



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,
HELD ELECTRONICALLY FROM CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, FEBRUARY 1, 2021 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, February 1, 2021

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, January 25, 2021

PROCLAMATIONS

Black History Month – February 2021

Heart Month – February 2021

PUBLIC INPUT PERIOD

BYLAWS – ADOPTION

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798”
(First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729)
4. “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments)

REPORTS

5. 2021 Census Update
6. Street and Traffic Bylaw Updates – Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST

BYLAWS – FIRST, SECOND AND THIRD READINGS

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815”
(Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST)
8. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” (Street and Traffic Bylaw – Updates to Fines)

REPORTS

9. Lower Lonsdale Business Improvement Area Bylaw Renewal Process
10. Rezoning Application: 63 Mahon Avenue (Brad Lamoureux / Lamoureux Architect Incorporated)

BYLAW – FIRST AND SECOND READINGS

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819”
(Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment)

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, February 1, 2021

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PROCLAMATIONS

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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 Corporate Officer 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”.

BYLAWS – ADOPTION

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

4. “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments)

RECOMMENDATION:

THAT “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

REPORTS

5. 2021 Census Update – File: 13-6600-02-0001/2021

Report: Manager, Long Range and Community Planning, January 20, 2021

RECOMMENDATION:

PURSUANT to the report of the Manager, Long Range and Community Planning, dated January 20, 2021, entitled “2021 Census Update”:

THAT Council support the 2021 Census and encourage all residents to complete their census questionnaires online at www.census.gc.ca to help ensure accurate and complete census data to support community programs and services.

REPORTS – Continued

6. Street and Traffic Bylaw Updates – Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST – File: 16-8330-01-0001/2020

Report: Transportation Planning Assistant, January 20, 2021

RECOMMENDATION:

PURSUANT to the report of the Transportation Planning Assistant, dated January 20, 2021, entitled “Street and Traffic Bylaw Updates – Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST”:

THAT the following bylaws be considered:

- “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST); and
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” (Street and Traffic Bylaw – Updates to Fines).

Items 7 and 8 refer.

BYLAWS – FIRST, SECOND AND THIRD READINGS

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST) be given first, second and third readings.

8. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” (Street and Traffic Bylaw – Updates to Fines)

RECOMMENDATION:

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” (Street and Traffic Bylaw – Updates to Fines) be given first, second and third readings.

REPORTS

9. Lower Lonsdale Business Improvement Area Bylaw Renewal Process
– File: 13-6750-25-0001/1

Report: Deputy Director, Community and Partner Engagement,
January 20, 2021

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated January 20, 2021, entitled “Lower Lonsdale Business Improvement Area Bylaw Renewal Process”:

THAT staff be directed to initiate the petition process, “Council Initiative Subject to Petition Against”, at the appropriate time, in accordance with Section 213 of the *Community Charter*, for renewal of the Lower Lonsdale Business Improvement Area for an 8-year term (2022–2030) with an annual budget of \$500,000.

10. Rezoning Application: 63 Mahon Avenue (Brad Lamoureux / Lamoureux Architect Incorporated – File: 08-3400-20-0031/1

Report: Development Planner, January 21, 2021

RECOMMENDATION:

PURSUANT to the report of the Development Planner, dated January 21, 2021, entitled “Rezoning Application: 63 Mahon Avenue (Brad Lamoureux / Lamoureux Architect Incorporated)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819” (Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment) be considered and referred to a Public Hearing;

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

AND THAT the community benefits listed in the report in the section “Community Benefits” be secured, through agreements at the applicant’s expense and to the satisfaction of staff.

Item 11 refers.

BYLAW – FIRST AND SECOND READINGS

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819”
(Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue,
CD-684 Text Amendment)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819” (Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment) be given first and second readings.

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

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**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD
ELECTRONICALLY FROM CITY HALL, 141 WEST 14TH STREET, NORTH
VANCOUVER, BC, ON **MONDAY, JANUARY 25, 2021****

PRESENT

COUNCIL MEMBERS

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

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
H. Granger, City Solicitor
B. Themens, Director, Finance
L. Garber, Deputy Director, Finance
D. Van Heerden, Manager, Financial Planning
J. Svancara, Budget Analyst
B. Pearce, Director, Strategic and Corporate Services
H. Reinhold, Deputy Director, Strategic and Corporate Services
C. Nichols, Manager, Human Resources
G. Munro, Manager, Information Technology
M. Epp, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
D. Pope, Director, Engineering, Parks and Environment
K. Magnusson, Deputy Director, Engineering, Parks and Environment
M. Hunter, Manager, Parks and Environment
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
G. Schalk, Fire Chief
S. Fraser, Manager, Police Support Services, RCMP
D. Koep, Chief Librarian
G. Hoag, Manager, Maintenance and Engineering Services, North Vancouver Recreation and Culture Commission
W. Wenhardt, Director, North Vancouver Museum and Archives

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

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Hu

1. Regular Council Meeting Agenda, January 25, 2021

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Girard, seconded by Councillor Back

2. Regular Council Meeting Minutes, January 18, 2021

CARRIED UNANIMOUSLY

PROCLAMATION

Mayor Buchanan shared a YouTube presentation entitled “We Remember”, provided by World Jewish Congress.

Mayor Buchanan declared the following proclamation:

International Holocaust Remembrance Day – January 27, 2021

Nico Slobinsky, Director, Pacific Region, The Centre for Israel and Jewish Affairs, presented comments to Council.

PUBLIC INPUT PERIOD

- Roger Bassam, 2541 Wilding Way, North Vancouver, spoke regarding Items 4 and 5 – Altitude Football Club (Altitude FC) – Proposed Use of Kinsman Field.

CONSENT AGENDA

Moved by Councillor Back, seconded by Councillor Girard

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

- *3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8738”
(Birmingham & Wood Architects and Planners, 242 West 4th Street, CD-721)

Moved by Councillor Back, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8738”
(Birmingham & Wood Architects and Planners, 242 West 4th Street, CD-721) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

Mayor Buchanan declared a recess at 5:50 pm until 5:55 pm.

DELEGATION

Paul Riches and Lukas Strauts, Representatives, Altitude Football Club (Altitude FC)

Re: Altitude FC – Proposed Use of Kinsman Field

Lukas Strauts, Altitude Football Club (Altitude FC) provided a PowerPoint presentation on the “Altitude FC” and responded to questions of Council.

CORRESPONDENCE

4. Paul Riches, Representative, Altitude Football Club (Altitude FC), January 14, 2021
– File: 12-5920-01-0001/2021

Re: Altitude FC – Proposed Use of Kinsman Field

Moved by Councillor Bell, seconded by Councillor Girard

THAT the correspondence from Paul Riches, Representative, Altitude FC, dated January 14, 2021, regarding the proposed use of Kinsman Field, be received with thanks.

CARRIED UNANIMOUSLY

REPORT

5. Altitude FC Proposed Use of Kinsman Field – File: 12-5920-01-0001/2021

Report: Manager, Parks and Environment, January 13, 2021

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Manager, Parks and Environment, dated January 13, 2021, entitled “Altitude FC Proposed Use of Kinsman Field”:

THAT the request to charge admission while using Kinsman Field for the home games of the 2021 Altitude FC be supported;

AND THAT staff continue to work with Altitude FC to identify potential future community partnership opportunities.

CARRIED UNANIMOUSLY

PRESENTATION

2021-2030 Draft Preliminary Capital Plan – Director, Finance

The Director, Finance provided a PowerPoint presentation regarding the “2021-2030 Draft Preliminary Capital Plan” and he and other departmental staff responded to questions of Council.

REPORT

6. 2021-2030 Draft Preliminary Capital Plan – File: 05-1705-30-0019/2021

Report: Director, Finance, January 14, 2021

Moved by Councillor Girard, seconded by Councillor Back

PURSUANT to the report of the Director, Finance, dated January 14, 2021, entitled “2021-2030 Draft Preliminary Capital Plan”:

Continued...

REPORT – Continued

6. 2021-2030 Draft Preliminary Capital Plan – File: 05-1705-30-0019/2021 – Continued

THAT Council provide input on the 2021-2030 Draft Preliminary Capital Plan;

AND THAT the Capital Plan be adjusted on the basis of feedback received and brought back to a future Council meeting for consideration.

CARRIED UNANIMOUSLY

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Back, seconded by Councillor Hu

THAT Council recess to the Committee of the Whole (Closed Session) pursuant to the *Community Charter*, Section 90(1)(a) [personal information].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole (Closed Session) at 8:22 pm and reconvened at 8:43 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

7. Appointments to the Board of Variance – File: 01-0360-20-0007/2021

Report: Corporate Officer, January 18, 2021

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Corporate Officer, dated January 18, 2021, entitled “Appointments to the Board of Variance”:

THAT Dave Fawley and Kendra Taylor be appointed to the Board of Variance for a 3-year term, beginning February 1, 2021 and concluding January 31, 2024;

AND THAT the report of the Corporate Officer, dated January 18, 2021, entitled “Appointments to the Board of Variance”, remain in the Closed session.

CARRIED UNANIMOUSLY

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

8. Appointments to the North Shore Advisory Committee on Disability Issues
– File: 01-0360-20-0055/2021

Report: Corporate Officer, January 13, 2021

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Corporate Officer, dated January 13, 2021, entitled “Appointments to the North Shore Advisory Committee on Disability Issues”:

THAT Louisa Bridgman be reappointed to the North Shore Advisory Committee on Disability Issues for the term beginning January 26, 2021 and concluding December 31, 2022;

THAT Kamelia Abadi be reappointed to the North Shore Advisory Committee on Disability Issues for the term beginning January 26, 2021 and concluding December 31, 2021;

THAT Pam Horton be appointed to the North Shore Advisory Committee on Disability Issues, as Member-at-Large, for the term beginning January 26, 2021 and concluding December 31, 2022;

AND THAT the report of the Corporate Officer, dated January 13, 2020, entitled “Appointments to the North Shore Advisory Committee on Disability Issues”, remain in the Closed session.

CARRIED UNANIMOUSLY

9. New Appointment to the North Vancouver Recreation and Culture Commission
– File: 01-0360-20-0074/2021

Report: Corporate Officer, January 18, 2021

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Corporate Officer, dated January 18, 2021, entitled “New Appointment to the North Vancouver Recreation and Culture Commission”:

THAT Kate Smyth be appointed to the North Vancouver Recreation and Culture Commission for a 3-year term, beginning January 26, 2021 and concluding November 30, 2023;

AND THAT the report of the Corporate Officer, dated January 18, 2021, entitled “New Appointment to the North Vancouver Recreation and Culture Commission”, remain in the Closed session.

CARRIED UNANIMOUSLY

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

10. Appointments to the Social Planning Advisory Committee
– File: 01-0360-20-0088/2021

Report: Corporate Officer, January 13, 2021

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Corporate Officer, dated January 13, 2021, entitled “Appointments to the Social Planning Advisory Committee”:

THAT Anna Boltenko, Etienne Normandin-Poitras and Tina Parbhakar be reappointed to the Social Planning Advisory Committee for a 2-year term, beginning February 1, 2021 and concluding January 31, 2023;

THAT further appointments to the Committee be deferred to a future meeting of Council;

AND THAT the report of the Corporate Officer, dated January 13, 2021, entitled “Appointments to the Social Planning Advisory Committee”, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Bell, seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:44 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

BLACK HISTORY MONTH

- WHEREAS** British Columbia is a culturally diverse province comprised of many people and communities including people of African descent who have been a part of our province since 1858 and have contributed to its cultural, economic, political and social development;
- WHEREAS** in celebrating Black History Month, we affirm the place of people of African descent within the national mosaic and seek to raise public awareness of the many cultures that make up the local Black community, as well as the contributions this community has made and continues to make to the development of Canada;
- AND WHEREAS** the City of North Vancouver supports the objectives of Black History Month in promoting an understanding of multiculturalism, acceptance of diversity and a dedication to equality;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **February 2021** as **BLACK HISTORY MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, February 1, 2021

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

HEART MONTH

- WHEREAS** the Heart & Stroke Canvassing Campaign takes place in February of each year to raise awareness and raise funds to support life-saving research on heart disease and stroke and share vital health information with the public;
- WHEREAS** heart disease or stroke takes a Canadian life every seven minutes; and the Heart & Stroke's mission is to improve the health of Canadians by preventing and reducing disability and death from heart disease and promoting recovery of heart disease and stroke;
- AND WHEREAS** we commend the thousands of volunteers, staff and researchers for their dedication and commitment and wish them continued success;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **February 2021** as **HEART MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, February 1, 2021

Mayor Linda Buchanan

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8798

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. 8798**” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-729 (Comprehensive Development 729 Zone):

Lots	Block	D.L.	Plan	
E	163	271	22317	from CD-148

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
 - A. Deleting, in its entirety, Comprehensive Development 148 Zone (CD-148)
 - B. Adding the following section to Section 1101, thereof, after the designation “CD-728 Comprehensive Development 728 Zone”:

“CD-729 Comprehensive Development 729 Zone”

In the CD-729 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking and Loading shall be as in the C-1A Zone, except that:

- (1) The permitted Uses on the Lot shall be limited to:
 - (a) Retail Service Group 1 Use;
 - (b) Civic Use;
 - (c) Accessory Apartment Use, subject to Section 607(1);
 - (d) Accessory Arcade Use, subject to 607(10);
 - (e) Accessory Off-Street Parking Use;
 - (f) Accessory Off-Street Loading Use;
- (2) Section 607(1)(a) Accessory Apartment Use location shall be varied to permit a Residential Use above the First Storey, which, for clarity, is the floor with a geodetic elevation closest to 12 meters;
- (3) Gross Floor Area
 - (a) The maximum Gross Floor Area is 2.6 Floor Space Ratio (FSR);

- (b) Notwithstanding (3)(a), the Gross Floor Area may be increased as follows:

ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
Rental Housing	100 percent secured rental apartment units	Maximum 1,670.1 square metres (17,977 square feet)	As per OCP Policy Section 2.2.1

Such that the total effective on-site Gross Floor Area is not to exceed 3.6 FSR;

- (4) Lot Coverage

The Principal Building shall not exceed a Lot Coverage of 94 percent;

- (5) Building Height

- (a) The Principal Building shall not exceed a Height of 23 metres (75.5 feet) as measured from the average Building Grades at the north property line;
- (b) Mechanical rooms, ventilating machines, elevator over-runs, mechanical screening, architectural appurtenances, and access to communal outdoor rooftop areas may project beyond the Height defined in (a) by a maximum of 3.7 metres (12 feet);

- (6) Siting

Section 610(5) shall be waived and the Principal Building shall be sited not less than:

- (a) 0.31 metres (1 foot) from West Esplanade;
- (b) 0.0 metres (0 feet) from the lane;
- (c) 0.0 metres (0 feet) from Chesterfield Avenue;
- (d) 0.0 metres (0 feet) from the west property line;

- (7) Section 609 Special Landscape Requirements for Commercial Buildings Adjoining or Opposite a Residential Zone shall be waived;

- (8) The definition of Cellar shall include portions of floor area that extend beyond the First Storey;

- (9) Off-Street Parking, Short-Term and Secure Bicycle Parking, and Accessory Off-Street Loading Spaces shall be provided in conformity with the requirements of Division IV, Parts 9, 10, and 10A, except that:

- (a) A minimum of 22 residential vehicle Parking spaces shall be provided, of which, 2 shall be dedicated for visitor vehicle Parking and a minimum of 2 shall be Disability Parking;

- (b) Of the 2 required residential Disability vehicle Parking spaces, a minimum of 1 shall be provided for visitors;
- (c) A minimum of 8 commercial vehicle Parking spaces shall be provided;
- (d) Two Shared Vehicles and two Shared Vehicle Parking Spaces shall be provided in accordance with Section 905(3) except that subsection 905(3)(d) shall be waived;
- (e) One Loading Space shall be provided;
- (f) Section 906(4)(f) Setbacks from Intersections shall be waived;
- (10) A building constructed on the lot shall achieve an energy efficiency of Step 3, subject to Section 419;
- (11) Unit mix within the Accessory Apartment Use shall include a minimum 10 percent of three-bedroom or larger units;
- (12) All exterior finishes, design and landscaping shall be approved by the Advisory Design Panel.

READ a first time on the 26th day of October, 2020.

READ a second time on the 26th day of October, 2020.

READ a third time on the 23rd day of November, 2020.

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

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8799

A Bylaw to enter into a Housing Agreement (200 West Esplanade)

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

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

1. This Bylaw shall be known and cited for all purposes as “**Housing Agreement Bylaw, 2020, No. 8799**” (**First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments**).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and First Capital (200 West Esplanade) Corporation with respect to the lands referenced as 200 West Esplanade, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729).
3. The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 26th day of October, 2020.

READ a second time on the 26th day of October, 2020.

READ a third time on the 23rd day of November, 2020.

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

MAYOR

CORPORATE OFFICER

RENTAL HOUSING AGREEMENT

THIS AGREEMENT dated for reference _____, 2020.

BETWEEN:

**FIRST CAPITAL (200 WEST ESPLANADE) CORPORATION,
INC. NO. BC356576**

815 – 17th Avenue SW, Suite 200, Calgary, AB, T2T 0A1

(the “**Owner**”)

AND:

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

(the “**City**”)

WHEREAS:

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

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

1. DEFINITIONS

- (a) “**Act**” means the *Local Government Act*, RSBC. 2015 c.1 as amended from time to time;
- (b) “**Affordable Rent**” means, with respect to each Mid-Market Rental Unit, rent that is 10% less than:
 - (i) rent payment amount equal to the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;

- (ii) if such amount has not yet been set for the year, a rent payment amount equal to the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year previous to the year the tenancy is entered into plus an annual rent increase then permitted under the RT Act; or
 - (iii) if such amount is no longer set out in CMHC’s Housing Market Information Portal, then such amount determined by a survey conducted by an independent consultant acceptable to the City, acting reasonably;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Building”** means the following building to be constructed on the Lands pursuant to the Rezoning Bylaw: 9-storey building located at the northeast corner of the intersection of West Esplanade and Chesterfield Avenue, containing one storey of commercial units and 75 Dwelling Units, of which 67 will be Market Rental Units and 8 will be Mid-Market Rental Units;
- (e) **“Commencement Date”** has the meaning set out in section 2.1;
- (f) **“Council”** means the municipal council for the Corporation of the City of North Vancouver;
- (g) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (h) **“Director of Planning”** means the chief administrator of the Department of Planning of the City and his or her successors in function and their respective nominees;
- (i) **“Dwelling Unit”** means a dwelling unit as defined in the City of North Vancouver’s Zoning Bylaw 1995, No. 6700 as amended from time to time;
- (j) **“Lands”** means those lands and premises legally described as: Parcel Identifier: 014-375-168 Lot E Block 163 District Lot 271 Plan 22317;
- (k) **“Mid-Market Rental Units”** means Dwelling Units that are rented to tenants for Affordable Rent;
- (l) **“Market Rental Units”** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (m) **“Rental Purposes”** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time;
- (n) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units, and **“Rental Unit”** is a singular thereof;
- (o) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78 and regulations thereunder, as amended or replaced from time to time; and

- (p) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8799”, as amended or replaced from time to time;
- (q) **“Term”** has the meaning set out in section 2.1.

2. TERM

- 2.1 This Agreement will commence upon the issuance of the first occupancy permit for the Building, or any portion thereof, constructed or to be constructed on the Lands (the **“Commencement Date”**) and will continue until the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c) (the **“Term”**).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Building provided the Building is not repaired following the destruction thereof.
- 2.3 Subject to section 7.3, upon termination of this Agreement, this Agreement will be at an end and of no further force and effect.

3. USE OF LANDS

- 3.1 The Owner covenants and agrees with the City that, notwithstanding the Rezoning Bylaw, the Lands will be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
 - (a) during the term of this agreement:
 - (i) the Lands and the residential portion of the Building will not be subdivided (including by filing an air space plan) or stratified, without the prior written approval by the City. As a condition of approval, the City may require a covenant pursuant to section 219 of the *Land Title Act* to be registered on title to the Mid-Market Rental Units requiring these units to be sold or transferred together, as a single site, pursuant to section 219(2)(d) of the *Land Title Act*; and
 - (ii) no Dwelling Unit in the Building will be occupied for any purpose except for Rental Purposes;
 - (b) At least 8 Dwelling Units in the Building will be Mid-Market Rental Units rented at Affordable Rent to tenants eligible pursuant to section 5.1(c), all in accordance with this Agreement.
- 3.2 The Owner further covenants and agrees with the City that the Lands and any residential buildings or structures constructed thereon including the residential portions of the Building will be developed, built and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.

4. TENANCY RESTRICTIONS

4.1 The unit mix for Rental Units in the Building will be as follows:

- (a) Studio: 23 Dwelling Units;
- (b) 1-Bedroom: 28 Dwelling Units;
- (c) 2-Bedroom: 16 Dwelling Units;
- (d) 3-Bedroom: 8 Dwelling Units,

or as otherwise approved in writing by the Director of Planning in his or her discretion.

4.2 The unit mix for the 8 Mid-Market Rental Units in the Building will be as follows:

- (a) Studio: 2 Mid-Market Dwelling Units;
- (b) 1-Bedroom: 3 Mid-Market Dwelling Units;
- (c) 2-Bedroom: 2 Mid-Market Dwelling Units;
- (d) 3-Bedroom: 1 Mid-Market Dwelling Unit.

or as otherwise approved in writing by the Director of Planning in his or her discretion.

The locations of the 8 Mid-Market Rental Units within the Building will be in the Owner's sole discretion.

4.3 The Owner will enter into a minimum 1 year tenancy agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. For greater certainty, at the end of each tenancy, the Mid-Market Rental Unit will continue to be rented as a Mid-Market Rental Unit at Affordable Rent, which obligation will be ongoing at all times during the Term.

5. OWNER'S OBLIGATIONS

5.1 The Owner will operate and maintain the Rental Units in accordance with the following requirements:

- (a) **Management and administration:** The Owner will be fully responsible for the management and administration of the Rental Units, and all associated costs. Without limiting the Owner's responsibility, liability and obligations under this Agreement, the Owner may retain one or more subsidiaries, agent(s) and/or licensee(s) to conduct the management and/or administration of the Rental Units;
- (b) **Advertisement:** The Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;
- (c) **Tenant Eligibility- Mid-Market Rental Units:** The Owner will only rent Mid-Market Rental Units to tenants whose gross annual household income does not

exceed the following formula: Affordable Rent for the appropriate size of Mid-Market Rental Unit [multiplied by] 12 [divided by] 0.25.

To determine financial eligibility, the Owner may reasonably rely on information provided by the prospective tenant. Unless the Owner's reliance is unreasonable, negligent or in wilful misconduct, the Owner will have no liability nor will have breached this agreement if the prospective tenant intentionally or unintentionally provides inaccurate information. The Owner will have no obligation to monitor or update financial circumstances of the tenant once the tenancy agreement has been signed;

- (d) **Rent Amount and Permitted Increases:** Affordable Rent for Mid-Market Rental Units is to be determined at the time of entering into a tenancy agreement. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act.
- (e) **Parking:** All tenants and occupants of the residential portion of the Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to parking stalls assignable for exclusive use of residential occupants of the Building, acknowledging that due to the ratio of parking stalls per Dwelling Units in the Building, there may be instances when no parking stalls are available for exclusive use of a Dwelling Unit.
- (f) **Common Amenities:** All residential occupants of the Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to all indoor and outdoor residential amenities on the Lands from time to time, including visitor parking stalls, storage units, fitness facilities, guest suites, recreation facilities and the like.
- (g) **Short Term Rentals:** Mid-Market Rental Units will only be used as a principal residence of a tenant. The Owner will not permit a Mid-Market Rental Unit to be used for short term rental purposes (being rentals for periods shorter than 30 consecutive days).
- (h) **Compliance with applicable laws:** The Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies.
- (i) **Performance:** The Owner will perform its obligations under this Agreement diligently and in good faith.
- (j) **Evidence of compliance:** Provided that the same can be done without breaching the *Personal Information Protection Act* (British Columbia) and *Personal Information Protection and Electronic Documents Act* (S.C. 2000, c. 5) (each as amended from time to time) the Owner will, at business license renewal or upon request by the City, from time to time, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

6. DEFAULT AND REMEDIES

- 6.1 The City may, acting reasonably, give to the Owner a written notice (the “**Notice**”) requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice or such longer period as may reasonably be required to cure such default provided the Owner is diligently pursuing same. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the Owner fails to correct a default as contemplated in section 6.1, the Owner will pay to the City, within 30 days of receiving a written request by the City:
- (a) \$2,000.00 for each default under this Agreement that has not been remedied as provided under section 6.1; and
 - (b) \$200.00 each day the default remains un-remedied beyond the date for correcting the default as provided under section 6.1;

This section is without prejudice to any other remedies available to the City under this Agreement and at law or in equity.

- 6.3 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.
- 6.4 Notwithstanding section 6.2, the Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.
- 6.7 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

7. LIABILITY

- 7.1 Except for the negligence or wilful misconduct of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any act or omission, negligent or otherwise, by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible;
 - (b) the Owner's default under this Agreement; and
 - (c) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently or in wilful misconduct, the Owner hereby releases and forever discharges the City, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.
- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.
- 8. GENERAL PROVISIONS**
- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement. The Owner will bear their own costs, legal or otherwise, connected with the preparation, execution or registration of this Agreement.
- 8.2 Nothing in this Agreement:
 - (a) affects or limits any discretion, rights, powers, duties or obligations of the City under any enactment or at common law, including in relation to the use or subdivision of land;
 - (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
 - (c) relieves the Owner from complying with any enactment, including the City's bylaws in relation to the use of the Lands.
- 8.3 The Owner and the City agree that:
 - (a) this Agreement is entered into only for the benefit of the City;
 - (b) this Agreement is not intended to protect the interests of the Owner, occupier or user of the Lands or any portion of it including the Rental Units; and

- (c) the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.
- 8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.
- 8.5 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to section 483 of the Act.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement is noted against the title to the Lands, including any amendments to this Agreement as may be required by the Land Title Office or the City to effect such notation.
- 8.7 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.
- 8.8 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.
- 8.9 If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.
- 8.10 All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, or e-mail transmission, or by personal service, to the following address for each party:

City: The Corporation of the City of North Vancouver
141 West 14th Street
North Vancouver, British Columbia
V7M 1H9
Attention: Director, Planning Department

Owner: At the address set out on the registered title to the Lands, from time to time.

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile or e-mail transmission, on the first business day after the date when the facsimile or e-mail

transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

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

9. INTERPRETATION

- 9.1 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.
- 9.2 The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.
- 9.3 The word "including" when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term to similar items whether or not words such as "without limitation" or "but not limited to" are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.
- 9.4 The words "must" and "will" are to be construed as imperative.
- 9.5 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.
- 9.6 This is the entire agreement between the City and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to the subject matter of this Agreement, except as included in this Agreement and except for any covenants and statutory rights of way that may be registered on title to the Lands from time to time. This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by Council of an amending bylaw to Bylaw 8799.
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.
- 9.8 This Agreement can be signed in counterpart and delivered electronically.

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

THE CORPORATION OF THE CITY OF NORTH VANCOUVER,
by its authorized signatories:

MAYOR

CORPORATE OFFICER

FIRST CAPITAL (200 WEST ESPLANADE) CORPORATION ,
by its authorized signatories:

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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: Renee de St. Croix, Manager, Long Range and Community Planning

Subject: 2021 CENSUS UPDATE

Date: January 20, 2021 File No: 13-6600-02-0001/2021

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

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated January 20, 2021, entitled "2021 Census Update":

THAT the City of North Vancouver support the 2021 Census, and encourages all residents to complete their census questionnaire online at www.census.gc.ca to help ensure accurate and complete census data to support community programs and services.

PURPOSE

This report provides an introduction to the 2021 Census, outlines the City's support for the census, and provides an opportunity to begin building awareness in our community.

DISCUSSION

The next census will take place in May 2021. Every five years, Canadians are invited to participate in the national census to provide information that enables a detailed understanding of our population, how we are changing, and the places we live. This will be the 23rd national census.

The census provides data and information on key socioeconomic trends and analysis which help governments, businesses, and people make decisions that affect our families, neighbourhoods, and economy. The information collected includes demographics, the social and economic situations of people, and the dwellings they live in. This data and information is vital to ensuring that health, employment, and other services are provided efficiently. It is used to plan, develop, and evaluate programs and

services such as schools, daycare, family services, housing, emergency services, hospitals, roads, public transportation, skills training for employment, and more.

The City's Planning Department uses this data to build community profiles based on custom data requests that are organized by City neighbourhood. This helps both staff and decision-makers to understand the people we serve and how the City has changed over time. The data is then used for growth management and infrastructure planning, as well as more generalized Official Community Plan implications and considerations. Other departments also use this information for project planning and implementation, as well as service delivery. Lastly, the data and information enables more inclusive and effective outreach and communication.

The Context of COVID-19

In response to the COVID-19 pandemic, Statistics Canada has adapted to ensure that the 2021 Census is conducted throughout the country in the best possible way. This includes a safe and secure approach using practices that are aligned with public health authority directives.

Starting on May 3, 2021, the public will be able to complete their census questionnaire online at www.census.gc.ca. This will make participating in census safe, easy, secure, and convenient.

Support from the City of North Vancouver

The City supports the 2021 Census, and will encourage residents to complete their census questionnaire online to provide accurate and complete data that will support programs and services that benefit our City.

As in previous years, the City's Communications office will promote the census through the City website, social media platforms, and City View newsletter. In addition, Communications will work to build awareness of any significant community information and updates as they are released.

Planning staff will report back to Council regarding any population and demographic updates as the data is made available and once we undertake the next update of the community profiles.

Furthermore, to assist with Census data collection, Statistics Canada will be hiring approximately 32,000 people for census enumerator and crew leader positions across the country. These job opportunities are posted on the 2021 Census website and the City will encourage those who are interested to apply.

FINANCIAL IMPLICATIONS

Nil.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been shared with Community and Partner Engagement for information.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The census supports many areas of work and decision making in the City.

The 2021 Census supports the Strategic Plan vision and priority to be:

- A City for People: is welcoming, inclusive, safe accessible and supports the health and well-being of all.
- A Prosperous City: supports a diverse economy by creating an environment where new and existing businesses can grow and thrive

The 2021 Census supports the Official Community Plan (OCP) goals relating to Land Use: Housing, Population & Employment, and numerous other community directions outlined in the OCP.



RESPECTFULLY SUBMITTED:



Renee de St. Croix
Manager, Long Range and Community Planning

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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: Chris French, Transportation Planning Assistant

Subject: STREET AND TRAFFIC BYLAW UPDATES – MOBILITY LANES,
SKATEBOARDING, PAY PARKING AND E-BIKE SHARE PERMIT GST

Date: January 20, 2021 File No: 16-8330-01-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Planning Assistant, Transportation, dated January 20, 2021, entitled "Street and Traffic Bylaw Updates – Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST":

THAT the following bylaws be considered:

- a. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815" (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST); and
- b. "Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816" (Street and Traffic Bylaw – Updates to Fines).

ATTACHMENTS

1. "Tracked Changes" version of Consolidated "Street and Traffic Bylaw, 1991, No. 6234" (CityDocs #[2012106](#))
2. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815" (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST) (CityDocs #[1985953](#))
3. "Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816" (Street and Traffic Bylaw – Updates to Fines) (CityDocs #[1986012](#))

BACKGROUND

The City's transportation network is dynamic and continues to evolve. From time to time, amendments to the City's "Street and Traffic Bylaw, 1991, No. 6234" and other related bylaws are warranted in order to ensure rules, regulations, and enforcement considerations are clear and adequately reflect current and emerging conditions to support a network that is safe, accessible and easy to understand for all users.

DISCUSSION

A series of recommended amendments to "Street and Traffic Bylaw, 1991, No. 6234" and the "Bylaw Notice Enforcement Bylaw, 2018, No. 8675" are outlined in the report attachments and summarized below.

Mobility Lanes

The City has a growing network of road space dedicated for cycling and other forms of human-powered active transportation. These include a combination of painted bicycle lanes, paint buffered bicycle lanes, and protected bicycle lanes – collectively referred to as mobility lanes – see Figure 1.



Figure 1: Examples of mobility lane infrastructure, from left-to-right: painted bicycle lane, paint buffered bicycle lane, and protected bicycle lane.

Amendments included in "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815" introduce a definition for these components of the City's transportation network and clarify the regulations for their intended use by a range of slower, human-power or electric-assist mobility devices including cycles, electric cycles, skateboards, roller skates, and non-motorized push/kick scooters. The ability for electric motor assist push/kick scooters to utilize designated mobility lanes will be considered by staff at a later date, subject to the City's pilot proposal to permit these devices being approved by the Ministry of Transportation and Infrastructure and Provincial Cabinet.

In recent months, the City has observed an increase in occurrences of motor vehicles misusing mobility lane facilities which is resulting in increased safety risks to vulnerable

road users. Currently, motor vehicles stopping, parking or impeding a mobility lane are considered to be “impeding traffic” and may be levied a fine of \$100 under “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”. Bylaw Services staff have noted difficulties in applying this penalty when a motor vehicle is impeding a designated mobility lane as it is not clear to motor vehicle operators that road users in these facilities are considered traffic. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” proposes a new, clarified penalty and fine for stopping, parking or otherwise impeding a mobility lane” in order to increase ease of enforcement and discourage misuse by motor vehicles that may impact the safety of vulnerable road users.

For Council consideration, the associated fine for “Impeding A Mobility Lane” in “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8816” has been set at \$200. This recommendation is based on similar fines for this offence in the region, including the City of Vancouver, and reflects the increased safety risks to vulnerable road users using these facilities when they are blocked by motor vehicles. Should Council endorse these amendments, staff will develop a communication and stakeholder outreach plan to ensure awareness of these new regulations and penalties. Additionally, staff will monitor compliance and effectiveness of the penalty and fine and make a determination if a higher fine is necessary in the future.

Skateboarding

“Street and Traffic Bylaw, 1991, No. 6234” currently restricts the use of skateboards to the extent that their legal use is quite limited. These modes are legitimate methods of travel in the City, and, in recent years, staff have observed increases in people using skateboards as a means of active and sustainable transportation.

Amendments included in “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” are intended to expand the network where skateboarding is permitted to include designated mobility lanes. Skateboards would be permitted on most local roads, but would continue to be restricted on major and minor arterials or streets with significant grade/hills for safety reasons unless there is a designated mobility lane.

Skateboard use will continue to be restricted in plaza-type areas where risk of conflicts is high because of higher concentrations of other users. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” will add Shipyard Commons and Shipbuilders Square to this list of restricted locations.

Pay Parking

The City upgraded parking infrastructure and procedures in 2019 to accommodate the launch of the Passport smartphone application. This application has simplified paying for parking for users either on their smartphone or at pay stations in sections of the City’s road network or off-street parking lots. Drivers are no longer required to display a ticket on the dash of their vehicle after they pay, as their license plate is registered with the Passport system for Bylaw Officers to review. Amendments in “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” are intended to more closely align these offences with new pay stations and procedures.

Other New and Updated Definitions

Amendments in “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” introduce other new definitions or updates to existing definitions in order to modernize their description. These include:

- a. Adding a definition for “Pedestrian”, which will include a person on foot, a person using a human-powered wheelchair, a regulated motorized wheelchair or mobility aid device, or a child in a stroller. Pedestrian is currently referenced throughout “Street and Traffic Bylaw, 1991, No. 6234”, but is not formally defined.
- b. Adjusting the definition for “Cycle” to clarify that it includes both human-powered and electric motor-assisted cycles, but does not include roller skates, skateboards, or push/kick scooters.

These new or updated definitions are primarily administrative in nature and do not create material changes to the interpretation of interpretation or enforcement of rules and regulations in “Street and Traffic Bylaw, 1991, No. 6234”.

E-Bike Share Permit GST

Amendments included in “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8815” will correct a missing reference to the collection of General Sales Tax (GST) for the E-Bike Share Permit.

On December 2, 2020, Council adopted a package of enabling bylaw amendments that will allow staff to issue an E-Bike Share Permit after a competitive application process for a single permit. The successful applicant will be required to pay a fee of \$40 per bike for the E-Bike Share Permit based on the total fleet size actively available for rental by the public.

The City is required to collect GST on this type of permit and the original bylaw amendments omitted explicit reference to GST. Without an explicit reference, GST would be interpreted as inclusive in the fee and staff would have to deduct approximately \$2 per e-bike for taxes and keep \$38 in revenue. It is necessary to collect the full \$40 per e-bike to help offset administrative costs associated with monitoring and enforcement activities. Staff also note that the \$40 fee was set at a level appropriate for operations across the North Shore; it is necessary to collect the full amount as it is intended to be shared should the Districts of North Vancouver and West Vancouver join the e-bike share pilot.

INTER-DEPARTMENTAL IMPLICATIONS

The proposed bylaw amendments were prepared by Planning and Development staff and have been reviewed by Engineering, Parks & Environment, Bylaw Services, and the City Solicitor. Bylaw Services will be responsible for enforcing these new or modified regulations.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The recommended bylaw amendments outlined in this report support a number of key goals in the City's Official Community Plan, including prioritizing walking, cycling, transit and goods movement over single-occupancy vehicles (Goal 2.1) and supporting a safe, accessible, resiliency, and affordable transportation system (Goal 2.3). Regular reviews and updates to the City's "Street and Traffic Bylaw, 1991, No. 6234" and other applicable bylaws to ensure the safety and comfort of roads users is a key action outlined in the City's Safe Mobility Strategy.

RESPECTFULLY SUBMITTED:



Chris French
Transportation Planning Assistant



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

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

CONSOLIDATED FOR CONVENIENCE – DECEMBER 7, 2020

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

Amendment Bylaw, 2013, No. 8335	Bicycle Infrastructure Improvements and Skateboarding/Roller Skating Restrictions Update
Amendment Bylaw, 2013, No. 8343	Legislative Updates
Amendment Bylaw, 2015, No. 8415	Use of Resident Permit Only Parking Zones by Shared Vehicles and People with Disabilities, and Temporary Advertising Signs and 60 km/hr. Speed Limit Zone on Low Level Road
Amendment Bylaw, 2015, No. 8436	Enforcement of Unapproved Highway Closures
Amendment Bylaw, 2016, No. 8476	Temporary Building Zone and Street Occupancy Permits
Amendment Bylaw, 2017, No. 8551	Schedule L
Amendment Bylaw, 2017, No. 8595	Crosswalk Use by Cyclists and Street Occupancy Permits
Amendment Bylaw, 2018, No. 8645	Election Signs
Amendment Bylaw, 2019, No. 8698	Electric Vehicle Charging Stations
Amendment Bylaw, 2019, No. 8536	Sidewalks – Snow and Ice Removal
Amendment Bylaw, 2019, No. 8699	Regional Harmonization of Heavy Truck Definition
Amendment Bylaw, 2019, No. 8737	Schedule C, City-Owned Parking Lots
Amendment Bylaw, 2020, No. 8768	Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates
Amendment Bylaw, 2020, No. 8786	Transit Lanes and Electric Vehicles Charging Parking
Amendment Bylaw, 2020, No. 8801	Ridgeway Neighbourhood 30 km per hour Zone
Amendment Bylaw, 2020, No. 8791	E-Bike Share Service Permit

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 6234

A Bylaw to regulate traffic and the use of streets within the City of North Vancouver

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

PART 1 – TABLE OF CONTENTS

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

PART	TITLE
1	Table of Contents
2	Title
3	Definitions
4	Traffic Control
5	Parking and Stopping Vehicles
6	General Regulations
7	Parades, Processions, Funerals and Motion Picture Film Tow Shots
8	Regulation of Street Usage
9	Heavy Trucks – Commercial Vehicles <i>[Bylaw 8699, May 13, 2019]</i>
10	Operation of Vehicles
11	Pedestrian Regulations
12	Cycle Regulations
13	Parking Meters
14	Delegation of Authority
15	Permits – Compliance, Revocation
16	Offences, Penalties and Enforcement
17	Repeal and Enactment
	Schedules: A – Deleted <i>[Bylaw 7676]</i> B – Deleted <i>[Bylaw 7068]</i> C – List of Parking Lots Deemed to be Streets D – Table of Authority for the City Engineer and his Duly Authorized Representatives E – Truck Routes F – Fees G – Utility Access Agreement H – Designated Locations for Mobile Carts I – Roadways upon which the use of skateboards and roller skates is restricted J – Restricted Streets for Neighbourhood Zero Emission Vehicles K – List of City Properties with Temporary Parking and Vehicular Access L – Cycle routes where vehicle speeds can be reduced with speed limit signs

PART 2 – TITLE

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

PART 3 – DEFINITIONS

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

302 In this Bylaw, unless the context otherwise requires:

“Accessible Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Boulevard” means that portion of the street lying between the curb and the adjacent street line; and for a street having two or more roadways, that portion of the street lying between the roadways.

“Bulk Refuse Container” means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of collecting and disposing of refuse and garbage.

“Bus” means a motor-vehicle capable of carrying more than ten passengers and used for the transportation of persons.

“Bylaw Notice” means a ticket issued in respect of this Bylaw.

“Chief of Police” means the senior member in rank of members of the North Vancouver Detachment of the Royal Canadian Mounted Police or his duly authorized representative.

“City” means The Corporation of the City of North Vancouver.

“City Engineer” means the person holding the Office of City Engineer.

“Commercial Passenger Vehicle” means a Bus or Passenger Directed Vehicle. [Bylaw 8768, March 30, 2020]

“Commercial Vehicle” means a vehicle which is a commercial vehicle defined as such and licensed under the *Commercial Transportation Act* (British Columbia), as amended from time to time and any vehicle not so licensed but which is used for the collection or delivery, or both, of goods, wares, merchandise, or other commodity in the ordinary course of a business undertaking, and displaying a valid decal or plate issued by a municipality for the purpose of identifying a commercial vehicle. [Bylaw 8768, March 30, 2020]

“Community Charter” means the *Community Charter*, SBC 2003, c26.

“Congestion and Curbside Management Permit” means a permit issued by the City Engineer under section 520 of this Bylaw. [Bylaw 8768, March 30, 2020]

“Council” means the City Council of the City.

“Curb” means the line of demarcation between the roadway and the boulevard of any street or the line of demarcation between the roadway and the sidewalk.

“Cycle” means a device having any number of wheels that is propelled by human power and on which a person may ride ~~but does not include a play vehicle and~~ includes ~~– [Bylaw 8335, October 21, 2013]~~ a Motor Assisted Cycle or E-Bike, but does not include a human-powered wheelchair, a regulated motorized wheelchair or mobility aid device, Skateboard, Roller Skates, or non-motorized push/kick scooter.

“Cycle route” means a street located in the City of North Vancouver and identified as a “bikeway or greenway on local or collector road” in Schedule L to this Bylaw.

“E-Bike Share Permit” means a permit issued by the City Engineer under section 520 of this Bylaw. *[Bylaw 8791, December 7, 2020]*

“E-Bike Share Service” means a legal entity whose business is to provide access to a fleet of Motor Assisted Cycles for a fee. *[Bylaw 8791, December 7, 2020]*

“E-Bike Share Zone” means the area or space on a roadway designated by a Traffic Control Device and established for the exclusive use of a specified E-Bike Share Service. *[Bylaw 8791, December 7, 2020]*

“Election Sign” has the meaning ascribed to it under the “Election Sign Bylaw, 2018, No. 8643”. *[Bylaw 8645, May 14, 2018]*

“Electric Vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from an off-board source, that is stored on-board for motive purpose; but for the purposes of this bylaw, does not include vehicles that cannot be licensed by the Insurance Corporation of British Columbia. *[Bylaw 8698, April 1, 2019]*

“Electric Vehicle Charging Station” is a battery charging station that is available for public use for the purpose of transferring electric energy to a battery in an Electric Vehicle. *[Bylaw 8698, April 1, 2019]*

“Fire Chief” means the person holding the office of Fire Chief for the City or his duly authorized representative.

“Geo-fence” means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the City Engineer. *[Bylaw 8768, March 30, 2020]*

“Geo-fenced Area” means the area within a Geo-fence, or on one side of a Geo-fence, as determined by the City Engineer. *[Bylaw 8768, March 30, 2020]*

“Helmet” means a protective device intended to be worn on the head that must:

- (a) have a smooth, rigid and durable outer surface,
- (b) be constructed so that the helmet is capable of absorbing energy on impact,

- (c) be strongly attached to a strap designed to be fastened under the chin of the person wearing it, and
- (d) be undamaged from use or misuse.

“Highway” includes:

- (a) highways as defined in the *Motor Vehicle Act*;
- (b) highways as defined in the Community Charter; and
- (c) every Street, Roadway, Boulevard, Lane, Alley, Sidewalk, walkway, pathway, bridge, viaduct, tunnel, bicycle path, or any other way used by or intended for use by the public.” [Bylaw No. 8436, Adopted Nov 23, 2015]

“Idle” means the operation of the engine of a motor vehicle while the motor vehicle is not in motion.

“Intersection” means the area embraced within the prolongation of the lateral property lines of streets which join one another, whether such streets at the junction cross each other or meet at an angle without crossing each other.

“Lane” or “Alley” means any street 9 metres or less in width.

“Landscaping Elements” means flowers, plants, foliage, vegetation, whether occurring naturally or by way of human endeavour, and all things ancillary thereto including rocks, wooden, plastic and metal objects, and irrigation equipment.

“Living Quarters” means a space used temporarily or permanently as a dwelling unit and includes a space used temporarily or permanently for the purposes of sleeping or cooking.

“Local Government Act” means the *Local Government Act*, RSBC 1996, c323.

“Local Government Bylaw Notice Enforcement Act” means the *Local Government Bylaw Notice Enforcement Act*, SBC 2003, c60.

“Mobile Carts” shall mean any City approved wagon, cart or kiosk from which merchandise, food, confectionery or beverage is offered for sale on City streets.

“Mobile Storage Container” means a container acceptable to the City Engineer that is temporarily placed on a street for the purpose of facilitating the relocation of residential items.

“Mobile Workshop” means

- (a) a motor vehicle containing equipment that must be operated inside or in association with the motor vehicle; or
- (b) a motor vehicle serving as a facility for taking measurements or making observations or conducting maintenance or construction or operated by or on behalf of the City, a public utility or police, fire or emergency service.

“Mobility Lane” means any portion of a Roadway or path which is separated from motor vehicle traffic by a demarcated buffer that may include, but is not limited to paint, curb planter, landscaping, parking, bollards, or similar measures, and is

designated by the City Engineer for use by persons on Cycles, Skateboards, Roller Skates, or non-motorized push/kick scooters.

“Motor Assisted Cycle” or “E-Bike” means a type of Cycle:

- (a) with two or three wheels to which pedals or hand cranks are attached that will allow for the Cycle to be propelled by human power;
- (b) on which a person may ride;
- (c) to which is attached an electric motor that has an output not exceeding 500 W; and,
- (d) that meets the other criteria prescribed under the *Motor Vehicle Act*, the *Motor Vehicle Act Regulations*, and the *Motor Assisted Cycle Regulation*.

[Bylaw 8791, December 7, 2020]

“*Motor Vehicle Act*” means the *Motor Vehicle Act*, RSBC 1996, c 318, as amended. [Bylaw 8343, January 20, 2014]

“*Motor Vehicle Act Regulations*” means the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58. [Bylaw 8791, December 7, 2020]

“Neighbourhood Zero Emission Vehicle” means a neighbourhood zero emission vehicle as defined in the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58.

“Network Card” is a card provided by a network operator that activates a Parking Meter for the purposes of initiating a session and collecting payments. [Bylaw 8698, April 1, 2019]

“One Way Street” means a street upon which vehicular traffic may lawfully move only in one direction.

“Parade” means any procession of more than thirty pedestrians or more than ten vehicles moving upon any street.

“Parking Meter” means a device or other method of controlling parking by the requirement of payment or deposit of a parking fee, including an Electric Vehicle Charging Station. [Bylaw 8698, April 1, 2019]

“Parking Space” or “parking stall” means a section of the roadway indicated by a traffic control device as a place to park one vehicle.

“Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Passenger Transportation Act” means the *Passenger Transportation Act*, S.B.C 2004, c.39, as the same may be amended from time to time. [Bylaw 8768, March 30, 2020]

“Peace Officer” means any person defined as a peace officer by the *Interpretation Act*, R.S.B.C. 1979, c 206 and includes the person or persons appointed as Manager, Bylaw Services, Bylaw Enforcement Supervisor, Bylaw Enforcement Officer 1 & 2, and Parking Bylaw Enforcement Officer. [Bylaw 8436, November 23, 2015]

“Pedestrian” means (a) a person on foot, (b) a person using a human powered wheelchair, (c) a person using a regulated motorized wheelchair or motorized mobility aid device, or (d) a child in a stroller.

“Play Vehicle” without limiting the generality of the phrase means coaster wagon, scooter, child’s tricycle, sled, toboggan, ski or skate.

“Private Roadway” or “Driveway” means every road or driveway which is not a street.

“Roadway” means the portion of a street that is improved, designed, or ordinarily used for vehicular traffic, and includes the shoulders up to a physical barrier or to the edge of a ditch or an area improved for grass, planting or pedestrian use; and where a street includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.

“Recreational vehicle” means, but is not limited to the following:

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

“Resident and Visitor Parking Policy” means the City’s Resident and Visitor Parking Policy, as amended from time to time. *[Bylaw 8317, July 15, 2013]*

“Resident Exempt Zone” means the area or space on a roadway designated as a resident exempt zone in accordance with the Resident and Visitor Parking Policy. *[Bylaw 8317, July 15, 2013]*

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

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

“Shared Vehicle” means a four-wheeled automobile, van, or pick-up truck owned and operated by a shared vehicle organization. *[Bylaw 8271, November 26, 2012]*

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

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

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

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

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

“Solicit” means to, without consideration, ask for money, donations, goods or other things of value whether by spoken, written or printed word or bodily gesture, for one's self or for any other person, and solicitation has a corresponding meaning, but does not include soliciting for charity by the holder of a license for soliciting for charity under the provisions of the License Bylaw.”

“Street” means a “Highway” as defined in the *Community Charter*. [Bylaw 8343, January 20, 2014]

“Street Line” or “property line” means the dividing line between a street and a parcel of land, the title for which is registered in the Land Title Office.

“Taxi” means a Passenger Directed Vehicle, as defined in the *Passenger Transportation Act*, capable of carrying ten or less passengers but does not provide Transportation Network Services, as defined in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Temporary Sign” means a sign which is affixed to the ground, though not in a permanently installed position, and is constructed of canvas, plywood, cardboard, plastic or other similar light material and designed or intended to be displayed for a short period of time, but does not include posters or sandwich board signs.

“Temporary Street Occupancy” means the area or space on a roadway, sidewalk and boulevard adjacent to a construction site which is fenced or otherwise secured for the exclusive use of storing materials and equipment for immediate use on the construction site. [Bylaw 8476, May 2, 2016]

“Through Street” means a street or part of a street designated by Council or the City Engineer at the entrances to which stop signs are erected.

“Traffic” includes pedestrians, vehicles, Cycles, and other conveyances, ridden or herded animals, either singly or together, while using a Highway to travel.” [Bylaw 8436, November 23, 2015]

“Traffic Control Device” without limiting the generality of the phrase means a sign, signal, line, meter, marking, space barrier, geo-fence, or device, not inconsistent with this Bylaw, placed or erected or designated by authority of Council or the City Engineer. [Bylaw 8768, March 30, 2020]

“Transit Lane” means any portion of a roadway designated by the City Engineer for the exclusive use of public transit vehicles and Cycles. [Bylaw 8786, September 14, 2020]

“*Transportation Act*” means the *Transportation Act*, SBC 2004, c 44. [Bylaw 8343, January 20, 2014]

“Transportation Network Services” has the meaning set out in the *Passenger Transportation Act*. [Bylaw 8768, March 30, 2020]

“Trees” means long lived perennial plant(s) that are woody and have a self supporting trunk with root system. May be deciduous or evergreen and includes all living parts.

“Trust Company” means an office or branch of a trust company to which the *Trust and Loans Company Act (Canada)* applies and in which deposit accounts are held.”

“Working Quarters” means a space used temporarily or permanently to purchase, distribute, manufacture, or construct any material or thing for profit.

“Zero-emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the City Engineer as a Zero-emission Vehicle. [Bylaw 8768, March 30, 2020]

Zones where Parking is Restricted:

“Building Zone” means the area or space on a roadway adjacent to a construction site designated by a traffic control device and established for the exclusive use of unloading or loading of goods, chattels, things or persons to or from vehicles for use on the construction site.

“Bus Zone” means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons from a bus or taxi. A Bus Zone shall include that portion of roadway 15 metres proceeding, and on the same side as a traffic control device marked “bus stop” or “bus”.

“Commercial Loading Zone” means the area or space on a Roadway designated by a Traffic Control Device and established for the exclusive use of Commercial Vehicles for loading or unloading of goods or materials. [Bylaw 8768, March 30, 2020]

“Disability Zone” means an area or space on a highway identified by the disabled parking sign as set out in Schedule 2 of Division (23) of the *Motor Vehicle Act* Regulations.

“Film Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of vehicles serving the motion picture film industry, and, without limiting the generality of the foregoing shall include wardrobes, generators, catering vehicles, crew cars and trucks.

“Fire Zone” means the area or space on a roadway designated by a traffic control device and established for free access of Fire Department emergency vehicles.

“Loading Zone” means the area or space on a Roadway designated by a Traffic Control Device and established for the loading or unloading of goods, materials, things or persons. *[Bylaw 8768, March 30, 2020]*

“Passenger Zone” means the area or space on a roadway designated by a traffic control device and established for the purpose of taking on or discharging persons only.

“Public Access Zone” means the area or space on a roadway designated by a traffic control device and established to be used in the indicated limited continuous periods of time for the purpose of taking on or discharging persons, for loading and unloading of goods, chattels, things or persons and for parking of vehicles.

“Resident Permit Only Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a valid permit issued in accordance with the Resident and Visitor Parking Policy and persons driving a shared vehicle. *[Bylaw 8415, May 25, 2015]*

“Shared Vehicle Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of a specified shared vehicle organization. *[Bylaw 8271, November 26, 2012]*

“Special Parking Permit Zone” means the area or space on a roadway designated by a traffic control device and established for the exclusive use of persons who hold a special parking permit issued in accordance with Section 510 of this Bylaw. *[Bylaw 8317, July 15, 2013]*

“Taxi Zone” means the area or space on a roadway designated by a traffic control device for the purpose of parking a taxi only while taking on or discharging passengers; or parking a taxi for a maximum of fifteen minutes.

“Time-Limited Zone” means the area or space on a roadway designated by a traffic control device and established to restrict parking of vehicles for the indicated limited continuous periods of time.

PART 4 – TRAFFIC CONTROL

401 Traffic Control Devices

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

402 Through Streets

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

403 Temporary Parking Restrictions

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

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

404 Closing Streets

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

405 Loitering Prohibited

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

406 Crowds or Groups Obstructing Traffic

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

407 Tethering Animals in Public Places

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

408 Sports on Streets

.1 No person shall engage in any sport, amusement, exercise or occupation on a street, public open space, or plaza, which is likely to spoil or deface City property, or interfere with or delay traffic, or to cause any obstruction whatsoever except with the written permission of Council.

.2 ~~No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any portion of the roadways described in Schedule I unless the street has been closed to traffic.~~No person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on (a) any portion of the Roadways described in Schedule I, unless being used in a designated Mobility Lane, (b) on a portion of the Roadway that has been closed to motor-vehicle traffic, or (c) a portion of the Roadway designated for its use by the City Engineer.

.3 Council, or the City Engineer in the case of winter conditions may declare any street closed to all vehicular traffic for the purpose of permitting people to coast or slide traffic control devices for the purpose of enabling such coasting or sliding.

.4 ~~_____~~Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on any portion of the following public open spaces, plazas, or other City properties:

- (a) 14th Street Civic Plaza
- (b) St. Roch Dock
- (c) Burrard Dry Dock Pier
- (d) Goldsworthy Pier
- (e) Roger's Plaza
- (f) Shipyard Commons
- (g) Shipbuilders Square

~~Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use roller skates or a skateboard on any portion of the following streets, including the roadway and sidewalk, public open spaces, plazas, or other City properties:~~ *[Bylaw 8335, October, 21 2013]*

~~Lonsdale Avenue from 25th Street (Upper Levels Highway) to Carrie Cates Court~~

~~Esplanade from Forbes Avenue to St George's Avenue~~

~~Marine Drive from Bewicke Avenue to MacKay Road~~

~~13th Street from Lonsdale Avenue to St George's Avenue~~

~~15th Street from St. George's Avenue to Chesterfield Avenue;~~

~~14th Street Civic Plaza;~~

~~19th Street between Moody Avenue and Ridgeway Avenue.~~

~~St. Roch Dock~~

- .5 No person shall engage in or organize a street party on any street except with the written permission of the City Engineer or Council. The City Engineer may provide a permit for a street party provided there is written application indicating consent of at least 67% of all affected residents and provided the occupation of the street is not likely to unreasonably interfere with or delay traffic.
- .6 No person shall engage in or organize a street festival on any street except with the written permission of Council.
- .7 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.
- .8 No person shall propel, coast, ride or in any other way use rollers skates or a skateboard on any street, including the roadway, lane and sidewalk, public open space, plaza, other City properties or skateboard park unless that person is properly wearing a helmet on his or her head, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .9 No parent or guardian of a person under the age of 16 years shall authorize or knowingly permit that person to propel, coast, ride or in any other way use a skateboard or roller skates in a skateboard park unless that person is wearing a helmet on his or her head that is properly fastened, except if that person is a person for whom the wearing of a helmet would interfere with an essential religious practice.
- .10 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane except as near to the right side of the roadway or lane as is practicable.
- .11 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane that is posted with a speed limit exceeding 50 kilometres per hour.
- .12 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk or skateboard park between sunset and sunrise.
- .13 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane and sidewalk while being towed by a vehicle, person, bicycle or animal.

- .14 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any roadway or lane, in such a manner as to pose a hazard to traffic.
- .15 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any street, including the roadway, lane, and sidewalk in any position other than standing.

409 Peace Officer Traffic Direction

When it is considered necessary by a Peace Officer:

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

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

410 Geo-fenced Areas

The City Engineer is hereby authorized to establish, designate and delineate Geo-fenced Areas and regulate, prohibit or control vehicle access, stopping and loading within such Geo-fenced Areas. *[Bylaw 8768, March 30, 2020]*

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. *[Bylaw 8786, September 14, 2020]*

PART 5 – PARKING AND STOPPING VEHICLES

501 General Parking Prohibitions

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

- .1 on a sidewalk or boulevard;
- .2 in front of or within 3 metres of either side of a driveway, private road or sidewalk crossing;
- .3 on that side and section of a roadway within 3 metres of the imaginary projection of the street lines of a lane intersecting a street;
- .4 within 5 metres of a fire-hydrant measured from a point in the curb or edge of roadway which is closest to the fire-hydrant;
- .5 on a crosswalk or in an intersection;
- .6 within 6 metres of the approach or far side of either a crosswalk or intersection except motorcycles which shall not stop, stand or park within 4 metres of the approach or far side of either a crosswalk or intersection unless prohibited by a no parking or no stopping sign;
- .7 within 6 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway except motorcycles which shall not stop, stand or park within 4 metres on the approach to a flashing beacon, stop-sign, or traffic control signal located at the side of a roadway unless prohibited by a no parking or no stopping sign;
- .8 on a lane, except commercial vehicles while actually engaged in loading or unloading and then only when parked in such a manner as to leave on one side of the vehicle more than 3 metres of the usable travelled portion of such lane unobstructed for the free movement of vehicular traffic;
- .9 within 15 metres of the nearest rail of a railway crossing;
- .10 upon any street for the principal purpose of:
 - (a) displaying a vehicle for sale;
 - (b) advertising, greasing, painting, wrecking, storing, or repairing any vehicle, except where repairs are necessitated by an emergency;
 - (c) displaying signs;

- (d) selling flowers, fruit, vegetables, seafood, or other commodities or articles;
- .11 Deleted *[Bylaw 7712, September 12, 2005]*
- .12 on the roadway side of a vehicle stopped or parked at the edge or curb of a roadway;
- .13 on a bridge or other elevated structure on a street, or in a tunnel, except as permitted by a traffic control device;
- .14 in a place in contravention of a traffic control device that gives notice that stopping, standing or parking there is prohibited;
- .15 in a time-limited zone for a period of time longer than the designated time limit. A Bylaw Officer may issue more than one Notice on any one vehicle during any calendar day for over time limit contraventions.
- .16 in a manner that obstructs the visibility of a traffic sign erected by or with the authority of the Minister of Transportation and Highways or this Bylaw;
- .17 on any school day between the hours of 8:00 o'clock in the forenoon and 5:00 o'clock in the afternoon in front of any school grounds on the side of the roadway forming part of the boundary of such school grounds, as indicated by a traffic control device;
- .18 attended or unattended adjacent to a curb painted yellow;
- .19 in a position that causes it to interfere with removal of snow from a street by a person authorized to do so by the City Engineer;
- .20 in a position that causes it to interfere with fire-fighting;
- .21 in a position that causes it to interfere with the normal flow of traffic on the street;
- .22 in a position that causes it to interfere with the construction, reconstruction, repair or maintenance of a street or public utility or connection thereto by a person authorized to undertake such work by the City Engineer;
- .23 so as to permit it to stand unattended or parked unless he has locked the motor-vehicle or made it secure in such a manner as to prevent the unauthorized use of the motor-vehicle;
- .24 on or over any hose lying on or attached to a roadway;
- .25 on any portion of a street that is designated as a Transit Lane. *[Bylaw 8786, September 14, 2020]*
- .26 on any portion of a street that is designated as a Mobility Lane.

502 Stop When Traffic Obstructed

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

503 Parallel Parking

Except as otherwise provided in this Bylaw:

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

504 Angle Parking

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

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

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

505 Parking – 72 hours

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

506 Parking Large Vehicles

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

507 Parking Large Vehicles – Permits

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

508 Power to Establish Restrictive Parking Zones *[Bylaw 8317, July 15, 2013]*

The City Engineer is hereby authorized to place or erect or designate or cause to be placed or erected or designated a Traffic Control Device establishing: *[Bylaw 8791, December 7, 2020]*

- (a) a Loading Zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Film Zone, Disability Zone, Building Zone, Fire Zone, Time-Limited Zone, Shared Vehicle Zone, and E-Bike Share Zone as the City Engineer deems desirable; *[Bylaw 8791, December 7, 2020]*
- (b) a Special Parking Permit Zone as he deems desirable, provided that the person requesting the establishment of such zone pays for all expenses arising out of the placement or erection or designation of the Traffic Control Device establishing such zone; and *[Bylaw 8768, March 30, 2020]*
- (c) a Resident Permit Only Zone in accordance with the Resident and Visitor Parking Policy. *[Bylaw 8768, March 30, 2020]*

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

If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established a fee for the placement or erection of the traffic control device. If the City Engineer places or erects or causes to be placed or erected a traffic control device establishing a shared vehicle

zone in a metered zone, the City Engineer may charge the shared vehicle organization for which the shared vehicle zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as a shared vehicle zone. *[Bylaw 8271, November 26, 2012]*

.2 Use of Shared Vehicle Zone

The shared vehicle organization which requests the establishment of a shared vehicle zone shall have exclusive use of that shared vehicle zone for two years. After the expiration of the two year period, the use of that shared vehicle zone shall be determined by right of first refusal whereby the current user of the shared vehicle zone may choose to continue to use the shared vehicle zone or relinquish the use of that shared vehicle zone. *[Bylaw 8271, November 26, 2012]*

.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. *[Bylaw 8786, September 14, 2020]*

.4 Power to Charge E-Bike Share Services for the Establishment of an E-Bike Share Zone *[Bylaw 8791, December 7, 2020]*

If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone, the City Engineer may charge the E-Bike Share Service for which the E-Bike Share Zone was established, a fee for the placement or erection of the Traffic Control Device. If the City Engineer places or erects or causes to be placed or erected a Traffic Control Device establishing an E-Bike Share Zone in a Metered Zone, the City Engineer may charge the E-Bike Share Service for which the zone-Bike Share Zone was established an annual fee equal to the meter revenue that would have been collected by the City had that area not been established as an E-Bike Share Zone. *[Bylaw 8791, December 7, 2020]*

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

No person shall stop or park a vehicle in any Loading zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Building Zone, Film Zone, Disabled Zone, Fire Zone, Shared Vehicle Zone, E-Bike Share Zone, Resident Permit Only Zone, and Special Parking Permit Zone except that a person may do SO: *[Bylaw 8791, December 7, 2020]*

- .1** in a Loading Zone while actually engaged in the loading or unloading of goods, materials or passengers, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for no longer than five minutes for the loading or unloading of persons or 30 minutes for the loading or unloading of goods or materials; *[Bylaw 8768, March 30, 2020]*

- .2 in a Commercial Loading Zone with a Commercial Vehicle while actively engaging in loading or unloading goods or materials, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for longer than 30 minutes; *[Bylaw 8768, March 30, 2020]*
- .3 in a Passenger Zone only for as long as is necessary to take on or discharge passengers, to a maximum of five minutes; *[Bylaw 8768, March 30, 2020]*
- .4 in a bus zone with a bus provided that the bus is not parked so as to impede traffic;
- .5 in a bus zone, with a vehicle owned or operated on behalf of Canada Post Corporation for the delivery or picking up of mail, for no longer than is necessary to pick up or deliver such mail, provided that no driver of such mail vehicle shall enter any bus zone when a bus is approaching thereto, and the driver of such mail vehicle already entered into the bus zone shall immediately vacate the bus zone on the approach of a bus;
- .6 in a bus zone with a taxi for only as long as it is necessary to take on or discharge passengers, provided that no such driver shall enter any zone when a bus is approaching thereto and the driver of any taxi already entered into such a zone shall immediately vacate such a zone upon the approach of a bus;
- .7 in a taxi zone with a taxi;
- .8 in a fire zone as authorized by the Fire Chief;
- .9 in a disability zone only in accordance with the Regulations of the *Motor Vehicle Act*;
- .10 in a building zone while engaged in the exclusive use of unloading or loading of goods, chattels, things or persons for use at the construction site adjacent to the building zone provided that the vehicle is not standing, stopped or parked in a manner to impede traffic or on the roadway side of a vehicle lawfully standing, stopped or parked in the building zone;
- .11 in a shared vehicle zone with a shared vehicle belonging to a shared vehicle organization assigned to that shared vehicle zone;
- .12 in a resident permit only zone with a valid permit issued in accordance with the Resident and Visitor Parking Policy or with a shared vehicle; and *[Bylaw 8415, May 25, 2015]*
- .13 in a special parking permit zone with a valid special parking permit issued in accordance with Section 510 of this Bylaw.
- .14 in an E-Bike Share Zone with an E-Bike belonging to an E-Bike Share Service assigned to that E-Bike Share Zone. *[Bylaw 8791, December 7, 2020]*

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

.1 Special Parking Permit

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

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

.2 Resident Exempt Zone

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

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

511 Exemptions to Public Utility Vehicles

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

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

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

512 Exemption to People with Disabilities

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

513 Overtime Parking – Same Block

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

514 Parking Unattached Trailers

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

515 Noise Nuisances from Vehicle Horns and Alarms

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

- .1 vehicle horn or other traffic warning device which operates continuously or intermittently for a period of 10 minutes; or
- .2 the audible sound of a motor vehicle security system which activates either continuously or intermittently for a period exceeding one minute, or which produces a false alarm activating more than three times in a 24 hour period, but not including the activation status signal given when arming or disarming the alarm.

516 Vehicle Idling

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

This section does not apply to:

- .1 A mobile workshop while such a vehicle is being used as a mobile workshop.
- .2 Police, fire or ambulance vehicles while engaged in operational activities, including training activities, except where idling is substantially for the convenience of the operator of the vehicle.
- .3 Vehicles assisting in an emergency activity.
- .4 Vehicles for which idling is required as part of a repair or regular pre-check maintenance process.
- .5 Armoured vehicles in which a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.
- .6 Vehicles required to remain motionless because of an emergency, traffic, or mechanical difficulties over which the driver has no control.
- .7 Vehicles engaged in a parade or race or any other event authorized by the City of North Vancouver.
- .8 Vehicles required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo.

.9 Vehicles when the ambient temperature inside the vehicle is:

- (a) More than twenty-seven degrees Celsius (27°C); or
- (b) Less than five degrees Celsius (5°C)

517 Use of Vehicles as Living Quarters

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

518 Working Quarters

No person shall use a Recreational Vehicle as Working Quarters;

519 Recreational Vehicle 24 hour parking

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

520 Transportation Network Services

- .1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of Transportation Network Services within any Geo-fenced Area, including the regulation or prohibition of stopping and loading by any Transportation Network Services provider within a Geo-fenced Area. *[Bylaw 8768, March 30, 2020]*
- .2 Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 a.m. or the hours of 2:00 p.m. and 6:00 p.m., Monday through Friday, unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers. *[Bylaw 8768, March 30, 2020]*
- .3 The City Engineer may issue a Congestion and Curbside Management Permit to a Transportation Network Services provider for the fee set out in Schedule F to this Bylaw, as amended from time to time, which fee may vary among vehicle types, and which fee shall be payable monthly at the end of each month in a manner satisfactory to the City Engineer. No permit shall be required for Accessible Passenger Directed Vehicles used by a Transportation Network Services provider. *[Bylaw 8768, March 30, 2020]*

PART 6 – GENERAL REGULATIONS

601 Provisions for Obeying Signs

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

602 Firemen May Direct Traffic in Vicinity of Fire

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

603 Traffic Tickets

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

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

701 Parade – Permit For

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

702 Parade – Exemption

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

703 Funeral, Film Tow Shots and Other Processions

- .1 No driver of a vehicle shall drive between the vehicles comprising a funeral, film tow shots, or other authorized procession while it is in motion. The provision shall not apply at intersections where traffic is being controlled by traffic control signals or Peace Officers.

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

PART 8 – REGULATION OF STREET USAGE

801 Street-Structures / Advertising / Writing-Permit

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

802 Street Waste Matter

Except as otherwise permitted by any Bylaw of the City, no person shall place or deposit, or cause to be placed or deposited, any goods, chattels or other things upon any street, or allow any goods, chattels or other thing to blow, drop, spill, fall, flow or drift onto any street from any premises owned or occupied by him or to allow any substance or thing to fall upon any street from any vehicle or following an accident, allow any substance or thing to remain upon any street longer than is necessary to remove such substance or thing from such street or fail to take immediate and reasonable precautions to safeguard traffic in the

event of an accident, which shall include the removal of any damaged vehicle from the line of traffic.

803 Street – Spills

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

804 Street-Spills Removal

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

805 Streets – Normal Use

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

806 Awning, Canopy and Marquee Regulations

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

807 Permission to Excavate Streets

No person shall break, tear up or remove or otherwise interfere with any sidewalk, curb or surfacing of any street, or excavate any street or under any street, without having first obtained permission of the City Engineer; and any person acting under such permission shall, upon completion of the work, refill and thoroughly consolidate any excavation and put the street in as good order and repair as it was before the work was done and notify the City Engineer that

this restoration work has been completed. The City Engineer may inspect the work and order further restoration to be undertaken.

808 Regulation of Access

The following regulations pertain to access to any street:

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

809 Permission for Sidewalk Crossings

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

810 Driving on Boulevards Prohibited

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

811 Barricades Must Be Provided

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

The person to whom such permission is given shall also indemnify the City against loss or damage by reason of any such work and give security that he will carry out the work in accordance with the provisions of this section, if such security is demanded of him by the City Engineer, who is empowered to demand such security, the person of whom such security is demanded shall not proceed with the work until such security has been provided to the satisfaction of the City

Engineer. The barricade shall be removed after the street is returned to its original condition or to a condition satisfactory to the City Engineer.

812 Barricades Not To Be Tampered With

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

813 Obstructions – Removal

- .1 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any goods, chattels or other things upon any Highway which will obstruct or impede Traffic thereon, or deface or injure any such Highway, or which may be an inconvenience to the free and lawful use thereof, or which may unlawfully encroach thereon. *[Bylaw 8436, November 23, 2015]*
- .2 Notwithstanding anything herein contained, no person shall place, maintain or permit to remain any bulk refuse container or mobile storage container upon any street or boulevard without having first obtained permission of the City Engineer.
- .3 The City Engineer and any person designated as a Bylaw Enforcement Officer pursuant to the “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” may remove, detain or impound or cause to be removed, detained, or impounded such goods chattels, motor-vehicles, Cycles, and E-Bikes or other thing which unlawfully has been placed or maintained or permitted to remain or used in any way in contravention of this Bylaw upon any highway and the cost of removing, towing, impounding and storing the same shall be charged to the owner thereof or the person placing, maintaining or permitting to remain or using in any way in contravention of this Bylaw the said goods, chattels, motor vehicles, Cycles, E-Bikes, or other things. *[Bylaw 8791, December 7, 2020]*
- .4 In the event that the charges herein before mentioned are not paid within one month from the removal, detention or impounding, the City or its agents may sell the same by public auction.
- .5 Before selling by public auction under this section, the City or its agents shall advertise the time and place of the proposed public auction in two consecutive issues of a newspaper circulating in the City, giving at least ten days' notice of such proposed sale.
- .6 The proceeds of any such sale by public auction shall be applied firstly against any expense for such sale and all charges for which the owner is liable under this section, and the balance of the proceeds, if any, shall be paid to the owner upon application therefore to the City Clerk.
- .7 Wherein the opinion of the non-commissioned officer in charge of the R.C.M.P. Traffic Department or the Bylaw Enforcement Officer, the thing

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

814 Sidewalks – Removal of Snow & Ice

The owner or occupier of real property must remove any accumulation of snow or ice from the sidewalks and footpaths bordering the real property within 24 hours after the cessation of any snowfall that caused any accumulation of snow or ice on any sidewalk or footpath, or prior to the depth of snow accumulation exceeding ten centimetres. *[Bylaw 8536, April 8, 2019]*

815 Sidewalks – Removal of Dirt & Rubbish

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

816 Commercial Use of Sidewalks

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

- (b) the entire sign is located within four feet of the curb edge;
 - (c) the sign does not exceed the dimension of .76 metres wide by 1.22 metres high and that only two sides of the sign may contain advertising copy;
 - (d) the sign shall contain no electrical components and may not be illuminated;
 - (e) the sign is placed on the street only during the operating hours of the business premises to which it applies.
- .3 It shall be an offence under this Bylaw to locate goods or products for sale, to situate tables, chairs or other items related to outdoor dining or to place a sandwich board sign contrary to this Bylaw.
- .4 “Mobile Carts”, as defined in Section 302, are permitted to use the sidewalk or City Wharf at locations as described in Schedule H to this Bylaw. Street vending license requirements are to be satisfied as required in the City of North Vancouver Street Vending Guidelines.

817 Obstructive Solicitation

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

818 Street Landscaping and Street Trees

- .1 Subject to Section 813.3 no person, other than a duly authorized person or employee of the City acting in pursuance of his duties shall:
- (a) dig up in any manner, alter or disturb any landscaping element constructed, planted or installed in any street.
 - (b) Alter or damage any tree planted or situated on any street.
 - (c) Remove any tree planted or situated on any street.
- .2 No landscaping elements may be constructed, planted or installed on any street without having first obtained the permission of the City Engineer and any person acting under such permission shall do so in accordance with

the terms and conditions contained in a permit. Landscaping elements, once constructed, planted or installed or planted will become the property of the City.

- .3 Property owners are responsible for the care and maintenance of grass and landscaping elements constructed, planted or installed, excluding trees, pursuant to Section 818.2 on streets adjacent to their property.

819 Tag Days

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

820 Licensing of Vehicles

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

821 Utility Access Agreement

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

822 E-Bike Share Services

- .1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of E-Bike Share Services within any Geo-fenced Area, including the speed of E-Bikes and the regulation or prohibition of parking of any E-Bikes within a Geo-fenced Area.
- .2 No person or legal entity may operate an E-Bike Share Service without a valid E-Bike Share Permit.
- .3 The holder of an E-Bike Share Permit may deploy a fleet of E-Bikes in any location where parking is permitted for the purpose of making E-Bikes available to reserve for use.
- .4 The City Engineer may issue an E-Bike Share Permit to an E-Bike Share Service for the fee set out in Schedule F to this Bylaw, as amended from

time to time, which fee may vary based on the total number of E-Bikes deployed in a fleet by the E-Bike Share Service and which fee shall be payable prior to being issued a permit in a manner satisfactory to the City Engineer.

- .5 Successful applicants for the E-Bike Share Permit must pay a performance deposit set out in Schedule F to this Bylaw, as amended from time to time, prior to being issued a permit. The performance deposit fee is refundable, less any deductions.

[Bylaw 8791, December 7, 2020]

PART 9 – HEAVY TRUCKS – COMMERCIAL VEHICLES [Bylaw 8699, May 13, 2019]

901 Size, Weight and Loading Regulations by Reference

Hereby adopted as regulations pursuant to this bylaw are:

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

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

all as amended from time to time;

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

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

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

all as amended from time to time.

[Bylaw 8699, May 13, 2019]

902 Travel on Truck Routes

- .1 A Commercial vehicle or combination of vehicles with a licensed gross vehicle weight of 11,800 kg or more, or a commercial vehicle with four or more axles may only travel on designated Truck Routes, as set out in Schedule E of this bylaw, and on any street providing the shortest distance route between a designated Truck Route and points of origin or destination.
- .2 This Section 902 shall not apply when otherwise directed by the City Engineer, or a Peace Officer, or as dictated by an emergency situation;

nor to transit vehicles when on approved transit routes, recreational vehicles, trucks with campers mounted on them, and emergency vehicles.

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

[Bylaw 8699, May 13, 2019]

903 Prohibits Cleats, Tractors

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

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

[Bylaw 8699, May 13, 2019]

- 904** For the purposes of this By-law, wherever in these regulations adopted by this By-law, the term "Minister" or "Minister of Transportation and Infrastructure" appears, the term "Engineer" shall be substituted and where the term "Act" appears, the term "By-law" shall be substituted. *[Bylaw 8699, May 13, 2019]*

- 905** No person shall operate a vehicle on any street in the City contrary to a regulation adopted by this section. *[Bylaw 8699, May 13, 2019]*

906 Permits for Extraordinary Traffic

- .1 Any person desiring a permit required by this Part shall make application in writing therefore to the City Engineer, giving such particulars thereof as the City Engineer may require. The City Engineer may, in their discretion, by a permit in writing, but subject to the conditions or limitations as may be stated therein, authorize the operation and driving of vehicles and loads which are otherwise prohibited from being operated or driven prior to issuance of a permit. An application for such permit shall be made not less than 24 hours in advance of the time the trip is made.
- .2 Before any permit is issued, the City Engineer may require a bond of indemnity or such other document or instrument as will ensure payment to the City of the cost of repairing or reconstructing any street or other property of the City damaged by reason of the driving or operating of the vehicle for which the permit is granted. Such bond, document or

instrument shall be in the amount prescribed by the City Engineer, and shall be in a form satisfactory to the City.

[Bylaw 8699, May 13, 2019]

907 Permits issued pursuant to this section shall only apply to highways under the jurisdiction of the City. *[Bylaw 8699, May 13, 2019]*

PART 10 – OPERATION OF VEHICLES

1001 Hospital or Quiet Zones

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

1002 Boarding or Alighting From Vehicles

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

1003 Speed Limits

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

1004 Speed Limits on Specific Streets

.1 Deleted *[Bylaw 8415, May 25, 2015]*

.2 30 km/h Streets

Notwithstanding Section 1003, it shall be unlawful for any person to drive or operate a motor vehicle at a rate of speed greater than 30 km per hour on:

- (a) Rufus Drive between Cedar Village Crescent and the City Boundary at 16th Street;
- (b) Ridgeway Avenue and Moody Avenue between East Keith Road and East 13th Street;
- (c) East 8th Street, East 9th Street, East 10th Street, East 11th Street and East 12th Street between St. Georges Avenue and Grand Boulevard West; and
- (d) Lyon Place between Ridgeway Avenue and Moody Avenue.

[Bylaw 8801, November 2, 2020]

.3 20 km/h Streets

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

1005 Speed Limits on Lanes

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

.1 Speed Limits on Cycle Routes

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

1006 Driving over Newly Painted Lines

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

1007 Neighbourhood Zero Emission Vehicles

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

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

PART 11 – PEDESTRIAN REGULATIONS

1101 Use Right Half of Crosswalk

Pedestrians shall use the right half of crosswalks whenever practicable.

1102 Must Observe Care When Leaving Bus

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

1103 Jaywalking

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

street. Notwithstanding the foregoing, no pedestrian shall cross any street in a Business district at an intersection at a street and a lane.

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

PART 12 – CYCLE REGULATIONS

1201 Must Have Adequate Brakes

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

1202 Operation of Cycles on Sidewalks

No person shall operate a cycle on a sidewalk unless permitted to do so by a traffic control device. *[Bylaw 8335, October 21, 2013]*

1203 Operation of Cycles in Elephant's Feet Crosswalks

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

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

[Bylaw 8595, January 15, 2018]

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

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

[Bylaw 8595, January 15, 2018]

PART 13 – PARKING METERS

1301 Authorization

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

1302 Installation

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

1303 Payment

- .1 Coins used for payment shall be the lawful coinage of Canada. No person shall deposit or cause to be deposited in any stall type meter or ticket dispenser any slug, device or substitute for the coinage described in this section of the Bylaw.
- .2 Payment by a credit card, Network Card, smartphone application or special device issued by the City, shall be in lieu of coinage for those Parking Meters specifically equipped to accommodate such methods of payment. *[Bylaw 8698, April 1, 2019]*
- .3 Payment for stall type parking for a vehicle shall be made by the owner, operator or driver of such vehicle immediately after entering the parking stall.
- .4 Payment for coupons shall be in the amount indicated according to a sign displayed on the ticket dispenser or an official sign of the appropriate authority. Said coupons or coupon while valid shall be conspicuously displayed on the dashboard at all times, while the vehicle is so parked, or in some other location if specified by the said sign or signs or printed on the coupon. Coupons shall be valid for the time paid for in accordance with the said sign or as printed on the coupon or coupons within the lot where said coupon was issued.

1304 Offence

- .1 It shall be an offence under this Bylaw to permit any vehicle to remain in a stall regulated by a stall type meter when the said parking meter shows that the parking time of such vehicle has expired.
- .2 ~~It shall be an offence under this Bylaw to fail to purchase a ticket or coupon or to fail to display a valid coupon or ticket in the manner described in Section 1303.3, while the vehicle is so parked. It shall be an offence under this Bylaw to fail to register the plate of any parked vehicle in City owned pay parking lots or on street Parking Space via smartphone applications or Parking Meter posted in or near to these facilities.~~
- .3 ~~It shall be an offence under this Bylaw to display an invalid coupon or ticket or any counterfeit or substitute thereof. (Deleted).~~

- .4 No vehicle shall be parked on any street or portion thereof designated for parking meters and on which parking meters are installed except in compliance with the provisions of this Bylaw.

1305 Impoundment

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

1306 Damage

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

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

1307 City-Owned Parking Lots

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

PART 14 – DELEGATION OF AUTHORITY

1401 Delegation

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

PART 15 – PERMITS – COMPLIANCE, REVOCATION

1501 Conditions of Permits Must Be Complied With

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

.1 Insurance and Waiver Requirements

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

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

[Bylaw 8595, January 15, 2018]

1502 All Permits Revocable

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

1503 Fees

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

PART 16 – OFFENCES, PENALTIES AND ENFORCEMENT

1601 Every person who violates a provision of this Bylaw, or consents, allows or permits an act or thing to be done in violation of a provision of this Bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this Bylaw, is guilty of an offence and is liable to the penalties imposed under this Bylaw or any other applicable Bylaw of the City, and is guilty of a separate offence each day that a violation continues to exist.

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

PART 17 – REPEAL AND ENACTMENT

1701 Repeal

The Bylaw known as the "Street and Traffic Bylaw 1976, No. 4949", and Bylaws numbered 4955, 5044, 5085, 5173, 5202, 5249, 5409, 5477, 5613, 5626, 5661, 5720, 5798, 5825, 5878, 5963, 6039 and 6136 being amendments thereto, are hereby repealed.

1702 Enactment

READ a first time by the Council on the 30th day of September, 1991.

READ a second time by the Council on the 23rd day of March, 1992.

READ a third time and passed by the Council on the 23rd day of March, 1992.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 13th day of April, 1992.

Signed by: Mayor John E. Loucks

Signed by: Bruce A. Hawkshaw, City Clerk

SCHEDULES

SCHEDULE “A” Deleted *[Bylaw 7676, March 7, 2005]*

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

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

.1 City-Owned Parking Lots

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

Description	Location and Civic Address
Lots 41-44 & 46 Block 155, D.L. 274, Plan 878 Lot 45(excluding East 20') Block 155, D.L. 274, Plan 878	126 East 1 st Street (Post Office Lot)
Lot 2, Block 62, D.L. 548, Plan 14368: and Lot D, Block 62, D.L. 548, Resub 1 & 2, Plan 2074	141 West 14 th Street & 1332 Chesterfield Avenue (Civic Centre Lot and Library)
Lot E, Block 165, D.L. 271, Resub Plan 18168	Parking Spaces #1-38, Level 3, 132 West Esplanade
Portion of Parcel H, Block 177, D.L. 271, Reference Plan 2587 Portion of Lot 15, Block 177, D.L. 271, Plan 19677	Foot of Lonsdale
That part of closed road comprising 752 square metres shown on Plan LMP 30947, Block 109, D.L. 274, Group 1, Plan 878	East Victoria Park – Parking Lot
Lot 3, Block 62, D.L. 548/549, Plan 750 PID: 015 145 620	151 West 14 th Street
Lot A, Block 49, D.L. 548, Plan BCP23965	120 West 14 th Street (Public Plaza Parking Lot)
Easement Area shown on Plan BCP 39825, over Lots 1, 2, 6, and 8, all of Block 176, of that portion of the bed and foreshore of Burrard Inlet lying in front of Block 176, DL 274, Group 1, NWD, Plan 39824	Heritage Precinct street parking
Strata Plan EPS6231, Block 177, District Lot 271 <i>[Bylaw 8737, December 2, 2019]</i>	118 Carrie Cates Court
Lot 5, Block, DL 265, Plan EPP26537 <i>[Bylaw 8737, December 2, 2019]</i>	61 / 63 Bewicke Avenue

.2 Parking Lots in Parks

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

1820.2 Parking Lots in Parks

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

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

.3 City Wharves as Parking Lots

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

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

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

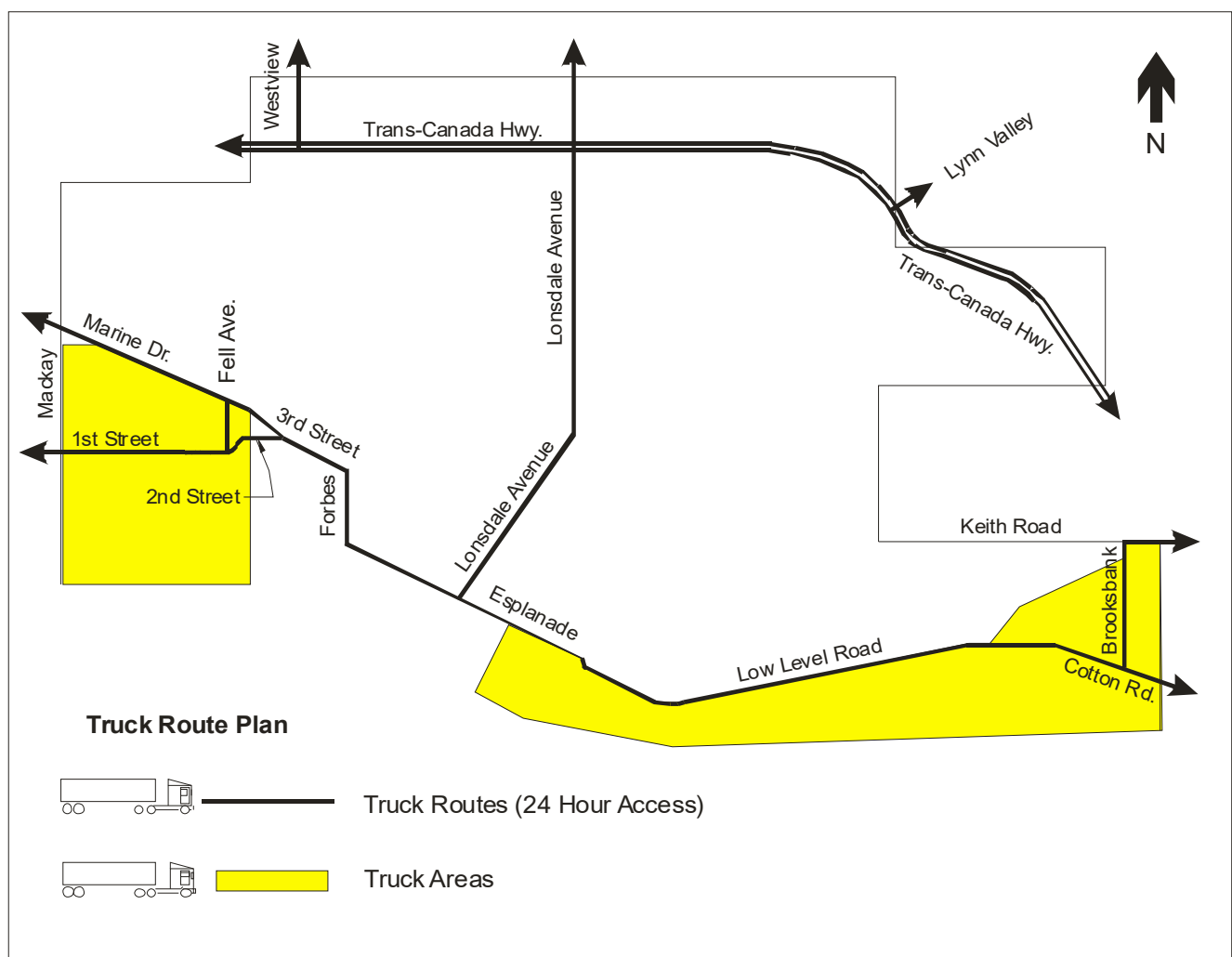
Section No.	Section	City Engineer	Deputy City Engineer	Assistant City Engineer	Traffic Engineer	Superintendents	Engineering Staff	Corporate Officer	Enforcement Officer
401	Traffic Control Devices	X	X	X	X	X			
402	Through Streets	X							
404	Closing Streets	X	X			X			
408.3	Sports on Streets	X							
408.5	Street Parties	X							
408.6	Street Festivals	X							
501.19	General Parking Prohibitions	X				X			
501.22	General Parking Prohibitions	X	X	X		X			
504	Angle Parking	X	X						
507	Parking Large Vehicles – Permits	X	X	X	X				
508	Power to Establish Restrictive Parking Zones	X	X						
510	Special Parking Privileges	X	X	X	X				
703.5	Funeral, Film Tow Shots & Other Processions	X						X	
801	Street-Structure / Advertising / Writing-Permit	X	X	X					
804	Street-Spills Removal	X							
807	Permission to Excavate Streets	X	X	X					
808.3	Regulation of Access	X	X	X					
809	Permission for Sidewalk Crossings	X	X	X					
811	Barricades Must be provided	X	X	X	X		X		
813.2	Obstructions – Removal	X	X	X	X				
813.3	Obstructions – Removal	X							X
816.2	Commercial Use of Sidewalks	X	X						
817.1	Obstructive Solicitation	X							X
819	Tag Days	X							
822	E-Bike Share Permit <i>[Bylaw 8791, December 7, 2020]</i>	X	X				X		
901	Size, Weight and Loading Regulations by Reference <i>[Bylaw 8699, May 13, 2019]</i>	X	X	X	X				
906	Permits for Extraordinary Traffic <i>[Bylaw 8699, May 13, 2019]</i>	X	X	X					
903	Prohibits Cleats, Tractors <i>[Bylaw 8699, May 13, 2019]</i>	X	X	X					

SCHEDULE "E" – DESIGNATED TRUCK ROUTES

Schedule of Truck Routes Effective March 1, 1997

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

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



SCHEDULE “F” – FEES

Permit Type	Authority to Issue	Processing Fee	Occupancy Fee
Temporary Building Zone	s.404.2	\$80.00	\$2.50 per day per 10 m ² of street property but not less than \$100.00, plus GST;
Temporary Street Occupancy	s.404.2	\$80.00	\$2.50 per day per 10 m ² of street property but not less than \$100.00, plus GST;
Temporary Street Closure	s.404.2	\$80.00	N/A
Block Party*	s.408.5	\$25.00	N/A
Parade/Procession	s.701	\$100.00	N/A
Container on Street Allowance	s.813.2	\$60.00	N/A
Extraordinary Traffic – Permit to move over height, over width and overweight loads	s.905 <i>[Bylaw 8699, May 13, 2019]</i>	\$80.00	N/A
Congestion and Curbside Management (Transportation Network Services) – vehicles other than Zero-emission Vehicles and Accessible Passenger Directed Vehicles <i>[Bylaw 8768, March 30, 2020]</i>	s.520.3	N/A	\$0.10 per pick up and drop off Monday to Friday, 7 AM to 9 AM and 2 PM to 6 PM
Congestion and Curbside Management (Transportation Network Services – Zero-emission Vehicles) <i>[Bylaw 8768, March 30, 2020]</i>	s.520.3	N/A	\$0.05 per pick up and drop off Monday to Friday, 7 AM to 9 AM and 2 PM to 6 PM
E-Bike Share Permit – Permit for Shared E-Bikes (Total fleet deployed) <i>[Bylaw 8791, December 7, 2020]</i>	s.822.3	\$250.00	\$40 + GST per E-Bike deployed
E-Bike Share Permit – Security for Performance <i>[Bylaw 8791, December 7, 2020]</i>	s.822.4	N/A	\$10,000.00

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

[Bylaw 8476, May 2, 2016]

SCHEDULE "G" – UTILITY ACCESS AGREEMENT

1860 SCHEDULE G

UTILITY ACCESS AGREEMENT

THIS AGREEMENT made this _____ day of _____, 1995

BETWEEN:

(the "Municipality")

AND:

(the "Company")

WHEREAS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fax Number:

and to the Company at the following address:

with a copy to:

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

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

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

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

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

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

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

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

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

The Corporate Seal of the Municipality)

was hereunto affixed in the presence of:)

C/S

Mayor)

Municipal Clerk)

The Corporate Seal of the Company)

was hereunto affixed in the presence of:)

C/S

Authorized Signatory)

Authorized Signatory)

SCHEDULE “H” – DESIGNATED LOCATIONS FOR MOBILE CARTS

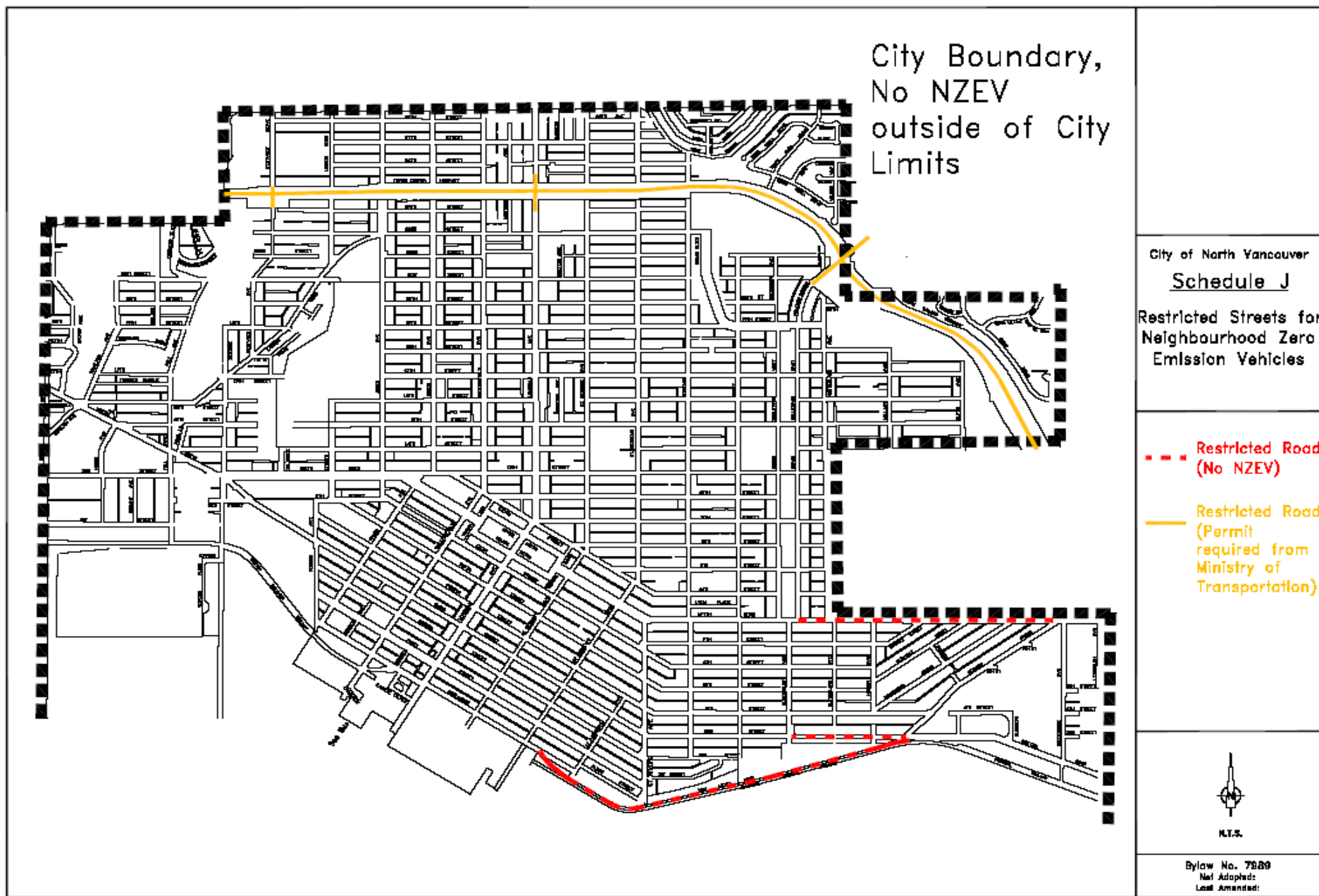
Designated locations for “Mobile Carts” in the City of North Vancouver are as follows:

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

**SCHEDULE “I” – ROADWAYS UPON WHICH THE USE OF SKATEBOARDS AND
ROLLER SKATES IS RESTRICTED UNLESS IN A MOBILITY
LANE**

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

SCHEDULE "J" – RESTRICTED STREETS FOR NEIGHBOURHOOD ZERO EMISSION VEHICLES



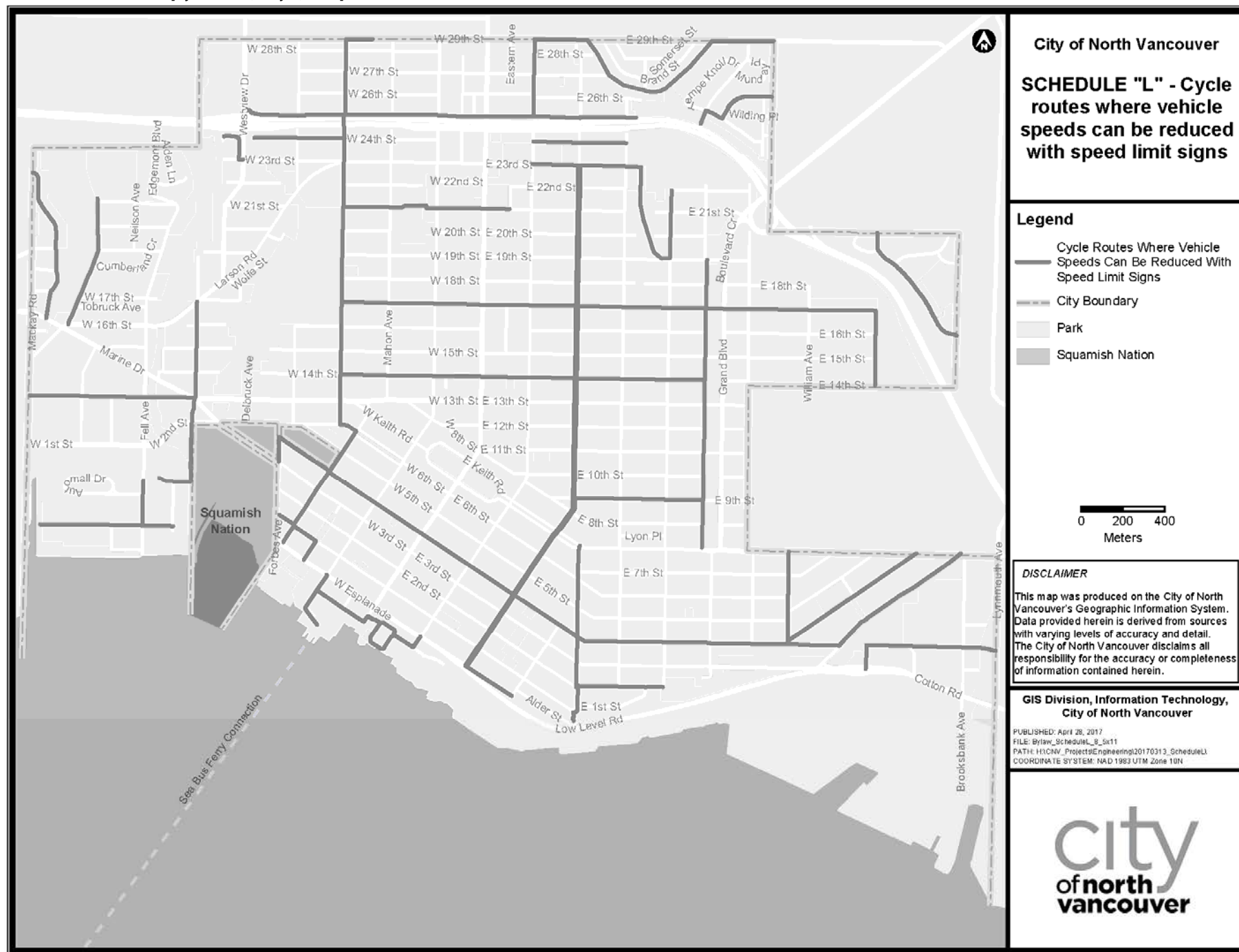
SCHEDULE “K” – LIST OF CITY PROPERTIES WITH TEMPORARY PARKING AND VEHICULAR ACCESS

City Properties with Temporary Parking and Vehicular Access

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

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

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



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8815

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, 2021, No. 8815**” (Mobility Lanes, Skateboarding, Pay Parking and E-Bike Share Permit GST).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:

- A. By adding the following definitions in Section 302:

“Mobility Lane” means any portion of a Roadway or path which is separated from motor vehicle traffic by a demarcated buffer that may include, but is not limited to paint, curb, planter, landscaping, parking, bollards, or similar measures, and is designated by the City Engineer for use by persons on Cycles, Skateboards, Roller Skates, or non-motorized push/kick scooters.

“Pedestrian” means (a) a person on foot, (b) a person using a human powered wheelchair, (c) a person using a regulated motorized wheelchair or motorized mobility aid device, or (d) a child in a stroller.

- B. By replacing the following definitions in Section 302 with the following:

“Cycle” means a device having any number of wheels that is propelled by human power and on which a person may ride and includes a Motor Assisted Cycle or E-Bike, but does not include a human-powered wheelchair, a regulated motorized wheelchair or mobility aid device, Skateboard, Roller Skates, or non-motorized push/kick scooter.

- C. By deleting subsection 408.2:

“.2 No person shall propel, coast, ride or in any other way use roller skates or a skateboard on any portion of the Roadways described in Schedule I unless the street has been closed to traffic.”

and replacing with the following:

“.2 No person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on (a) any portion of the Roadways described in Schedule I, unless being used in a designated Mobility Lane, (b) on a portion of the Roadway that has been closed to motor-vehicle traffic, or (c) a portion of the Roadway designated for its use by the City Engineer.”

D. By deleting subsection 408.4:

“4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on any portion of the following streets, including the roadway and sidewalk, public open spaces, plazas, or other City properties:

- (a) Lonsdale Avenue from 25th Street (Upper Levels Highway) to Carrie Cates Court
- (b) Esplanade from Forbes Avenue to St George’s Avenue
- (c) Marine Drive from Bewicke Avenue to Mackay Road
- (d) 13th Street from Lonsdale Avenue to St George’s Avenue
- (e) 15th Street from St George’s Avenue to Chesterfield Avenue
- (f) 14th Street Civic Plaza
- (g) 19th Street between Moody Avenue and Ridgeway Avenue
- (h) St. Roch Dock
- (i) Burrard Dry Dock Pier
- (j) Goldsworthy Pier
- (k) Roger’s Plaza”

and replacing with the following:

“4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates or a Skateboard on any portion of the following public open spaces, plazas, or other City properties:

- (a) 14th Street Civic Plaza
- (b) St. Roch Dock
- (c) Burrard Dry Dock Pier
- (d) Goldsworthy Pier
- (e) Roger’s Plaza
- (f) Shipyard Commons
- (g) Shipbuilders Square”

E. By adding the following subsection to Section 501:

“.26 on any portion of a street that is designated as a Mobility Lane.”

F. By deleting subsection 1304.2:

“.2 It shall be an offence under this Bylaw to fail to purchase a ticket or coupon or fail to display a valid coupon or ticket in the manner described in Section 1303.3, while the vehicle is so parked.”

and replacing with the following:

“.2 It shall be an offence under this Bylaw to fail to register the plate of any parked vehicle in City owned pay parking lots or on street Parking Space via smartphone applications or Parking Meter posted in or near to these facilities.”

G. By deleting subsection 1304.3 in its entirety:

“.3 It shall be an offence under this Bylaw to display an invalid coupon or ticket or any counterfeit or substitute thereof.”

H. By deleting Section 1306:

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

and replacing with the following:

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

I. In Schedule “F” – Fees, in the row entitled “E-Bike Share Permit – Permit for Shared E-Bikes” under “Occupancy Fee”, by deleting the text “\$40 per E-Bike deployed” and replacing with “\$40 + GST per E-Bike deployed”.

J. By replacing the title of “Schedule I – Roadways Upon Which the Use of Skateboards and Roller Skates is Restricted” with “Schedule I – Roadways Upon Which the Use of Skateboards and Roller Skates is Restricted Unless in a Mobility Lane”.

READ a first time on the <> day of <>, 2021.

READ a second time on the <> day of <>, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CITY CLERK

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8816

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, 2021, No. 8816” (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 to Schedule A:

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 Traffic in a Mobility Lane	501.26	No	\$200	\$180	\$250	N/A

READ a first time on the <> day of <>, 2021.

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READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CITY CLERK

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Deputy Director, Community and Partner Engagement

Subject: LOWER LONSDALE BUSINESS IMPROVEMENT AREA BYLAW
RENEWAL PROCESS

Date: January 20, 2021 File No: 13-6750-25-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director Community and Partner Engagement, dated January 20, 2021, entitled "Lower Lonsdale Business Improvement Area Bylaw Renewal Process":

THAT staff be directed to initiate the petition process – Council Initiative Subject to Petition Against at the appropriate time, in accordance with Section 213 of the *Community Charter* for renewal of the Lower Lonsdale Business Improvement Area for an eight year term 2022 – 2030 with an annual budget of \$500,000.

ATTACHMENTS

1. Correspondence from the Lower Lonsdale Business Improvement Area dated November 16, 2020 (Doc [#1993041](#))
2. 2016-2021 Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494 (Doc [#1705116](#))
3. Petition Letter e.g.- Council Initiative to Establish a Business Improvement Area (BIA) in the Lower Lonsdale Neighbourhood (Doc [#1397277](#))

PURPOSE

The Lower Lonsdale Business Improvement Area (LLBIA) has requested a renewal of their BIA Bylaw for a seven year term with the same annual budget of \$500,000 and geographic area (Attachment #1) as under the current Bylaw.

This report provides Council with background information on Business Improvement Areas (BIA), the BIA Bylaw renewal process and seeks direction to proceed with the required petitioning process for Bylaw renewal.

BACKGROUND

Business Improvement Areas

A BIA is a Local Service Area (Part 7, Division 5 of the *Community Charter*) established by a municipal Council where business and light industry property owners finance activities to promote business.

The *Community Charter* (Section 215) provides the authority for a municipality to create a BIA Bylaw and establishes the rules for the establishment and operation of such an area. Business promotion activities in a BIA are financed through a municipal grant and local service property tax scheme to raise the funding.

For property owners and businesses, a BIA is a way to improve business success by organizing and financing support programs not otherwise available.

For a municipality and the wider community, a BIA provides a sector of the community with the means to improve local economic development and also achieve positive social outcomes, such as a revitalized downtown core.

The organization that will operate a BIA is typically established as a society that enables its members to contribute funding and pool resources for mutually beneficial activities and projects. Annual BIA budgets are funded through a local area service property tax on light industry (Class 5) and/or business (Class 6) properties within the designated BIA boundary.

Business Promotion Scheme

A municipal Council can only grant funding for a BIA that has one of its aims as the planning and implementation of a business promotion scheme. The *Community Charter* requires that the scheme must include one or more of the following:

- Carrying out studies or developing reports
- Improving, beautifying or maintaining streets, sidewalks or municipally-owned land, buildings or other structures
- Removing graffiti from buildings and other structures
- Conserving heritage property
- And generally encouraging business

With these considerations in mind, business and municipal leaders can work together to help create a shared vision of the BIA.

Property Owner Approval – Petition Process

Before a BIA can be created, the property owners in the area must indicate whether they support or oppose its establishment. Section 213 of the *Community Charter* describes the process for petitioning for a local service area. This can be accomplished in one of two ways:

- **Council initiative - subject to petition against:** A municipal Council can initiate the establishment of a BIA by providing an opportunity for a petition against the proposed service. Council must give notice of a petition against in accordance with section 94 of the *Community Charter* and by mailing notice to all the owners of properties that would be subject to the local service tax. The notice must include information about the intent of Council to create a BIA, including information such as boundaries and estimated budget. Unless Council receives a sufficient petition against within 30 days, it can proceed. The threshold for sufficient petition against is 50% of parcels representing 50% of assessed value, as described above.
- **Petition for service:** Generally initiated by local business owners, the petition must include information about the proposed BIA, including boundaries and estimated budget. The petition must be signed by the owners of at least 50% of the properties that would be subject to the local area tax and that in total represent at least 50% of the assessed value of land and improvements that would be subject to the local service tax.

“Council initiative-subject to petition against” is the process that was undertaken for the establishment of the Lower Lonsdale BIA in 2016 and most, if not all, BIA’s in the province.

Business Improvement Area Bylaw

Once the vision for the BIA is determined and property owner approval obtained, a Bylaw is required for the creation of the BIA. The Bylaw:

- Must identify the business promotion scheme for the organization to which the money will be granted;
- Must establish the maximum amount of money to be granted and the maximum term over which it may be granted; and
- May set conditions and limitations on the receipt and expenditure of the money.

Maximum Amount, Term & Annual Budget

Local Area Service Bylaws typically have terms of 5 to 10 years and must specify the total amount of money to be granted over the term, as well as the proposed budget for the first year. Subsequent year’s budgets are approved at the AGM of the BIA Society.

Method of Raising Funding

Funding for the BIA can be raised in a number of ways:

- A tax on land, improvements, or both
- Parcel tax (fixed amount per legal parcel of land)
- Frontage tax (fixed amount per lineal foot of frontage)
- Property value tax (dollar amount per \$1,000 of assessment)
- A tax on another basis (for example, a dollar amount per square foot)

The most common form of raising funding for BIA's in BC (including the LLBIA) is by a property value tax (dollar amount per \$1,000 of assessment).

Managing and Operating a Business Improvement Area

Once the BIA Bylaw is approved by the municipal Council, the organizers must formally determine how the organization will operate and manage the BIA.

Membership

Although all commercial and industry property owners must contribute financially to the BIA, the organization itself decides who can be a member. Members may include property owners and business owners (for example, business tenants who lease property in the area).

Management and Structure

Members must decide the composition of the board and its electoral procedures. They can assign positions to represent different types of members, such as property owners or business owners who are tenants. Most business improvement areas have a non-voting Council liaison who would not be a board member.

Each BIA determines its operating structure. In some cases, the board may have the authority to form sub-committees with specific goals, such as to prepare and implement annual work programs and budgets, which may include marketing, consulting studies, streetscape maintenance, design work, hiring of staff and liaison with municipal Council.

Annual Budgets

An organization operating a BIA is a legal entity and must report its expenditures annually to its members. At the annual general meeting, BIA members approve the budget for the next year. The budget is the annual basis for municipal Council decisions on granting and cost recovery for next year's business promotion activities.

Lower Lonsdale BIA (LLBIA)

The LLBIA was established by Bylaw on November 21, 2016 (Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494). See Attachment #2.

The term of the current LLBIA Bylaw is five years, expiring in 2021. In accordance with the Bylaw, the total amount of funding to be collected for the LLBIA for the five year term is \$2,630,000. The LLBIA has approved annual budgets of \$500,000 in each of the five years, 2017 to 2021.

Based on a budget of \$500,000 and 389 Class 6 properties in the LLBIA, the annual tax levy was \$.060138 per \$1,000 of assessed value for 2020. The estimated annual levy amount for some sample properties are shown in the following table:

Business Taxable Assessment	Annual Levy
\$ 500,000	\$ 301
\$2,000,000	\$1,228
\$5,000,000	\$3,007

The current LLBIA Bylaw specifically recognizes the large assessment values for the Pinnacle Hotel, Seaside Hotel, Lonsdale Quay Market and Hotel and the retail area in the Shipyards that is leased to Quay Property Management by providing these properties with a 50% reduction in the levy. This is a typical provision in BIA Service Bylaws for properties such as hotels and large retail centres; otherwise they would pay a disproportionate amount of levy.

The Bylaw also requires the BIA Society to submit annual budgets and audited financial statements to the City, which provide ongoing municipal oversight. This oversight role is augmented by ongoing liaison with the Deputy Director, Community and Partner Engagement, who sits as an ex-officio member of the LLBIA Board of Directors. The LLBIA is also required to report to Council annually on its accomplishments.

Leading up to the establishment of the LLBIA, the Lower Lonsdale Business Association, a volunteer member-based association, operated in Lower Lonsdale for many years supporting member business development and promoting Lower Lonsdale in general with minimal resources. The Lower Lonsdale Business Association worked tirelessly over a number of years to promote the creation of a BIA. Council agreed to launch a "Council initiative - subject to petition against" process in September 2016. Notices regarding the proposed "Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494" were sent to all registered property owners of Class 6 (business and other) properties in the proposed LLBIA (323 at that time); 103 petitions against were received by the City comprising 31.89% of registered owners. Attachment #3 provides a draft of the petition that was sent out for establishing the LLBIA in 2016.

As Council is aware, the LLBIA has been actively promoting businesses in Lower Lonsdale and works closely with the City on a number of initiatives. Since inception, support for the LLBIA has grown with a steadily increasing membership base.

Next Steps

If Council approves the recommendation in this report, there are a number of follow-up steps to be taken:

- A list of Class 6 property owners in the BIA will be compiled;

- Finance staff will calculate 2022 levy value estimates for each property based on the proposed first year budget (this information to be included in the petition);
- The City Clerk's Department will send out the covering letter and petition to each property owner;
- The Clerk's Department will place two notices in the North Shore News - notices must be placed in the newspaper one each week for two consecutive weeks;
- The background information web page will be launched on the City web page;
- At the end of the 30 day response period (to begin after the second notice), the City Clerk's Department will tabulate the results and report to Council.

FINANCIAL IMPLICATIONS

The financial implications to the City resulting from this initiative are the administrative costs of implementing the petition process, the cost of postage and the cost for the newspaper notices, as well as the ongoing administration costs associated with the calculation, collection and disbursement of the BIA levy.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been prepared with input from the Finance Department and the City Clerk's Department.

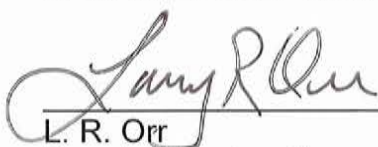
STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The continuation of a Business Improvement Area in Lower Lonsdale contributes to Goals A-3, A-4 and B-5 of the City's Economic Development Strategy, which encourages collaboration with other groups on issues of common interest, to pursue business retention and expansion programs and to support enhancement of diverse and unique shopping, dining and entertainment opportunities. This initiative is also consistent with the Economic Development section of the Official Community Plan and the Vibrant City and Prosperous City Priorities of Council's Strategic Plan by supporting local business initiative and creating unique commercial areas.

CONCLUSION

The LLBIA has had a successful four years in bringing Lower Lonsdale businesses together to promote the business area. In cooperation with the City, these efforts have shown significant results in providing an identity for the area and attracting visitors from the City and throughout the Lower Mainland. This has created a positive vibe in the neighbourhood that has also attracted new businesses to the area. Along with The Shipyards initiative by the City, Lower Lonsdale has become a recognised destination in the Lower Mainland.

RESPECTFULLY SUBMITTED:



L. R. Orr
Deputy Director, Community and Partner Engagement

November 16, 2020

Mayor and Council
City of North Vancouver
141 West 14th Street
North Vancouver, B.C.
V7M 1H9

Re: Renewal request for the Lower Lonsdale Business Improvement Area (LLBIA)

Dear Mayor and Council:

On behalf of the Board of Directors of the Lower Lonsdale Business Improvement Area (LLBIA), I am pleased to present our official request of Council to approve our renewal for a new 8-year term effective January 1, 2022. No expansion or change in area borders and no increase in current level of funding.

Our outreach renewal process to our membership has begun; we are in the process of preparing and deploying a membership survey to measure awareness and satisfaction, and solicit feedback on programs and services. This will be followed by a mail out to all property owners and business operators with our intentions, accomplishment and plans for second term clearly defined. Lastly we are scheduling several drop in open house information sessions.

Since setting up business in our inaugural first year of operation in 2017 we have worked diligently to engage the more than 800 commercial property owners and business operators who call The Shipyards District home. During this time we have grown quickly into an established, professionally run organization with a proud list of accomplishments. This includes street enhancement like colourful street banners, community garden boxes, and support the City of North Vancouver's Public Realm enhancement projects.

We have launched a visitor servicing ambassador program with the assistance of Quay Property Management and City of North Vancouver, complete with customized Guide & Map. We have activated a Ferris Wheel attraction, created a new signature event, Shipyards Festival, welcomed more than 2500 tourism professionals as part of Tourism Passport Challenge and created over 8 million media impressions with potential visitors. These reflect just a few of our accomplishments and we've only just begun.

The outreach and consultation process specific to this request is ongoing and we will have further findings to share in early 2021.

Questions about the LLBIA or the work we have achieved to date can be directing to me.

Sincerely,



Greg Holmes

Executive Director

cc Larry Orr, Deputy Director, Community and Partner Engagement, City of North Vancouver



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**“Lower Lonsdale Business Improvement Area Service
Bylaw, 2016, No. 8494”**

CONSOLIDATED FOR CONVENIENCE – SEPTEMBER 24, 2018

Amendment Bylaw, 2018, No. 8655	September 24, 2018
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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8494

A Bylaw to establish the Lower Lonsdale Business Improvement Area Service

WHEREAS Section 215 of the *Community Charter* authorizes Council to establish, by bylaw, a local service area to provide funding to a Business Improvement Area (BIA);

WHEREAS the Council of the Corporation of the City of North Vancouver has received a request to establish a BIA by way of the Council initiative (subject to petition against) approval process as outlined in Section 213 of the *Community Charter*;

AND WHEREAS the owners of certain properties in the City of North Vancouver will form the Lower Lonsdale Business Improvement Area Society, a registered non-profit society in the Province of British Columbia, to market and promote businesses within the designated BIA;

NOW THEREFORE the Council of The Corporation of the City of North Vancouver enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494**”.

2. Severability

If a portion of this bylaw is held invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

3. Definitions

- A. “**City**” means The Corporation of the City of North Vancouver;
- B. “**Council**” means Council of The Corporation of the City of North Vancouver;
- C. “**Hotel**” means any building, or portion thereof, that is used for the purpose of gain or profit through the provision of living accommodation of the transient public in individual sleeping units, and which may provide ancillary services such as restaurants, banquet rooms and other facilities including entertainment facilities;
- D. “**Lower Lonsdale Business Promotion Scheme**” means the development and undertaking of projects and initiatives to encourage business in the Lower Lonsdale commercial district, including:
 - (1) creating a strong ‘Lower Lonsdale’ brand and distinct identity for Lower Lonsdale businesses;
 - (2) developing and implementing a marketing strategy to promote Lower Lonsdale goods and services to local, regional and tourist markets;
 - (3) enhancing the existing business mix and actively recruiting new commercial tenants that can capitalize on the market opportunities afforded by a Lower Lonsdale location and improve the quality of local offerings;

- (4) promoting new investment in commercial, residential and mixed-use developments that support the viability of local businesses;
 - (5) representing business community interests in local government processes;
 - (6) participating in established major events in the community, planning and implementing other special events and promotions; and
 - (7) promoting and implementing streetscape improvements and public amenities to enhance the visitor experience in Lower Lonsdale;
- E. **“Market Commercial”** means a retail complex with 10 or more retail stores or service establishments that provides public pedestrian access, public plazas or other public gathering places on the property as an integral part of the complex and that is built in conjunction with a Hotel on the same site;
- F. **“Society”** means Lower Lonsdale Business Improvement Area Society.

4. **Business Improvement Area Service**

- A. Those lands shown in heavy black outline on the map in Schedule A, attached hereto and forming part of this bylaw, are collectively designated as the Lower Lonsdale Business Improvement Area.
- B. The service established by this bylaw is the provision of grants to the Society for the planning and implementation of a business promotion scheme, as defined in Section 215(1) of the *Community Charter*, and in particular, the Lower Lonsdale Business Promotion Scheme as defined in this bylaw.

5. **Grants**

- A. Pursuant to Section 215(2) of the *Community Charter* and for the purposes of planning and implementation of the Lower Lonsdale Business Promotion Scheme:
 - (1) Council may grant to the Society an amount not to exceed \$500,000 in 2017;
 - (2) For each subsequent year, the Society shall submit to Council for information on or before September 1st, a budget, reviewed by the Director of Finance of the City for accounting accuracy, that contains information in sufficient detail to describe all anticipated expenses and revenues, and which has been approved by a majority of the members present at an annual general meeting of the Society; *[Bylaw 8655, September 24, 2018]*
 - (3) All annual grants to the Society will be provided in two instalments; one-half at the start of the calendar year and one-half following collection of municipal taxes in mid-year.
- B. The term of the service established by this bylaw is five years, commencing January 1, 2017.
- C. The aggregate amount of annual grants to the Society shall not exceed \$2,630,000 over the term of the service.

6. General Conditions and Limitations

- A. Monies granted to the Society pursuant to this bylaw must only be expended by the Society in accordance with Schedule B, attached to and forming part of this bylaw, in the case of monies granted in 2017, and in accordance with the budget submitted to Council in the case of monies granted in 2018 and subsequent years. *[Bylaw 8655, September 24, 2018]*
- B. The Society must not incur any indebtedness or other obligations in respect of the Lower Lonsdale Business Promotion Scheme beyond the sum granted by Council for each calendar year.
- C. Unspent annual funding may be set aside in a reserve. All reserve spending is to be approved by a majority of the members present at a general meeting of the Society. *[Bylaw 8655, September 24, 2018]*
- D. It is a condition on the receipt and expenditure of monies granted under this bylaw that the Society is in compliance with Parts 8 through 10 of the bylaw.

7. Recovery and Tax Levy

- A. All of the monies granted to the Society shall be recovered in the form of a property value tax as provided for under Section 216 of the *Community Charter*.
- B. For the purpose of recovering the monies granted to the Society, in any year, the City will impose a property value tax on land or improvements, or both, that fall within the Class 6 (Business and Other) property classification under the *Assessment Act*, sufficient to yield the full amount of the grant.
- C. The property value tax imposed on Hotel and Market Commercial uses will be 50% of the tax charged other parcels in the BIA.

8. Financial Statements

- A. Notwithstanding any provisions of the Society's bylaws concerning its fiscal year, the Society must submit to the City, on or before April 1st each year, an audited annual financial statement for the previous calendar year, prepared in accordance with generally accepted accounting principles and including a balance sheet and a statement of revenue and expenditures in respect of the Lower Lonsdale Business Promotion Scheme.
- B. The financial statements submitted by the Society must also be prepared in accordance with the requirements of the *Society Act*.
- C. The Society must permit the Director of Finance for the City, or his or her nominee, to inspect during normal business hours on reasonable notice, all books of account, receipts, invoices and other financial position records that the Director of Finance of the City deems advisable for the purposes of verifying and obtaining further particulars of the budget and any financial statements of the Society as they relate to monies granted to the Society by Council pursuant to this bylaw.

9. Insurance

- A. The Society must carry at all times a policy of comprehensive general liability insurance in the amount of \$5,000,000:
 - (1) with the City added as an additional named insured;
 - (2) containing a cross coverage provision; and
 - (3) containing an endorsement to provide the City Clerk with 30 days' notice of change or cancellation.
- B. The Society must deliver a copy of each insurance policy or a certificate of insurance to the City Clerk within 60 days of payment of the premiums for the insurance policy.

10. Alterations to the Society's Constitution and Bylaws

The City may withhold any payments of the grant referred to in Part 5 if the Society alters its constitution or bylaws in such a manner as to, in the opinion of Council, impair its ability to plan and implement the Lower Lonsdale Business Promotion Scheme. The Society must provide written notice of every meeting of the Society's members, annual or general, at least 14 days prior to the meeting, to the City Clerk.

11. No Joint Venture

Nothing in this bylaw makes the City a joint venturer with the Society in the planning or implementation of the Lower Lonsdale Business Promotion Scheme or for any other purpose.

12. Schedules

- A. Schedule A – Lower Lonsdale Business Improvement Area Boundaries
- B. Schedule B – Proposed Year One (2017) Budget

READ a first time on the 18th day of July, 2016.

READ a second time on the 18th day of July, 2016.

READ a third time on the 18th day of July, 2016.

SECOND AND THIRD READINGS RESCINDED
on the 14th day of November 14, 2016.

READ a second time, as amended, on the 14th day
of November, 2016.

READ a third time, as amended, on the 14th day of
November, 2016.

FINALLY PASSED AND ADOPTED on the 21st day
of November, 2016.

“Darrell R. Mussatto”

MAYOR

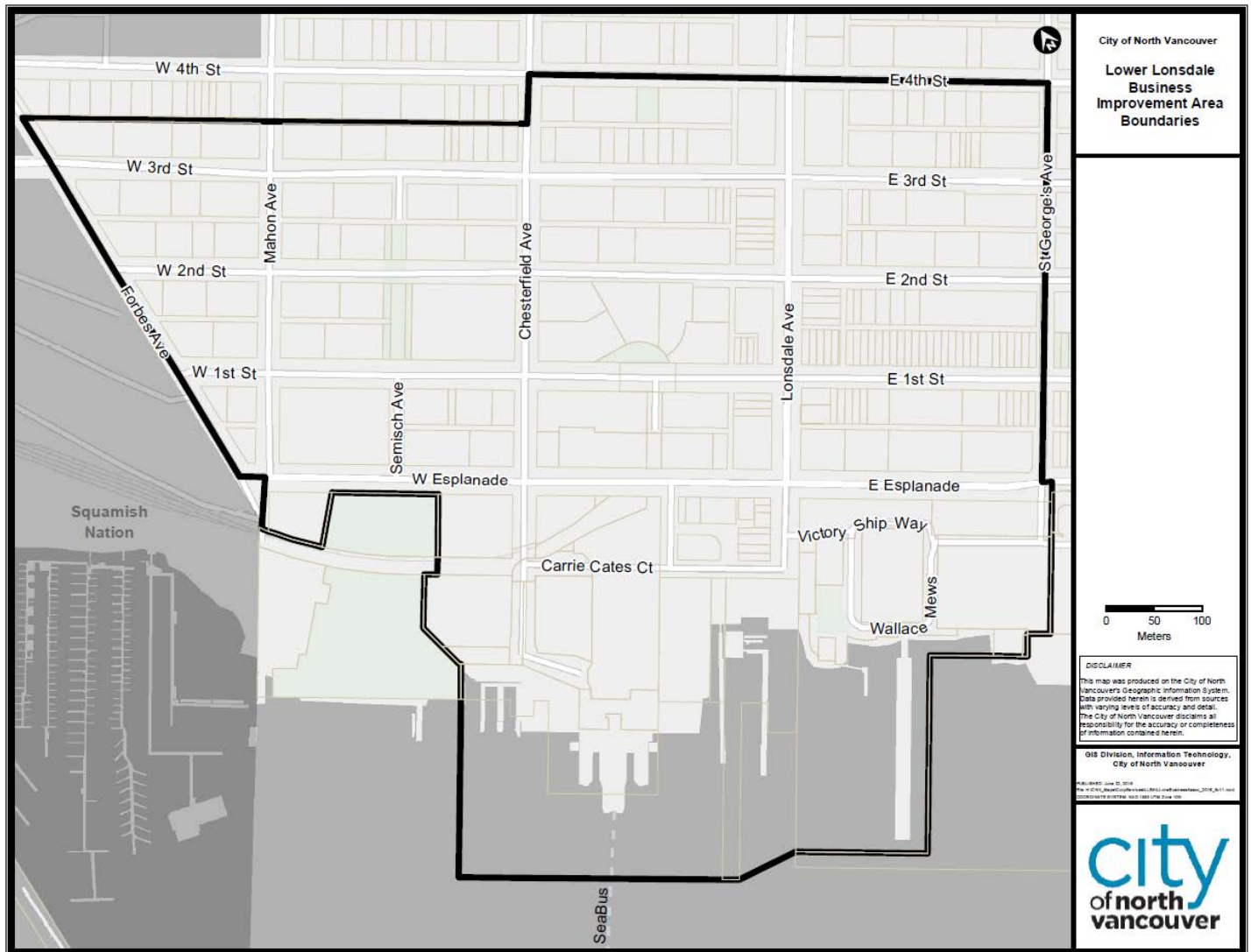
“Karla D. Graham”

CITY CLERK

Schedule A

Lower Lonsdale Business Improvement Area Boundaries

Those lands shown in heavy outline below are designated as the Lower Lonsdale Business Improvement Area.



Schedule B

Proposed Year One (2017) Budget

CATEGORY	KEY STRATEGIES / FUNCTIONS	AMOUNT
Marketing and Promotions	<ul style="list-style-type: none"> Strategic planning, including building a brand for the Lower Lonsdale business district Develop marketing strategies targeted to local and Metro residents and visitors Marketing via website, on-line services, brochures, flyers, broadcast, billboards, video, etc. Attracting patrons by promoting the unique features of Lower Lonsdale and The Shipyards Collective business advertising and promotions Seasonal shopping promotions, lights, competitions, etc. Local-area brochure and map highlighting businesses and hotels (printed and on website) Customer parking research, strategies and solutions Graffiti and other clean-up Street ambassadors, hand-distribution of promotional materials and displays Tourism promotion complementary to Destination BC and VNSTA 	\$220,000
Community and Street Enhancements	<ul style="list-style-type: none"> Signage (way-finding, Esplanade pedestrian overpass, business), lighting and street banners, unique Lower Lonsdale place-making features and public art pieces 	\$75,000
Festivals and Special Events	<ul style="list-style-type: none"> Build on existing popular events like Slide the City / Car-Free Day, Friday Night Market, Christmas Festival and prior events like Party at The Pier and Fall Festival Expand these events throughout the business district in addition to the Shipyards Special promotional events Event insurance 	\$100,000
Liaising with Commercial Properties	<ul style="list-style-type: none"> Developing with building owners leasing strategies and promotion to bring a more diverse mix of businesses to the area Business recruitment activities 	\$20,000
Member Services	<ul style="list-style-type: none"> BIA Association and other membership dues Professional consulting and promotion Economic development 	\$35,000
Administration	<ul style="list-style-type: none"> Directors' and Officers' insurance Accounting and audit, Board meetings and governance, office costs, internet, website <p>(Staff costs directly incurred on other budget category work is allocated to those budget categories)</p>	\$45,000
Start-up		\$5,000
Total		\$500,000

CITY OF NORTH VANCOUVER

CORPORATE OFFICER'S CERTIFICATE AS TO SUFFICIENCY OF PETITION

LOWER LONSDALE BUSINESS IMPROVEMENT AREA

WHEREAS Council of the City of North Vancouver authorized a Council Initiative opportunity with respect to a bylaw to establish a specified area of the City of North Vancouver for the purpose of funding the Lower Lonsdale Business Improvement Association to conduct certain works and services and to market and promote business within the Lower Lonsdale Business Improvement Area;

WHEREAS "Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494", received introduction and three readings on July 18, 2016;

WHEREAS the deadline for the submission of petitions against the creation of the "Lower Lonsdale Business Improvement Area", was September 14, 2016 at 4:00 pm;

WHEREAS the requirements of Section 213 of the *Community Charter* for a Council Initiative have been met with respect to advertising and mailing notices to the affected property owners;

WHEREAS the petitions against the proposed establishment of the Lower Lonsdale Business Improvement Area have been properly signed by the owners of 102 parcels, representing 31.58% of the total 323 parcels, located within the proposed Lower Lonsdale Business Improvement Area, and 32.09% of the total assessed value of all the lands and improvements;

NOW THEREFORE I, Karla D. Graham, City Clerk for the City of North Vancouver, hereby certify that the results of the opportunity to petition against the establishment of the Lower Lonsdale Business Improvement Area were not sufficient in accordance with Sections 212(3) and (4) of the *Community Charter* and "Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494", may now be further considered by Council.

Signed this 5th day of October, 2016.



Karla D. Graham
City Clerk

1441447

August , 2016

File: 01-0230-20-0026/2016

Name merge field
Address merge field
Address merge field

Dear Sir / Madam:

RE: Council Initiative to Establish a Business Improvement Area (BIA) in the Lower Lonsdale Neighbourhood

Over the past several years, the Lower Lonsdale Business Association (LLBA) has conducted meetings and been in contact with individual business and property owners to discuss the interest in and feasibility of the establishment of a Business Improvement Area in the Lower Lonsdale area. North Vancouver City Council has been formally approached by the LLBA and has directed that affected property owners in the area be contacted by way of a petition.

At the Council meeting of July 18, 2016, the proposed "Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494" was given introduction and three readings. A copy of the bylaw can be viewed at www.cnv.org/LowerLonsdaleBIA.

Pursuant to Sections 210 and 215 of the *Community Charter*, it is the intention of the City of North Vancouver to establish a local area service in relation to a Business Improvement Area (BIA) in Lower Lonsdale. The BIA area is outlined by a heavy black line on the attached map (Schedule "A").

The notice regarding the creation of a "Business Improvement Area on Council Initiative" is provided under Sections 94 and 213 of the *Community Charter*.

1. The proposed business promotion scheme to be undertaken would consist of:
 - a) Creating a strong "Lower Lonsdale" brand and distinct identity for Lower Lonsdale businesses;
 - b) Developing and implementing a marketing strategy to promote Lower Lonsdale goods and services to local, regional and tourist markets;
 - c) Enhancing the existing business mix and actively recruiting new commercial tenants that can capitalize on the market opportunities afforded by a Lower Lonsdale location, and improve the quality of local offerings;
 - d) Promoting new investment in commercial, residential, and mixed-use developments that support the viability of local businesses;
 - e) Representing business community interests in local government processes;
 - f) Participating in established major events in the community, planning and implementing other special events and promotions; and
 - g) Promoting and implementing streetscape improvements and public amenities to enhance the visitor experience in the Lower Lonsdale area.
2. The business promotion scheme would be designed to benefit the area shown outlined by a heavy black line on the attached map (Schedule "A").

3. The maximum amount of funds to be spent on the business promotion scheme would be: \$500,000 in 2017 and, in aggregate, an amount not exceeding \$2,630,000 for the term of the proposed bylaw (5 years).
4. If the bylaw is adopted, each property within the BIA area, shown outlined by a heavy black line on the attached map (Schedule "A"), that falls within the Class 6 (business and other) property classification under the *BC Assessment Act*, would be subject to a tax levy based on the assessed value of the property.
5. 100% of the cost of the business promotion scheme will be borne by the benefiting property owners.
6. The BIA levy will be collected as a property value tax calculated per \$1,000 of assessed commercial property value. Your estimated 2017 local service tax, based on the assessed value to date, is noted on the petition attached to this notice.
7. The BIA levy would be imposed for a period of 5 years from January 1, 2017 to December 31, 2021.

The establishment of the Lower Lonsdale BIA is being proposed on Council Initiative – subject to petition against, as set out in the provisions of the *Community Charter*. You are receiving this notice to advise that Council may proceed with the local area service (i.e. adoption of the proposed BIA bylaw) unless it receives a sufficient petition against the said service within 30 days after the second publication of this notice. In order for the petition against the local area service to be certified as sufficient and valid:

- One or more petitions must be signed by the owners of at least 50% of the parcels that would be subject to the BIA levy; and
- The persons signing the petition must be the owners of the parcels that in total represent at least 50% of the assessed value of land and improvements that would be subject to the BIA levy.

If you support the BIA initiative, there is no need to respond to this letter. If you are opposed to the proposal (i.e. petition against), you must provide your opposition in writing. This can be done by indicating "No" on the attached petition and returning it to the City Clerk, City of North Vancouver, 141 West 14th Street, North Vancouver, BC, V7M 1H9, **no later than 4:00 pm, September 14, 2016**. The petition against would state:

- That you oppose the adoption of the "Lower Lonsdale Business Improvement Area Service Bylaw, 2016, No. 8494";
- The property within the Lower Lonsdale BIA that you own, by including the legal description or civic address of the property;
- The name of all owners of the property;
- The signature of the majority of all owners of the property.

For more information on the Lower Lonsdale Business Improvement Area initiative, please visit: www.cnv.org/LowerLonsdaleBIA or contact Larry Orr, Manager, Business Services at lorr@cnv.org or 604-982-3913.

Yours truly,

Karla Graham, MMC
City Clerk

City of North Vancouver

Lower Lonsdale
Business
Improvement Area
Boundaries

0 50 100
Meters

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

Public Release: June 22, 2016
File: C:\GIS\MapServer\www\BIA\LowerLonsdale_2016_BIT1.mxd
Created/Updated by: GIS, 2016-06-22 10:00:00 AM

city
of north
vancouver

City of North Vancouver

**Lower Lonsdale
Business
Improvement Area
Boundaries**

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

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city
of north
vancouver

Petition

☐ **NO – I do not support the creation of a Lower Lonsdale Business Improvement Area**

Please note: The petition will succeed unless a majority of the property owners, representing a majority of the assessed value of land and improvements in the area, object to the initiative.

☐ **YES – I support the creation of a Lower Lonsdale Business Improvement Area**

Please note: This is optional. You do NOT need to respond if you are in favour of the initiative.

The registered owner(s) of the property affected or, if there is more than one property owner of a particular parcel, a **majority** of the property owners of that parcel, **must sign** for the objection to be valid. Where the registered owner of the property is a company or business, an authorized signatory for the company or business **must sign** for the objection to be valid:

Name of Property Owner: **mail merged info**

Roll: **mail merged info**

Property Site Address: **mail merged info**

Estimated 2017 local service tax based on assessed value to date: \$**mail merged info**

Signature(s) of registered owner(s)

Signature of Property Owners: **mail merged info**

Authorized Signatory(ies) of: **mail merged info**

Title

Please sign and return this petition to the City Clerk, City of North Vancouver, 141 West 14th Street, North Vancouver, V7M 1H9, no later than the **petition closing date of 4:00 pm, September 14, 2016.**



 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: REZONING APPLICATION: 63 MAHON AVENUE (BRAD LAMOUREUX / LAMOUREUX ARCHITECT INCORPORATED)

Date: January 21, 2021 File No: 08-3400-20-031/1

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

RECOMMENDATION

PURSUANT to the report of the Development Planner, dated January 21, 2021, entitled "Rezoning Application: 63 Mahon Avenue (Brad Lamoureux / Lamoureux Architect Incorporated)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819" (Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment) be considered and referred to a Public Hearing;

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

AND THAT the community benefits listed in the January 21, 2021 report in the section "Community Benefits" be secured, through agreements at the applicant's expense and to the satisfaction of staff.

ATTACHMENTS

1. Context Map (CityDoc #[1942101](#))
2. Project Summary Sheet (CityDoc #[2008681](#))
3. Architectural and Landscape Plans, dated October 21, 2020 (CityDoc #[2013879](#))
4. Written description of the proposed addition (CityDoc #[2006034](#))
5. Transportation Study (CityDoc #[1989292](#))
6. Public Consultation Summary (CityDoc #[2003326](#))
7. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819" (CityDoc #[2014104](#))

PURPOSE

The purpose of this report is to present, for Council's consideration, a rezoning application for 63 Mahon Avenue to amend the CD-684 Zone in the Zoning Bylaw. This amendment is to permit an additional floor to the proposal that was initially approved by Council in February 2017, resulting in a four-storey school building, rather than the originally approved two and a-half storey building.

BACKGROUND

<i>Applicant:</i>	Brad Lamoureux
<i>Architect:</i>	Lamoureux Architect Incorporated
<i>Official Community Plan Designation:</i>	Mixed-Use Level 4A (MU4A)
<i>Existing Zoning:</i>	CD-684
<i>Applicable Guidelines:</i>	None

On March 3, 2016, the City received a rezoning application from Alcuin College for a two and a half storey building to house a 200-student school located at 300 West Esplanade. After staff review and public input, the application was approved by Council on February 6, 2017 (Comprehensive Development 684 (CD-684)). Since then, the needs of the school have changed and the desire for a gymnasium-type of space within the school resulted in a request for changes to the CD-684 Zone.

The applicant has already made a Building Permit (BP) application based on the approved two and a half building scheme and have already begun to clear the site. The proposed text amendment needs to be considered and subsequently approved by Council first before a revision of the BP application for a four-storey scheme can be received by staff.

During BP review, the address of the building was changed from 300 West Esplanade to 63 Mahon Avenue to better reflect the main access to the proposed building.

DISCUSSION

Project Description

The proposed four storey building will support a private K to 12 school (Attachment #3). The first two levels will be for instructional floor area and staff space. The third level will function mainly as the lunchroom with additional class space and an outdoor amenity space for both staff and students. This space will serve as a place for socializing and for learning opportunities.

The proposed fourth floor would consist of a gymnasium type space that will be used by the school during school hours for assemblies, physical activities, presentations, seminars and graduation. The applicant also intends to make the gym space available after school hours for community and cultural gatherings that are an extension of the

school's mandate. The space would be available free of charge for not-for-profit and cultural groups. In addition, the applicant also intends to rent out the space for some portions of the after school hours in order to help the school operation financially. A full description of the proposed uses for the fourth floor can be found in Attachment #4.

The addition of the fourth floor would increase the density from the approved 1.90 FSR to 2.60 FSR and increase the building height from the approved 13.3 metres to 19.8 metres (43.7 feet to 64.9 feet).

The requested changes to the CD-684 Zone are identified in Table #1.

	Existing CD Zone Requirements	Proposed CD Zone Provisions
Zoning	CD-684 (2017 approval)	CD-684 (as amended)
Permitted Uses	Assembly Use	No change
Maximum Density	1.90 FSR	2.60 FSR
Maximum Height	15.2 m (50.0 ft.)	19.8m (64.9 ft.)
Setbacks	Zero at rear lane	No change
Lot Coverage	35% above the Second Floor	82% above the Second Floor
Minimum Parking	11 Parking Space	11 Parking Spaces on-site requirement plus 11 Parking Spaces off-site secured by agreement (see parking section for discussion)

Site Context and Surrounding Use

The subject property is located in Lower Lonsdale at the corner of West Esplanade and Mahon Avenue, with Forbes Avenue bordered to the west (Attachment #1). The site is preparing to begin construction of the school but is awaiting this zoning amendment before proceeding with the proposed fourth floor. The immediate area contains a small-scale commercial building and a six-storey building to the north (currently under construction) along with a medium scale mixed-use building to the east. Single detached dwellings are located across Forbes Avenue on Squamish First Nations lands. The subject site is also close to both Waterfront Park and Semisch Park.

The buildings and uses immediately surrounding the subject site are described in Table #2 below.

Direction	Address	Description	Zoning
North Across the lane	309-311 West 1 st Street	Under construction – a 6 storey mixed use building with 50 rental apartment units and ground floor commercial. 23.0 metres (75.43 feet)	CD-719
North Across the lane	315 West 1 st Street	One to two storey commercial building over underground parking	CD-122
South Across West Esplanade	267 West Esplanade	Three storey commercial building over underground parking	CD-023
South Across West Esplanade	Squamish First Nations Lands	Various	Predominately Single Family or Low Density Residential
East Across from Mahon Avenue	255 West 1 st Street and 260 West Esplanade	Mixed Use building consisting of 208 residential units and ground floor commercial between W. 1 st Street and West Esplanade. 5 Storeys along W. 1 st Street and 7 storeys along W. Esplanade. 16.0 metres (52.5 feet)	CD-649
West	Squamish First Nations Lands	Various	Predominately Single Family or Low Density Residential

The location of the site is along a major truck and bus route and is a 10 to 15-minute walk from a major transit hub with connections to other parts of the City, as well as downtown Vancouver via the SeaBus.

PLANNING ANALYSIS

2014 Official Community Plan

The subject site is designated Mixed-Use Level 4A in the Official Community Plan (OCP), which allows for a mix of higher density multi-family and commercial uses. A maximum 2.6 FSR is permitted within this designation with the potential of additional 1.0 FSR density bonus to be granted at the discretion of Council.

With the fourth floor addition, the applicant is proposing a total density of 1,887.4 square metres (20,317.0 square feet), within the OCP maximum density. This project is in keeping with the following goals and objectives of the following City policies:

Official Community Plan	
Policy 1.1.4 <i>Support the role of the Lonsdale Regional City Centre as an urban core of the City, in part, by locating high trip-generating uses such as high density residential and commercial uses there;</i>	The proposed assembly use fits as it provides educational and gathering opportunities in a medium to high residential neighbourhood.
Policy 1.1.5 <i>Provide space for commercial uses in mixed-use developments to support employment and economic development;</i>	The proposal provides employment opportunities in the education sector.
Policy 1.3.1 <i>Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods;</i>	The proposed four-storey building is in scale with the surrounding area and acts as a place to gather for residents in the area.
Policy 1.3.3 <i>Ensure that new commercial and major institutional developments are designed with respect for nearby residential users;</i>	The proposed height of the building is in scale with the surrounding area and is to provide landscaping features to soften the building when viewed from adjacent properties.
Policy 1.3.5 <i>Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings;</i>	The contemporary design provides a mixture of features to help break up the massing along all sides of the building to create interest and complement the surrounding buildings.
Policy 1.3.8 <i>Ensure developments along commercial streets contribute to the active and pedestrian-friendly character of the area.</i>	The proposal continues the pedestrian connectivity along West Esplanade, leading up Forbes Avenue to the rest of the City.
Policy 1.4.4 <i>Incorporate active-design principals in new development that encourage physical movement and social interaction thereby contributing to a healthier community;</i>	The main stairwells in the proposal are highly visible from the outside of the building and are adjacent to the main lobby, encouraging their use.
Policy 2.1.1 <i>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 car use.</i>	The previous approval committed the applicant to extend and connect the bike lane along the north side of West Esplanade and up along the east side of Forbes Avenue, along the length of the property.
Policy 2.1.2 <i>Invest in pedestrian and cycling facilities on the routes to and around schools, and work</i>	In addition to the description above, the applicant will be providing both secure and short-term bike parking facilities that

<i>with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behavior among children and youth;</i>	will be available to users of the building outside of school hours.
Policy 2.1.4 <i>Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive;</i>	The right-in turn from West Esplanade to Mahon Avenue will be closed off to vehicle traffic and becoming a cul-de-sac at the south end of Mahon Avenue. This will reduce the potential of vehicle interaction in the area.
Policy 2.2.1 <i>Designate land uses to bring people and destinations closer together, minimizing the need for private vehicle use and maximizing opportunities for walking, cycling and transit as modes of travel;</i>	The site is located along a main public transit route as well as in close proximity to the Lonsdale Quay bus loop and the Seabus.
Policy 3.4.2 <i>Consider the potential for food production on public and private land including rooftops, community gardens, micro gardens, composting, urban farming, orchards, beehives and edible landscaping on residential boulevards, park land and rights-of-way;</i>	There is potential for the outdoor space to provide an outdoor garden for education purposes.
Policy 7.1.2 <i>Seek a strong balance of employment to resident labour force as generating more jobs close to home makes for shorter average commutes;</i>	The school is an employment generator, giving opportunities for North Shore residents.
Strategic Plan	
City for People	The project supports the Strategic Plan vision and priority to be A City for People by using an existing site for education and cultural purposes to assemble and enhance the cultural fabric of the City.
Sustainable Development Guidelines	
Natural Systems <i>The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members.</i>	Through the previous approval, the applicant is providing a storm water management system to mitigate water run-off that the building generates. The outdoor area has the potential of having garden plots that can be used for educational purposes.
Physical Structures/Infrastructure: <i>The ability to effectively deliver basic services, shelter and physical amenities</i>	The applicant has secured through its previous approval a storm water management system as well as

<p><i>required to sustain the health and well-being of the community. This includes water supply, sanitary sewer, stormwater drainage, solid waste management, roads, telecommunications, and energy efficiency and conservation including district energy. As well, this category includes attractive streetscapes, durable buildings, provision of a range of housing types and adequate community amenities.</i></p>	<p>infrastructure improvements to service the building. It has also committed improvements to bicycle infrastructure by providing bike connections to the existing lane on West Esplanade and along the site turning up into Forbes Avenue.</p>
<p>Local Economy: <i>The ability to maintain and grow a healthy local economy. A strong economy brings employment and a solid tax base to support services without compromising other areas of capacity. A stronger economy has been shown to support healthier lifestyles for community members and greater opportunities for personal fulfillment and overall quality of life.</i></p>	<p>The proposal provides employment opportunities to teachers and school administrators. It also proposes the amenity space can be used for seminars for small businesses to further enhance themselves.</p>
<p>Human Potential: <i>The ability of our local community to support our residents in their pursuit of individual livelihood objectives including access to education, healthy food, active transportation and affordable housing. Meeting these basic needs is essential for the maintenance and growth of human capacity.</i></p>	<p>The school's mandate is to foster today's youth in not only basic education, but also in being good citizens.</p>
<p>Social Connections: <i>The ability of our community to foster communication, interaction and networks to respond effectively to community issues. These may include supporting community members with low incomes, lone-parent families, and matters specific to children, youth, seniors and people with disabilities.</i></p>	<p>The applicant has offered the proposed assembly space free rental for not-for-profit groups and encourages cultural groups to use the facility.</p>
<p>Cultural Diversity: <i>The ability of our community to support and celebrate a diversity of cultural backgrounds. This includes recognition of the traditions of the Squamish Nation and the many cultures of residents who make the City their home. With both tangible and intangible elements, cultural capacity has economic implications and is strongly connected to social traditions. Manifestations of cultural practices can range from spiritual practices to heritage buildings.</i></p>	<p>The applicant has offered the amenity space to the members of the Squamish Nation and other cultural groups.</p>
<p>Active Design Guidelines</p>	
<p>Primary and Secondary Stairs</p>	<p>The project includes both primary and secondary stairwells that are visible from</p>

	the outside of the building to encourage active use.
Indoor Amenity	The indoor amenity is a flexible space to host a variety of uses for up to 150 people. It is to be used by the school during school hours and is available for public use outside of school hours.
Outdoor Recreation and Gardens	The proposal includes outdoor space on the third level for both students and staff. It's landscaped to provide opportunities for social interaction as well as learning opportunities and private study.
Enhanced bicycle facilities	Secured bike facilities are proposed in the underground parking area, and short term bike parking is proposed outside of the main entrance of the building.

Zoning Bylaw 1995, No.6700

The subject site is zoned "Comprehensive Development 684 (CD-684)", which was created to accommodate the school use specifically. The proposed use for the fourth floor fits with the permitted Assembly Use on site. The definition of Assembly Use in the Zoning Bylaw is a use *"providing to the assembly of persons for religious, charitable, philanthropic, cultural, or private education purposes: includes churches, auditoriums, youth centres, halls, and private schools."*

The proposed floor space generates a requirement of five additional off-street parking stalls according to the Zoning Bylaw. While the provision of 11 additional off-site stalls is proposed, these additional spaces are outside of the 121.9 metre (400 foot) radius required to be considered as part of the parking allotment and will require a variance. The applicant will be securing these additional 11 parking spaces through a long term lease to the City's satisfaction.

A summary of the building statistics can be found in (Attachment #2).

Contextual Fit

The subject site is small and triangular at 736.5 square meters (7,928 square feet) in area, making this a challenging site to design and build. The proposed building footprint will occupy most of the site with a coverage of 82% and will extend to the property line on all four sides of the property with the exception of a small setback at the south end.

The main slope of the site is from the high north end to the south with average grades of 8.0% down along Mahon Avenue and 4.6% along Forbes Avenue. The north to south slope exposes the parking level at the south end where the ramp to the underground parking is located. The main access to the building is along Mahon Avenue with the main doors toward the northern end.

The site plan remains unchanged from the previous approval with the east side of the building being the focal point of activity with a concrete seating area for students and space for short-term bike parking. The south end of the site is the access point of the underground parking and will also connect the bike path along the north side of Esplanade as per the previous approval.

The proposed building design is contemporary. The main entrance to the building has good transparency to the street with its predominantly curtain glass façade. Multi-toned pavers are proposed along the front side of the building to help identify the building entrance. The second floor projects above the main level to the property line to provide some weather protection for the main entrance. A metal façade in a random vertical pattern is applied to all sides of the building to give some texture and interest. The proposed fourth floor will sit on top of the third level at the north end and supported by columns toward the south to retain the outdoor space for the third level. The third level where the outdoor space is located is screened on the east side by landscaping to help screen the view to and from the residential units in the building across the street to the east and to help with privacy for both occupants. The rest of the outdoor space is sheltered by the proposed fourth floor to give rain protection (Attachment #3).

The proposed north elevation will include a mesh on the side of the building with the ability for vines to grow. This will help improve the view to the rental apartments to the north.

The proposed landscaping plan is limited due to the building taking up most of the site area. Landscaping along the base of Forbes Avenue is planned to visually screen the underground parkade and to provide a buffer along the bike lane. On the third level outdoor area, raised planters and seating areas are proposed in the outdoor space with hexagons being the primary shape to reflect the learning pods of the school. The area is intended for social interaction, but also to provide opportunities for classes and study.

Design modifications were made after the review by the City's Advisory Design Panel to improve how the addition would sit on the building and to improve view corridors to the neighbouring properties. This was done by shortening the height of the stairways and bringing the north corners of the roof inward. A landscaping screen at the opening on the third level facing the residents to the east will help soften the view of the building as well as providing a natural barrier to overlook potential.

Proposed Parking and Transportation Impacts

The subject site is located along a major truck and bus route. It is also adjacent to the City's AAA bicycle network where a separated bike lane along the Forbes Avenue frontage as it connects with West Esplanade has already been secured through the last approval.

The current right-in-only access from West Esplanade to the Mahon Avenue cul-de-sac is planned to be closed to provide a safer pedestrian and cycling environment along West Esplanade. The design of the closure would ensure access for the Fire Department from West Esplanade.

The proposed access to the underground parkade is at the southern end of the site. The proposed additional floor area requires five additional parking stalls in accordance with the Zoning Bylaw. In response, the applicant has secured 11 off-site parking spaces for the school at 132 West Esplanade, about 450 metres (1,500 feet) away from the subject site, bringing the total number of parking spaces provided (on-site and off-site) to 22, exceeding the minimum City requirement. The applicant has also secured a vehicle to transport people between the school and the parking area if needed.

The Zoning Bylaw supports allowing off-site parking to be counted as part of the parking total, but only if the off-site parking area is located within 121.9 metres (400 feet) from the subject site. As the proposed off-site parking does not meet this requirement, a variance to the additional five stalls is required. This variance is supported by staff due to the off-set timing of school hours and after-school hours in addition to the central location of the subject site, being in close proximity to many of the amenities of Lower Lonsdale, and close to a major public transportation hub of the Lonsdale Quay bus-loop and the SeaBus terminal.

As with all schools, busy periods of the day for student drop-off and pick-up will occur. The revised Transportation Study (Attachment #5) looked at the impact of the proposed floor area and applicant's consulting team has submitted a plan to the satisfaction of City staff. As the additional floor area is to be used by the school during school hours, the morning drop-off and afternoon pick-up period remains unchanged due to no change in student and staff numbers during this period. The plan includes school staff monitoring the drop-off and pick-up zones to keep disruption of on-street parking during these periods to a minimum. Staff will continue to work with the applicant to help implement this plan, which may include street signage. Staff also support the variance to waive the required off-street loading bay as the applicant has demonstrated that the size and frequency of deliveries to the site during both periods would be small.

The applicant expressed a keen interest to address ongoing operational concerns from the neighbourhood and to enter into an agreement to confirm their approach. The terms of agreement would cover areas of concerns such as parking management, pick-up and drop-off, noise, loitering or cleanliness around the facility. Staff are in full support of this concept. Should this application be approved by Council, the applicant would work with interested neighbourhood groups or individuals to formalize an agreement, similar in nature to a good neighbour agreement.

COMMUNITY BENEFITS

While there is no City requirement for any offering of community benefit as part of this application, the applicant is offering the use of the upper floor gymnasium space after school hours to non-profit groups for free for a significant portion of the time on a weekly basis. To secure this commitment an agreement would be prepared to formalize the details of this offering, including terms, criteria and conditions to ensure fairness and community access for a specified number of hours per month. Staff will explore this with the applicant if this application moves forward.

ADVISORY BODY INPUT

Advisory Design Panel

The application was reviewed by the Advisory Design Panel (ADP) on September 16, 2020 and was requested for it to return to address the following items:

- Further explore and refine fourth floor massing and the balance of the third floor deck to demonstrate a stronger connection to the overall building identity and how it addresses neighbouring properties and streets;
- Consider the north elevation and how the design might improve upon balancing privacy and providing a level of softness or interest to the elevation for the neighbour property;
- Improve sightlines for the neighbouring property at the north end of the building;
- Ensure the creation of breakout spaces with the landscaping and exterior furniture layout with a safe design to consider student mental health and well-being;
- Explore acoustic protection from traffic for the third level; and
- Consider dialogue with the Squamish Nation.

The applicant returned to the ADP October 21, 2020 with a revised plan to address the Panel's previous concerns, such as:

- The proposed opening on the east side of the third level was revised to include a screen that will allow vines to grow down and screen the view to the east.
- The top east and west corners of the proposed fourth floor were recessed to improve sightlines to the neighbour to the north;
- The proposed north elevation was revised to install a metal mesh to permit the growth of vines down the elevation that would soften the visual image of the building from the north;
- The proposed outdoor space on the third level has included a seating area for solitude and study;
- The proposed soffit material covering the outdoor space on the third level will be cedar that will dampen the noise from the adjacent streets; and
- The applicant has reached out to the Squamish Nation and has offered the proposed fourth floor space for them to conduct meetings and social gatherings free of charge.

In reviewing these changes, the Panel unanimously endorsed the following resolution:

THAT the Advisory Design Panel has reviewed the Rezoning Application for 63 Mahon Avenue and recommends approval of the project;

AND THAT the Panel commends the applicant for the quality of the proposal and their presentation.

Integrated Transportation Committee

The application and the Transportation Study were presented to the Integrated Transportation Committee at their September 9, 2020 meeting and the committee suggested that a covenant be placed on title to require the amenity space manager to hand out a parking memorandum to all users of the amenity space regarding the parking pressures in the neighbourhood and encourage users to travel by sustainable modes.

As outlined under the Parking section of the report, an agreement would be prepared to address this issue should the application be approved by Council. There may not be a need for a restrictive covenant on title.

COMMUNITY CONSULTATION

The applicant attempted to hold their Virtual Information Session (VDIS) on October 28, 2020 but did not conduct their notification procedures to staff satisfaction. A rescheduled VDIS was held on November 12, 2020 where an estimated 183 people joined at one point during the meeting (Attachment #6). Most of the discussion and the written material that was submitted was in favor of the proposed addition with many people feeling that it would be a good addition for the school to host activities on-site without having to go offsite for performances and graduation. The notification procedure was completed to the satisfaction of staff.

Staff have separately received a number of letters in opposition to the proposal, with some of the main concerns around the type of users that could be using the proposed floor outside of school hours bringing unwanted noise to the residential area, increased traffic and parking issues due to the added floor area and the proposed building height.

In addition, staff received a report from Laco Holdings Ltd. who conducted an independent survey and transportation study on the rezoning proposal. Key comments stated in the report echo concerns staff have heard from some residents in the area, which include a lack of parking in the area, traffic in relation to school operations and after hours use.

While staff are aware of the neighbourhood interest in this project and have been open in receiving comments from the public, staff are concerned about some issues regarding the process that led to the Laco Holdings' report and the lack of clarity in the report describing that process. These include:

- The process led by Laco's hired consultants and the report itself did not clearly indicate what information was given about the proposal, how additional information of the proposal may be obtained (i.e. the Let's Talk page on the City website that has the submitted drawings), nor how the information that was obtained would be used for – overall, this lack of clarity has generated confusion in the neighborhood about the nature of the proposal and the City's public engagement process;

- One of the questions in the survey asked if respondents received information about the rezoning in the mail from the City of North Vancouver. This is not a part of the City's notification procedures. The initial notification of an application is provided by the applicant who sends out notifications to the neighbourhood within a 40 metre (131 foot) radius of the site. The results of this survey may not be consistent with the notification area of the City.
- There was a significant error in the description of the proposal by materials distributed in the neighborhood regarding the height of the proposed building. The description calls this proposed building similar to a 9-storey development, this incorrect information has generated neighborhood opposition.

Staff overall response: Public comments of support and concerns have assisted staff in evaluation of this proposal. Analysis on traffic and noise impact were contemplated in the review of this application as were impacts on views. Overall, staff are satisfied with the traffic study and feel confident that with secured off-site parking, an operational agreement and with the proposed community use, the potential impacts of the additional floor space will be mitigated and the benefits of a well-managed community space will outweigh the incremental increase on traffic and noise.

FINANCIAL IMPLICATIONS

None.

CONCLUSION

The proposal represents good planning principals and is in line with the Official Community Plan and the scale of development in the vicinity. The proposed addition on the top floor is intended to provide assembly space for students and staff as well as for community and cultural groups for their meetings and events; some not-for-profit groups have been offered free rent for their events. The proposed off-site parking arrangement is intended to serve as a means to mitigate the traffic and parking concerns to the proposed floor area and all the offsite works from the previous approval are unchanged and are already secured through agreements registered on title.

RESPECTFULLY SUBMITTED:



David Johnson
Development Planner





PROJECT SUMMARY SHEET

DEVELOPMENT APPLICATION

63 Mahon Avenue



SITE CHARACTERISTICS

OCP Designation	Mixed Use Level 4A (MU4A)
Existing Zoning	Comprehensive Development 684 (CD-684)
Site Area	736.5 sq. m (7,928 sq. ft.)

FLOOR AREA AND HEIGHT	Existing Zoning (CD-684)	Official Community Plan	Proposed
Floor Space Ratio	Maximum 1.90 FSR or 1,399.4 sq. m (15,063.0 sq. ft.)	Maximum - 2.60 FSR 1,914.9 sq. m (20,612.8 sq. ft.)	1,887.4 sq. m (20,317.0 sq. ft.) 2.56 FSR
Total Lot Coverage	90% on the ground floor 35% above the second storey	N/A	90% on the ground floor 82% above the second storey
Principal Building Height (maximum)	15.2 m (50.0 ft.)	Six Storeys	19.8 m (64.9 ft.)

SETBACKS

	Existing Zoning (CD-684)	Proposed
Front (Mahon Avenue)	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Exterior Side Yard (Forbes Avenue)	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Exterior Side Yard (West Esplanade)	0.0 m (0.0 ft.)	0.3 m (1.0 ft.)
Rear (North)	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)

BICYCLE PARKING

	Required	Proposed
Short Term	23	18
Secured	8	12
Total Bicycle Parking (stalls)	31	30

VEHICLE PARKING

	Required	Proposed
On-site stalls	16	11
Off-site stalls	N/A	11
Total Vehicle Parking (stalls)	16	22

Numbers based on plans dated October 21, 2020

#2008681



LA

ALCUIN COLLEGE
63 MAHON AVENUE

DESIGN BRIEF
ADVISORY DESIGN PANEL
CITY OF NORTH VANCOUVER

OCTOBER 21, 2020

DESIGN BRIEF - ALCUIN COLLEGE - 63 MAHON AVENUE

PROJECT TEAM

ARCHITECTURE	LAMOUREUX ARCHITECT INC.
CIVIL	CREUS
LANDSCAPE	CONNECT LANDSCAPE ARCHITECTURE
ENVELOPE	BAMTEC
GEOTECHNICAL	GEOPACIFIC
STRUCTURAL	WICKE HERFST MAVER
ELECTRICAL	EMEC
MECHANICAL	EMEC
CODE	MR CONSULTING
LIGHTING	MARGOT RICHARDS LIGHTING
ENERGY	MURI CONSULTING GROUP INC.

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THE SCHOOL'S PHILOSOPHY

St Alcuin College for the Liberal Arts (the 'School') is an independent, non-denominational university-preparatory school in North Vancouver, British Columbia. Its mission is to provide each student with a rich, rigorous and personalized education in an intimate setting. The goal is to foster creativity and achievement. The new proposed location for the School leverages an urban setting in order to provide students with this rich educational experience.

LOCATION

The new school is located in excellent proximity to existing transportation networks, the Lower Lonsdale community and associated amenities. Furthermore, the addition of Alcuin College adjacent to the new Polygon site reinforces the City of North Vancouver's desire and commitment to support institutional and public amenity uses along this corridor. The project is located just west of the newly constructed Polygon mixed-use site and is designed to connect to the street edge and appropriately punctuate the end of West Esplanade. It is the intention that the building and surrounding proposed landscaping will offer an alternate and pleasant route for pedestrians looking to connect to Lower Lonsdale via 1st Street and Mahon Avenue. Currently under construction directly to the north and across a laneway is a 6-storey mixed use residential project.

THE SITE

The irregular and steeply sloped site posed several challenges; however, the particulars of the site have been treated as an asset. The building orientation carefully considers views, sun exposure, and addresses two streets of very different characters - Forbes, a busy thoroughfare to the west and Mahon, a quiet residential cul-de-sac to the east.

THE BUILDING

The application proposes a new approximately 3033 square meter 4-storey building to house a private K-12 school on a site previously occupied by an auto repair shop. The 4th storey of the project is designed as a jointly operated community event amenity space that is made possible by Alcuin's parent participant development partner, Montaigne Group Ltd. The proposed FAR is 2.6 at 82% site coverage with the 3rd floor limited to 1/3 of the floor plate in lieu of a roof garden. The roof line is limited to 21.2 meters (69.47 feet) above average grade. The distinctive building is designed to take full advantage of the remarkable views from a quieter street by orienting much of its glazing on Mahon Avenue with the intent to engage with a quieter, more human-scaled residential street. In order to further enhance the public realm on Mahon, the building sets back from the street at the ground level to allow for a generous landscaped buffer, a covered entrance and seating at the school's entrance to offer a vibrant street life.



At the 3rd floor, a planted outdoor terrace is proposed as a learning space as well as an urban oasis for both teachers and staff. It is intended that some classes will be taught here in the summer months. The garden will also serve as a hands-on urban garden teaching tool as well as a beautiful peaceful place for teachers and students to have lunch, read a book or converse with friends. A green wall screen will provide privacy for rooftop patio activities but will also provide greenery for residents of neighbouring buildings and help buffer any excess noise that may come from any rooftop activities. The building form steps down towards Esplanade Avenue and away from the larger mass of the new Polygon development to the east, reducing impact on the existing area. The 4th floor which houses the event space presents a dramatic and dynamic architectural image, with a form that expands towards the panoramic south-west views.

STORM WATER STRATEGY

With the zoning for the Alcuin College project changing from Industrial to Institutional, the R value is being reduced from 0.85 to 0.80. As the run-off coefficient is being reduced, we don't anticipate any requirement for reduction of stormwater volume from the site. To prevent flooding, we have included an overflow orifice which will drain to the storm sewer.

LANDSCAPE

The landscape design for Alcuin College provides a modern and streamlined series of spaces that are tailored to the teaching style of the school. A tough, low-maintenance strategy, with durable materials is balanced with an attractive aesthetic that establishes an inviting and attractive series of spaces for student use. These principles will create an attractive setting for the school at the ground level, and a useful and attractive setting for the roof level learning areas. The primary drop-off area is located in close proximity to the main entrance facilitates student arrival and departures. It is supported with a generous, covered seating/waiting space and covered bicycle parking. A terraced hardscape at the east side entrance works with the sloping grades. At the south end of the building, this terracing of hard and soft landscaping terminates into a rain garden that can help manage storm water from Mahon Avenue. A dedication along Forbes Avenue will support improved pedestrian and cycling infrastructure.

The roof level area provides a series of spaces that relate to interior functions. Large amounts of seating edges will support the numbers of students anticipated. Raised metal planters will provide urban agricultural and educational opportunities and allow for small trees to provide some shading and structure to the spaces. These planters, along with additional green roof style buffer plantings where suitable, incorporate a level of green vegetation while maintaining large functional spaces. An elevated platform will supply informal seating along



its edges, as well as creating a stage venue for outdoor presentations and performances. Along the east edge of the roof terrace, a vertical trellis will support climbing vines and create a green “screen” offering privacy and visual interest to and from the neighbouring residential block. Variations in paving material choices help to define further the different spaces and functions. Clean and simple materials are fitted to the style of the architecture and help reduce maintenance. Movable furniture will allow for flexible seating configurations that can quickly and easily adapt to different school uses, from casual lunch-time seating to more formal classroom-style arrangements or school performances on the raised stage platform. Detailing for landscape elements will look to the architectural forms for inspiration as plans develop. Plant materials are selected based on native and adaptive, low-maintenance and highly attractive characteristics, with low water requirements. All of these components, along with thoughtful lighting, will maximize the year-round usability of the outdoor spaces, and support the school's learning philosophy.

SITE + BUILDING ORIENTATION

The project is located in the dense Lower Lonsdale area. The location is highly accessible by transit, bicycle networks, and walkable sidewalks to promote alternative modes of transportation. The project site is currently vacant and once developed will become part of the vibrant urban streetscape and bring more activity to the Lower Lonsdale community.

The unique triangular shape of the building focuses views to the South and Southwest. Glazing on the east side brings in morning light while the punched window patterns on the South and West facades provide opportunities to mitigate undesirable heat gains during the warmer summer months with solar shading. The setback third level patio reveals an open rooftop deck that breaks up the massing of the building and provides an opportunity for outdoor learning and entertainment on site. The fourth storey cantilevers over the rooftop patio providing shade and protection during inclement weather; extending the use of the outdoor space throughout the year. The outdoor patio focuses views again to the South and West and to increase privacy and mitigate noise from outdoor activities there will be a green wall screen on the East side of the rooftop.

ENERGY + MATERIALS

The energy efficiency target for the project is to confirm with 14% or better energy cost savings following Section 11 – Energy Cost Budget Method of ASHRAE 90.1-2016 compliance path. Heating will be provided by in-slab radiant heating system served by the Lonsdale Energy Centre (LEC) and cooling will be by variable refrigerant drive outdoor and indoor fancoil units. These systems will create a comfortable learning environment in the building and help keep operation costs low. Initial energy modeling suggests that the project should substantially exceed the required 14% energy cost savings by upward of an additional 10%.



DESIGN BRIEF - ALQUIN COLLEGE - FALL 2020

The project team will make an effort to source local, responsible, and healthy materials whenever possible and will use programs such as LEED and WELL Building Standard as a guide. Providing a quality learning environment is of utmost importance therefore choosing healthy materials for the interior finish will be critical.

SOCIAL + CULTURAL BENEFITS

Throughout the day the school will support up to 200 students and staff. The students will increase circulation and activity in and around the site creating a more vibrant site. During the evenings and weekends the fourth storey event space is able to support gatherings for up to 150 people. The usage of these two spaces at maximum capacity will not occur simultaneously. The space has been offered free of charge for periodic use to community groups such as North Shore Community Resource Society, Big Brother/Big Sisters, Scouts/Girl Guides. The space has also been offered for free of charge for periodic use to the Squamish First Nation for cultural meetings or community functions.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Alcuin College has been designed with the safety of students and the community in mind. The building and its architectural features will revitalize a currently underutilized corner of the Lower Lonsdale community and help minimize the fear of crime in the area. The newly constructed neighbouring residential developments in the area along Mahon and W 1st street also help keep the area active and well supervised. Mahon Avenue and Esplanade are popular routes for vehicle, bicycle, and pedestrian traffic which also helps increase supervision and eyes on the street.

There is currently ample street lighting in the area that has been updated or installed with the construction of new residential developments. At grade this development will further enhance the streetlight network along Mahon and help illuminate the dark corner of Forbes and Esplanade. Additional lighting will also be provided in the shared laneway.

The main entrance is located in clear view on Mahon Avenue. The glazing at grade on the east side of the building provides daylight to the main level classrooms and a visible connection to the street. Interior lighting will help illuminate the sidewalk and bike parking area with the help of exterior lighting under the overhang of level 2. The main entrance is the primary access point for people coming into the building. Entrants are welcomed by Alcuin staff at Reception before gaining access to the secure areas of the school. The parkade and garbage collection room are only accessible through a security gate at the bottom of the ramp that descends from Mahon. The service entrance in the laneway is a secondary access point used only for loading and unloading during special events. This access point is secure, clearly visible, and well lit to provide a safe environment at night.

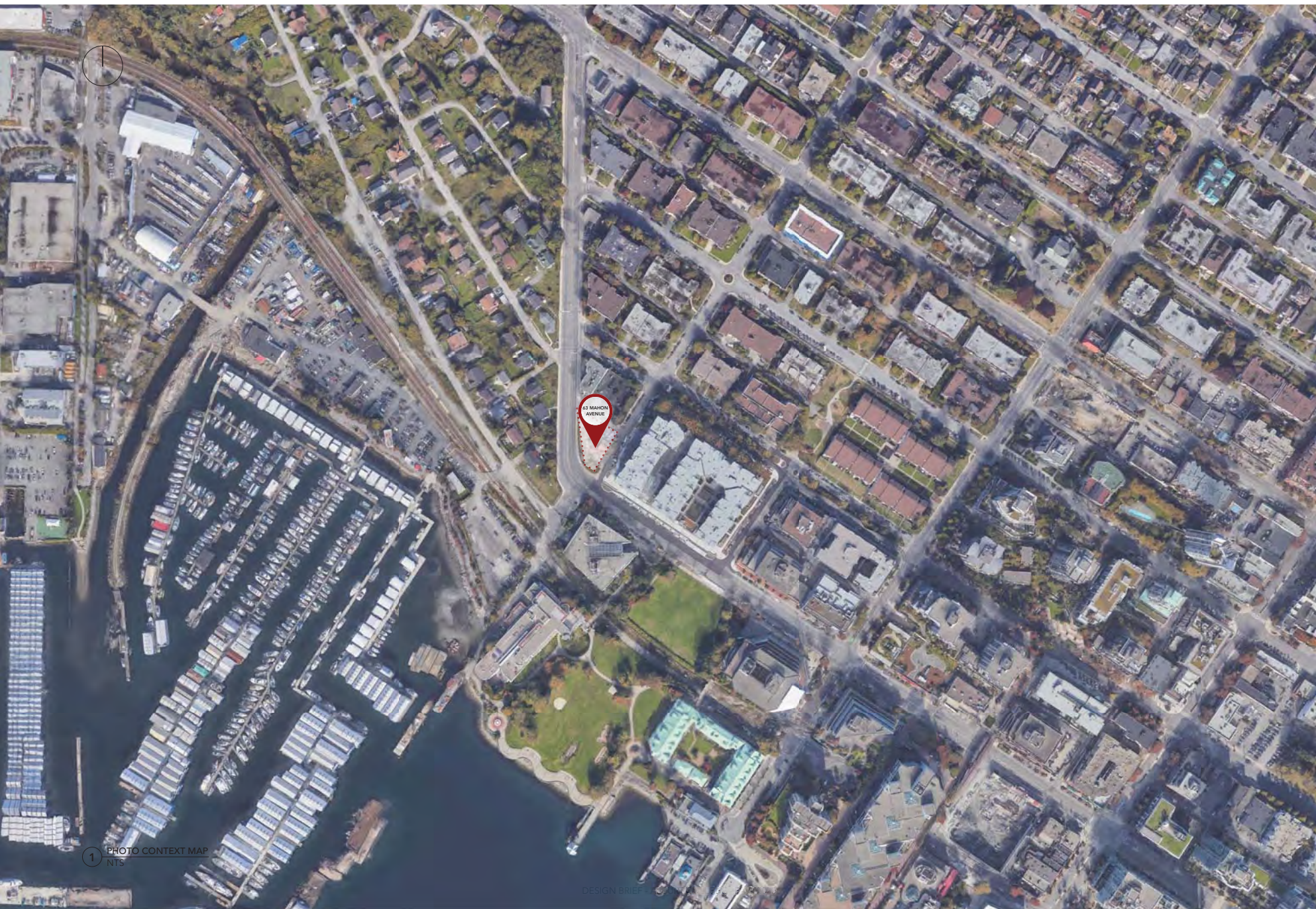
Exit stairs provide access to exit doors at grade along Mahon. These stair corridors support long windows that bring daylight into the stair and provide a visual connection to the street. Exits to outside are clearly visible and well lit. The “punched” windows away from the main entrance in the laneway and along Forbes and Esplanade are elevated at least 7’ above the street to prevent damage and graffiti. These windows still allow for daylight into the school and allow for eyes on the street from above.

Glass is used extensively at grade on the east side of the building near the entrance. It is durable, damage resistant, and easily cleaner. Dark metal panels clad the lower parts of the building. Below grade there is sealed concrete which is also durable and damage resistant.



2.1

CONTEXT AERIAL VIEW

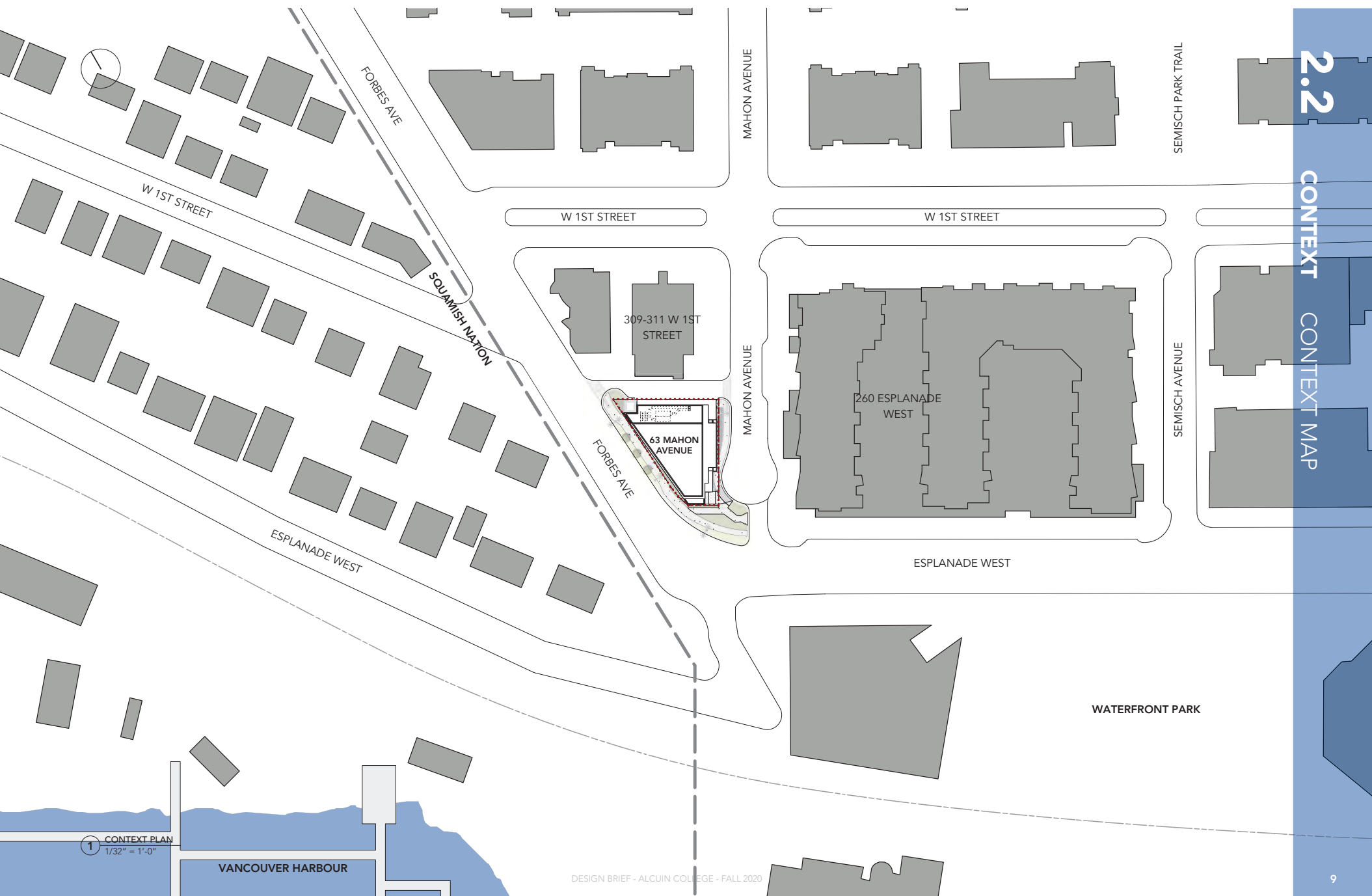


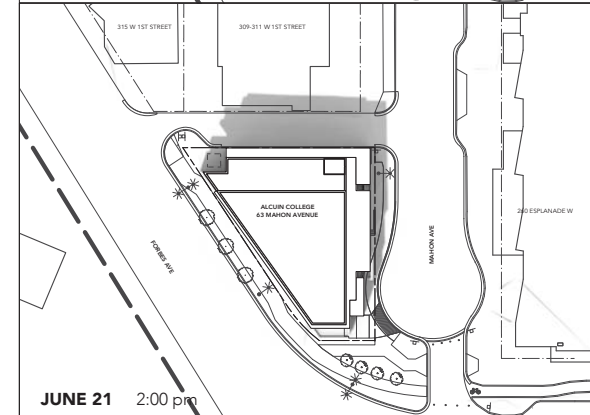
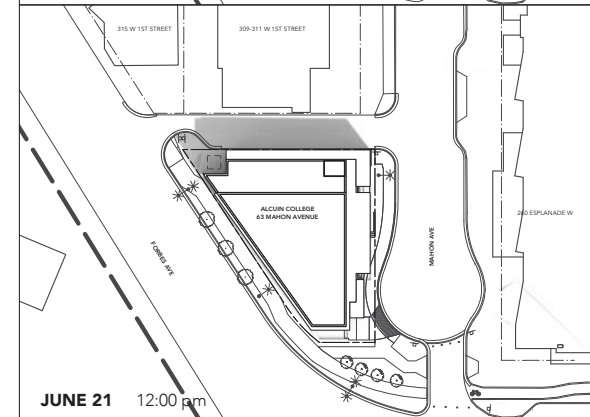
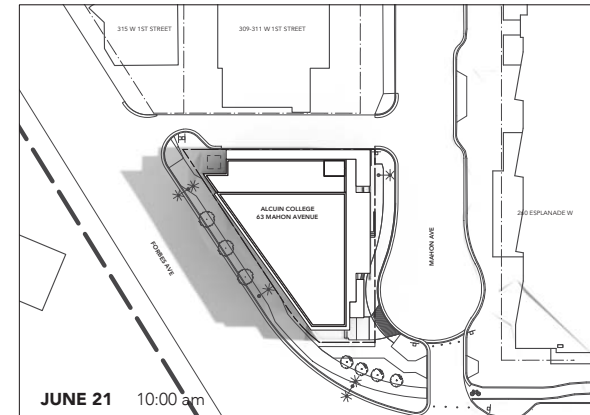
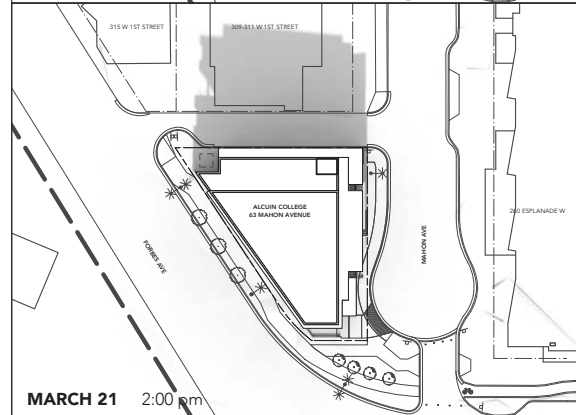
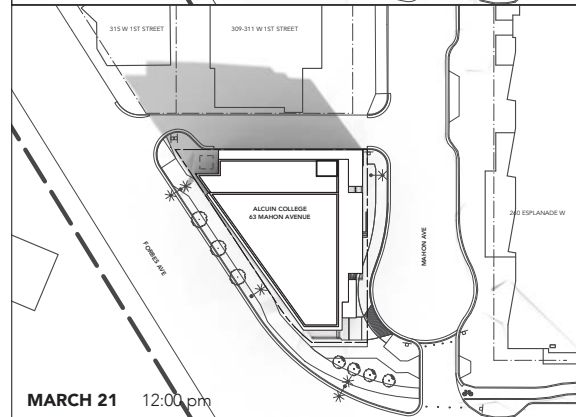
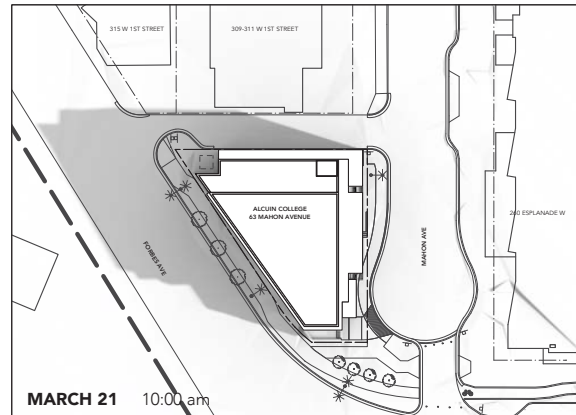
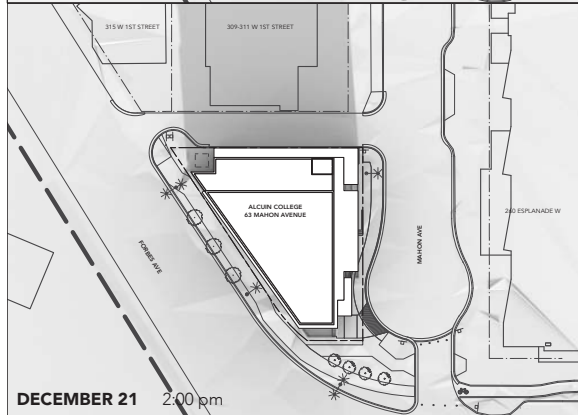
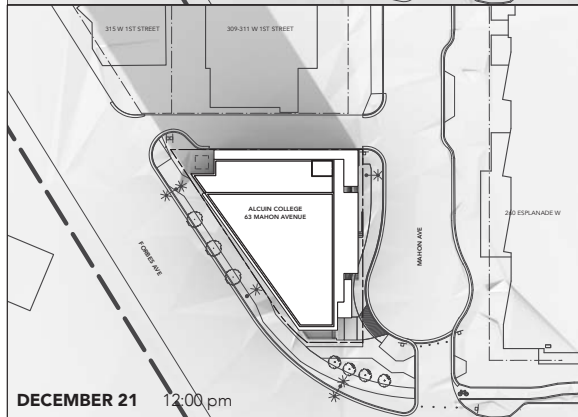
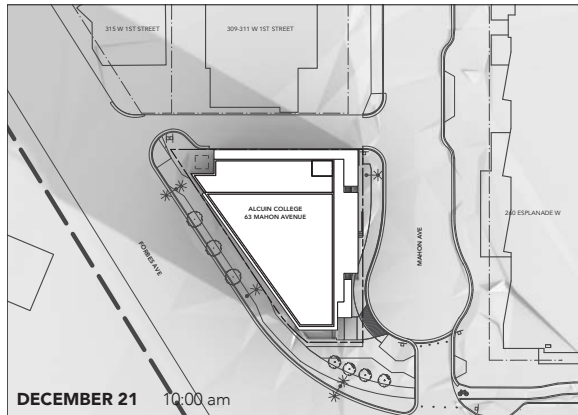
1 PHOTO CONTEXT MAP
NTS

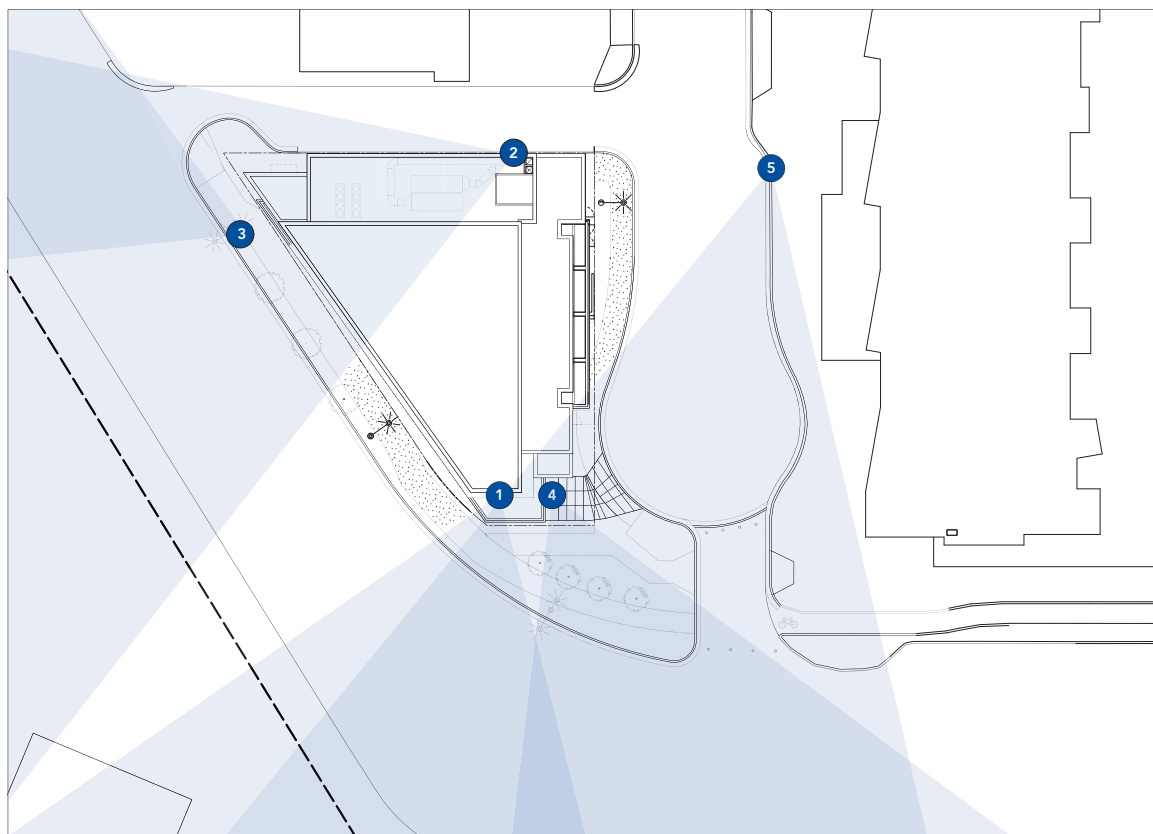
DESIGN BRIEF

2.2

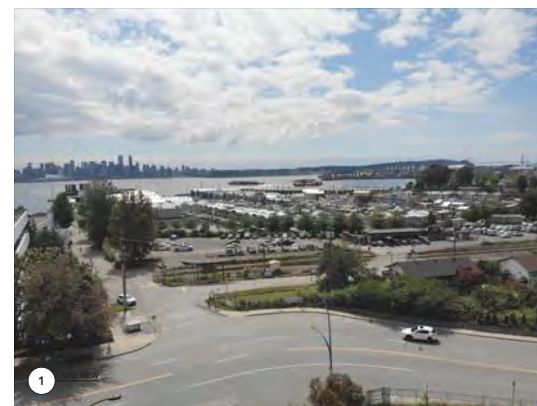
CONTEXT CONTEXT MAP







ALCUIN COLLEGE (H STOREY) - DEVELOPMENT PERMIT SUBMISSION - CITY OF NORTH VANCOUVER - SUMMER 2020



DESIGN BRIEF - ALCUIN COLLEGE - FALL 2020

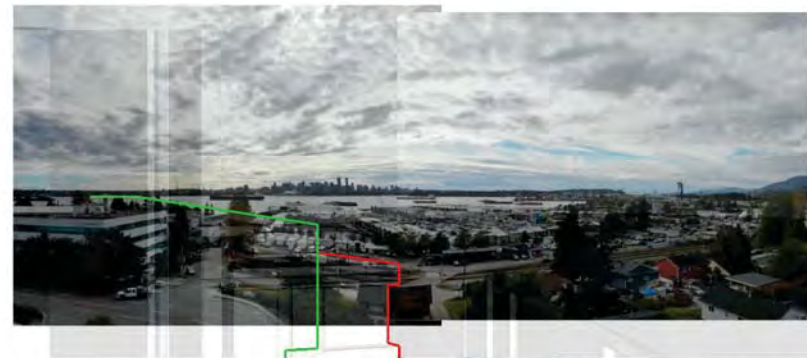
— **PREVIOUS DESIGN** (PRESENTED SEPTEMBER 16, 2020)
 — **REVISED DESIGN** (CURRENT AS OF OCTOBER 21, 2020)



PENTHOUSE



6TH FLOOR



5TH FLOOR





ESPLANADE W

PROPOSED
63 MAHON AVE

LANEWAY

309-311 W 1ST STREET

W 1ST STREET

1 EAST CONTEXT ELEVATION (MAHON AVE)
1/32" = 1'-0"





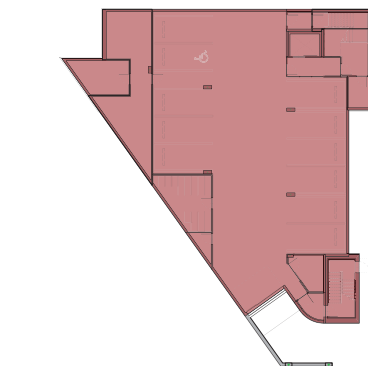
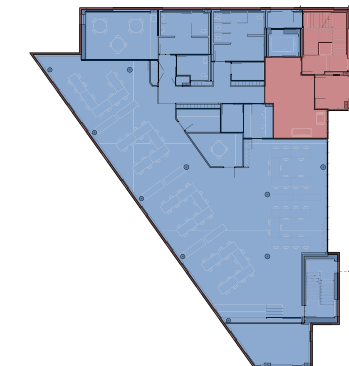
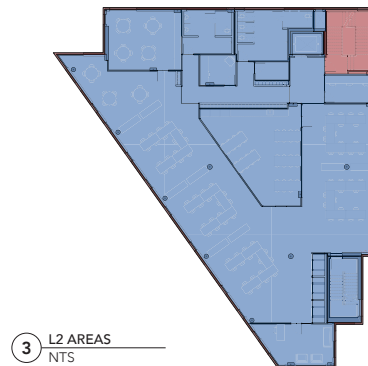
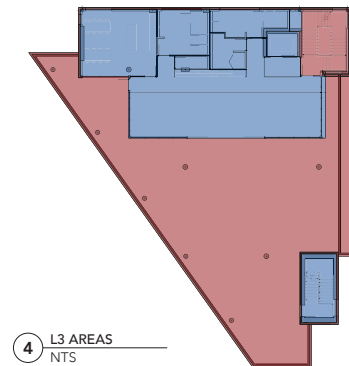
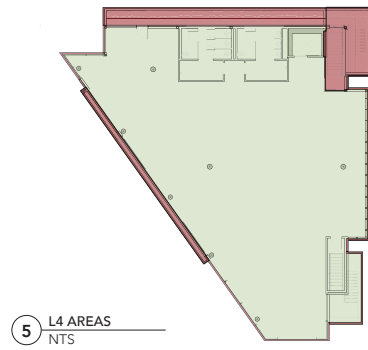
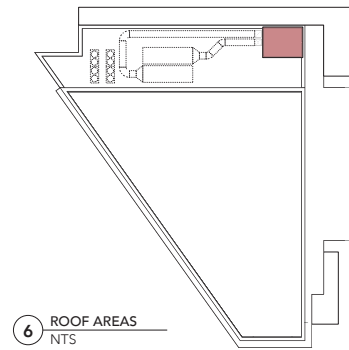
1 SOUTH CONTEXT ELEVATION (ESPLANADE)
1/32" = 1'-0"





1 SOUTH WEST CONTEXT ELEVATION (FORBES AVE)
1/32" = 1'-0"





AREA SUMMARY

SITE	TOTAL AREA			
			SF	SM
TOTAL			7927.66	736.50

PARKADE	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
PARKING	4120.05	382.77	4120.05	382.77	0.00	0.00
MECHANICAL	915.57	85.06	915.57	85.06	0.00	0.00
STORAGE	218.02	20.25	218.02	20.25	0.00	0.00
CIRCULATION	596.83	55.45	596.83	55.45	0.00	0.00
TOTAL PARKADE	5850.46	543.53	5850.46	543.53	0.00	0.00

LEVEL 1	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
LOBBY + VESTIBULE	475.85	44.21	475.85	44.21	0.00	0.00
ALCUIN	5624.42	522.53	0.00	0.00	5624.42	522.53
STAIR 1	278.92	25.91	279.68	25.98	-0.76	-0.07
WALL	144.44	13.42	144.44	13.42	0.00	0.00
TOTAL LEVEL 1	6523.62	606.06	899.96	83.61	5623.66	522.45

LEVEL 2	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
ALCUIN	6468.61	600.95	0.00	0.00	6468.61	600.95
STAIR 1	286.55	26.62	286.55	26.62	0.00	0.00
WALL	145.20	13.49	145.20	13.49	0.00	0.00
TOTAL LEVEL 2	6900.37	641.06	431.76	40.11	6468.61	600.95

LEVEL 3	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
ALCUIN	2656.50	246.80	0.00	0.00	2656.50	246.80
ROOFTOP AMENITY	3864.52	359.03	3863.98	358.98	0.53	0.05
STAIR 1	287.16	26.68	289.52	26.90	-2.36	-0.22
WALL	92.96	8.64	92.96	8.64	0.00	0.00
TOTAL LEVEL 3	6901.13	641.14	4246.46	394.51	2654.67	246.63

LEVEL 4	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
HAVAA	5514.14	512.28	0.00	0.00	5514.14	512.28
STAIR 1	338.67	31.46	284.11	26.39	54.56	5.07
PATIO	483.16	44.89	483.16	44.89	0.00	0.00
WALL	117.72	10.94	117.72	10.94	0.00	0.00
TOTAL LEVEL 4	6453.69	599.57	884.99	71.28	5568.70	517.35

ROOF	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
MECHANICAL	110.44	10.26	110.44	10.26	0.00	0.00
ROOF TOTAL	110.44	10.26	110.44	10.26	0.00	0.00

TOTAL DEVELOPMENT	GFA		EXCLUSION		NET AREA	
	SF	SM	SF	SM	SF	SM
TOTAL	32739.70	3041.62	12424.07	1154.23	20315.64	1887.38

SITE COVERAGE

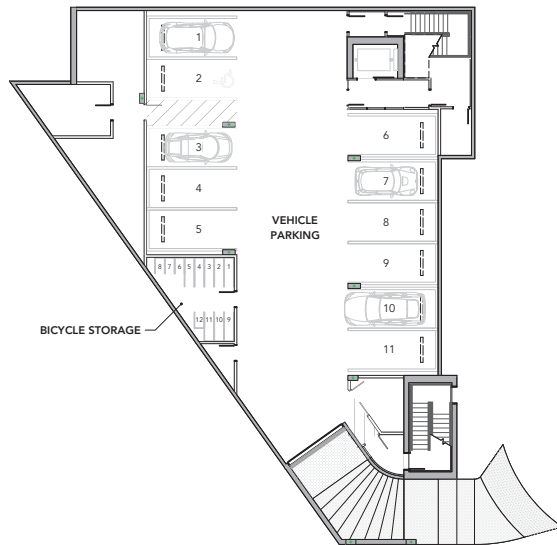
82%

FSR

2.563



2 ADDITIONAL PARKING
NTS



1 PARKADE LAYOUT
NTS

PARKING SUMMARY						
PARKADE	PARKING SPACES					
	REQUIRED		PROPOSED			
VEHICLE PARKING	LEVEL 1-3	11	PARKADE		11	
	LEVEL 4	5	OFF-SITE		11	
TOTAL VEHICLE	REQUIRED 16		PROPOSED 22			
BICYCLE PARKING	LEVEL 1-3	SHORT TERM	9	LEVEL 1-3	SHORT TERM	9
		SECURE	6		SECURE	11
	LEVEL 4	SHORT TERM	7	LEVEL 4	SHORT TERM	7
		SECURE	2		SECURE	2
TOTAL BICYCLE	REQUIRED 24		PROPOSED 29			

PARKING

The current parkade design supports 11 vehicle parking stalls including 10 standard stalls and 1 accessible stall. This is in alignment with the current provisions outlined in the CD 684 Zone. The parkade is a secure controlled access area and the 11 spots will be used primarily during the day by Alcuin staff. To support the 4th storey and any additional parking requirements from the school an additional 11 parking spaces have been acquired at 132 West Esplanade (Impark Lot 1275) approximately 450m away from Alcuin College.

The parkade also supports a secure bike storage room that offers 12 bicycle storage racks. Charging outlets for electric bicycles will be provided for a minimum of one outlet for every two bicycle stalls. Additional bicycle parking will be accommodated in the hardscaped areas near the front of the building where bicycle racks provide 16 short term bicycle parking spots.

PROJECT INFORMATION

PROJECT ADDRESS:	63 MAHON AVENUE LOWER LONSDALE NORTH VANCOUVER, BC			
PARCEL IDENTIFIER:	030-111-218			
LEGAL ADDRESS:	LOT 'D' BLOCK 161 DISTRICT LOT 271			
ZONING:	COMPREHENSIVE DEVELOPMENT 684 ZONE LOWER LONSDALE ZONE 3 (LL-3)			
OCP DESIGNATION:	MIXED USE LEVEL 4A (HIGH DENSITY)			
OWNER:	ALCUIN COLLEGE			
JURISDICTION:	CITY OF NORTH VANCOUVER			
OCCUPATION TYPE:	A-2			
CONSTRUCTION TYPE:	NON-COMBUSTIBLE			
TYPE OF WORK:	NEW CONSTRUCTION			
SCOPE OF WORK:	SECONDARY SCHOOL			
FIRE PROTECTION:	SPRINKLERED			
APPLICABLE CODES:	2018 BC BUILDING CODE, DIV B, PART 3			
NUMBER OF FLOORS:	5 STOREYS			
DENSITY:	2.56 FSR			
LOT COVERAGE:	82%			
PROPOSED SETBACKS:	FRONT (E)	REAR (N)	SIDE (W)	SIDE (S)
	1'-5 1/8"	2 5/8"	5 1/4"	10 3/8"
HEIGHT:	96'-0" [29.26 m]			
GROSS FLOOR AREAS:	PARKADE = 5850.46 SF (543.53 M2)			
	MAIN FLOOR = 6523.62 SF (606.60 M2)			
	SECOND FLOOR = 6,900.37 SF (641.06 M2)			
	THIRD FLOOR = 6,901.13 SF (641.14 M2)			
	FOURTH FLOOR = 6453.69 SF (599.57 M2)			
	TOTAL GFA = 32739.70 SF (3041.62 M2)			
	TOTAL EXCLUSIONS = 12424.07 SF (1154.23 M2)			
	TOTAL NFA = 20315.64 SF (1887.38 M2)			

NOTE: REFER TO AREA SUMMARY FOR DETAILED GFA AND FSR BREAKDOWN

ZONING AMENDMENT REQUESTS

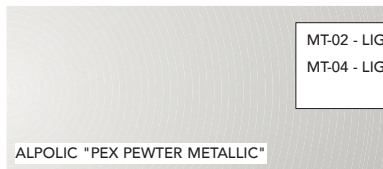
FSR:	Increase maximum FSR from 1.2 (1.9) to 2.6
CD-684 (3)	1.2 is the maximum FSR for CD-684 while 2.6 is the max FSR for LL-3
LOT COVERAGE:	Lot Coverage above second storey to exceed 35%:
6A04 (3)	Level 3 Lot Coverage = 35%
	Level 4 Lot Coverage = 80%
BUILDING HEIGHT:	Increase Building Height to 70'
6A04 (4)	Maximum Building Height for LL-3 Zone is 50'



DESIGN BRIEF - ALCUIN COLLEGE - FALL 2020



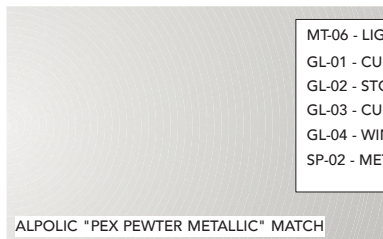
MT-01 - MEDIUM GREY METAL WALL PANEL, VERTICAL ORIENTATION, VARYING RANDOM WIDTHS
 MT-03 - MEDIUM GREY METAL WALL PANEL
 MT-07 - MEDIUM GREY PAINTED METAL WALL DOOR



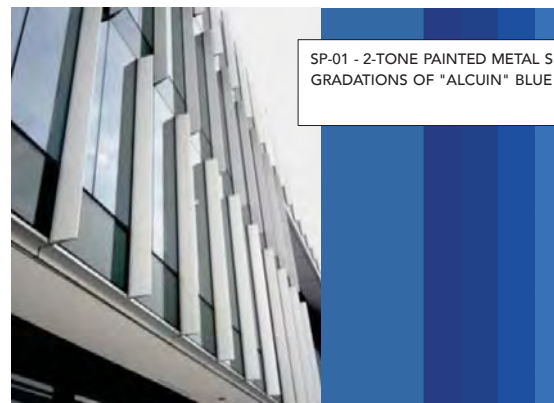
MT-02 - LIGHT GREY METAL WALL PANEL, VERTICAL ORIENTATION, VARYING RANDOM WIDTHS
 MT-04 - LIGHT GREY METAL WALL PANEL



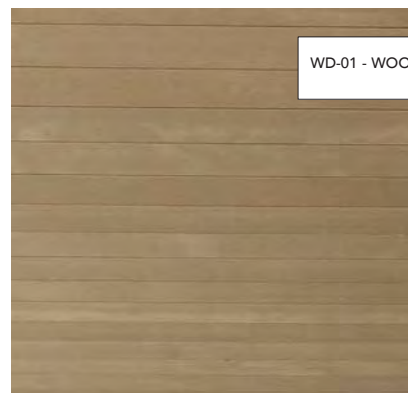
MT-05 - "ALCUIN" BLUE, METAL WALL PANEL



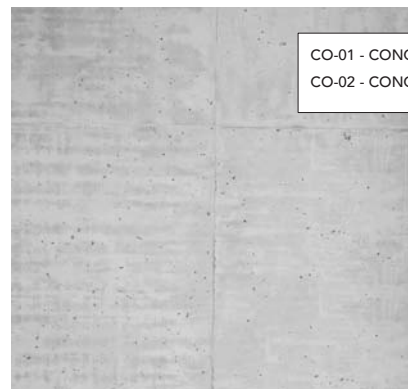
MT-06 - LIGHT GREY, METAL WALL PANEL TO MATCH LIGHT GREY "PEX PEWTER METALLIC"
 GL-01 - CURTAINWALL GLAZING, TO MATCH LIGHT GREY "PEX PEWTER METALLIC"
 GL-02 - STORE-FRONT GLAZING, TO MATCH LIGHT GREY "PEX PEWTER METALLIC"
 GL-03 - CURTAINWALL GLAZING, CAPLESS, TO MATCH LIGHT GREY "PEX PEWTER METALLIC"
 GL-04 - WINDOW SPANDREL, TO MATCH LIGHT GREY "PEX PEWTER METALLIC"
 SP-02 - METAL PANEL, TO MATCH LIGHT GREY "PEX PEWTER METALLIC"



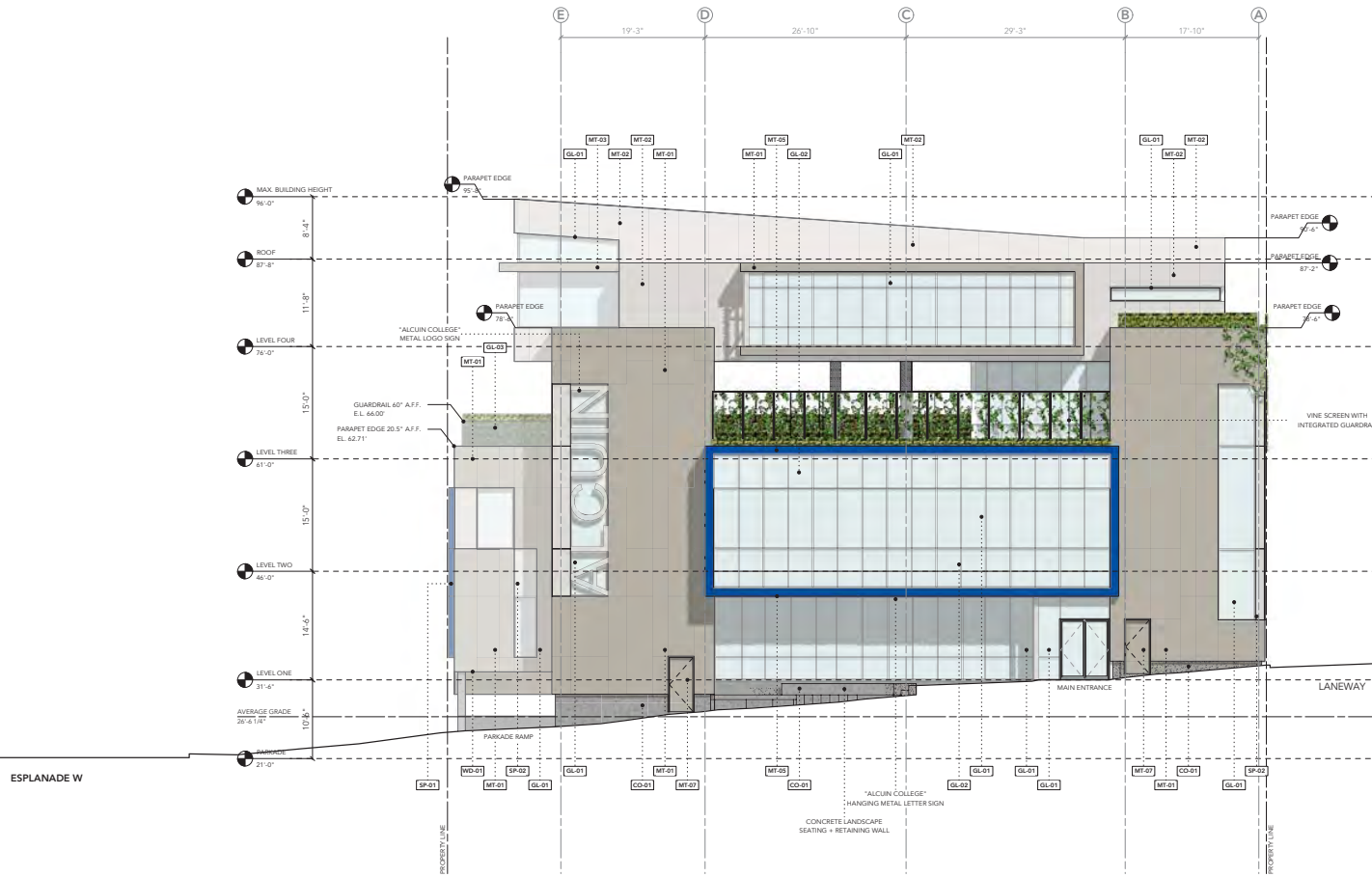
SP-01 - 2-TONE PAINTED METAL SHADING FINS
 GRADATIONS OF "ALCUIN" BLUE



WD-01 - WOOD SOFFIT, 5.5" WIDE PLANK



CO-01 - CONCRETE WALL, ARCHITECTURAL FINISH
 CO-02 - CONCRETE COLUMN, ARCHITECTURAL FINISH



EXTERIOR MATERIALS

MT-01	METAL PANEL, VERTICAL	MEDIUM GREY (ALFLEX "GREY SILVER")	WD-01	WOOD SOFFIT	TAUPE STAIN, 5.5" WIDE PLANKS, FINELINE JOINT
MT-02	METAL PANEL, VERTICAL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")			
MT-03	METAL PANEL, WALL PANEL	MEDIUM GREY (ALFLEX "GREY SILVER")	GL-01	CURTAINWALL GLAZING	CLEAR ANODIZED FRAME TO MATCH LIGHT GREY
MT-04	METAL PANEL, WALL PANEL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")	GL-02	WINDOW SPANDREL	BACK PAINTED GLASS TO MATCH LIGHT GREY
MT-05	METAL PANEL, WALL PANEL	"ALCUN" BLUE	GL-03	GLASS GUARDRAIL	FRAMELESS, ALUMINUM TOP CAP
MT-06	METAL PANEL, WALL PANEL	TO MATCH LIGHT GREY			
MT-07	METAL DOOR	MEDIUM GREY PAINTED METAL	SP-01	PAINTED METAL SHADING FINS	2-TONE "ALCUN" BLUE + "APPLE FROTH GREEN"
			SP-02	METAL PANEL	TO MATCH LIGHT GREY
CO-01	CONCRETE	ARCHITECTURAL FINISH			

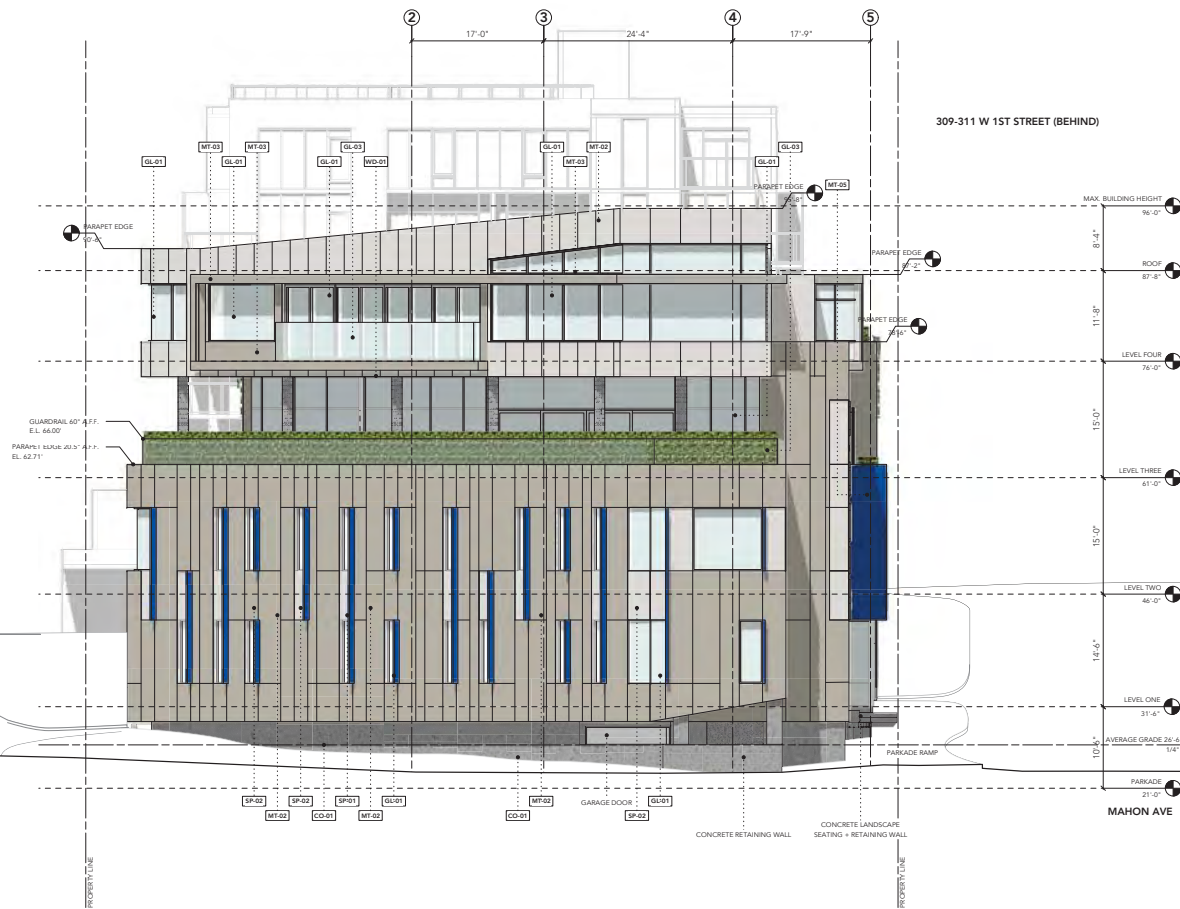
1 EAST ELEVATION
1/16" = 1'-0"



EXTERIOR MATERIALS

MT-01	METAL PANEL, VERTICAL	MEDIUM GREY (ALFLEX "GREY SILVER")	WD-01	WOOD SOFFIT	TAUPE STAIN, 5.5" WIDE PLANKS, FINELINE JOINT
MT-02	METAL PANEL, VERTICAL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")			
MT-03	METAL PANEL, WALL PANEL	MEDIUM GREY (ALFLEX "GREY SILVER")	GL-01	CURTAINWALL GLAZING	CLEAR ANODIZED FRAME TO MATCH LIGHT GREY
MT-04	METAL PANEL, WALL PANEL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")	GL-02	WINDOW SPANDREL	BACK PAINTED GLASS TO MATCH LIGHT GREY
MT-05	METAL PANEL, WALL PANEL	"ALCUI" BLUE	GL-03	GLASS GUARDRAIL	FRAMELESS, ALUMINUM TOP CAP
MT-06	METAL PANEL, WALL PANEL	TO MATCH LIGHT GREY			
MT-07	METAL DOOR	MEDIUM GREY PAINTED METAL	SP-01	PAINTED METAL SHADING FINS	2-TONE "ALCUI" BLUE + "APPLE FROTH GREEN"
			SP-02	METAL PANEL	TO MATCH LIGHT GREY
CO-01	CONCRETE	ARCHITECTURAL FINISH			

1 WEST ELEVATION
1/16" = 1'-0"

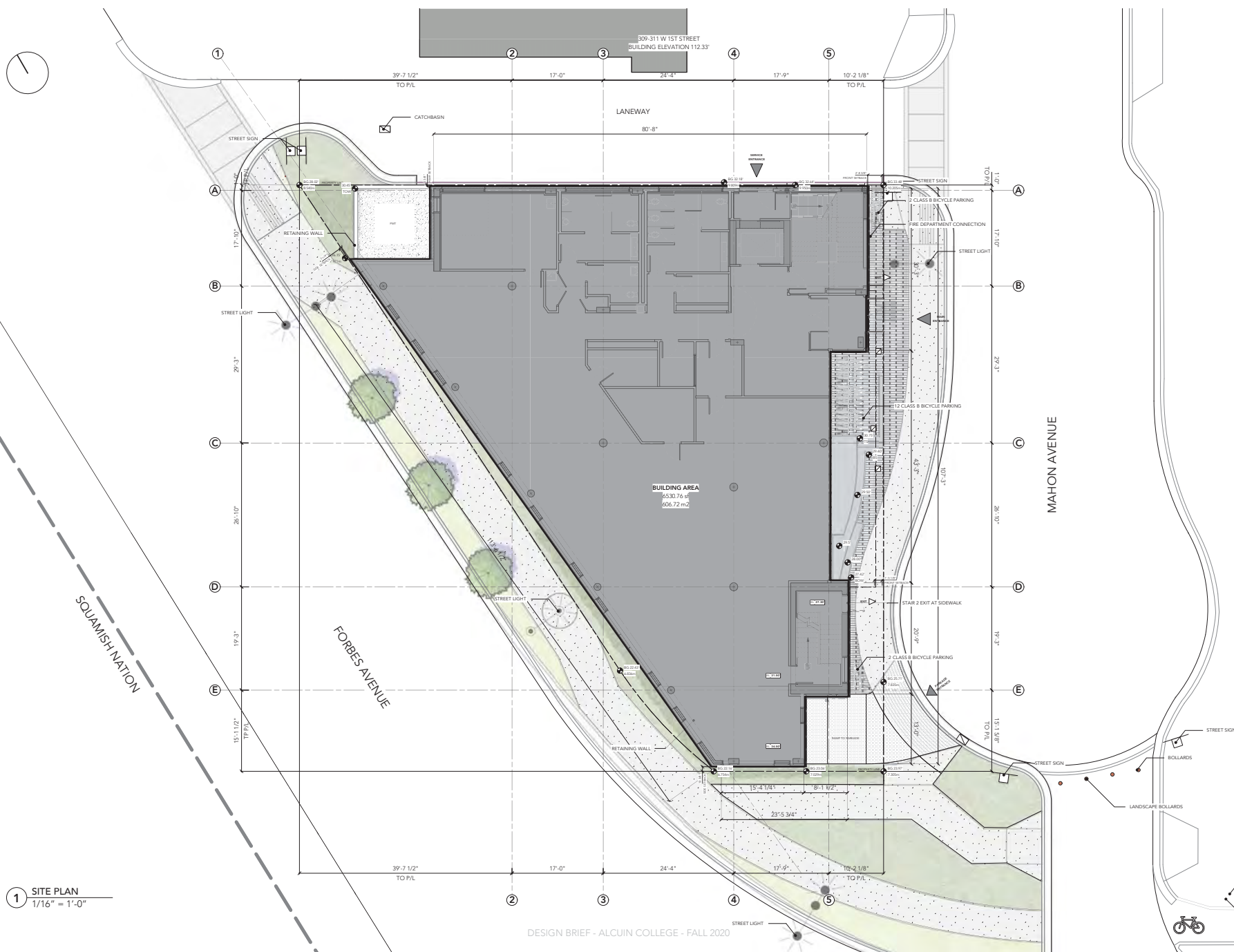


EXTERIOR MATERIALS

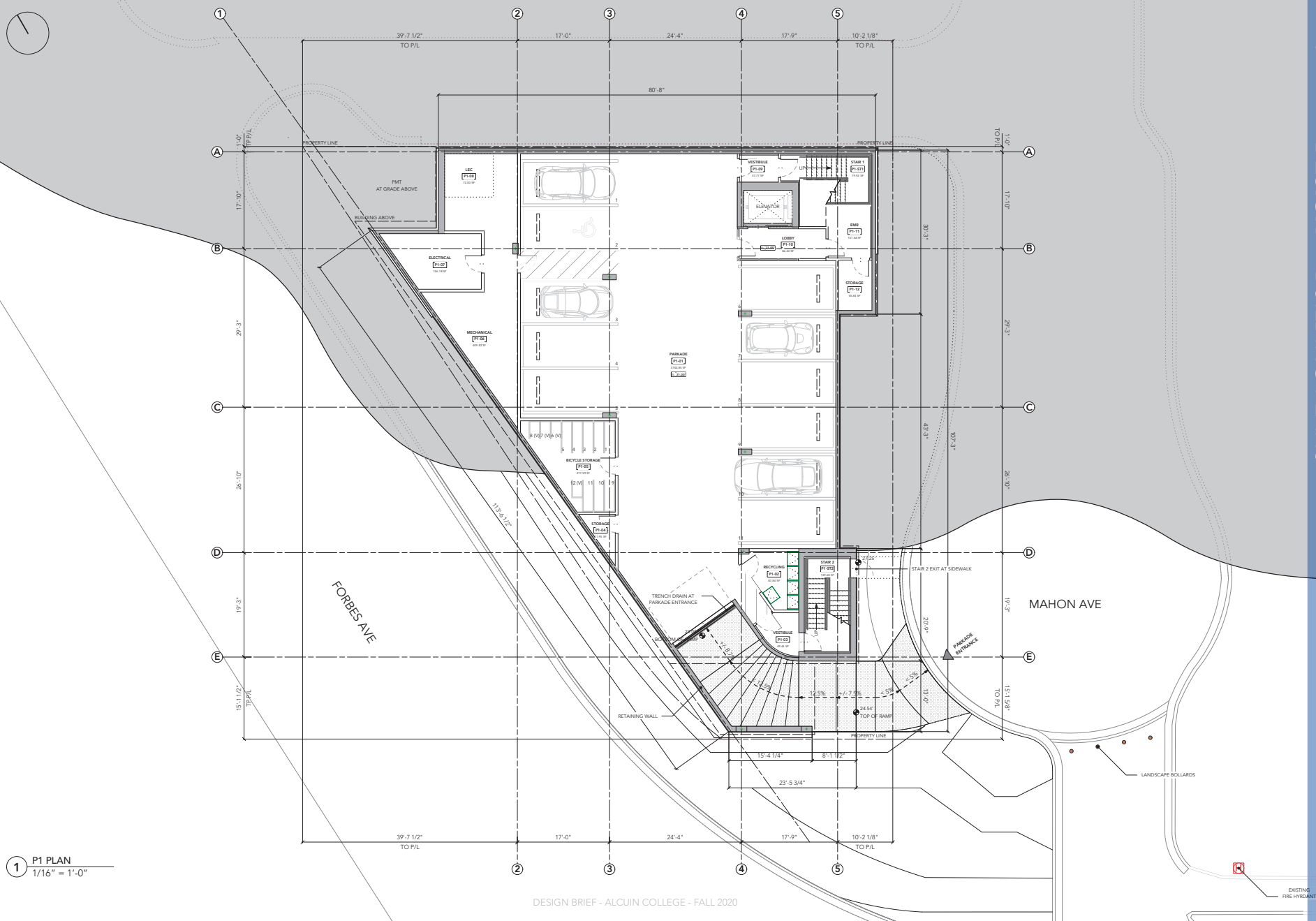
MT-01	METAL PANEL, VERTICAL	MEDIUM GREY (ALFLEX "GREY SILVER")	WD-01	WOOD SOFFIT	TAUPE STAIN, 5.5" WIDE PLANKS, FINELINE JOINT
MT-02	METAL PANEL, VERTICAL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")			
MT-03	METAL PANEL, WALL PANEL	MEDIUM GREY (ALFLEX "GREY SILVER")	GL-01	CURTAINWALL GLAZING	CLEAR ANODIZED FRAME TO MATCH LIGHT GREY
MT-04	METAL PANEL, WALL PANEL	LIGHT GREY (ALPOLIC "PEX PEWTER METALLIC")	GL-02	WINDOW SPANDREL	BACK PAINTED GLASS TO MATCH LIGHT GREY
MT-05	METAL PANEL, WALL PANEL	"ALCUI" BLUE	GL-03	GLASS GUARDRAIL	FRAMELESS, ALUMINUM TOP CAP
MT-06	METAL PANEL, WALL PANEL	TO MATCH LIGHT GREY			
MT-07	METAL DOOR	MEDIUM GREY PAINTED METAL	SP-01	PAINTED METAL SHADING FINS	2-TONE "ALCUI" BLUE + "APPLE FROTH GREEN"
			SP-02	METAL PANEL	TO MATCH LIGHT GREY
CO-01	CONCRETE	ARCHITECTURAL FINISH			

1 SOUTH ELEVATION
1/16" = 1'-0"

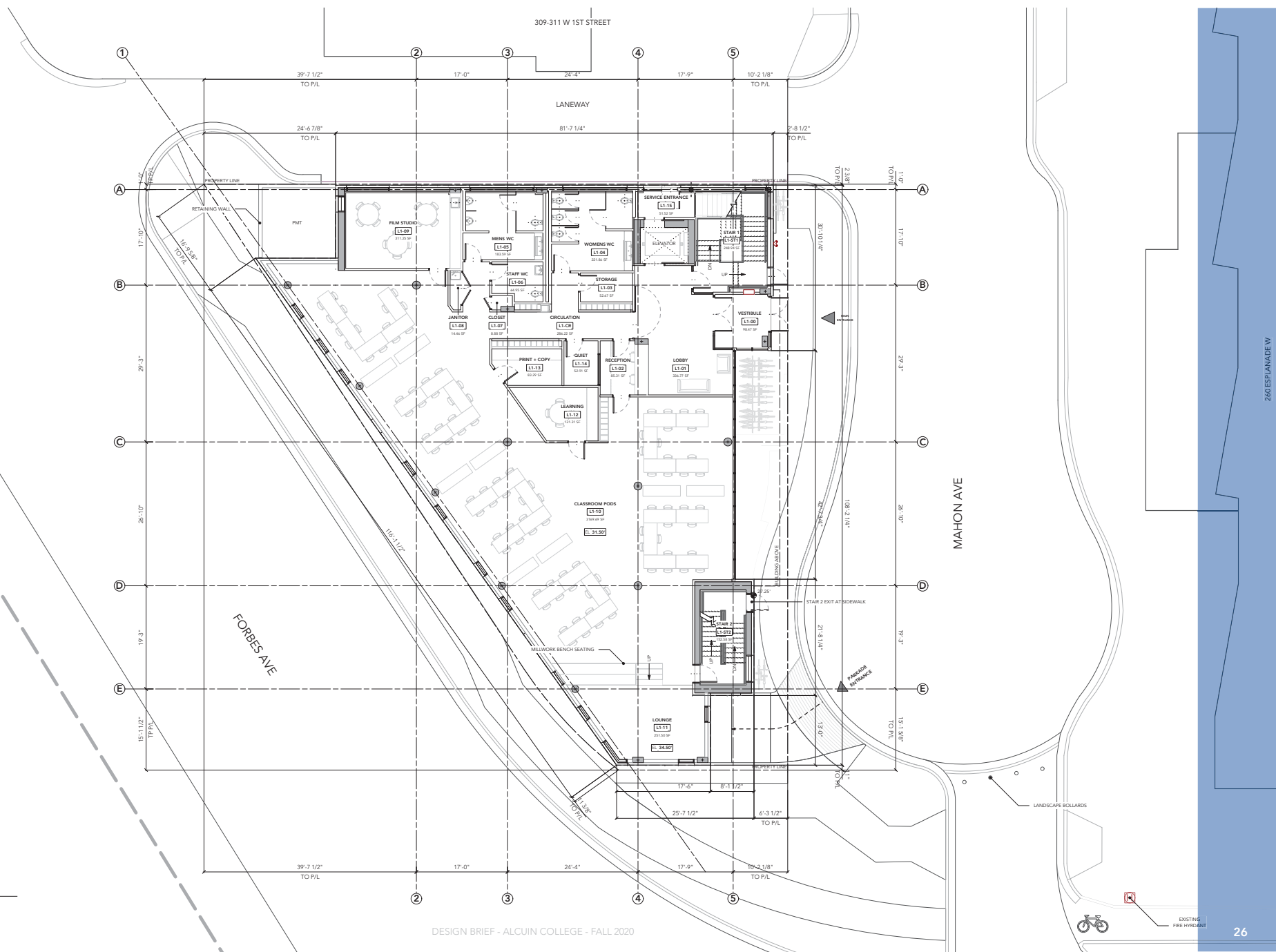
260 ESPLANADE W
BUILDING ELEVATION 101.34'



1 SITE PLAN
1/16" = 1'-0"

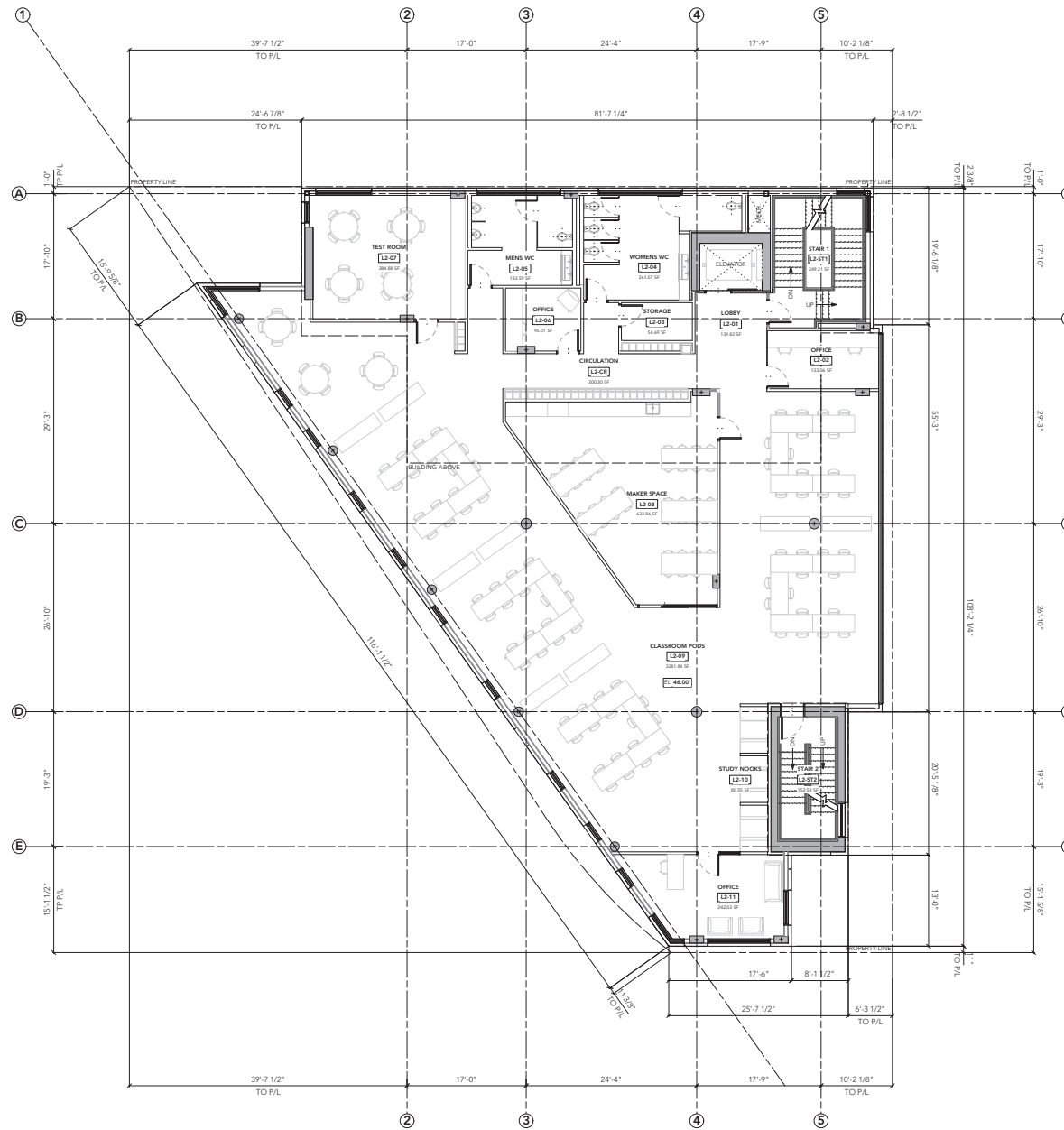


DESIGN BRIEF - ALCUIN COLLEGE - FALL 2020

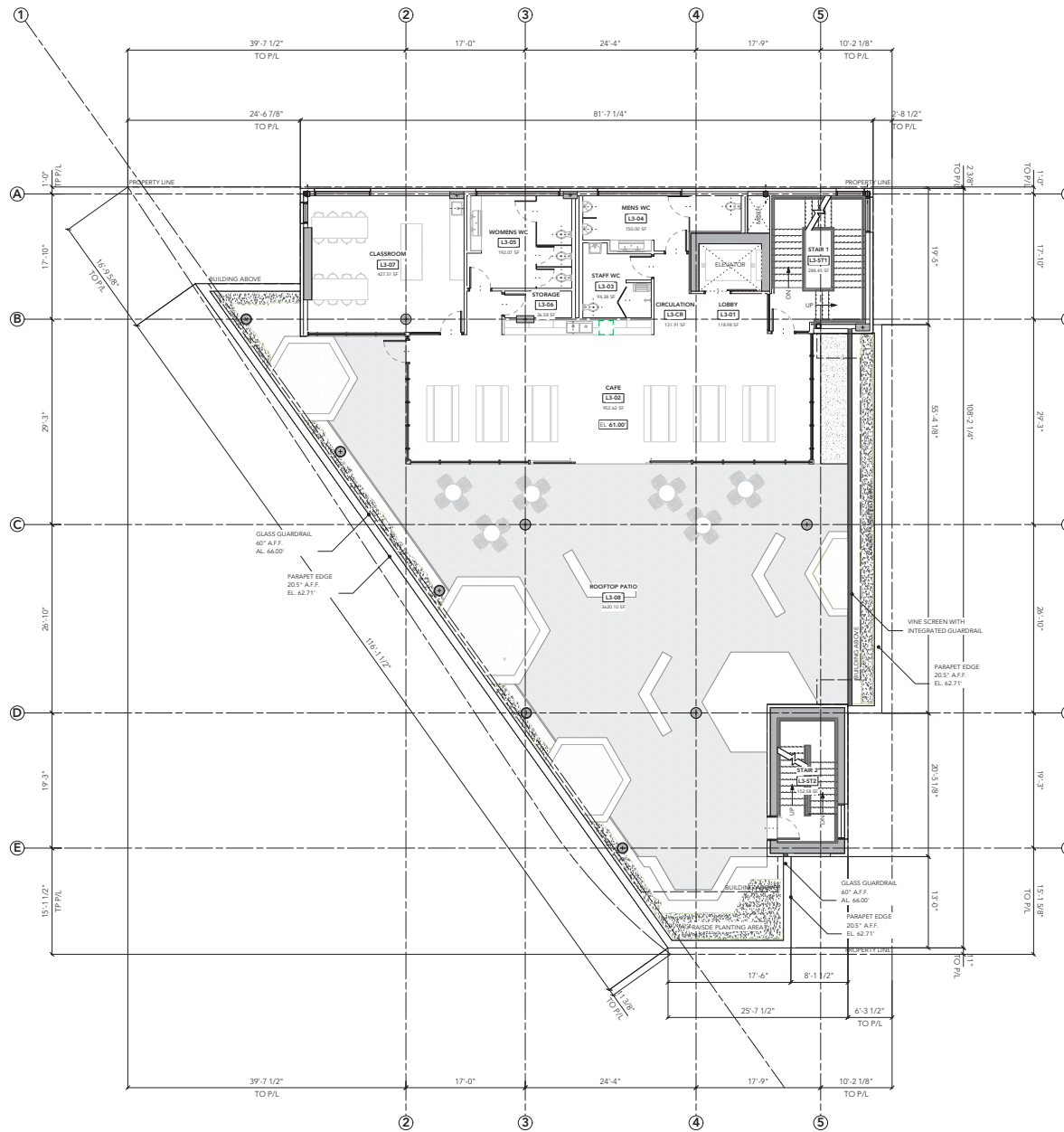


1 L1 PLAN
1/16" = 1'-0"

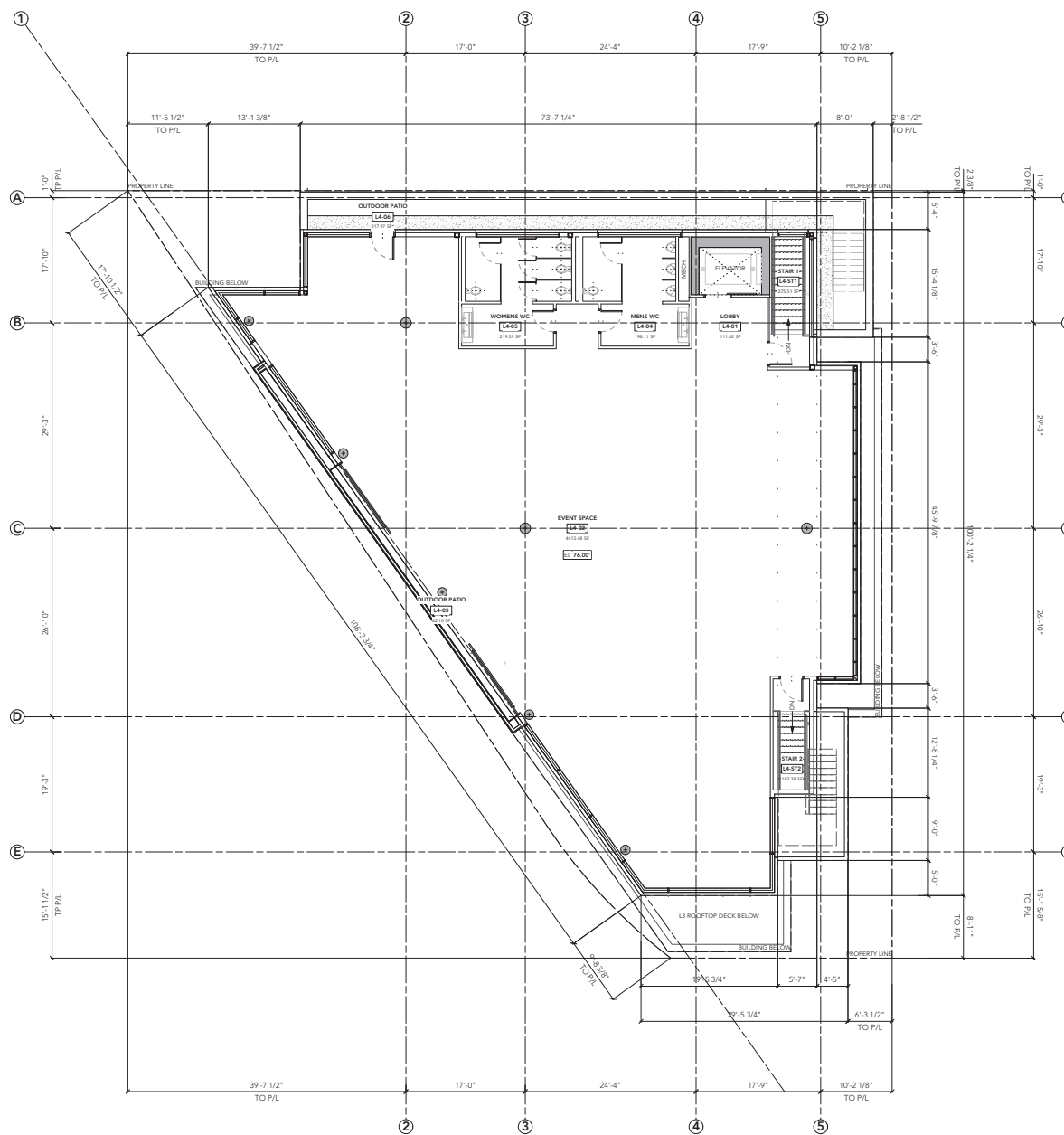
DESIGN BRIEF - ALCUIN COLLEGE - FALL 2020

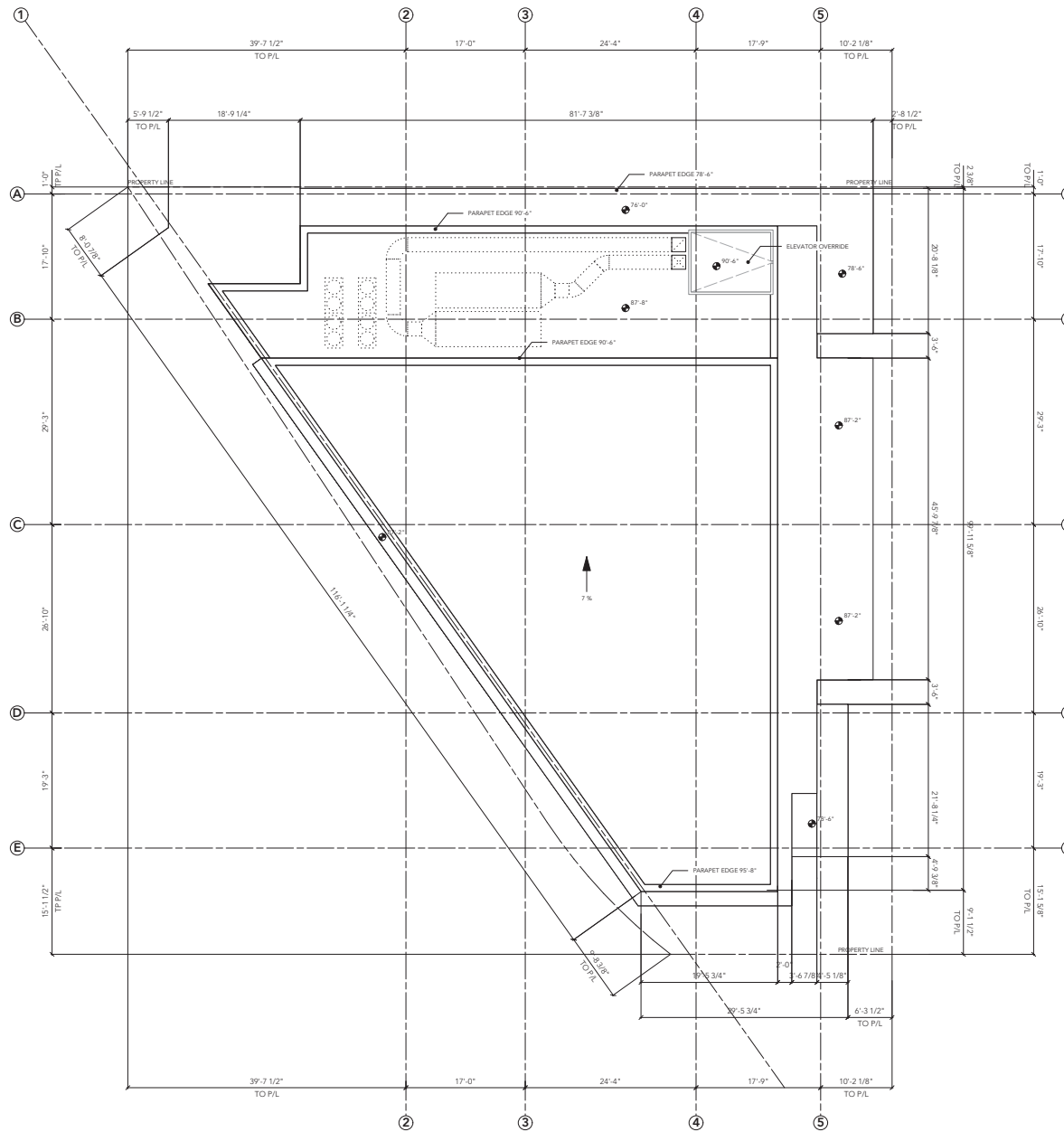


1 L2 PLAN
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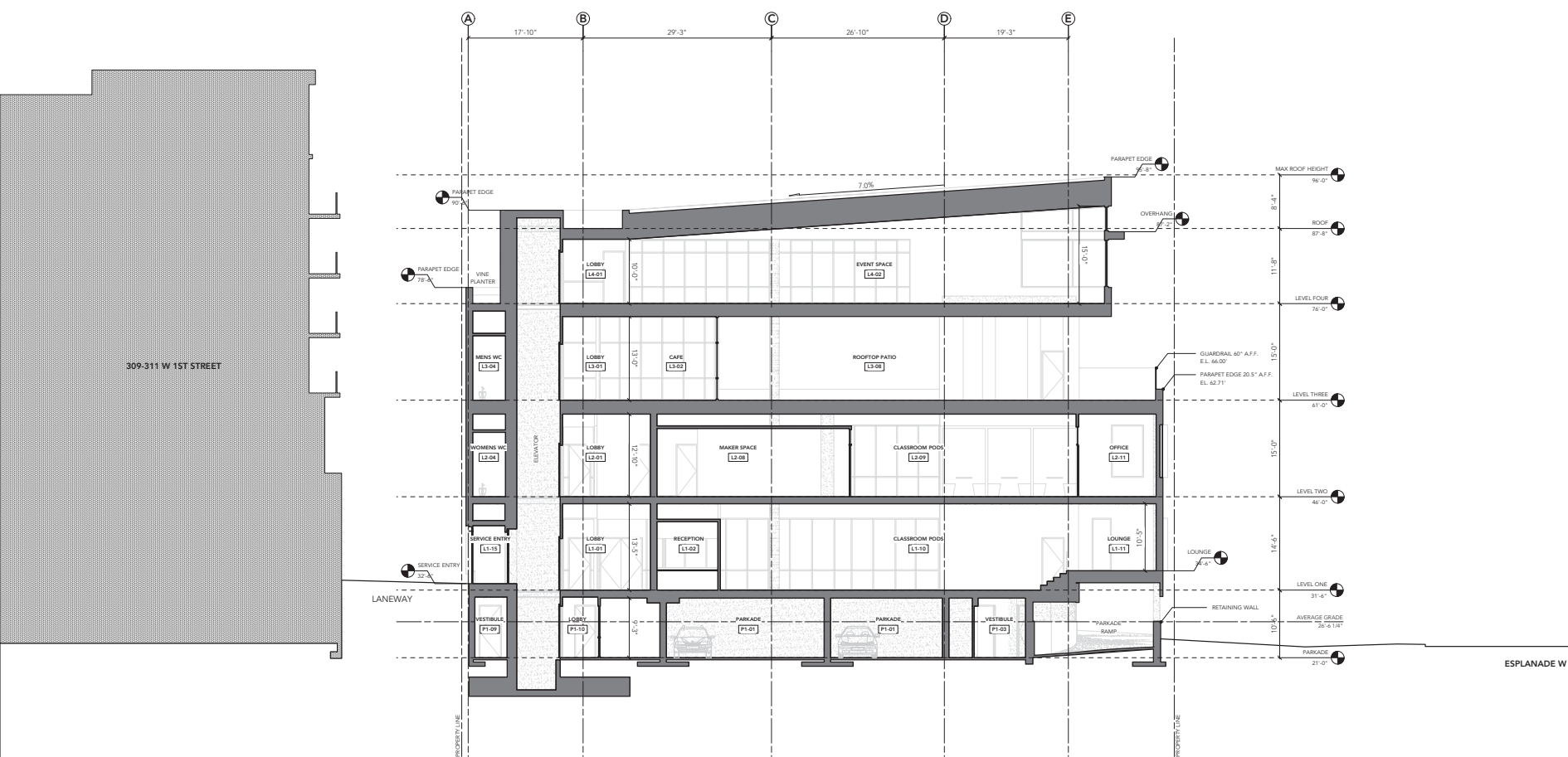


1 L3 PLAN
1/16" = 1'-0"

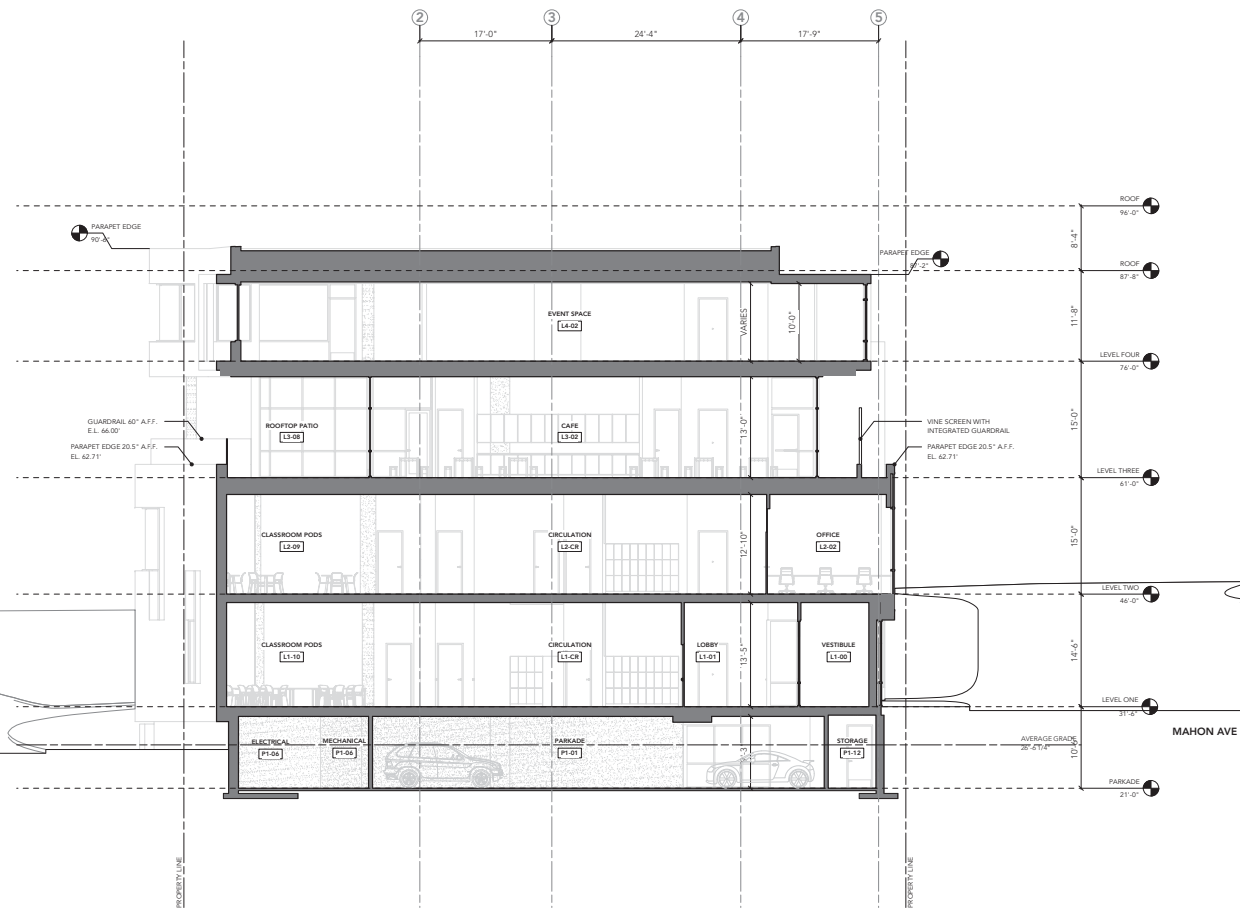




1 ROOF PLAN
1/16" = 1'-0"



1 NORTH-SOUTH SECTION
1/16" = 1'-0"



1 WEST-EAST SECTION
1/16" = 1'-0"

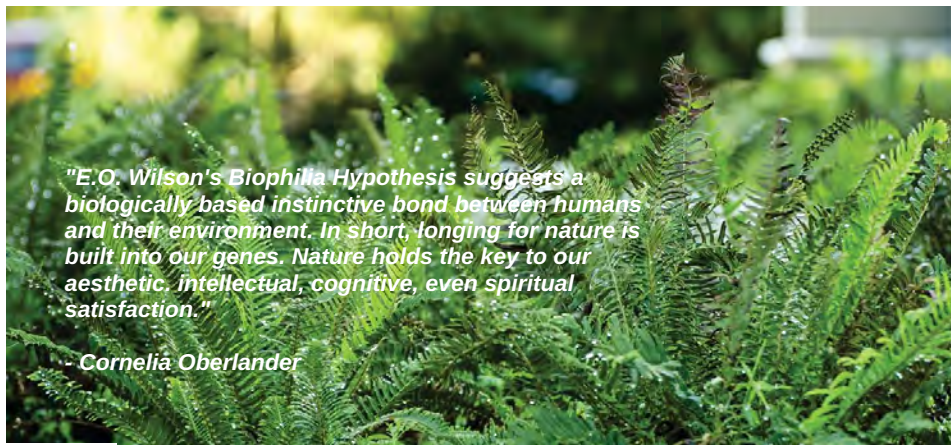
INSPIRATION: HONEYCOMB



CONNECTION TO NATURE

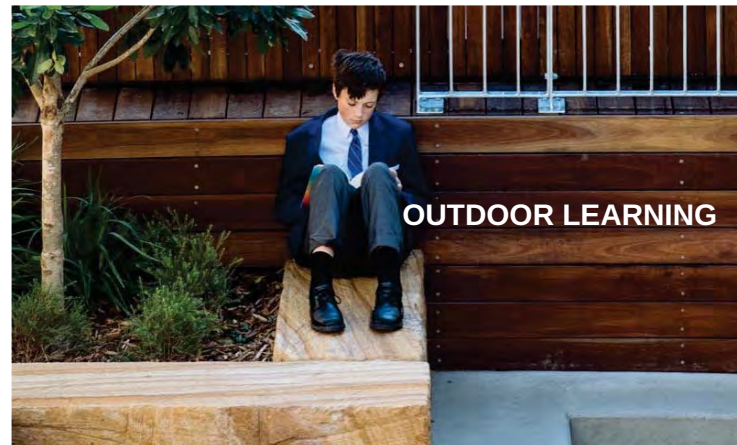


HABITAT VALUE

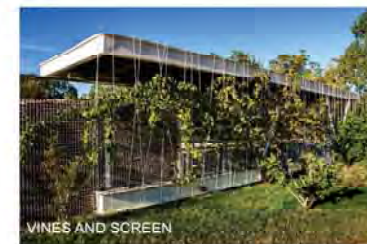


"E.O. Wilson's Biophilia Hypothesis suggests a biologically-based instinctive bond between humans and their environment. In short, longing for nature is built into our genes. Nature holds the key to our aesthetic, intellectual, cognitive, even spiritual satisfaction."

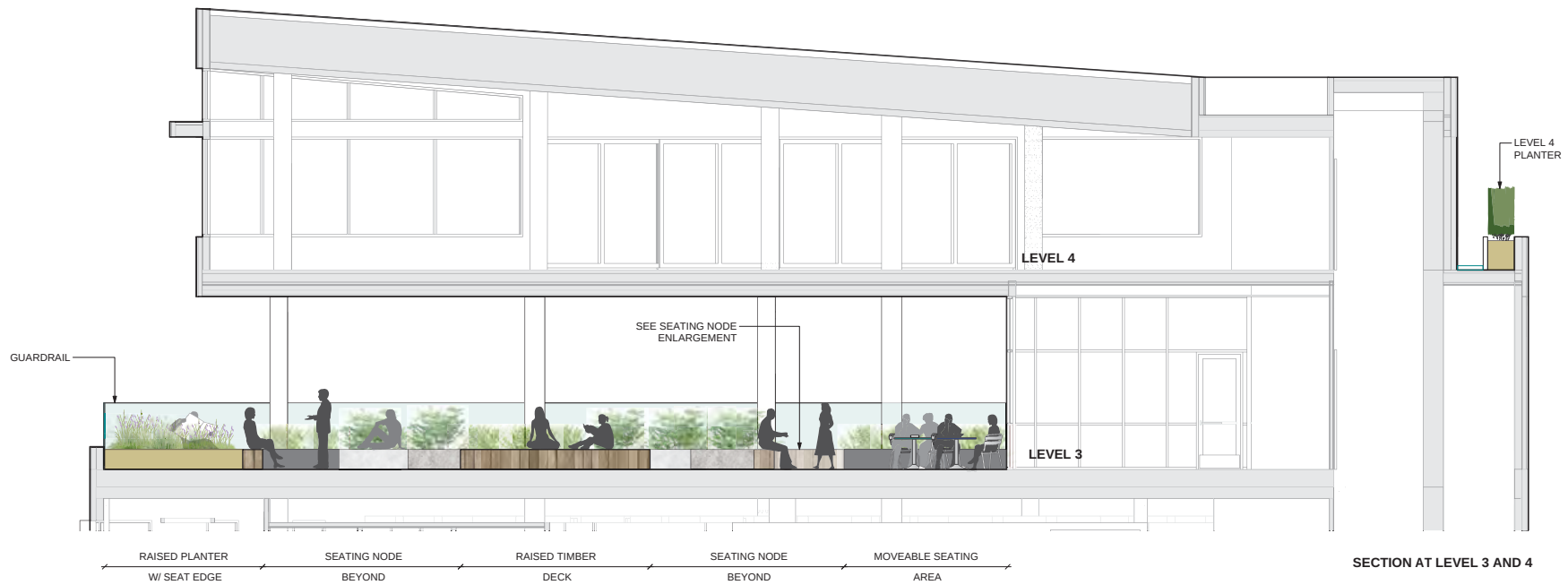
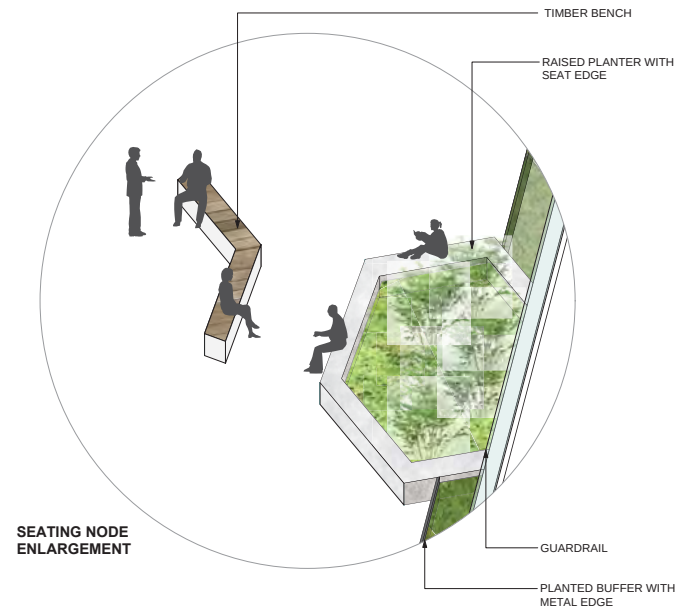
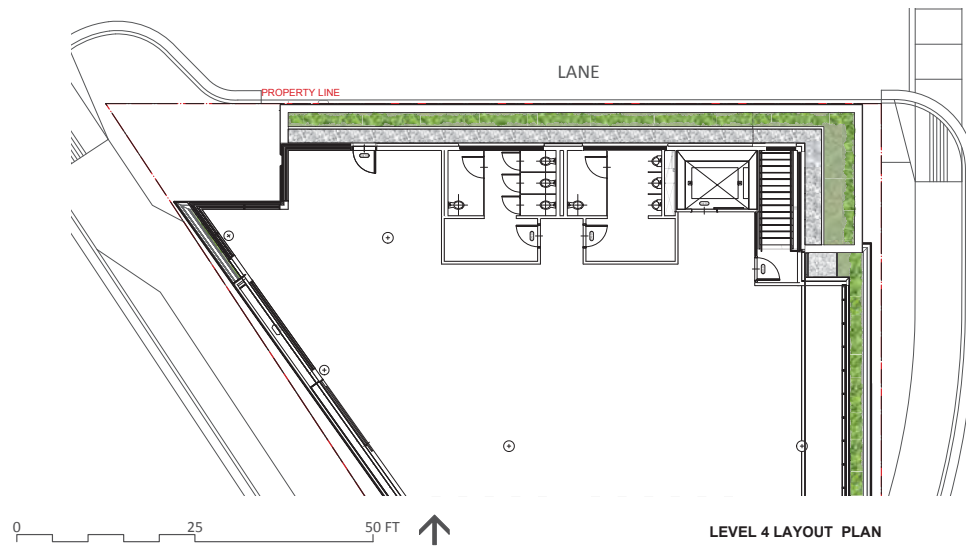
- Cornelia Oberlander



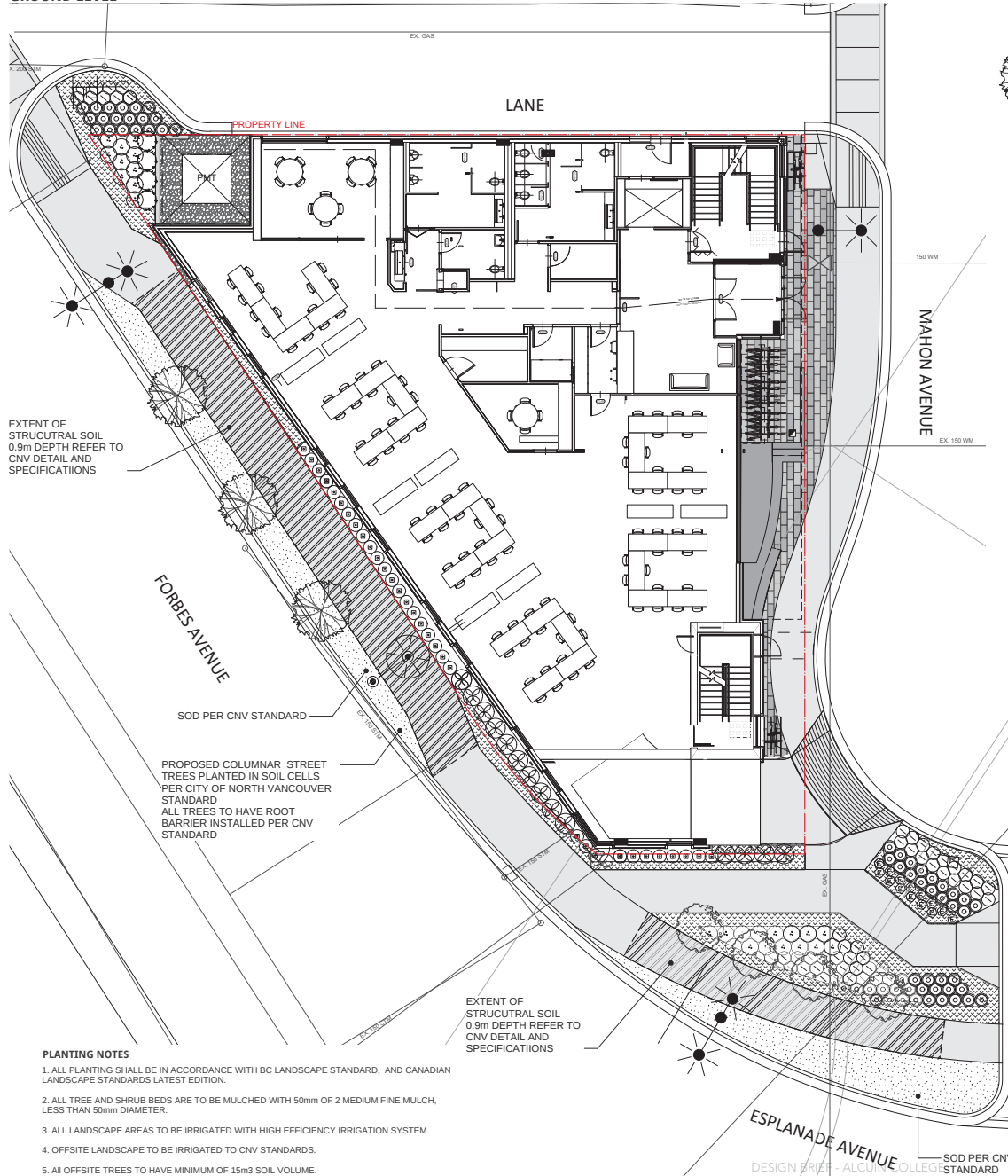
OUTDOOR LEARNING



DESIGN BY: TACOMA COLLEGE PARK



GROUND LEVEL



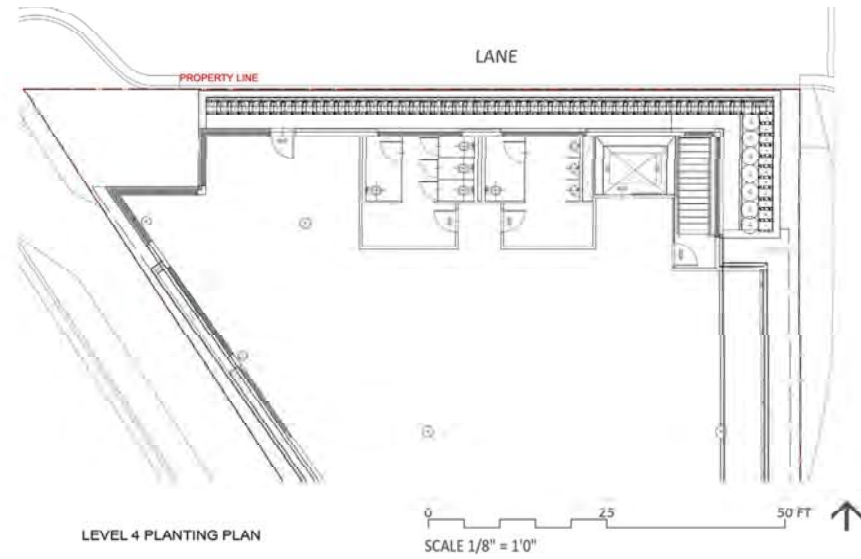
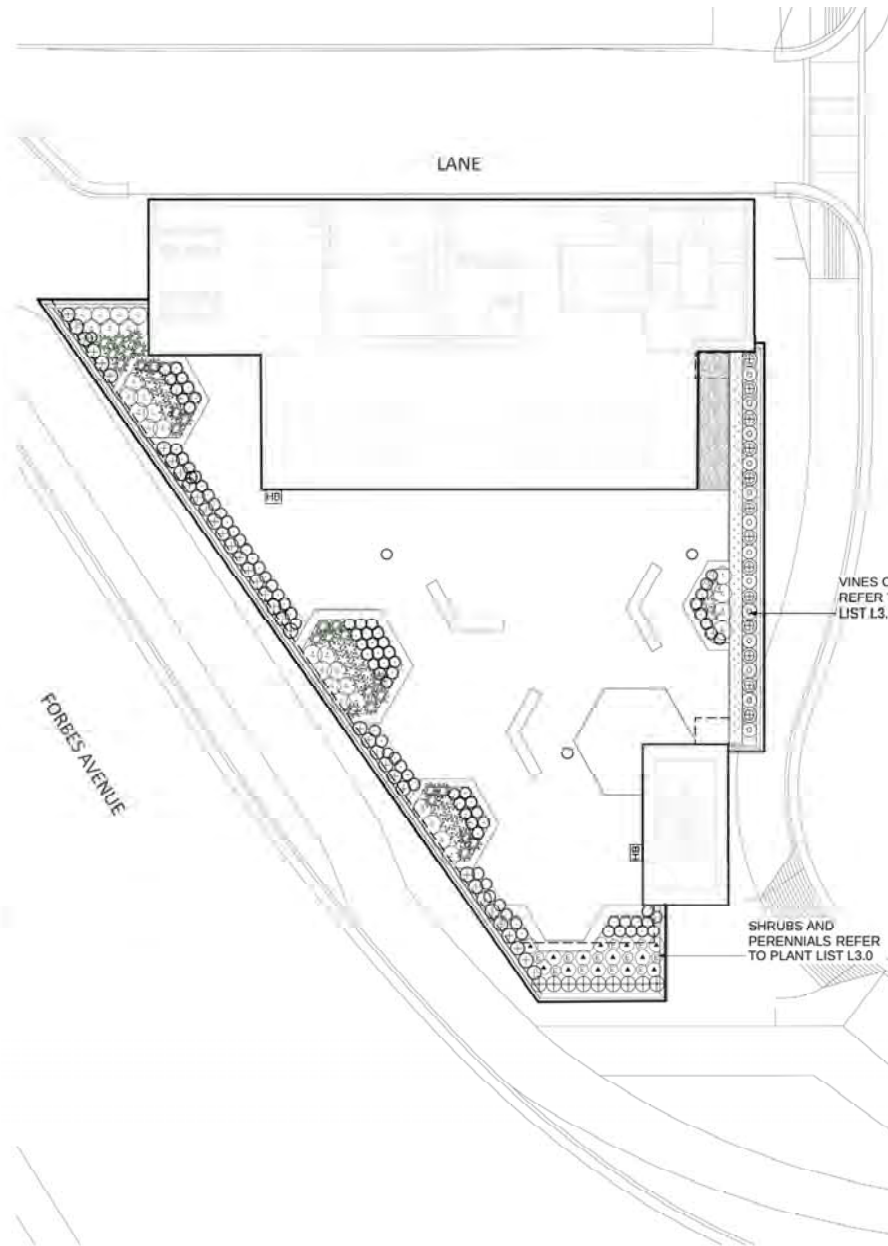
PLANTING NOTES

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH BC LANDSCAPE STANDARD, AND CANADIAN LANDSCAPE STANDARDS LATEST EDITION.
2. ALL TREE AND SHRUB BEDS ARE TO BE MULCHED WITH 50mm OF 2 MEDIUM FINE MULCH, LESS THAN 50mm DIAMETER.
3. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH HIGH EFFICIENCY IRRIGATION SYSTEM.
4. OFFSITE LANDSCAPE TO BE IRRIGATED TO CNV STANDARDS.
5. ALL OFFSITE TREES TO HAVE MINIMUM OF 15m³ SOIL VOLUME.

PLANT LIST

QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TOTAL				
OFF-SITE DECIDUOUS TREES				
3	Populus tremula 'Erecta'	Swedish Columnar Aspen	6cm cal.	As shown
4	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweetgum	6cm cal.	As shown
ON-SITE SHRUBS AND VINES				
13	Akebia quinata	Chocolate Vine	No. 1 Pot	24" o.c.
28	Blechnum spicant	Deer Fern	#1 pot	18" o.c.
13	Clematis armandii	Armand's Evergreen Clematis	No. 1 Pot	24" o.c.
11	Ceanothus 'Victoria'	California Lilac	No. 5 Pot	36" o.c.
9	Ceanothus griseus 'Horizontalis'	Carmel Creeper	No. 1 Pot	24" o.c.
23	Polystichum munitum	Sword Fern	#1 pot	24" o.c.
22	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	No. 3 Pot	24" o.c.
4	Ribes sanguineum	Red Flowering Currant	No. 3 Pot	24" o.c.
86	Sarcococca hookerana 'Humilis'	Himalayan Sweet Box	#2 pot	18" o.c.
64	Taxus x media 'Hicksii'	Hick's yew	No. 5 Pot	18" o.c.
30	Vaccinium ovatum	Evergreen Huckleberry	No. 3 Pot	30" o.c.
ONSITE GROUNDCOVERS, PERENNIALS AND GRASSES				
11	Echinacea purpurea 'Magnus'	Purple Coneflower	No. 1 Pot	24" o.c.
13	Sedum 'Autumn Joy'	Autumn Joy Stonecrop	No. 1 Pot	24" o.c.
56	Parthenocissus quinquefolia	Virginia creeper	No. 1 Pot	18" o.c.
59	Fragaria chiloensis	Coastal Strawberry	4" (10cm) Pot	15" o.c.
OFFSITE PLANTS				
193	Arctostaphylos uva-ursi	Kinnikinnick	4" (10cm) Pot	18" o.c.
4	Ceanothus 'Victoria'	California Lilac	No. 5 Pot	36" o.c.
56	Cornus sericea Kelseyi	Kelsey Dogwood	No. 2 Pot	24" o.c.
15	Echinacea purpurea 'Magnus'	Purple Coneflower	No. 1 Pot	24" o.c.
60	Lonicera pileata	Boxleafed honeysuckle	No. 2 Pot	24" o.c.
15	Vaccinium ovatum	Evergreen Huckleberry	No. 3 Pot	30" o.c.

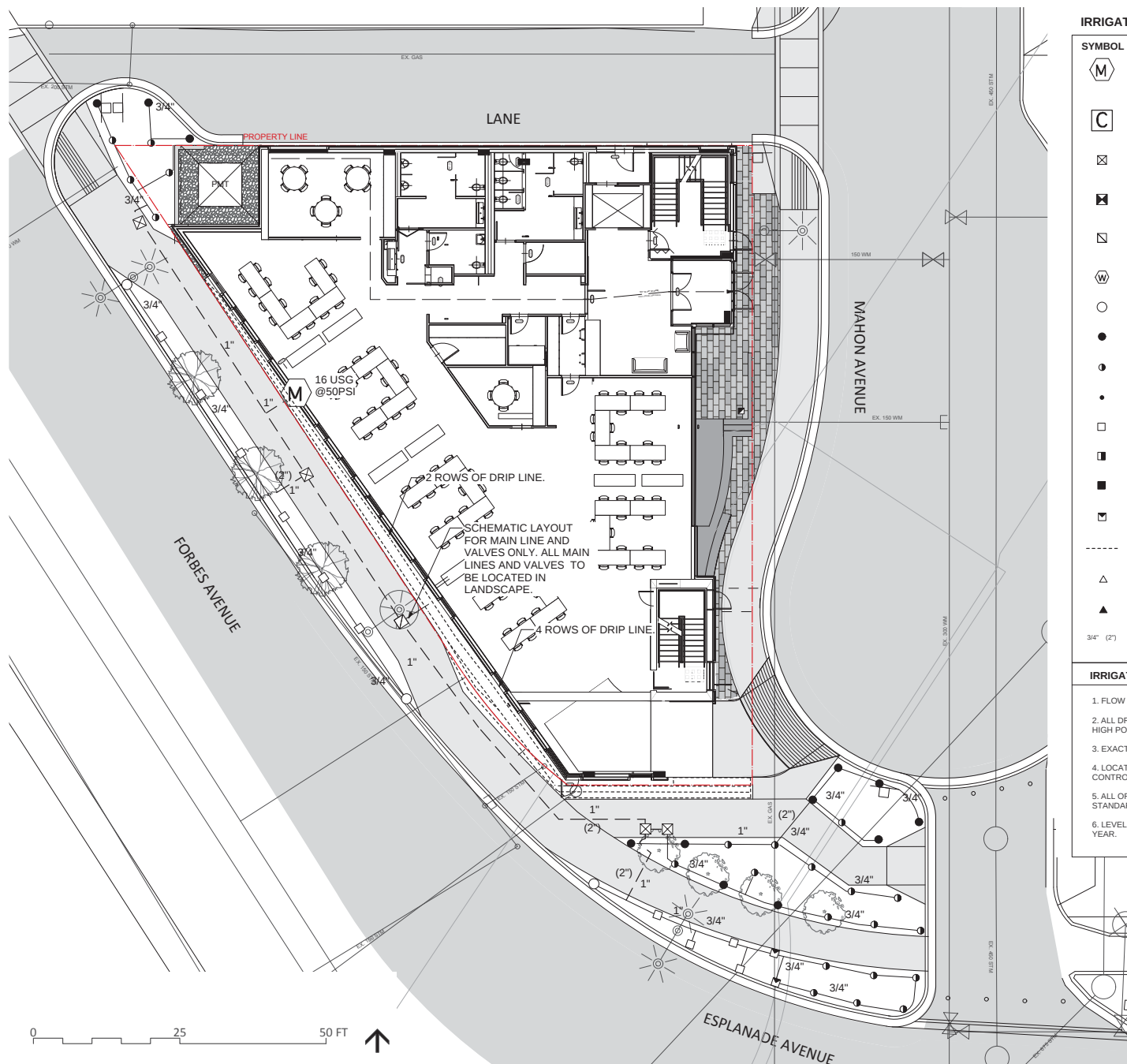
0 25 50 FT



















REFER TO L3.0 FOR PLANT LIST

PLANTING NOTES

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH CANADIAN AND BC LANDSCAPE STANDARDS, LATEST EDITION.
2. ALL TREES AND SHRUBS BEDS ARE TO BE MULCHED WITH 50mm (2") MEDIUM FINE MULCH, LESS THAN 50mm DIAMETER.
3. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH HIGH EFFICIENCY IRRIGATION SYSTEM DESIGN BUILT SYSTEM.

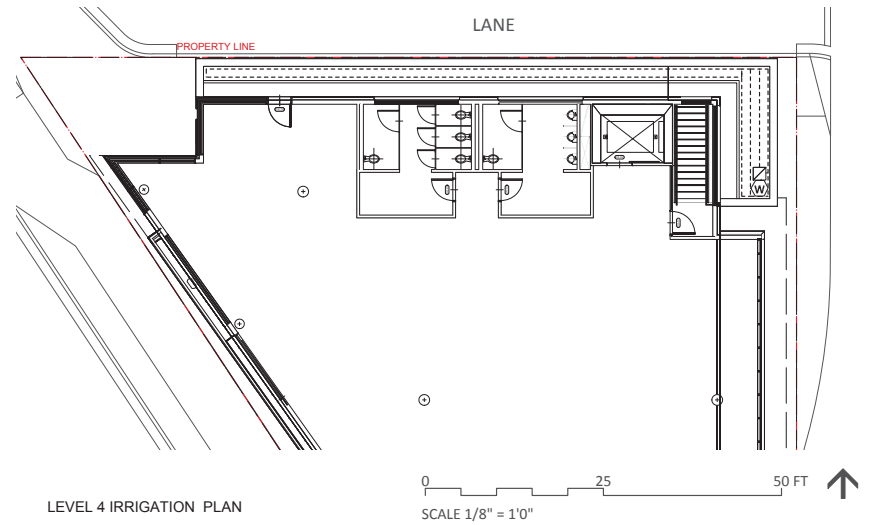
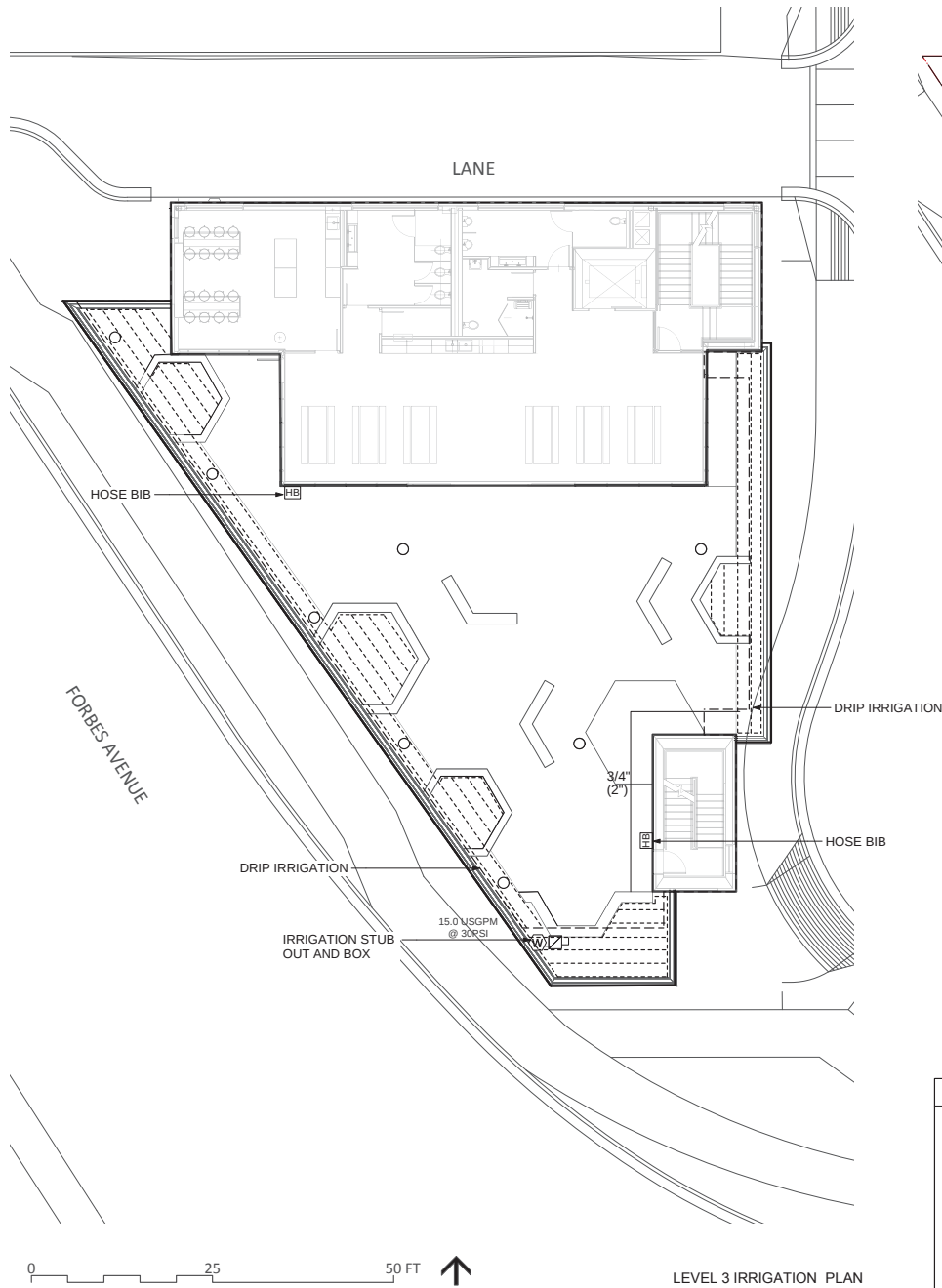


IRRIGATION LEGEND

SYMBOL	DESCRIPTION
	MAIN CONNECTION (REFER TO MECHANICAL) 16.0 USGPM AT 50PSI, 1" DOUBLE CHECK VALVE & RAINBIRD #3 QUICK COUPLER
	TIME CLOCK RAINBIRD ESP/MSTE-10 ZONES LOCATED IN MECHANICAL ROOM
	AUTO VALVE RAINBIRD 100 PGA
	AUTO VALVE RAINBIRD DV100F
	AUTO VALVE RAINBIRD XCZF-100-PRF
	WATER CONNECTION
	RAINBIRD 1806-PRS SPRINKLER c/w 12U" NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 10U" NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 8U" NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 5U" NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 15SST NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 15RCS OR LCS NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w SQ-QTR NOZZLE
	RAINBIRD 1804-PRS SPRINKLER c/w 15SST NOZZLE PCS-060
-----	RAINBIRD XFS-09-12 DRIPLINE
	RAINBIRD SXB-180-SPYK XERI-BUBBLER (2 PER PLANTER)
	RAINBIRD SXB-180-SPYK XERI-BUBBLER (3 PER PLANTER)
3/4" (2")	LINE SIZE (SLEEVE SIZE)

IRRIGATION NOTES

1. FLOW THRU ALL PIPING NOT TO EXCEED 5FT. / SEC
2. ALL DRILLPIPE TO BE LOOPED, INSTALL AIR / VACUUM RELIEF VALVE AT HIGH POINT OF EACH ZONE.
3. EXACT LOCATION OF PIPING RUNS TO BE DETERMINED ON SITE.
4. LOCATION OF WEATHER STATION AND WIRING RUN BETWEEN CONTROLLER & WEATHER STATION TO BE DETERMINED ON SITE.
5. ALL OFFSITE IRRIGATION TO MEET MUNICIPAL SPECIFICATIONS AND STANDARDS.
6. LEVEL 3 IRRIGATION TO BE HEAT TRACED SYSTEM TO OPERATE ALL YEAR.

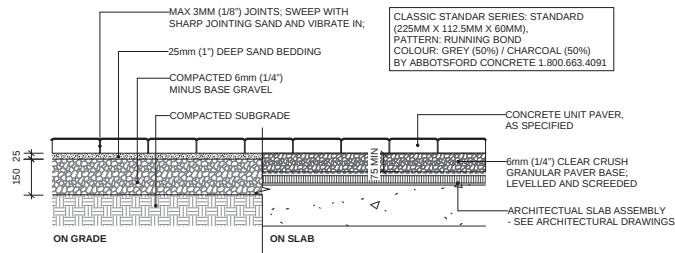


IRRIGATION LEGEND

SYMBOL	DESCRIPTION
	MAIN CONNECTION (REFER TO MECHANICAL) 16.0 USGPM AT 50PSI, 1" DOUBLE CHECK VALVE & RAINBIRD #3 QUICK COUPLER
	TIME CLOCK RAINBIRD ESPSMTE-10 ZONES LOCATED IN MECHANICAL ROOM
	AUTO VALVE RAINBIRD 100 PGA
	AUTO VALVE RAINBIRD DV100F
	AUTO VALVE RAINBIRD XCZF-100-PRF
	WATER CONNECTION
	RAINBIRD 1806-PRS SPRINKLER c/w 12U' NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 10U' NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 8U' NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 5U' NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 15SST NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w 15RCS OR LCS NOZZLE
	RAINBIRD 1806-PRS SPRINKLER c/w SQ-QTR NOZZLE
	RAINBIRD 1804-PRS SPRINKLER c/w 15SST NOZZLE PCS-060
	RAINBIRD XFS-09-12 DRILINE
	RAINBIRD SXB-180-SPYK XERI-BUBBLER (2 PER PLANTER)
	RAINBIRD SXB-180-SPYK XERI-BUBBLER (3 PER PLANTER)
	3/4" (2") LINE SIZE (SLEEVE SIZE)

IRRIGATION NOTES

1. FLOW THRU ALL PIPING NOT TO EXCEED 5FT. / SEC
2. ALL DRIPLINE TO BE LOOPED, INSTALL AIR / VACUUM RELIEF VALVE AT HIGH POINT OF EACH ZONE.
3. EXACT LOCATION OF PIPING RUNS TO BE DETERMINED ON SITE.
4. LOCATION OF WEATHER STATION AND WIRING RUN BETWEEN CONTROLLER & WEATHER STATION TO BE DETERMINED ON SITE.
5. ALL OFFSITE IRRIGATION TO MEET MUNICIPAL SPECIFICATIONS AND STANDARDS.
6. LEVEL 3 IRRIGATION TO BE HEAT TRACED SYSTEM TO OPERATE ALL YEAR.

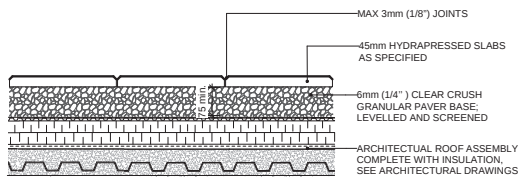


NOTES:

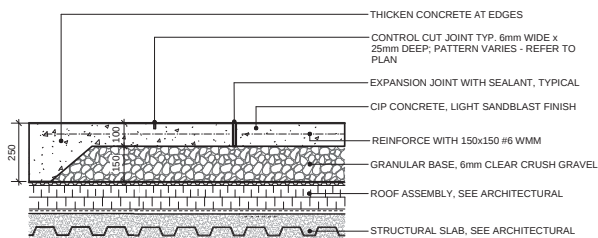
1. USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE NOT ADJACENT TO A SOLID EDGE CONDITION.
2. USE VOIDING IF REQUIRED; REFER TO ARCHITECTURAL DRAWINGS.

1 PEDESTRIAN PAVERS
Scale: 1:10

TYPE A: HEXAGON PAVERS
SIZE: 21.5"
COLOURS: GREY (50%) / CHARCOAL (40%) RANDOM
BY: STEPSTONE INC. PH 1-800-572-9029
OR APPROVED ALTERNATE



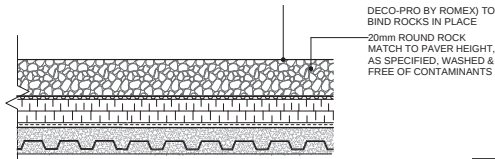
2 HYDRA-PRESSED PAVERS, ON SLAB
Scale: 1:10



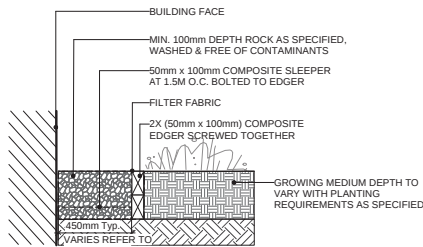
NOTES:

1. EXPANSION JOINTS 6m O.C. MAX, CONTROL JOINTS @ 1.5m O.C. ADJUST TO SUIT SITE LAYOUT PLAN.
2. ALL SCORELINES TO BE APPROVED BY LANDSCAPE ARCHITECT ON-SITE PRIOR TO INSTALLATION.

3 CIP CONCRETE ON SLAB (TYPICAL)
Scale: 1:10



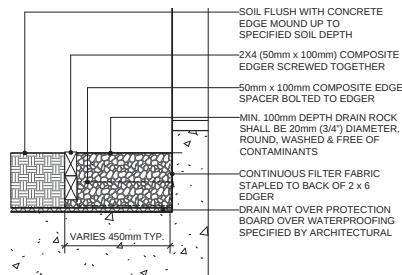
4 DECORATIVE ROCK SURFACE ON SLAB (TYPICAL)
Scale: 1:10



NOTE:

1. COMPOSITE BOARDS TO BE BENDA BOARD LANDSCAPE EDGER BY WISHBONE SITE FURNISHINGS.

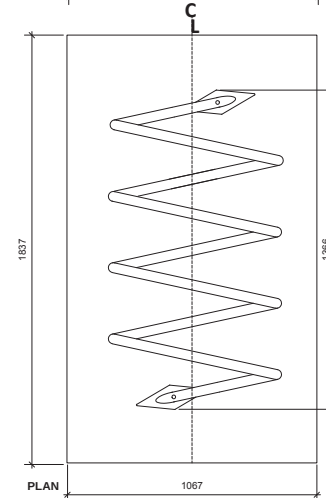
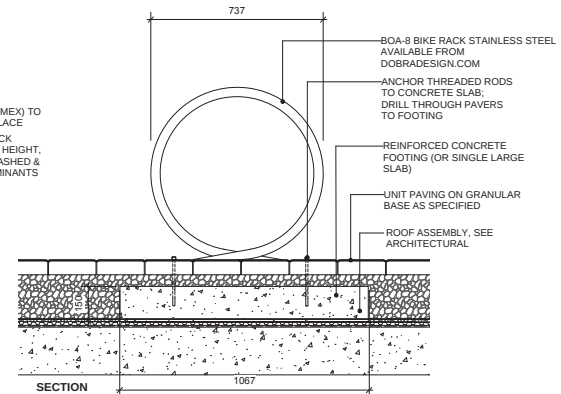
5 DRAINAGE STRIP ON GRADE
Scale: 1:10



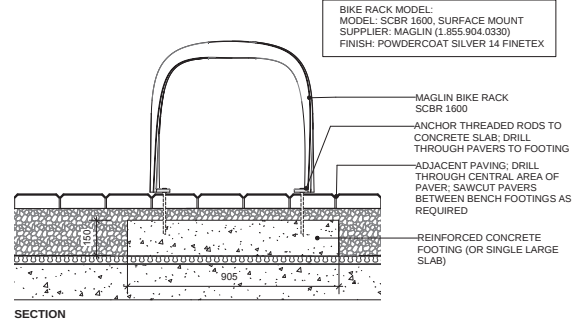
NOTE:

1. COMPOSITE BOARDS TO BE BENDA BOARD LANDSCAPE EDGER BY WISHBONE SITE FURNISHINGS.

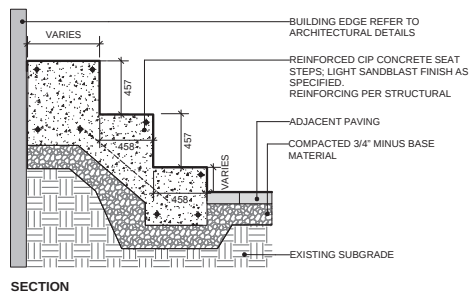
6 DRAINAGE STRIP ON SLAB
Scale: 1:10 - SIGN BRIEF - ALQUIN COLLEGE - FALL 2020



7 BIKE RACK TYPE 1
Scale: 1:10

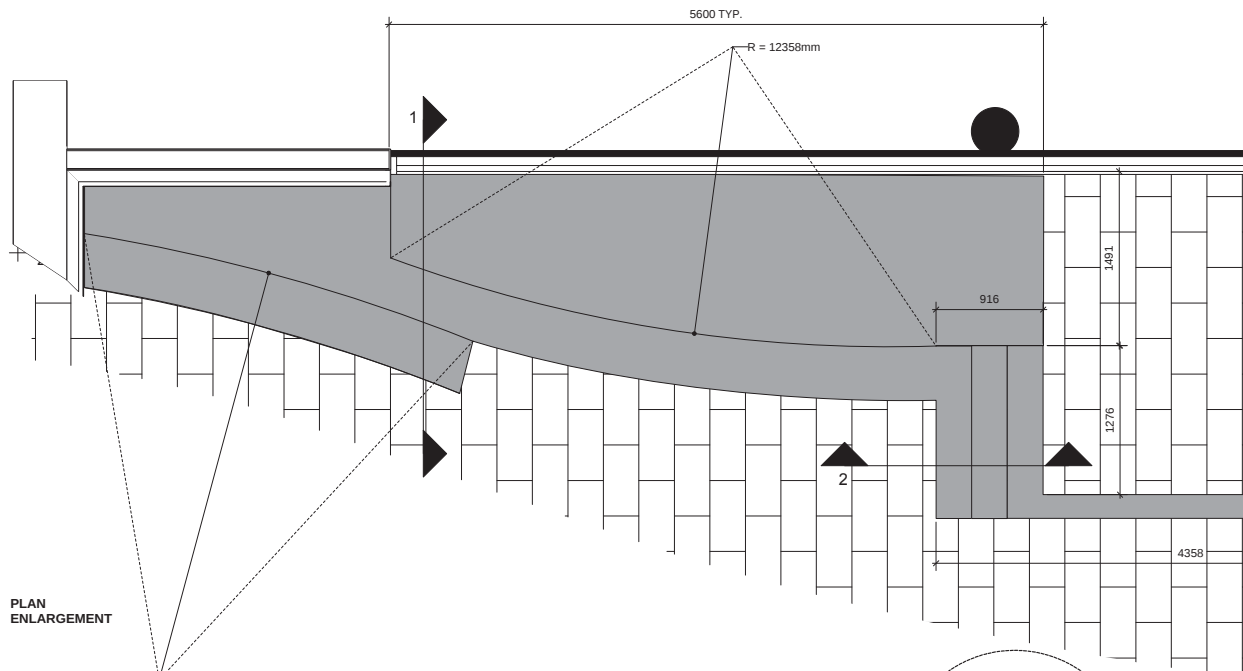


8 BIKE RACK TYPE 2
Scale: 1:10

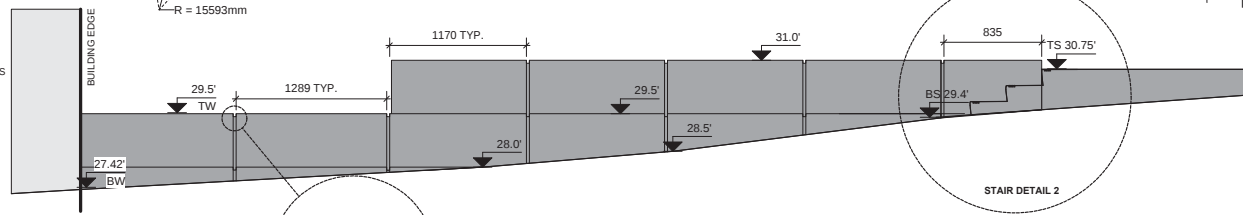


SECTION

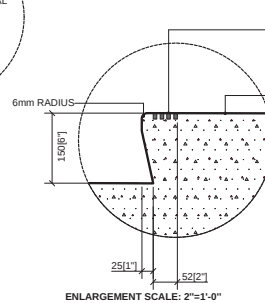
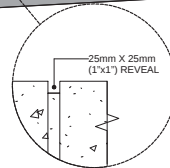
1 ENTRY CONCRETE SEAT WALL
Scale: 1:20



PLAN
ENLARGEMENT



ELEVATION

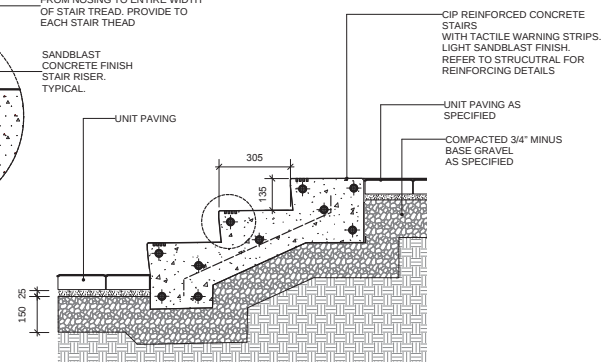


ENLARGEMENT SCALE: 2"=1'-0"

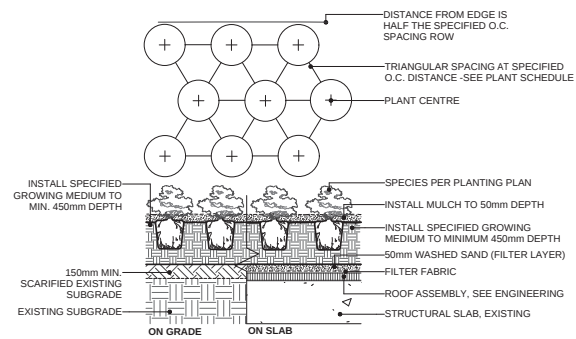
2" WIDE TOOLED NOSING 1" BACK FROM NOSING TO ENTIRE WIDTH OF STAIR TREAD. PROVIDE TO EACH STAIR TREAD

SANDBLAST CONCRETE FINISH STAIR RISER, TYPICAL.

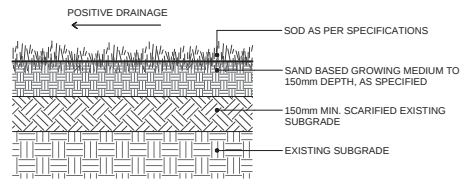
UNIT PAVING



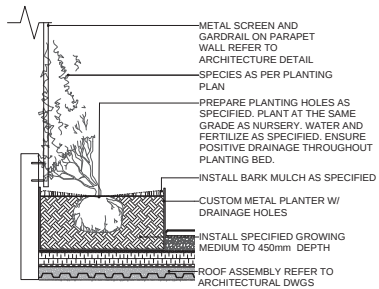
2 CIP CONCRETE STAIR
Scale: 1:10



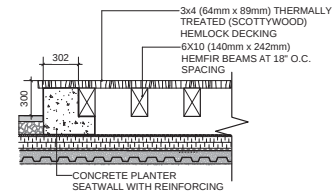
1 SHRUB AND GROUND COVER PLANTING (TYPICAL)
Scale: 1:25



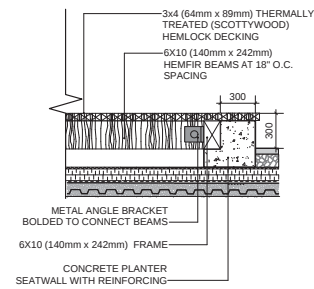
2 SOD LAWN ON GRADE (TYPICAL)
Scale: 1:10



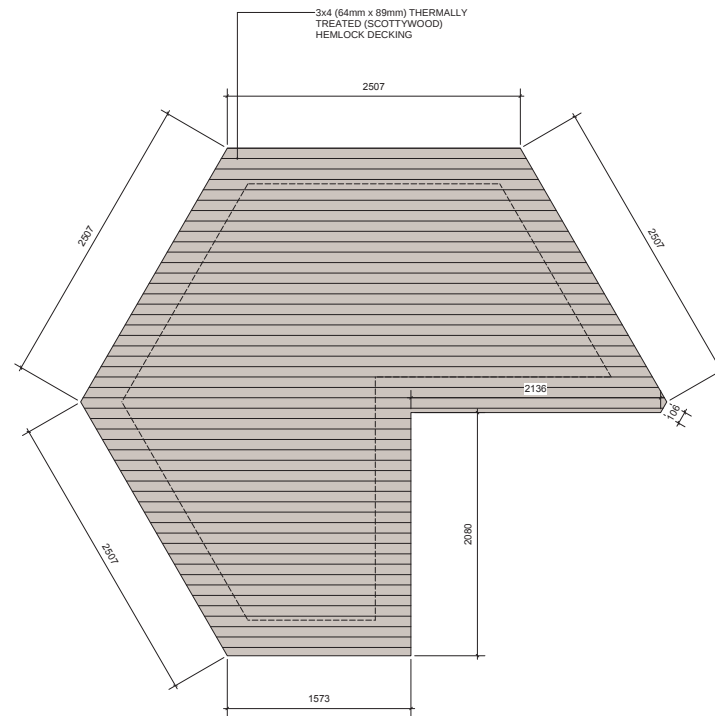
3 VINE PLANTING IN METAL PLANTER LEVEL 3 DECK
Scale: 1:20



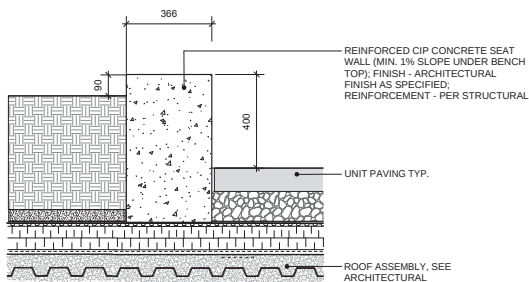
4A STAGE SECTION
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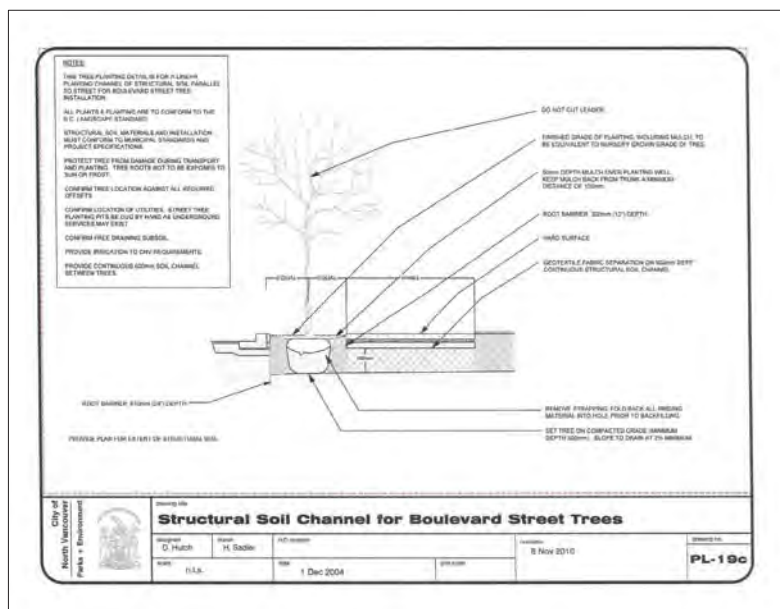
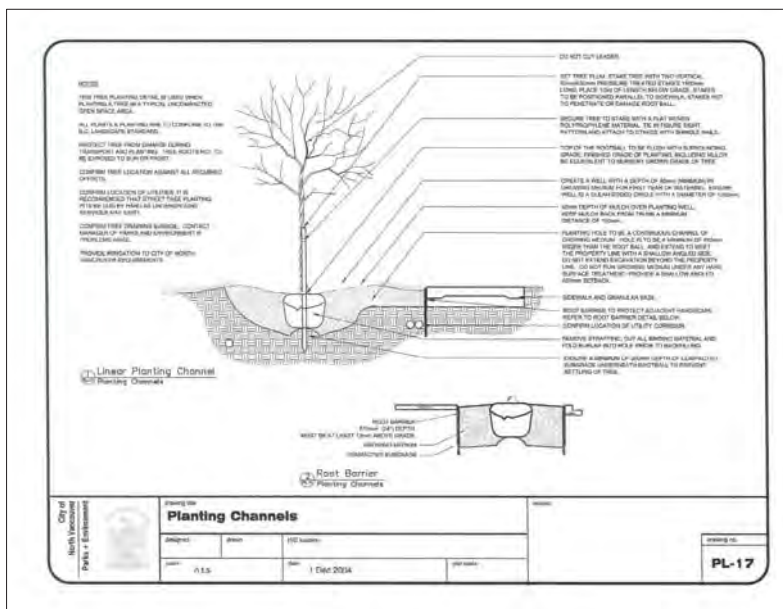
4B STAGE SECTION
Scale: 1:20



4C STAGE PLAN
Scale: 1:20



5 CONCRETE SEAT WALL LEVEL 3
Scale: 1:10



City of North Vancouver
Structural Soil Specification

1. Structural Soil Specification

1.1 General

Structural Soil is to be installed under hard surface paved areas where additional growing medium is required to provide adequate space for tree root development. Do not place Structural Soil in planting beds or planting pits.

1.2 Structural Soil Material Mix

1.2.1 Structural soil is a consistent even distribution of its components. The ratio of components may vary and require adjustment to ensure soil volume is adequate to fill all voids in the stone.

1.2.2 The following is a recommended base ratio of materials for structural soil:

- ☐ 4 cu metre of aggregate stone
- ☐ 1.5 cu metre of Growing Medium
- ☐ 2 kg Stabiliser
- ☐ Water is required – the amount of water will vary according to moisture present in Growing Medium

1.2.3 The stone, growing medium and stabiliser product are to be combined into a homogeneous mixture.

1.3 Growing Medium

1.3.1 Table One

The growing medium within the structural soil mix to meet the following requirements:

Table One – Properties of Growing Medium for Structural Soil	
Texture: particle size classes by the Canadian System of Soil Classification	
Gavel: greater than 2 mm – less than 75 mm	0
Sand: greater than 0.05 mm – less than 2 mm	maximum 60%
Silt: greater than 0.002 mm – less than 0.05 mm	maximum 35%
Clay less than 0.002 mm	maximum 15%
Clay & Silt Combined	maximum 40%
Acidity (pH)	6.0-7.0
Salinity: saturated extract conductivity shall not exceed	3.0 millimhos/cm at 25 degrees Celsius
Organic Content: percent of dry weight (%)	8-12%

CNV Street Tree Master Plan

City of North Vancouver
Structural Soil Specification

1.4 Aggregate

1.4.1 Clean stone of high angularity is required.

1.4.2 Stone dimension aspect ratio should approach 1:1:1; with a maximum of 2:1:1 length:width:depth.

1.4.3 Single size stone, 60mm to 75mm clear sieve designation, blasted quarry rock.

1.4.4 Aggregate to be free of foreign elements or material.

1.4.5 Aggregate quality: material shall be sound hard, durable, free from soft, thin, elongated or laminated particles, organic material, clay lumps, or other substances that would act in a deleterious manner for use intended.

1.5 Soil Stabiliser

1.5.1 A non-toxic organic binder, for example *The Natural Solution* as available from Sport Turf Inc. Tel: (604) 850-7857.

1.6 Filter Fabric

1.6.1 After adequate compaction of the structural soil is confirmed, non-woven filter fabric is to be installed as a separation layer directly above the compacted structural soil mixture.

1.6.2 Filter fabric to conform to the following ASTM designations:
Grab Tensile Strength ASTM-D-4632 400N
Tensile Elongation ASTM-D-4632 50%
Mullen Burst ASTM-D-3786 1270 kPa
Flow Rate ASTM-D-4491 6300l/min/sq.m

1.7 Sub Drains

1.7.1 Sub drains connected to the municipal drainage system are to be provided prior to installation of the structural soil mixture as indicated on servicing landscape plans.

1.8 Irrigation

1.8.1 Install an automatic irrigation system in co-ordination with installation of the structural soils as indicated on servicing or landscape plans.

1.9 Sub Grade

1.9.1 Structural soil areas to be excavated to Master Municipal Specifications Section 0223, Trenching, Excavation and Compaction, allowing for design depth and width of structural soil mix.

1.9.2 The sub grade is to be graded to provide for trench depths as required. Sub grade of areas designated as structural soil are to be prepared to ninety-five percent (95%) Modified Proctor Density and shall be free of stones, debris, root branches, toxic materials, building materials and other deleterious materials.

1.9.3 Sub grade is to slope to subsurface drain lines where provided.

CNV Street Tree Master Plan

City of North Vancouver
Structural Soil Specification

1.10 Mixing

1.10.1 Mixing is to be performed on a clean, flat, hard, level surface using appropriate soil mixing equipment.

1.10.2 Over handling can result in separation of the growing medium from the stone.

1.10.3 Mix ingredients to the proportions indicated in the table, section 1.2.

1.11 Placement

1.11.1 Structural soil should be moist, but not saturated when placed.

1.11.2 Structural soil is to be compacted as required to achieve the equivalent of 95% Modified Proctor Density.

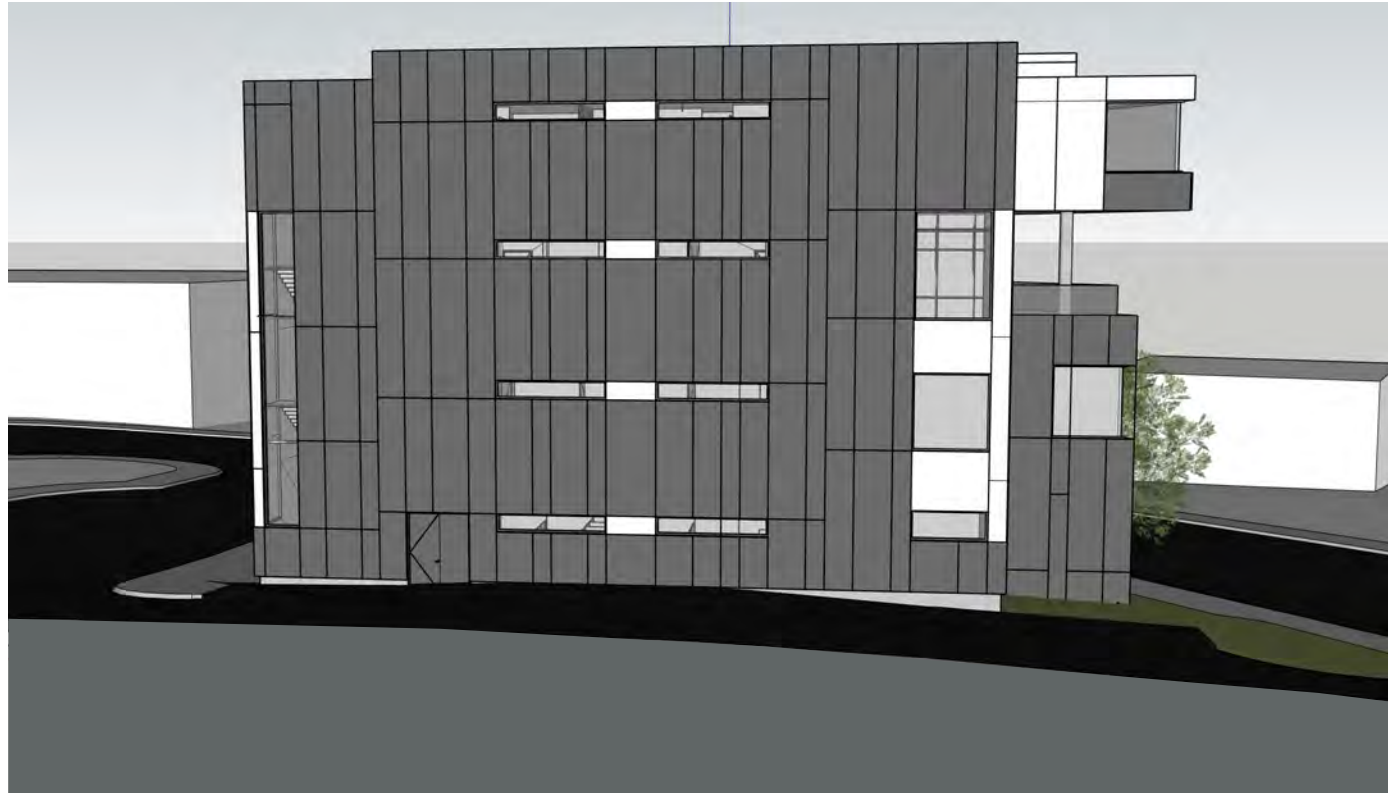
1.11.3 After approval of structural soil mixture compaction, install filter fabric. A 600mm overlap of all fabric seams and beyond edge of structural soil to be provided.

1.12 Finish Treatment

1.12.1 Granular base and paving surface to be placed on filter fabric (on structural soil). Compaction of the structural soil base is to be consistent with surrounding granular base materials.

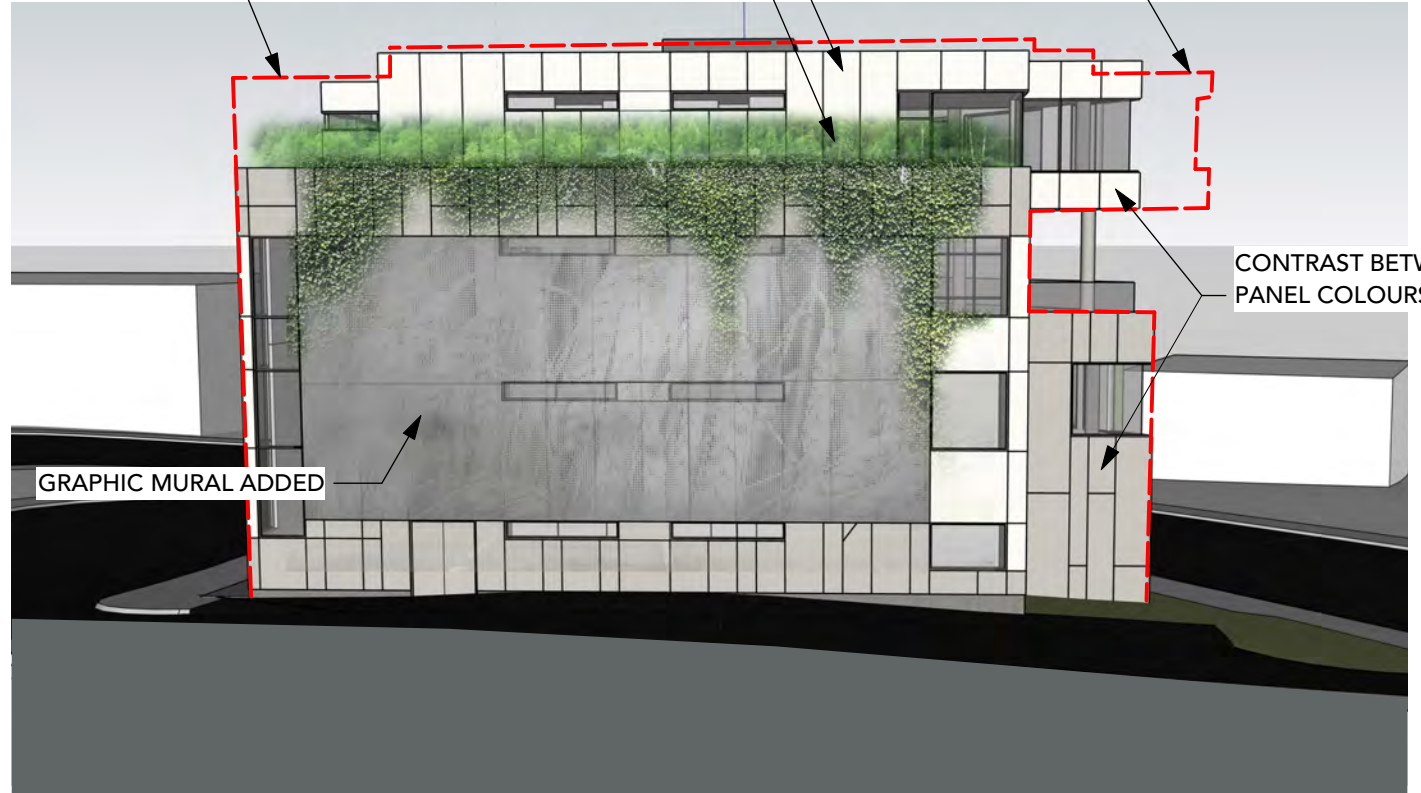
1.12.2 Install finish treatment to the requirements of the contract. Refer to construction documents for relevant sections.

CNV Street Tree Master Plan



NORTH ELEVATION - PRESENTED AT ADP MEETING SEPT .16 - 2020

MASSING AT STAIR CORE REDUCED

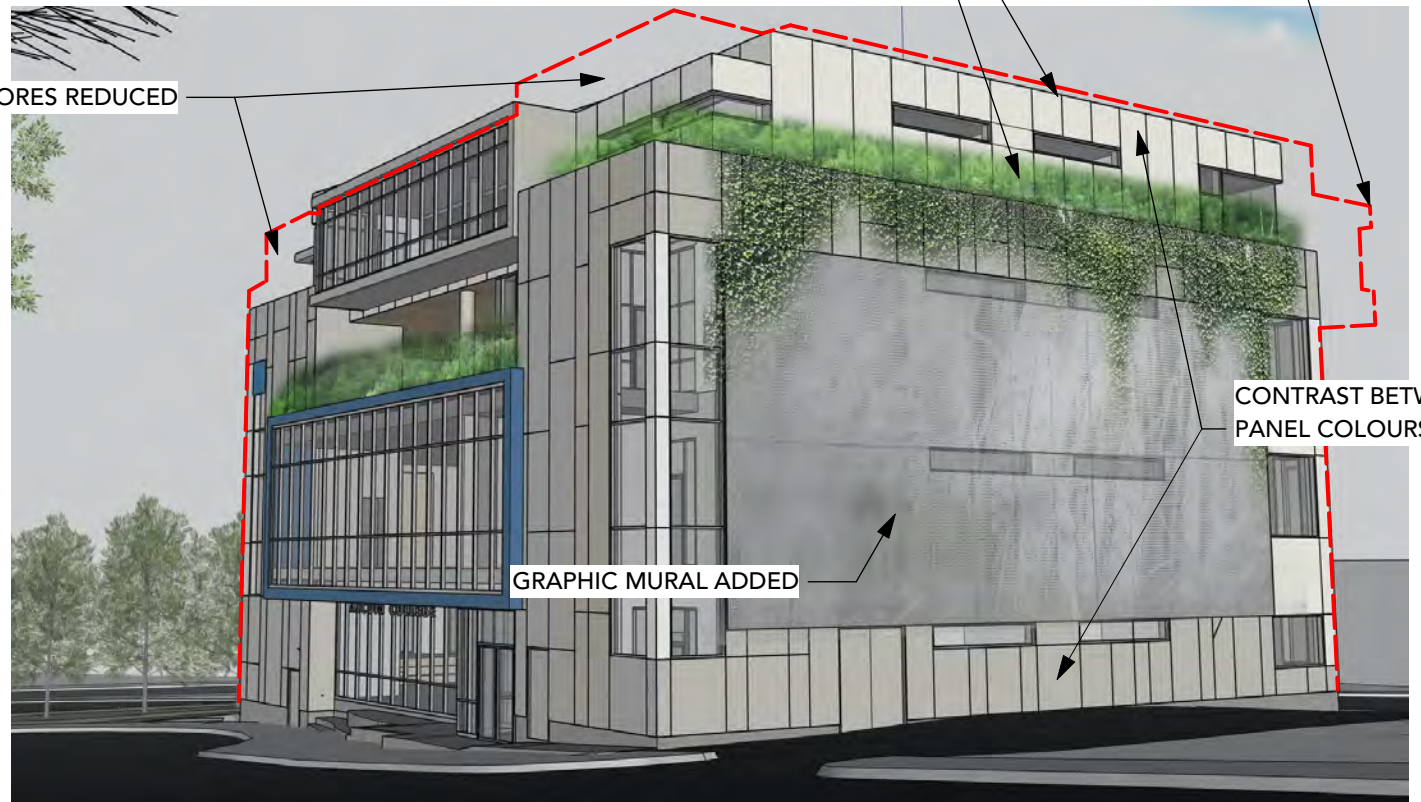


NORTH ELEVATION - REVISIONS INCLUDED IN CURRENT PRESENTATION OCT. 21 - 2020



NORTH-EAST ELEVATION - PRESENTED AT ADP MEETING SEPT .16 - 2020

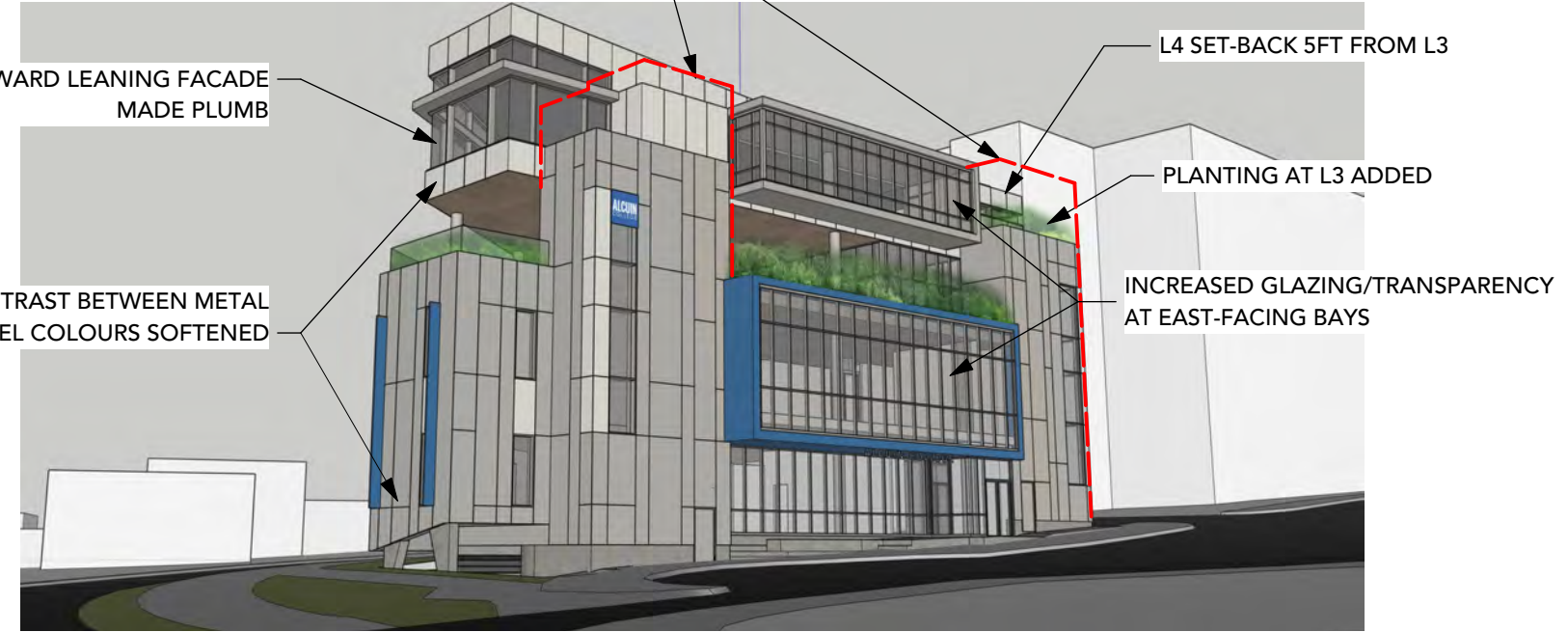
MASSING AT STAIR CORES REDUCED



NORTH-EAST ELEVATION - REVISIONS INCLUDED IN CURRENT PRESENTATION OCT. 21 - 2020



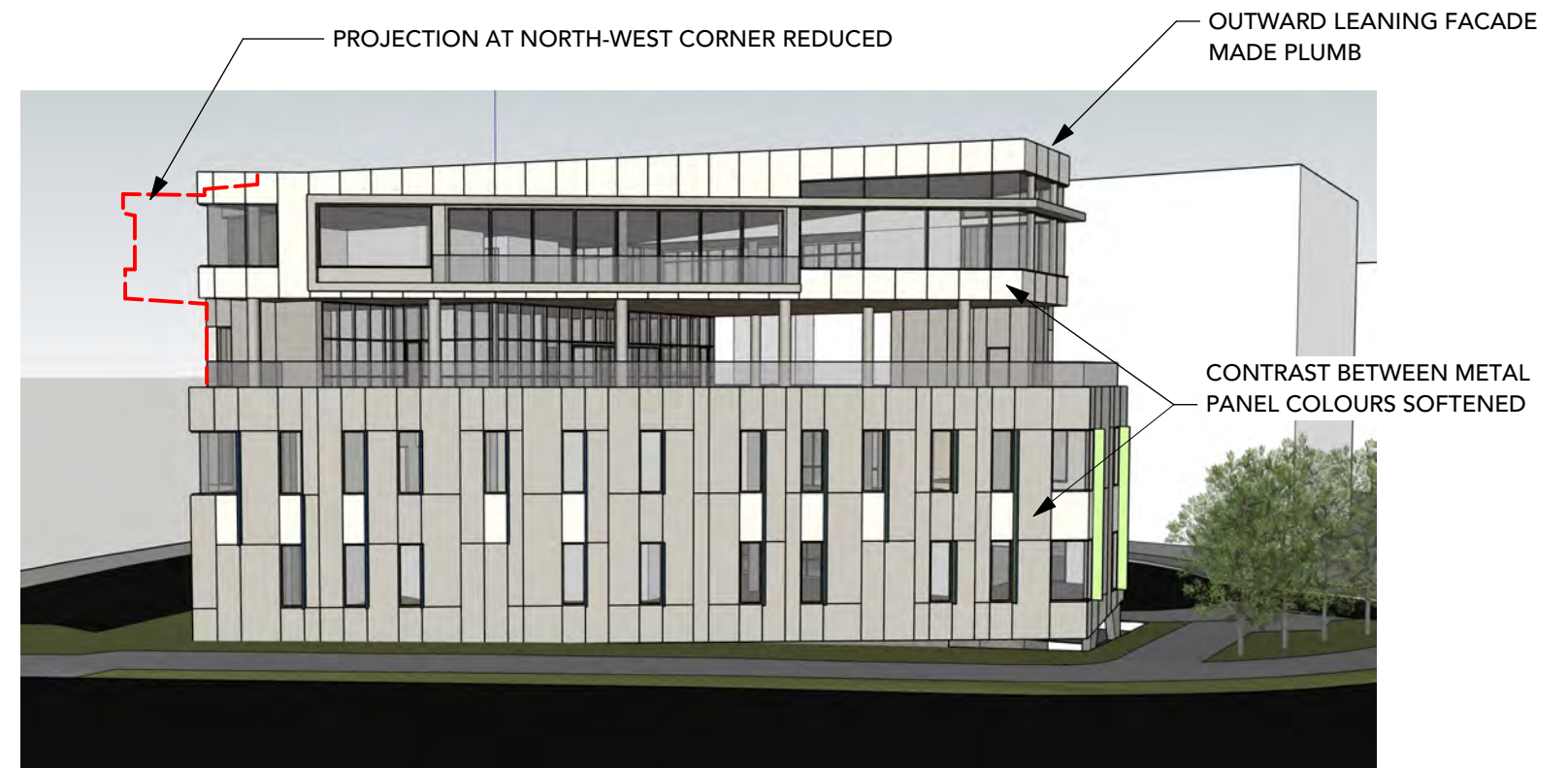
SOUTH ELEVATION - PRESENTED AT ADP MEETING SEPT .16 - 2020



SOUTH ELEVATION - REVISIONS INCLUDED IN CURRENT PRESENTATION OCT. 21 - 2020



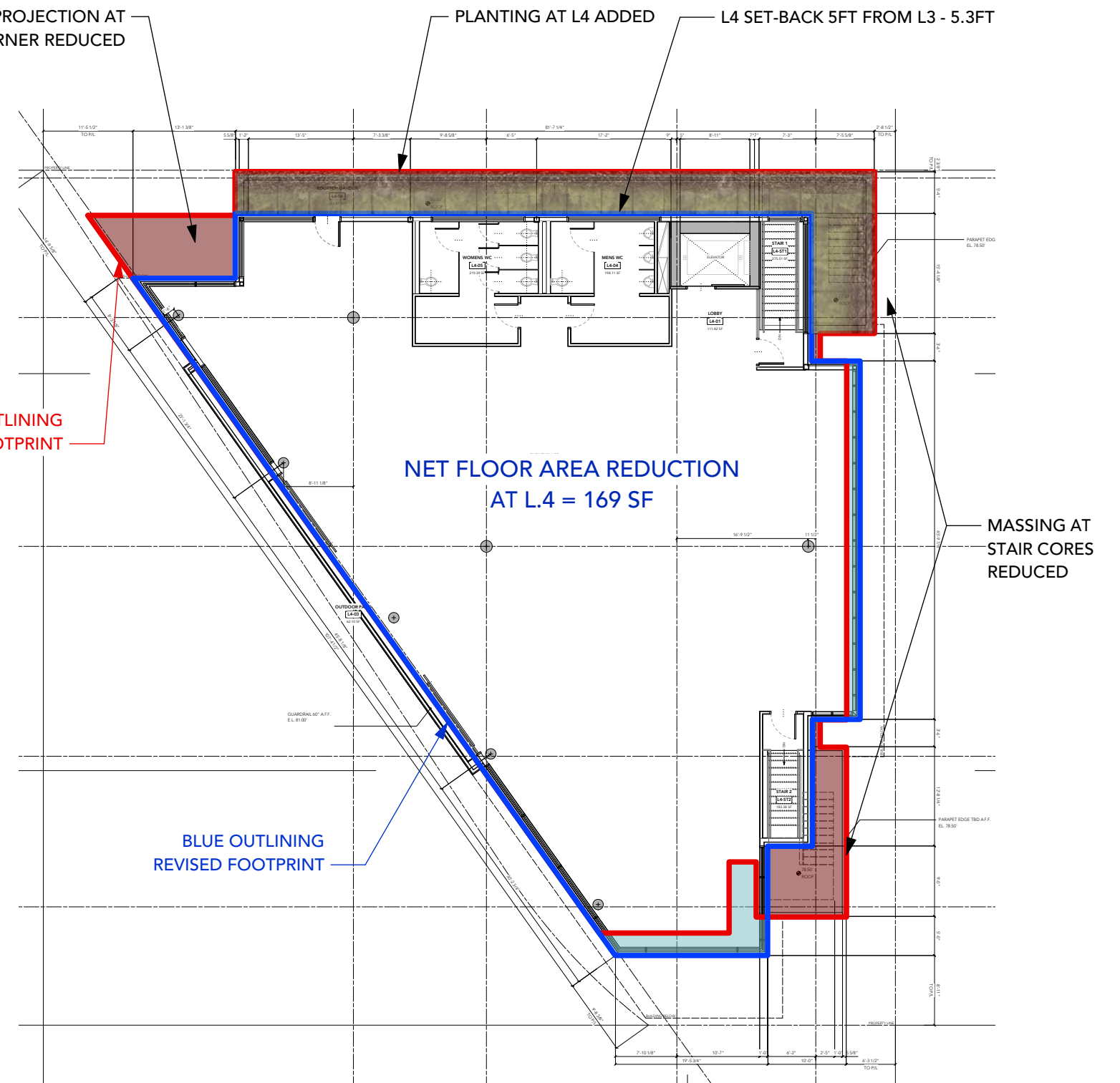
WEST ELEVATION - PRESENTED AT ADP MEETING SEPT .16 - 2020



WEST ELEVATION - REVISIONS INCLUDED IN CURRENT PRESENTATION OCT. 21 - 2020



L4 PLAN - PRESENTED AT ADP MEETING SEPT .16 - 2020

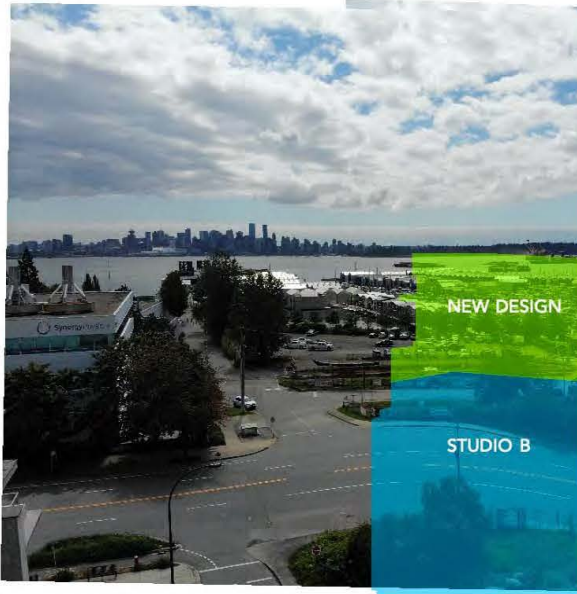


L4 PLAN - REVISIONS INCLUDED IN CURRENT PRESENTATION OCT. 21 - 2020

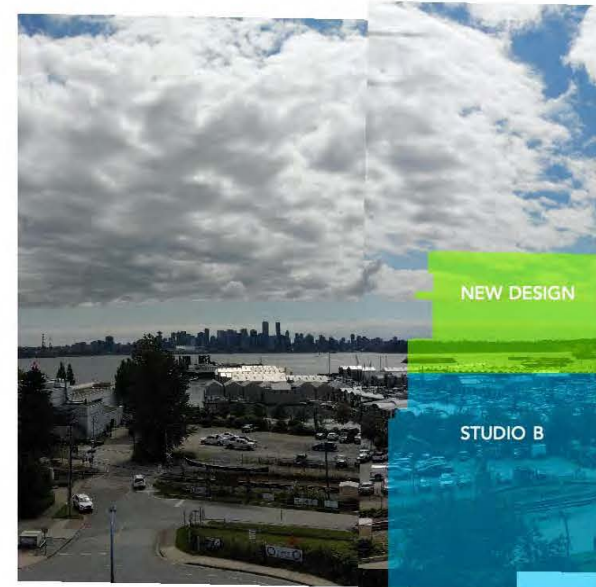
3 and 4 Storey Privacy Comparison



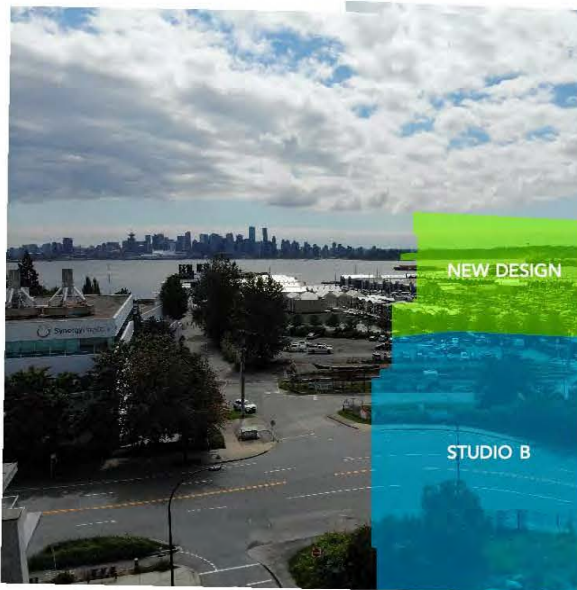
QUAY WEST VIEW STUDY



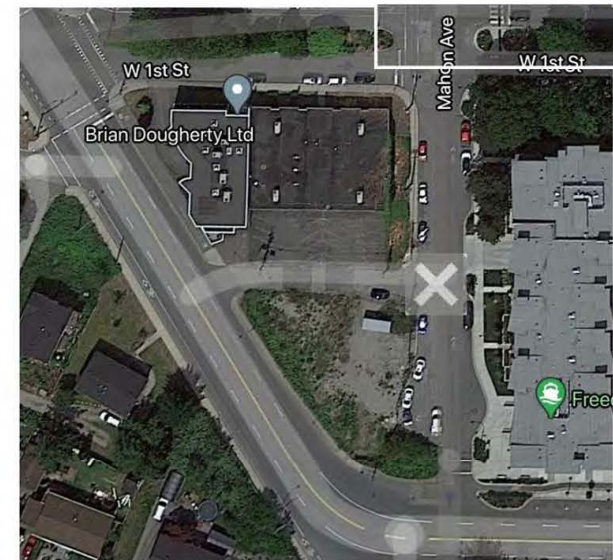
PENTHOUSE



5TH FLOOR



6TH FLOOR



DRONE CAMERA
LOCATION



St Alcuin College

December 11, 2020

Rationale: Use of the Fourth-Floor Community Hub

Use by Alcuin College

Access to a gymnasium-like space is of great benefit to the students of Alcuin College. As we do not have a school yard on site aside from the very exposed deck, this room allows our students to engage in activities where a large, enclosed area is needed, such as yoga, fencing or robotics. We encourage and guide our students to excel in their passions on an individual basis, including in physical activity and arts. Thus, this space will allow our young North Vancouverites to work toward achieving their maximum potential, whether in competitive dance, debate, or the creative arts. Additionally, in this time of Covid, we have learned that, for health and safety reasons, children need to be able to have physical space around them, especially when being active. The fourth floor will provide continued learning opportunities for students while distanced, that would otherwise be abandoned during this pandemic or any similar future occurrences. Furthermore, privacy is enhanced for both students and nearby residents. The enclosed space means that neighbours do not have to see or hear us, as would be the case with our current approval for an open-air deck with direct sightlines and no sound-dampening. We are proposing to contain the uses more appropriately, which will occur as part of our dynamic curriculum and intended uses outside of class hours, with the best interests in mind for our students, neighbours, and community members.

The types of school activities that will be facilitated daily and periodically include:

- art exhibitions
- convocation
- dance
- fencing
- guest speakers
- Remembrance Day assembly
- Orange Shirt Day assembly
- robotics
- socratic seminars
- student presentations
- winter concert
- yoga

We are incredibly grateful that this initiative promotes the feasibility for the remainder of the school finally to be built. We purchased the land in 2015 and received our rezoning in 2017 but have not been able to build due to the prohibitive cost of construction. As a non-profit organization, this has proven to be particularly challenging. Recently, involvement of our parent participants as development partners has changed everything. Reaching OCP-designated density comes hand-in-hand with the feasibility of this creatively developed initiative. This collaborative effort is a testament to the strength of the sense of community within our school, the very same ethos that also extends outwards into our city. The success of this application will allow us more opportunities to invite the community into our new home. Lower Lonsdale has been identified as a neighbourhood where a school is needed. With the fourth storey approved, we look forward to serving the community in our new location in 2022.





St Alcuin College

Use by the Community

We are excited for this room to serve a dual purpose, and to have the opportunity to make this space available for the community's benefit. It is common for schools to be used after hours by community groups, and one of Alcuin's core values is community involvement. The fourth floor allows us to welcome members of the community that we would not otherwise be able to accommodate within our classroom areas. It also allows us to contain appropriately community use that may otherwise occur on the exposed roof deck, which will undoubtedly create some ongoing challenges for privacy. This was especially evident as being of high importance to our neighbours during the recent Developer's Information Session. As we have continued discussions with our community members during consultation, consensus is growing that containing our diverse uses indoors rather than on the deck is very much preferred.

Note that members of the Alcuin community are expected to hold themselves to a high standard of conduct. Not only do we educate our students in academics, but also in social and behavioural responsibility. Our strong reputation is very dear to us. We would expect community groups using the amenity space to uphold these high standards. Applicants wishing to use the space will be vetted and required to sign a contract.

This community hub is a wonderful opportunity to help other deserving, local non-profit organizations by offering the space for use, free of charge. We look forward to hosting an array of inclusive community-focused events. These include:

- **Community activities** that promote inclusiveness and participation by many sectors of our North Shore population. So far, some of the requests that we have deemed appropriate use of the space have been for continuing education, immersive toddler education, language classes, fitness targeted for various age groups, seniors' activities, a backgammon tournament, and art exhibitions, among others. We aim to provide an affordable amenity rental to the community for events that are a dignified and positive contribution to The City.
- As we are a small organization, it is important for us to support **local small businesses**. Several companies have engaged with us and expressed interest to hold seminars, use the area as flex space to enhance their operations beyond their current limitations, hold focus groups, develop outreach programs, and engage with the community in various other ways. In fact, a local restaurateur has requested to operate a program similar to Grow Strong, to teach children how to prepare nutritious food in fun and exciting ways.
- **Local non-profit and community groups** who need a place to engage with their constituents will benefit from this hub. We have offered the space to Big Brothers, Big Sisters, Scouts, North Shore Community Resources, the Squamish Nation, and the Canadian Iranian Foundation. These opportunities are to be provided free of charge and in perpetuity. We look forward to future possibilities to engage with other very deserving groups. Furthermore, the network relationships that we are forging with specific non-profit organizations allow us to introduce the children they serve to other local support groups. We expect this to be the first of many opportunities to target specific community members with offerings that will enhance their circumstances.

Respectfully,

Stella Ablett

Stella Ablett
Head of School

Ryan Deakin
Montaigne Group

St Alcuin College for the Liberal Arts * 200 - 1046 St. Georges Avenue * North Vancouver, BC * V7L 3H6



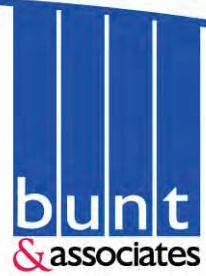
www.alcuin.ca



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MEMO

DATE: September 1, 2020
PROJECT NO: 04-20-0243
PROJECT: **Alcuin College Update**
SUBJECT: **Transportation Update**

TO: Ryan Deakin
Havaal Real Estate Group

PREPARED BY: Luke Kenny, B.Sc.
REVIEWED BY: Daniel Fung, M.Sc., P.Eng.

1. INTRODUCTION

Havaal Real Estate Group (herein referred to as the 'applicant') is proposing to add a fourth storey, which will comprise 592 sqm GFA of assembly use, as an update to an approved scheme that will relocate Alcuin College to a new site at 300 West Esplanade within the City of North Vancouver. The applicant has retained Bunt & Associates Engineering Ltd. (Bunt) to provide transportation planning and engineering consulting services in support of the proposed update to the original scheme.

The fourth storey proposed use will be comprised of assembly floor space and will be made available for use by community groups (big brothers/sisters, elderly groups, Squamish nation, etc.) and for occasional business meetings.

Strata Bylaw will ensure that use of the assembly area will not coincide with school operating hours, and therefore the planned school parking facilities will be available for use by visitors to the assembly area. Priority access to the on-site parking will still be retained for school staff in the limited instances that they remain on-site beyond 5 p.m., as well as for visitors with accessible parking requirements. As discussed later on, a further 11 off-site parking spaces have also been secured for users of the proposed assembly area. In total, the new fourth storey will have access to 22 parking spaces, which compares to a Zoning Bylaw requirement for 5 parking spaces.

Noting the above, the City of North Vancouver (City) has asked for an update to the transportation study. Based on discussion between Bunt and the City, it is understood that the City requires an update memorandum that would serve as a cover holding to the original Transportation Assessment Study (dated April 27, 2016). The general Terms of Reference were agreed with the City via email on August 20, 2020 (see **Appendix A**) and included the following:

- A review of the parking needs anticipated for the additional use;
- A review of available street parking on the street frontages within the same parking area outlined within the last report submission;
- Calculation of the trip generation estimates associated with the proposed use; and
- A review of anticipated loading practices.

In addition to this, cycle parking requirements have also been reviewed. This memorandum assumes that no changes to the approved scheme with regards to the access requirements or the design of the building, aside from the addition of the fourth storey.

2. VEHICLE PARKING

2.1 Bylaw Requirements

This section details the vehicle parking requirements previously approved for the school facilities, followed by a review of the Zoning Bylaw to establish the parking requirements for the assembly use accommodated within the additional fourth storey that is proposed.

2.1.1 Approved Scheme

All factors relating to the original scheme, including the planned parking supply, remain equal to the prior approval. The following is included for context only.

For the approved scheme, the City's Zoning Bylaw required a minimum of 22 vehicle parking stalls to support the development of school facilities across three storeys. This requirement was reduced to a total of 11 vehicle parking stalls, as set out in Division V (CD-684 (7), 300 West Esplanade) of the City's Zoning Bylaw. This reduction was supported through the following data and measures:

- Mode split data, which showed a 44% auto mode split, indicates that the 24 staff and faculty members planned to support the school facilities would require only 11 parking stalls;
- Allowable vehicle parking reductions as a result of providing additional secured bicycle parking (this reduction was previously permitted as per Section 908 (10) of the Zoning Bylaw, but has since been removed);
- Implementation of further Transportation Demand Management measures; and
- Implementation of Alcuin College policy that does not provide parking for students.

2.1.2 Updated Scheme

The City's Zoning Bylaw was reviewed in order to determine the minimum parking requirements for the proposed assembly use. **Table 2.1** summarizes the applicable Parking Bylaw requirements and the minimum number of parking stalls required.

Table 2.1: Parking Bylaw Requirements

LAND USE	PARKING BYLAW REF.	FLOOR AREA	PARKING REQUIREMENT RATIO	REQUIRED STALLS
Assembly	Figure 9-3(D)	592 sqm GFA	1 space per 115 sqm	5

A minimum of 5 additional parking stalls are required for the proposed assembly use in accordance with the Zoning Bylaw.

2.2 Vehicle Parking Supply

Discussed previously, a total of 11 on-site vehicle parking stalls will be provided to satisfy the parking requirements of the approved school facilities. Implementation of Strata Bylaw will ensure that use of the assembly area will not coincide with school operating hours, and therefore the planned school parking facilities will be available for use by visitors to the assembly area. Priority access to the on-site parking will still be retained for school staff in the limited instances that they remain on-site beyond 5 p.m., as well as for visitors with accessible parking requirements.

In addition to this, a further 11 off-site parking stalls will be leased at an off-site parking facility operated by Impark at 132 West Esplanade (Lot 1275). These parking spaces will be designated as reserved 24/7 for Alcuin College's exclusive use.

As each individual space becomes available, Alcuin College will lease these spaces with all 11 spaces projected to be procured by October 1, 2021. If more spaces beyond these initial 11 are required, Impark will be able to further lease spaces as they become available. These details are confirmed in a letter from Impark to the applicant, dated August 18, 2020, which is contained at **Appendix B**.

Therefore, a total of 22 vehicle parking stalls will be available for use with the new assembly area, representing a surplus of 17 stalls compared with the minimum bylaw requirement of 5 additional parking spaces.

2.3 Proposed Pick-up/Drop-off Service

The applicant has secured a designated transportation van that will operate pick-up/drop-off (PUDO) services for activities associated with the assembly use. A copy of the receipt confirming payment of a deposit for this vehicle is included at **Appendix C**.

The PUDO service is intended to operate by collecting members of the various community groups from their individual residences before dropping them off at the assembly space, with the return journey once again dropping members off at their individual residences.

The provision of a PUDO vehicle will further work towards reducing the anticipated parking demand and trip generation associated with individuals who would otherwise travel to and from the site via private vehicles.

When not in use, the applicant will park the PUDO vehicle off-site within a parking stall at the Impark facilities, leased in addition to the stalls purposefully rented for the assembly use.

2.4 On-Street Parking

Although sufficient on-site and off-site parking has been secured to accommodate the forecast parking demand for the new assembly area, an update to on-street parking demand surveys undertaken as part of the previous submission has been completed.

As part of the approved scheme, Bunt conducted an on-street parking demand spot count (dated October 15, 2015) to identify the amount of existing available parking within a 1-2 block radius of the site. This exercise was previously completed to establish if there would be sufficient on-street parking capacity to accommodate the anticipated PUDO demand of the school.

The previous analysis indicated that there would be a demand for 10 parking spaces and 38 parking spaces during the AM and PM peak hours respectively to accommodate school PUDO demand. The on-street parking surveys showed that this demand could be accommodated with 53 on-street stalls available during the AM peak and 47 stalls available during the PM peak hour.

This memorandum provides an update to these surveys, focussing on the PM peak hour (3 p.m. to 4 p.m.) and evening period (7 p.m. to 8 p.m.). These periods account for peak school and assembly parking demand respectively. The surveys, which were completed by the City on July 30, 2020, included a slightly wider study area, which extended approximately 400m from the site, i.e. still within walking distance. Using this new data, it was possible to draw comparisons between parking demand in 2015 and 2020. Usefully, this also provides an indication of whether or not there have been any notable changes as result of the COVID-19 pandemic.

The updated counts, which included a total of 214 on-street parking stalls, reported that 163 stalls (76%) and 160 stalls (75%) were occupied during the afternoon and evening peak hours respectively. The spot counts therefore demonstrated that 51 spaces and 54 spaces remained available during the respective survey periods. The July 2020 spot count results for the afternoon and evening peak hours can be viewed in **Exhibit 2.1** and **Exhibit 2.2** respectively.

This is a similar result to the 2015 surveys where 53 stalls were unoccupied during the PM peak hour (no evening peak surveys were undertaken). While the afternoon peak hour spot counts verify that the conclusions of the previous transportation report (i.e. anticipated school PUDO demand can be accommodated locally on-street), they also demonstrate that there would be considerable available capacity on-street to accommodate any unlikely overspill associated with the assembly use.

Ref.	Total Spaces	Parking Stress
A	9	56%
B	18	39%
C	9	89%
D	7	43%
E	8	100%
F	4	75%
G	7	29%
H	8	88%
I	44	84%
J	19	84%
K	4	100%
L	5	120%
M	15	53%
N	29	76%
O	8	88%
P	13	115%
Q	3	133%
R	4	25%

Key

- Site
- >85% stress
- 50-85% stress
- <50% stress



Exhibit 2.1 Existing Weekday PM (3 p.m.) Parking Demand

04-20-0243

Alcuin College Update
August 2020

Ref.	Total Spaces	Parking Stress
A	9	67%
B	18	61%
C	9	100%
D	7	43%
E	8	75%
F	4	75%
G	7	0%
H	8	50%
I	44	82%
J	19	84%
K	4	100%
L	5	100%
M	15	60%
N	29	83%
O	8	125%
P	13	77%
Q	3	100%
R	4	25%

Key

- Site
- >85% stress
- 50-85% stress
- <50% stress



Exhibit 2.2

Existing Weekday PM (7 p.m.) Parking Demand

04-20-0243

Alcuin College Update
August 2020

3. CYCLE PARKING

Well managed, secure, accessible, and covered bicycle parking will be provided as part of the development. **Table 3.1** summarizes the short-term and secure bicycle parking requirements for the development, both for the proposed assembly use and the approved school facilities.

Note that 'secure' spaces are long-term parking that protect against and from inclement weather, whereas short-term spaces are for "visitor" parking.

Table 3.1: Bicycle Parking Supply Requirements and Provision

LAND USE	FLOOR AREA	BYLAW REFERENCE	BYLAW RATIO		BYLAW REQUIREMENT		PROVIDED	
			Short-Term	Secure	Short-Term	Secure	Short-Term	Secure
School	15,791 sqft (1,467 sqm)	Fig. 10A-02 (D) - Civic Uses	6 spaces per 1,000 sqm GFA	1 space per 250 sqm GFA	9	6	9	11
Assembly	6,372 sqft (592 sqm)	Fig. 10A-02 (D) - Assembly Uses	6 spaces per 500 sqm GFA	1 space per 250 sqm GFA	7	2	7	2
TOTAL					16	8	16	13

Short-term bicycle parking requirements will be met, while a surplus of 5 secure bicycle parking spaces will be provided.

4. TRIP GENERATION

A trip generation analysis for the proposed form of development was conducted to determine the increase in vehicle trips resulting from the fourth storey assembly use. In order to derive suitable vehicle trips rates, the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed.) was interrogated.

Although 'assembly use' is not included as one of the surveyed land uses in the online database, it is understood that the facilities will be predominantly offered to community groups. Therefore, surveyed 'Recreational Community Center' sites (Land Use Code: 495) have been considered the most appropriate estimator for vehicle trips associated with the proposed assembly use. The only available location parameter was 'General Urban/Suburban'.

Trip rates were extracted for the PM peak hour only, given that the community uses would be available during evening periods only, and are meant to be reflective of an evening period from 5 p.m. onwards. Importantly, there would no overlap in PM peak vehicle trips with the school uses which are expected to occur from 3 p.m. to 5 p.m.

Table 4.1 presents the vehicle trip rates as well as the corresponding future site-generated vehicle trips of the assembly use based on the proposed floor space of 6,372 sqft (592 sqm).

Table 4.1: Vehicle Trip Rates and Trip Generation (Assembly Use Only)

	MORNING PEAK			AFTERNOON PEAK			EVENING PEAK		
	IN	OUT	2-WAY	IN	OUT	2-WAY	IN	OUT	2-WAY
Vehicle Trip Rate	-	-	-	-	-	-	1.09	1.22	2.31
Vehicle Trips	-	-	-	-	-	-	7	8	15

It can be seen that the proposed assembly use is likely to generate a total of 15 two-way vehicle trips during the evening peak hour. With the provision of PUDO service, it is expected that the potential vehicular trip generation of the site would be reduced even further.

For completeness, the anticipated vehicle trip generation of the school facilities has been extracted from the original Transportation Assessment Study and is presented in **Table 4.2** below along with the total site trip generation as well.

Table 4.2: Total Site Vehicle Trip Generation

LAND USE	MORNING PEAK			AFTERNOON PEAK			EVENING PEAK		
	IN	OUT	2-WAY	IN	OUT	2-WAY	IN	OUT	2-WAY
School – Staff	10	0	10	0	10	10	-	-	-
School – Students	62	62	124	63	63	126			
Assembly	-	-	-	-	-	-	7	8	15
TOTAL	72	62	134	63	73	136	7	8	15

5. LOADING

The City requested that the transportation update provide information on how the site would accommodate loading requirements associated with the assembly use.

The applicant has confirmed that loading is likely to be infrequent given that most furnishings associated with the assembly use will be permanent. However, any loading activity that does occur will be directed to use the east-west laneway to the north of the development, which is designated as a commercial lane. A service door from the development will be accessible directly from the alley.

The City has informed the applicant that loading activity at this location will be permitted, as long as the remaining useable lane width is at least 3m when a vehicle is stopped to load or unload. This is in accordance with Section 501 of the Zoning Bylaw:

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

[...] (8) on a lane, except commercial vehicles while actually engaged in loading or unloading and then only when parked in such a manner as to leave on one side of the vehicle more than 3 metres of the usable travelled portion of such lane unobstructed for the free movement of vehicular traffic"

Following a review of the CityMap (an online tool provided by the City), the distance between property lines to the north and south of the laneway is approximately 6.35m. The largest vehicle expected to service the site would be a single unit truck, which typically requires a width of 3m when unloading. As a result, it is expected that the remaining available width in the lane would be in the order of 3m, as requested by the City.

6. SUMMARY & CONCLUSIONS

The following provides a summary of the findings presented in this memo:

- The fourth storey proposed use will be comprised of assembly floor space and will be made available for use by community groups and for occasional business meetings;
- Strata Bylaw will ensure that use of the assembly area will not coincide with school operating hours, and therefore the 11 on-site parking spaces planned for the school will be available for use by visitors to the assembly area during the evening period;
- A further 11 off-site parking spaces have also been secured at a local Impark facility;
- In total, the new fourth storey will have access to 22 parking spaces; a surplus of 17 stalls compared with the minimum bylaw requirement of 5 parking spaces for the assembly area;
- The provision of a PUDO vehicle will further work towards reducing the anticipated parking demand and trip generation associated with individuals who would otherwise travel to and from the site via private vehicles;
- On-street parking demand surveys completed by the City in July 2020 reported that 163 stalls (76%) and 160 stalls (75%) were occupied during the afternoon and evening peak hours respectively. In total, 51 spaces and 54 spaces remained available during the respective survey periods. In the unlikely event that the assembly area parking demand exceeds supply, there is available parking capacity within walking distance of the site. These results also confirm that the parking assessment completed for the original scheme remains valid and school PUDO could be accommodated;
- The proposed assembly use is likely to generate a total of 15 two-way vehicle trips during the evening peak hour; and
- Loading activity is likely to be infrequent given that most furnishings associated with the assembly use will be permanent. When it occurs, loading will take place within the commercial lane to the north of the site. A minimum of 3m width will remain available when a vehicle is stopped to load or unload.

APPENDIX A

Terms of Reference

Luke Kenny

From: Daniel Watson <dwatson@cnv.org>
Sent: August-20-20 5:05 PM
To: Luke Kenny
Cc: Havaal; Daniel Fung; Daniel Duval; Brad Lamoureux
Subject: RE: Transportation Addendum / ITC

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

I have added a comment in around the overlapping uses. One other thing that I didn't think of earlier; you'll need to touch on is how the site will accommodate any loading associated with the assembly use. I don't think the site has an on-site loading zone. It would be good to have an estimate of the frequency and size of trucks that would be used and where the loading would take place. I understand given the nature of the space this isn't easy to predict, but a location for loading should be identified.

Thanks,

Daniel Watson, MSc (Eng) | Transportation Planner
Planning & Development

From: Luke Kenny <lkenny@bunteng.com>
Sent: August-20-20 3:07 PM
To: Daniel Watson <dwatson@cnv.org>
Cc: Havaal <deakin@havaal.ca>; Daniel Fung <dfung@bunteng.com>; Daniel Duval <dan@duvalconsulting.ca>; Brad Lamoureux <brad@lamoureuxarchitect.ca>
Subject: RE: Transportation Addendum / ITC

Hi Daniel,

Thank you for taking our call this afternoon. As promised, I've set out our approach going forwards:

- Instead of a full traffic study, we will prepare a brief update memorandum, which will serve as a cover holding the original 2016 report as an addendum;
- The parking supply of 11 vehicle parking stalls, agreed as part of the 2016 submission, will remain unchanged and will form the baseline for the updated assessment;
- The parking requirement will be calculated for the new additional fourth storey, which will contain approximately 5,800 sqft of assembly uses – reference will be made to CD 684 Zone of the consolidated Zoning Bylaw;
- The memorandum will outline the assumption that use of the proposed assembly floor space at the fourth storey will not overlap with the school facilities proposed across the lower levels of the development; - this is my understanding but the applicant needs to confirm this, and ensure it's clear in the application.
- Details of the additional 11 off-site parking stalls (22 total, including the baseline) rented at a nearby Impark facility will be provided. Subject to review of the parking requirements through the zoning bylaw, it is assumed that the required parking supply will be met.

- Nonetheless, the memorandum will also include reporting of the most recent July 2020 on-street parking surveys to understand how much on-street parking is available locally – this will be represented graphically using GIS;
- Given the mutually exclusive operation of the school and assembly facilities, text will be provided to explain how this could allow surplus parking demand associated with the assembly floor space to be accommodated within the baseline 11 parking stalls outside of school operating hours; and
- Although no parking reductions are anticipated for this additional use, we would review potential TDM measures to support any additional parking reductions sought.

Please feel free to let me know if you have any additional comments on the methodology presented above.

Thanks,

Luke

Luke Kenny, BSc | Transportation Analyst

Bunt & Associates Engineering Ltd.

Suite 1550 - 1050 West Pender Street, Vancouver, BC V6E 3S7
p 604 685 6427 ext 230 | www.bunteng.com

In response to the COVID-19 outbreak and as per company policy, I will be working from home until further notice. During this time, I will be fully reachable via email during normal work hours.

From: Havaal <deakin@havaal.ca>

Sent: August-19-20 11:09 AM

To: Daniel Watson <dwatson@cnv.org>

Cc: Daniel Fung <dfung@bunteng.com>; Daniel Duval <dan@duvalconsulting.ca>; Luke Kenny <lkenny@bunteng.com>; Brad Lamoureux <brad@lamoureuxarchitect.ca>

Subject: Re: Transportation Addendum / ITC

Daniel, Thank you so much!

Sincerely,

Ryan Deakin
President
Havaal Real Estate Group
(778) 668-0000

On Aug 19, 2020, at 11:01 AM, Daniel Watson <dwatson@cnv.org> wrote:

Hi,

We did a quick parking occupancy survey. I've compared it to other counts we have had historically.

Street	Block	Side	Number of spaces	Lower Lonsdale Onstreet parking strategy	300 W Esplanade development
--------	-------	------	------------------	--	-----------------------------

				Mar-17		PM
				12:00	19:00	
West 1st	200 Block (Chesterfield to Semisch)	North Side	17	>85%	>85%	
West 1st	200 Block (Chesterfield to Semisch)	South Side	15	51 - 85%	51 - 85%	
West 1st	200 Block (Semisch to Mahon)	North Side	12	>85%	>85%	
West 1st	200 Block (Semisch to Mahon)	South Side	13	>85%	>85%	
West 1st	300 Block	North Side	4	0 - 50%	51 - 85%	
West 1st	300 Block	South Side	7	51 - 85%	>85%	
West 2nd	200 Block	North Side	19	>85%	51 - 85%	
West 2nd	200 Block	South Side	44	51 - 85%	51 - 85%	
West 2nd	300 Block	North Side	9	0 - 50%	>85%	
West 2nd	300 Block	South Side	18	0 - 50%	51 - 85%	
Chesterfield Ave	100 Block	East side	4	0 - 50%	51 - 85%	
Chesterfield Ave	200 Block	East side	3	>85%	>85%	
Mahon Ave	100 Block	East side	5	>85%	0 - 50%	
Mahon Ave	100 Block	West side	4	51 - 85%	0 - 50%	
Mahon Ave	200 Block	East side	8	>85%	0 - 50%	
Mahon Ave	200 Block	West side	8	>85%	0 - 50%	
Mahon Ave	300 Block	East side	7	0 - 50%	>85%	
Mahon Ave	300 Block	West side	9	>85%	51 - 85%	
Semisch Ave	100 Block	West side	8	>85%	>85%	

You can use this data in your letter. It will probably be useful to map the data out since I think comparisons will be made between the data sets, and that's probably the best way to show people that there are available spaces per and post covid (noting that during the day most are only 2hr spaces, but after 6pm they are unrestricted – the parking regulations have not been changed and are being enforced). Since the applicant is renting spaces the 11 spaces, it should be a relatively a straight forwards addendum.

I've got a load of meeting between now and 2pm tomorrow. If you have any questions can you call me after 2 tomorrow please.

Thanks,

<image001.jpg>

Daniel Watson, MSc (Eng) | Transportation Planner
Planning & Development

From: Daniel Fung <dfung@bunteng.com>

Sent: August-18-20 4:19 PM

To: Havaal <deakin@havaal.ca>

Cc: Daniel Watson <dwatson@cnv.org>; Daniel Duval <dan@duvalconsulting.ca>; Luke Kenny <lkenny@bunteng.com>

Subject: RE: Transportation Addendum / ITC

Hi Havaal,

We have not yet been in touch with the City but will send our previous discussion over. I understand that Daniel Watson (cc'd) from the City was going to complete parking counts in the area. In this case, I will check in with him on where that is at the moment.

Of side note, I think this will really be a letter response (rather than a report update) but will confirm with Daniel W.

Hi Daniel (W),

I will try and give you a call tomorrow to confirm.

Regards,
Daniel

From: Havaal <deakin@havaal.ca>

Sent: Tuesday, August 18, 2020 4:00 PM

To: Daniel Fung <dfung@bunteng.com>

Cc: Daniel Watson <Dwatson@cnv.org>; Daniel Duval <dan@duvalconsulting.ca>

Subject: Transportation Addendum / ITC

Hello Mr. Fung,

I'd like to check about we receiving the addendum to the transportation study. Planning is requiring we to present to the ITC on September 9, and we must have materials submitted for circulation by Aug 31st. Last we spoke, you were confirming the requirement of simple addendum with Daniel Watson prior to commencement. We're you two able to connect?

We have now secured 11 extra stalls at Impark on West Esplanade. According to our code consultant, that is the full requirement for Alcuin's 22 stalls for zoning requirement, exceeding the variance previously given for 11 on site stalls. Also, far exceeding the off-hours 4th storey requirement of 6 stalls. We also secured a Sprinter to park on site and service in need individuals in the City. I'd be happy to provide further detail to support.

Sincerely,

Ryan Deakin
President
Havaal Real Estate Group
(778) 668-0000

Total Control Panel

[Login](#)

To: dfung@bunteng.com

Message Score: 1

High (60): Pass

APPENDIX B

Letter from Impark



August 18, 2020

To whom it may concern,

This letter is to confirm that Alcuin College is currently on the wait list for eleven (11) parking spaces at 132 West Esplanade, North Vancouver, Impark Lot 1275. These parking spaces will be designated as reserved 24/7 for Alcuin College's exclusive use.

As each individual space becomes available, Alcuin College will lease these spaces with all eleven (11) being projected to be procured by October 1st, 2021. If more space is needed beyond the initial eleven (11), Impark Lot 1275 will further lease space as it becomes available.

Lease rates for these spaces will be at the then current market rates and are subject to applicable taxes.

Regards,

Aaron Prochnau CCPFM

Account Manager



300 – 601 West Cordova St. Vancouver, B.C. V6B 1G1 Canada

C 604.763.8347 | O 778.371.0380

aaron.prochnau@reefparking.com | [REEF PARKING](https://www.reefparking.com)

APPENDIX C

Transportation Van Receipt

Mercedes-Benz Boundary (o/b 1187941 B.C. Ltd)

Tel: (604) 639-3300

Fax: (604) 639-3301

3550 Lougheed Hwy, Vancouver, BC, V5M 2A3

Dealer #: 40755

GST/HST#: 724167689 RT0001

Offer to Purchase prepared for: Montaigne Group

300 W Esplanade North Vancouver BC V7M 2R3

8/21/2020

Prepared By: Carlos Garcia

Phone:

Fax:

Quote #: 25243781

2020 Mercedes-Benz Metris Passenger Van		Designed
Ext. Colour:	9197 - Obsidian Black MET	Body Style Van
Int. Colour:	VU9 - Black Leatherette	
Total KMs:	90 (anticipated)	
Warranty:	MB 4Yr/80K; Vans 3Yr/60k	
In-Serv. Date:		
VIN:		
Status:	New	
Sp. Status:	NA	

MSRP OPTIONS

METRISP - Metris Passenger Van	\$46,000.00
X00Z - Cold Weather Package	\$780.00
F02Z - Premium Safety Package	\$2,080.00
E00Z - Deluxe Appearance Package	\$832.00
S00Z - Comfort Seat Package	\$676.00
P01Z - Luxury Interior Package	\$1,248.00
D12 - Roof Rails	\$520.00
E1N - Navigation - Becker MAP PILOT	\$749.00
E28 - Additional Battery for Retrofit	\$520.00
EZ7 - Active Parking Assist w/ PARKTRONIC	\$988.00
F68 - Heated and Power Adjustable Side Mirrors	\$312.00
FZ5 - Anti-Theft Security Alarm	\$416.00
H09 - High Performance Air Conditioning	\$1,248.00
Other MSRP Options	\$4,776.00
TOTAL MSRP	\$61,145.00
SALE PRICE	\$61,145.00

DEALER OPTIONS AND CHARGES

Documentation Fee	\$595.00
Air Conditioning Tax Recovery	\$100.00
Advance Disposal Fee - 5 Tires	\$25.00
Freight & PDI Metris	\$2,995.00
MVI + Fire Kit	\$495.00
Metris Floor Mats	\$211.00
Finance / Lease Fee	\$500.00
TOTAL SALES PRICE:	\$66,066.00
LESS: TRADE ALLOWANCE	\$0.00
PLUS: LEASE SHORTFALL ON TRADE	\$0.00
NET DIFFERENCE:	\$66,066.00
GST:	\$3,303.30
PST:	\$6,606.60
LIEN PAYOUT / CASHBACK:	\$0.00
TOTAL PURCHASE PRICE:	\$75,975.90
Less Deposit: ()	\$0.00
AMOUNT DUE ON DELIVERY:	\$75,975.90

Vehicle licensing fees not included

TRADE DISCLOSURE:

Year Make Model		As trade seller I hereby certify that the airbag system of this vehicle has not been replaced, deactivated or modified in any way and is still operational. I also declare that my trade-in vehicle has not suffered any damages exceeding \$2,000 nor was there any disclosure of damage when it was first purchased. The odometer reading of my trade-in vehicle accurately records and displays the true distance travelled.
VIN		
KMs		
Colour		
Lien/Cashback pay to		
Lien / Cashback	\$0.00	
Assigned Value(s)	\$0.00	
Trade Downpayment	\$0.00	
Payable To Customer	\$0.00	

Prices are only valid for the month they are quoted in unless otherwise stated. All quotations are subject to Management Approval (and OAC if applicable). Salesperson is not authorized to approve this proposal. DEPOSITS, PARTIAL PAYMENTS and DOWN PAYMENTS ARE NON-REFUNDABLE. Standard NCD BC Conditions of Sale apply. As Trade Seller I am responsible for the trade payout amount and its accuracy.

I have read the terms on the front of this page (and on the back of this page if applicable) and agree that you have not made any promises to me, nor are there any other terms relating to this agreement, except as written in this agreement and that this agreement will only be effective when signed by your authorized representative.

I acknowledge that the information I provide may be used by you the dealer and shared with associated businesses to i) perform services as may be directly requested by me, ii) provide me with information regarding your products and services and iii) generate statistical data that does not identify me personally. By providing my information to you, I consent to these uses. I may, at any time in writing, withdraw my consent. X_____

I / WE HEREBY OFFER TO PURCHASE THE ABOVE VEHICLE SUBJECT TO THE TERMS & CONDITIONS AS EXPRESSED IN THIS AGREEMENT.

Comments and Promises,**Restrictions, Limitations and Conditions:**

No Export: Purchaser shall not sell, lease, or trade the Vehicle to any person not resident of Canada or sell, lease or trade the Vehicle to any person whom Purchaser knew or acting reasonably ought to have known intended to export the Vehicle or sell, lease or trade the Vehicle to any person outside of Canada without the prior consent of Dealer. Purchaser shall indemnify and hold Dealer harmless from any losses, damages or costs (including reasonable legal fees) in relation to a breach of this obligation.

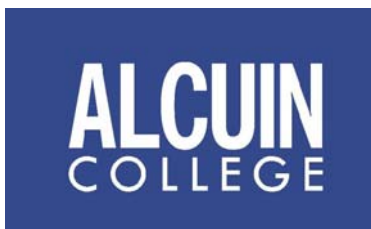
Sanctions List: I represent and warrant that my name/company name is not on the sanctions list of any country. If my name/company name appears on the sanctions list of any country, Dealer may immediately terminate this Contract without liability.

X

Montaigne Group

X

Dealer Acceptance / Reg.#



St Alcuin College
Developer Information Session: 300 w esplanade, North Vancouver
November 2020
6 p.m. – 8:00 p.m.

Hosts:

Brad Lamoureaux
Stella Ablett
Ryan Deakin
Dan Duval

Moderator:

Taj Chohan

Professional Colleagues on Behalf of St Alcuin College:

Lamoureux Architecture Inc.
Bundt & Associates Inc.
Connect Landscape Architecture Inc.

City of North Vancouver:

David Johnson, Planner

The Meeting:

This Developer Information Session (DIS) was held in a format in line with the City of North Vancouver guidelines for virtual information sessions and met all required notification requirements.

The peak attendance for the meeting was 183 participants.

The ambiance of the evening was warm and engaged, even when expressing questions or comments the demeanor was respectful. Many attendees were nearby residents, and local community members. Community members represented residents, local business owners and school parents. Hosts and colleagues appeared to listen closely to questions and concerns before responding.



Meeting Format:

1. Moderator Introduction
2. Rules of engagement included:
 - a. respectful communication at all times
 - b. all participants were muted until their turn to speak
 - c. all questions or comments were given a 3 minutes time constraint in order to ensure all parties were given the opportunity to speak
 - d. questions and comments would only be opened up after the applicant was provided a chance to present the details of the project
3. Applicant / Project Introduction (Dan Duval)
4. Alcuin video presentation (<https://youtu.be/151SemNZUrs>)
5. Proposal Specifics (Brad Lamoureux)
 - a. general descriptions
 - b. description of permitted uses
 - c. view studies
 - d. privacy studies
 - e. landscape architecture overview
 - f. comparative analysis
6. 1st Poll taken (129 votes/ 90% of attendees participated, approximately 6:30pm)
 - a. 87% YES
 - b. 9% NO
 - c. 5% Impartial
7. Question & Answer period
 - a. See below
8. 2nd Poll taken (118 votes/ 92% of attendees, approximately 7:45pm)
 - a. 92% YES
 - b. 7% NO
 - c. 2% Impartial



Summary:

How was it held?

The Developer Information Session was held on November 12th at 6:00pm. This was based on the framework provided by the City of North Vancouver Planning department for virtual information sessions. The session was hosted using Zoom as the digital platform of choice.

How many participated/attended (do not include the attendees names, addresses or contact information in your summary)?

There was a peak attendance of 183 participants from the community.

Summary of key topics discussed and comments

Positive Comments/ Support

- Improvement of neighbourhood
- Community benefit for:
 - The students and staff of Alcuin College
 - Local business owners
 - Non-profit community groups
 - Local residents
- Beautification of empty lot / existing streetscape
- Addition of community amenity space is welcomed
- Thoughtful building design incorporates
 - Appealing aesthetic
 - Increase privacy for children and neighbours
 - Sound dampening for children and neighbours
 - Energy efficiency
- Poll Results
 - 92% of the audience voted in support of the project



Comments/ questions that required clarification

Views

We have conducted two view studies. One was taken from the south property line of 311 E 1st facing south to provide representation from future balconies. The other was taken from the street on Mahon Avenue intersecting the alley in order to provide a representation from the Quay West building (please see attached drone flight location). Upon visiting the ADP for the first time, concerns were raised by the panel about preserving view corridors to the best of our ability, most notably for 311 E 1st Street. Although we had already given consideration to neighbours' views, our architect and landscape architect went back to the drawing board. We then re-attended the ADP with a much more thoughtfully designed building that further improved view corridors, as well as made the view upon the proposed building itself much more visually pleasing. This was achieved by reducing the massing of the building by narrowing the structure through implementation of more intelligently designed stair columns that contain 4th storey massing completely interior, by reducing floor area and cutting angles at building corners, by introducing a northern facade 4th storey balcony for the sole purpose of planting trees and suspended vegetation with a width just feasible enough to maintain them and not for human use, by creating the concept of a north facade abstract artistic cladding with a live green wall feature to greatly enhance the alley, and by adding a great deal of visually appealing and functionally sound dampening/privacy enhancing green screening around the 3rd storey perimeter. Both view studies, attached, were then given a comparative analysis to demonstrate the improvement of view corridors. Furthermore, new renderings were created to provide a visual representation of the improvements. The views of 311 E 1st from the 4th storey and below stand to benefit from drastic improvement. The previous application would have the many residents from south facing storeys 1-4 looking directly across the alley at a bare institutional wall. The reimagined design creates an interesting streetscape with a ceremoniously envisioned alley brought to life by the artistic cladding and live vegetation. All mentioned units will also still maintain SE or SW view corridors as they would have otherwise. In fact, ADP requested revisions improve these lower storey view corridors comparative to the previously approved 3 storey school design. Storey 5 of 311 E 1st will also maintain SE and SW view corridors, yet now view ample live vegetation due South. Both SE and SW view corridors for the 5th storey have been improved by the mentioned revisions following ADP direction. Storeys 6 and Penthouse of 311 E 1st will continue to experience full 200 degree views from SE to NW, experiencing panoramic downtown Vancouver views from above the proposed school. The Quay West building's views remain relatively unaffected. The proximity of the building and the angled design of the building's balconies to capture southern views provide maintenance of all southern views of the harbour and Downtown Vancouver. Storeys 5 and below will be unaffected between the approved application and the proposed application. The 6th storey will



experience approximately 30 degrees of westerly views interrupted by the proposal, yet still maintain vast southern harbour and Downtown Vancouver views. The penthouse will maintain full panoramic views over top of the proposal. All storeys will maintain a mountain view corridor through the alley. It is important to note that the drone fly location from Mahon Avenue displays views that will be greatly improved when actually standing on balconies to the west, and extremely superior views at units oriented further south in the building. As perspective moves West and South, SW views of Stanley Park and the Lions Gate Bridge expand. During the DIS, we offered to have our architectural photographer attend specific balconies to prove real life view maintenance. We are confident that by doing so, we will accurately depict that the of 30 degrees of westerly view interruption is limited to only two units, and will show that it only interrupts the views of those units from the south end of Lions Gate Bridge westerly, yet still maintaining views from Downtown to Stanley Park and the mountains. We have not yet been granted a formal opportunity to attend to prove the far superior view maintenance to our appropriate streetside drone flight location.

Traffic

It was a primary objective of ours to improve traffic by several mechanisms. The use of the proposed space will not increase traffic in the daytime as it will be used by the children attending the school. Sequential use is proposed outside of school hours and never overlapping. This has been explicitly dictated by strata rules. We worked closely with Bunt and Associates, the traffic consultants who assisted with the original approval. The school use bylaw typically requires 19 stalls, however a variance for a reduction to 11 on site stalls was awarded during the 3 storey approval. Bylaw dictates a necessity for 5 available stalls for the assembly use outside of school hours. Although parking for the proposed additional use is sufficiently covered by currently approved on site stalls in accordance with bylaw given that the use is sequential, we still found room for great improvement that will be benefitted by both uses all hours. We procured 11 additional off site stalls at 132 W Esplanade. We were given a choice between the use of stalls at the Impark lot, and those of a slightly closer Wespark lot. We determined it prudent to use the Impark lot at a slightly greater distance as not to promote crossing of the trucking route on Forbes and Esplanade. A rationale for doing so has been provided to the ITC. We also purchased a passenger van in order to provide car pooling service to community members most in need. Furthermore, we added more electrified bike stalls. We are within immediate vicinity of the largest transit hub on the North Shore and anticipate extensive use of the network by teachers, students, and patrons. A very large percentage of the current student and faculty population already take public transit, as it is highly encouraged by Alcuin. Lastly, the majority of



preliminary assembly use inquiries have come from nearby residents and businesses, many of whom have indicated that convenience for walking to the site is an attractive feature of the proposed community offering. Bunt and Associates provided a report revision, taking these factors as well as updated traffic logistics into consideration. They determined that the proposal will not add any additional traffic burden to the area. The report was presented to the ITC, and was subsequently supported. School pickup/drop off traffic remains unchanged, as was already approved by the City of North Vancouver. School staff are required to take a traffic management course to ensure fluency in appropriate conduct. The continuance of these aspects were presented successfully to the ITC. With the proposed sequential use, the maximum capacity of the building remains unchanged from the original approved design.

Privacy / noise

A comparative privacy study was conducted between the approved 3 storey design and the proposed 4 storey design. The design of the 4th storey proposal was created with improvement of privacy and the mutual promotion of respectful enjoyment of property by surrounding residents and school patrons alike. Currently, the proposal contains a school yard on the 3rd storey open air deck with direct sightlines and sound penetration to surrounding residents. We opted to propose canterlievering the 4th storey over the majority of the approved open air deck, coupled with green screening and improved sound dampening efforts in order to protect all party's privacy. The careful selection of natural sound deadening materials were implemented to achieve greater performance of lessened acoustical transfer. Natural materials that are visually pleasing to the surrounding residents were chosen, that also enhance privacy. Consequently, the same materials were considered as a dual purpose to enhance the mental well being of the children, as was indicated as a matter of importance by the ADP. The comparative view study, attached, provides a visual representation of over 100 students using the currently approved roof deck. The same population of people remains in the rendering of the 4 storey design with enhanced privacy, though they cannot be seen due to the implementation of new materials. Alcuin students use their rec area rain or shine, and the 3rd storey roof deck will be used as a school yard daily by default if not improved upon. By adding the 4th storey and having created stratification for the exclusive use of Alcuin students during school hours, it allows for the same daily programming to be contained indoors the majority of the time. The roof deck will still be used, but not nearly as often as daily. When used, it will be more appropriately contained as described. When the indoor area is used alternatively, and usually, activity will be completely contained, thereby enhancing privacy and lessening noise in all circumstances.

Parking



Parking has been doubled as described in the section regarding traffic. We now have a total of 22 available stalls, comparative to the previously approved 11 stalls. Hence, Alcuin now has 22 stalls rather than 11 stalls (+100%), and sequential community use now has use of 22 stalls rather than the bylaw requirement of 5 stalls (+440%). Bunt and Associates has overseen our efforts to reduce parking burdens through implementation of additional available stalls, increased electrified bike stalls, and the addition of a car pool vehicle. Recent spot counts were updated to conclude that our proposal increases parking availability and lessens burden on surrounding residents and businesses. Questions have been raised by nearby residents about parking, pick up, and drop off within the cul-de-sac at 64 Mahon Avenue. As dictated in the traffic management plan, no such activity is permitted. A pick up/drop off zone has already been allocated by the City and remains unchanged. We propose to pay for residents only parking signage below E 1st Street within the cul-de-sac, if the City of North Vancouver deems appropriate.

Hours of operation

Hours and use are to remain unchanged from the 2017 approval. Alcuin always contemplated use of the roof deck as a common space after 3pm, on weekends, and during summer. The intent is to more appropriately contain the intended use and provide further benefit to the students and community. The hours of operation will remain within CNV bylaw parameters. Furthermore, use of the space will be governed by Alcuin's charter, which is more stringent than bylaw requirement.

Disorderly conduct / safety

Disorderly conduct will not be tolerated at all. Furthermore, measures will be taken to prevent such activity. Alcuin's charter of conduct will enforce respectful use of the space at all times, whether during class or during community use. It is of utmost importance to Alcuin that reputation standards are upheld, and that promotion of respect and inclusiveness remains paramount. A representative member will be in attendance at all hours of use. An adjacent resident indicated that there have been repeated incidents on the block requiring police intervention. We plan to assist the well being and safety of the neighbourhood. We will be an additional set of eyes, with security protocol, added to the block. We also have a relationship with local RCMP for school liaison, and have been in contact with them about using the 4th storey space to further promote safety education and community inclusiveness. Through positive interaction, law enforcement presence will increase, in addition to our own added efforts to promote safety. The vacancy of the site, as well as that of the adjacent northern sites, is likely detrimental to undesirable conduct. The more positive community use of the space that occurs, the less opportunity there will be for crime to occur undetected.



Loitering

The school is intended to accommodate middle and high school students. The current design does not give the students a variety of contained space to enjoy outside of their classrooms. The students will be dissuaded from crossing the trucking route unless for purposeful activities and commute. Being teenagers, it is expected that they will undoubtedly look for covered privacy near to, yet outside of the school classes, during their intermittent free time. We expect to contend with them taking refuge from the elements on Mahon Avenue under the cover of the front entrance and at the entrance of the parkade ramp. By adding the 4th storey unprogrammed space, we are providing a much more suitable variety of space for the students to socialize within on site. The outdoor covered deck becomes an inviting and private urban oasis. The proposed indoor space will become another inviting area to converse that is contained on site. Our ability to prevent student loitering adjacent to residences vastly improves, as does the safety of the students by not being tempted to cross the trucking route or to situate themselves near in and out parking traffic. Loitering during community use will be discouraged ongoing by our always on site representative staff members.

Safety on Forbes/Esplanade corner

This concern has been raised many times. It is a busy and therefore inherently dangerous corner. Our improved building design/functionality, increased parking and carpool availability, and maintenance of our traffic management plan aim to promote safety with this specifically in mind. If the City of North Vancouver would like us to take part in any additional efforts to promote safety of this corner we are pleased to contribute.

Increased building expenses / covered roof deck

An adjacent resident from Quay West was curious if the elaborate design of the 4th storey, cantilevered over the 3rd storey patio is more expensive than alternatively placing the 4th storey at the 3rd storey level and providing a roof deck on the 4th storey. The answer is yes, absolutely it is much more costly to design the proposal the way that we did. Cost was not our primary consideration when livability of nearby residents and functionality for school patrons is a contending issue. For the multitude of reasons previously described that focus on both privacy and safety, we opted for a more costly design to prioritize the enjoyment and safety of our community.

Will the amenity space be sold



The amenity space will not be sold. It is being made a reality through contribution by parent participation. Stratification will occur for joint ownership and operation by the Alcuin/Parent partnership. The only provision for sale contractually permitted is for Alcuin to increase share ownership of the strata lot over time, in part or in whole. It is contemplated that Alcuin will solely own the entire building, and in the meantime they maintain a controlling share.

Why not use current available community spaces

There are several nearby rental amenities in the Lower Lonsdale area. Alcuin has rented these locations in the past for particular events such as graduation. However, co-founder

Stella Ablett described the perpetually increasing difficulty of availability and costs associated with gaining access to these spaces. Alcuin College is a non-profit foundation. In addition, tuition is reduced in instances according to a family's economic circumstance. The financial burden for using spaces frequently, especially with rates already risen and expected to rise with inflation, is prohibitive. Most importantly, using external rental facilities limits the variety of ongoing uses. The 4th storey proposal is intended for everyday use and enrichment of student's lives. Being able to offer it as a lesser cost, or no cost, option for community amenity use that meets a different demographic than those currently offered is a result of the synergy between Alcuin having ongoing ownership use of the space combined with our core values of community.

Wedding / type of use

Many questions have been directed regarding the use of space for weddings and alcohol consumption. The proposed 4th storey has not been designed to appropriately host weddings in the way that nearby event rental spaces have been. The proposal does not contain a kitchen, a bar, or a designated reception space. It is designed to accommodate a wider range of community uses that lend more to seminars, workshops, and outreach programming. In fact, it is designed to replicate the use of education during school hours, after hours, without excessive change or set up. Most importantly, inappropriate alcohol consumption does not align with Alcuin's charter or beliefs. An example was made that we will not rule a celebration of love out simply based on the word wedding, however, it will be looked at critically on a case by case basis, as all community requests will be. Absolutely all community uses will have to align with Alcuin's charter of use and strong community values. Events requesting alcohol consumption in any context will be required to make their own independent inquiry to the CNV after preliminary vetting by Alcuin, with approval or denial to be determined municipally. Nearby residents should anticipate uses that have been already asked and approved by us as candidates, such as: child/adult/seniors fitness, immersive toddler story time, continuing education, language development, arts instruction, small business satellite flex space for seminars, non-profit



sharing, etc. None of these community events, no matter what the topic, will be permitted to become unruly, and will be selected on a basis of that not being a possibility to begin with.

Why wasn't this part of the original application

The building was originally designed to accommodate up to 6 storeys similar to the surrounding buildings, and a 4th storey was initially designed. The foundation and systems of the building were initially designed for highest and best use, and remain over engineered even for 4 storeys. Being a non-profit, compromises were required by Alcuin College throughout initial budgeting and implementation. One of the compromises was at both student's and nearby resident's expense, to only provide an open air school yard and public space. It was not ideal but the only option within means at the time. Then, great intentions from many minds came together. The school has a core value of community involvement. The parent population is very actively involved in the school and the community, both by activity led by the school and also by independent endeavour and mindset in many instances. Since 2017, several parents have combined efforts to creatively achieve feasibility of the space. Nearly every school has a gymnasium for enrichment of student's education, the school's necessity for functions, and they almost always open their doors periodically for community engagement. Our parents enthusiastically yet methodically developed a plan that appropriately meets all needs, plus provides an even greater opportunity for community benefit. Parents then committed the necessary resources to supplement as angel investors, thereby providing Alcuin College a feasible path to inclusion of such a crucial space, while simultaneously doing a great service for the City in which we reside and participate. It is not an afterthought, but it is a well thought out plan that took an incredible amount of collaboration, the creativity of providing a community benefit to assist, and a fair amount of time to perfect.

Summary of how issues have been considered and solutions incorporated into the programming or design of the development proposal.

Most of the concerns expressed throughout the information sharing process to date had been contemplated by the aforementioned foresight, consultancy, and through the helpful guidance of municipal advisory panels and staff. Community engagement prior to the DIS also guided us to commit to a high standard for enhancement of materials, privacy, safety, operation considerations, etc. During the DIS some very insightful observations were brought to our attention. We have continued to work with community members to discover how we can further address ideas. On December 10th we are also commencing the first of many virtual 'Tea & Chat' community meetings hosted by Alcuin College to provide an ongoing platform for surrounding community members to engage and collaborate with us, aside from we being



available ongoing on a daily basis for discussion. We're an open book but we'd like to also encourage formal instances of opportunity to promote engagement. We love to hear from the community. The idea of the Tea & Chat platform to not only serve as a platform for community engagement during construction, but also to continue during operation so that we can continue to engage the public, and to provide continual assurance that we are responsible and accountable.

Environmental

- We are considering solar panels to enhance. We will certainly now prepare for them by installing necessary infrastructure during the build, in response to a community member's comments during the DIS.
- Investigating alternate carbon reduction initiatives (CARBON CURE)

Clarification of information regarding Laco petition

Clarification has been provided to several community members independently upon request, to local government and staff, and to those attending the DIS. The petition has since been removed by change.org for violation of their terms of use concerning misinformation. We feel that we have appropriately responded to dispel inaccuracies and confusion, and wish to focus on the positivity of the project for the school and the community rather than to continue to entertain mistruth and malicious activity by the repetition of addressing the specific content. The majority of discontent with this application arose from this malicious petition. Once accurate information was shared, the majority of those have since expressed retraction, indifference, or have taken the opportunity to collaborate with separate ideas. We have personally responded to every single person that has contacted us to request information or details.



Virtual DIS - Signs / Notices

Signs on Site

Signs were placed on Forbes ave and Mahon Ave in accordance with guidelines provided by the CNV planning department. Time stamped photos were taken.

North Shore News

North Shore News advertisements were done in accordance with the guidelines provided by the CNV planning department.

Notice of DIS

Handouts were provided to local residents as indicated on the map provided by the CNV planning department. Additionally a copy of the handout was provided to Strata of nearby residential buildings as access to units was prohibited due to the COVID-19 pandemic. Strata acknowledged in email that the handout was distributed successfully to all residents by the appropriate deadline. Time stamped photos were taken of hand deliveries.

Comment Sheet

Comment sheets were collected from residents over the 2 week period following the virtual DIS. Comment cards have been included with this package in accordance with the guidelines provided by the CNV planning department. In total 84 comment sheets were sent to us directly. All 84 received are in support and 0 are in opposition. Comments for suggested improvement have been documented and are being explored.

Attachments

- Comment Sheets
- View Study 311 E 1st Street
- View Study Quay West
- Privacy Study
- Signage Verification
- NS News Verification
- 40m DIS Notification Verification

Continued inquiry can be made at alcuin@montaignegroup.ca. We will promptly arrange interaction by phone, email, virtually, or distanced in person.

Good Neighbor Letter:



**NOTICE TO OWNERS/RESIDENTS
63 Mahon Ave
CITY OF NORTH VANCOUVER - CONSTRUCTION NOTICE**

Dear Residents, Business Operators and Organization representatives,

We want to wish you the best of health and safety during Phase 3 of BC's Restart Plan. Between October 19th, 2020 and December 18th, 2020,

Montaigne Group Ltd will be excavating the vacant lot located at 63 Mahon Ave, in the City of North Vancouver. Construction is expected to take place between the hours of 7:00 am and 8:00 pm, Monday to Friday and between the hours of 9:00 am and 7:00 pm on Saturdays.

In this timeframe, we will have various excavation and shotcrete equipment on site. During this portion of construction, there will be traffic diversions on Forbes and Mahon Ave, as well as a partial street closure to non-residents of lower Mahon Ave. Residents on the East side of Mahon will continue to have full access to their parkade and building.

The actual work site will be kept as compact and tidy as reasonably possible. The workers will cooperate with the businesses to try and minimize the impact the work will have on day-to-day business operations. They will also be following stringent health and safety protocols.

If you have any questions or concerns, please contact our Project Manager, Daniel Duval at dan@montaignegroup.ca or by phone at 778-951-9528.

Please also refer to the City's web site at <http://www.cnv.org/construction> for construction updates.

Regards,

Daniel Duval,
Montaigne Group Ltd.

DIS Handout:

<div data-bbox="264 294 308 319" data-label="Text">Front</div> <div data-bbox="324 371 797 611" data-label="Image"></div>	<div data-bbox="842 294 1323 323" data-label="Section-Header"><h2>Virtual Developer's Information Session</h2></div> <div data-bbox="894 327 1271 350" data-label="Text"><p>Public Comment Opportunity 63 Mahon Ave.</p></div> <div data-bbox="898 375 1269 399" data-label="Text"><p>How to Participate: Virtual DIS pre-registration</p></div> <div data-bbox="821 422 1343 445" data-label="Text"><p>Email: alcuin@montaignegroup.ca or Dial In: +1 778 907 2071</p></div> <div data-bbox="977 468 1192 489" data-label="Text"><p>Meeting ID: 997 4338 9170</p></div> <div data-bbox="1010 493 1157 510" data-label="Text"><p>Passcode: 266421</p></div> <div data-bbox="862 535 1302 558" data-label="Text"><p>Date & Time: November 12th, 2020 6:00 PM – 8:00 PM</p></div> <div data-bbox="893 581 1006 665" data-label="Image"></div> <div data-bbox="1101 596 1282 644" data-label="Image"></div>
<div data-bbox="264 669 308 695" data-label="Text">Back</div> <div data-bbox="349 684 773 1106" data-label="Image"></div>	<div data-bbox="812 703 1339 814" data-label="Text"><p>Brad Lamoureux Architect has submitted a development application to the City of North Vancouver for 63 Mahon Avenue to permit the development of Alcuin College's new school campus. The proposed development includes a 4-story school campus with adjoining gymnasium, and community amenity space</p></div> <div data-bbox="812 831 1312 896" data-label="Text"><p>Interested members of the public are invited to attend the Virtual Developer's Information Session with the Applicant for an early opportunity to review the proposal and offer comments.</p></div> <div data-bbox="812 921 1037 1083" data-label="Text"><p>Applicant Contact Brad Lamoureux Lamoureux Architect Inc. 3392 Marine Dr, West Vancouver, BC V7V 1M9 brad@lamoureuxarchitect.ca Telephone: 604-925-5170</p></div> <div data-bbox="1076 921 1344 1083" data-label="Text"><p>City of North Vancouver Contact David Johnson Planning & Development 141 West 14th Street North Vancouver, BC V7M 1H9 Planning@cnv.org Telephone: 604-990-4219</p></div>

DIS Signage:
Forbes



Mahon:



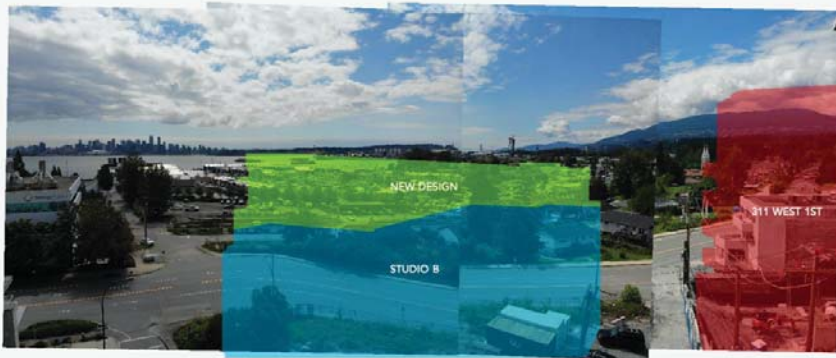


Alcuin Renderings



Mahon Ave View Study

PENTHOUSE



6TH FLOOR



5TH FLOOR

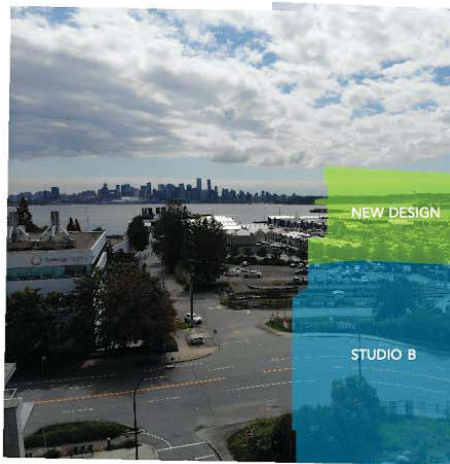


Mahon Ave View Study

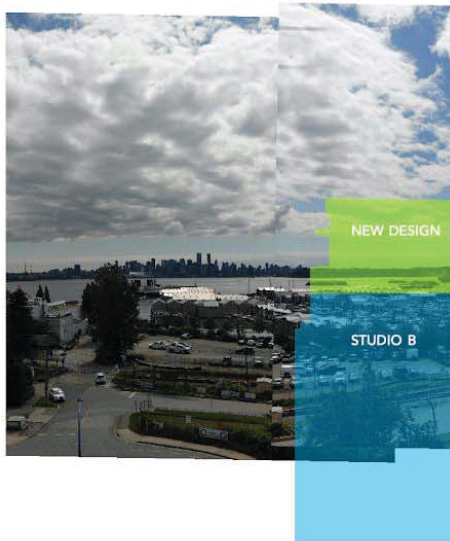
PENTHOUSE



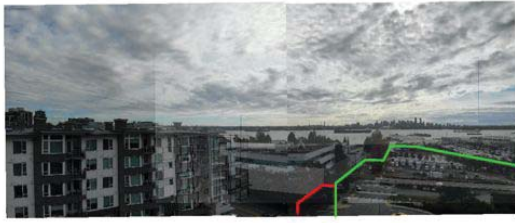
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5TH FLOOR



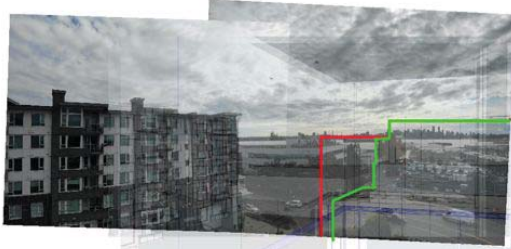
311 E 1st View Study



PENTHOUSE



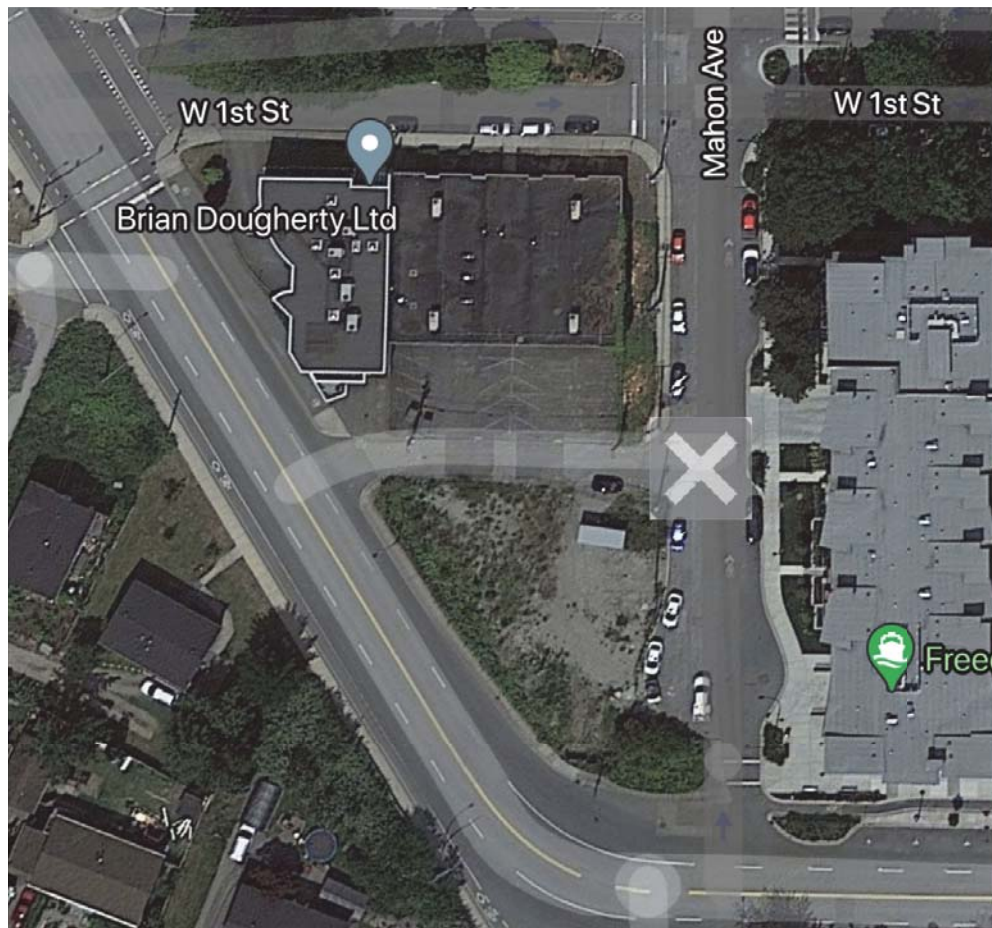
6TH FLOOR



5TH FLOOR



Location of Drone Shots for Mahon Ave View Studies



Privacy Study



People populated without privacy as per approved



People populated with privacy as per proposal



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8819

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, 2021, No. 8819**” (**Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment**).
2. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
 - A. Amending the following section to Section 1100, removing “CD-684 Comprehensive Development 684 Zone” in its entirety and replacing it as follows:

“CD-684 Comprehensive Development 684 Zone”

In the CD-684 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the LL-3 Zone, except that:

- (1) One Principal Building shall be permitted on one Lot;
- (2) The permitted Principal Use on the Lot shall be limited to:
 - (a) Assembly Use;
 - (b) Accessory Off-Street Parking;
- (3) The maximum Gross Floor Area shall be 1.20 FSR, provided that this amount may be increased by exceeding the ASHRAE 90.1, 2016 standards by 14% to a maximum of 2.60 FSR;
- (4) Section 6A04(3) shall be varied to allow a lot coverage of 82% above the second Storey;
- (5) Section 6A04(4) shall be varied to allow a Principal Building height of no more than 19.9 metres (65.3 feet);
- (6) Section 6A04(5)(a) shall be varied to allow a zero setback to the Rear Lot Line or a flanking lane;
- (7) Section 6A04(6) shall be waived;
- (8) Section 906(4)(c)(i) shall be varied to allow access for off-street parking off of Mahon Avenue;
- (9) Section 906(5)(b) shall be varied to allow a minimum driveway width of 4.0 metres (13.12 feet);

- (10) Section 908(8) shall be varied to support a minimum of 11 off-street parking stalls;
- (11) Section 1001 shall be varied to remove the requirement for an off-street Loading Space;
- (12) All exterior finishes, design and landscaping shall be approved by the Advisory Design Panel.

READ a first time on the <> day of <>, 2021.

READ a second time on the <> day of <>, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER