul-19</small> </div> <div> Project Type: <div style="background-color: red; color: white; padding: 2px;">New Initiative</div> </div> <div> 2020 - 2029 Project Plan Other Projects </div> </div>											
Description:	To complete a review of the Human Resources Policy Manual. Would require a twelve (12) month temporary full time position specialising in general human resources and labour relations principles, practices and legislation to work with the HR Department, and where appropriate, other City Departments to review and update policies. Funds are requested to support this one time project for a temporary full time position.											
Purpose:	To assist in the review and updating of the Human Resources Policy Manual.											
Alignment With Official Community Plan:	Collaborate with all City Departments to support dedicated, talented, energetic and innovative employees to be successful through their commitment and passion to meet the needs of the community, in accordance of the Official Community Plan.											
Strategic Plan :	A City for People with an updated Human Resources Policy Manual.											
Outcome: (Customer Satisfaction)	A solid framework for people management.											
Impact If Project Does Not Proceed:	Additional resource pressures on HR Department to complete the review.											
External Funding :	<div style="display: flex; justify-content: space-between;"> <div>N/A</div> <div>N/A</div> <div>Specify Funding Agency/Program:</div> </div>											
GHG Implications: <small>Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily</small>	N/A											
Milestones:								Director Approval: <small>Approved by B. Pearce November 20, 2019</small>				
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
<u>Funding Requirements</u>												
City Funding (Fund Appropriation)	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Expenditures	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
Overhead Staffing (Engineering/Facilities) <small>Specify as a percentage of funds appropriated</small>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<u>Impact on Operations/Maintenance</u> <small>(Incremental to 2018 Base Year Operating Budget)</small>												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries <small>(Include staffing)</small>	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Economic Development Strategy											2020 - 2029 Project Plan	
Department:	Community & Partner Engagement											Other Projects	
Project Manager:	Larry Orr											Date: 4-Jul-19	
Description:	As the City embarks upon the Intergrated Planning Strategy and with a new Stretagic Plan it will be important for Council to provide direction to staff on Economic Development priorities. The City's current Economic Development Strategy was adopted in 2008 and is out of date.												
Purpose:	To provide funding for consultant assistance in developing an action oriented economc development strategy.												
Alignment With Official Community Plan:	This initiative is consistent with Section 7 of the OCP - Economic Development.												
Strategic Plan :	This project aligns with the Prosperous City priority of the Strategic Plan by providing a strategy for economic development initiatives in the City.												
Outcome: (Customer Satisfaction)	To provide an action oriented economic development strategy that is consistent with th OCP goals and objectives and the City's Statgic Plan.												
Impact If Project Does Not Proceed:	Economic Development efforts will be adhock and reactive and potentially not consistent with long terms goals and objectives of the City thus being less effective.												
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>												
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	N/A												
Milestones:												Director Approval: Approved by R. Skene November 20, 2019	
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL	
Funding Requirements													
City Funding (Fund Appropriation)	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000	
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Expenditures	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000	
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)													
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses net of recoveries	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
(Include staffing)													
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staffing (FTE)													
Regular	-	-	-	-	-	-	-	-	-	-	-	-	
Temporary	-	-	-	-	-	-	-	-	-	-	-	-	
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-	

Project Name:	Civic Public Art Program	2020 - 2029 Project Plan										
Department:	NVR&CC	Project Type: On-Going Program/Project										
Project Manager:	Lori Phillips	Date: 31-Jul-19 Dedicated Funds										
Description:	The annual Civic Public Art Program provides for the inclusion of public art projects in coordination with civic engineering and parks capital projects each year. The resulting public artwork builds upon the City owned art inventory in parks, municipal buildings, streets, plazas or other civic areas.											
Purpose:	The Civic Public Art Program stimulates and engages the cultural spirit of the community. Public Art planned for and integrated with civic project planning fundamentally contributes to the community's livability, cultural diversity and deep rooted sense of place.											
Alignment With Official Community Plan:	Aligns with CNV OCP Guiding Principle "Creative & Diverse" - "The City will continue to be a creative community". CNV OCP Goal 6.1.4 - "To support the incorporation of public art that relates to the City through both Civic and Developer public art programs". CNV OCP Goal 2.1.3 - "To locate public art on in places that enhance the character of the walking environment".											
Strategic Plan :	A Vibrant City - is where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history. The public art program provides a physical and sensory experience in the public realm for residents to experience and appreciate.											
Outcome: (Customer Satisfaction)	The Public Art Program works to create and maintain public works of art that are free and accessible to everyone. Since inception 50 works have been commissioned, each one a distinctive cultural asset that provides a deep rooted sense of place and serves an artistic legacy for future generations. Consistently the Civic Public Art Program has received support and encouragement from local citizens.											
Impact If Project Does Not Proceed:	Public art along with other arts, culture and heritage initiatives are cornerstones in developing vibrant, attractive, resilient, competitive and creative communities. Funding cuts to the public art program would impede the efficiency and cost savings related to project delivery, especially when opportunities are lost to coordinate with time sensitive municipal initiatives.											
External Funding :	Specify Funding Agency/Program:											
	N/A N/A											
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	As art accumulates in neighbourhoods it contributes to the area's walkability which encourages decreased automobile use for short distances. Public Art can be used as a tool to heighten awareness, question assumptions and transform thinking on challenging topics such as reducing GHG emissions. Commissioned artists can make use of energy efficient and responsibly sourced materials.											
Milestones:	Civic Public Art projects require 18-36 months to complete when developed in coordination with new building construction or park redevelopment. Funds appropriated in 2020 will be spent in 2020-2022.							Director Approval: Approved by H. Turner November 20, 2019				
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements												
City Funding (Fund Appropriation)	\$ -	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 850,000
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Expenditures	\$ -	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 850,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staffing (FTE)												
Regular	0.5000	0.5000	0.5000	0.5000	0.5000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Temporary	-	-	-	-	-	-	-	-	-	-	-	
Total Staffing	0.5000	0.5000	0.5000	0.5000	0.5000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	

Project Name:	Where Matters 2.0 - Measuring Health Impacts of Built Environment and Policy											2020 - 2029 Project Plan		
Department:	Planning & Development											Project Type:	One-Time Study	
Project Manager:	Michael Epp											Date: 23-Sep-19	New Initiative	
Description:	City involvement in second phase of "Where Matters" - a collaboration between research and local partners examining health impacts of where we live. A number of partners to fund the project over 2-years, including REFBC, Metro Vancouver, TransLink, MOTI, New Westminster, City of North Vancouver and possibly other municipalities and health authorities.													
Purpose:	As a partner, the City will draw on fine-grained health data and UBC expertise to assist in framing and drafting policies in the Mobility Strategy, Well-Being Strategy, and zoning review.													
Alignment With Official Community Plan:	The 2014 OCP introduced new content to highlight the connections between health and the built environment and includes numerous goals and objectives centred on healthy communities, individuals, and ecosystems.													
Strategic Plan :	The Strategic Plan is organized around a vision of "The Healthiest Small City in the World". This project will provide access to resources and data to quantify health outcomes.													
Outcome: (Customer Satisfaction)	Enhanced evidence base in support of new policy directions; ability to better demonstrate progress toward Strat Plan vision and OCP objectives; enhanced profile for CNV initiatives. Partnering in the study will enable the City to help shape research questions, obtain useful data to help with planning purposes and provide an opportunity for study researchers to explore relationships between built form, transportation and health outcomes across the city in greater detail. The key outcome will be a longitudinal (time-series) analysis of impacts and relationships between built form, travel behaviour and key health outcomes in the region. This information will provide key important evidence on the positive impacts on compact, complete communities on key population health outcomes that can be used to inform and justify on-going investment and planning decisions.													
Impact If Project Does Not Proceed:	Reduced resources to measure and report on Strategic Plan vision.													
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>													
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	Community planning processes do not typically have GHG requirements.													
Milestones:	Q1 2020 - External Funding Approval and Project Launch; Q1 2022 Project Completion											Director Approval: Approved by M. Epp November 21, 2019		
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL		
Funding Requirements														
City Funding (Fund Appropriation)	\$	25,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	25,000
External Funding/Contributions	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total Project Expenditures	\$	-	\$	25,000	\$	-	\$	-	\$	-	\$	-	\$	25,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)														
Revenues	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Expenses net of recoveries (Include staffing)	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-
Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Staffing (FTE)														
Regular		-	-	-	-	-	-	-	-	-	-	-		
Temporary		-	-	-	-	-	-	-	-	-	-	-		
Total Staffing		-	-	-	-	-	-	-	-	-	-	-		

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	E-Bike and Micromobility Coordinator											
Department:	Planning & Development: Transportation											
Project Manager:	Natalie Corbo											
	<div style="display: flex; justify-content: space-between;"> <div> Date: 25-Jul-19 </div> <div> Project Type: New Initiative </div> </div>											
Description:	Funding for a tri-municipal position to support e-bike share and other micromobility implementation. Additional funding in the first year to develop North Shore micromobility guidelines.											
Purpose:	Through municipal collaboration, plan for and enable new mobility options for North Shore residents that are attractive alternatives to single-occupant vehicles.											
Alignment With Official Community Plan:	2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; 2.3.5 Collaborate with neighbouring municipalities and other levels of government to improve the safety, security, accessibility and connectivity of the transportation system within the City and the North Shore; 2.3.7 Encourage technological innovation to overcome physical barriers to transportation; 2.3.8 Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles;											
Strategic Plan :	Finding innovative transportation solutions is a Council "Connected City" priority.											
Outcome: (Customer Satisfaction)	Increased municipal collaboration on sustainable transportation options. Ongoing implementation of e-bike share pilot and planning for longer-term framework.											
Impact If Project Does Not Proceed:	Lack of a cohesive implementation strategy for e-bike share and micromobility on the North Shore. Fragmented micromobility systems that may be artificially restricted by municipal boundaries.											
External Funding :	<div style="display: flex; justify-content: space-between;"> <div>Other Contribution</div> <div>Unsecured Contribution</div> <div>Specify Funding Agency/Program: District of North Vancouver and District of West Vancouver</div> </div>											
GHG Implications: Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily	Approximately half of the City's community greenhouse gas emissions are attributed to transportation. This program is expected to reduce our community's GHG emissions, by enabling non-polluting sustainable transportation options that offer a viable alternative to driving alone.											
Milestones:	Ongoing implementation of e-bike share pilot in 2020. Develop and implement long-term e-bike share framework for 2020-2022. Develop planning framework for other micromobility options 2020/2021. Operationalize tri-municipal coordinator position by 2023.								Director Approval: Approved by M. Epp November 20, 2019			
	2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements												
City Funding (Fund Appropriation)	\$ 75,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
External Funding/Contributions	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total Project Expenditures	\$ -	\$ 125,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-	-
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	-

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Project Name:	Community & School Active Travel Planning										2020 - 2029 Project Plan	
Department:	Planning & Development: Transportation										Other Projects	
Project Manager:	Natalie Corbo										Date: 4-Jul-19	
Description:	This project includes community transportation demand management programs, school travel planning, and other active travel planning to facilitate the use of active and transit oriented modes. Transportation demand management (TDM) encourages people to walk, bike, use transit and use ride share while discouraging people from driving alone. Key components include outreach programs to develop and implement TDM for schools and businesses in the City, and a community-based social marketing program called GoCNV to encourage active transportation and transit use among City residents. New this year, staff will be increasing GoCNV efforts, tracking health outcomes, exploring Mobility as a Service (MaaS concepts), and enhancing the Look Think Go road user safety program.											
Purpose:	To develop community based transportation demand management programs which will result in reduced transportation-related greenhouse gas emissions and improved local air quality. To facilitate mode shift from single occupant vehicles to walking, cycling, and transit. To make streets safer and preserve and enhance the liveability of neighbourhoods and to encourage walking and cycling to schools.											
Alignment With Official Community Plan:	Supports the following OCP Goals: goal 2.1 "Prioritize walking, cycling, transit and goods movement over single occupancy vehicle;" 2.1.1. Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use; 2.1.2. Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth; goal 2.1.7 "Work with partners to encourage and promote the numerous benefits of active transportation, including health, social and economic benefits, especially amongst young people;" goal 2.1.8 "Work with partners, including TransLink, employers in the City and their labour representatives on transportation demand management measures that encourage walking, cycling, and the use of public transit;" goal 2.3.8 "Encourage transportation options that reduce fossil fuel usesuch as walking, cycling, transit, carpooling and low-emission vehicles;" goal 4.11 "Reduce community greenhouse gas emissions."											
Strategic Plan :	Exploring safe routes to school opportunities is a Council priority under Connected City .											
Outcome: (Customer Satisfaction)	Climate change mitigation is a key priority both locally and globally, as the City works toward our goal of net zero emissions by 2050. Through implementation of this project, transportation related greenhouse gas emissions and air pollutants are expected to decline, improving local air quality and reducing carbon dioxide emissions. Transportation demand management (TDM) was also identified as a key priority during development of the City's Long-Term Transportation Plan (2008) and as a regional priority through the Integrated North Shore Transportation Planning Project (INSTPP, 2018).											
Impact If Project Does Not Proceed:	Without a concerted transportation demand management program, the City's community greenhouse gas emissions will likely continue to rise and contribute to global climate change. Also, lower active transportation and transit mode share within the City; less use of new and existing active transportation facilities; increased traffic congestion.											
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: TransLink </div>											
GHG Implications: <small>Discuss GHG considerations for all projects. Provide figures for Fleet, Facilities and any project with readily</small>	Approximately half of the City's community greenhouse gas emissions are attributed to transportation. This program is expected to reduce our community's GHG emissions, by encouraging people to walk, bike, use transit and ride share while discouraging from driving alone.											
Milestones:	1. Regular, ongoing community outreach 2. On-road cycling education delivered to all grade 5/6 students on a two-year cycle 3. Ongoing TDM encouragement for City employees 4. Look Think Go campaign videos and ongoing education 5. Implementation of large-scale GoCNV in concert with new rapid transit 6. Complete a School Travel Planning process at each City school 7. Follow up with schools where School Travel Planning was recently completed										Director Approval: <small>Approved by M. Epp November 21, 2019</small>	
2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL	
Funding Requirements												
City Funding (Fund Appropriation)	\$ 175,000	\$ 168,000	\$ 168,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 1,183,000	
External Funding/Contributions	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,000	
Total Project Expenditures	\$ -	\$ 190,000	\$ 183,000	\$ 183,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 93,000	\$ 100,000	\$ 1,228,000	
Overhead Staffing (Engineering/Facilities) <small>Specify as a percentage of funds appropriated</small>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Impact on Operations/Maintenance <small>(Incremental to 2018 Base Year Operating Budget)</small>												
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses net of recoveries <small>(Include staffing)</small>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staffing (FTE)												
Regular	-	-	-	-	-	-	-	-	-	-	-	
Temporary	-	-	-	-	-	-	-	-	-	-	-	
Total Staffing	-	-	-	-	-	-	-	-	-	-	-	

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.

Attachment to the Community and School Active Travel Planning Justification Sheet - update the rest as per the city funding table
City Funding

Project Description	Total Cost of Project	Check (city + outside = total)	Total City Funding											Total
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Look Think Go - road user safety and etiquette campaign	\$ 17,000	TRUE	\$ 17,000	\$ 17,000	\$ 10,000	\$ 10,000	\$ 17,000	\$ 10,000	\$ 10,000	\$ 17,000	\$ 10,000	\$ 10,000	\$ 17,000	\$ 1,183,000
GoCNV - neighbourhood-based social marketing program to encourage active transportation	\$ 90,000	TRUE	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Corporate TDM - ongoing initiatives to encourage sustainable transportation among employees	\$ 2,000	TRUE	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
Community TDM - uncategorized active travel initiatives for residents and businesses	\$ 5,000	TRUE	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	
School Cycling Education - in-school cycling education for grade 5/6 students	\$ 16,000		\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	
Safe and Active School Travel Program	\$ 60,000	TRUE	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	
TOTAL	\$ 1,548,000		\$ 175,000	\$ 175,000	\$ 168,000	\$ 168,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	

Outside Funding

Project Location			Total Outside Funding	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Look Think Go			\$ -											\$ 45,000
GoCNV			\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000								
Corporate TDM			\$ -											
Community TDM			\$ -											
School Cycling Education			\$ -											
Safe and Active School Travel Program			\$ -											
TOTAL			\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				\$ 190,000	\$ 183,000	\$ 183,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 93,000	\$ 93,000	\$ 100,000	\$ 1,228,000

Project Name:	Affordable Housing Reserve		2020 - 2029 Project Plan								
Department:	Planning & Development		Project Type:								
Project Manager:	Wendy Tse	Date: July 10, 2019	Dedicated Funds								
Description:	Provision of Affordable Housing.										
Purpose:	General provision of funding to be available for purchase of a building, site or a portion thereof, in partnership with BC Housing, CMHC, non-profit societies or other partners, to facilitate the creation of new affordable housing. The Affordable Housing Reserve Fund was established to facilitate the City's housing objectives with the current balance in the Fund the result of years of continual funding from the City to meet these goals.										
Alignment With Official Community Plan:	The 2014 Official Community Plan encourages the development of diverse and affordable housing to attract and retain young families, to assist people with disabilities, and to provide options for an aging population. Having a range of housing options, including affordable housing, contributes to the City's goal to be a complete community that meets the needs of its diverse residents.										
Strategic Plan :	The Strategic Plan contains a number of priorities relating to the delivery of housing (" A City for People "). Funds from the AHRF will assist in delivery of additional units.										
Outcome: (Customer Satisfaction)	Affordable housing that is facilitated by the City and operated by a non-profit society. Additional affordable housing units enable local residents to continue to live in the City. Increasing affordable housing improves the quality of life in the City, improve its status as a "complete" and "socially sustainable" community. Specifics will be determined by arising opportunities.										
Impact If Project Does Not Proceed:	Council's expressed goal for greater numbers of affordable housing units, as well as a diversity of housing types, will not be achieved. Housing Action Plan goals will not be realized.										
External Funding :	<div style="display: flex; justify-content: space-between;"> N/A N/A Specify Funding Agency/Program: </div>										
GHG Implications:	Unable to determine at this point in time, but providing affordable housing close to jobs and services that the City provide is consistent with broad GHG reduction goals established in our OCP, as well as in Provincial regulations and policies and consistent with international research.										
Milestones:	1. Opportunities to partner with non-profit housing providers sought by staff. 2. Determination of City's partnership role and contribution. 3. Report for Council's consideration request capital funds from the Affordable Housing Reserve Fund.		Director Approval: Approved by M. Epp November 21, 2019								
2010-2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget	TOTAL
Funding Requirements											
City Funding (Fund Appropriation)	\$ 6,651,967	\$ 5,688,801	\$ 50,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 7,338,801
External Funding/Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Expenditures	\$ 6,651,967	\$ 5,688,801	\$ 50,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 7,338,801
Overhead Staffing (Engineering/Facilities) Specify as a percentage of funds appropriated	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Impact on Operations/Maintenance (Incremental to 2018 Base Year Operating Budget)											
Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expenses net of recoveries (Include staffing)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Staffing (FTE)											
Regular	-	-	-	-	-	-	-	-	-	-	-
Temporary	-	-	-	-	-	-	-	-	-	-	-
Total Staffing	-	-	-	-	-	-	-	-	-	-	-

* Prior to creating new on-going programs, please contact the Manager, Financial Planning. For on-going programs and maintenance & replacement projects, please attach a list of the projects and funding (appropriation) requirements.



		
Dept. Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
NORTH VANCOUVER RECREATION & CULTURE

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Lori Phillips, Public Art Officer, North Vancouver Recreation & Culture Commission

SUBJECT: PUBLIC ART RESERVE FUND – 2020 CIVIC PUBLIC ART PROJECT LIST

Date: August 25, 2020

REASON FOR REPORT:

To provide Mayor and Council with the North Vancouver Public Art Advisory Committee's recommended 2020 Public Art Reserve Fund Project List.

ATTACHMENT:

- 1) City Public Art Reserve Fund Civic Project List 2000-2019

BACKGROUND:

The Public Art Program is comprised of three main components: civic, community and developer-generated public art. While all three programs operate within the broader goal of building a sense of community identity through public art, each program has different objectives and funding mechanisms. This report focuses on civic public art.

Each year, funding in the amount of \$85,000 is appropriated by Council from the Public Art Reserve to realize the civically-initiated public art projects. The City of North Vancouver Public Art Policy states that the North Vancouver Public Art Advisory Committee will advise Council on the administration, management and disbursement of funds in the Public Art Reserve, and will present an annual report to Council on its deliberations and progress on projects supported by the Public Art Program.

EXISTING POLICY:

City of North Vancouver Public Art Program – Policy & Procedure Manual 2005

- Section A - Program Policy
- Section B - Administration Policy

SUMMARY:

Public art projects typically take approximately two to three years to complete starting from site identification and funding commitment, through to design, fabrication and installation. Since the establishment of the Public Art Reserve in 2000, the City of North Vancouver has commissioned and completed 47 art projects. *See Attachment 1 for more information.*

2020 Civic Public Art Projects List

At the May 14, 2020 meeting of the North Vancouver Public Art Advisory Committee, prospective public art projects were reviewed and discussed. After consideration, the Committee passed a motion recommending that Council allocate the 2020 Public Art Reserve Fund provision of \$85,000 to the following projects:

Pier Building	\$45,000
Library Weaving	\$25,000
Spirit Trail Carrie Cates	\$15,000
Total	\$85,000

Pier Bunker Enhancement - \$45,000

Over the past decade, the City's waterfront lands have been transformed into a unique, interactive, year-round destination that features restaurants, shops, ice rink, splash park, boutique hotel and ample space for community events. The Public Art Program has heard from both Shipyards Staff and the LLBA that in there is a desire to see something creative happen on the Pier bunker building that would be in keeping with the area's overall design sensibility. These funds would be used to enhance the Pier bunker building, with a dynamic creative intervention such as a mural or light projection.



Library Weaving - \$25,000

This project focuses on the creation of an indigenous weaving to be displayed on a wall near the entrance to the City Library. The purpose of this project is to honour and reflect the land and the peoples of the land on which the library is built; to improve the environment for indigenous library users and to further community awareness of the

truth and reconciliation work. It is anticipated that this project would include a community involvement component that would be clarified upon the selection of the artist.

Weaving is the selected medium for this work as it reflects the interconnectedness of people and it has acoustic properties by absorbing sound in a busy open space. The proposed location for this work is indicated in the adjacent image.



Spirit Trail - Carrie Cates - \$15,000

The North Shore Spirit Trail is a waterfront-oriented, multi-use and fully accessible greenway that provides pedestrians, cyclists and people with wheeled mobility aids access across the North Shore. The Public Art Program is in the final stages of delivering a project entitled SeaChange, an interactive light artwork that is situated in the ICBC tunnel near the Lonsdale bus terminal. During the delivery of this project there have been unforeseen expenses associated with rewiring of the tunnel to accommodate the artwork. These funds would address that issue.

FINANCIAL IMPLICATIONS:

The proposed initiatives will be funded from the public art allocation of \$85,000 included in the 2019 Capital Project Plan. This amount was appropriated from the Public Art Reserve Fund at Council's regular meeting on Monday April 8, 2019.

CONCLUSION:

The City's Public Art Program is committed to creating art in public spaces to celebrate and stimulate the community's cultural spirit and identity. Over the years, the City's Public Art collection has grown into a cultural asset and legacy for future generations. This success could not have been realized without the support, vision and leadership received from City Council over the years.

RESPECTFULLY SUBMITTED:

A handwritten signature in cursive script that reads "Lori Phillips".









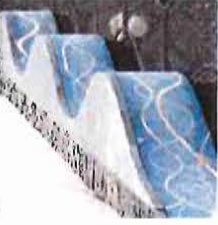







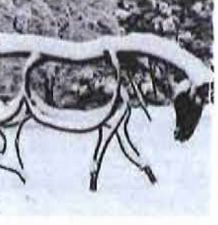







Lori Phillips
Public Art Officer

CITY PUBLIC ART RESERVE FUND
CIVIC FUNDED PROJECT LIST 2000 — 2019

01. **Wordlink**, Kazmer, Karen, 2001
02. **Veil**, SWON, 2001
03. **Gateway**, Pechet & Robb, 2002
04. **Living Ruin**, Pechet & Robb, 2002
05. **Rain Garden**, Pechet & Robb, 2002
06. **Essential Elements**, Pierobon & Foyle, 2002
07. **Lonsdale Banner Designs**, Alvarez, Munro, Rathjé 2003/04
08. **By Water Breathe**, Katherine Kerr, 2004
09. **SK8 Wave**, Chew & Metz, 2004
10. **Waterwheel & Shell**, Doug Taylor, 2004
11. **Coho Creek**, Bruce Walther, 2005
12. **Tree & River Spirits**, Ken Clark, 2005
13. **Lonsdale Banners**, Elliott & Skeet 2005/06
14. **Yet Another Way to Know That: Trees, Ships and Water**, Dwight Atkinson, 2005
15. **Grizzly**, Ken Clark, 2007
16. **Continuum**, Katherine Kerr 2007
17. **The Long Assent**, Veronica & Edwin Dam De Nogales 2007
18. **Out / Look**, Metz & Chew, 2008
19. **Imagine our Future City**, Student Centennial Sidewalk Project, 2008
20. **Tree Fragments - Library Donor Recognition Project**, Metz & Chew, 2008
21. **Gateway to Ancient Wisdom**, Wade Baker, 2008
22. **My People Will Rise Up Like a Thunderbird From the Sea**, Marianne Nicolson, 2009
23. **Lonsdale Banner Designs (Ocean, Forest, Mountain)**, Duane Murrin, 2009
24. **Murmuring Crows**, Ingrid Kiovukangus, 2010
25. **Wilbur's Web**, Alan Storey, 2011
26. **Salmon for Wendell**, Jody Broomfield, 2011
27. **Walk in the Forest**, Jen Gellis, 2012
28. **Swale**, Veronica & Edwin Dam de Nogales, 2012
29. **Ancient Sun**, Wade Baker, 2012
30. **35 Rings**, Antonio Millaries & Jeremy Crowle, 2012
31. **Fallen Tree**, Brent Comber, 2012
32. **Lonsdale Banners**, (Shadbolt-Reid-Smith) Kids Contest, AFK, 2012-13
33. **Waterwork**, Carlyn Yandle, 2013
34. **Vancouver Biennale Exhibition**, 2015-17
35. **GroundWaterSeaLevel**, Germaine Koh, 2014
36. **Raven**, Darren Joseph, 2015
37. **Canada 150- What Makes Canada Great**, Lonsdale Street Banners School Art Contest
38. **Lost Cows of Lillooet**, Nathan Lee & Matthew Thompson, 2015
39. **Whatever the Weather I**, Mia Weinberg, 2016 (phase 1)
40. **Storytelling**, Rebeca Bayer & IMu Chan, 2016
41. **Ascending Faith**, John Marston, 2017
42. **West Coast Folklore Mural**, Ola Volo, 2018
43. **Street Banner Designs**, Ola Volo (2018-19)
44. **We Hold Our Hands Up to You**, Jody Broomfield, 2018
45. **Time in Memorial & Beyond**, Xwalacktun (Rick Harry), 2018
46. **Whatever the Weather II**, Mia Wienberg, 2019
47. **Queensbury Frog**, Eric Neighbour, 2019

Civic Public Art Projects In Progress 2020: Semisch Park, Ramp Walls Spirit Trail

PUBLIC ART RESERVE – CIVIC FUNDED PROJECT LIST 2000 - 2019

01		02		03		04	
05		06		07		08	
09		10		11		12	
13		14		15		16	
17		18		19		20	
21		22		23		24	

PUBLIC ART RESERVE - CIVIC FUNDED PROJECT LIST 2000 - 2019

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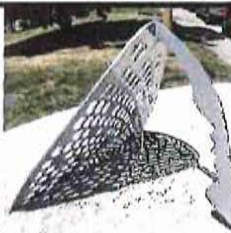
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Visit:
www.nvrc.ca/publicart
 for information about
 municipal art collection.

NOTICES OF MOTION

15. Anticoagulant Rodenticides – File: 09-4000-01-0001/2020

Submitted by Councillor McIlroy and Councillor Valente

RECOMMENDATION:

WHEREAS the City of North Vancouver Strategic Plan for 2018-2022 prioritizes “A Liveable City” where the City acts as a steward of the environment for future generations;

WHEREAS anticoagulant rodenticides pose serious threats to BC wildlife and ecosystems through primary and secondary poisoning of non-target species, and have the potential to harm children and pets;

WHEREAS owls and other raptors are at a particularly high risk of secondary poisoning because of their dependence on rodents as a food source, with numerous cases of poisoning across BC in the past decade;

AND WHEREAS the City of North Vancouver has already shown leadership in the protection of wildlife and the environment by using alternatives to rodenticides on municipal properties and providing information to the public on such alternatives;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver create a formal ban on the use of anticoagulant rodenticides on all municipal property and take advantage of opportunities to communicate alternative pest control methods to residents and businesses;

AND THAT Council request that the Mayor write, on behalf of Council, to the Province of BC requesting that the Province ban anticoagulant rodenticides, and that letter be shared with all other local governments in BC.

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NOTICES OF MOTION

16. Extending Outdoor Patios to Support Local Business
– File: 09-4520-20-0002/2020

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS the COVID-19 pandemic continues to result in severe economic hardship for local businesses across the City of North Vancouver;

WHEREAS public health requirements for social distancing are still in effect that significantly reduces the number of patrons allowed to be in given areas;

WHEREAS the expanded patio program and parklets in the City over the summer have provided local retail, restaurants, cafes and breweries the ability to have additional space to stay open throughout the pandemic;

WHEREAS the loss of this additional patio space this fall may result in the temporary or permanent closure of many local businesses;

AND WHEREAS the City is committed to supporting its small business community by reducing barriers and incentivizing new investment;

THEREFORE BE IT RESOLVED THAT Council extend the expanded patio program and direct staff to authorize the winterization of outdoor patios within the City for the duration of the COVID-19 pandemic.