



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,  
HELD ELECTRONICALLY FROM CITY HALL,  
141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, JANUARY 17, 2022 AT 5:30 PM**

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

*The City of North Vancouver acknowledges that this Council meeting is held on the  
traditional territories of the Squamish and Tsleil-Waututh Nations.*

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, January 17, 2022

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, December 13, 2021

**PROCLAMATION**

Alzheimer’s Awareness Month – January 2022

**PUBLIC INPUT PERIOD**

**PRESENTATION**

E-Scooter Pilot Enabling Bylaws – Policy Analyst, Transportation

**REPORT**

3. Proposed Bylaw to Enable E-Scooter Pilot

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

4. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846”  
(Electric Kick Scooter Pilot)

**PRESENTATION**

2021 Infrastructure Improvement Highlights – Deputy Director, Engineering,  
Parks and Environment, Deputy Director, Engineering, Parks and Environment,  
and Manager, Public Realm Infrastructure

*Information Report, January 5, 2022 – “Engineering, Parks and Environment:  
2021 Infrastructure Improvements Highlights”*

## **REPORT**

5. Introduction of Rezoning Application: 1712 Lonsdale Avenue (Polygon 229 Development Ltd. / Yamamoto Architecture, CD-749) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)

*Information Report, January 13, 2022 – “Rezoning Application – 1712 Lonsdale Avenue – Minor Correction”*

## **COUNCIL INQUIRIES / REPORTS**

### **NEW ITEMS OF BUSINESS**

### **NOTICES OF MOTION**

### **RECESS TO CLOSED SESSION**

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

### **ADJOURN**



## **CALL TO ORDER**

## **APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, January 17, 2022

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, December 13, 2021

## **PROCLAMATION**

Alzheimer's Awareness Month – January 2022

## **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](http://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](mailto: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".

## **PRESENTATION**

E-Scooter Pilot Enabling Bylaws – Policy Analyst, Transportation

*Item 3 refers.*

## **REPORT**

3. Proposed Bylaw to Enable E-Scooter Pilot – File: 16-8330-11-0001/1

Report: Policy Analyst, Transportation, and North Shore Mobility Options  
Coordinator, January 6, 2022

### **RECOMMENDATION:**

PURSUANT to the report of the Policy Analyst, Transportation, and the North Shore Mobility Options Coordinator, dated January 6, 2022, entitled “Proposed Bylaw to Enable E-Scooter Pilot”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846” (Electric Kick Scooter Pilot) be considered.

*Item 4 refers.*

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

4. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846” (Electric Kick Scooter Pilot)

### **RECOMMENDATION:**

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846” (Electric Kick Scooter Pilot) be given first, second and third readings.

## **PRESENTATION**

2021 Infrastructure Improvement Highlights – Deputy Director, Engineering, Parks and Environment, Deputy Director, Engineering, Parks and Environment, and Manager, Public Realm Infrastructure

*Information Report, January 5, 2022 – “Engineering, Parks and Environment: 2021 Infrastructure Improvements Highlights”*

## **REPORT**

5. Introduction of Rezoning Application: 1712 Lonsdale Avenue (Polygon 229 Development Ltd. / Yamamoto Architecture, CD-749) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) – File: 08-3400-20-0045/1

Report: Planner 2, January 5, 2022

### **RECOMMENDATION:**

PURSUANT to the report of the Planner 2, dated January 5, 2022, entitled “Introduction of Rezoning Application: 1712 Lonsdale Avenue (Polygon 229 Development Ltd. / Yamamoto Architecture, CD-749) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)”:

THAT the application submitted by Polygon 229 Development Ltd. / Yamamoto Architecture, to rezone the property at 1712 Lonsdale Avenue from Comprehensive Development (CD-264) Zone to Comprehensive Development (CD-749) Zone and to allow transfer of density from the donor site at Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165), be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

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

THAT the Mayor and the Corporate Officer be authorized to sign the necessary documentation to permit solar shades, which are permanently affixed to the proposed building as an encroachment over City property;

AND THAT the Mayor and the Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion.

*Information Report, January 13, 2022 – “Rezoning Application – 1712 Lonsdale Avenue – Minor Correction”*

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**RECESS TO CLOSED SESSION**

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

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

**ADJOURN**



**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD  
ELECTRONICALLY FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH  
VANCOUVER, BC, ON **MONDAY, DECEMBER 13, 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, Acting Corporate Officer  
J. Peters, Assistant City Clerk  
C. Nichols, Manager, Human Resources  
H. Granger, City Solicitor  
L. Sawrenko, Director, Finance  
M. Epp, Director, Planning and Development  
A. Devlin, Acting Deputy Director, Planning and Development  
B. Underhill, Planner, Transportation Planning  
R. de St. Croix, Manager, Long Range and Community Planning  
Y. Zeng, Manager, Development Planning  
D. Johnson, Planner  
M. Wray, Planner  
M. Hunter, Manager, Parks and Environment  
R. Skene, Director, Community and Partner Engagement  
L. Orr, Acting Director, Community and Partner Engagement  
G. Schalk, Public Safety Director and Fire Chief  
D. Owens, Deputy Fire Chief, Prevention & Public Safety  
J. de Roy, Deputy Fire Chief, Operations & Support  
T. Huckell, Committee Clerk

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

**APPROVAL OF AGENDA**

Moved by Councillor Bell, seconded by Councillor Back

1. Regular Council Meeting Agenda, December 13, 2021

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Bell, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, December 6, 2021

**CARRIED UNANIMOUSLY**

## **PUBLIC INPUT PERIOD**

Nil.

## **CONSENT AGENDA**

Moved by Councillor Valente, seconded by Councillor Back

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

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **CORRESPONDENCE**

- \*3. Board in Brief, Metro Vancouver Regional District, November 26, 2021  
– File: 01-0400-60-0006/2021

Re: Metro Vancouver – Board in Brief

Moved by Councillor Valente, seconded by Councillor Back

THAT the correspondence from Metro Vancouver, dated November 26, 2021, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

### **BYLAW – THIRD READING**

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8884” (Ardeshir Behmerdi / 2357 Western Holdings Ltd., 2357 Western Avenue, CD-742)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8884” (Ardeshir Behmerdi / 2357 Western Holdings Ltd., 2357 Western Avenue, CD-742) be given third reading.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **PRESENTATION**

Draft Mobility Strategy – Planner 2, Transportation Planning

The Planner 2, Transportation Planning, provided a PowerPoint presentation regarding the “Draft Mobility Strategy” and responded to questions of Council.

## **REPORT**

5. Draft Mobility Strategy – File: 16-8350-20-0036/1

Report: Planner 2, Transportation Planning, November 29, 2021

Moved by Councillor Girard, seconded by Councillor Back

PURSUANT to the report of the Planner 2, Transportation Planning, dated November 29, 2021, entitled “Draft Mobility Strategy”:

THAT staff be directed to use the Draft Mobility Strategy as the basis for community and stakeholder consultation as outlined in the report;

AND THAT staff be directed to consider feedback from Council and the public to refine the Draft Mobility Strategy.

**CARRIED UNANIMOUSLY**

## **PRESENTATION**

North Vancouver City Fire Department 2021-2024 Service Priorities – Fire Chief and Director, Public Safety, Deputy Fire Chief, Fire Prevention and Public Safety, Deputy Fire Chief, Operations and Support, and Manager, Human Resources

The Fire Chief and Director, Public Safety, Deputy Fire Chief, Fire Prevention and Public Safety, Deputy Fire Chief, Operations and Support, and Manager, Human Resources, provided a PowerPoint presentation regarding the “North Vancouver City Fire Department 2021-2024 Service Priorities” and responded to questions of Council.

## **REPORTS**

6. Rezoning Application: 309 Kennard Avenue (Larry Podhora / Larry Podhora Architecture Inc.) – File: 08-3400-20-0023/1

Report: Planner 1, December 1, 2021

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Planner 1, dated December 1, 2021, entitled “Rezoning Application: 309 Kennard Avenue (Larry Podhora / Larry Podhora Architecture Inc.)”:

THAT the application submitted by Larry Podhora / Larry Podhora Architecture Inc., to rezone the property at 309 Kennard Avenue from Special Industrial (M-3) to Comprehensive Development 748 (CD-748) Zone, be considered and no Public Hearing be held, in accordance with the *Local Government Act*,

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

*Continued...*

## **REPORTS – Continued**

6. Rezoning Application: 309 Kennard Avenue (Larry Podhora / Larry Podhora Architecture Inc.) – File: 08-3400-20-0023/1 – Continued

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

**CARRIED UNANIMOUSLY**

7. 2021 Round Two Community Grant Recommendations – File: 05-1850-20-0005/2021

Report: Chair, Social Planning Advisory Committee, and Manager, Long Range and Community Planning, December 1, 2021

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Chair, Social Planning Advisory Committee, and the Manager, Long Range and Community Planning, dated December 1, 2021, entitled “2021 Round Two Community Grant Recommendations”:

THAT grants be allocated to the following organizations from the 2021 Community Grants budget:

Big Sisters of the Lower Mainland (Operating)	\$1,739
Canadian Mental Health Association North & West Vancouver (Program – Expanding Counselling Accessibility)	\$2,539
Greater Vancouver Youth Unlimited North Shore (Program – Mobile Youth Drop-In)	\$4,861
Hollyburn Family Services Society (Program – Life Success)	\$1,739
Hollyburn Family Services Society (Program – North Shore Youth Safe House)	\$3,339
Hollyburn Family Services Society (Program – Seniors Safe House)	\$3,339
Hollyburn Family Services Society (Program – Wired 4 Success)	\$500
Hollyburn Family Services Society (Program – Youth Education Navigator)	\$500
Junior Achievement of BC (Program – Bright Futures for North Vancouver Youth)	\$1,739
Living Systems Family Systems Counselling & Education Society (Program – Access Counselling)	\$2,500
Muscular Dystrophy Canada (Program – North Vancouver Equipment Program)	\$4,939
North Shore Alliance Church (Program – North Shore Community Christmas Dinner)	\$2,139

*Continued...*



## **REPORTS – Continued**

7. 2021 Round Two Community Grant Recommendations – File: 05-1850-20-0005/2021  
– Continued

North Shore Neighbourhood House (Program – Child Care Enhancement Project)	\$5,719
North Shore Stroke Recovery Centre (Program – Young Survivor of Stroke)	\$2,500
North Shore Table Tennis Society (Operating)	\$7,000
Pathways Serious Mental Illness Society (Operating)	\$1,700
Pathways Serious Mental Illness Society (Program – Skills Building Workshops and Lecture Series)	\$4,000
Spectrum Mothers Support Society (Operating)	\$5,000
<b>TOTAL</b>	<b>\$55,792</b>

THAT the following organizations be notified that their application for a 2021 Community Grant will not be funded;

Blackout Art Society (Program – STAND Festival)
North Shore Artists' Guild (Program – NSAG Sustainability Theatre Program)
Spread a Smile BC (Operating)

AND THAT the Social Planning Advisory Committee be thanked for their time and participation.

**CARRIED UNANIMOUSLY**

8. Rezoning Application: 1825 Lonsdale Avenue (Affinity Cannabis / Ruby Sandher)  
– File: 08-3400-20-0066/1

Report: Development Planner, December 1, 2021

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Development Planner, dated December 1, 2021, entitled "Rezoning Application: 1825 Lonsdale Avenue (Affinity Cannabis / Ruby Sandher)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8900" (Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747) be considered and referred to a Public Hearing;

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

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

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

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8900” (Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8900” (Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747) be given first and second readings.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

## **REPORT**

10. Lower Lonsdale Business Improvement Area Service Bylaw – Results of Petition  
– File: 09-4250-20-0006/1

Report: Corporate Officer, December 1, 2021

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Corporate Officer, dated December 1, 2021, entitled “Lower Lonsdale Business Improvement Area Service Bylaw – Results of Petition”:

THAT the report and the “Corporate Officer’s Certificate as to Sufficiency of Petition – Lower Lonsdale Business Improvement Area” be received.

**CARRIED UNANIMOUSLY**

## **BYLAW – ADOPTION**

11. “Lower Lonsdale Business Improvement Area Service Bylaw, 2021, No. 8879”

Moved by Councillor Valente, seconded by Councillor Girard

THAT “Lower Lonsdale Business Improvement Area Service Bylaw, 2021, No. 8879” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**CARRIED UNANIMOUSLY**

## **COUNCIL INQUIRIES / REPORTS**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

Mayor Buchanan presented congratulations to Karla Graham, Corporate Officer, on her retirement and thanked her for her term of service to the City and within local government.

### **RECESS TO CLOSED SESSION**

Moved by Councillor Girard, seconded by Councillor Back

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 8:25 pm and reconvened at 8:41 pm.

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

12. Appointments to the North Vancouver City Library Board  
– File: 01-0360-20-0070/2021

Report: Corporate Officer, December 1, 2021

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Corporate Officer, dated December 1, 2021, entitled “Appointments to the North Vancouver City Library Board”:

THAT Amir Hazfi, Parveen Somji, Stephanie Bolton, Rebecca Bouchard, Joanna Linsangan and Eva Luptakova be appointed to the North Vancouver City Library Board for the term January 1, 2022 to December 31, 2023;

AND THAT the report of the Corporate Officer, dated December 1, 2021, entitled “Appointments to the North Vancouver City Library Board”, remain in the Closed session.

**CARRIED UNANIMOUSLY**

### **ADJOURN**

Moved by Councillor Back, seconded by Councillor Girard

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 8:42 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

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**Office of the Mayor**  
**CITY OF NORTH VANCOUVER**  
**BRITISH COLUMBIA**

# *Proclamation*

## **ALZHEIMER'S AWARENESS MONTH**

*Whereas*

Alzheimer's disease and other forms of dementia are degenerative brain disorders affecting thousands of people across British Columbia and early detection can provide individuals and their families the chance to adjust to the diagnosis and plan for the future;

*Whereas*

all British Columbians can become better informed to bring about more support for the social, emotional and financial impacts experienced by persons with dementia, their families, caregivers and communities;

*Whereas*

the Alzheimer Society of BC offers support, information and education to families, health care professionals and the public through their dementia-friendly community initiatives, and support for research is designed to reduce stigma and build more inclusive communities; and

*Whereas*

for this year's theme the Alzheimer's Society of Canada has announced a nation-wide campaign reminding people that the Alzheimer Society is the First Link® to Support, Knowledge and Community;

*Now Therefore*

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **January 2022** as **Alzheimer's Awareness Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, January 17, 2022

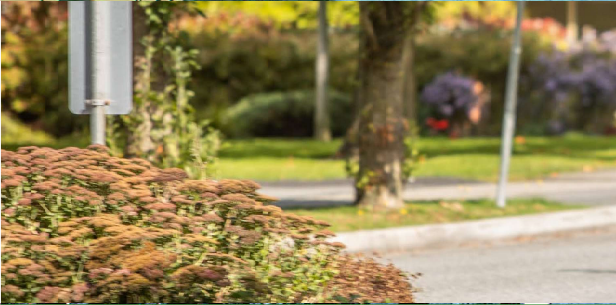
*Linda C. Buchanan*

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Mayor Linda Buchanan

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# E-Scooter Pilot Enabling Bylaws



Presented January 2022  
Transportation Planning



## Pilot objectives

### Province:

- Understand impacts of e-scooters to inform province-wide micro-mobility policies and regulations

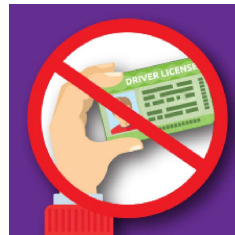
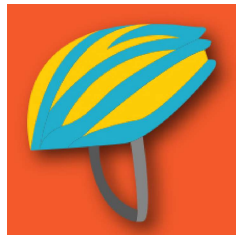
### City:

- Support a climate-friendly way of travel and proactively regulate to maximize safety for all road users



## Provincial Regulations

- Must be 16+ but no drivers license requirement
- Bell, lights and helmet required
- One rider per device – no passengers or towing
- Sidewalk and highway use prohibited
- Dismount at crosswalks unless permitted (i.e. elephants' feet)
- 24 km/h speed limit on device motor



## CNV Approach

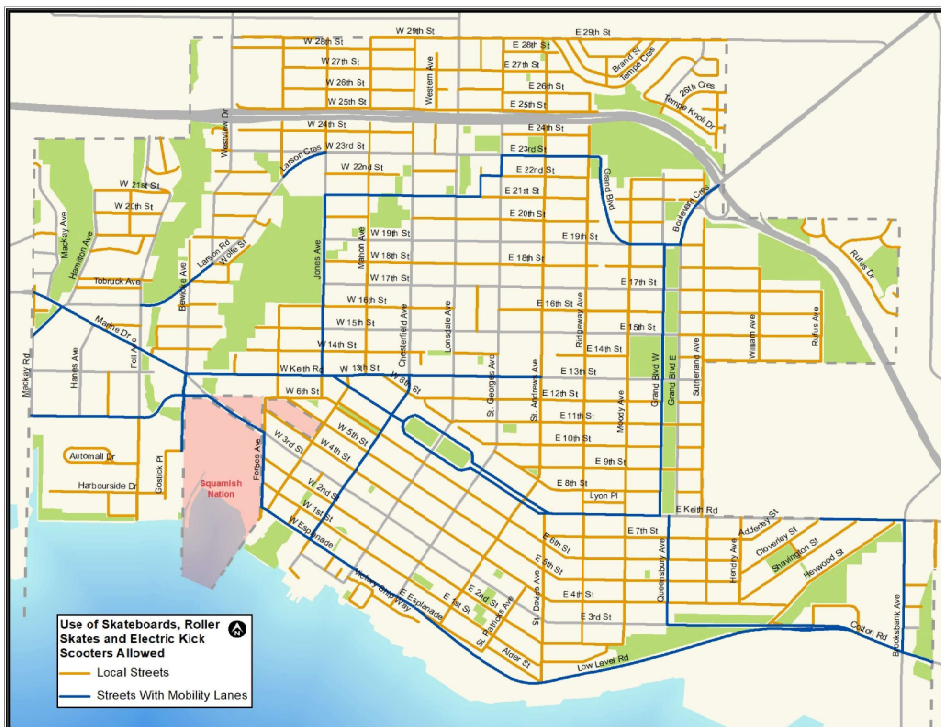
- **Permit personal device use only** – e-scooter share to be considered at a future date
- Permit use on streets that maximize safety and coverage
- Focus on communication and outreach about rules, regulations, legal devices



# Operating restrictions for e-scooters

FACILITY TYPE	ALLOWED?
Local Roads (no centreline)	Yes
Mobility/Bike Lane	Yes
Multi-Use Paths (Spirit Trail, Green Necklace)	Yes
Arterial Roads (no Mobility/Bike Lane)	No
Sidewalks	No
Park Trails (unpaved)	No

## Streets where e-scooter use is permitted



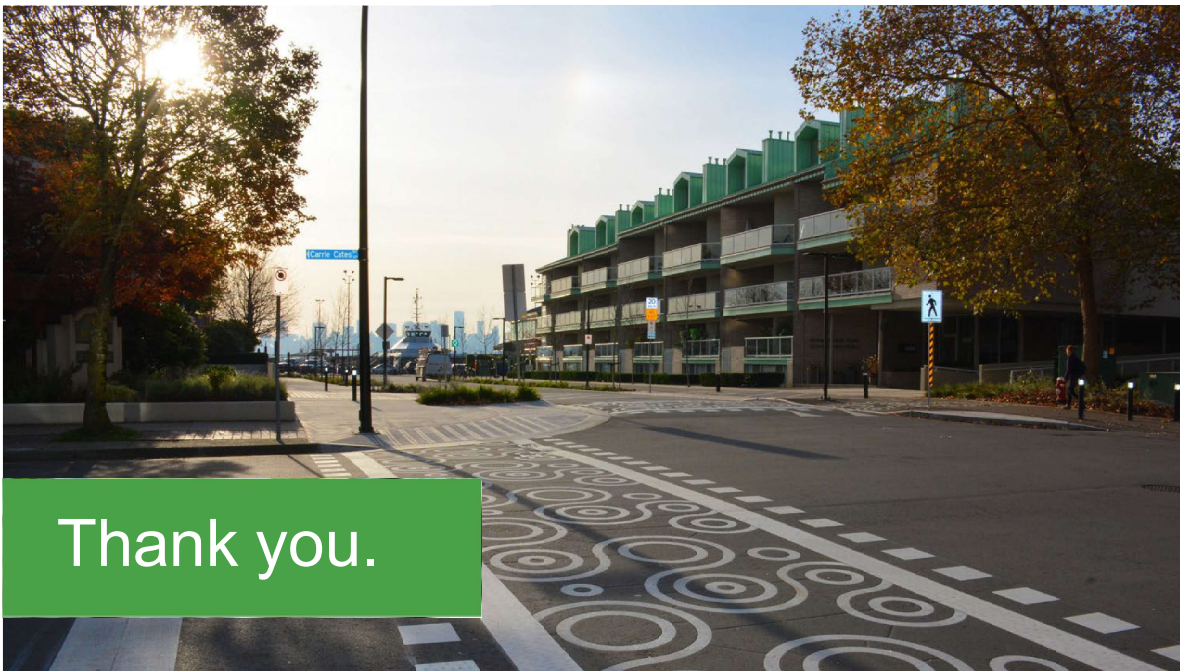
# Monitoring

## **Provincial Monitoring Framework Themes:**

- Active transportation use
- Safety
- Legal (compliance and enforcement)
- Stakeholder perception

## **City Approach:**

- Coordinate with agency partners where possible
- Conduct observational data collection and stakeholder surveys





 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: Natalie Corbo, Policy Analyst  
Zachary Mathurin, North Shore Mobility Options Coordinator

Subject: PROPOSED BYLAW TO ENABLE E-SCOOTER PILOT

Date: January 6, 2022 File No: 16-8330-11-0001/1

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

**RECOMMENDATION**

PURSUANT to the report of the Policy Analyst and the North Shore Mobility Options Coordinator, dated January 6, 2022, entitled "Proposed Bylaw to Enable E-Scooter Pilot";

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846" (Electric Kick Scooter Pilot) be considered.

**ATTACHMENTS**

1. *Motor Vehicle Act* Contraventions for Electric Kick Scooters (CityDocs [2131476](#))
2. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2022, No. 8846" (Electric Kick-Scooter Pilot), and Schedule "I" (CityDocs [2086412](#)) (CityDocs [2131578](#))

**SUMMARY**

In order to enable the personal electric kick-scooter (e-scooter) pilot in the City and the North Shore, pilot municipalities must adopt enabling bylaws consistent with provincial pilot regulations. Until such time, e-scooters remain illegal in the pilot municipalities.

This report recommends advancing amendments to the Street & Traffic Bylaw, No. 6234 to enable the pilot. The proposed amendments would formally enable the City's participation in the pilot program, define e-scooters, and establish the permitted operating areas for e-scooters.



## BACKGROUND

In October 2019, the Provincial Government introduced amendments to the *Motor Vehicle Act* (*the Act*) to allow municipalities to conduct pilot projects on devices not currently allowed for use under *the Act*, such as e-scooters. In January 2020, City staff submitted a joint Expression of Intent with the Districts of North Vancouver (DNV) and West Vancouver (DWV) to participate in the pilot and a full proposal was submitted in March 2020. Council endorsed the proposal in July 2020 subject to the following conditions:

1. The pilot proposal is approved by the Ministry of Transportation and Infrastructure and Cabinet;
2. The pilot last for no more than three years from the date of its approval by Cabinet;
3. The pilot is to be initially applicable to personal e-scooter devices, with opportunities for other devices and shared device fleets to be re-assessed at a later date; and,
4. Local bylaw regulations to manage e-scooter devices through the pilot are brought to Council for consideration and approval.

In March 2021, the Province announced the approval of the pilot in six municipalities across British Columbia, effective April 5, 2021: City of Vancouver, City of North Vancouver, District of North Vancouver, District of West Vancouver, City of Kelowna, and City of Vernon. As of October 2021, the Province also approved e-scooter pilots in the City of Richmond and the City of Nanaimo. At this time, the Cities of Vancouver, Kelowna, Vernon and Richmond have passed bylaws that enable the pilot in their communities.

The Province created regulations for these pilot communities to define performance specifications for e-scooters, rider rules, and general parameters for where e-scooters can travel. Pilot municipalities are expected to adopt enabling bylaws consistent with the Province's pilot regulations to formally begin the pilot. Until bylaws are adopted, e-scooters remain illegal in the pilot communities. Municipalities cannot modify the regulations addressing performance specifications and rider rules, but have the ability to expand or narrow the scope of where e-scooters may travel.

## DISCUSSION

### Overview of City and North Shore approach

The Province's main goal for the pilot is to understand the impacts of e-scooters on the transportation network and inform long-term policymaking about micromobility, including other devices not covered by the *Motor Vehicle Act* or this pilot. The City and its North Shore partners share this goal. In addition, the City seeks to encourage non-vehicle ways of moving around, consistent with the Official Community Plan, the Transportation Plan, and Council's Strategic Plan. As a first step, the proposed approach in the City and across the North Shore would allow the use of personal e-scooters owned or leased by individuals, or rented out by traditional brick-and-mortar businesses. At this time, e-scooter share services similar to the e-bike share pilot would not be considered. E-scooters are growing in popularity and staff have observed an increase in use around the City and across the North Shore. As with other road users, e-scooter riders cross

municipal boundaries, highlighting the need for a consistent regulatory approach. To that end, City staff have been working collaboratively with colleagues at the two other North Shore municipalities to develop regulations that meet the needs of our shared local context. The intent is to create a predictable environment and ensure a consistent experience for users and staff that will help manage the impacts of this new mode.

The proposed amendments have been informed by those adopted in other participating pilot municipalities in Metro Vancouver, namely the City of Vancouver and the City of Richmond. Furthermore, staff engaged with key stakeholders like the North Vancouver RCMP, which would have a key enforcement role, and Vancouver Coastal Health (VCH), which is actively monitoring transportation-related injuries involving e-scooters. This will help strike the right balance between regional consistent regulations, treating similar modes in similar ways, and managing enforcement burdens.

#### Provincial regulations establish rules for rider behavior and device standards

The Provincial Electric Kick Scooter Pilot Project Regulation establishes device and operational requirements, as well as duties and responsibilities for riders. The purpose of these rules is to promote safe use of e-scooters in the pilot communities for riders and for other road and path users. The City does not have the ability to modify these requirements as part of the pilot program. Through the introduction of a new definition for electric kick scooters in the Street and Traffic Bylaw, the proposed bylaw amendments will directly reference the provincial regulations concerning riders and standards. Generally, these rules are similar to those for e-bikes. When operating on a roadway, e-scooter riders also have similar rights and duties as a motor vehicle. These rules specify that e-scooter riders:

- Do not require a license;
- Must be at least 16 years of age;
- Must wear a helmet;
- Must slow down when near pedestrians on multi-use paths;
- Must exercise due care around pedestrians and other road or pathway users;
- Must use a bell or horn when passing other riders and pedestrians;
- Must not ride on the sidewalk;
- Must ride single-file; and,
- Must not tow or carry another person.

The pilot device standards:

- Require front and rear lights;
- Require a bell or horn;
- Impose a maximum speed of 24 km/hr; and,
- Disallow a seat, pedals, or structure enclosing the device.



### Proposed bylaw amendments to establish where e-scooters may travel

Per the Provincial pilot, the City can impose restrictions on where e-scooters may operate. These are the only new regulations being introduced. Generally, e-scooters and their riders would be treated similarly to skateboards in terms of where e-scooters can travel. Table 1 provides a summary of the areas/facilities where e-scooter use will be permitted and restricted in Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2021, No. 8846 (see Attachment 2).

**Table 1: Proposed E-Scooter Operating Permissions and Restrictions**

FACILITY TYPE	ALLOWED?
Local Roads (no continuous centreline)	Yes
Mobility/Bike Lane	Yes
Multi-Use Paths	Yes
Arterial Roads (if no Mobility/Bike Lane)	No
Park Trails	No
Sidewalks	No
City Plazas and Public Open Spaces	No

A detailed map showing arterial roads, minor arterials and collector streets where e-scooter use is restricted unless in a mobility lane can be referenced in the Attachment 2 map (Schedule I). Note that many of these streets (including W 13<sup>th</sup> Street, Jones Ave, Larson Road and others) have existing mobility lanes, meaning that they will comprise part of the e-scooter network. Restricting use in general purpose travel lanes on the City's highest-volume streets will help minimize conflict with other road users and promote the use of e-scooters in safer operating conditions.

The proposed operating permissions and restrictions are generally consistent with the other Metro Vancouver pilot communities.

### Enforcement is primarily under the *Motor Vehicle Act*

Enforcing the provincial e-scooter regulations and local operating area restrictions primarily falls to law enforcement as infractions will be considered moving violations under the *Motor Vehicle Act*. The new infractions and the associated fines are attached to this report (see Attachment 1).

### Rules and regulations will be communicated widely

Staff in Communications and Transportation Planning are collaborating on a strategy to raise public awareness of the operating restrictions and rules of the road for e-scooters. The City will communicate out both Provincial and local restrictions using the City's website, social media channels, and other communications tools, reminding the public that all regulations are enforceable by the RCMP. Staff will also coordinate with agency

partners, local businesses and other municipalities where possible to broaden the reach of this messaging and pursue opportunities for further rider education, including targeted outreach to businesses selling or renting e-scooters for personal use. This approach will be adapted as needed in response to any emerging issues.

#### Planned monitoring of the pilot's impacts

As part of its pilot obligations, the City must report annually to the Ministry of Transportation and Infrastructure (MOTI) on the pilot's impacts on the transportation network, the community, and on incidents and injuries. Staff plan to regularly collect information in the field to understand where and how e-scooters are being used, including counts and speeds on popular corridors, as well as resident impressions through short intercept surveys. Staff plan to use existing tools like the North Shore Transportation Panel Survey to understand community perceptions, and staff are also investigating long-term engagement strategies. Staff are actively working with VCH to understand the impact of e-scooters on road injuries in order to track and report the pilot's findings. Periodic updates to Council regarding monitoring activities will be provided.

The Provincial pilot period expires in April 2024. Although the Province has not indicated next steps beyond this timeframe, the intent of the pilot is to craft a permanent legal framework for micromobility devices.

#### **FINANCIAL IMPLICATIONS**

There are no significant financial implications anticipated as a result of this pilot. Existing funds that have been previously appropriated will be used for promotion and public awareness. An outside legal review indicated that the City's approach of treating e-scooters similarly to skateboards in terms of their operating area helps limit risk and liability exposure.

#### **INTER-DEPARTMENTAL IMPLICATIONS**

The bylaws were developed by Transportation Planning with input from the City solicitor, Bylaws, Engineering, Finance, and the RCMP. Communications staff will assist with leading the public communications and education efforts for e-scooters. Staff have also coordinated with colleagues at the District of North Vancouver and the District of West Vancouver.

The introduction of e-scooters will most directly impact the work of RCMP officers, who may conduct enforcement activities on an as-needed basis. The RCMP is supportive of the approach outlined in this report, and will assist with enforcement as resources allow. Transportation Planning staff will continue to coordinate the City's monitoring, communications approach, educational efforts, and enforcement of personal e-scooters with other agencies and departments.



## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

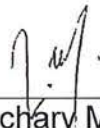
The e-scooter pilot supports key goals and objectives in the City's Official Community Plan, including prioritizing the use of non-automobile modes of travel (Objective 2.1), encouraging technological innovation to overcome transportation barriers (Objective 2.3.7), encourage low-emission transportation options (Objective 2.3.8), and collaborating with neighbouring municipalities to improve the connectivity of the transportation system (Objective 2.3.10). The pilot also supports key 2018-2022 Council Strategic Plan priorities, including: exploring innovative solutions to transportation challenges and increasing the City's viability as a tourism destination.

RESPECTFULLY SUBMITTED:



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Natalie Corbo  
Policy Analyst



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Zachary Mathurin  
North Shore Mobility Options Coordinator



# ***Electric Kick Scooter Pilot Project Regulation***

## Summary Descriptions of Offences

SECTION #	Description of Offence	Max. Fine Amount
<b>3</b>	Operate Electric Kick Scooter under 16 years of age	\$109
<b>4<sup>i</sup></b>	Operate Electric Kick Scooter contrary to regulations	\$109
<b>16</b>	Operate Electric Kick Scooter on highway where prohibited	\$109
<b>17</b>	Fail to exercise duty to pedestrian	\$109
<b>18<sup>ii</sup></b>	Fail to comply with duties of Electric Kick Scooter operator on highway	\$109
<b>18 (1)(b)</b>	Operate Electric Kick Scooter without required helmet	\$29
<b>19</b>	Fail to comply with duties at collision (accident)	\$109

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<sup>i</sup> Similar to section 219 of the *Motor Vehicle Act* (equipment of motor vehicles), under section 4 of the pilot project regulation, a ticket can be issued to an EKS operator for non-compliance with any of the device requirements as set out in sections 5 to 13 of the pilot project regulation. See below for more details (i.e. “*List of Contraventions*”).

<sup>ii</sup> Includes all subsections of section 18 except for subsection 1(b) (i.e. “*Operate EKS without required helmet*”) which is listed in the above table as a separate contravention because of the (different) max. fine amount of \$29.

## List of Contraventions

SEC #	Description of Contravention
<b>MINIMUM AGE</b>	
<b>3</b>	A person who is under <b>16 years of age</b> must not operate an electric kick scooter on a highway
<b>GENERAL OPERATION REQUIREMENTS (Requirements of Electric kick scooter)</b>	
<b>4</b>	A person must not operate an electric kick scooter (device) on a highway unless the device meets all the requirements of <b>sections 5 to 13</b> (please see below)
<b>5</b>	<b>Weight limit of electric kick scooter</b> <ul style="list-style-type: none"> <li>➤ The weight of an electric kick scooter (device), including its motor and batteries, must not exceed <b>45 kg</b> when the device is unladen</li> </ul>
<b>6</b>	<b>Motor</b> The motors of an electric kick scooter (device) must <ul style="list-style-type: none"> <li>(a) have a continuous power output rating that in total does not exceed <b>500 W</b>,</li> <li>(b) not be capable of propelling the device at a <b>speed that exceeds 24 km/h</b> on a clean, paved and level surface, and</li> <li>(c) cease to propel the device forward if the accelerator is released or if the brakes are applied</li> </ul>
<b>7</b>	<b>Brake performance</b> <ul style="list-style-type: none"> <li>➤ An electric kick scooter (device) must be equipped with a braking system capable of bringing the device, while being operated at a speed of <b>24 km/h</b> on a clean, paved and level surface, to a full stop within <b>9 m</b> of the point at which the brakes are applied</li> </ul>
<b>8</b>	<b>Wheels</b> <ul style="list-style-type: none"> <li>➤ The wheels of an electric kick scooter must be no more than <b>430 mm</b> in diameter</li> </ul>
<b>9</b>	<b>Bell or Horn</b> <ul style="list-style-type: none"> <li>➤ An electric kick scooter must be equipped with a bell or horn</li> </ul>
<b>10</b>	<b>Batteries and motor securement</b> <ul style="list-style-type: none"> <li>➤ The batteries and motor of an electric kick scooter (device) must be securely fastened to the device to prevent their movement in any direction relative to the device while the device is operating</li> </ul>
<b>11</b>	<b>Electrical terminals</b> <ul style="list-style-type: none"> <li>➤ All electrical terminals on an electric kick scooter must be completely insulated or covered</li> </ul>
<b>12</b>	<b>No seat, pedals or enclosing structure</b> An electric kick scooter must not have <ul style="list-style-type: none"> <li>(a) a seat or a surface or structure that could be used as a seat,</li> <li>(b) pedals, or</li> <li>(c) any structure enclosing it</li> </ul>
<b>13</b>	<b>Lights</b> A person must not operate an electric kick scooter (device) on a highway between <b>1/2 hour after sunset and 1/2 hour before sunrise</b> <u>unless</u> the device is equipped with, <ul style="list-style-type: none"> <li>(a) at the front of the device, a lighted lamp displaying a white or amber light that, under normal atmospheric conditions, is visible from at least <b>150m</b> in the direction the device is pointed, and</li> <li>(b) at the rear of the device, a lighted lamp displaying a visible red light</li> </ul>
<b>(1)</b>	
<b>(2)</b>	The lighted lamps required under subsection (1) may be <ul style="list-style-type: none"> <li>(a) attached to the electric kick scooter (device), or</li> <li>(b) carried or worn by the person operating the device</li> </ul>

WHERE TO OPERATE ON HIGHWAY	
<b>16</b> <b>(1)</b>	<p>A person must not operate an electric kick scooter on a highway unless the highway is located within a pilot community and,</p> <p>(a) if the highway is a municipal highway, it is a designated location, or</p> <p>(b) if the highway is not a municipal highway,</p> <p>(i) it has a speed limit no greater than 50 km/h or has a designated use lane that permits cycles,</p> <p>(ii) it is not a highway named in <a href="#">Schedule 1</a> of section 19.07 [Schedule 1 highway restrictions] of the MVAR,</p> <p>(iii) the location is not on or within any part of a structure to which s. 3 [farm vehicles, bicycles and pedestrians] of the <a href="#">Provincial Public Undertakings Regulation</a> (PPAR) applies, and</p> <p>(iv) the location is not on or within the roadway of a structure to which s. 4 [slow vehicles and bicycles] or 9 [prohibited vehicles, bicycles and tire chains] of the PPAR applies, or on or within any of the approaches to the structure</p>
<b>(3)</b>	<p>A person operating an electric kick scooter (device) on a highway within a pilot community must operate the device,</p> <p>(a) if the highway has a <b>speed limit no greater than 50 km/h and has designated use lanes</b> that permit cycles, in those lanes, unless specified otherwise in a bylaw of that pilot community,</p> <p>(b) if the highway has a <b>speed limit greater than 50 km/h and has designated use lanes</b> that permit cycles, in those lanes, and</p> <p>(c) if the highway has a <b>speed limit no greater than 50 km/h and does not have designated use lanes</b> that permit cycles, as near as practicable to the right side of the highway</p>
<b>(4)</b>	<p>A person operating an electric kick scooter (device) on a highway within a pilot community <b>must not operate the device as follows, unless specified otherwise in a bylaw of that pilot community:</b></p> <p>(a) <b>on a sidewalk</b>, unless a traffic control device permits the operation of cycles on that sidewalk;</p> <p>(b) on a highway <b>where a traffic control device prohibits the operation of cycles</b></p>
<b>(6)</b>	<p>A person must not, for the purpose of crossing a highway within a pilot community, operate an electric kick scooter on a crosswalk <b>unless a traffic control device or a bylaw of that pilot community permits the operation of cycles on that crosswalk</b></p>
OPERATION NEAR PEDESTRIANS	
<b>17</b>	<p>A person operating an electric kick scooter (device) on a lane, sidewalk, walkway or path used by pedestrians</p> <p>(a) must not operate the device at a speed that exceeds that of pedestrian traffic near the device on the lane, sidewalk, walkway or path, except while the person is passing a pedestrian, and</p> <p>(b) must not pass a pedestrian without sounding the bell or horn attached to the device</p>
DUTIES OF OPERATOR ON HIGHWAY	
<b>18</b> <b>(1)</b>	<p>A person operating an electric kick scooter (device) on a highway:</p>
	<p>(a) must not operate the device abreast of another person operating a cycle or electric kick scooter on the roadway <b>[SAME AS CYCLES]</b></p>
	<p>(b) must wear an approved bicycle safety helmet (compliant with s. 184 (4) (a) and (b) of the Act) - unless the person is exempt from that requirement under section 3 [exemption] of the Bicycle Safety Helmet Exemption Regulation <b>[SAME AS CYCLES]</b></p>
	<p>(c) must keep at least one hand on the steering handlebar of the device</p>
	<p>(d) must sound the bell or horn attached to the device when it is reasonably necessary to notify cyclists, pedestrians or others of the person's approach</p>

	<p>(e) must, if the device is not equipped with turn signal lights as described in paragraph (f), signify</p> <p>(i) a left turn by extending the person's left hand and arm horizontally from the device, and</p> <p>(ii) a right turn by doing either of the following:</p> <p>(A) extending the person's left hand and arm out and upward from the device so that the upper and lower parts of the arm are at right angles;</p> <p>(B) extending the person's right hand and arm out horizontally from the device</p> <p><b>[SAME AS CYCLES—If not equipped with turn signals]</b></p>
	<p>(f) must, if the device is equipped with red, white or yellow turn signal lights that are visible from behind and in front of the device, signify a right or left turn by doing either of the following:</p> <p>(i) activating the appropriate turn signal light;</p> <p>(ii) extending the person's hand and arm as described in paragraph (e) (i) or (ii), as applicable</p>
	<p>(g) must signify a stop or decrease in speed (i.e. using hand signals), by extending the person's left hand and arm out and downward from the device so that the upper and lower parts of the arm are at right angles, unless the device is equipped with a visible red light at the rear that is activated when the person operating the electric kick scooter applies the brakes</p> <p><b>[SAME AS CYCLES—If not equipped with brake/stop light]</b></p>
	<p>(h) must not operate the device other than in a standing position on the platform of the device</p>
	<p>(i) must not use the device to transport any other person</p>
	<p>(j) must not use the device to tow another person, vehicle, cycle or device and must not be towed by another person, vehicle, cycle or device</p>
	<p>(k) must not leave the device attended or unattended in a location intended for the movement of traffic</p>
	<p>(l) must not operate the device</p> <p>(i) on a highway without due care and attention or without reasonable consideration for other persons using the highway, or</p> <p>(ii) on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk</p> <p><b>[SAME AS CYCLES]</b></p>
<b>(2)</b>	<p>Despite section 165 <i>[turning at intersections]</i> of the Act and s. 16 (3) <i>[where to operate on highway]</i>, a person operating an electric kick scooter who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must</p> <p>(a) approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted,</p> <p>(b) keep to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane,</p> <p>(c) after entering the intersection, turn to the left so as to leave the intersection to the right of the line referred to in paragraph (b), and</p> <p>(d) when practicable, turn in the portion of the intersection to the left of the centre of the intersection</p> <p><b>[SAME AS CYCLES]</b></p>
	<b>ACCIDENTS</b>
<b>19 (1)</b>	<p>If, due to the operation or presence of an electric kick scooter (device) on a highway, an accident occurs and directly or indirectly results in injury to another person, the person operating the device must</p> <p>(a) remain at or immediately return to the scene of the accident,</p> <p>(b) render all possible assistance,</p> <p>(c) give to anyone sustaining injury</p> <p>(i) the person's name and address, and</p> <p>(ii) the name and address of the owner of the device, and</p>

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	(d) as soon as practicable, report the accident to a police officer and provide any information relating to the accident that the police officer may require <b>[SAME AS CYCLES]</b>
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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8846

### 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, 2022, No. 8846**” (Electric Kick Scooter Pilot).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
  - A. In Section 101, by deleting the title of Part 12 – Cycle Regulations and replacing it with “Cycle and Electric Kick Scooter Regulations”.
  - B. In Section 302, by adding the following definitions:

“Electric Kick Scooter” has the meaning given to such term in the “Electric Kick Scooter Pilot Project Regulation (B.C. Reg. 90/2021) effective April 5, 2021.”

“Electric Kick Scooter Regulations” means the *Electric Kick Scooter Pilot Project Regulation*, B.C. Reg. 90/2021 effective April 5, 2021.
  - C. In Section 302, by deleting the definition for “Mobility Lane” and replacing it with the following:

“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, planters, landscaping, parking, bollards, or similar measures, and is designated by the City Engineer for use by persons on Cycles, Skateboards, Roller Skates, Electric Kick Scooters, or non-motorized push/kick scooters.
  - D. In Section 408 – Sports on Streets, by deleting section 408.4 and replacing it with the following:
    - .4 Notwithstanding Section 408.2, no person shall propel, coast, ride or in any other way use Roller Skates, a Skateboard or an Electric Kick Scooter on any portion of the following public open spaces, plazas, or other City properties:
      - (a) 14<sup>th</sup> 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 deleting Part 12 in its entirety and replacing it with the following:

### PART 12 – CYCLE AND ELECTRIC KICK SCOOTER REGULATIONS

**1201 Must Have Adequate Brakes**

Every Cycle and Electric Kick Scooter when operated upon a Street shall be equipped with a brake adequate to control the movement of and to stop such Cycle or Electric Kick Scooter whenever necessary.

**1202 Operation of Electric Kick Scooters**

Pursuant to the *Electric Kick Scooter Regulations*, a person may operate an Electric Kick Scooter in the City, subject to compliance with this Part and all other applicable provisions of this Bylaw and the *Electric Kick Scooter Regulations*.

**1203 Operation of Cycles and Electric Kick Scooters on Sidewalks**

Despite the general prohibition on operating a Cycle or Electric Kick Scooter on a Sidewalk, a person may do so if authorized by a Traffic Control Device.

**1204 Operation of Cycles and Electric Kick Scooters in Elephant's Feet Crosswalks**

Despite the general prohibition against operating Cycles on crosswalks in the Motor Vehicle Act, a person may cross a Highway by operating a Cycle or an Electric Kick Scooter 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 authorized to ride on the crosswalk by a Traffic Control Device.

**1205 Every person operating a Cycle or Electric Kick Scooter who crosses or intends to cross a Highway as permitted by section 1204 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.

**1206 Operation of Electric Kick Scooters on Highways**

A person must not operate an Electric Kick Scooter on a Highway unless it is operated:

- .1 in a Mobility Lane, if the Highway has a Mobility Lane; or
- .2 as near as practicable to the right side of the Highway if the Highway has a posted speed no greater than 50 km/h and does not have a Mobility Lane.



## **1207 Restrictions on Operations of Electric Kick Scooters**

A person must not operate an Electric Kick Scooter:

- .1 on unpaved park trails; or
- .2 on any Highway listed in Schedule "I" of this bylaw.

## **1208 Traffic Control Devices Permitting the Use of Cycles and Electric Kick Scooters**

Any Traffic Control Device that authorizes Cycles also authorizes Electric Kick Scooters, unless otherwise provided.

- F. In Schedule "I", by deleting the title and replacing it with the following:

"ROADWAYS UPON WHICH THE USE OF SKATEBOARDS, ROLLER SKATES, AND ELECTRIC KICK SCOOTERS IS RESTRICTED UNLESS IN A MOBILITY LANE"

- G. In Schedule I, by adding the map attached to this bylaw after the list of roadways.

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

APPROVED pursuant to section 124.2 of the *Motor Vehicle Act* on the <> day of <>, 2022.

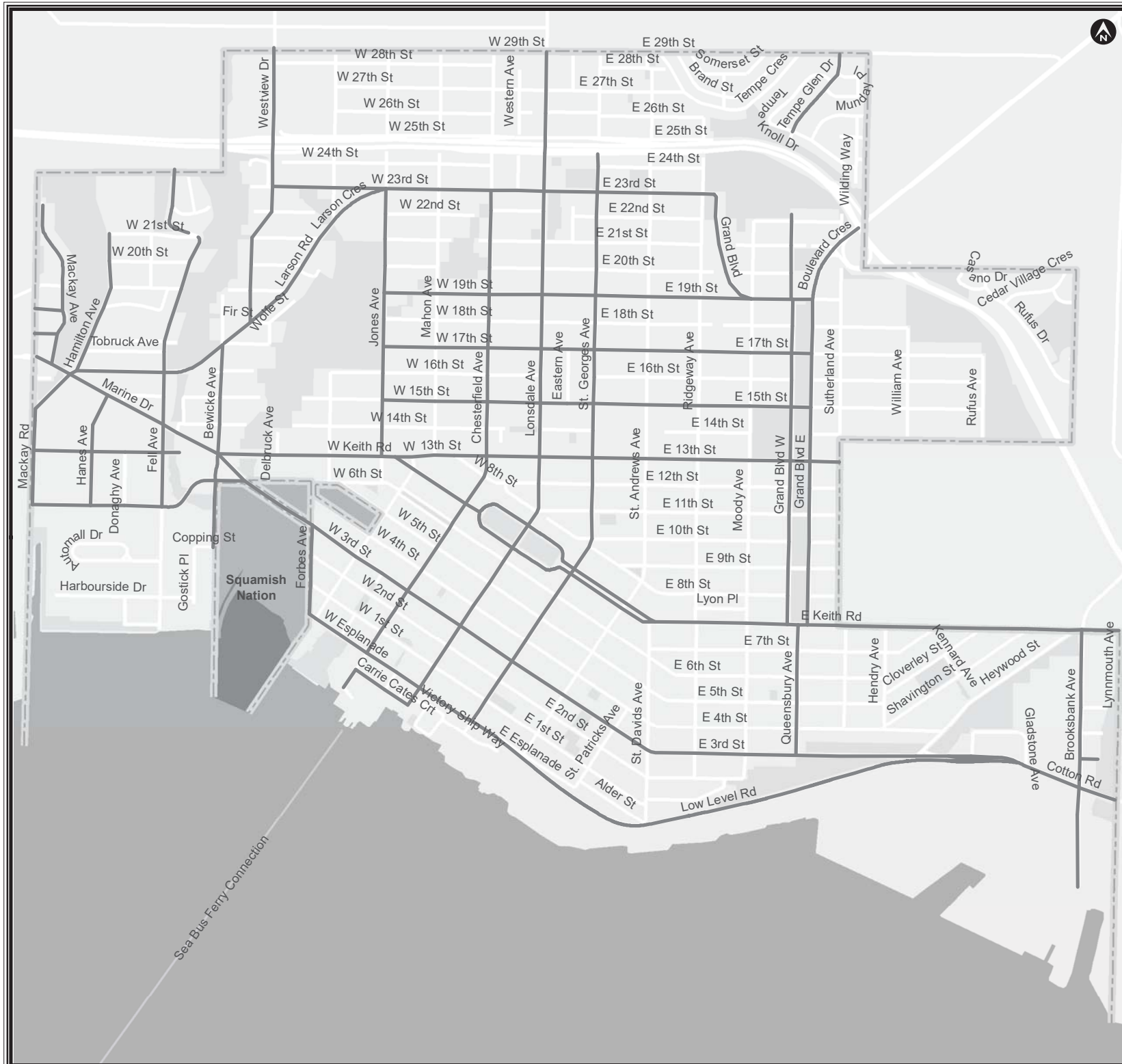
ADOPTED on the <> day of <>, 2022.

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MAYOR

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CORPORATE OFFICER



City of North Vancouver

**SCHEDULE "I" -  
Roadways upon which the  
use of Skateboards, Roller  
Skates and Electric Kick  
Scooters is restricted  
unless in a Mobility Lane**

- Legend**
- Roadways upon which the use of Skateboards, Roller Skates and Electric Kick Scooters is restricted unless in a Mobility Lane
  - City Boundary
  - Park
  - Squamish Nation

0 200 400  
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**

PUBLISHED: January 04, 2022  
FILE: Bylaw\_ScheduleI\_8\_5x11  
PATH: H:\GIS\NorthVancouver\Projects\Engineering\Transportation\Street\_and\_Traffic\_ScheduleI  
COORDINATE SYSTEM: NAD 1983 UTM Zone 10N



# 2021 Infrastructure Improvement Highlights



**Presented January 2022**

Engineering Parks and  
Environment



## EPE beyond infrastructure

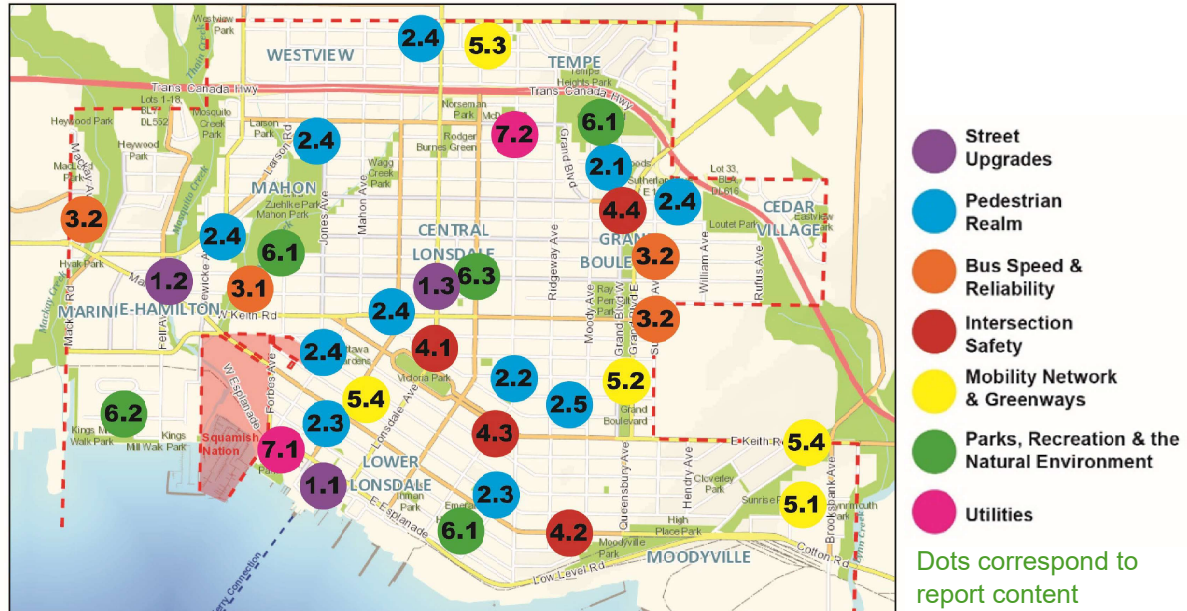


# EPE beyond infrastructure

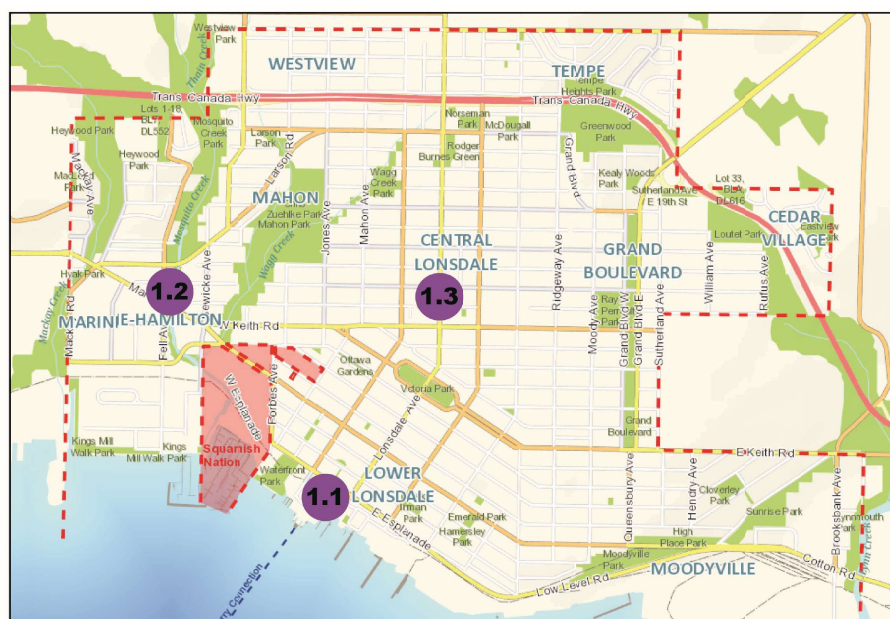




# Highlights from 2021



# Street Upgrades



# Street Upgrades

## Esplanade Complete Street:

- Design complete
- Work underway
- Scheduled completion summer 2022

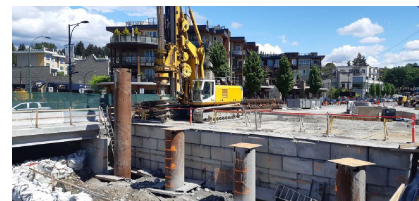
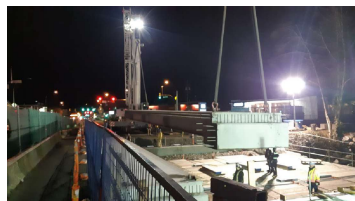
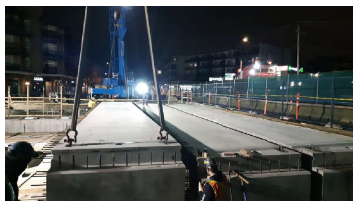


# Street Upgrades



## Mosquito Creek Bridge

- Construction complete
- Seismically sound
- New bus lanes
- Improved pedestrian access





# Street Upgrades

## Lonsdale Open Streets

- Creating a people centric high street
- Completed weather proofing
- Added more seating
- Increased cleaning services



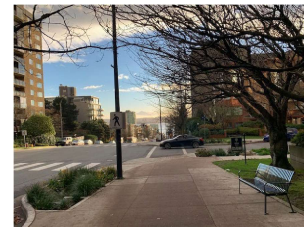
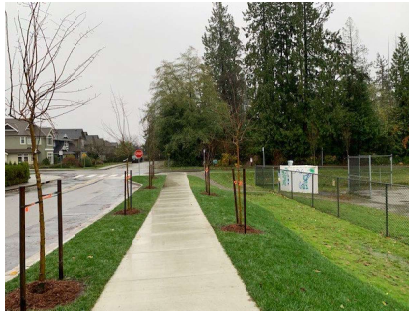
# Pedestrian Realm



# Pedestrian Realm

Providing a safe, comfortable and accessible network:

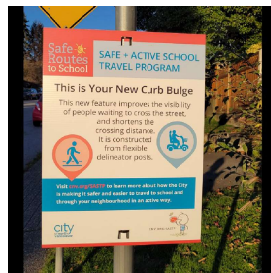
- 1200 m of new sidewalk constructed
- Improving access to school, transit and shopping for all abilities
- 10 new benches (7 on Lonsdale)
- 14 newly lit intersections
- New curb let downs



# Pedestrian Realm

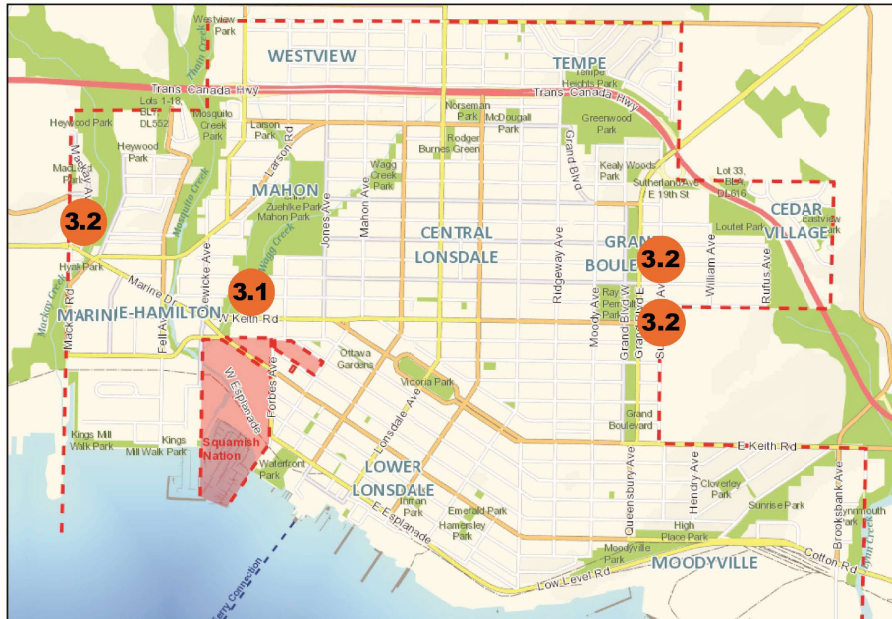
Safe Routes to School:

- Quick and cost effective safety improvements at 6 schools





# Transit Improvements



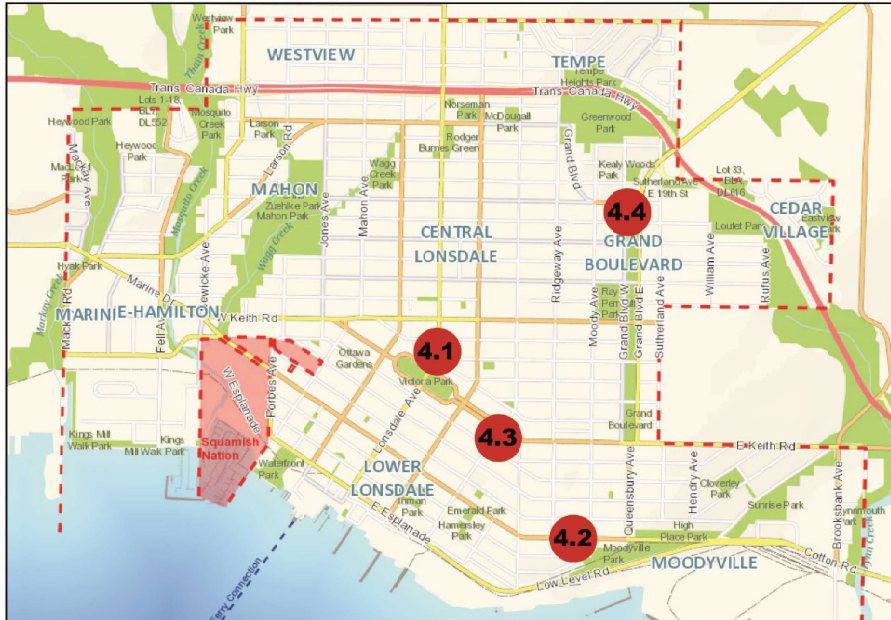
# Transit Improvements



## Bus Speed, Reliability and Accessibility:

- West Keith bus lanes support up to 21,000 transit riders have quicker trip
- Accessibility improvements at 3 stops taking CNV to top of the region with 95% of stops being accessible

# Intersection Safety



# Intersection Safety

New pedestrian signals and curb bulges to improve the crossing of Keith at St Andrews





# Intersection Safety

New signals to improve pedestrian crossings safety



# Mobility and Greenways



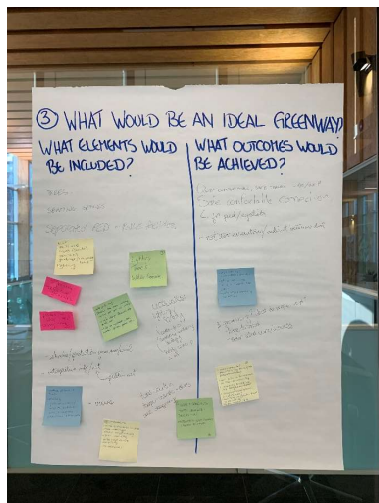
# Mobility and Greenways

Improvements to existing routes for safety and comfort



# Mobility and Greenways

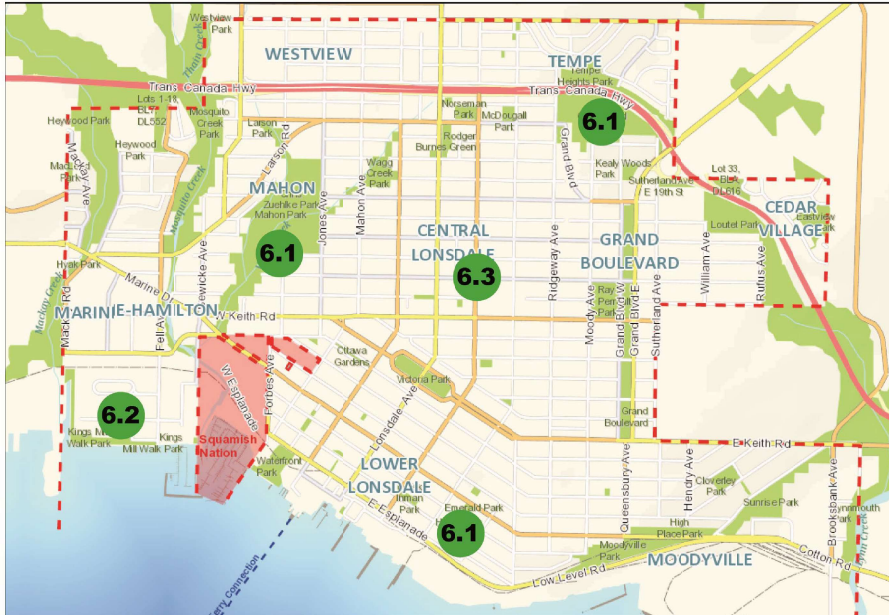
Consultation and concept design work begins for the Upper Levels neighbourhood



Many spot conflicts, such as 3<sup>rd</sup> and Chesterfield, were addressed



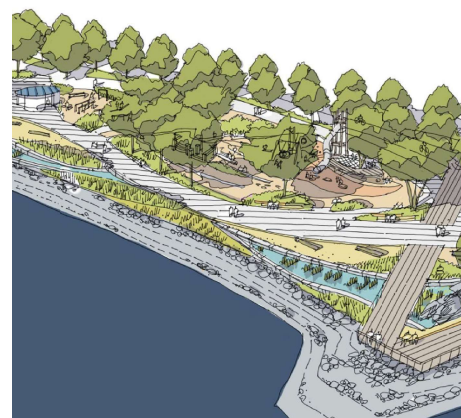
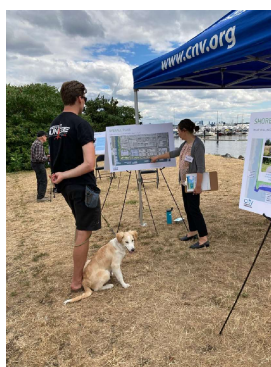
# Parks and Nature



# Parks and Nature

Planning for new and improved parks:

- Kings Mill Walk Park master plan
- 2 new central Lonsdale parks



# Parks and Nature

Renovations to 3 key City parks:

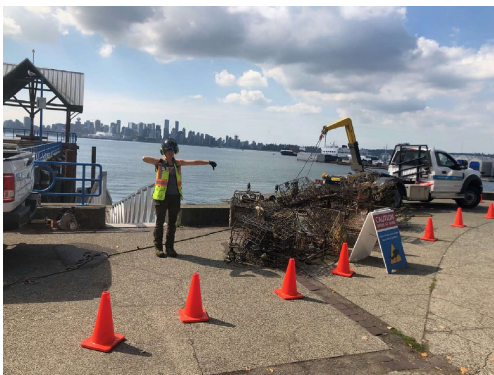
- Trail and forest rehab in Greenwood
- Lighting seating and a new play area in Hamersley
- Sand volleyball at Mahon



# Parks and Nature

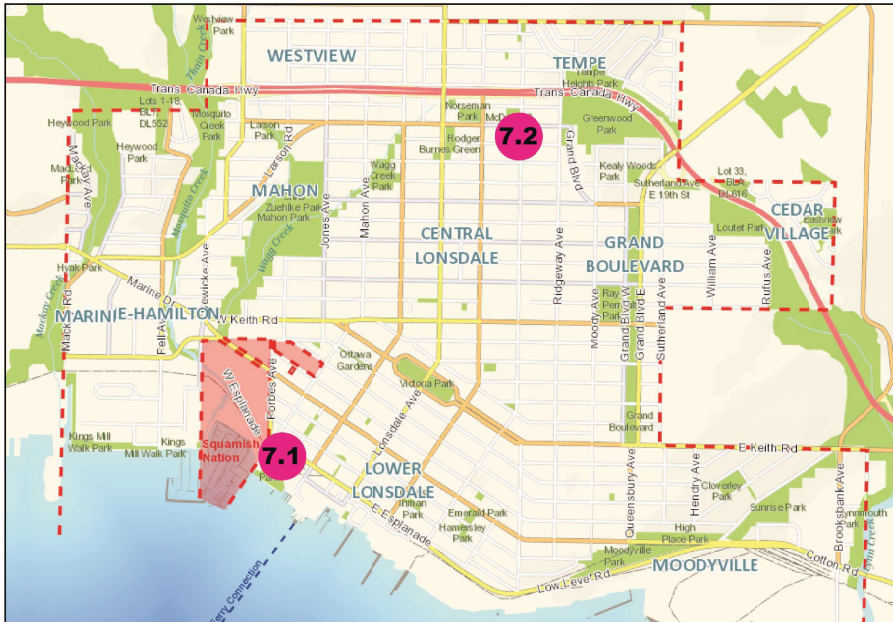
Improving our environment with our community:

- Over 2000 new trees and shrubs planted
- 21 events with community volunteers





# Utility Renewals



# Utility Renewals

Replacing aging and undersized utility pipes, at the right time, for the right cost, to ensure service continuity, is the core of the asset management work underway.

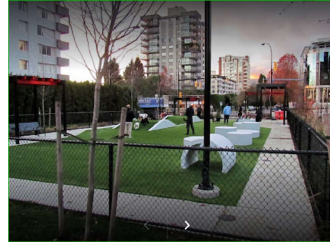


City crews constructed

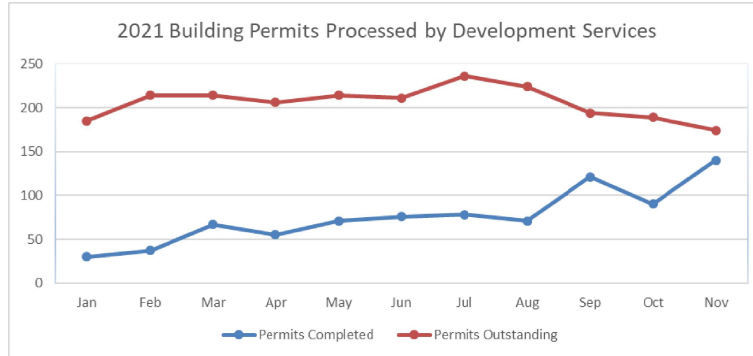
- 642m of new water main
- 168m of new sanitary main
- 322m of new storm main
- Over 300 new property connections



# Development Support



support from start to finish  
ensuring the new public realm  
provides public amenity



## 2021 and onward

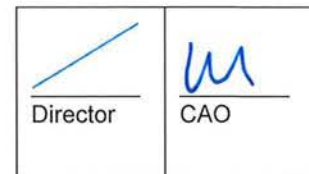
- Continue to deliver capital plan infrastructure in alignment Council's Strategic Plan and within approved funding budgets
- Collaborate with and support other departments to advance their work plans
- Collect and share data to support transparent decision making
- Deeply engage with our community around improvements to the public realm





**city**  
of north  
vancouver

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

**INFORMATION REPORT**

To: Mayor Linda Buchanan and Members of Council

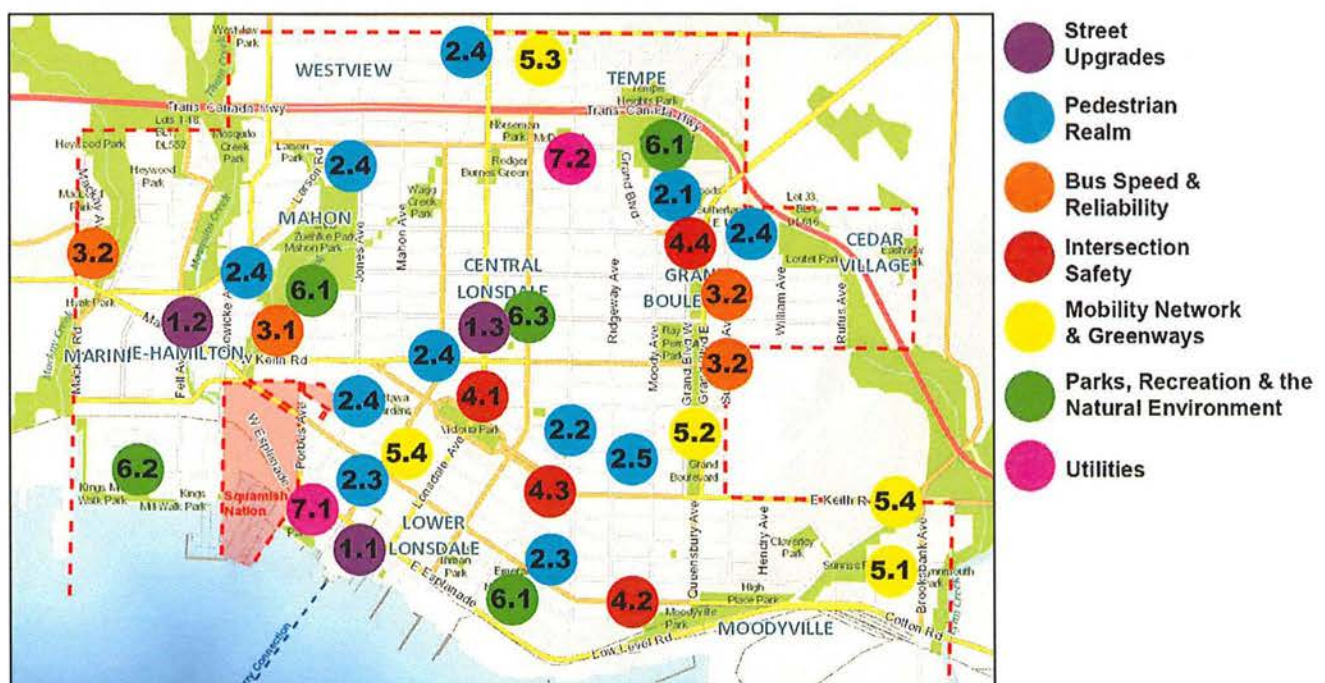
From: Douglas Pope, Director, Engineering, Parks and Environment

Subject: **ENGINEERING, PARKS & ENVIRONMENT: 2021 INFRASTRUCTURE IMPROVEMENTS HIGHLIGHTS**

Date: January 5, 2022 File No: 11-5240-01-0001/2021

The purpose of this report is to provide Council with a brief summary of capital projects completed in 2021 and an update on a number of ongoing projects.

As 2021 came to a close, and staff begin to focus on future planning, consultation, design and construction scheduling for new Council priorities, we took an opportunity to reflect on the progress against Council's past capital commitment to our community. In 2021, we were able to advance dozens of infrastructure improvements on our streets and in our parks that enable our community to feel safer and supported in how they move and use our public spaces.





**1. STREET UPGRADES**

- 1.1. Esplanade Complete Street
- 1.2. Mosquito Creek Bridge Replacement
- 1.3. Open Streets

**2. PEDESTRIAN REALM**

- 2.1. Queensbury Elementary School Area Sidewalk Project
- 2.2. St Andrew's Safety Improvement Project
- 2.3. Walking Infrastructure to Transit Project
- 2.4. Active and Safe Routes to School Improvements
- 2.5. Letdown Infill

**3. BUS SPEED, RELIABILITY AND ACCESSIBILITY**

- 3.1. West Keith Bus Lanes
- 3.2. Transit Stop Improvements

**4. INTERSECTION SAFETY**

- 4.1. New Traffic Signal: Lonsdale Avenue at Keith Road (north leg)
- 4.2. New Traffic Signal: East 3<sup>rd</sup> Street at Moody Avenue
- 4.3. Pedestrian Activated Flasher – St Andrews Avenue at Keith Road
- 4.4. Pedestrian Activated Flasher – 19<sup>th</sup> Street and West Grand Boulevard

**5. MOBILITY NETWORK AND GREENWAYS**

- 5.1. Brooksbank Repaving and New Mobility Infrastructure
- 5.2. Grand Boulevard Lighting
- 5.3. Upper Levels Greenway (Upper Levels Neighbourhood Improvement Project)
- 5.4. Conflict Spot Improvements

**6. PARKS, RECREATION AND THE NATURAL ENVIRONMENT**

- 6.1. Park Renovations and Improvements
- 6.2. Kings Mill Walk Master Plan
- 6.3. New Central Lonsdale Park at 1612 Eastern Avenue
- 6.4. Expanding the Urban Tree Canopy

**7. UTILITIES**

- 7.1. Esplanade Water Main Decommissioning
- 7.2. St Andrews Water Main Construction
- 7.3. Asset Management

**8. SUPPORTING DEVELOPMENT**

- 8.1. Process Improvements
- 8.2. Development stats
- 8.3. Utility Connections
- 8.4. Off-site improvements

**9. INTERDEPARTMENTAL COLLABORATION AND 2022 OUTLOOK**

## **1. STREET UPGRADES**

### **1.1. Esplanade Complete Street – Construction underway**

In 2021, the Esplanade Complete Street (ECS) project team has advanced the consultation and redesign of the Esplanade corridor – a top priority of the 2019 Mobility Network Strategy. During consultation for the project, staff were able to achieve record-breaking reach for engagement with:

- 3,300 visits to the Let'sTalk page;
- 104,000+ combined views through social and digital media campaigns;
- 7,000+ views of the project video;
- 3 print ads in the North Shore News;
- 4,000 postcards mailed;
- 30+ stakeholder and 1:1 business meetings.

Staff used feedback from this engagement to influence and shape the design to address consistent themes of safety, speeding and enforcement, accessible and inclusive design and on-street parking and curb access.

The project has now advanced into construction with active work between Mahon and Chesterfield Avenues.

### **1.2. Mosquito Creek Bridge Replacement**

The replacement of the Mosquito Creek Bridge brings the end of life infrastructure up to modern seismic standards and significant safety and travel improvements for cyclists, pedestrians, transit users and drivers. The new trail connection under Marine Drive will be a significant addition to the recreation and active transportation network in the area allowing people to travel from West 16<sup>th</sup> Street to the Spirit Trail on a greenway. Recent rain events have tested the pathway design that was intended to be submerged during high stream flows. Staff are working with the contractor to make refinements to the design to ensure that access to the pathway is maximized throughout the year and continues to meet the community's safety expectations.

### **1.3. Open Streets**

The City's Engineering department (EPE) is a supporting partner of the Community and Partner Engagement (CPE) department in the Open Streets initiative. EPE provides support at many levels of the initiative including planning, design and implementation of new features and the ongoing maintenance of the street. Over the past year, notable achievements with the collaboration between EPE and CPE include:

- Winterizing parklets on the 1400, 1500 and 1700 blocks of Lonsdale Avenue;
- Upgrading the aesthetics and adding seating to the west side of the 1500 block;
- Replacing more of the temporary materials;
- Maintaining a regular schedule for maintenance and garbage collection.



## 2. PEDESTRIAN REALM IMPROVEMENTS

### 2.1 Queensbury Elementary School Area Sidewalk Project

The project addressed a number of recommendations from the Active and Safe Routes to School Plan for the Queensbury Elementary School area by completing missing sidewalk segments along walking routes to school. The project has delivered over 650 metres of new sidewalk and made a direct connection from the Green Necklace to the school entrance.

### 2.2 St Andrew's Safety Improvement Project – Sidewalk Complete

The objective of the St Andrew's Safety Improvement Project is to improve pedestrian safety and introduce measures to align driver speeds with the posted speed limit. Implementation has been broken up into two components: sidewalk construction and traffic calming to be completed after the construction. Sidewalk construction has been completed and Phase 2 elements to further bring driver speeds in alignment with the posted speed limit are scheduled for spring 2022.

**FAST FACT**  
1,200 metres of  
sidewalk have been  
constructed in 2021

### 2.3 Walking Infrastructure to Transit Project

This project has been undertaken in support of the recent launch of the Marine-Main RapidBus to improve pedestrian access to stop locations. Staff developed a process to prioritize missing and deficient sidewalk segments along the RapidBus and high frequency transit corridor. With 50% funding support from TransLink, staff have completed new sidewalk segments on:

- 300 Block St Patrick's Avenue (west side) – added new sidewalk and pedestrian crossing improvements from East 3<sup>rd</sup> to 4<sup>th</sup> Streets;
- 100 Block Chesterfield Avenue (west side) – replaced existing narrow sidewalk in poor condition with a wider and more comfortable boulevard style sidewalk.

### 2.4 Active and Safe Routes to School Improvements

Staff rolled out a number of quick-build safety improvements at schools across the City, based on School Travel Plan recommendations. The quick-build method will allow staff to make rapid improvements in multiple school areas across the City ensuring equity of investment and flexibility to adapt. The first round of implementation, focused on intersection safety on popular walking routes to school, is complete. Staff created corner bulges using delineators, similar to the interventions in the Ridgeway School area, to improve sightlines and reduce crossing distances for pedestrians. Improvements support walking routes to:

- Westview Elementary School;
- St Edmunds Elementary School;





- Holy Trinity Elementary School;
- Carson Graham Secondary School;
- Sutherland Secondary School;
- Queen Mary Elementary School.

**FAST FACT**  
In 2021 Traffic  
Engineering processed  
941 Street Use Permits  
and 152 Sign Orders

## **2.5 Letdown Infill – Ridgeway School Area**

Staff and Council received a number of requests during the past year to infill the missing sidewalk letdowns in the Ridgeway School area. These letdowns were at the top of the list for installation in 2020, but due to COVID-19 capacity limitations installation was deferred. In advance of the 2021-22 school year, staff completed the infill of the missing letdowns.

## **3. BUS SPEED, RELIABILITY AND ACCESSIBILITY**

### **3.1 West Keith Bus Speed and Reliability Improvements**

This project focused on two 'hot spot' areas for transit delay within the City as identified by the 2019 Bus Speed and Reliability Review. With 60% funding from TransLink, the City installed dedicated transit lanes southbound on the 1300 Block of Jones Avenue and westbound on Keith Road approaching Bewicke Avenue (the top ranked 'hot spot' in the City). These segments are part of the Frequent Transit Network with service from Downtown Vancouver and Park Royal through Central Lonsdale to Lynn Valley used by the 240, 241 and 255 carrying approximately 21,000 passengers per week pre-pandemic and hundreds of daily boarding from neighbourhood stops.

### **3.2 Transit Stop Improvements**

In 2021, the City regained the top spot for highest proportion of accessible bus stops in the Metro Vancouver region at 95% by adding new concrete platforms that create space for wheeled mobility device users to board the bus at:

- MacKay Avenue north of Marine Drive;
- East Grand Boulevard at 13<sup>th</sup> Street;
- East Grand Boulevard at 15<sup>th</sup> Street.

**FAST FACT**  
95% of all transit stops in  
the City are accessible –  
the highest rate in the  
region

## **4. INTERSECTION SAFETY**

The City's Traffic Engineering team that monitors, evaluates and implements changes to improve safety of all road users in the transportation network has had an exceptionally productive year. In total the team has delivered improvements to 37 intersections across the City including:

- 2 new traffic signals;
- 7 new pedestrian activated flashers;
- 14 newly lit intersections;
- 11 signalized intersections now include leading pedestrian intervals;
- 11 new raised crosswalks and sets of speed humps to slow driver speeds;
- Countless minor adjustments to signal timing to make intersections safer and more efficient.

The following section highlights a small portion of the Traffic Engineering team's major capital work delivered in 2021 that has helped work toward the objectives of the Safe Mobility Strategy and Council Strategic Plan.

#### **4.1 New Traffic Signal: Lonsdale Avenue at Keith Road (North)**

Council and staff historically received regular requests for a new traffic signal at the north intersection of Lonsdale Avenue and Keith Road to aid Green Necklace users to safely cross Lonsdale. Staff completed a data driven evaluation process based on nationally recognized criteria to rank this signal against other intersections across the City. In 2021, this signal location rose to the top of the list for design and construction. The signal is now in operation in coordination with neighbouring signals improving crossing safety for pedestrians while maintaining efficiency for transit and vehicle movement on Lonsdale Avenue.

#### **4.2 New Traffic Signal: East 3<sup>rd</sup> Street at Moody Avenue**

This new signal is the first in a series along the East 3<sup>rd</sup> Street corridor that are designed to accommodate the growth of the community. The signal, and the signals to follow, will improve permeability for pedestrians across East 3<sup>rd</sup> Street, facilitate access in and out of the Moodyville neighbourhood and will allow staff to manage traffic flow along the 3<sup>rd</sup> Street corridor. While supply chain issues impacted a number of projects in 2021, to complete this signal staff had to be creative and act quickly to secure products for construction. Staff were also successful in securing \$50,000 in funding support from ICBC reducing the total project cost.

#### **4.3 Pedestrian Activated Flasher – St Andrews Avenue at Keith Road**

The intersection of St Andrews Avenue and Keith Road is at a nexus of a popular neighbourhood pedestrian route, walking route to school, a bike route, the Green Necklace and a minor arterial roadway. This intensity of use raised the intersection to a top priority for further improvement in 2021. The new pedestrian activated flasher with intersection lighting will help improve the visibility of pedestrians in the crossing addressing safety and comfort concerns expressed by the community.

#### **4.4 Pedestrian Activated Flasher – 19<sup>th</sup> Street and West Grand Boulevard**

During public engagement for the Grand Boulevard Lighting project we consistently heard that Green Necklace users felt uncertain that drivers would yield to people in the crosswalk during peak hours at 19<sup>th</sup> Street at West Grand Boulevard. Following the City's evaluation and prioritization process, this intersection rose to the top of the list for further improvement in 2021. The new pedestrian activated flasher with intersection lighting helps to ensure crosswalk users are seen and improve driver yield compliance.



## 5. MOBILITY NETWORK AND GREENWAYS

### 5.1 Brooksbank Repaving and New Mobility Infrastructure

This project has remediated the condition of the road surface on Brooksbank Avenue and capitalized on a scheduled paving project to incorporate improvements for all road users. Project highlights include 1.2 kilometres of separated bicycle lanes and dedicated left turn lanes for improved access to businesses, while maintaining efficient traffic movement. The success of the business engagement process (over 60% of businesses provided feedback) will be a model for future projects.

### 5.2 Grand Boulevard Lighting

In winter 2021, lights on the central path through Grand Boulevard Park were illuminated, bringing year round light and sense of comfort to pathway users. The project team has been working to address persistent electrical gremlins, but has rooted them out to deliver quality infrastructure on budget. Public feedback on the new lights has been very positive and the new plug receptacles on the light poles facilitate future activations of the boulevard.

**FAST FACT**  
64 lights line the 1.6m  
long central pathway  
through Grand  
Boulevard Park

### 5.3 Upper Levels Greenway (Upper Levels Neighbourhood Improvement Project) – Project Underway

Preliminary planning work undertaken by the project team in 2021 has identified options for the corridor and began to evolve the project name to better reflect the broad range of potential interventions that may be needed to deliver this active mobility and open space improvement project north of Highway 1. Due to the route options available in the Upper Levels neighbourhood, the project team is excited to advance a collaborative engagement approach with the community that is unique for a project of this scale. Through engagement in 2022, staff aim to identify a preferred alignment based on neighbour active travel patterns and address feedback received on pedestrian safety and traffic calming.

The project team is in the process of selecting a consultant, the next project milestone, to help advance the engagement, conceptual and detailed design components of the project.

### 5.4 Conflict Spot Improvement

Based on public and stakeholder feedback staff identified and addressed two mobility network conflict hotspots:

- Chesterfield Avenue, north of 3<sup>rd</sup> Street at the 7/11 – Through discussions with the business owner, we removed the on street pick-up/drop-off zone that obstructed the mobility lane and lead to regular fuel spills due to the grade and installed delineators to protect the lane from this occurring in the future.
- East Keith Road approaching Heywood Avenue – Eastbound drivers were observed to be using the mobility lane to bypass traffic to reach Brooksbank



Avenue creating a potential point of conflict. Delineators were installed to restrict drivers from using the lane and improve separation for cyclists and other mobility device users.

## **6. PARKS**

### **6.1 Park Renovations and Improvements**

City parks staff have focused on improvements at three parks in 2021:

- Greenwood Park and Kealey Woods – In a collaborative effort between staff, contractors, City Park Stewards and Queensbury Elementary School students, trail improvements and forest rehabilitation work identified in the 2020 Management Plan was completed. Work will continue in 2022 to reduce wildfire fuel loading and make the park more resilient to wildfire.
- Hamersley Park Improvements – Staff undertook renovations of this small neighbourhood park located in a mid-density neighbourhood to improve lighting, add seating, plant new trees and install a new play area.
- Mahon Park – A new sand beach volleyball court was constructed next to the sports court in Mahon Park to increase access of this popular recreation feature in the Central Lonsdale area.

### **6.2 Kings Mill Walk Master Plan**

A park master plan for Kings Mill Walk has been developed to renew and improve the park in response to changing community needs and the growing Harbourside and Marine Drive neighbourhoods. The draft plan is complete and was shaped by the Kings Mill Walk Park Master Plan Task Force and based on feedback from extensive public engagement. In 2022, staff will seek Council support of the plan that offers a vision and guidance for shoreline and habitat restoration, mitigation of the effects of sea level rise, and enhancements to the North Shore Spirit Trail and the off-leash area.

### **6.3 New Central Lonsdale Park at 1612 Eastern Avenue**

A concept plan was created with the help of community and stakeholder feedback to develop a new park in Central Lonsdale. The detailed design will be complete soon with many playful features such as an in ground trampoline, water feature, hammocks and porch swings hanging from underneath a circular covered canopy. The design also includes a small fenced dog area with water fountain, pollinator plantings and trees. This new park will provide more green space in the growing Central Lonsdale neighbourhood.

### **6.4 Expanding the Urban Tree Canopy**

The City's Environment team has hosted 386 volunteers at 21 events in eight parks in 2021 for a combined 1,209 volunteer hours contributed in the community. These events have included a combination of restoration projects through invasive species removal and new plantings at locations like Wagg Creek and

**FAST FACT**  
1,953 trees and shrubs  
have been added to the  
City's Urban Tree  
Canopy

Larson Parks. Between the Living City Tree Planting program for street trees and the natural area planting events, 1,953 trees and shrubs have been added to the City's urban tree canopy. Two more events are scheduled for 2022 that will raise the total number of planted trees and shrubs over 2,000.

## **7. UTILITIES**

The City's Utilities Section performs a number of functions from managing existing infrastructure, to the construction of upgraded utility assets and planning for future growth across the three major utility systems under the City's purview: Water, Sanitary and Storm Water. The group also supports development through facilitating connection to these systems highlighted in section 8.3. In addition to the selected projects highlighted below and development connections, the Utilities Section completed the reconstruction and upgrade of 1,132 metres of underground pipe as described:

- Water – 642 metres;
- Sanitary Sewer – 168 metres;
- Storm – 322 metres.

### **7.1 Esplanade Water Main Decommissioning**

In isolated areas, the City continues to use water main infrastructure that is over 100 years old. Through the City's asset renewal program, old services are replaced or decommissioned to ensure the system meets modern standards and capacity requirements. In July, City crews decommissioned a water main on the 200 Block of West Esplanade originally constructed in 1911. In four weeks of work, four service connections were made across the width of Esplanade to a newer and higher capacity water main. Staff applied the traffic management plan developed for the ECS project as an early test to gain insight into the possible impacts of the ECS project and identify adjustments to be made to minimize delay to the traveling public.

This decommissioning project has helped the City reduce the risk of utility network failures and disruptive emergency work on a critical goods and people movement corridor.

### **7.2 St Andrews Water Main Construction**

As a key part of supplying adequate potable water and fire flow to the growth in Central Lonsdale and the new Harry Jerome Recreation Centre much of the system connecting to the Greenwood reservoir requires upgrades. This year staff completed three key blocks on St Andrews Avenue to ensure the water system is sound.

### **7.3 Asset Management**

Building upon the Council approved Asset Management Policy, staff are completing the corporate Asset Management Strategy, the EPE Implementation Plan and the Asset Management Plans specific for each type of asset class beginning with the storm, sanitary sewer and water utility infrastructure. This is exciting work that will come forward for Council consideration and direction in 2022 and will create the complete framework for



decision making around asset investment to ensure the right balance of asset performance and total cost of ownership for the City.

## 8. SUPPORTING DEVELOPMENT AND COMMUNITY GROWTH

### 8.1 Process Improvements

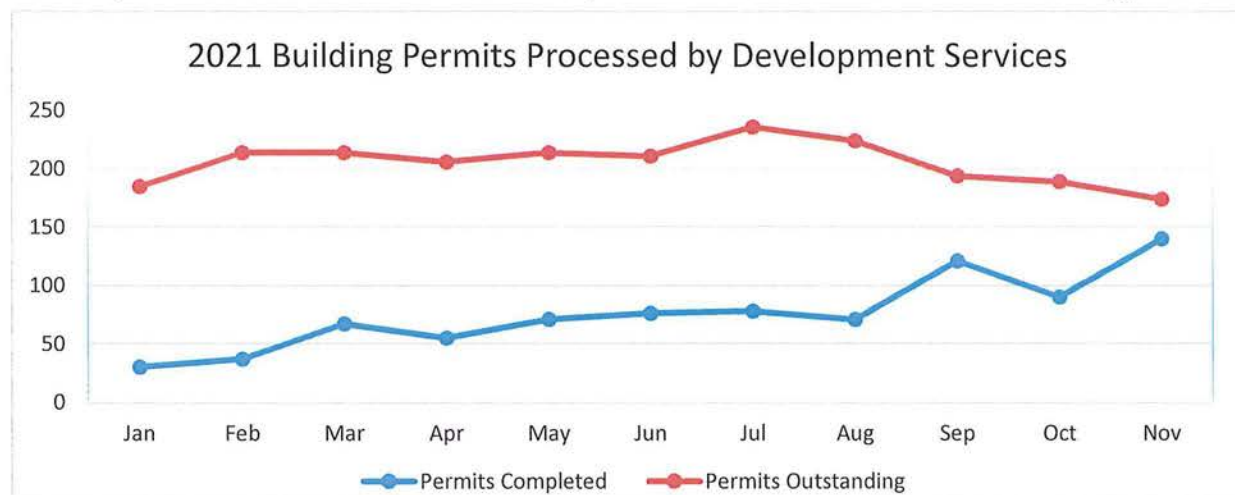
In March 2021, staff brought forward a report on Development Process Improvements and Proposed Amendments that identified a number of quick actions to address the complex regulations, guidelines and bylaws governing development. One of the *Quick Start Actions* identified in the report was to remove regulatory barriers that were identified to be slowing processing time and increasing costs for developers.

Taking quick action, Development Services brought forward a range of amendments to City bylaws and regulations to reduce processing times by simplifying requirements and creating more predictable outcomes from the review process. Among other improvements, this has resulted in eliminating municipal servicing review and upgrades for smaller building permit applications and commercial tenant improvements and updated construction values that trigger required off-site improvements.

Building off this initial work, the City has appointed a third party consulting firm to undertake an end-to-end review of all components of the development approval and construction permitting process. The goal is to deliver approvals and construction permits in a timely, predictable, transparent and effective way. A findings report is anticipated in April 2022, with recommendations for further process modifications.

### 8.2. Development Stats 2021

Due to significant development activity and staffing vacancies, Development Services began 2021 with a significant backlog of building permits to be processed. Over the past twelve months through process improvements and efficiencies refined in the review process, staff have been able to significantly reduce the permit backlog and increase output. Of particular note is staff have been able to increase output since June by 84% reducing the backlog by 18% in that same time period – despite processing an increased number of new permits. At the current intake rate, staff are on track to clear the backlog in 2022.





### 8.3 Utility Connections

Utilities staff support development through the connection of new water, sanitary and storm water services and severing old and redundant connections. For each connection or severance crews need to locate, excavate, build connections and tap into existing services, while minimizing the impact to the public. Year to date, the City's utility team has made over 300 connections and severances between the Water, Sanitary and Storm water crews to keep development moving in the City.

In some cases this work is undertaken in a complex environment like in June on the 300 block of East Keith Road. The sanitary and water crews coordinated to limit the impact of 12 new connections across the Green Necklace, on-street mobility lanes, transit and minor arterial traffic. Crews worked with Traffic Engineering and developed a plan to minimize the duration and intensity of the impact to the community by coordinating the delivery of all connections to occur within a four week period. During this time the Green Necklace was kept open for all but five days of the work and vehicle and transit traffic was detoured to create an alternating traffic pattern on the south side of the East Keith median.

#### FAST FACT

Staff have made hundreds of utility connections and severances to keep development moving

### 8.4 Offsite Improvements

When developers of signal family or duplex housing types build a new home in the City, developers can elect to complete the off-site works including sidewalk construction themselves or provide a fixed contribution for City forces to complete the work. In 2021, the Streets team has invested considerable effort to catch up on a backlog of off-site construction commitments caused in part by the impacts of COVID-19 on the 2020 construction season. The City's sidewalk crews have placed 400 cubic metres of concrete or the equivalent to 2.3 kilometres of sidewalks.

#### FAST FACT

City Sidewalk Crews have placed 400 m<sup>3</sup> of concrete – or the equivalent to 2.3km of sidewalks

## 9. INTERDEPARTMENTAL COLLABORATION AND 2022 OUTLOOK

2021 has been a successful year for City infrastructure improvements thanks to the skill and experience of other departments that contribute their time and input to enhance our design and delivery process. Examples such as:

- Collaboration with CNV Fire to perform field trials of the Esplanade designs with the City's larger fire apparatus to ensure our streets can accommodate required emergency vehicles while still maintaining a people centric feel;
- Collaboration with Transportation Planning to deliver on the priorities of the safe mobility strategy and the upcoming Mobility Strategy;
- Collaboration with CPE on supporting our businesses and the activation of our streets and parks; and,
- Collaboration with Planning and Development and IT on the improvements to the City development review and permitting processes.

EPE is looking forward to a focus on data collection and engagement in 2022 to help Council and our community participate in design and decision making around streets and park infrastructure that enables our community to thrive.

RESPECTFULLY SUBMITTED:

A handwritten signature in black ink, appearing to read "D. T. Pope", written in a cursive style.

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Douglas T. Pope, P. Eng  
Director, Engineering, Parks and Environment



 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: Matthew Menzel, Planner 2

Subject: INTRODUCTION OF REZONING APPLICATION: 1712 LONSDALE AVENUE (POLYGON 229 DEVELOPMENT LTD. / YAMAMOTO ARCHITECTURE, CD-749) AND TEXT AMENDMENT: CENTENNIAL THEATRE, 2300 LONSDALE AVENUE, 116 EAST 23<sup>RD</sup> STREET, AND NORSEMAN PARK (HARRY JEROME NEIGHBOURHOOD LANDS, CD-165)

Date: January 5, 2022 File No: 08-3400-20-0045/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, dated January 5, 2022, entitled "Rezoning Application: 1712 Lonsdale Avenue (Polygon 229 Development Ltd. / Yamamoto Architecture, CD-749) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165)":

THAT the application submitted by Polygon 229 Development Ltd. / Yamamoto Architecture, to rezone the property at 1712 Lonsdale Avenue from Comprehensive Development (CD-264) Zone to Comprehensive Development (CD-749) and to allow transfer of density from the donor site at Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165), be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

THAT the community benefits listed in the report section "Density Bonus and Community Benefits" be secured through agreements at the applicant's expense and to the satisfaction of staff;



THAT the Mayor and the Corporate Officer be authorized to sign the necessary documentation to permit solar shades, which are permanently affixed to the proposed building as an encroachment over City property;

AND THAT the Mayor and the Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion.

## ATTACHMENTS

1. Context Map (CityDocs [2114398](#))
2. Architectural Plans, dated December 15, 2021 (CityDocs [2128156](#))
3. Landscape Plans, dated December 15, 2021 (CityDocs [2127638](#))
4. Advisory Design Panel Resolution, dated April 23, 2021 (CityDocs [2046117](#))
5. Integrated Transportation Committee Resolution, dated October 20, 2021 (CityDocs [2122648](#))
6. Developer Information Session Summary (CityDocs [2079336](#))
7. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8903" (CityDocs [2123597](#))

## SUMMARY

The purpose of this report is to present, for Council consideration, a rezoning application for 1712 Lonsdale Avenue (the "subject site") to amend the Zoning Bylaw to permit a six-storey mixed-use commercial and residential development. The proposal would replace the existing service station use.

Also included in the proposal is a transfer of density from the Harry Jerome Neighbourhood Lands to the subject site to facilitate the redevelopment.

**Table 1.** *Project Information*

Applicant:	Polygon 229 Development Ltd.
Architect:	Yamamoto Architecture
Official Community Plan Designation:	Mixed Use Level 3 (MU3)
Existing Zoning:	Comprehensive Zone CD-264
Applicable Guidelines:	N/A

## DISCUSSION

### Site and Surrounding Uses

This 2,360.8 square metre (25,411.4 square foot) site is located at the north-east corner of Lonsdale Avenue and East 17<sup>th</sup> Street, with a frontage of 63.5 metres (180 feet) along Lonsdale Avenue and 37.1 metres (121.7 feet) along East 17<sup>th</sup> Street. Surrounding uses are provided in table following.

**Table 2. Surrounding Uses**

Direction	Address	Zoning	Description	OCP
North	1748 Lonsdale	C-2 (General Commercial)	4-unit, one-storey commercial	Mixed Use Level 3 (Medium Density) Max. 2.3 FSR with 0.5 FSR bonus density
South (across 17 <sup>th</sup> )	1650 Lonsdale	CD Zone	City Market and 20-storey residential strata	Mixed-Use Level 4B (High Density) Max. 3.0 FSR with 1.0 FSR bonus density
East	122 East 17 <sup>th</sup>	RM-1	3-storey residential strata	Residential Level 5 (Medium Density) Max. 1.6 FSR with 1.0 FSR bonus density
West	1701-1789 Lonsdale	C-2 (General Commercial) CD Zone	1 and 2-storey commercial	Mixed Use Level 3 (Medium Density) Max. 2.3 FSR with 0.5 FSR bonus density

## Proposal

The application proposes a six-storey mixed-use building, with two levels of commercial uses, including retail and services at ground level, office commercial uses at level two, and four levels of strata residential units within the upper levels. Parking access is provided off the rear lane. The following table provides an overview of the proposed development:

**Table 3: Development proposal overview**

Element	Proposal
<b>Density</b>	3.03 FSR
<b>Commercial Retail Space</b>	Total of 2,037.9 square metres (21,936 square feet) or 0.86 FSR, including: <ul style="list-style-type: none"> <li>851.4 square metres (9,165 square feet) of retail at Ground Level;</li> <li>1,186.5 square metres (12,771 square feet) of office at Level 2.</li> </ul>
<b>Unit Mix</b>	64 residential strata units, including: <ul style="list-style-type: none"> <li>Four (4) studio units;</li> <li>32 one-bed units;</li> <li>20 two-bed units; and</li> <li>Eight (8) three-bed units (12.5%).</li> </ul>
<b>Adaptable Units</b>	16 Level 2 adaptable units (25%)



Element	Proposal
Residential Amenity	Indoor – 78.2 square metres (842 square feet)
	Outdoor – 109.6 square metres (1,180 square feet)

## Policy Context and Planning Analysis

The subject site is designated Mixed Use Level 3 in the Official Community Plan (OCP). This designation allows for a mix of commercial and residential uses with a maximum density of 2.8 FSR (including 0.5 bonus FSR). A maximum height of 25 metres (approximately 8 storeys) is permitted.

### ***Land Use***

The proposed mix of commercial and residential uses are appropriate along the Central Lonsdale corridor, which is envisioned as a key growth corridor in the City.

The ground floor retail space as well as second floor office commercial uses are strongly supported as they would contribute to the vibrancy of Central Lonsdale.

The proposed strata residential use meets the policy objective of increasing diverse housing stock within the City. The proposed mix of unit types meets directions of the *Housing Action Plan*, including delivery of a minimum of 10% three-bedroom units to support families. The proposal also meets the *Zoning Bylaw* minimum requirement for 25% of units to meet Level 2 Adaptable Design.

### ***Built Form & Urban Design***

The proposed built form is consistent with the character of the neighbourhood. The proposed height at 21.7 metres and 6 storeys complies with OCP and will ensure the building integrates with future developments on adjoining lots as well as establishes a strong street wall along Lonsdale Avenue.

Extensive glazing treatments within the design of ground floor retail and commercial uses would enliven the streets (both along Lonsdale Avenue and East 17<sup>th</sup> Street). The development will also deliver a publicly accessible pedestrian plaza area in the south-west corner, with opportunities for a future public art installation to create an attractive public realm. This plaza will be secured for public use through a statutory right of way.

A high level of laneway activation and casual surveillance is also achieved through incorporating glazing treatments to the eastern elevation of the residential lobby; positioning of a secondary pedestrian access point for residents from the laneway; and orientating the communal outdoor amenity area and upper level private balconies towards the laneway.

The façade of the building has been designed with appropriate articulation through use of steps and recesses along the elevations, which work to break up the form of the building, and reduce the perceived bulk. The building adopts a contemporary design, and utilizes a variety of façade materials which further assists in breaking up the massing. Through integration of a strong roof line design, and a timber finish soffit, the roof provides an appropriate building cap which adds to the architectural distinction of the building, which further reduces the visual massing.

The proposed development has also provided extensive landscaping treatments throughout the site, which will soften the visual impacts of the built form.

### ***Density***

The proposed density is 3.03 FSR and consists of two components:

1. The OCP permits a maximum density of 2.8 FSR for the Mixed Use Level 3 land use designation, and
2. There is a transfer to density of 523.2 square metres (5,632 square feet).

The transfer density is from the City's Harry Jerome Lands and is restricted to commercial uses only within the subject development. The applicant has located this transfer density on the second floor to provide additional office tenancies, which would contribute to employment growth along the Lonsdale Corridor, as anticipated by the OCP.

There are few locations in the City's Mixed Use Level 3 (Medium Density) land use designations that can accommodate additional (i.e. transfer) density without the resultant building forms exceeding the height limits established in the OCP.

The OCP allows for a maximum of 25 metres (approximately 8 storeys) on the subject site. The proposed increase in density will not result in an increase in building height beyond what is proposed as it is limited by the OCP. Given that the subject site can accommodate additional density without resulting in an OCP amendment for height, the proposed density transfer is considered appropriate.

### ***Other Zoning Variances***

The proposed Comprehensive Development Zone will be based off of General Commercial C-2 zone, consistent with the proposed use types and surrounding developments. To allow the massing, the proposed bylaw would include the following modifications to the C-2 zone base rear lot line siting, building height, building width and density requirements, as outlined below.



**Table 4. Summary of Proposed Zoning Changes**

	<b>BASE C-1 ZONE</b>	<b>PROPOSED CD-749 ZONE</b>
<b>Permitted Principal Uses</b>	Retail-Service Group 1 Accessory Residential and Parking Uses	Retail-Service Group 1 Accessory Residential and Parking Uses
<b>Density Maximum</b>	2.3 FSR	3.03 FSR
<b>Lot Coverage Maximum</b>	70 percent	70 percent (no change to C-2 zone)
<b>Height Maximum</b>	12.192 metres (40 feet)	25 metres (as per the OCP)
<b>Siting</b>	6.096 metres (20 feet) from the Rear Lot Line	Rear Lot Line (Laneway): 5 metres (16 feet 7 inches)
<b>Building Width &amp; Length</b>	Maximum 30.48 metres (100 feet) above second storey	Waived

#### Rear Lot Line Setback

The proposed development will result in a variation to the siting requirements for the C-2 zone, specifically from the rear lot line, which is the eastern boundary adjacent to the laneway. The proposed development results in the following minimum setbacks on the eastern boundary (rear lot line):

- to wall – 5m (16 feet 7 inches); and
- to balcony – 3.3m (10 feet 11 inches).

The proposed variation to the Zoning Bylaw is considered appropriate given that the eastern elevation of the building has been designed with a stepped form. The rear boundary setback is between 5 metres (16 feet 7 inches) and 14 metres (46 feet, 1-1/2 inches) to the walls. The majority of the building has been designed with a rear boundary setback of 14 metres (46 feet, 1-1/2 inches), which well exceeds the rear boundary setback requirement of 6.096 metres (20 feet).

The minor reduction in the rear boundary setback will have no impacts with respect to overshadowing of adjoining dwellings and will ensure that residents achieve an adequate level of access to sunlight and prevailing breezes. The proposal achieves a minimum building separation of approximately 14 metres from the nearby residential use at 122 East 17<sup>th</sup> Street. Furthermore, the proposed development will not result in any additional overlooking impacts, in comparison to a building under the C-2 Zone.

#### Building Width and Length

The proposed development will result in a variation to the building width and length requirements set for the C-2 zone. The proposed development results in a maximum building width of 57.74m (189 feet 6-1/2 inches).

Despite not meeting the relevant building width and length requirement, the proposed elevations have been designed with appropriate articulation along the length of the building, including steps in the building line, and inclusion of recessed balconies. The building also adopts a contemporary design, which utilizes a variety of façade materials and strong roof line. These built form elements appropriately break up the form of the

building, and reduce the perceived building bulk, despite the variance to building length and width.

### ***Parking, Loading and Transportation***

The site is easily accessible through a wide range of transportation modes, as outlined below:

Lonsdale Avenue:

- Frequent Transit Corridor (service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week);
- Future Rapid Transit Corridor;
- Part of the Primary Pedestrian Precinct; and
- Major Arterial (with a function of moving traffic though the City).

East 17<sup>th</sup> Street:

- Future AAA Bike Route / Mobility Lane corridor;
- Part of the Primary Pedestrian Precinct; and
- Collector road (with a function to move traffic from Local roads to Arterial roads).

The development would gain vehicle access via two new access points from the laneway to the east. The driveway in the north-east portion of the site would provide access to seven parking spaces, which are intended to be for commercial parking. The second driveway would provide access to the underground parkade, as well as access to the off-street loading zone.

### ***Vehicle Parking, Bicycle Parking & Loading***

The development has provided a total of 115 vehicle parking spaces, which is in accordance with the requirements of the Zoning Bylaw. Further, the proposed development has provided a total of 155 bicycle parking spaces, which is consistent with the requirements of the Zoning Bylaw.

Table 5 provides a summary of the car parking provided:

***Table 5: Proposed Vehicle and Bicycle Parking***

<b>Car Parking</b>	Total of 117 spaces, comprised of: <ul style="list-style-type: none"> <li>• 70 Resident parking spaces (including two (2) disability spaces);                             <ul style="list-style-type: none"> <li>○ 1.09 spaces per unit;</li> </ul> </li> <li>• 6 Residential Visitor spaces (including one (1) disability space); and</li> <li>• 41 commercial spaces (including two (2) disability spaces).</li> </ul>
<b>Bicycle Parking</b>	Residential: <ul style="list-style-type: none"> <li>• Secure – 123 spaces;</li> <li>• Short Term – 12 spaces.</li> </ul>



	<p><i>Note: 10 of the 123 secure spaces have been provided for cargo bikes.</i></p> <p>Commercial:</p> <ul style="list-style-type: none"> <li>• Secure – 8 spaces;</li> <li>• Short Term – 12 spaces.</li> </ul>
<b>Loading Spaces</b>	Two (2) at-grade loading bays.

### Loading and Servicing

The proposal has provided two off-street loading bays, generally consistent with the requirements of the Zoning Bylaw. This arrangement will ensure all loading, including garbage and recycling, will be undertaken on-site, and will therefore not impact the functionality of the road network.

The development involves a minor variation to the loading bay dimensions, which is resulting from one loading bay having smaller dimensions than required by the Zoning Bylaw, i.e. 3 metre (9 feet) in width, and 7.5 metres (30 feet) in length. Despite not being strictly in accordance with the Zoning Bylaw, the slightly smaller loading bay is determined to be of sufficient size to accommodate a Light Single Unit Truck. A technical report provided by the applicant's transportation specialist has demonstrated that the majority of the retail and office deliveries will be made by smaller trucks and panel vans, given the small size of the commercial units, and the limited demand for deliveries generated by office tenancies.

### Infrastructure Upgrades / Land Dedications

The proposal has provided a 1.8 metre land dedication to allow for the future provision of a mobility lane along the East 17<sup>th</sup> Street frontage. This will facilitate the delivery of the AAA Bike Network along East 17<sup>th</sup> Street in the future. No development will occur within the 1.8 metre land dedication. The design of the mobility lane will be undertaken by the City as part of a coordinated design review for the broader bicycle network, separate from the application.

The applicant has also offered to make a financial contribution of \$135,000 towards the upgrade of the signals at the East 17<sup>th</sup> Street and St. Georges Avenue intersection.

### **Density Bonus and Community Benefits**

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the Official Community Plan, allows for density bonuses beyond 2.3 FSR in the Mixed Use Level 3 land use designation, up to a maximum of 2.8 FSR.

The proposed project would include community benefits valued at approximately \$3.8 million dollars, as outlined in Table 8 below.

**Table 8. Estimated Value of Community Benefits through Density Bonusing**

Density Value Calculation	Value
Density Bonus to 2.3 FSR / OCP Density (@ \$25 / sq. ft.)	\$1,410,334.37
Density Bonus to 2.8 FSR Max Bonus (@ \$190 / sq. ft.)	\$2,414,085.85
<b>Total Value of Community Benefits</b>	<b>\$3,824,420</b>

The policy provides a number of community benefits options for projects seeking additional density and seeks to ensure the City receives value for additional density granted. The specific amenities and benefits included in the proposed project are described in Table 9 below and would be secured as conditions of receiving a density bonus should Council wish to proceed with the proposed project.

**Table 9. Community Benefits Allocation**

Community Benefit	Value
<b>A. Cash Contributions</b>	
Contribution to Community Amenity Reserve Fund (80%)	\$3,059,536
Contribution to Affordable Housing Reserve Fund (20%)	\$764,884

### Density Transfer

As mentioned previously in this report, this project includes the proposed purchase of transfer density from the Harry Jerome Lands as the density donor site (2300 Lonsdale Avenue and 116 East 23<sup>rd</sup> Street, CD-165), in accordance with Section 2.3 of the Official Community Plan. Such transfers reallocate density from one site to another and do not increase the overall density contemplated by the OCP.

The applicant is proposing to purchase the additional density from the City at the current market value for a strata office density in a concrete tower. For a purchase of 0.23 FSR (523.2 square metres or 5,632 square feet) of transfer density at a rate of \$187.15 per square foot, it will result in an estimated cash contribution to the City of approximately \$1,054,000, which can be allocated at Council's discretion.

The proposed rate was supported by a third party appraisal conducted by CWPC Property Consultants Ltd. with an effective date of October 27, 2021 and agreed to by the applicant.

In addition to CAC contribution and density purchase from the City, the following items would be secured as conditions of this development:

- public art with a value of \$160,000 (approximately 1% of the construction costs);
- public access right-of-way at the south-west corner of the site to provide public access to the proposed plaza;
- dedication of 1.8 metre for road widening; and
- a financial contribution of \$135,000 for the upgrade of the signals at the intersection at East 17<sup>th</sup> Street and St. Georges Avenue.



## **Legal Agreements**

The following would be secured as conditions of this rezoning:

- Servicing Agreement;
- Pedestrian Statutory Right-of-Way;
- Shoring, Crane Swing, and Staging License Agreement;
- Flooding Covenant; and
- Community Energy Agreement.

In accordance with Subdivision and Development Control Bylaw, storm water is required to be generally managed on the private property. A review of the applicant's proposed preliminary strategy shows that it relies heavily on City property (i.e. the roadway). If this project moves forward, in order to meet the storm water management requirements for the site, the applicant will be required to perform further design and significantly increase the amount of on-site storm water management (this condition will be included in the Site Servicing Agreement). Should the City's roadway space be required to accommodate private storm water management capacity, significant additional public benefit must be demonstrated, such as soil bio cells to benefit boulevard tree canopy, and additional legal agreements may be required.

## **ADVISORY BODY INPUT**

### **Advisory Design Panel**

The application was reviewed by the Advisory Design Panel (ADP) on April 21, 2021. The Panel recommended approval of the proposal subject to addressing the following issues to the satisfaction of staff:

- Further review of the residential setback;
- Review and explore the roof overhangs on the Lonsdale façade;
- Expand the outdoor amenity space;
- Clarify the lane to address CPTED concerns and improve bike room security;
- Consider incorporating public art into the corner of 17th Street to enhance the significance of the corner and bring a community focus;
- Consider some form of greenery or wall mural on the north façade;
- Increase masonry detail and depth at punched windows; and
- Consider additional details to express solar shading or passive concepts.

Revised designs were subsequently submitted that address the above concerns to the satisfaction of staff.

## **Integrated Transportation Committee**

The application was reviewed by the Integrated Transportation Committee (ITC) on October 6, 2021. The Panel unanimously provided supported the proposal and made the following recommendation:

- The Committee recommends the developer review bicycle parking to ensure parking can accommodate larger cargo bikes and trailers.

Revised designs were subsequently submitted that address the above concerns to the satisfaction of City staff. This includes the provision of 10 cargo bike spaces within the P1 Level.

## **COMMUNITY CONSULTATION**

A Developer's Information Session was held on April 29, 2021 and was attended by seven people. A total of three comment forms were submitted and nine emails were received; five indicated support for the project, two provided conditional support, four were opposed, and one did not specify support or opposition.

The main reasons for support were:

- The development revitalizing the northern portion of Lonsdale Avenue;
- The addition of new commercial services and business opportunities to the area;
- The addition of office space, providing new employment opportunities to North Shore residents;
- The development increasing the availability of new homes; and
- The building being well designed.

The main concerns were:

- Building height;
- View impacts;
- Traffic impacts on adjoining residents;
- Lack of affordable housing;
- Lack of integration with surrounding built form along Lonsdale Avenue; and
- Use of low carbon building materials, i.e. concrete & insulation.

A summary of the public consultation, as prepared by the applicant, is available in Attachment #6.

## **Process When No Public Hearing Held**

On November 25, 2021, Bill 26 - Municipal Affairs Statutes Amendment Act (No. 2), 2021 was given Royal Assent and most of the legislative amendments in the Bill came into force. This included a change to the Local Government Act to provide that a local government is not required to hold a public hearing on a proposed zoning bylaw if the bylaw is consistent with the OCP. This replaced the former provision that allowed local



governments to waive a public hearing. Local governments now have to make a positive decision to have a public hearing as opposed to deciding to waive a public hearing.

Given the proposal's consistency with the OCP, and feedback from the public during the consultation period, staff recommend that no public hearing be held for this application.

Should Council wish to refer the application to public hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8903" (Polygon 229 Development Ltd. / Yamamoto Architecture, 1712 Lonsdale Avenue, CD-749) (the Density Receiver Site) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165) (the Density Donor Site) be considered and referred to a Public Hearing;

## FINANCIAL IMPLICATIONS

As discussed under the Density Bonus and Community Benefits section, this application, if approved, would generate the following monetary benefits for the city:

- Cash CAC contribution: approximately \$3,824,420
- Purchase of density from the City: approximately \$1,054,000
- Financial contribution towards signal upgrade: \$135,000
- Total monetary contribution (sum of the above three items): \$5,013,420.

These financial benefits are in addition to other City requirements such as DCCs, public art and road dedication.

## CONCLUSION

This proposal is in alignment with goals and objectives of the OCP and Council Strategic Plan to intensify employment generating uses, and to increase and diversify the residential housing stock within the Lonsdale Regional City Centre. The proposal will also contribute to delivery of key transportation infrastructure, including the AAA bike network and intersection upgrades, as well as funds to support community amenities and enhancements through Capital Plan process.

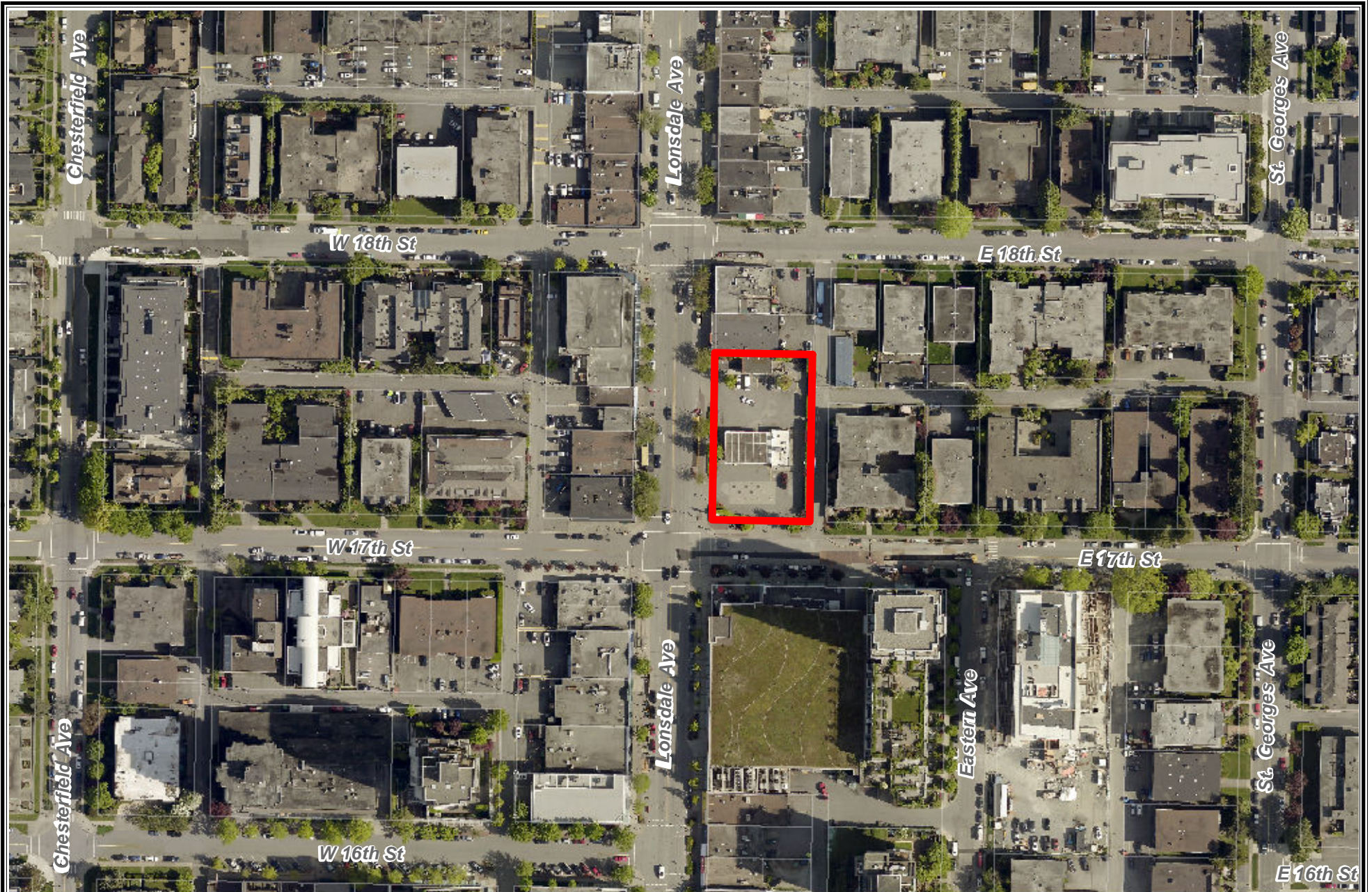
RESPECTFULLY SUBMITTED:



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Matthew Menzel  
Planner 2







STATISTICS:

CIVIC ADDRESS:	1712 LONSDALE AVENUE, NORTH VANCOUVER, BC			
LEGAL DESCRIPTION:	LOT 8 BLOCK 18 DISTRICT LOT 549 PLAN 5042			
ZONING:	C-D			
TOTAL SITE AREA:	2,360.8 SQ.M.	=	(25,411.4 SQ.FT.)	(0.583 ACRES)

BUILDING HEIGHT	PROPOSED
	6 STOREYS

SETBACKS	REQUIRED	PROVIDED
WEST - LONSDALE	-	8'-4"
SOUTH - E 17TH STREET	-	12'-0"
EAST - LANE	-	16'-7"
NORTH	-	0

FLOOR SPACE RATIO	ALLOWABLE	PROPOSED
4.7.1(a)	2.80 FSR	3.022

PROPOSED FLOOR AREA :	NET AREA:	NET AREA:	GROSS AREA:
1ST FLOOR COMMERCIAL:	851.4 SQ.M.	(9,165.0 SQ.FT.) +	570.0 SQ.FT. (LOBBY) 9,735.0 SQ.FT.
1ST FLOOR RESIDENTIAL:	113.2 SQ.M.	(1,219.0 SQ.FT.) +	570.0 SQ.FT. (LOBBY) 1,789.0 SQ.FT.
2ND FLOOR OFFICE:	1,186.5 SQ.M.	(12,771.0 SQ.FT.) +	12,771.0 SQ.FT.
2ND FLOOR RESIDENTIAL:	79.6 SQ.M.	(857.0 SQ.FT.) +	842.0 SQ.FT. (AMENITY) 1,699.0 SQ.FT.
3RD FLOOR :	1,225.7 SQ.M.	(13,193.0 SQ.FT.) +	80.0 SQ.FT. (ADAPTABILITY) 13,273.0 SQ.FT.
4TH FLOOR :	1,225.7 SQ.M.	(13,193.0 SQ.FT.) +	80.0 SQ.FT. (ADAPTABILITY) 13,273.0 SQ.FT.
5TH FLOOR :	1,225.7 SQ.M.	(13,193.0 SQ.FT.) +	80.0 SQ.FT. (ADAPTABILITY) 13,273.0 SQ.FT.
6TH FLOOR :	1,225.7 SQ.M.	(13,193.0 SQ.FT.) +	80.0 SQ.FT. (ADAPTABILITY) 13,273.0 SQ.FT.
ROOF :			
TOTAL :	7,133.4 SQ.M.	(76,784.0 SQ.FT.) +	2,302.0 SQ.FT. 79,086.0 SQ.FT.
(RESIDENTIAL)		(54,848 SQ.FT.)	
(COMMERCIAL)		(21,936 SQ.FT.)	

BALCONY EXCLUSION CALCULATION :

1ST FLOOR : 0  
2ND FLOOR : 0  
3RD FLOOR : 111 SQ.FT. (10 S.M.)  
4TH FLOOR : 1007 SQ.FT. (94 S.M.)  
5TH FLOOR : 1007 SQ.FT. (94 S.M.)  
6TH FLOOR : 1007 SQ.FT. (94 S.M.)

TOTAL : 3132 SQ.FT. (291 S.M.) = 5.71% OF RESIDENTIAL NET AREA

PARKING:

COMMERCIAL : 21936 SF = 2038 SM  
# OF RESIDENTIAL SUITES: 64

	REQUIRED	VEHICLE PROVIDED	ALLOWED	SMALL CAR PROVIDED	REQUIRED	ACCESSIBLE PROVIDED
COMMERCIAL	(1 SPACE PER 50 S.M.) 41	41			(1 SPACE FOR EACH 25 REQUIRED SPACES) 2	2
RESIDENTIAL	(1.05 SPACES PER UNIT) 67	70			(0.038 SPACES PER UNIT) 2	2
VISITORS	(0.1 SPACE PER UNIT) 6	6			(1 SPACE TO BE PROVIDED FOR VISITOTS) 1	1
TOTAL :	114	117			5	5

(ALL RESIDENTIAL PARKING SPACES ARE REQUIRED TO HAVE MIN. LEVEL 2 ELECTRICAL CHARGING OUTLETS)  
(MIN. 20% OF ALL COMMERCIAL PARKING SPACES AND 20% OF ALL RESIDENTIAL VISITOR PARKING SPACES ARE REQUIRED TO HAVE MIN. LEVEL 2 ELECTRICAL CHARGING OUTLETS)

LOADING:

REQUIRED	PROVIDED
2	2

BICYCLE PARKING:

	REQUIRED	SHORT TERM PROVIDED	REQUIRED	SECURE PROVIDED
COMMERCIAL	(6 SPACES PER 1000 S.M. G.F.A.) 12	12	(1 SPACE PER 250 S.M. G.F.A.) 8	8
RESIDENTIAL	(6 SPACES PER EVERY 60 UNITS) 12	12	(1.5 SPACES PER UNIT) 96	123

TOTAL :	24	24	104	131
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(1 ELECTRICAL OUTLET FOR EVERY 4 SECURE BIKE SPACES IS REQUIRED)

ADAPTABLE DESIGN STATISTICS:

FLOOR LEVEL	NUMBER	LEVEL OF ADAPTABLE DESIGN LEVEL-1	LEVEL-2	FLOOR AREA EXCLUSION
1ST FLOOR	0	0	0	
2ND FLOOR	0	0	0	
3RD FLOOR	16	0	4	80.0 SQ.FT.
4TH FLOOR	16	0	4	80.0 SQ.FT.
5TH FLOOR	16	0	4	80.0 SQ.FT.
6TH FLOOR	16	0	4	80.0 SQ.FT.
TOTAL	64	0	16	320.0 SQ.FT.

APARTMENT UNIT BREAKDOWN:

UNIT TYPE	NUMBER	PERCENTAGE	AVERAGE AREA
STUDIO	4	6.25%	440 SQ.FT.
1-BED	32	50%	608 SQ.FT.
2-BED	20	31.25%	846 SQ.FT.
3-BED	8	12.50%	1070 SQ.FT.
	64	100%	

GARBAGE / RECYCLING ROOM AREA CALCULATION :

RESIDENTIAL :  
AREA REQUIRED = 0.486 SQ.M. X 64 (UNITS) = 31.104 SQ.M.  
AREA PROVIDED = 33.00 SQ.M.

COMMERCIAL :  
AREA REQUIRED = 0.023 SQ.M. PER SQ.M. OF COMM. RETAIL +  
0.026 SQ.M. PER SQ.M. OF COMM. RESTAURANT +  
0.010 SQ.M. PER SQ.M. OF COMM. OFFICE  
= 0.023 X 474 +  
0.026 X 246 +  
0.010 X 1032  
= 10.902 + 6.396 + 10.32  
= 27.618 SQ.M.  
AREA PROVIDED = 28.00 SQ.M.

LOT COVERAGE CALCULATION :

GREEN AREA AS SHOWN ON A1.3 : 15,565 SQ.FT.  
LOT (SITE) AREA : 25,411.4 SQ.FT.  
LOT COVERAGE : 61.25%

NO --

DATE --

ISSUE --

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YAMAMOTO  
ARCHITECTURE

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Vancouver, BC V5T 1R5  
T – 604 731 1127 F – 604 731 1327

PROJECT --

MIXED-USE  
--  
  
1712 LONSDALE AVENUE  
NORTH VANCOUVER, BC

DRAWING TITLE --  
STATISTICS

SCALE --

DATE -- Dec.15, 2021

DRAWN --

CHECKED --

SHEET NO. --  
A0.1

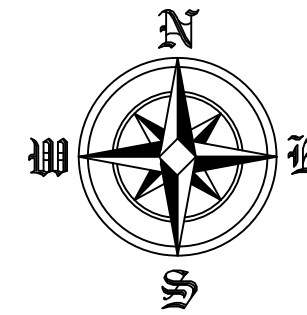
PROJ NO -- 2015

TOPOGRAPHIC PLAN OF LOT A (SEE M 32263-L)  
OF LOT 8 BLOCK 18 DISTRICT LOT 549 PLAN 5042

0 5 10 15  
SCALE 1:200 DISTANCES ARE IN METRES

ELEVATION DERIVATION

ELEVATIONS ARE DERIVED FROM CITY  
OF NORTH VANCOUVER CONTROL MONUMENT  
No. 73H1030 ELEVATION=99.541m  
(CVD28GVR02018)



LONSDALE AVENUE

EAST 17th STREET

LEGEND:

- PP DENOTES POWER POLE  
GW DENOTES GUY WIRE  
BO DENOTES BOLLARD  
CB DENOTES CATCH BASIN  
SB DENOTES SERVICE BOX  
EB DENOTES ELECTRICAL BOX  
MH DENOTES MANHOLE  
TS DENOTES TRAFFIC SIGNAL  
GV DENOTES GAS VALVE  
SN DENOTES SIGN  
LS DENOTES LAMP STANDARD (UNLESS NOTED OTHERWISE)  
IC DENOTES INSPECTION CHAMBER  
TW DENOTES TOP OF WALL  
MW DENOTES MONITORING WELL  
DEC DENOTES DECIDUOUS

XXX# TREE TYPE DL X  
TREE CANOPY RADIUS (m)  
TREE CALIPER (mm)

NOTES:  
PROPERTY LINES ARE DERIVED FROM FIELD SURVEY  
OFFSETS TO PROPERTY LINES ARE NOT TO BE USED  
TO DEFINE BOUNDARIES

THIS PLAN SHOULD BE READ IN CONJUNCTION WITH  
TITLE No. CA7941279 TO CONFIRM ANY CHARGES THAT  
MAY AFFECT THIS PLAN

THIS PLAN SHOWS THE LOCATION OF VISIBLE FEATURES ONLY  
AND DOES NOT INDICATE BURIED SERVICES THAT MAY EXIST  
ON OR AROUND THE SUBJECT SITE

DISCLAIMER:  
THIS PLAN HAS BEEN PREPARED FOR MORTGAGE AND/OR  
MUNICIPAL PURPOSES ONLY AND IS FOR THE EXCLUSIVE  
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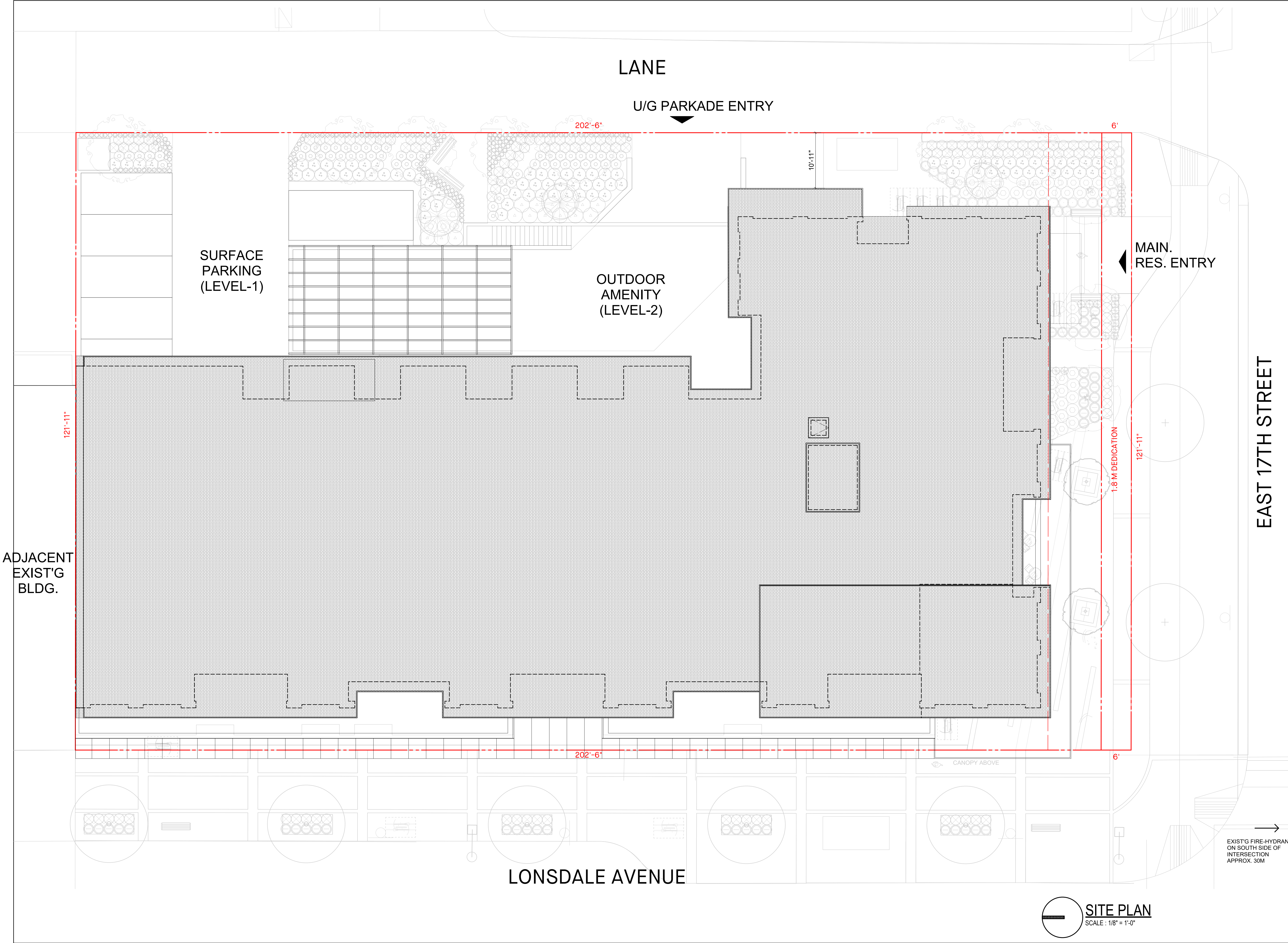
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MARCH 17, 2020  
BUTLER  
SUNDVICK  
File: 5368  
Dwg: 5368-T

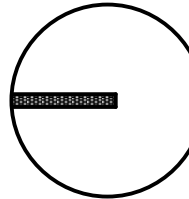
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Surrey, BC V4N 3S4  
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Tel. 604-513-9611

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PROJECT -		
MIXED-USE		
1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE - SURVEY OVERLAY		
SCALE -	SHEET NO. -	
DATE - Dec.15, 2021	A1.1	
DRAWN -		
CHECKED -	PROJ NO - 2015	



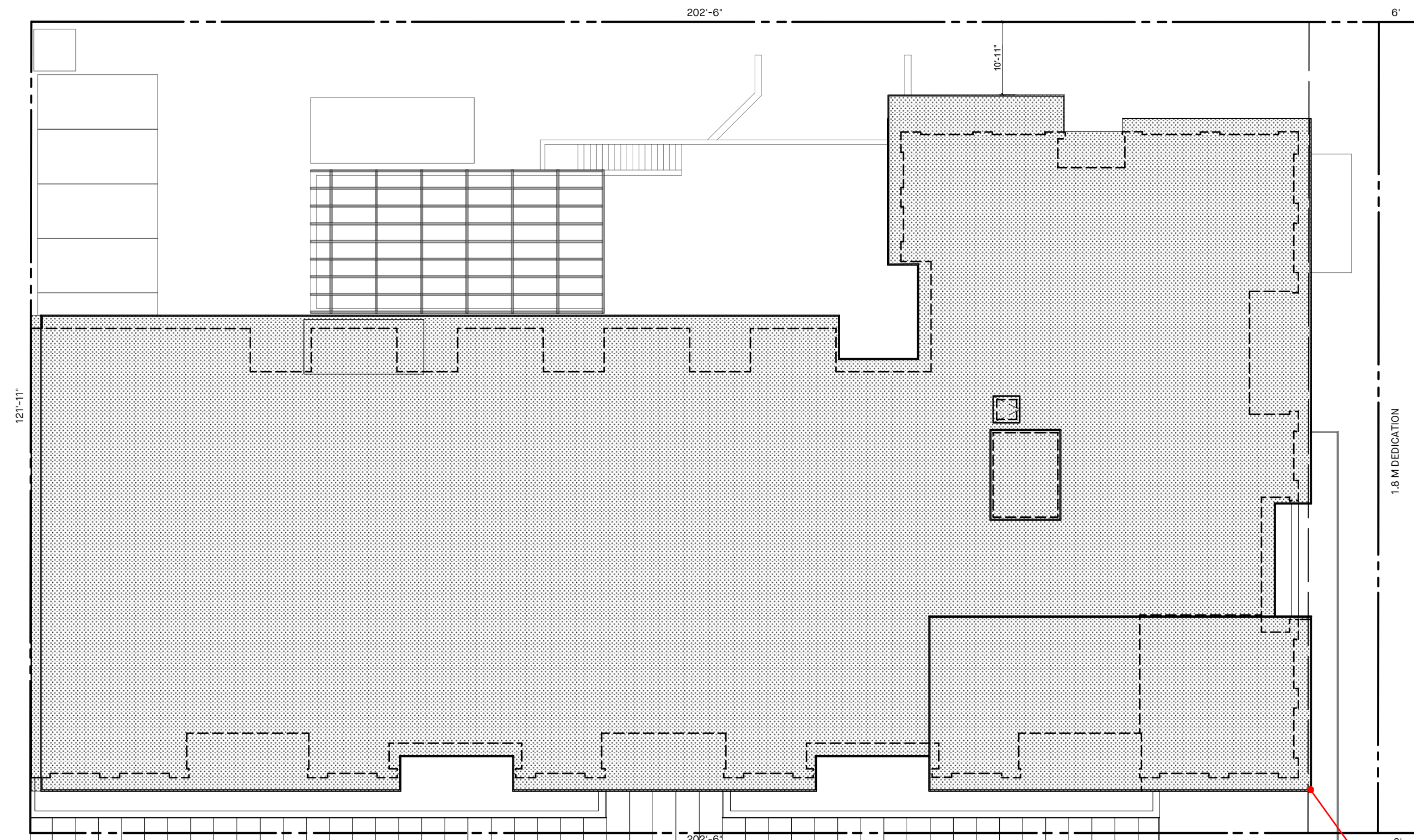


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PROJECT —		
MIXED-USE		
—		
1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE — SITE PLAN		
SCALE —	SHEET NO. —	
DATE — Dec.15, 2021	A1.2	
DRAWN —		
CHECKED —	PROJ NO — 2015	

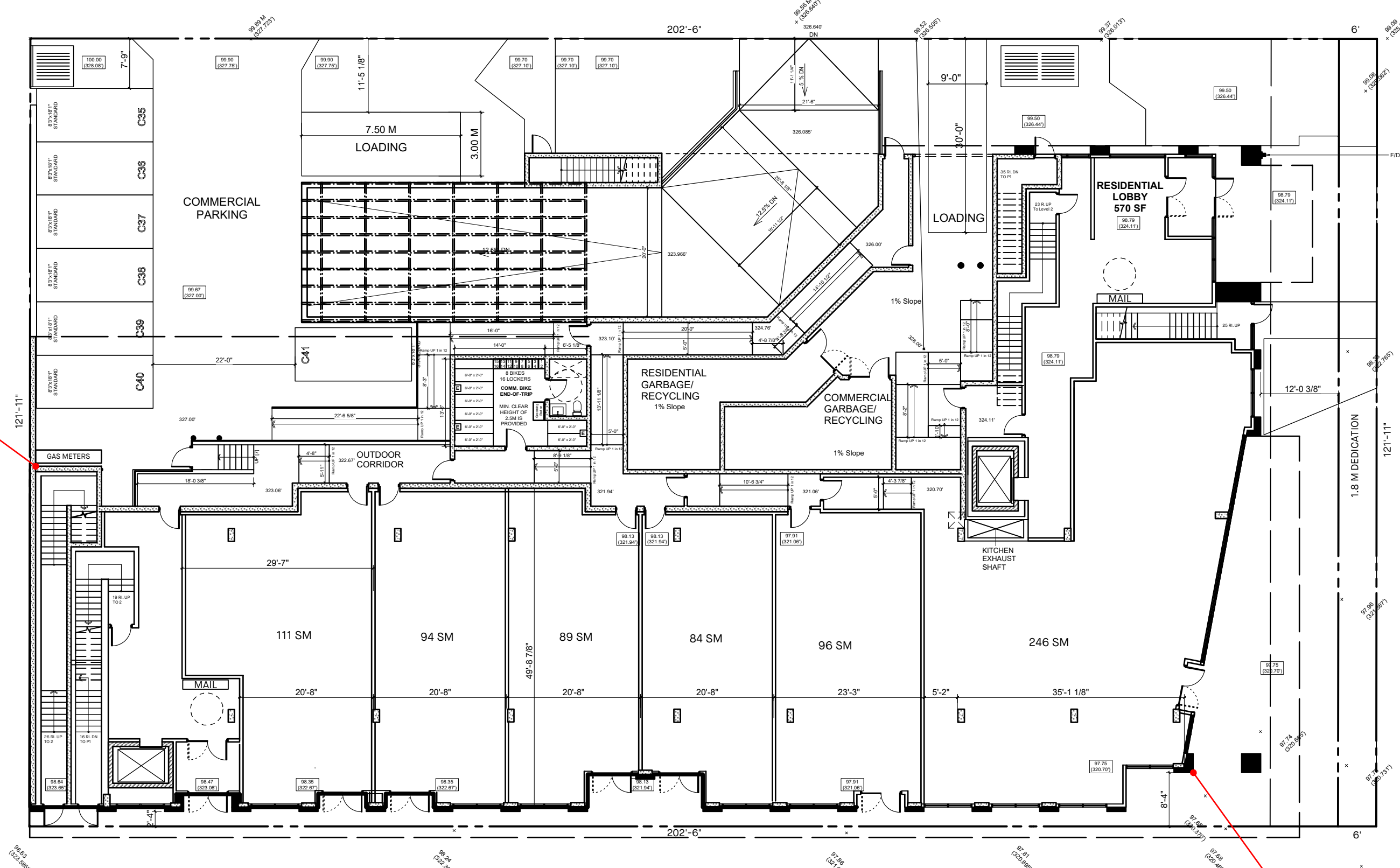


**SITE PLAN**  
SCALE : 1/8" = 1'-0"





**ROOF PLAN**  
SCALE : 1/16" = 1'-0"



**LEVEL-1 PLAN**  
SCALE : 1/16" = 1'-0"

**BUILDING HEIGHT CALCULATION :**

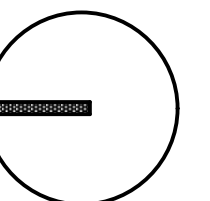
A (HIGHEST POINT OF THE STRUCTURE) : 120.30 M (394.67')

B (HIGHEST FINISHED GROUND LEVEL ON THE LOT WITHIN 3.048 M (10'-0") OF THE STRUCTURE) : 99.670 M (327.00')

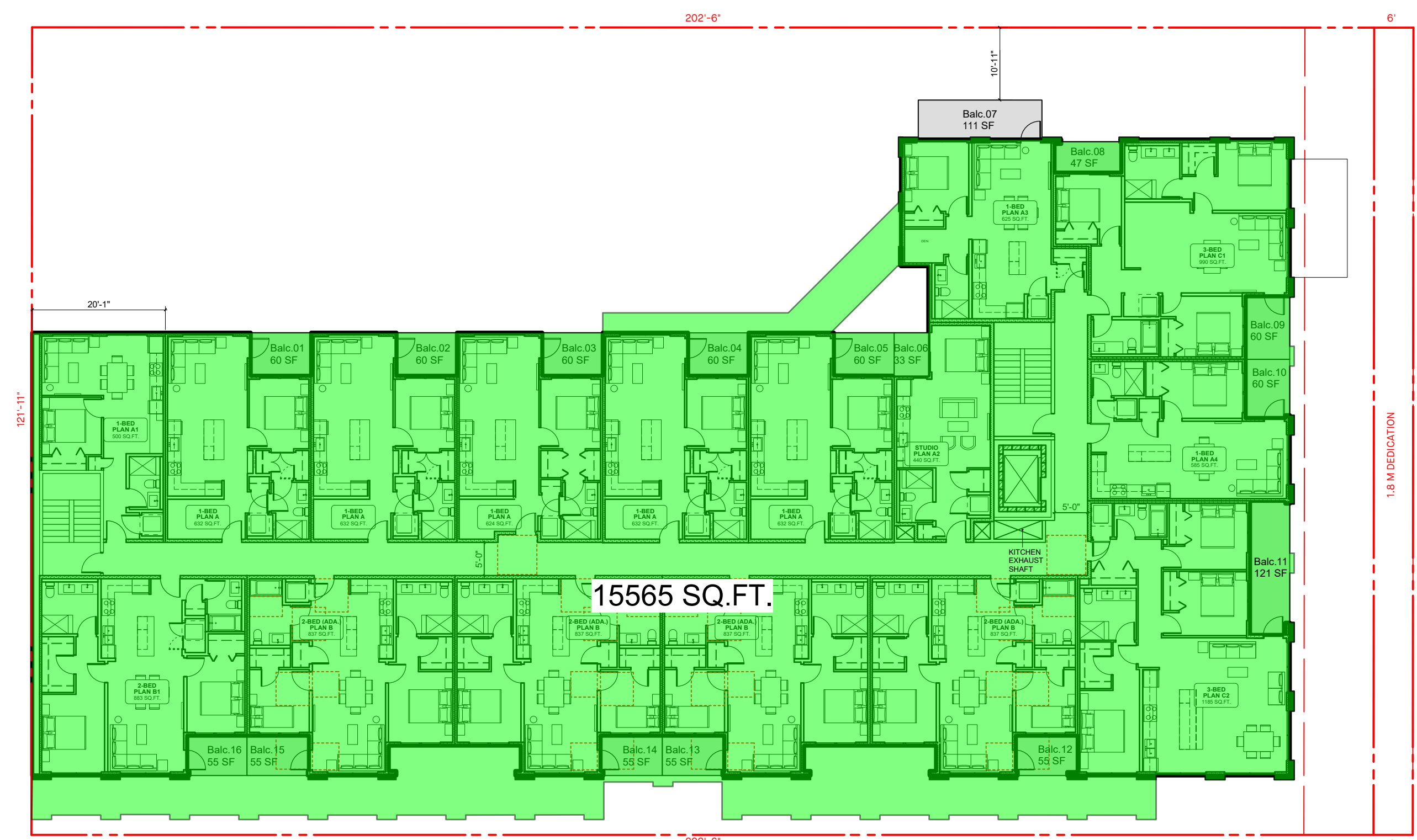
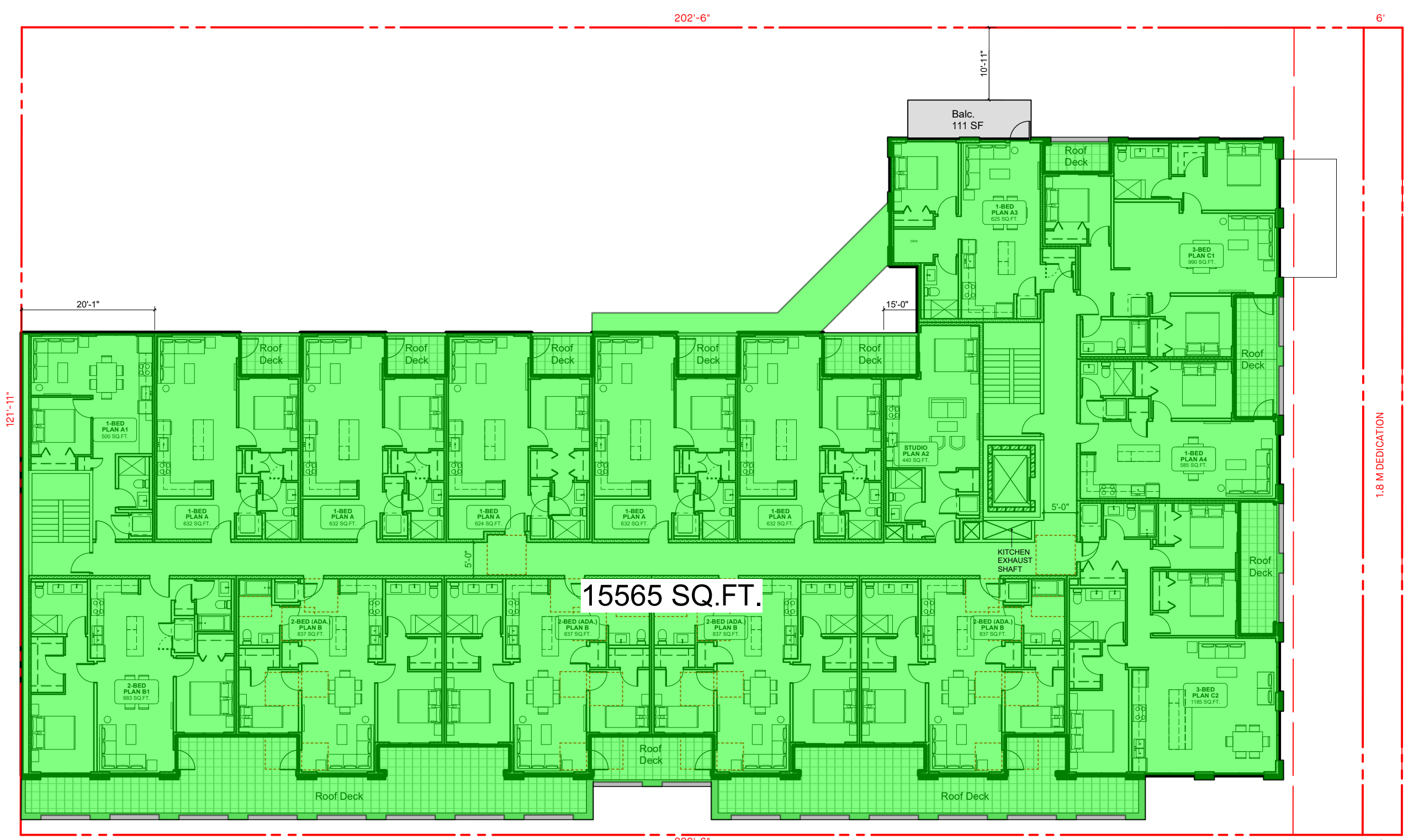
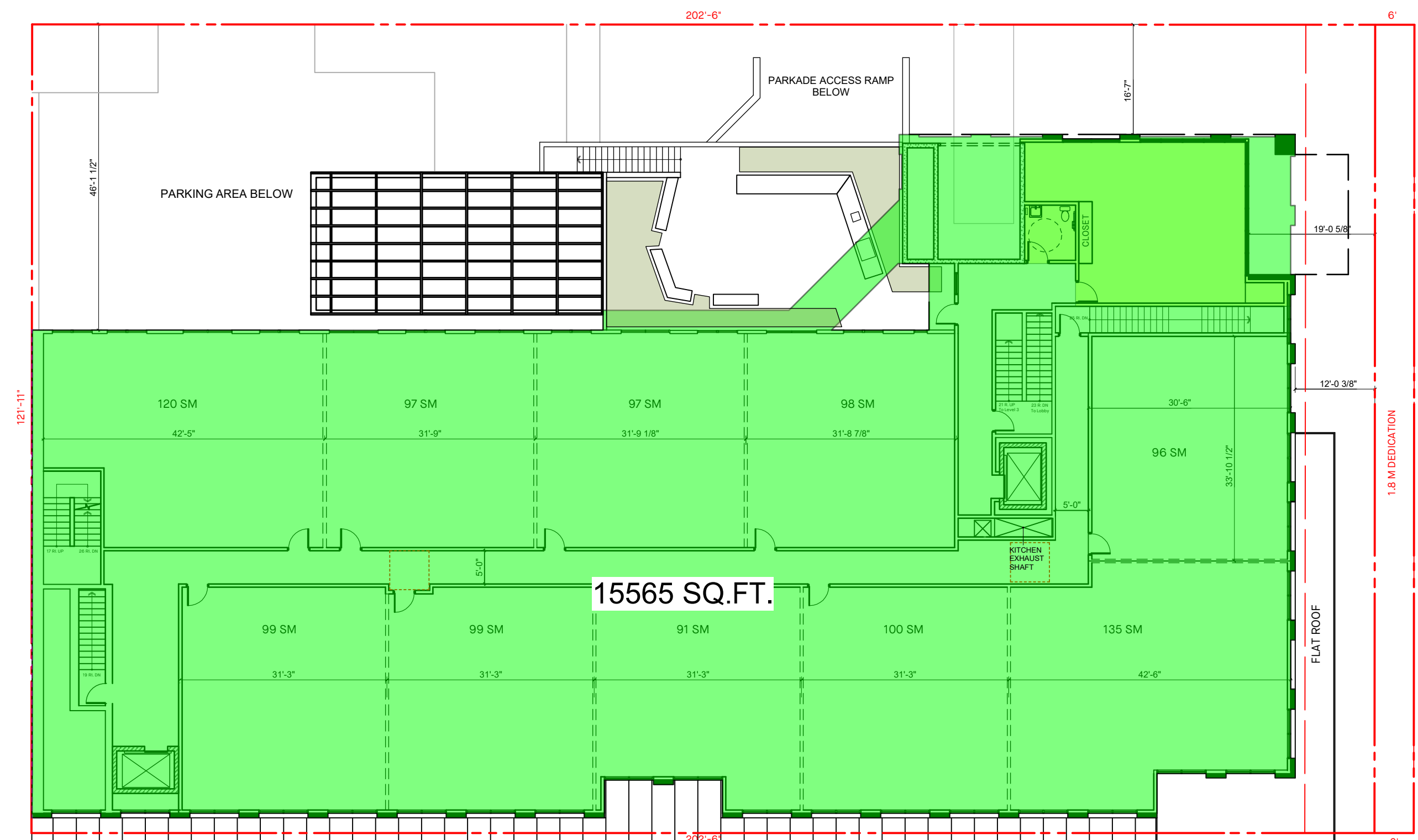
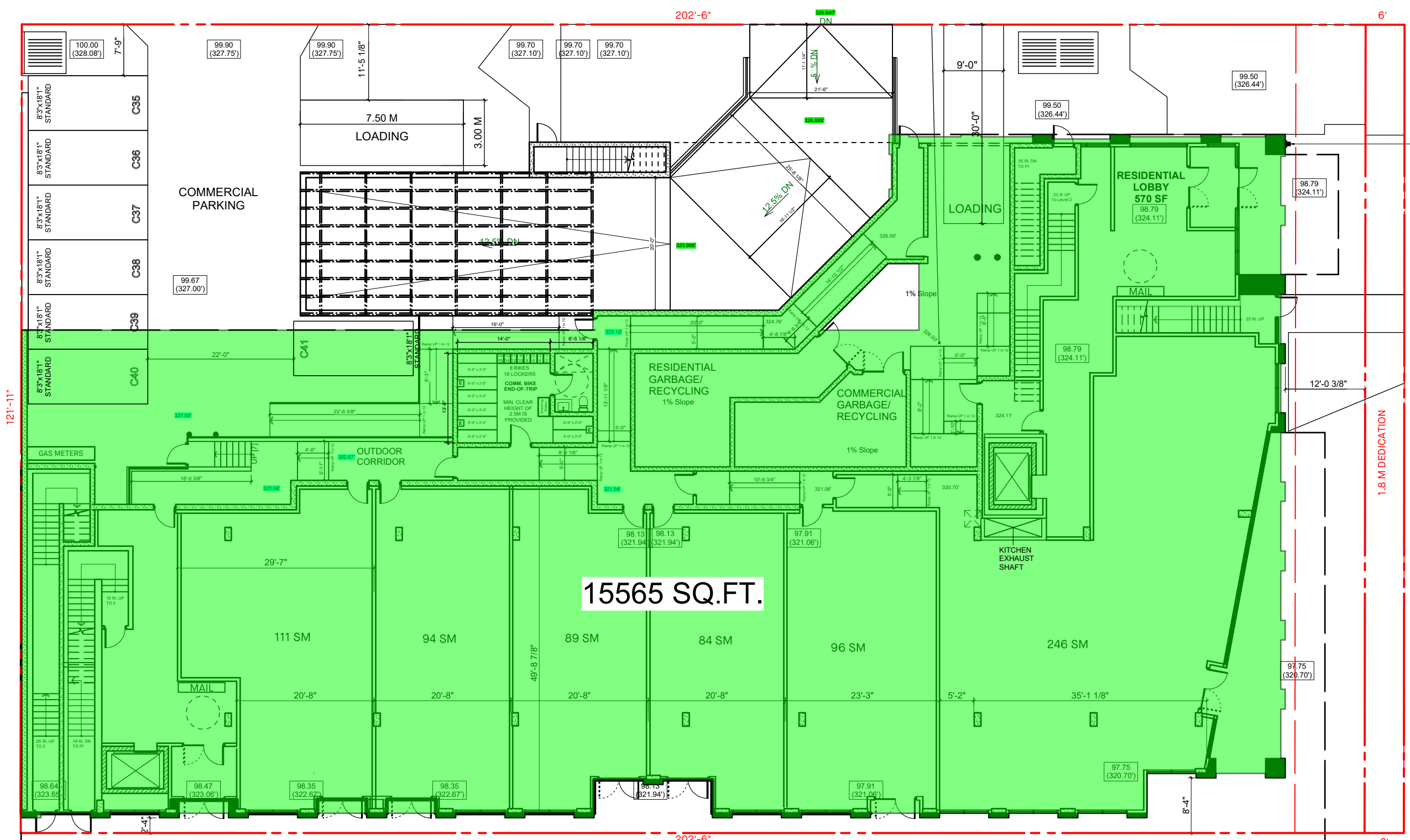
C (LOWEST FINISHED GROUND LEVEL AT THE PERIMETER OUTSIDE WALL OF THE STRUCTURE (EXCLUDING SUNKEN PATIOS TO A COMBINED MAXIMUM 9.29 SQ.M. (100 SQ.FT.) AND WINDOW WELLS)) : 97.660 M (320.407')

AVERAGE GRADE :  $(B+C) / 2 = (99.670 \text{ M} + 97.660 \text{ M}) / 2 = 98.665 \text{ M}$

BUILDING HEIGHT = 120.30 M - 98.665 M = 21.635 M



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PROJECT —  MIXED-USE  1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE — BUILDING HEIGHT CALCULATION		
SCALE —	SHEET NO. —	
DATE — Dec.15, 2021	A1.3	
DRAWN —		
CHECKED —	PROJ NO — 2015	



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Vancouver, BC V5T 1R5  
T - 604 731 1127 F - 604 731 1327

PROJECT -

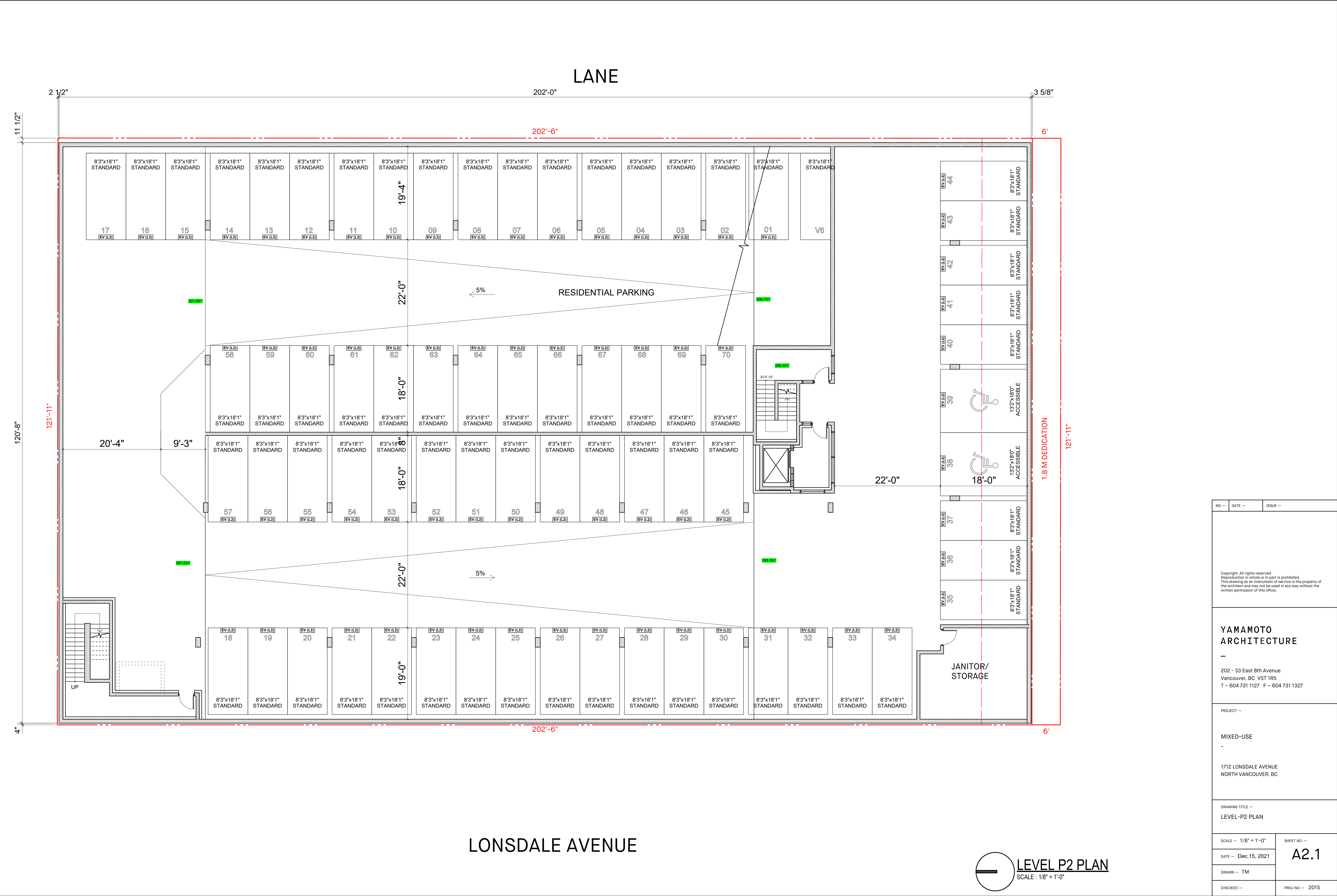
MIXED-USE

1712 LONSDALE AVENUE  
NORTH VANCOUVER, BC

DRAWING TITLE —  
LOT COVERAGE

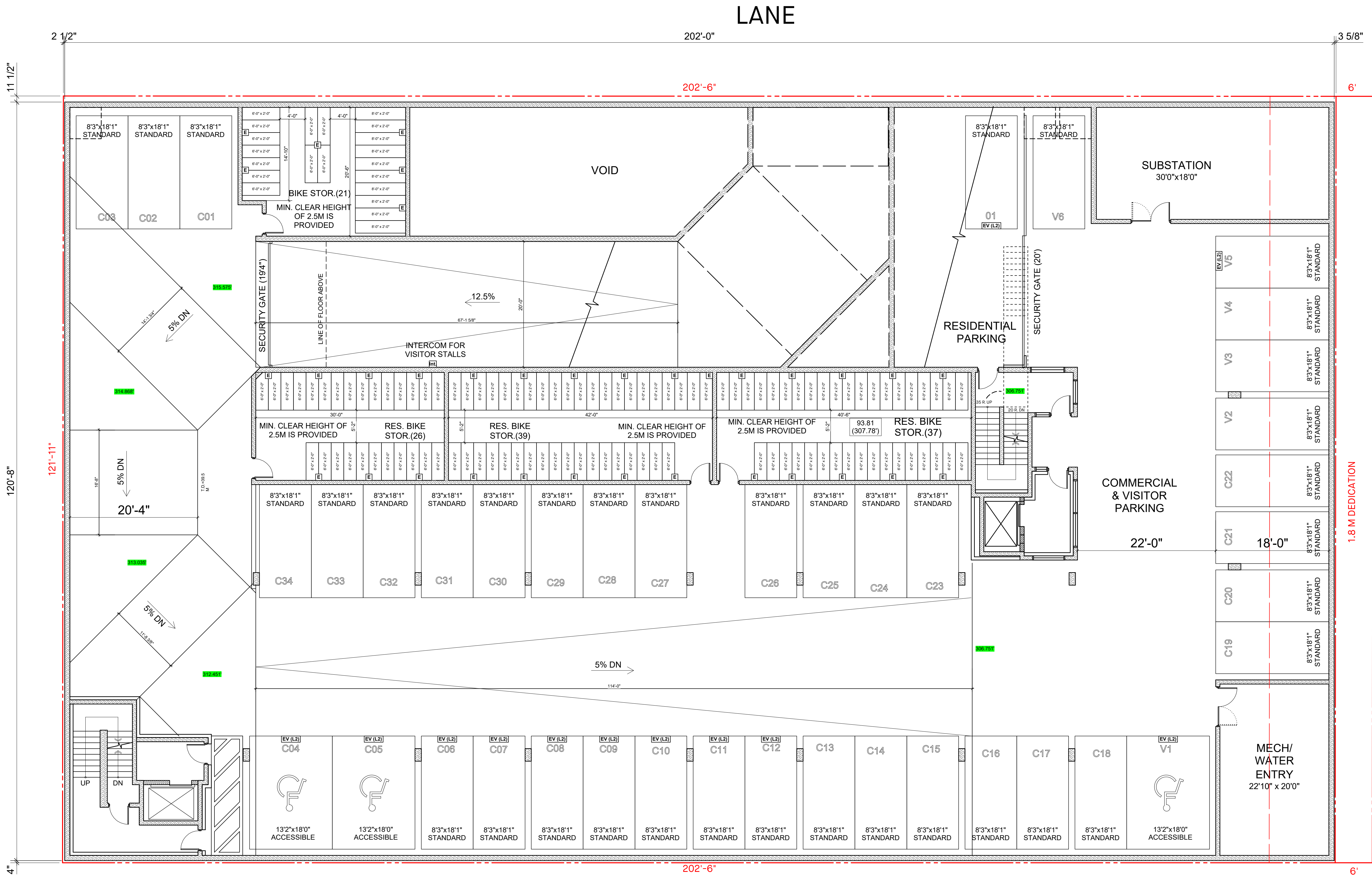
SCALE —	SHEET NO. —  <b>A1.4</b>
DATE — Dec.15, 2021	
DRAWN —	
CHECKED —	PROJ NO — 2015



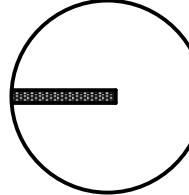


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PROJECT —			
MIXED-USE —			
1712 LONSDALE AVENUE NORTH VANCOUVER, BC			
DRAWING TITLE — LEVEL-P2 PLAN			
SCALE — 1/8" = 1'-0"		SHEET NO. — <b>A2.1</b>	
DATE — Dec.15, 2021		DRAWN — TM	
CHECKED —		PROJ NO — 2015	



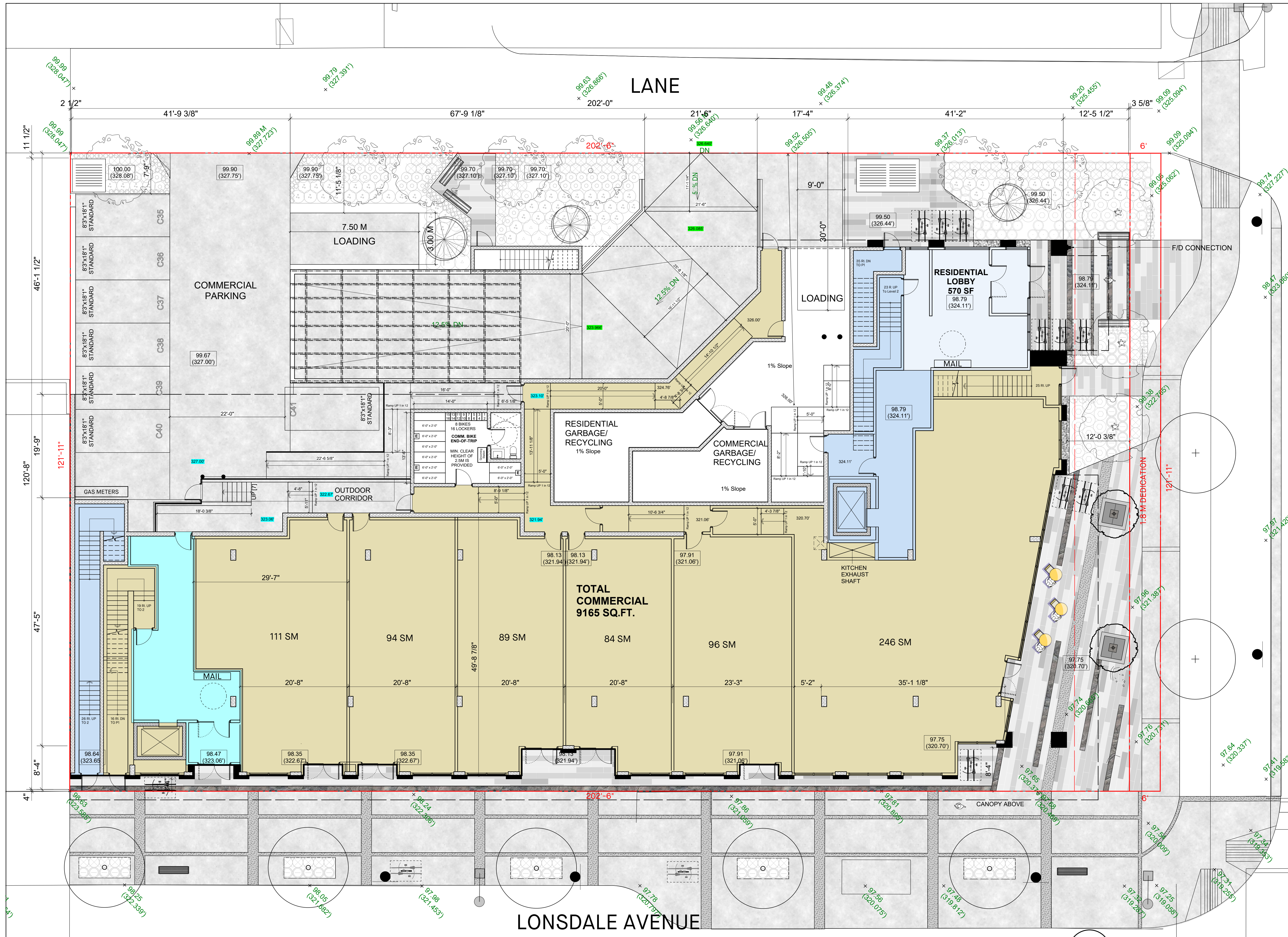


LONSDALE AVENUE

 **LEVEL P1 PLAN**  
SCALE: 1/8" = 1'-0"

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<p>PROJECT —</p>		
<p>MIXED-USE</p> <p>—</p> <p>1712 LONSDALE AVENUE NORTH VANCOUVER, BC</p>		
<p>DRAWING TITLE —</p> <p>LEVEL-P1 PLAN</p>		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	<b>A2.2</b>	
DRAWN — TM		
CHECKED —	PROJ NO — 2015	



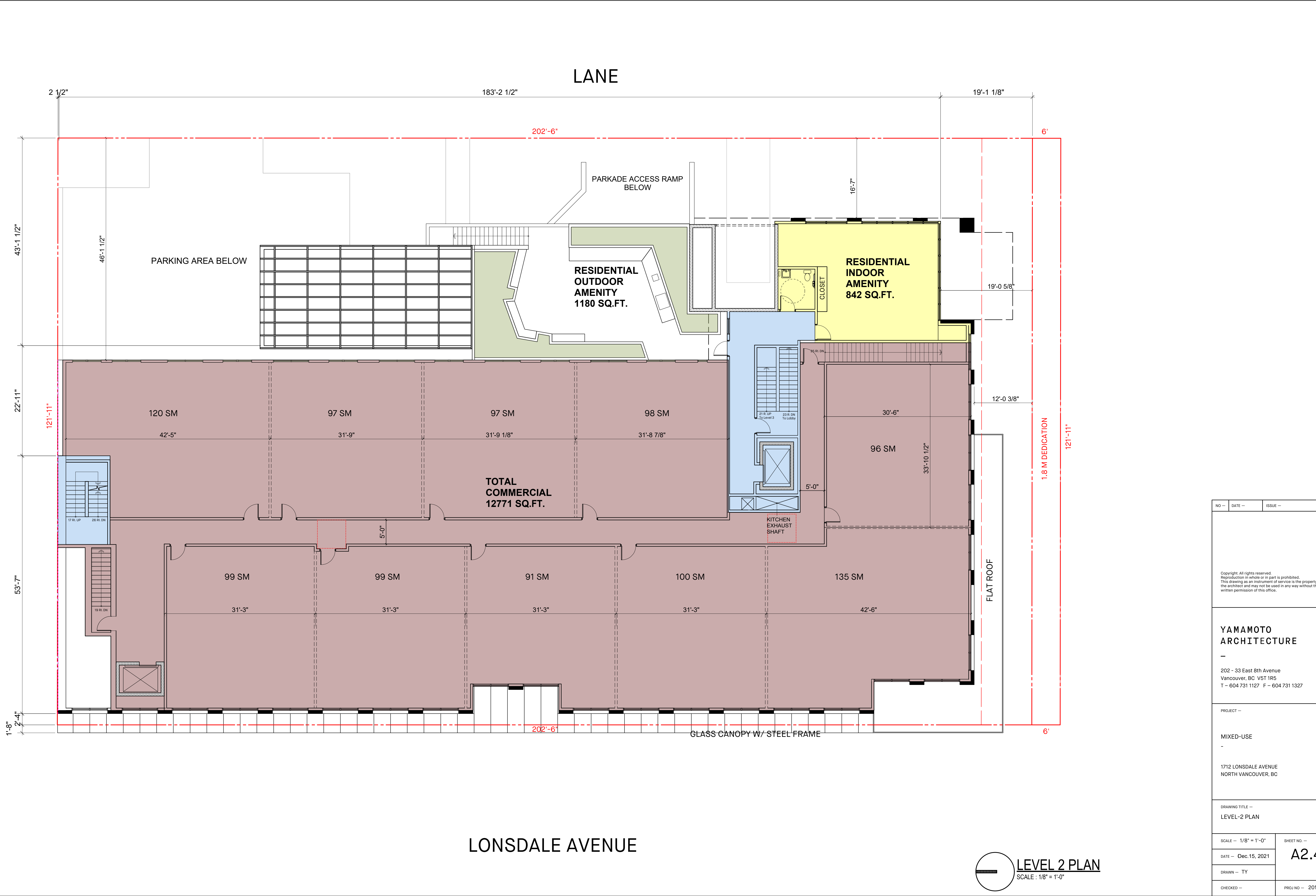


EAST 17TH STREET

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PROJECT —		
MIXED-USE		
1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE —		
LEVEL-1 PLAN		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	A2.3	
DRAWN — TY		
CHECKED —	PROJ NO — 2015	

LEVEL 1 PLAN  
SCALE : 1/8" = 1'-0"





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PROJECT —  MIXED-USE —  1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE — LEVEL-2 PLAN		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	A2.4	
DRAWN — TY		
CHECKED —	PROJ NO — 2015	



LANE



LONSDALE AVENUE

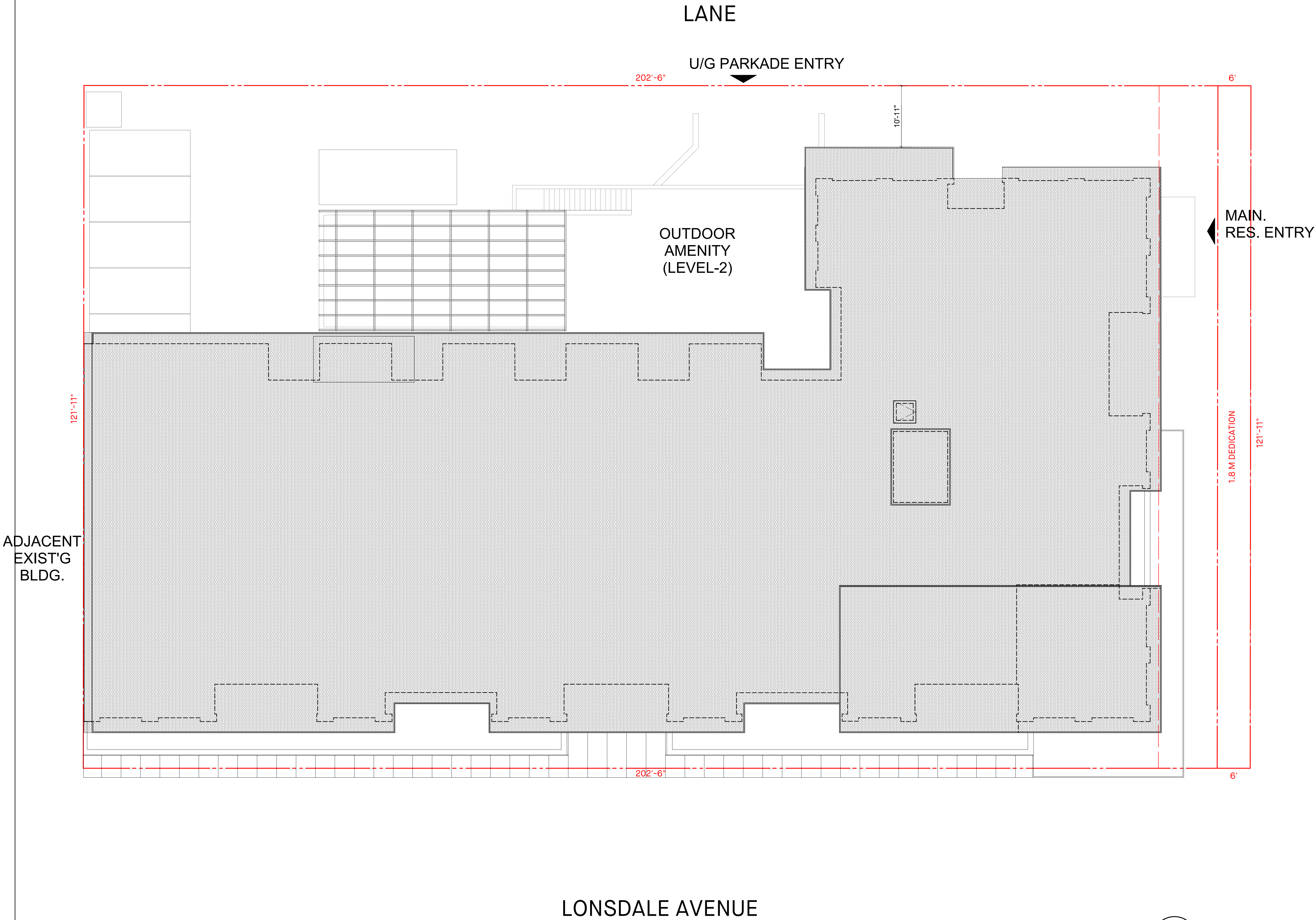
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<p>PROJECT —</p> <p><b>MIXED-USE</b></p> <p>—</p> <p>1712 LONSDALE AVENUE NORTH VANCOUVER, BC</p>		
<p>DRAWING TITLE —</p> <p><b>LEVEL-3 PLAN</b></p>		
SCALE — 1/8" = 1'-0"	<p>SHEET NO. —</p> <p><b>A2.5</b></p>	
DATE — Dec.15, 2021		
DRAWN — TY		
CHECKED —	PROJ NO — 2015	

**LEVEL 3 PLAN**  
SCALE : 1/8" = 1'-0"



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<p>PROJECT —</p> <p>MIXED-USE</p> <p>—</p> <p>1712 LONSDALE AVENUE NORTH VANCOUVER, BC</p>		
<p>DRAWING TITLE —</p> <p>LEVEL-4 to 6 PLAN</p>		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	A2.6	
DRAWN — TY		
CHECKED —	PROJ NO — 2015	





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<div>YAMAMOTO ARCHITECTURE</div> <div>—</div> <div>202 - 33 East 8th Avenue Vancouver, BC V5T 1R5 T – 604 731 1127 F – 604 731 1327</div>		
<div>PROJECT —</div> <div>MIXED-USE</div> <div>—</div> <div>1712 LONSDALE AVENUE NORTH VANCOUVER, BC</div>		
<div>DRAWING TITLE —</div> <div>ROOF PLAN</div>		
SCALE — 1/8" = 1'-0"		SHEET NO. —
DATE — Dec.15, 2021		A2.7
DRAWN —		
CHECKED —		PROJ NO — 2015



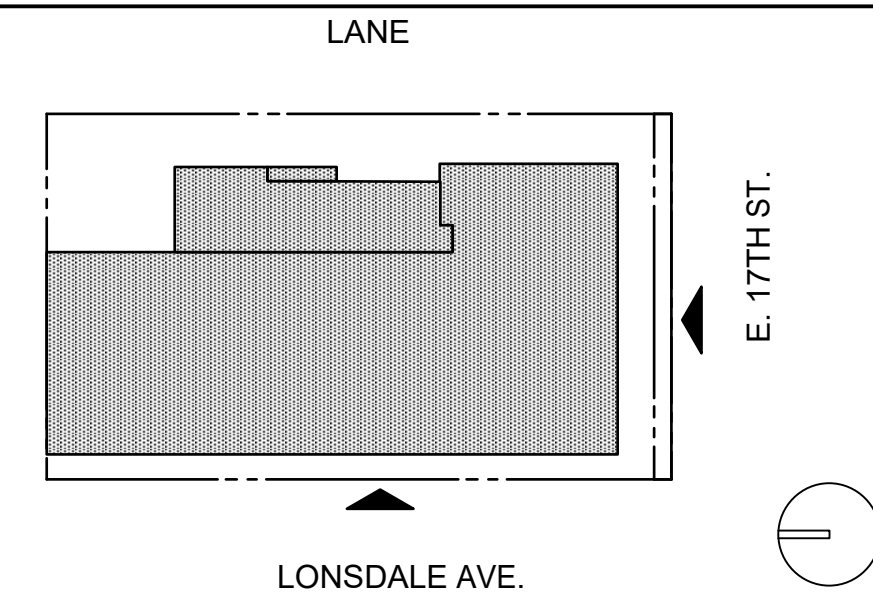


**SOUTH ELEVATION [E.17TH ST.]**

SCALE : 1/8" = 1'-0"

**ELEVATION KEY NOTES**

- 1 BRICK  
IXL. DARK IRON-SPOT
- 2 FIBRE CEMENT SIDING  
HARDIE ARTISAN SQUARE CHANNEL SIDING - "NIGHT GRAY"
- 3 FIBRE CEMENT PANEL  
HARDIE-PANEL - "IRON GRAY"
- 4 VINYL FRAME DOUBLE-GLAZED WINDOW  
CHARCOAL
- 5 ALMN. GUARDRAIL W/ CLEAR GLASS PANEL  
TOP AND BOTTOM EDGES
- 6 ALMN. WINDOW WALL  
DARK GREY TO MATCH HARDIE'S "IRON GRAY"
- 7 FIBRE CEMENT FASCIA BOARD  
HARDIE-SOFFIT - "IRON GRAY"
- 8 SAGIPER WOOD-GRAIN SOFFIT  
SAGIREV - "DESERT OAK"
- 9 EXPOSED ARCHITECTURAL CONCRETE  
PAINTED "BM - STONINGTON GRAY"
- 10 WOOD TEXTURED GLAZED METAL DOOR  
"STAINED WOOD"
- 11 FIBRE CEMENT TRIM PANEL  
HARDIE-PANEL - "IRON GRAY"
- 12 STEEL CANOPY W/ CLEAR TEMPERED GLASS PANEL  
POWDER COATED - "IRON GRAY"
- 13 ALUM. SECURITY GATE & SCREEN  
POWDER COATED - "IRON GRAY"
- 14 EXPOSED ARCHITECTURAL CONCRETE  
PAINTED "BM - WROUGHT IRON"
- 15 STEEL CANOPY W/ SAGIPER WOOD-GRAIN SOFFIT  
POWDER COATED - "IRON GRAY"  
SAGIREV - "DESERT OAK"



**WEST ELEVATION [LONSDALE AVE.]**

SCALE : 1/8" = 1'-0"

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Vancouver, BC V5T 1R5  
T - 604 731 1127 F - 604 731 1327

PROJECT —

MIXED-USE

1712 LONSDALE AVENUE  
NORTH VANCOUVER, BC

DRAWING TITLE —  
ELEVATIONS

SCALE — 1/8" = 1'-0"

DATE — Dec.15, 2021

DRAWN —

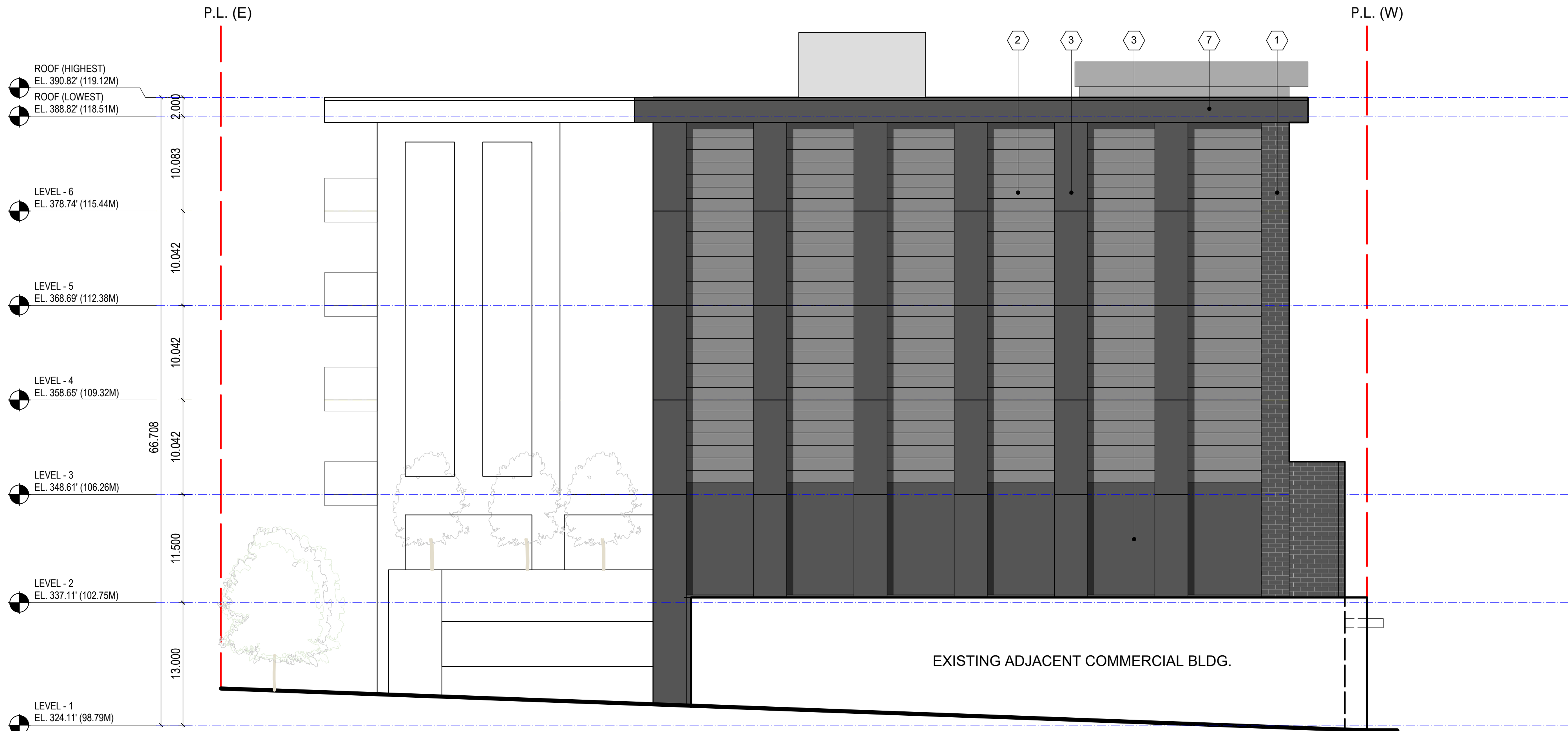
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SHEET NO. —

**A3.1**

PROJ NO — 2015



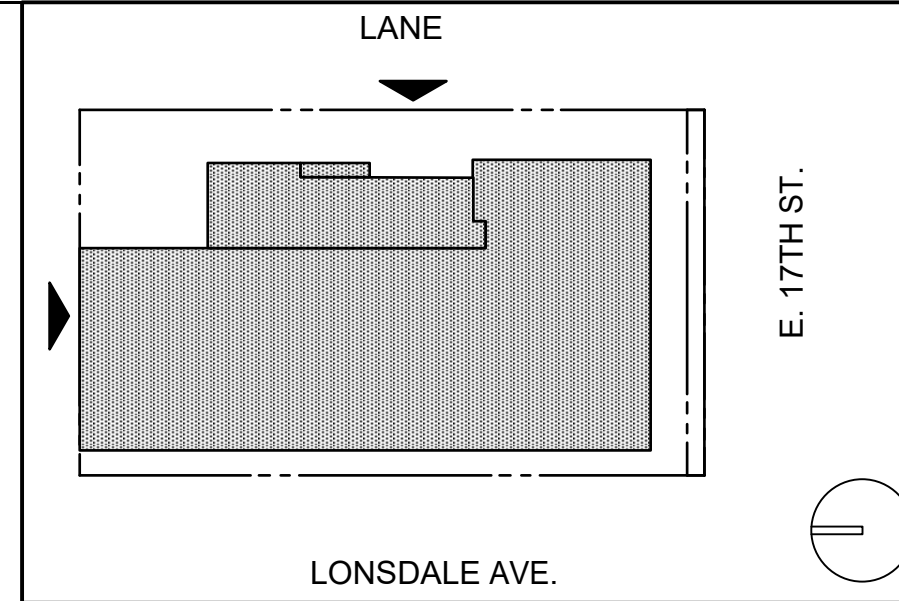


**NORTH ELEVATION**

SCALE : 1/8" = 1'-0"

**ELEVATION KEY NOTES**

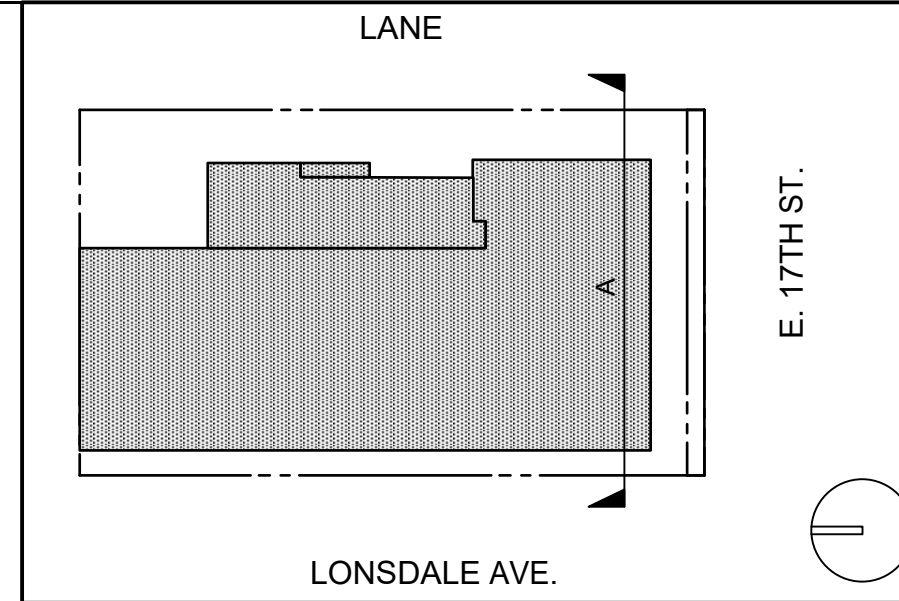
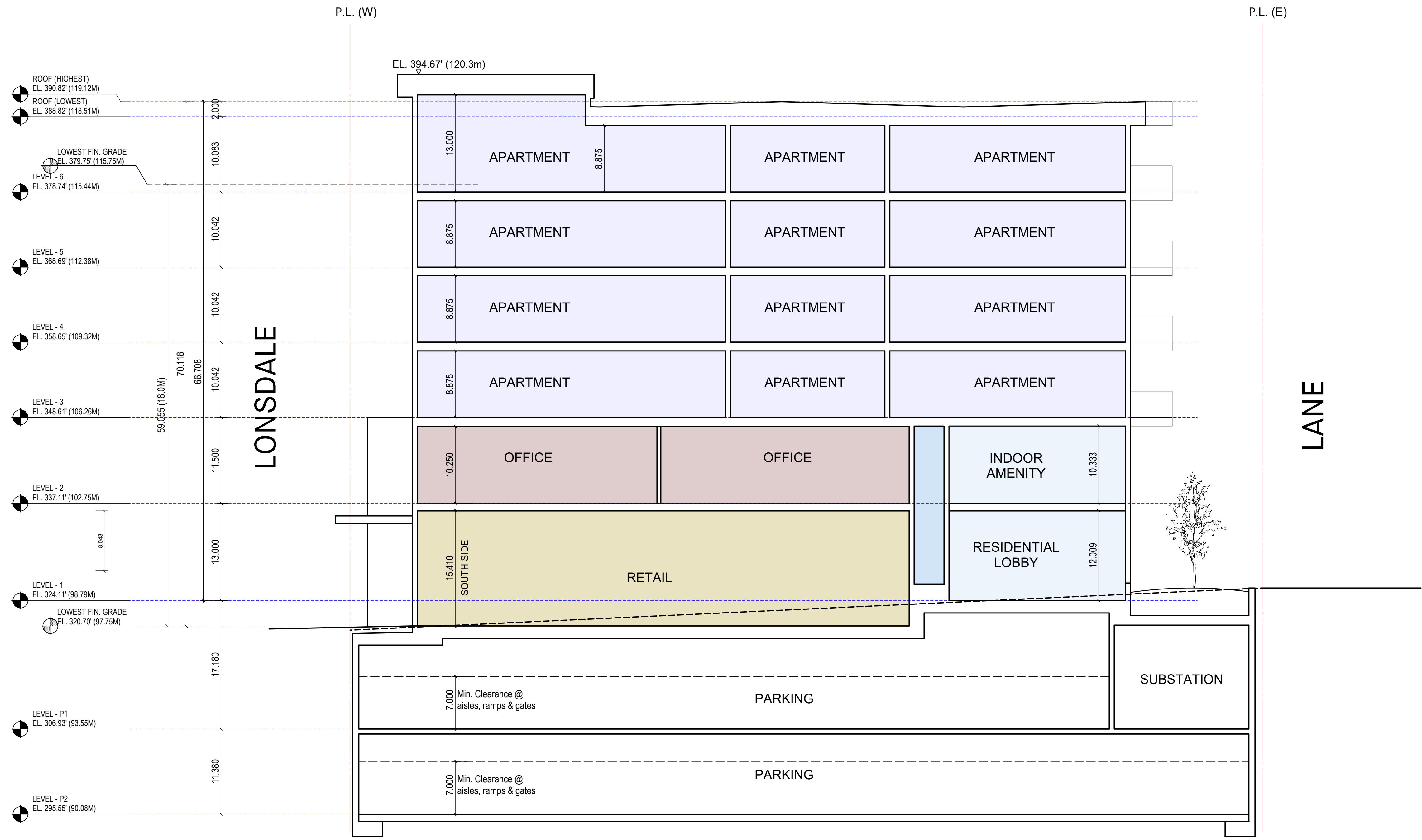
- 1 BRICK  
IXL. DARK IRON-SPOT
- 2 FIBRE CEMENT SIDING  
HARDIE ARTISAN SQUARE CHANNEL SIDING - "NIGHT GRAY"
- 3 FIBRE CEMENT PANEL  
HARDIE-PANEL - "IRON GRAY"
- 4 VINYL FRAME DOUBLE-GLAZED WINDOW  
CHARCOAL
- 5 ALMN. GUARDRAIL W/ CLEAR GLASS PANEL  
TOP AND BOTTOM EDGES
- 6 ALMN. WINDOW WALL  
DARK GREY TO MATCH HARDIE'S "IRON GRAY"
- 7 FIBRE CEMENT FASCIA BOARD  
HARDIE-SOFFIT - "IRON GRAY"
- 8 SAGIPER WOOD-GRAIN SOFFIT  
SAGIREV - "DESERT OAK"
- 9 EXPOSED ARCHITECTURAL CONCRETE  
PAINTED "BM - STONINGTON GRAY"
- 10 WOOD TEXTURED GLAZED METAL DOOR  
"STAINED WOOD"
- 11 FIBRE CEMENT TRIM PANEL  
HARDIE-PANEL - "IRON GRAY"
- 12 STEEL CANOPY W/ CLEAR TEMPERED GLASS PANEL  
POWDER COATED - "IRON GRAY"
- 13 ALUM. SECURITY GATE & SCREEN  
POWDER COATED - "IRON GRAY"
- 14 EXPOSED ARCHITECTURAL CONCRETE  
PAINTED "BM - WROUGHT IRON"
- 15 STEEL CANOPY W/ SAGIPER WOOD-GRAIN SOFFIT  
POWDER COATED - "IRON GRAY"  
SAGIREV - "DESERT OAK"



**EAST ELEVATION [LANE]**

SCALE : 1/8" = 1'-0"

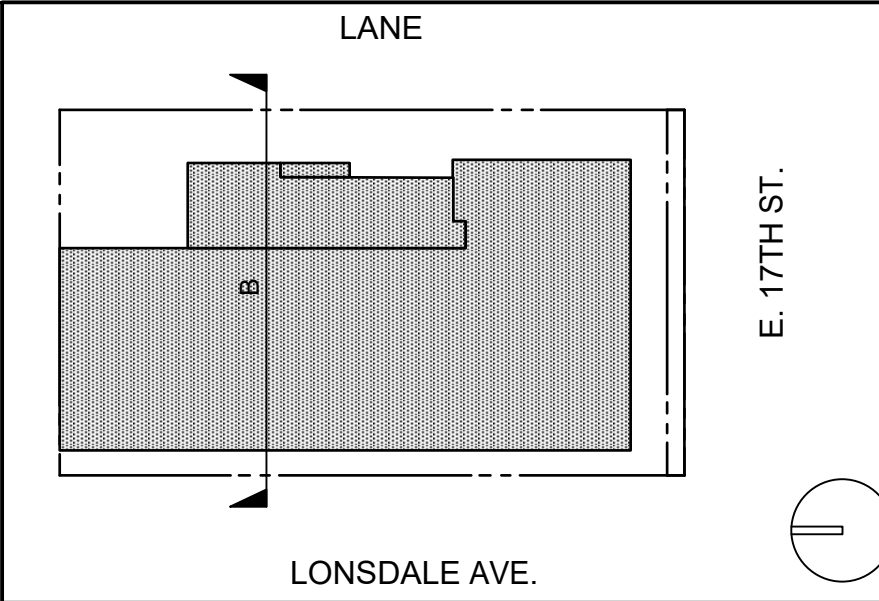
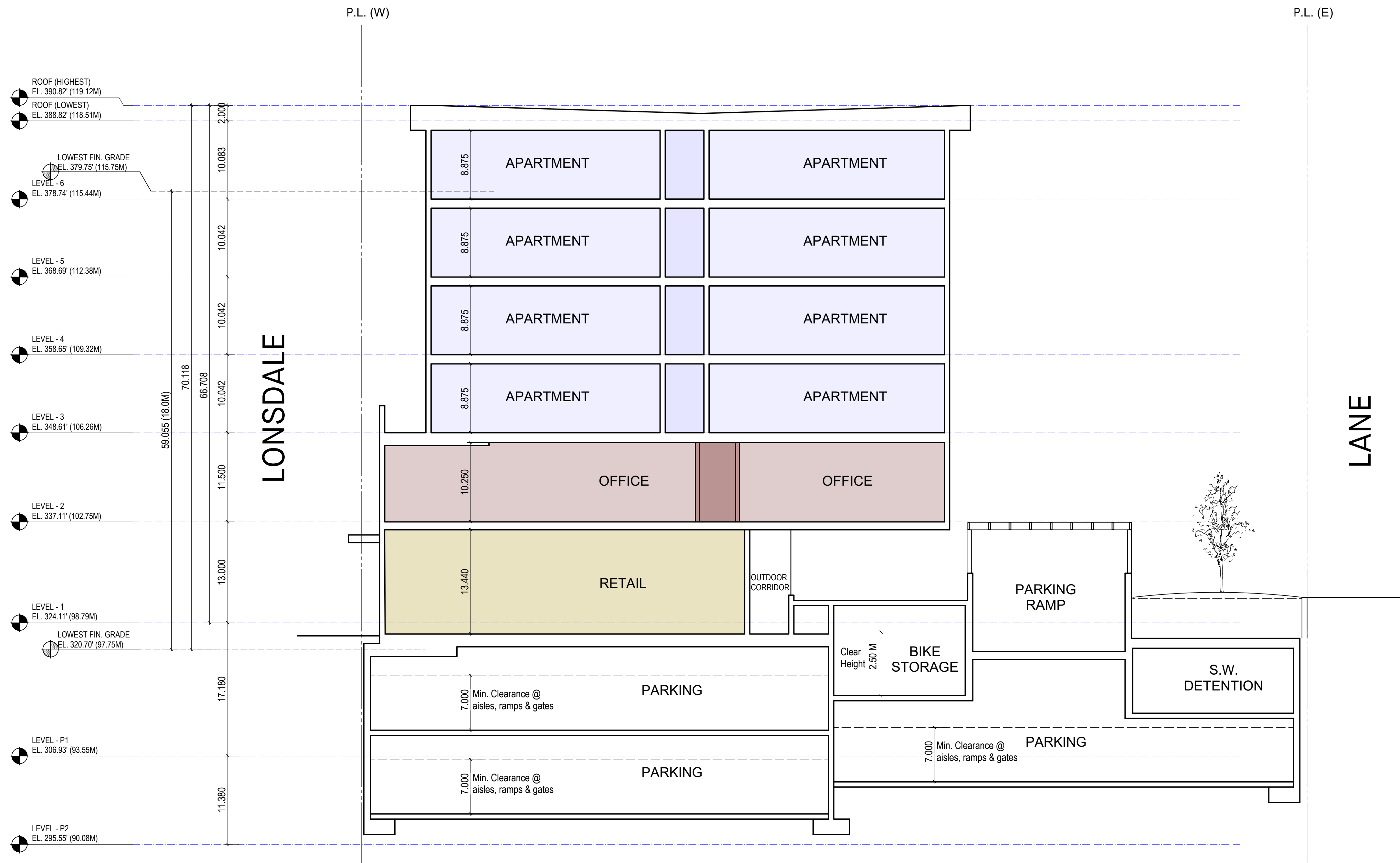
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PROJECT —  MIXED-USE —  1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE — ELEVATIONS		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	<b>A3.2</b>	
DRAWN —		
CHECKED —	PROJ NO — 2015	



**SECTION - A**  
SCALE : 1/8" = 1'-0"

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<p>PROJECT —</p> <p>MIXED-USE</p> <p>—</p> <p>1712 LONSDALE AVENUE NORTH VANCOUVER, BC</p>			
<p>DRAWING TITLE —</p> <p>SECTION A</p>			
SCALE — 1/8" = 1'-0"		<p>SHEET NO. —</p> <p>A4.1</p>	
DATE — Dec.15, 2021			
DRAWN —			
CHECKED —		PROJ NO — 2015	





**SECTION - B**  
SCALE : 1/8" = 1'-0"

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PROJECT —  MIXED-USE —  1712 LONSDALE AVENUE NORTH VANCOUVER, BC		
DRAWING TITLE — SECTION B		
SCALE — 1/8" = 1'-0"	SHEET NO. —	
DATE — Dec.15, 2021	<b>A4.2</b>	
DRAWN —		
CHECKED —	PROJ NO — 2015	

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DETERMINING THE EXISTENCE, LOCATION, AND  
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CONCEALED STRUCTURES, AND IS  
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PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
OPERATIONS.

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5	RE-ISSUED FOR REZONING	21-12-15
4	ISSUED FOR REZONING	21-10-27
3	ISSUED FOR REZONING	20-12-22
2	ISSUED FOR REVIEW	20-12-16
1	ISSUED FOR REVIEW	20-11-09
REVISIONS		

Lennox  
Lonsdale Ave  
& E 17th St

East 17th St  
North Vancouver, BC

Scale:	1:150
Drawn:	MR
Reviewed:	KL
Project No.	06-729

COVER SHEET

# LENNOX - LONSDALE AVE & E 17TH ST

## NORTH VANCOUVER, BC

### RE-ISSUED FOR REZONING

#### LANDSCAPE DRAWING INDEX

DRAWING INDEX	
SHEET No.	SHEET NAME
L0.0	COVER SHEET AND DRAWING LIST
L0.1	INSPIRATION & DESIGN RATIONALE
L0.2	DIAGRAMS
L1.0	SITE PLAN
L1.1	LEVEL 2 LANDSCAPE PLAN
L1.3	LIGHTING PLAN
L2.0	PLANT MATERIALS AND PLANT LIST
L2.1	PLANTING PLAN LEVEL 1
L2.2	PLANTING PLAN LEVEL 2
L3.0	PRECEDENTS
L3.1	MATERIALS & FURNISHINGS
L4.0	SECTIONS
L5.0	SOFTSCAPE DETAILS
L5.1	HARDSCAPE DETAILS
L5.2	FURNISHING DETAILS
L5.3	FURNISHING DETAILS

#### GENERAL NOTES

ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER LANDSCAPE ARCHITECTURAL DRAWINGS, DETAILS, SPECIFICATIONS, AND OTHER CORRESPONDANCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.

IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.

THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLECT OF THIS ADVICE.

ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.

LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER MATERIALS IS TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

ALL PLANTING SHALL BE IN ACCORDANCE WITH CANADIAN LANDSCAPE STANDARD, LATEST EDITION.

ALL LANDSCAPE AREAS TO BE IRRIGATED WITH HIGH EFFICIENCY IRRIGATION SYSTEM.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES OR CONCEALED STRUCTURES AT THE PROJECT SITE.

FINAL SELECTION AND APPROVAL OF ALL STREET TREES TO BE DONE BY THE CITY OF NORTH VANCOUVER.

ALL OFFSITE PLANTING TO BE IRRIGATED TO CNV STANDARDS.

#### PROJECT INFORMATION

ARCHITECT:  
YAMAMOTO ARCHITECTURE INC.  
CONTACT NAME: TAIZO YAMAMOTO  
SUITE 202 - 33 EAST 8TH AVENUE  
VANCOUVER, BC V5T 1R5  
EMAIL:TAIZO@YAMAMOTOARCHITECTURE.COM  
T: (604) 731-1127 EXT. 101

LANDSCAPE ARCHITECT:  
CONNECT LANDSCAPE ARCHITECTURE  
CONTACT NAME: KEN LARSSON, MARINA ROMMEL  
2305 HEMLOCK STREET  
VANCOUVER, BC, V6H 2V1  
EMAIL: KEN@CONNECTLA.CA / MARINA@CONNECTLA.CA  
PH: 604 681 3303



# DESIGN INSPIRATION AND PRINCIPLES

## CORNER PLAZA INSPIRED BY THE NORTH SHORE

The corner plaza along Lonsdale Ave and East 17th St is inspired by local natural materials and designed to highlight the unique character of the north shore.

The new design replaces the existing small corner seating area with a larger open community plaza with high quality materials inspired by nature. Pocket seating areas and a seatign deck planter nestled amongs trees give respite from the busy street corner. Shaded by a grove of tree canopies, the plaza features sculptural basalt rock seating that recalls the boulder outcrops of the north shore landscape. Angled strips of paver bands activate the corner with movement, inviting social interaction and engaging play.

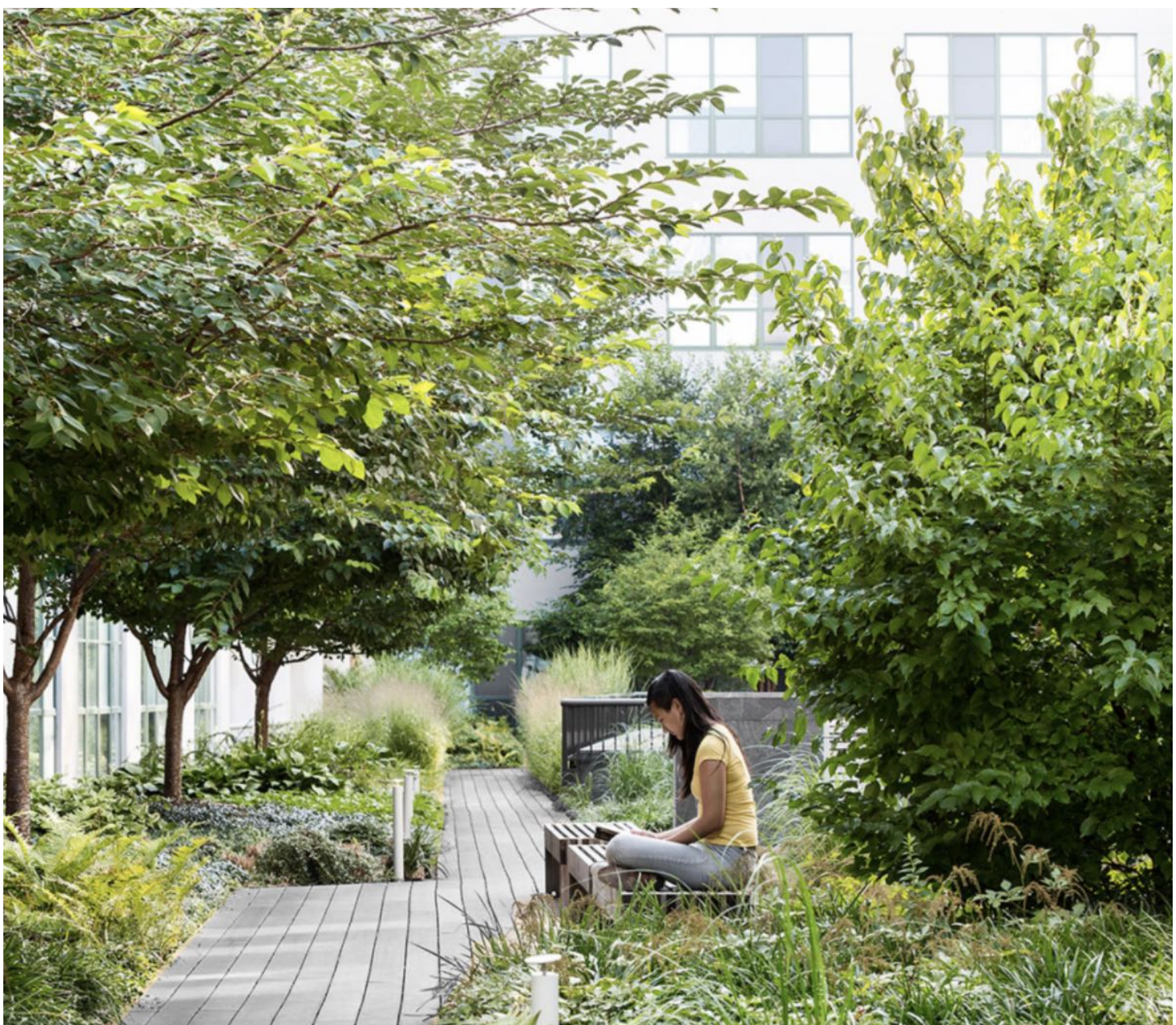
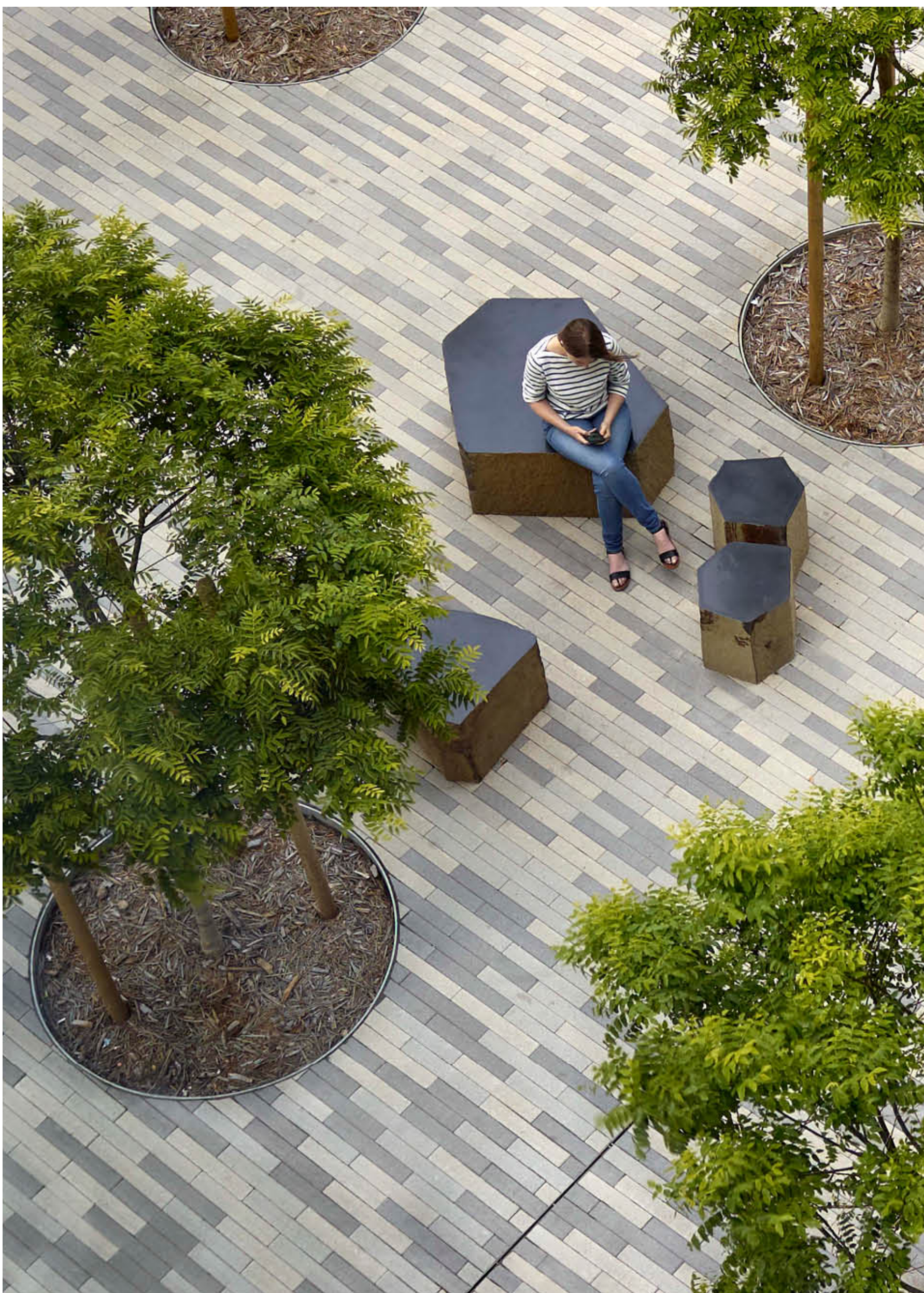
## SYMBIOSIS & SYNERGY BETWEEN RETAIL & STREET LIFE: CREATING A VIBRANT EDGE

Large panels of linear unit pavers, tree canopies, and seating facing the commercial edge activate the retail frontage of the building. The designed dimensions of the street facing landscape accentuate each storefront, allowing patio chairs to spill out towards the street that creates a vibrant street front with visual interest.

Corner rain gardens per CNV standards add a highly-regarded ecological value to the site that directly benefits local residents and the environment. These elements of quality detailing enhances the public realm.

## RESIDENTIAL ENTRY INFUSED IN NATURE

Lush, soft planting along the residential lobby beautifully shades the arrival entry experience of residents. Set back from the street, the lobby is embedded amongst trees and comfortable wooden seating. Strips of feature outcrop paving bands run along the floor, creating a sense of momentum that guides and leads the dweller into the landscape and building. Inspired by the concept of a lush oasis in the city, the plantings and paving at the entry zone adds an element of prestige and sophistication to the residential complex, as the immersive arrival/departure experience at the lobby becomes a feature every resident is proud to call home.




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1	ISSUED FOR REVIEW	20-11-09
REVISIONS		

Lennox  
Lonsdale Ave  
& E 17th St

East 17th St  
North Vancouver, BC

Scale:	NTS
Drawn:	MR
Reviewed:	KL
Project No.	06-729

INSPIRATION &  
DESIGN PRINCIPLES



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POLYGON

POLYGON DEVELOPMENT 259 LTD.

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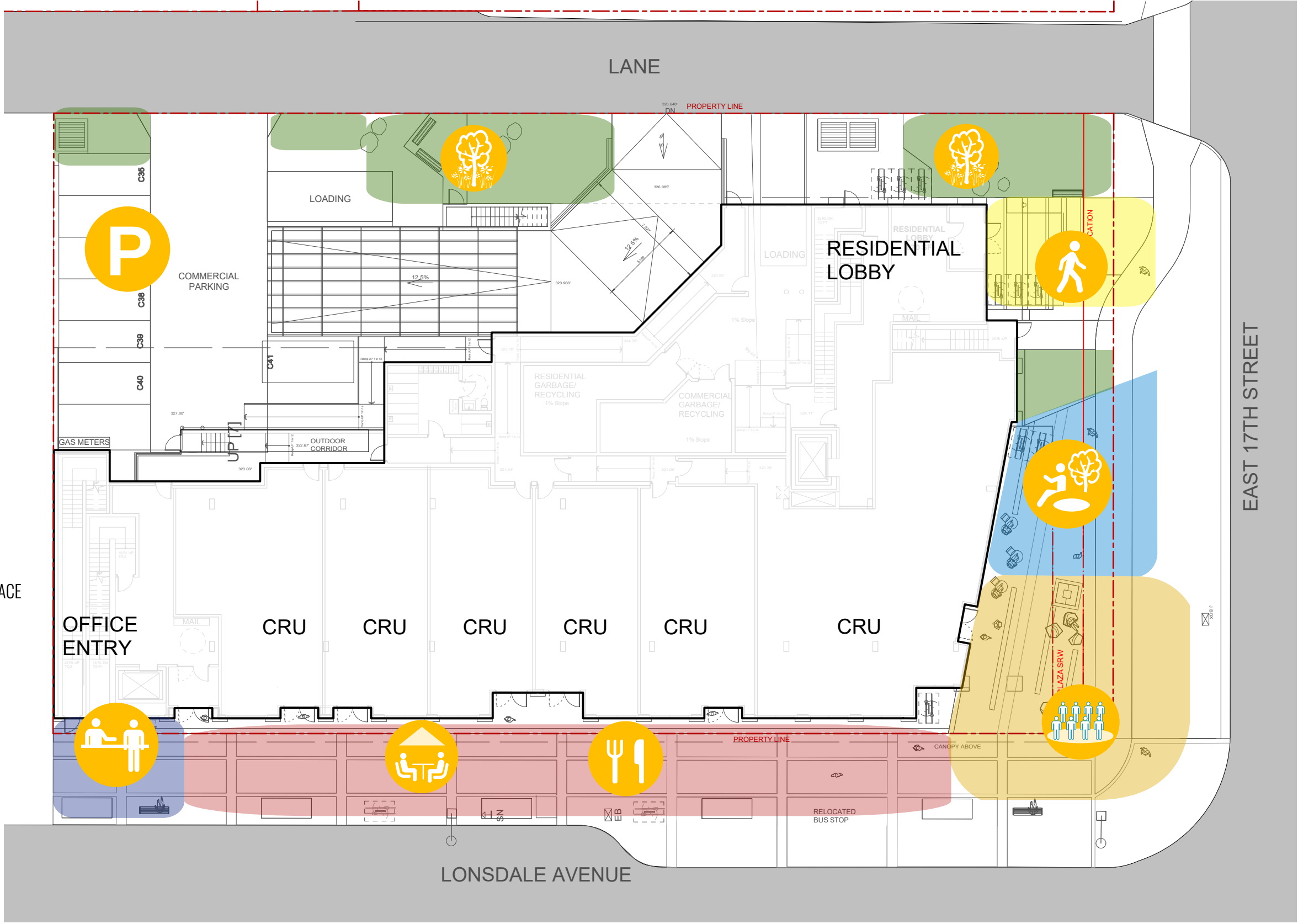
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ANALYSIS & PROGRAM  
DIAGRAMS

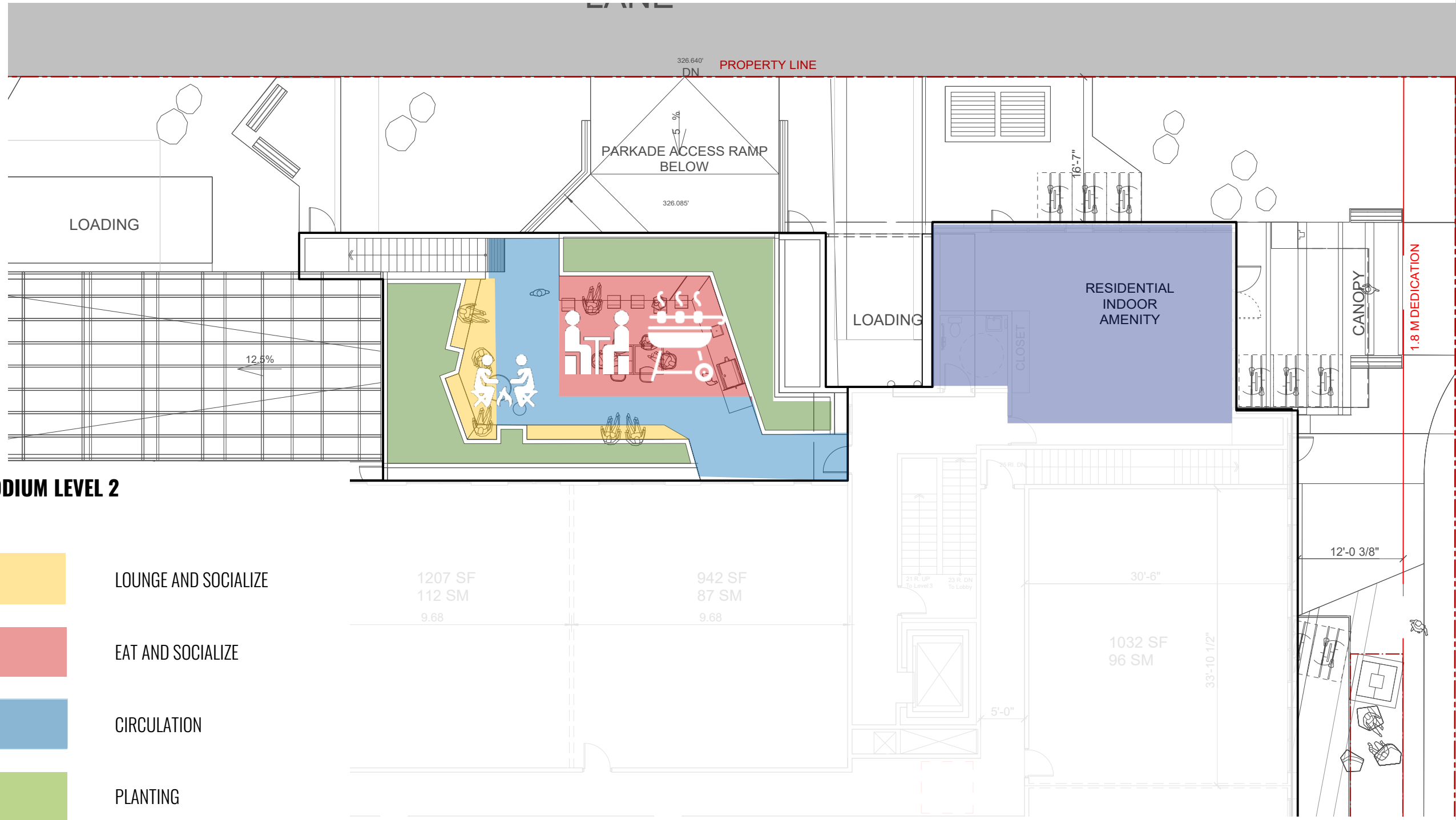
GROUND FLOOR PROGRAM

- GROUND LEVEL
- OPEN FLEXIBLE PLAZA SPACE
  - QUITE SEATING AREA PLAZA
  - PLANTING BUFFER
  - RESIDENTIAL ENTRY PLAZA
  - COMMERCIAL EDGE
  - OFFICE LOBBY PLAZA



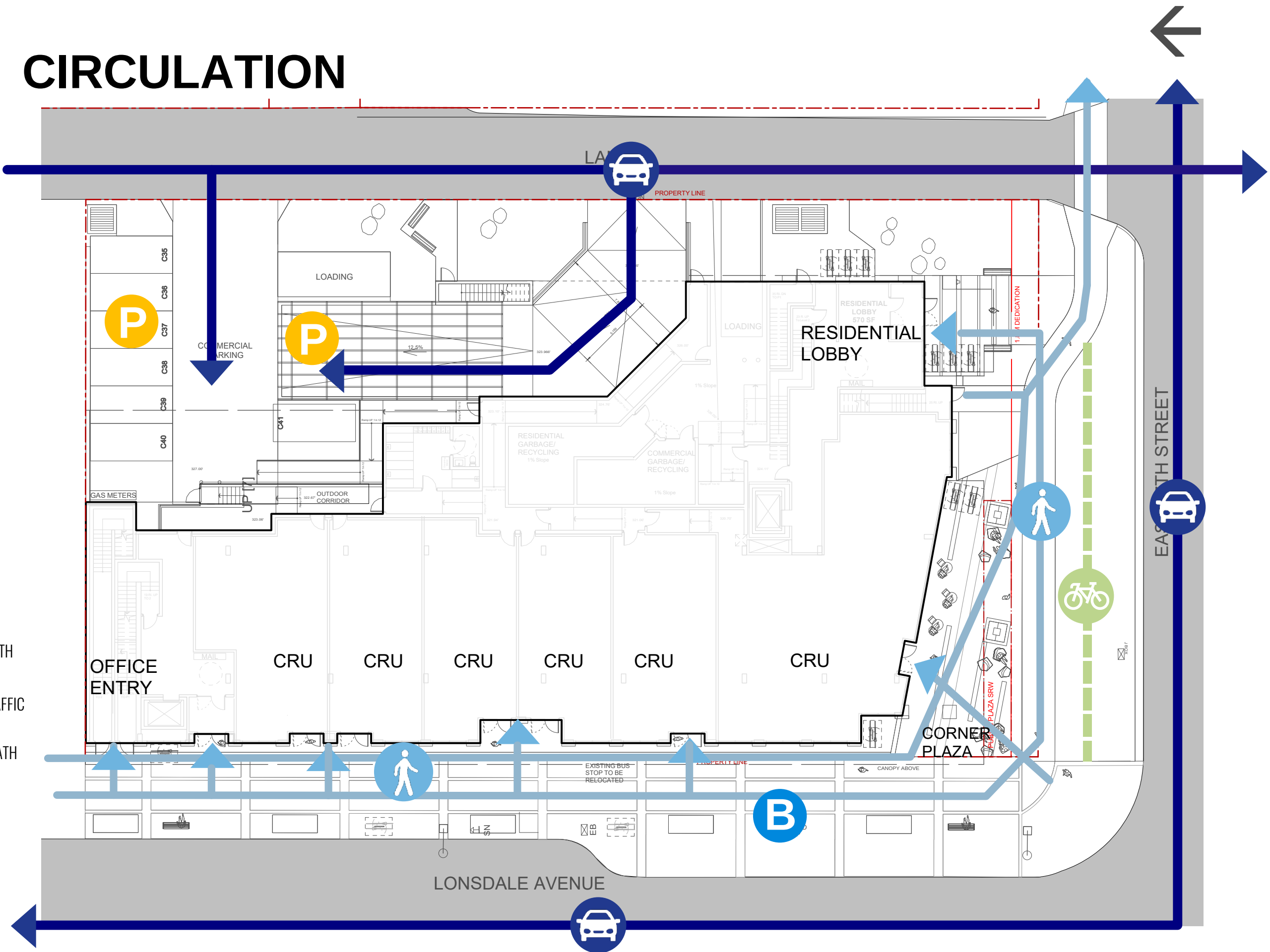
ONSITE PROGRAM L2

- PODIUM LEVEL 2
- LOUNGE AND SOCIALIZE
  - EAT AND SOCIALIZE
  - CIRCULATION
  - PLANTING
  - INDOOR AMENITY



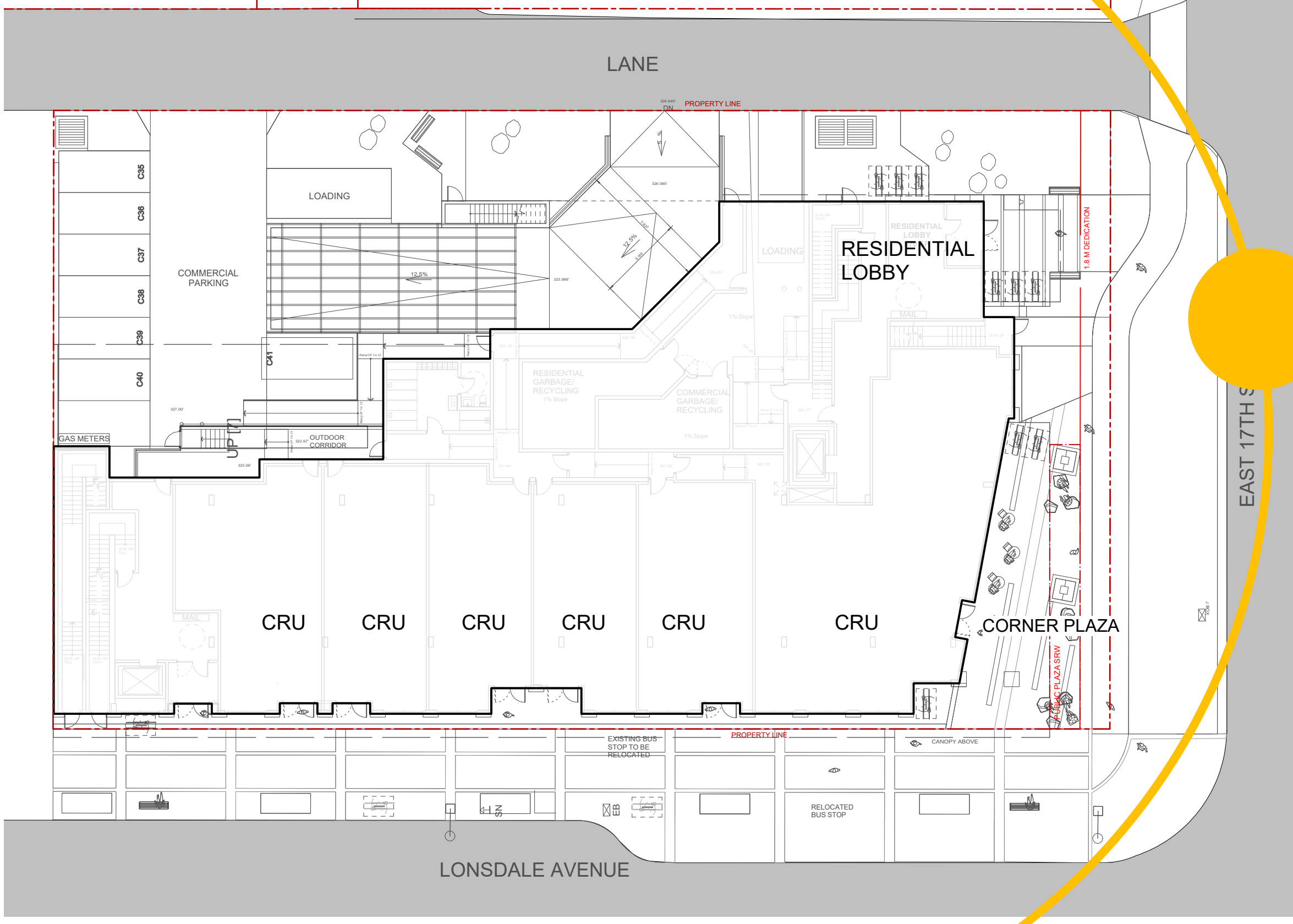
CIRCULATION

- GROUND LEVEL
- PEDESTRIAN PATH
  - VEHICULAR TRAFFIC
  - FUTURE BIKE PATH
  - PARKING
  - BUS STOP

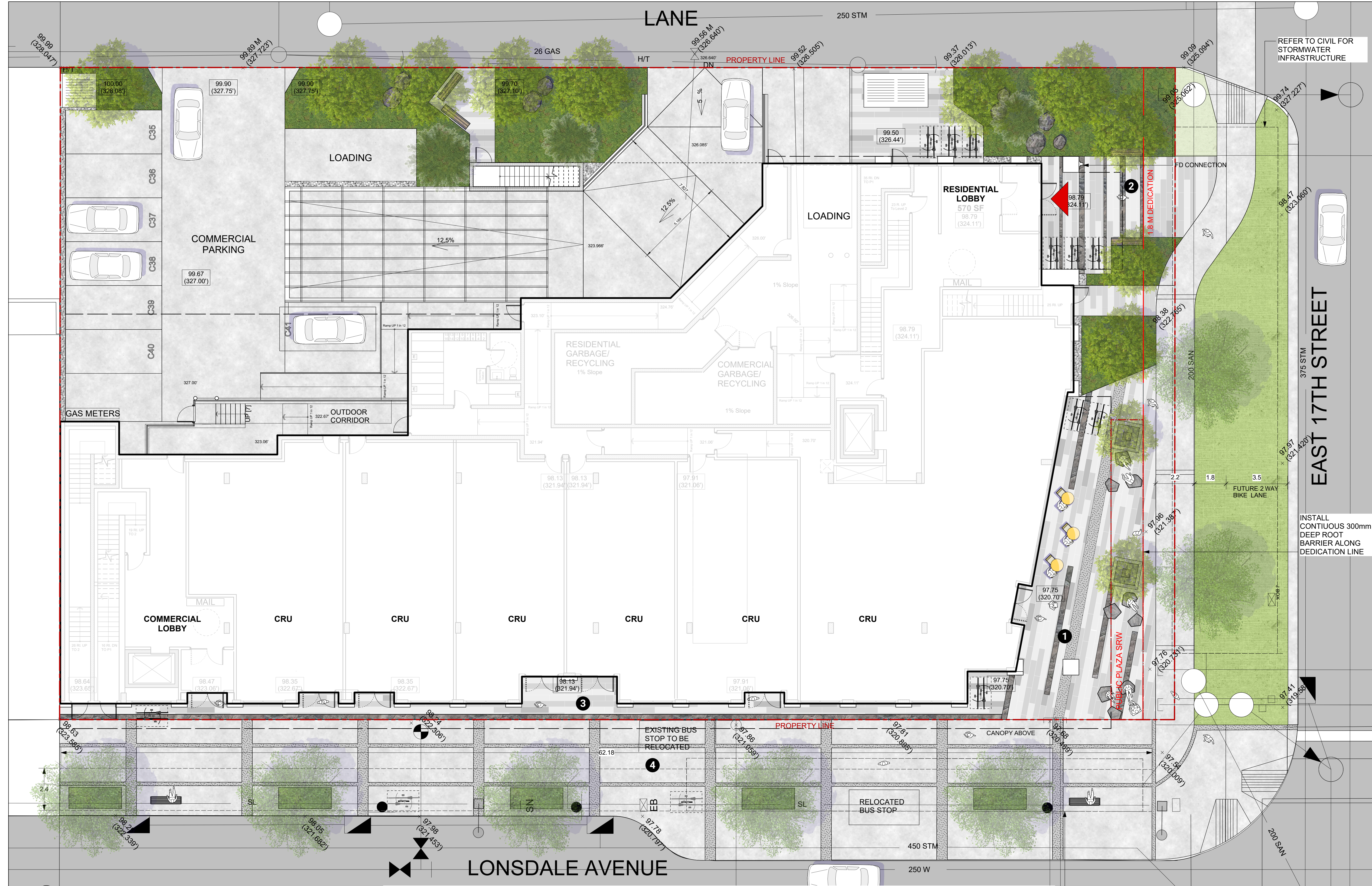


SUN PATH DIAGRAM

- GROUND LEVEL
- SUN PATH







1 SITE PLAN  
Scale: 1:100

PROGRAM LEGEND

1. CORNER PLAZA WITH BASALT FEATURE SEATING AND TREE GROVE

2. RESIDENTIAL ENTRY WITH SEATING AND FEATURE PAVING

3. RETAIL FRONTAGE WITH UNIT PAVING
4. LONSDALE AVE OFFSITE PER CNV DESIGN GUIDELINES

MATERIALS LEGEND

- CIP CONCRETE PAVING

EXPOSED AGGREGATE PAVING

UNIT PAVING LINEAR

BASALT STONE ACCENT PAVING
- DECORATIVE GRAVEL

SHRUB PLANTING

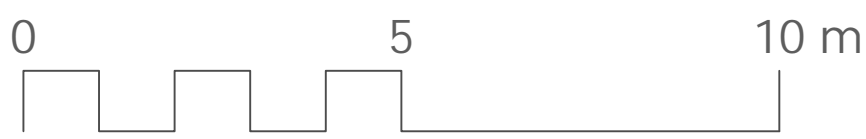
SODDED LAWN

BASALT STONE SEATING

TIMBER BENCH

- LONSDALE OFFSITE CNV BENCH
- BIKE RACK (2 Class B EA)
- OFFSITE BIKE RACK
- OWNER TABLE AND CHAIR
- METAL TREE GRATE

REFER TO CIVIL FOR STORMWATER INFRASTRUCTURE AND SILVA CELL LAYOUT



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Lonsdale Ave  
& E 17th St

East 17th St  
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SITE PLAN



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## Lennox Lonsdale Ave & E 17th St

East 17th St  
North Vancouver, BC

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## LANDSCAPE PLAN LEVEL 2

L1.1





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LANDSCAPE LIGHTING  
OVERALL PLAN

L1.2



1 OVERALL LIGHTING PLAN  
Scale: 1:100

LIGHTING LEGEND

DESCRIPTION

SYMBOL

BOLLARD LIGHT



LIGHT STANDARD



WALL STEP LIGHT



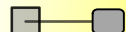
LED LIGHT STRIP  
RECESSED UNDER BENCH



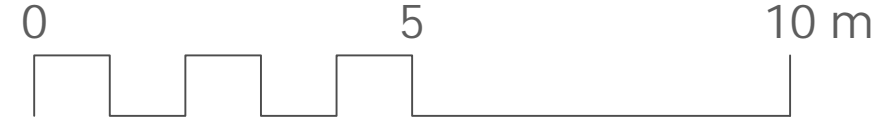
BUILDING ENTRY LIGHTING  
BY ARCHITECTS



PARKING LIGHT POLE AND  
LUMINAIRE



EXISTING  
STREET LIGHT







PLANT LIST

QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
TREES					
7	Acer griseum	Paperbark Maple	6cm cal.	as shown	specimen
4	Acer circinatum 'Pacific Fire'	Pacific Fire Vine Maple	2.5m ht	as shown	multistem
2	Acer rubrum 'Armstrong'	Armstrong Red Maple	6cm cal.	as shown	specimen
6	Picea omorika	Serbian Spruce	2.5-3m Ht	as shown	specimen
3	Stewartia pseudocamellia	Japanese Stewartia	6cm cal.	as shown	specimen
STREET TREES LONSDALE AVE:					
5	Acer rubrum 'Bowhall'	Bowhall Red Maple	7cm cal.	as shown	2m ht Standard
STREET TREES 17th St:					
2	Carpinus betulus 'Franz Fontaine'	'Franz Fontaine' European Hornbeam	7cm cal.	as shown	2m ht Standard
SHRUBS					
132	Cornus sericea 'Kelseyi' * #	Kelsey Redtwigged Dogwood	No. 2 Pot	600mm O.C.	fully established
20	Nandina domestica 'Gulfstream'	Gulfstream Nandina	No. 2 Pot	600mm O.C.	fully established
82	Rhododendron 'Ken Janek' *	Ken Janek Rhododendron	No. 2 Pot	750mm O.C.	fully established
15	Rhododendron 'Mardi Gras' *	Mardi Gras Rhododendron	No. 3 Pot	900mm O.C.	fully established
71	Sarcococca hookeriana humilis *	Dwarf Sweet box	No. 2 Pot	450mm O.C.	fully established
54	Skimmia japonica 'Rubella'	Japanese Skimmia	No. 2 Pot	600mm O.C.	fully established
91	Vaccinium ovatum * #	Evergreen Huckleberry	No. 3 Pot	750mm O.C.	fully established
PERENNIALS AND GRASSES					
63	Hakonechloa macra 'Aurea'	Golden Japanese Forest Grass	No. 1 Pot	380mm O.C.	fully established
177	Liriope muscari 'Big Blue' *	Big Blue Lilyturf	No. 1 Pot	300mm O.C.	fully established
24	Brunnera macrophylla 'Jack Frost' *	Siberian Bugloss Jack Frost	No. 1 Pot	300mm O.C.	fully established
GROUNDCOVERS					
33	Arctostaphylos uva-ursi * #	Kinnikinnick	No. 1 Pot	350mm O.C.	fully established
91	Frageria chiloensis * #	Beach Strawberry	No. 1 Pot	350mm O.C.	fully established
OFFSITE PLANTS					
25	Cornus sericea 'Kelseyi'	Kelsey's Dwarf Red-Osier Dogwood	No. 2 Pot	600mm O.C.	fully established
25	Nandina domestica 'Gulfstream'	Gulfstream Nandina	No. 2 Pot	600mm O.C.	fully established

NOTES:

\* Indicates pollinator/bird friendly plants

# Indicates native plants

PLANTING NOTES

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CANADIAN LANDSCAPE STANDARDS.
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. AII OFFSITE TREES TO HAVE MINIMUM OF 25m3 SOIL VOLUME.
6. ALL OFFSITE PLANTING TO MEET CNV STANDARDS.

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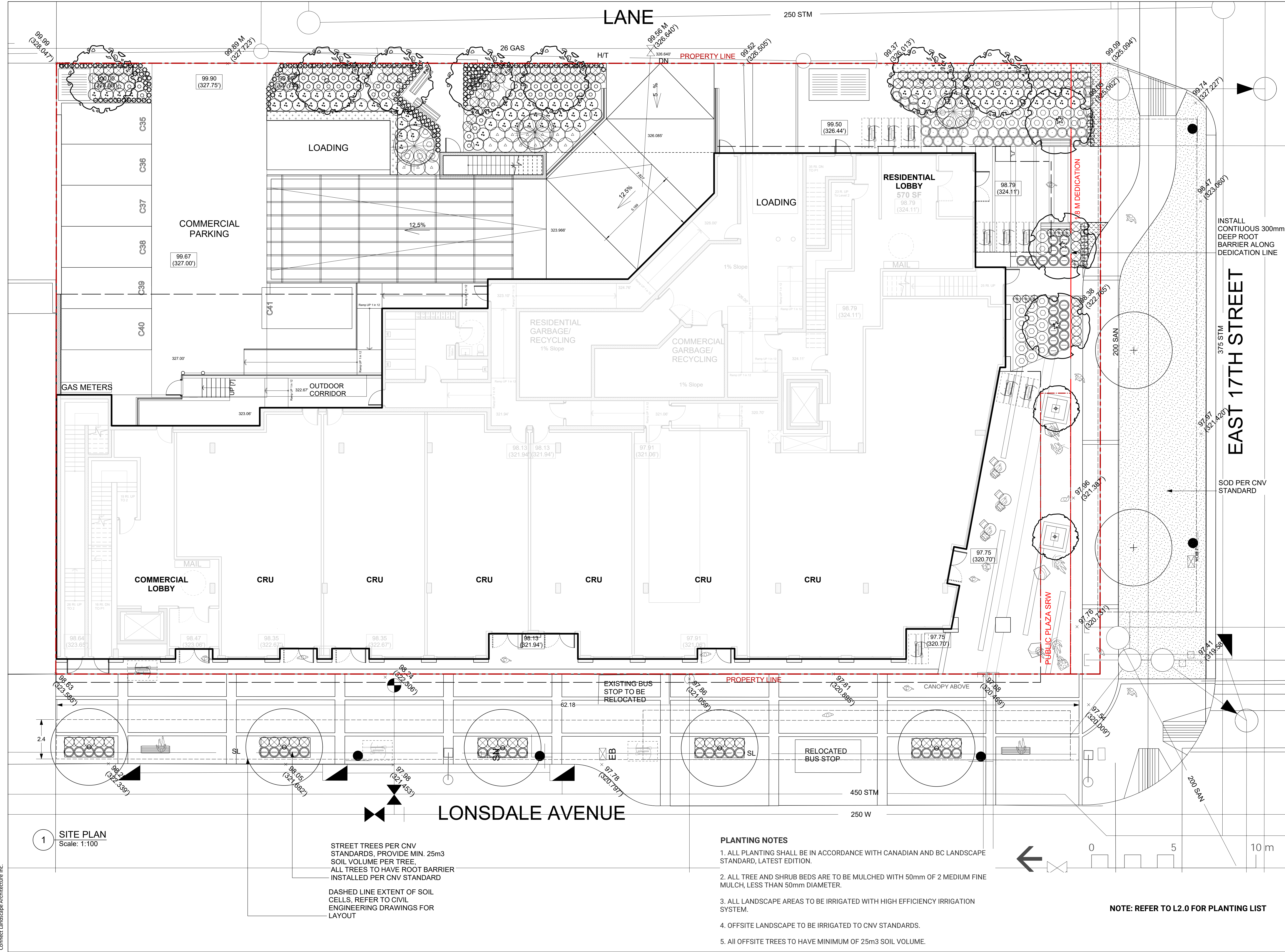
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PLANT MATERIALS





1 SITE PLAN  
Scale: 1:100

STREET TREES PER CNV STANDARDS, PROVIDE MIN. 25m<sup>3</sup> SOIL VOLUME PER TREE, ALL TREES TO HAVE ROOT BARRIER INSTALLED PER CNV STANDARD

DASHED LINE EXTENT OF SOIL CELLS, REFER TO CIVIL ENGINEERING DRAWINGS FOR LAYOUT

PLANTING NOTES

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NOTE: REFER TO L2.0 FOR PLANTING LIST

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POLYGON DEVELOPMENT 259 LTD.

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PLANTING PLAN



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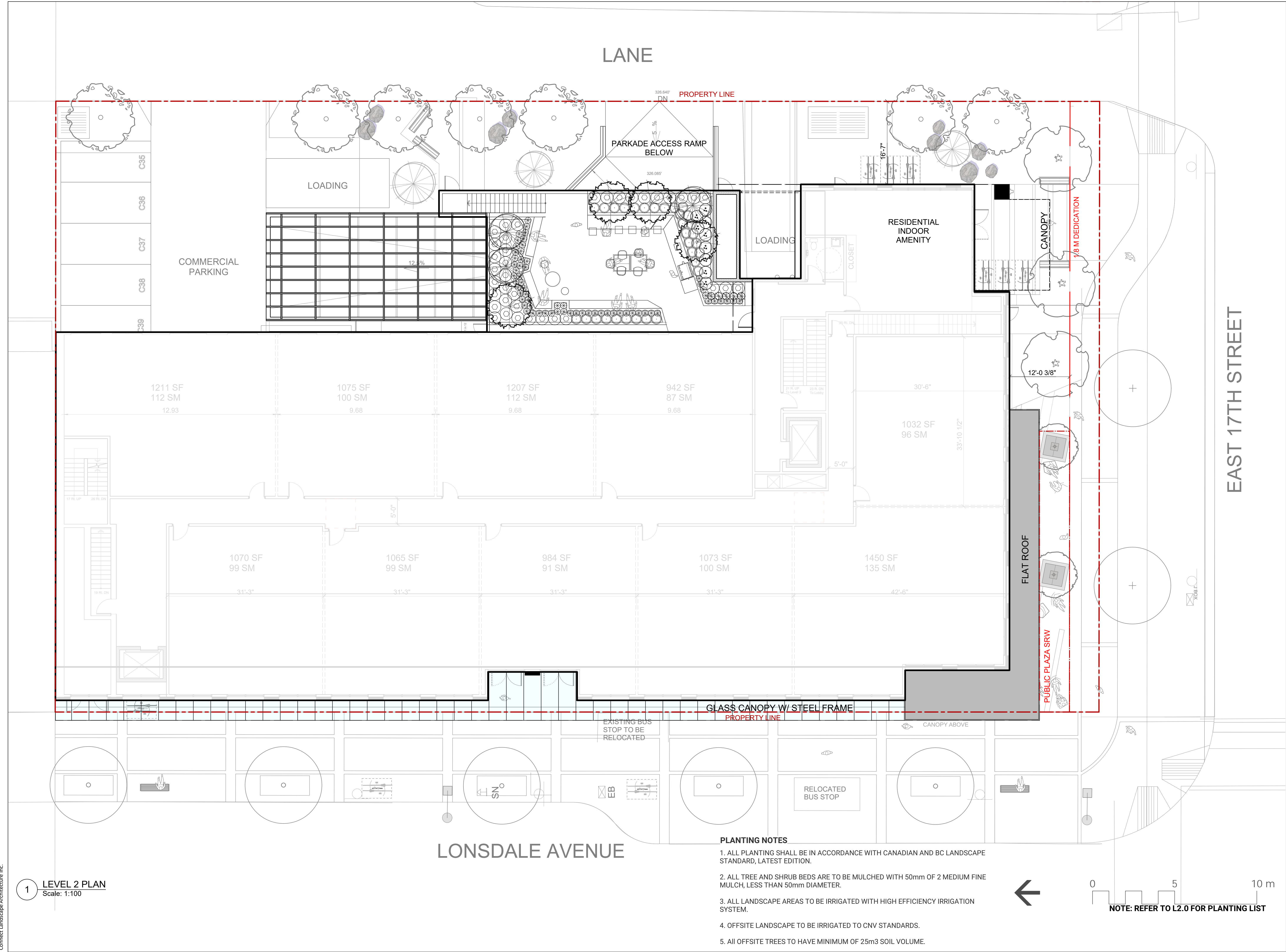
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PLANTING PLAN  
LEVEL 2

L2.2



PLANTING NOTES

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POLYGON DEVELOPMENT 259 LTD.

WELCOMING PLAZA WITH NATURAL MATERIALS



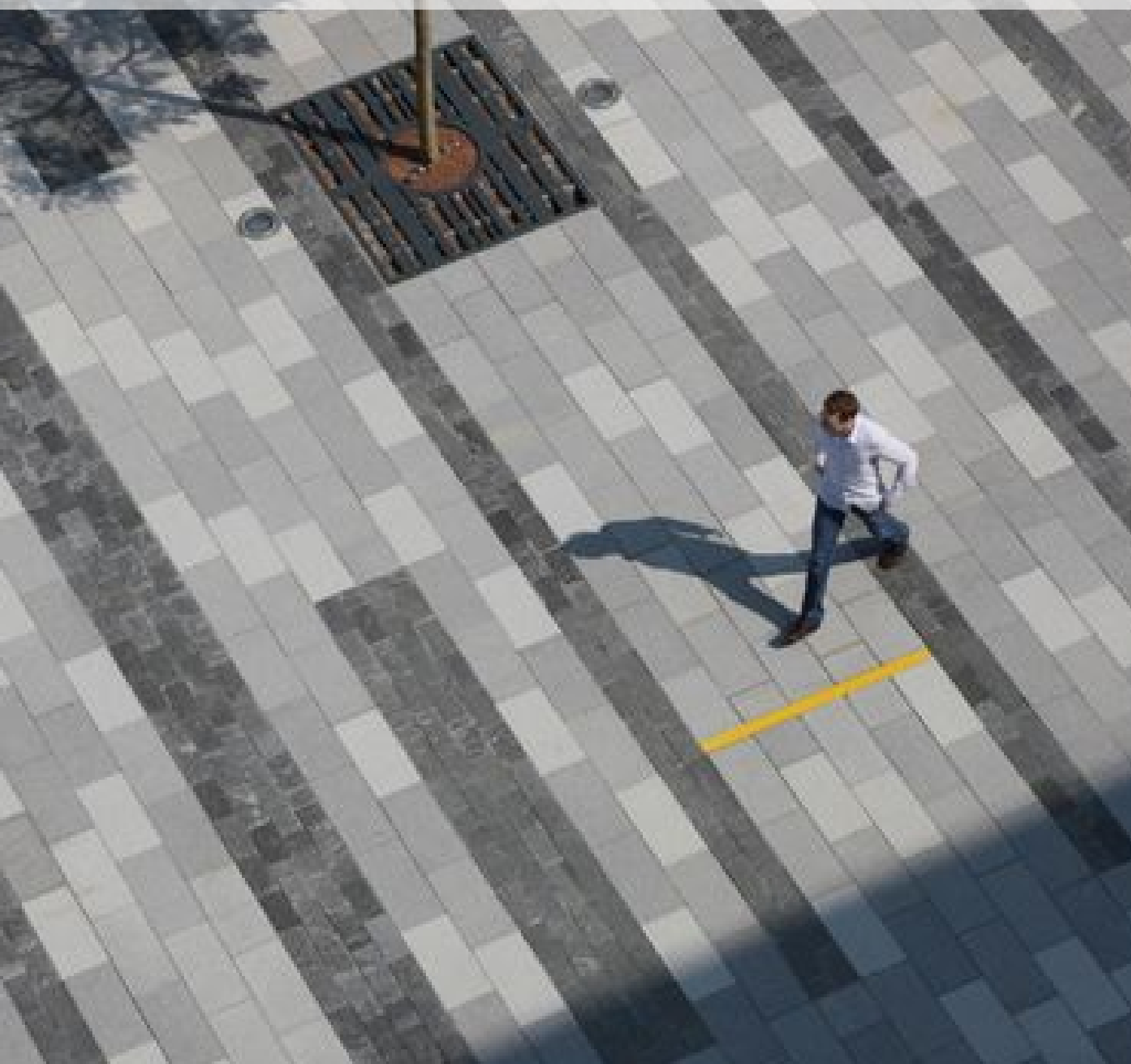
VIBRANT RETAIL EDGE



LUSH AND COMFORTABLE RESIDENTIAL ENTRY



CONTRASTING PATTERNS



LOCAL MATERIALS



ACTIVE STREETScape LONSDALE



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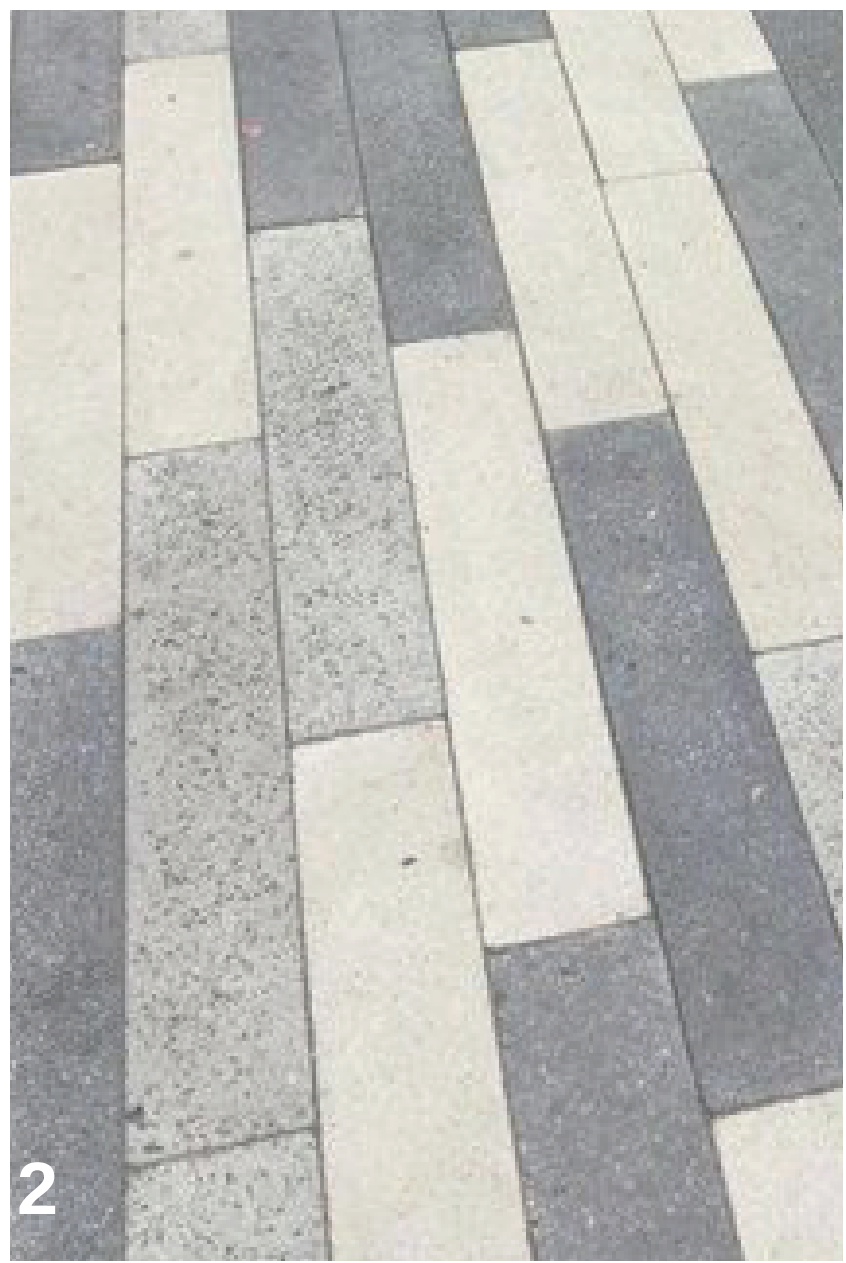
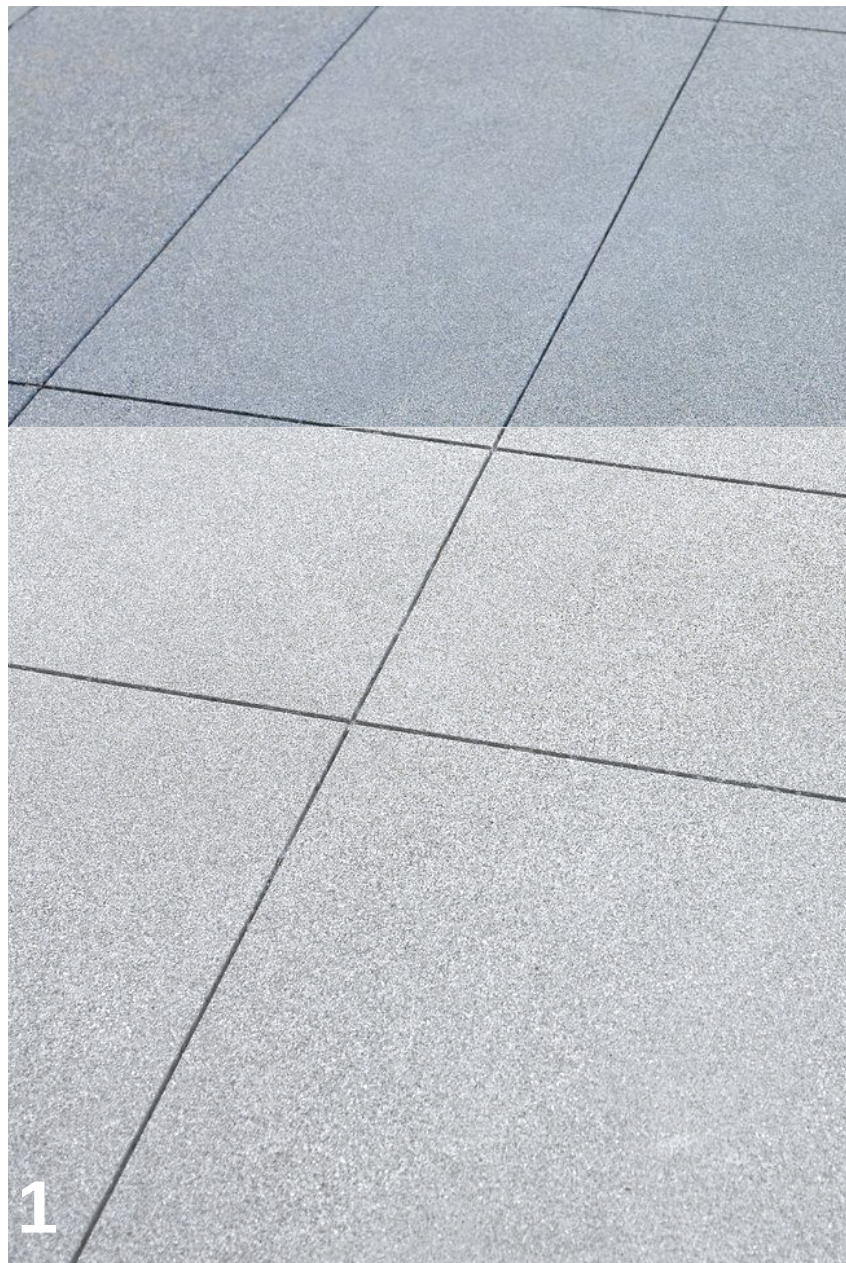
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GROUND LEVEL  
PRECEDENTS



MATERIALS & FURNISHING

- 1. CIP CONCRETE W/ SAWCUT  
NATURAL BROOM FINISH
- 2. GROUND LEVEL PAVER (TYPE 1)  
BROADWAY PLANK  
CHARCOAL, STERLING AND NATURAL
- 3. BASALT FEATURE SLAB PAVER (TYPE 3)  
BASALT SLAB
- 4. EXPOSED AGGREGATE PAVING
- 5. BIKE RACK  
MAGLIN ICONIC  
CHARCOAL POWDERCOAT FINISH
- 6. WOODEN BENCH AT RES. ENTRY PLAZA  
MAGLIN MLB 1050 BENCH
- 7. FEATURE BASALT SEATING  
LOCALLY SOURCED BASALT ROCKS
- 8. AMENITY SEATING WITH FIRE TABLE
- 9. TABLE AND BENCHES  
WOOD WITH ALUMINUM
- 10. AMENITY BBQ AND COUNTER
- 11. BOLLARD LIGHTS



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LOCATION, AND ELEVATION OF UTILITIES AND /  
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PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
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5	RE-ISSUED FOR REZONING	21-12-15
4	ISSUED FOR REZONING	21-10-27
3	ISSUED FOR REZONING	20-12-22
2	ISSUED FOR REVIEW	20-12-16
1	ISSUED FOR REVIEW	20-11-09
REVISIONS		

Lennox  
Lonsdale Ave  
& E 17th St

East 17th St  
North Vancouver, BC

Scale:	NTS
Drawn:	MR
Reviewed:	KL
Project No.	06-729

MATERIALS  
& FURNISHINGS



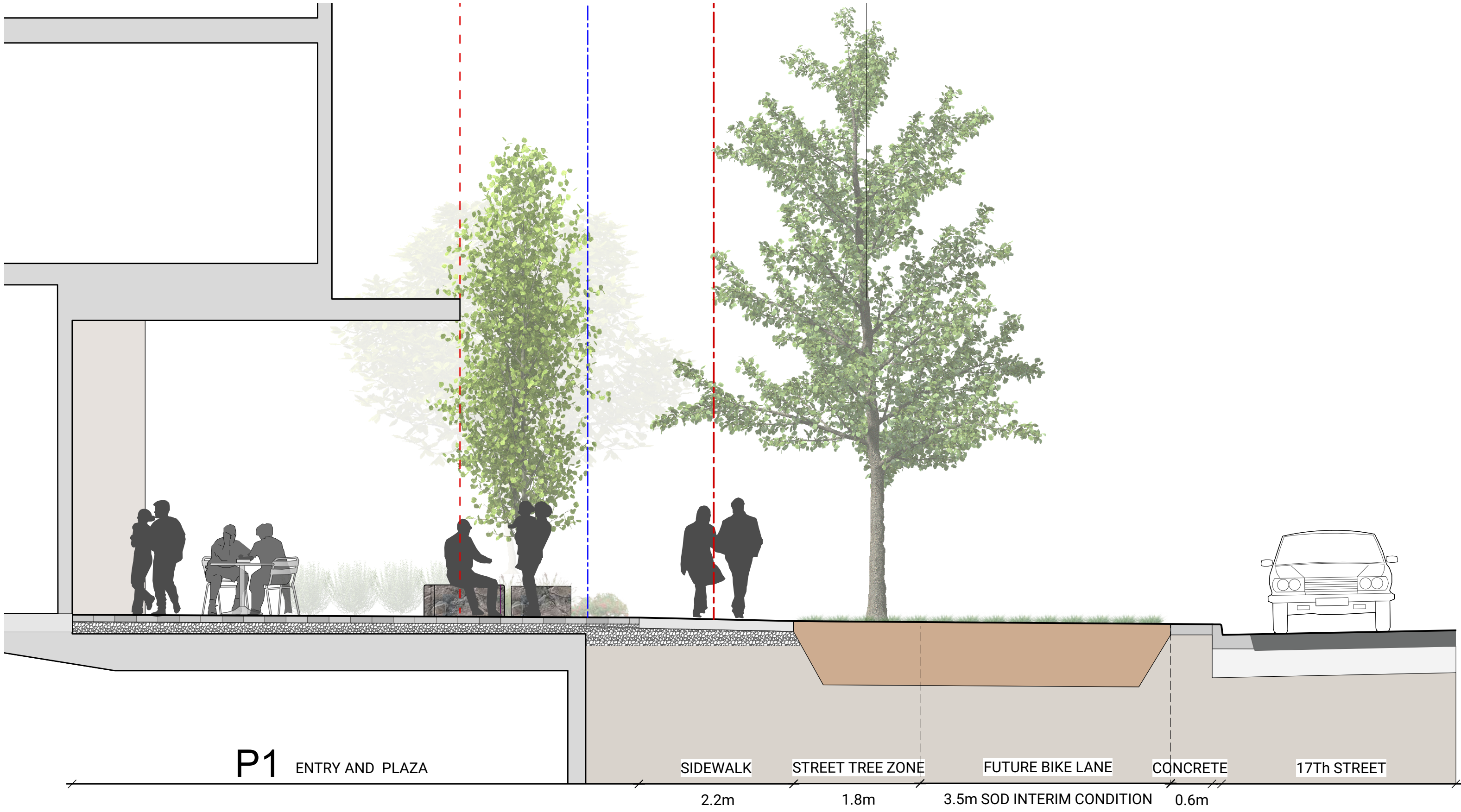
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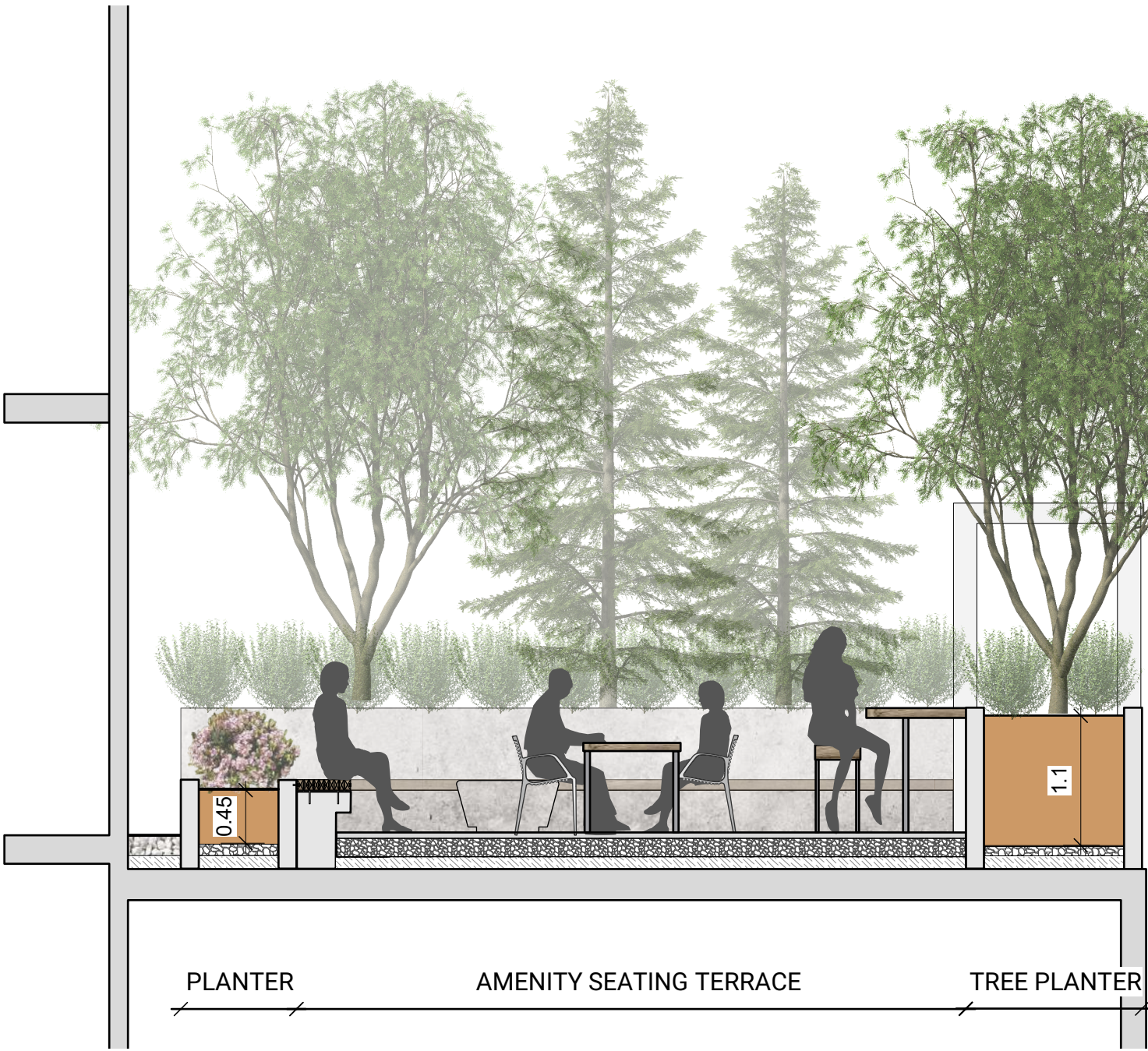
CLIENT



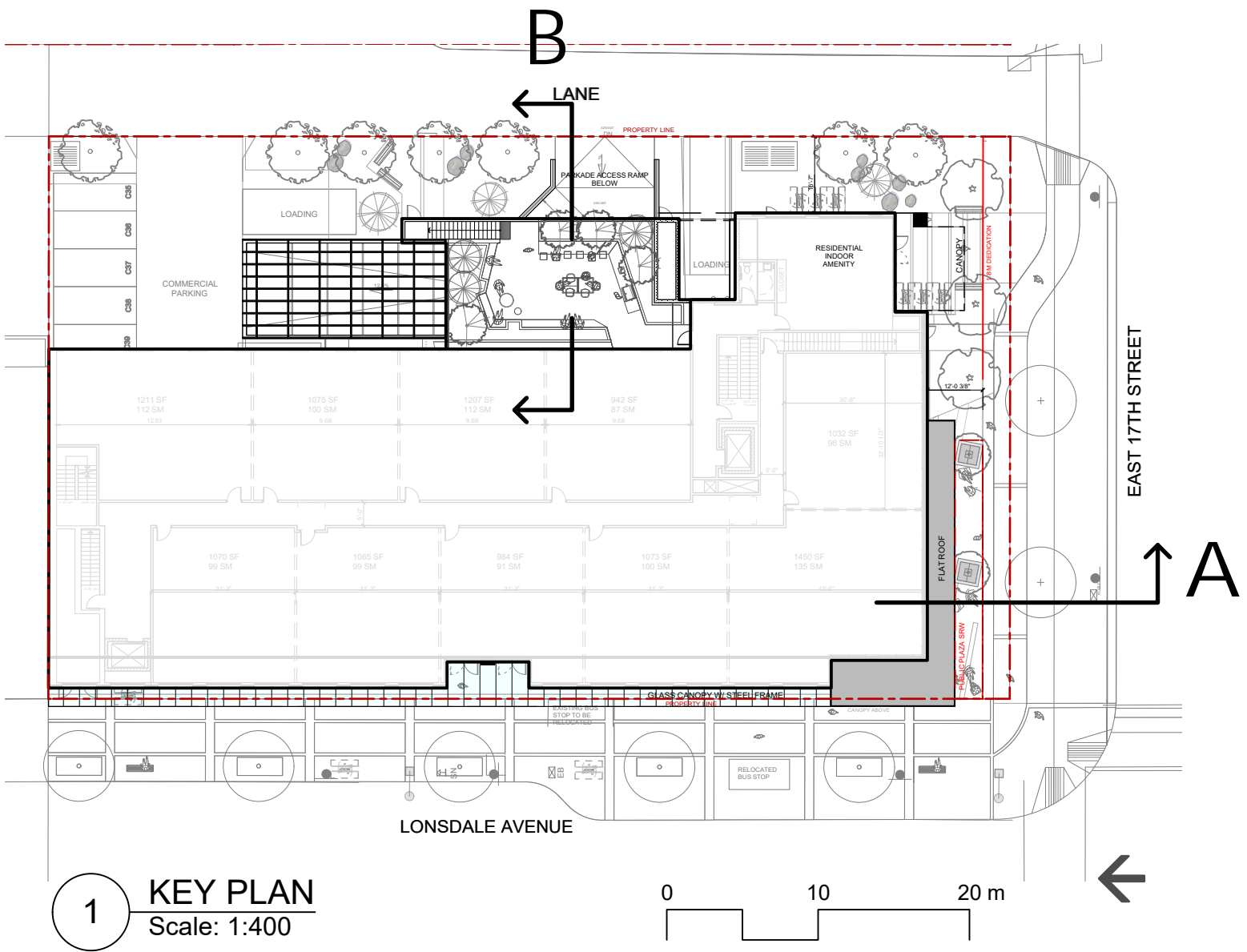
**POLYGON**  
POLYGON DEVELOPMENT 259 LTD.



A SECTION - 17th ST PLAZA AND BOULEVARD  
Scale: 1:50



B SECTION - LEVEL 2 AMENITY SPACE  
Scale: 1:50



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Lennox  
Lonsdale Ave  
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East 17th St  
North Vancouver, BC

Scale:	AS SHOWN
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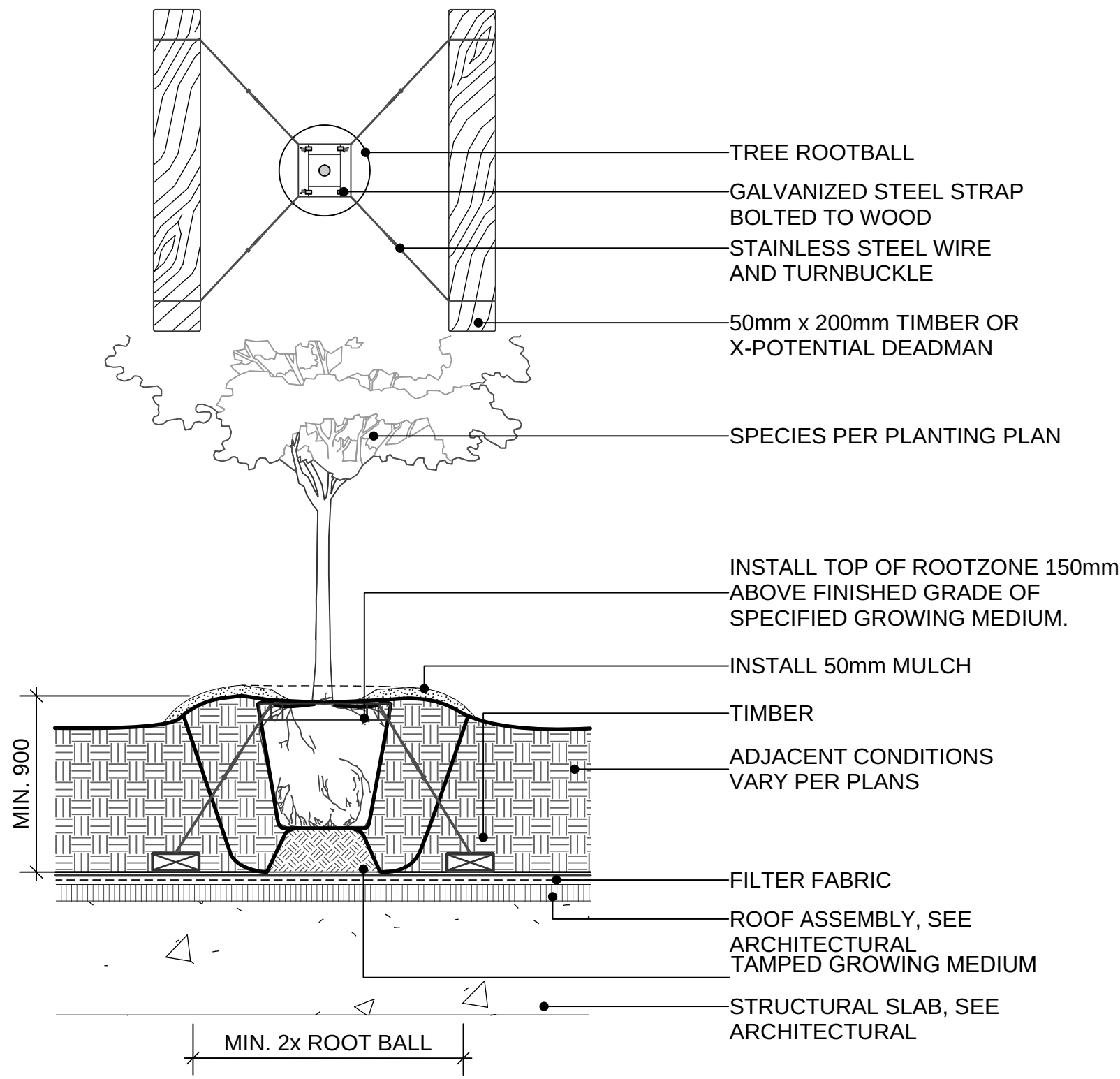
SECTIONS



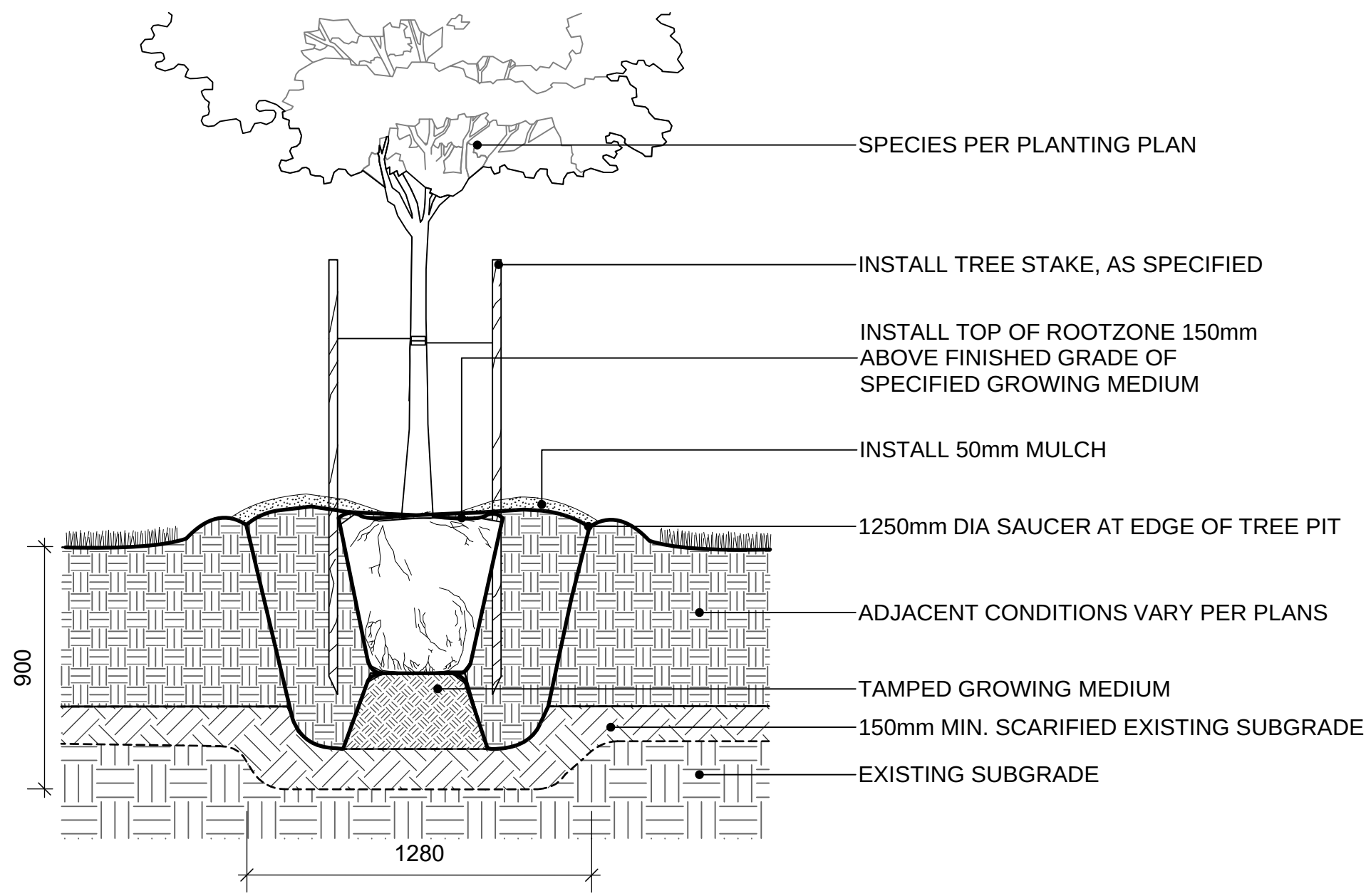
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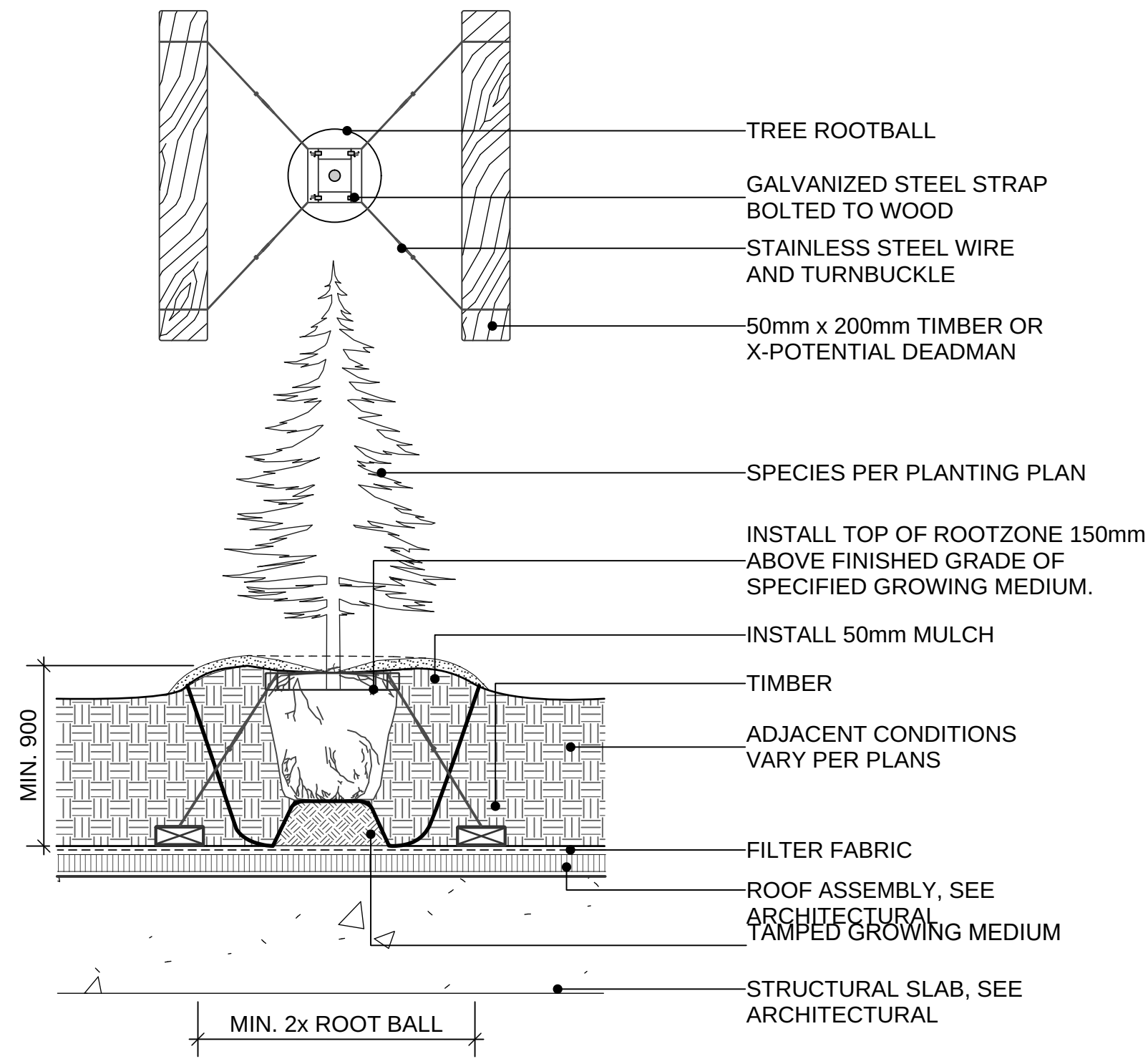
CLIENT



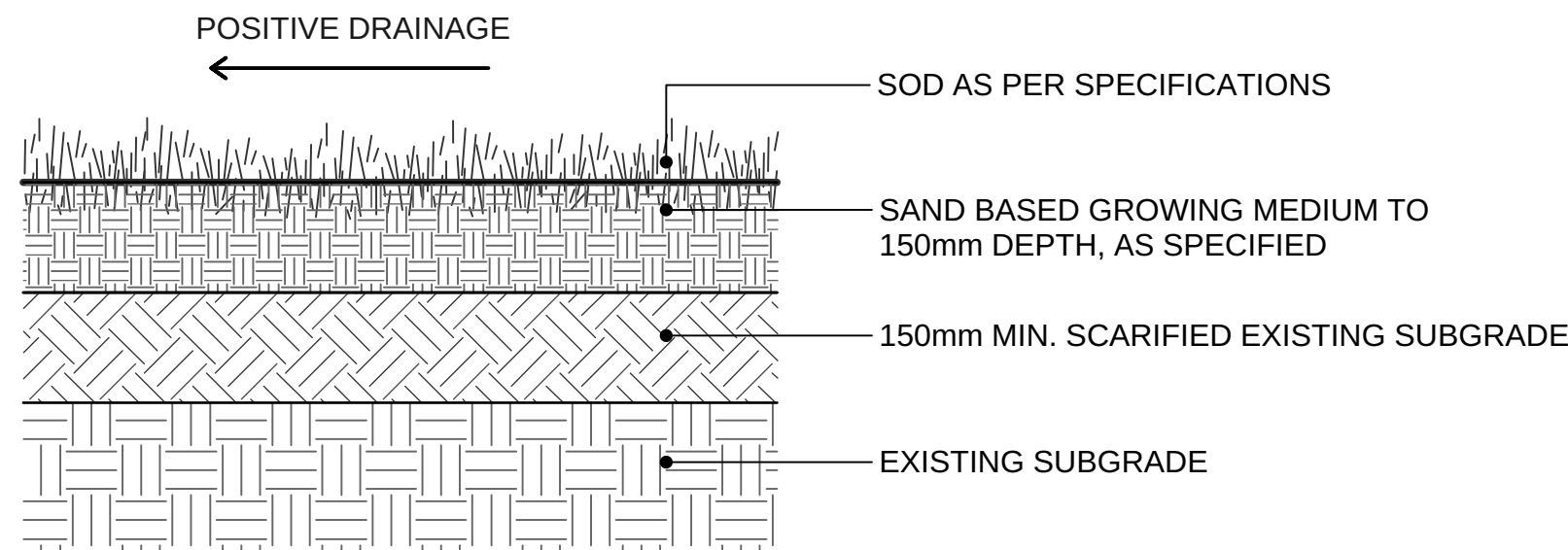
1 DECIDUOUS TREE PLANTING ON SLAB (TYPICAL)  
SCALE 1:25



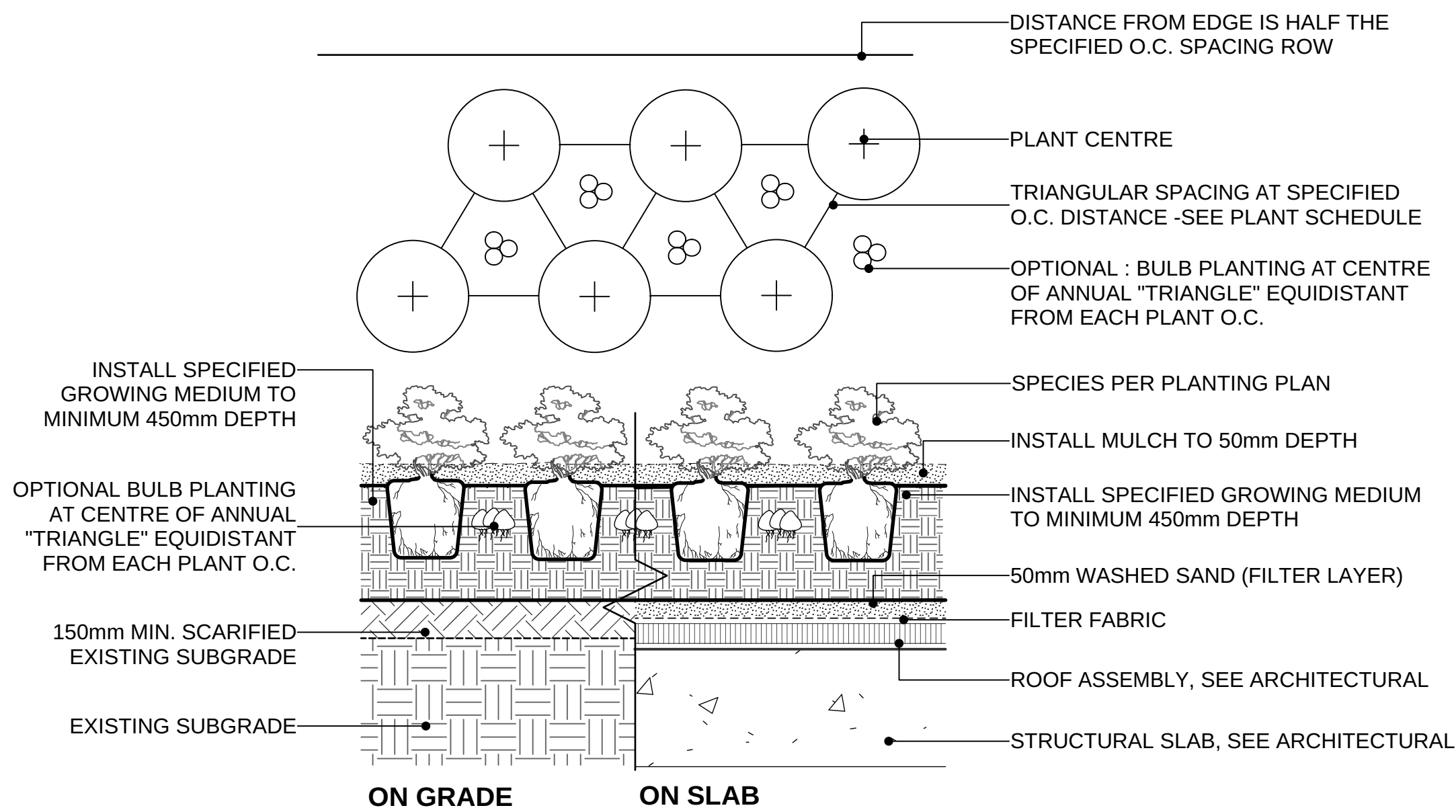
2 DECIDUOUS TREE PLANTING ON GRADE (TYPICAL)  
SCALE 1:20



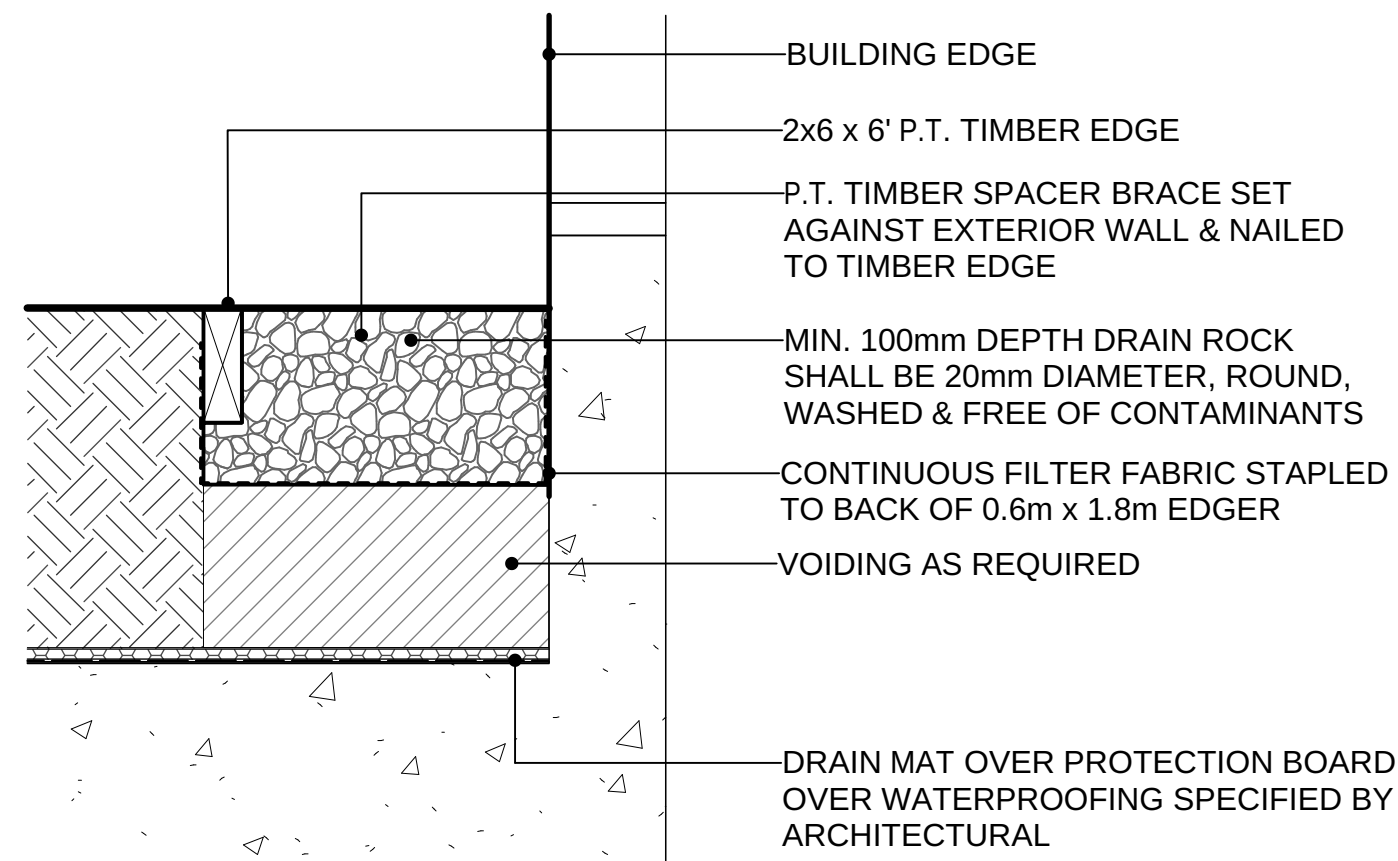
3 CONIFEROUS TREE PLANTING ON SLAB (TYPICAL)  
SCALE 1:25



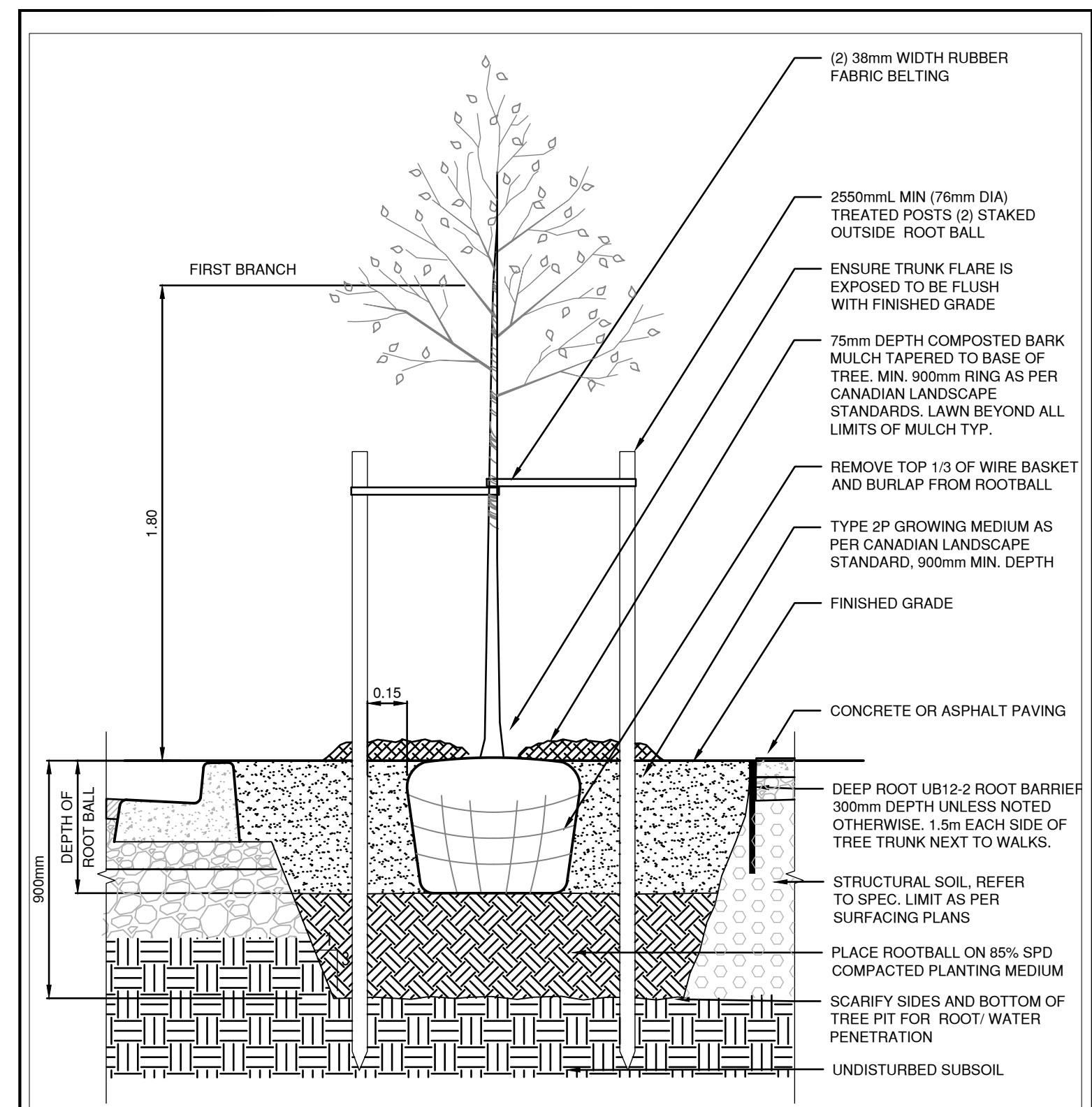
5 SOD LAWN ON GRADE (TYPICAL)  
SCALE 1:10



4 SHRUB AND GROUNDCOVER PLANTING ON GRADE/SLAB(TYPICAL)  
SCALE 1:20



6 GRAVEL DRAIN STRIP ON SLAB  
SCALE 1:10



NOTES:  
1. EACH TREE REQUIRES 15-20 m³ MINIMUM OF SOIL FOR GROWING MEDIUM  
2. USE STRUCTURAL SOIL UNDER SIDEWALK TO ACHIEVE SOIL VOLUMES

(N.T.S.)

METRIC

## CITY OF NORTH VANCOUVER

### DECIDUOUS TREE PLANTING DETAIL

DRAWN: JN	DATE: APRIL, 2019	DWG.No. T2S
CHECKED: CB	APPROVED: CB	

7 OFFSITE TREE PLANTING DETAIL

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#### REVISIONS

## Lonsdale Ave & E 17th St

East 17th St  
North Vancouver, BC

Scale: AS SHOWN

Drawn: MR

Reviewed: DS

Project No. 06-729

## SOFTSCAPE DETAILS



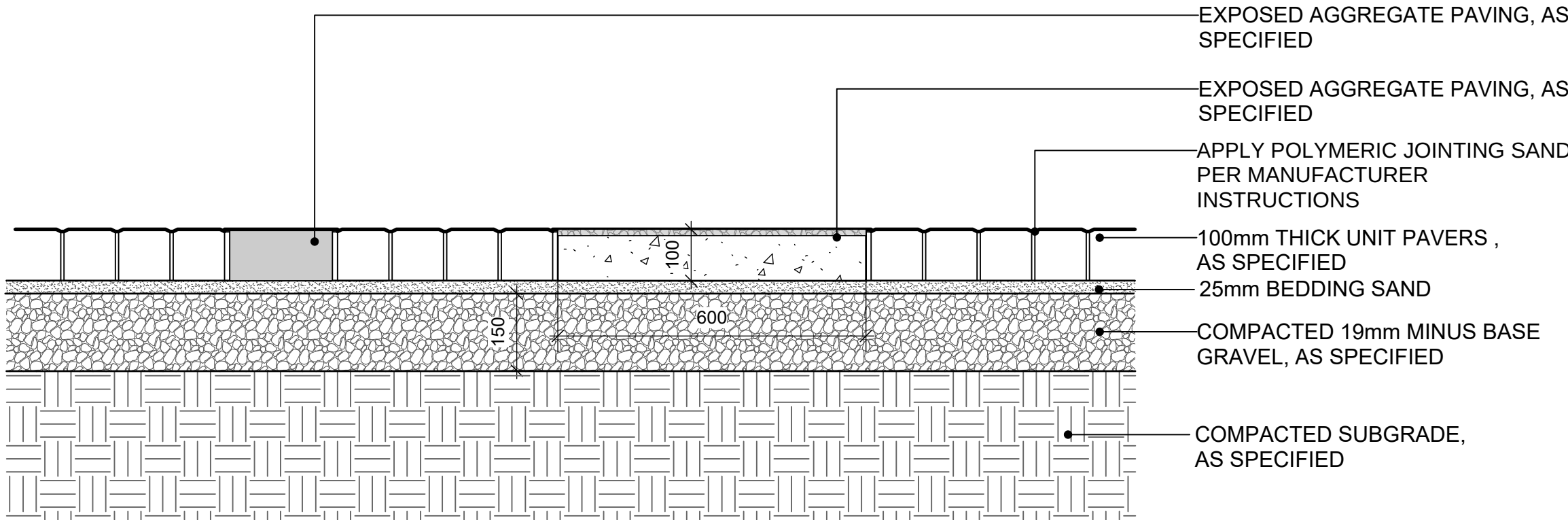
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REVISIONS		

## Lonsdale Ave & E 17th St

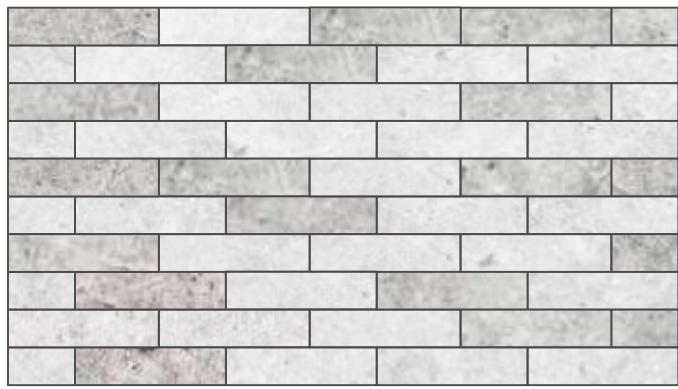
East 17th St  
North Vancouver, BC

Scale:	AS SHOWN
Drawn:	MR
Reviewed:	DS
Project No.	06-729

## HARDSCAPE DETAILS



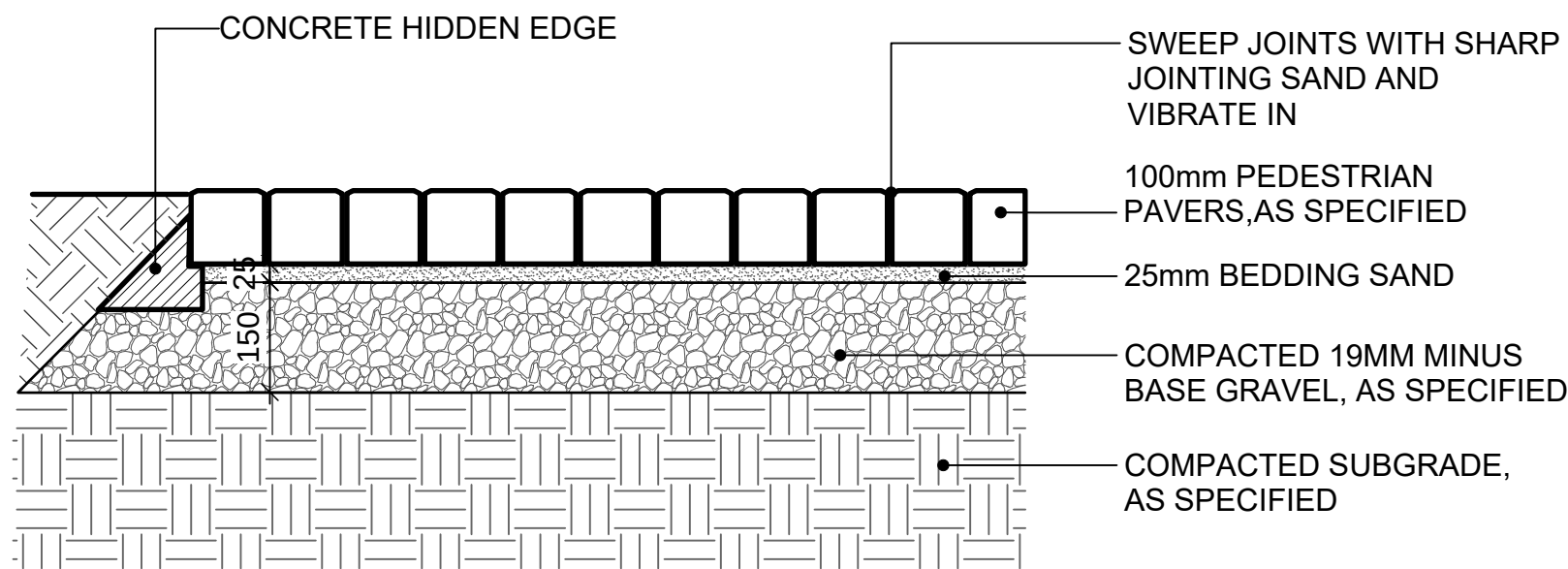
**1 PLAZA PAVING ON GRADE**  
SCALE 1:10



PATTERN

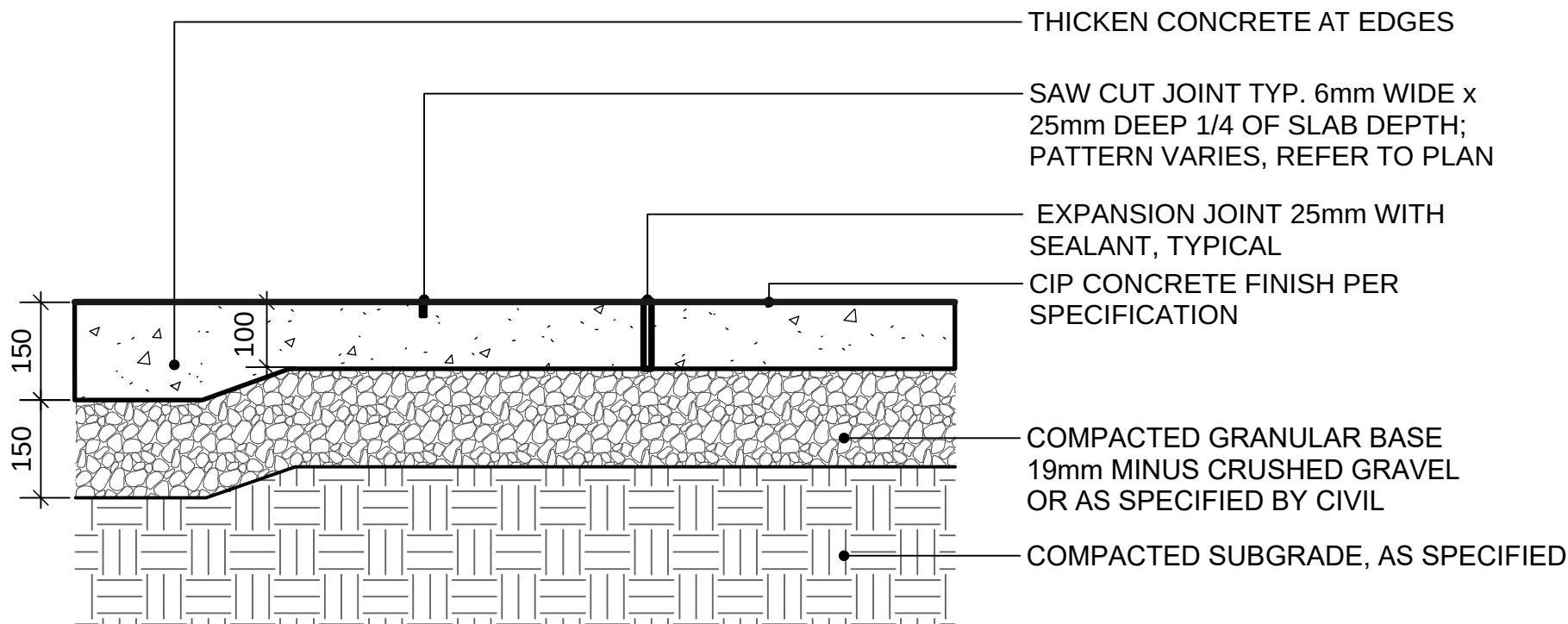
### LINEAR UNIT PAVER

TYPE: BOARDWALK PLANK 100mm PAVERS  
DIMENSION: 400mm x 100mm x 100mm  
PATTERN: RUNNING BOND  
COLOR: NATURAL, ASH, CHARCOAL  
RANDOM MIX  
SUPPLIER: BARKMAN CONCRETE  
TEL: 778-689-7670



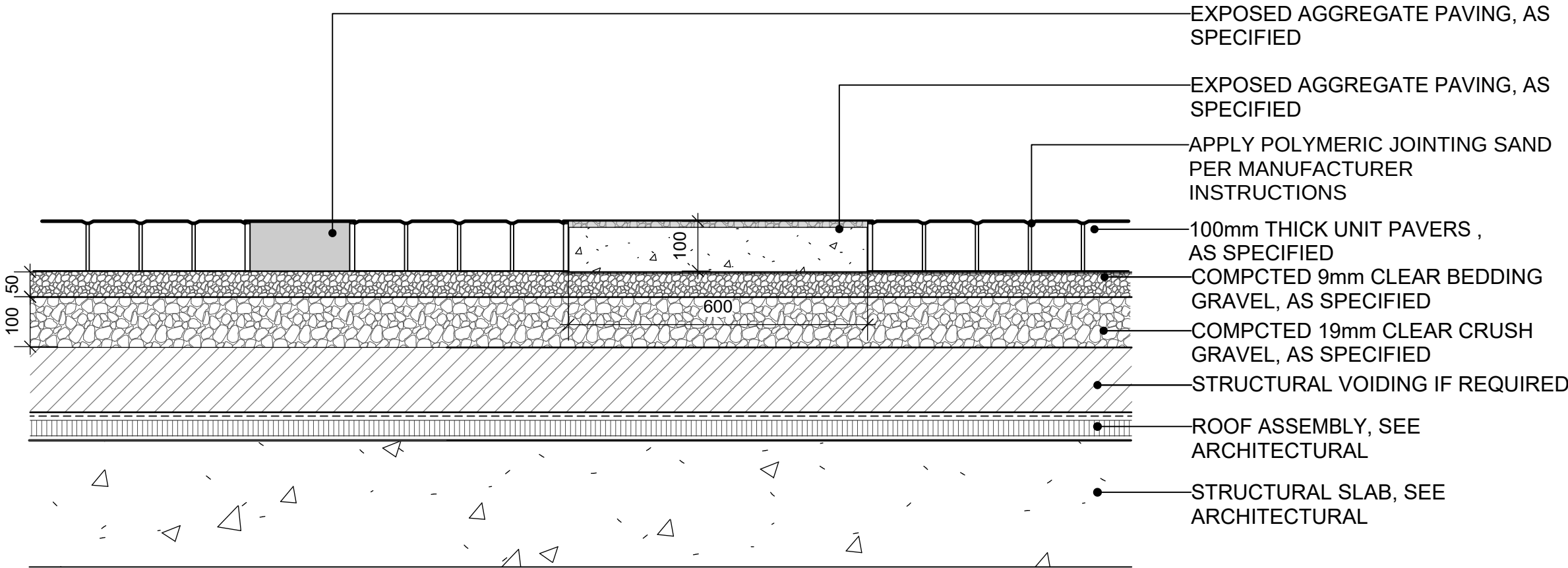
NOTE:  
USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE  
NOT ADJACENT TO A SOLID EDGE CONDITION.

**3 UNIT PAVING TYPE 1 ON GRADE**  
SCALE 1:10

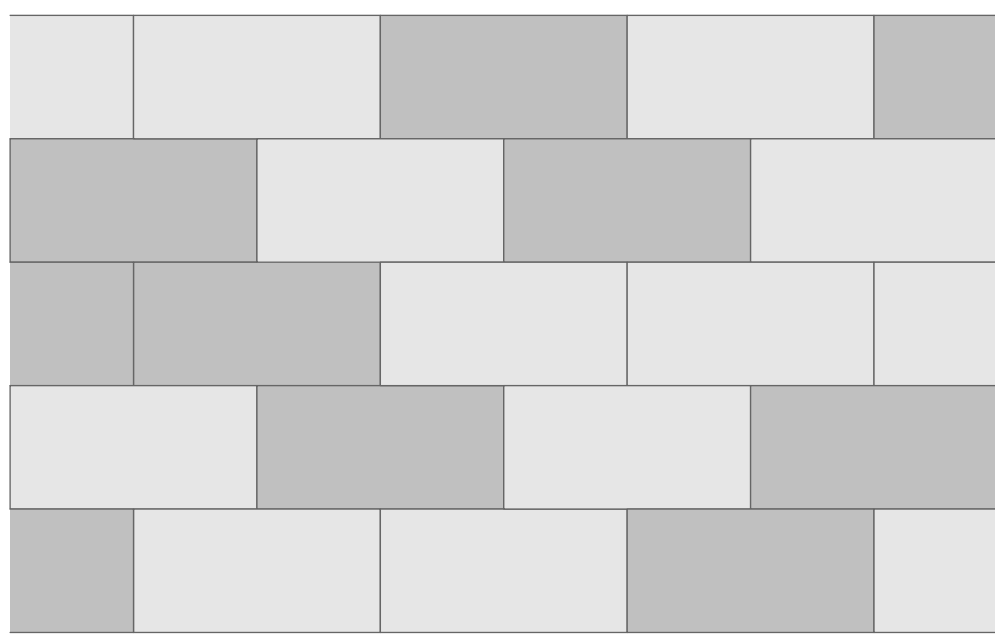


NOTES:  
1. EXPANSION JOINTS 6m O.C. MAX, CONTROL JOINTS @ 1.5m O.C. ADJUST TO SUIT SITE LAYOUT PLAN.  
2. ALL SCORELINES TO BE APPROVED BY LANDSCAPE ARCHITECT ON-SITE PRIOR TO INSTALLATION.  
3. LIGHT SANDBLAST FINISH

**6 CIP CONCRETE ON GRADE (TYPICAL)**  
SCALE 1:10

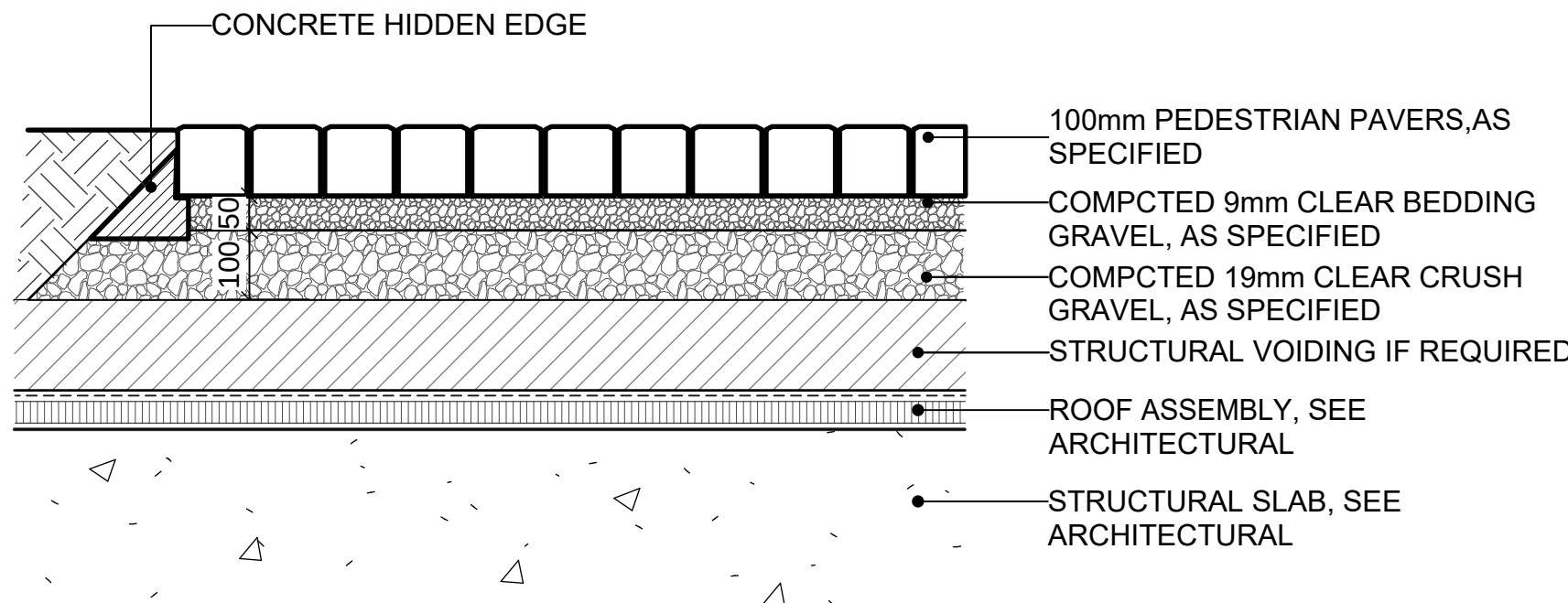


**2 PLAZA PAVING ON SLAB**  
SCALE 1:10



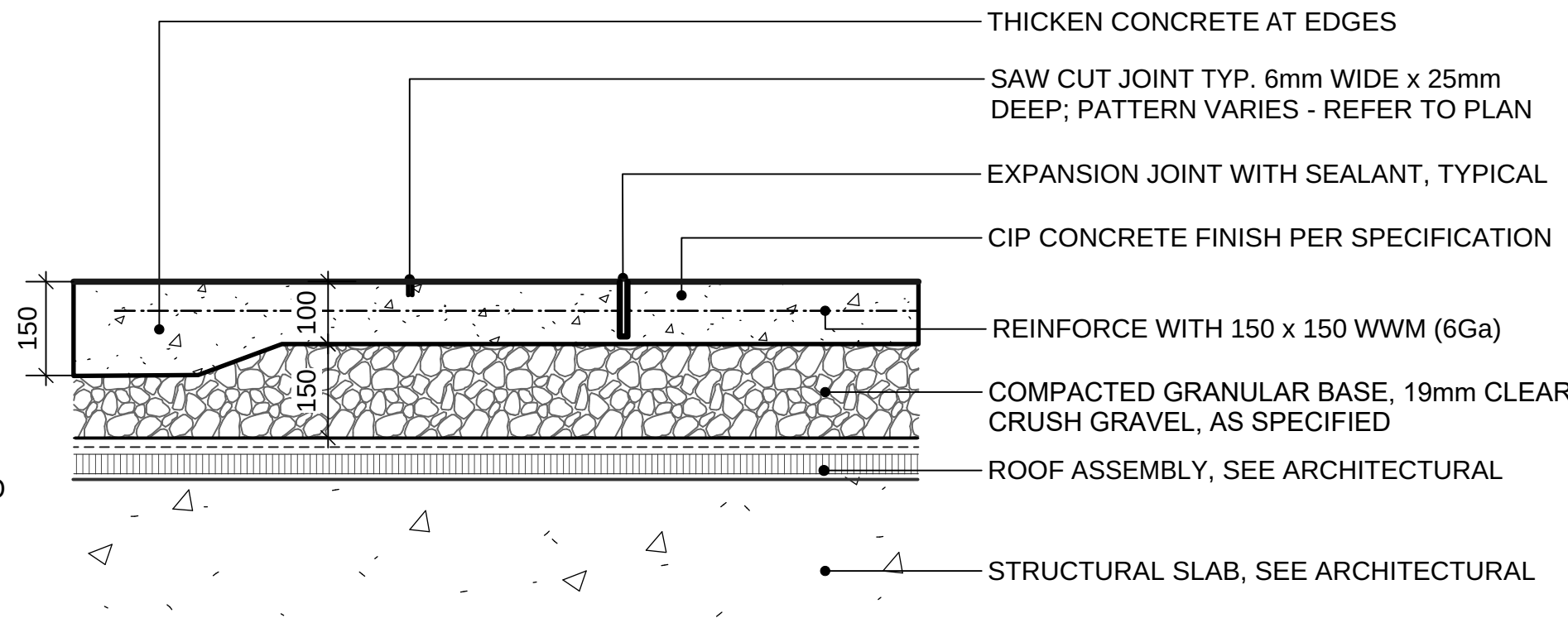
PATTERN NOT TO SCALE

NOTE:  
TYPE: HYDRAPRESSED SLAB, TEXADA  
DIMENSION: 610mm x 305mm x 50mm  
COLOR: MIX OF 60% NATURAL, 40% CHARCOAL  
PATTERN: RUNNING BOND, RANDOM  
SUPPLIER: NORTHWEST SUPPLY  
TEL: 888-887-7738



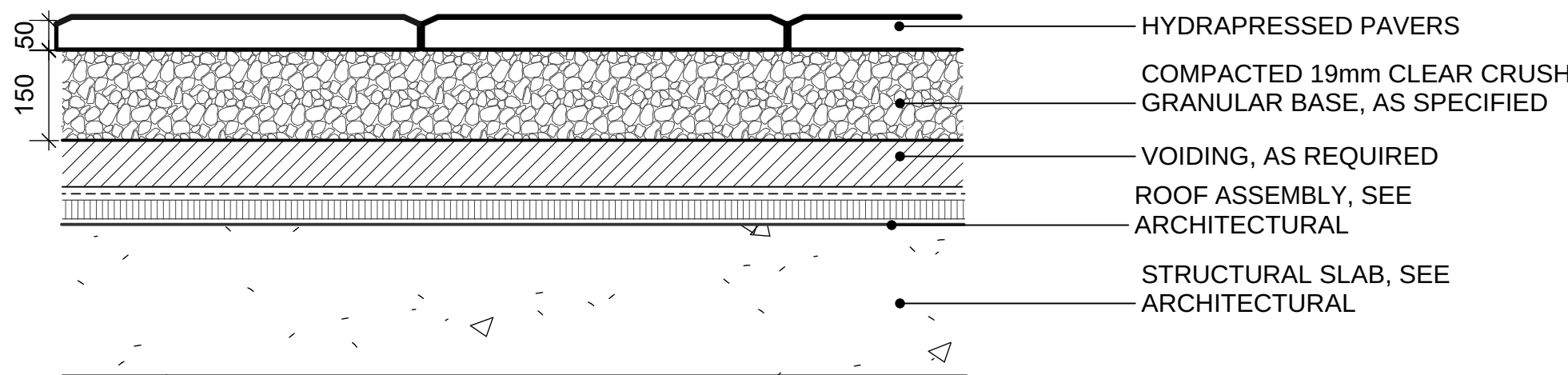
NOTE:  
USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE  
NOT ADJACENT TO A SOLID EDGE CONDITION.

**4 UNIT PAVING TYPE 1 ON SLAB**  
SCALE 1:10



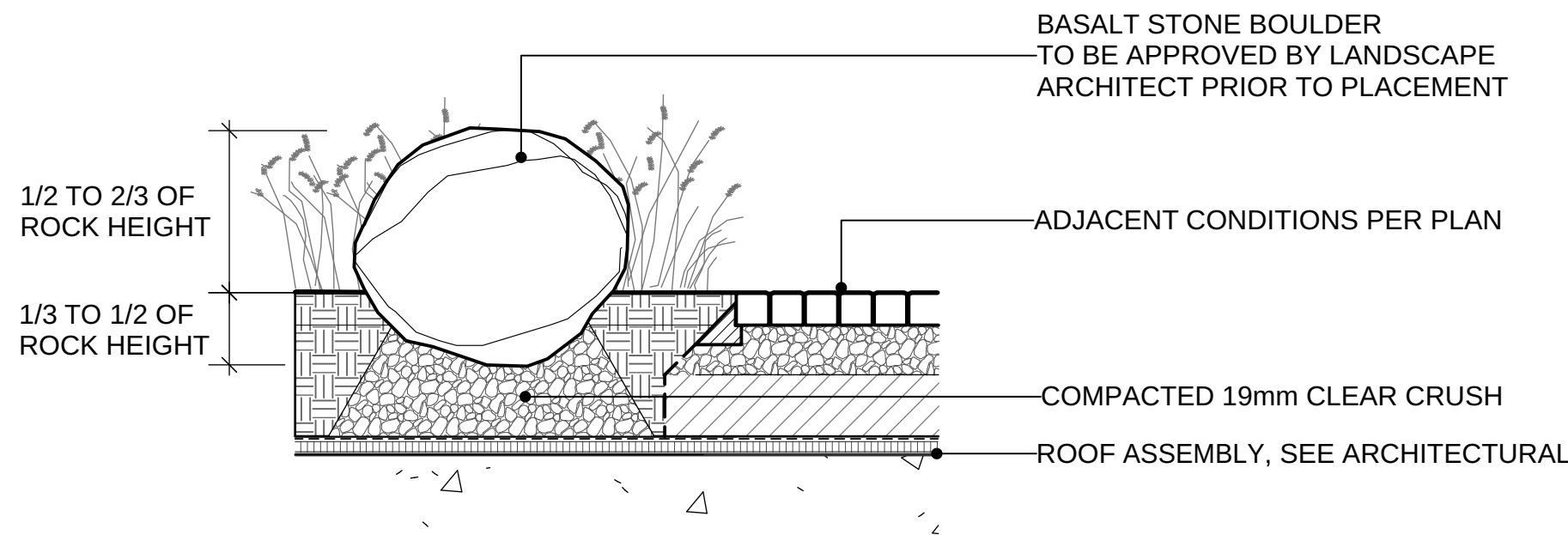
NOTES:  
1. EXPANSION JOINTS 6m O.C. MAX, CONTROL JOINTS @ 1.5m O.C. ADJUST TO SUIT SITE LAYOUT PLAN.  
2. ALL SCORELINES TO BE APPROVED BY LANDSCAPE ARCHITECT ON-SITE PRIOR TO INSTALLATION.  
3. LIGHT SANDBLAST FINISH

**7 CIP CONCRETE ON SLAB (TYPICAL)**  
SCALE 1:10



NOTE:  
USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE NOT  
ADJACENT TO A SOLID EDGE CONDITION.

**5 HYDRAPRESSED SLAB PAVING**  
SCALE 1:10

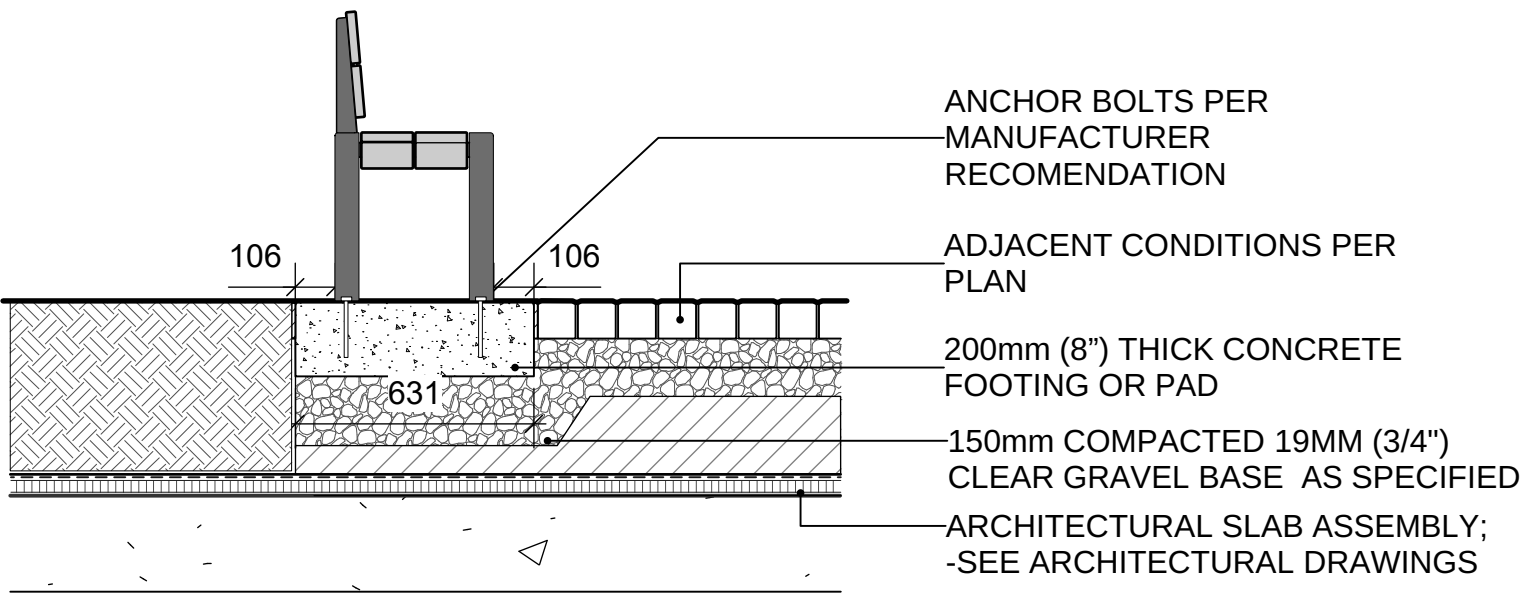


**8 BOULDER PLACEMENT ON SLAB**  
SCALE 1:20





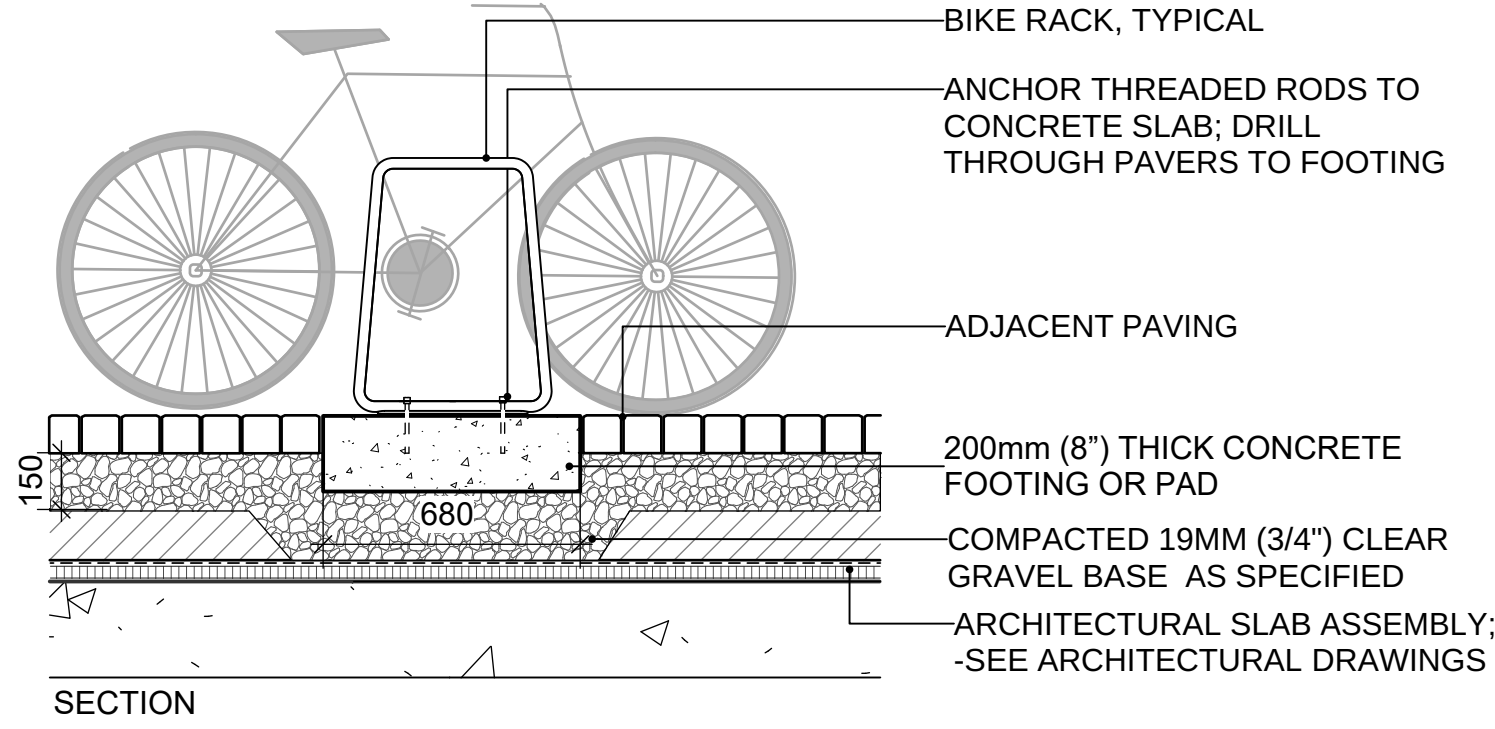
TPE A: BACKED BENCH  
MODEL: MLB1055-W 70", SURFACE MOUNT  
FINISH: STEEL, IPE WOOD  
SUPPLIER: MAGLIN (1.855.904.0330)  
COLOUR: SILVER14 FINETEX



1 ONSITE TIMBER BENCH  
SCALE: 1:20



TYPE: MAGLIN ICONIC 2300  
DIMENSION: L521mm x H673mm x D51mm  
COLOR: SILVER FINETEX POWDERCOAT FINISH  
SUPPLIER: MAGLIN  
TEL: JENNIFER FANCY 800-716-5506 X6050  
RHEZIE EMIA 800-716-5506 X1187



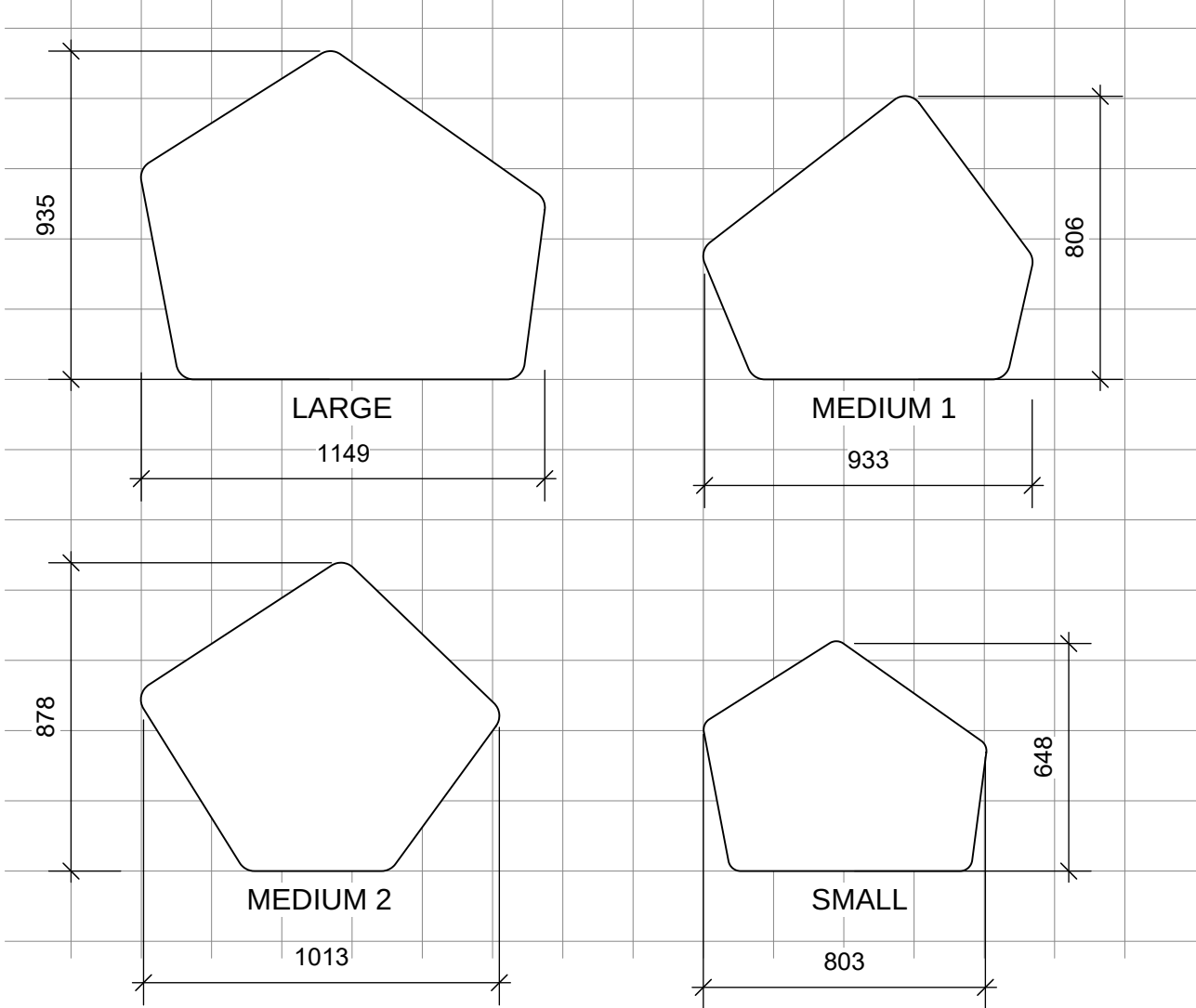
2 ONSITE BIKE RACK  
SCALE: 1:20



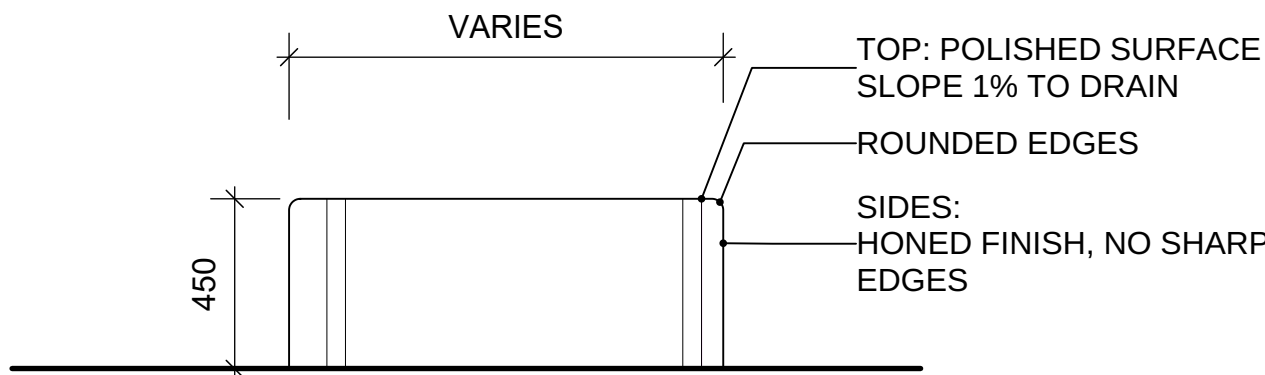
TYPE: MAGLIN SITE FURNITURE  
LEXICON COLLECTION TABLE AND SEATING  
LAYT\_LXM1500-00077  
6FT STANDARD TABLE, IPE WOOD  
6FT BACKLESS BENCHES, IPE WOOD  
COLOUR: SILVER 14 FINETEX



3 ONSITE TABLE AND BENCH



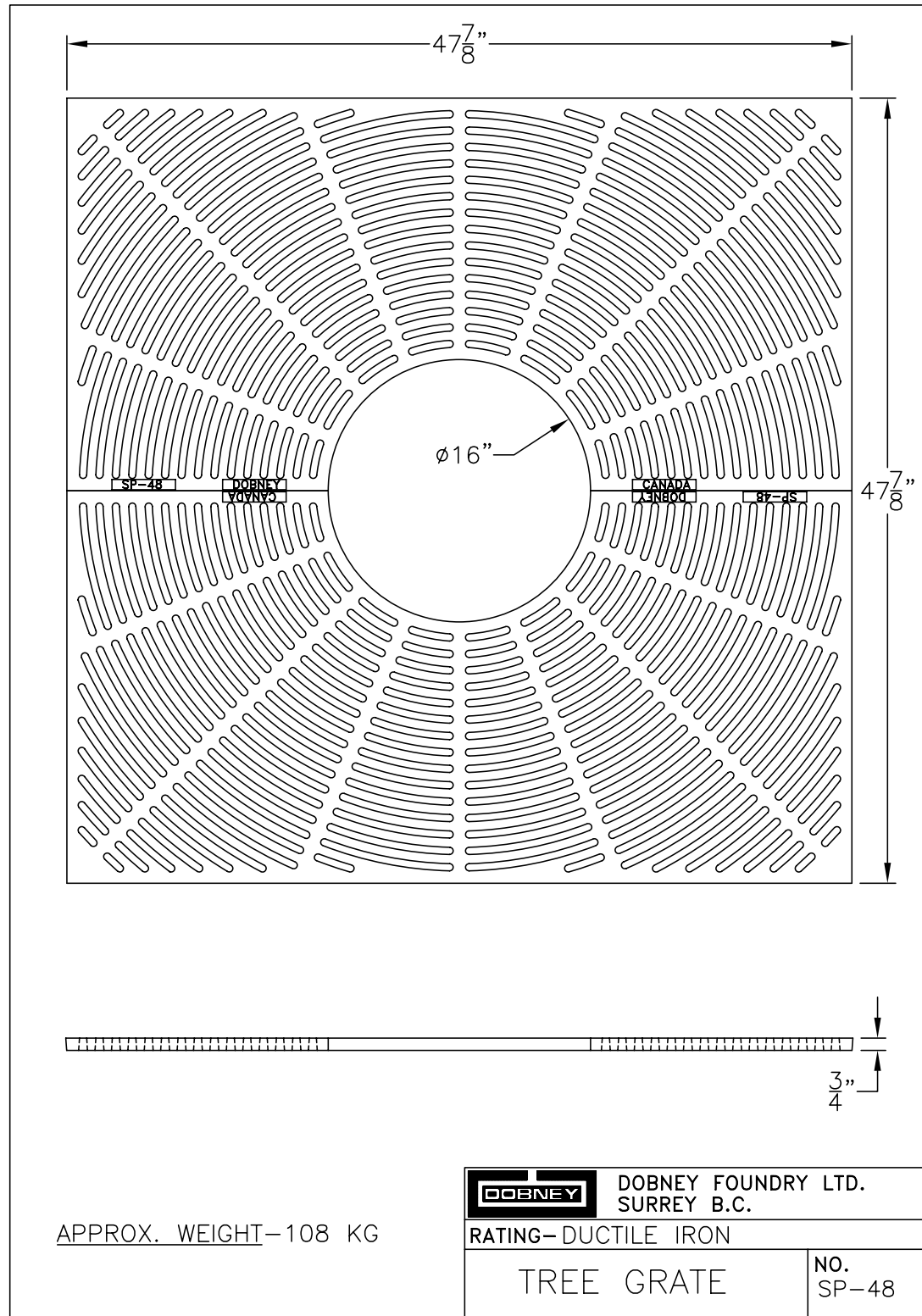
NOTE:  
THE GRID IS 200MM X 200MM FOR DIMENSION REFERENCE ONLY  
ALL THE EDGE TO BE ROUNDED



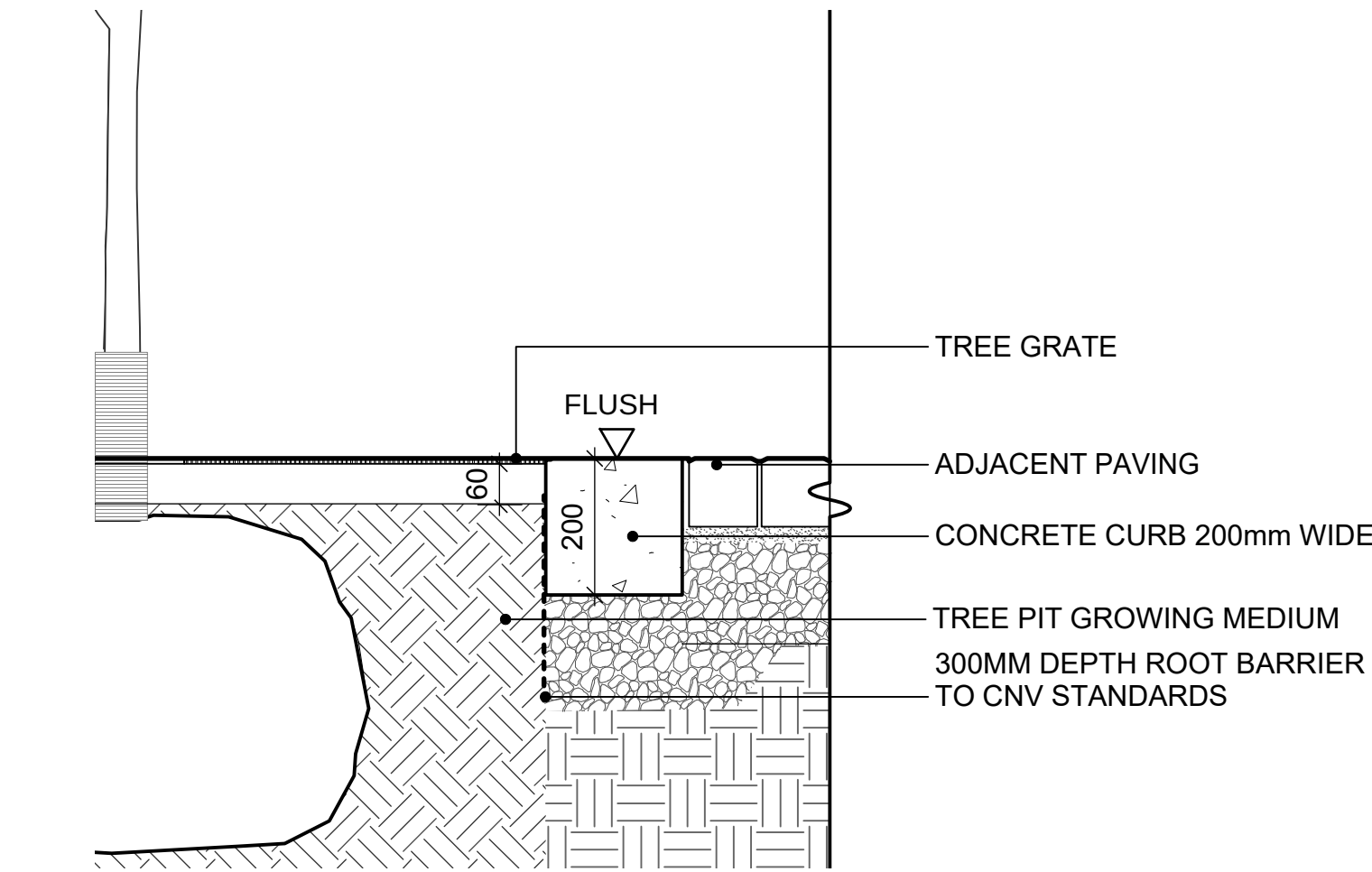
4 PLAZA CUSTOM BASALT STONE SEATING  
SCALE: 1:20



REFERENCE IMAGE NOT TO SCALE



APPROX. WEIGHT-108 KG  
DOBNEY FOUNDRY LTD.  
SURREY B.C.  
RATING-DUCTILE IRON  
TREE GRATE  
NO. SP-48



5 ONSITE TRE GRATE  
SCALE: 1:10

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CLIENT



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REVISIONS

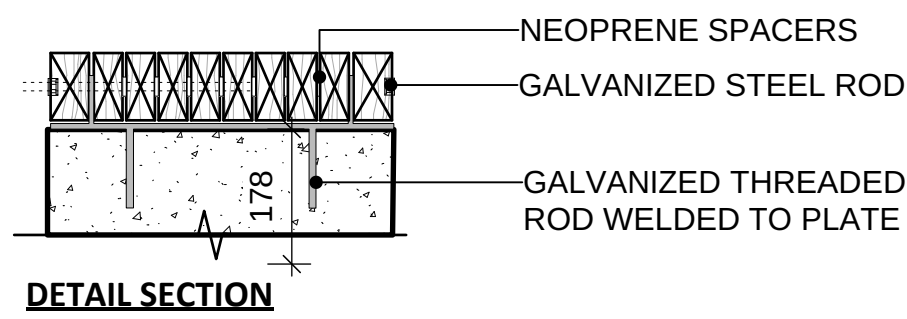
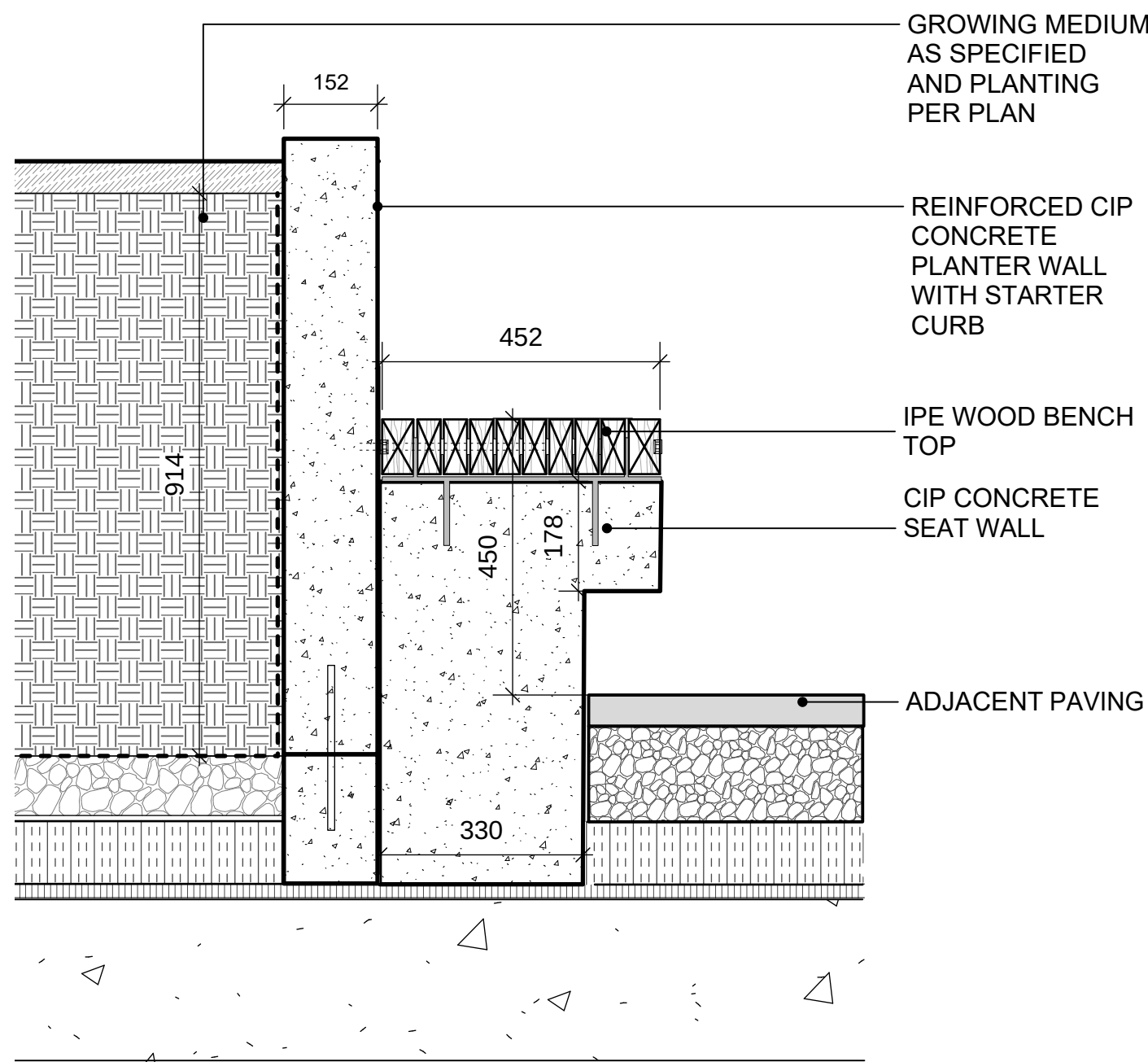
## Lonsdale Ave & E 17th St

East 17th St  
North Vancouver, BC

Scale:	AS SHOWN
Drawn:	MR
Reviewed:	DS
Project No.	06-729

## FURNISHINGS DETAILS





SECTION  
1 CIP CONCRETE SEAT WALL AND PLANTER ON SLAB  
SCALE: 1:10

## solus

### Fire Features

www.solusdecor.com

HEMI 36  
ELECTRONIC START  
NG & LP

Fire is beautiful and also dangerous if not handled properly. Please have a qualified gas fitter setup and install this product according to local codes.

This product has been tested and certified by Labtest Certification Inc. as being safe, as long as these minimum clearances to adjacent materials are maintained.

FOR OUTDOOR USE ONLY

### NORTH AMERICA SPECIFICATIONS

Gas type:	Natural Gas	Propane
Gas press:	3.5" - 7.0" w.c.	N/A
Electrical:	24V / 110 VAC	24V / 110 VAC
	1.5A, 60 hz	1.5A, 60 hz
BTU / kWh:	40,000/11.7	76,000/22.5

ANSI Z21.97-2014  
CSA 2.41-2014



### UK & EUROPEAN SPECIFICATIONS

Gas type:	Natural Gas	Propane
Gas press:	G20	G30
Electrical:	240~V, 0.13A	240~V, 0.13A
	50/60 hz	50/60 hz
	0.027kW	0.027kW
Heat Out:	G20/11.7	G30/22.5

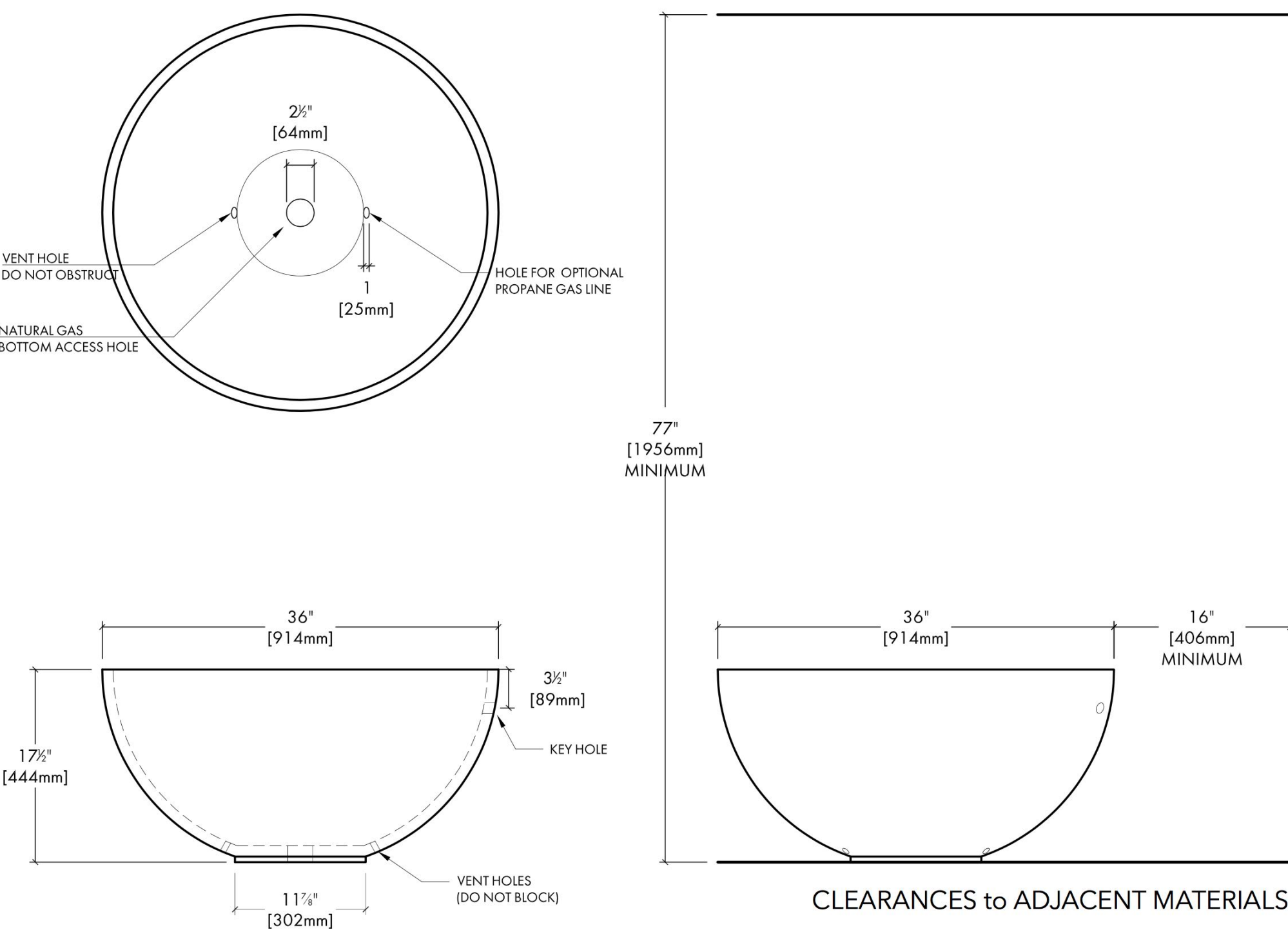
EN 509:2000  
EN 60335-1:2001



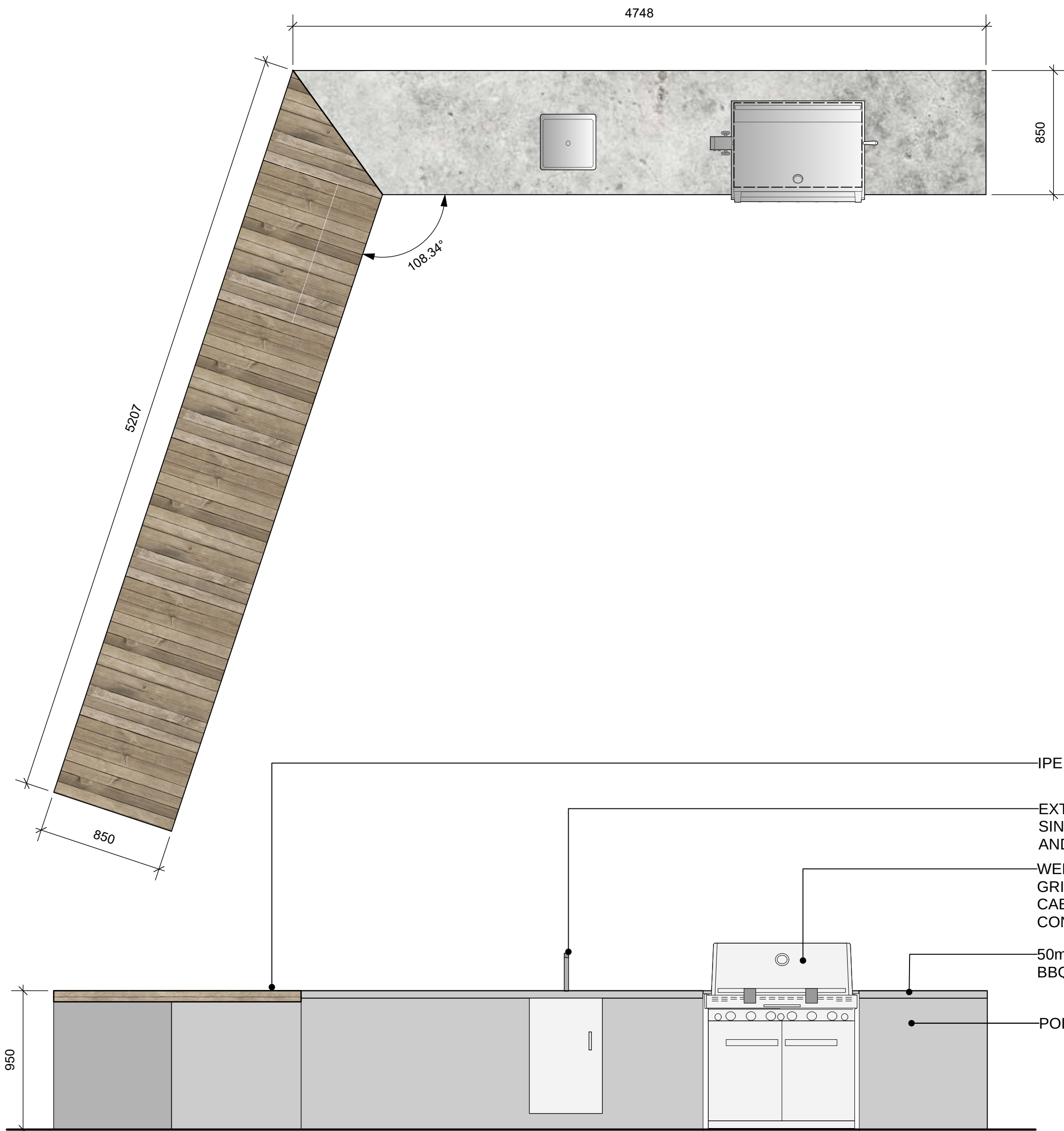
0558

CONCRETE SPECS  
Strength: 10,000 psi (proprietary)  
Weight: 150 lbs / 68 kg

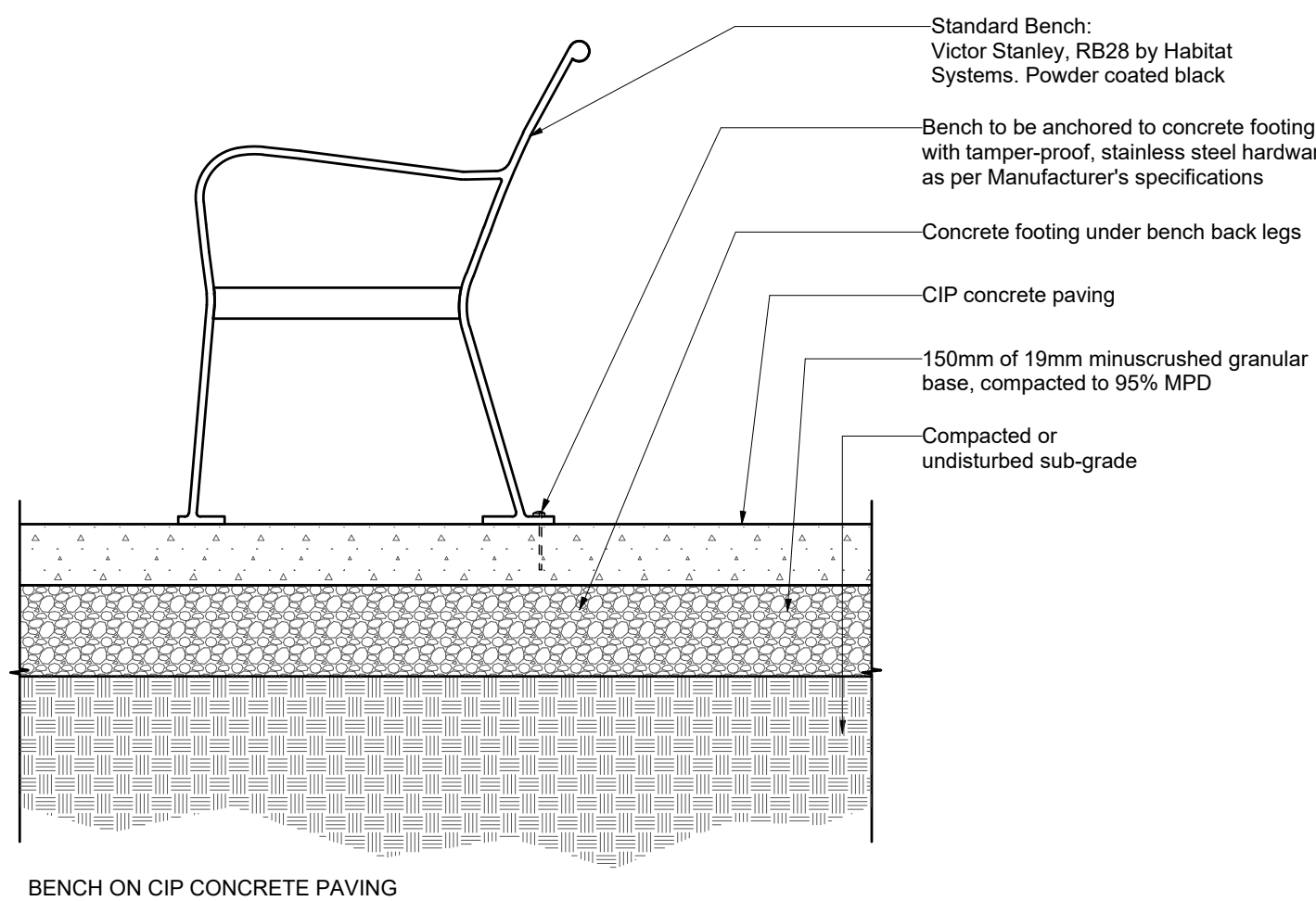
COLOUR: NORI  
DECORATIVE RIVER STONES TO COVER ENTIRE FIRE BOWL



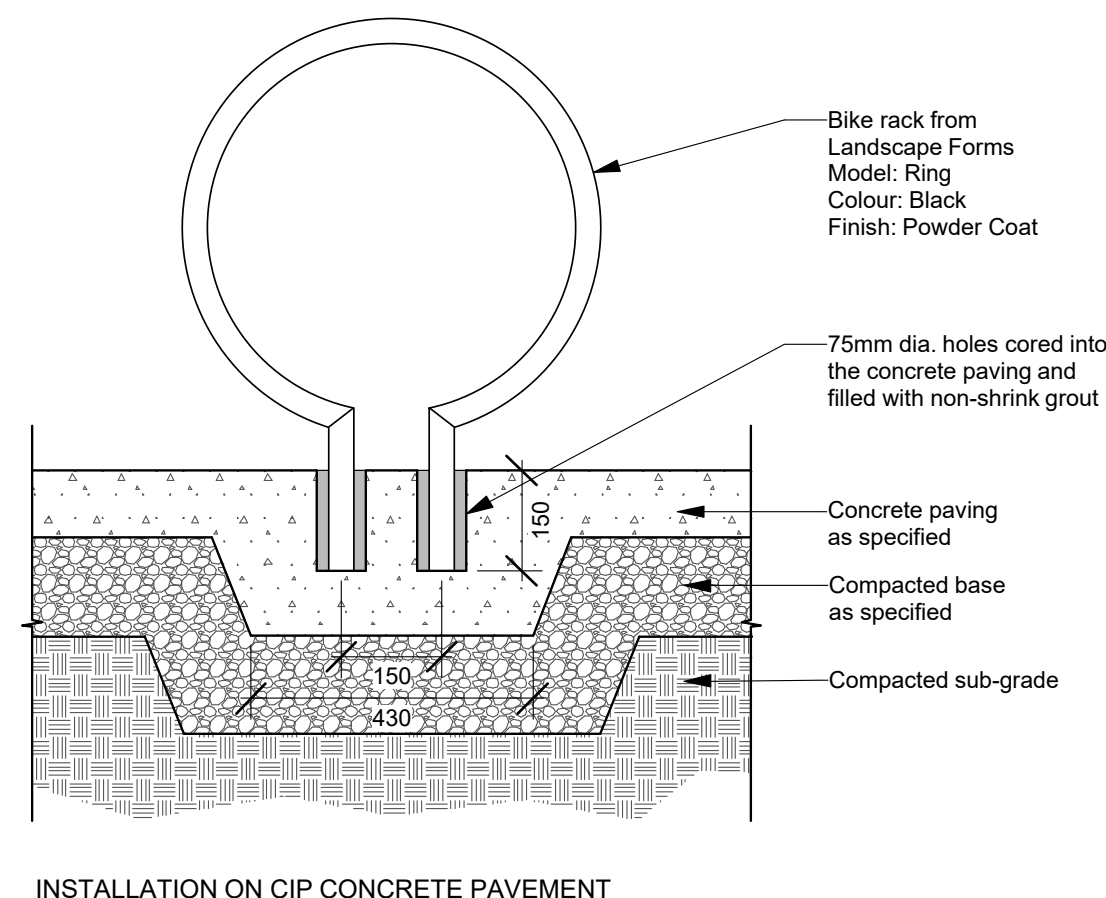
3 FIRE BOWL



2 CONCRETE BBQ COUNTER AND TABLE  
SCALE: 1:25



4 OFFSITE BENCH ON CONCRETE  
NTS



5 OFFSITE BIKE RACK  
NTS

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POLYGON DEVELOPMENT 259 LTD.

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REVISIONS

## Lonsdale Ave & E 17th St

East 17th St  
North Vancouver, BC

Scale: AS SHOWN

Drawn: MR

Reviewed: DS

Project No. 06-729

## FURNISHING DETAILS



April 23, 2021

Yamamoto Architecture Inc.  
Attn: Taizo Yamamoto  
202 – 33 East 8<sup>th</sup> Avenue  
Vancouver, BC V5T 1R5

Dear Mr. Yamamoto:

**Re: 1712 Lonsdale Avenue (Rezoning Application)**

At their meeting on April 21<sup>st</sup>, 2021 the Advisory Design Panel reviewed the above application and endorsed the following resolution:

THAT the Advisory Design Panel has reviewed the Rezoning Application for 1712 Lonsdale Avenue and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- Further review of the residential setback;
- Review and explore the roof overhangs on the Lonsdale façade;
- Expand the outdoor amenity space;
- Clarify the lane to address CPTED concerns and improve bike room security;
- Consider incorporating public art into the corner of 17<sup>th</sup> Street to enhance the significance of the corner and bring a community focus;
- Consider some form of greenery or wall mural on the north façade;
- Increase masonry detail and depth at punched windows; and
- Consider additional details to express solar shading or passive concepts.

AND THAT the Panel wishes to thank the applicant for their presentation.

The recommendations of the Advisory Design Panel pertain only to site-specific design and site planning considerations and do not, in any way, represent Council and staff approval or rejection of this project.

Yours truly,



R. Fish  
Committee Clerk





**PLANNING & DEVELOPMENT DEPARTMENT  
PLANNING**

CITY OF NORTH VANCOUVER	T 604 983 7357
141 WEST 14TH STREET	F 604 985 0576
NORTH VANCOUVER	PLANNING@CNV.ORG
BC / CANADA / V7M 1H9	CNV.ORG

October 20, 2021

Lorne Wolinsky  
Polygon Homes  
1333 West Broadway #900  
Vancouver, BC V6H 4C2

Dear Lorne,

**Re: Rezoning application for 1712 Lonsdale Avenue**

At their special committee meeting on October 6, 2021, the Integrated Transportation Committee received a presentation from Polygon Homes, Yamamoto Architecture, and Great Northern Engineering Consultants regarding the above mentioned. Following review and discussion, the following motion was made:

THAT the Integrated Transportation Committee has reviewed the Rezoning application for 1712 Lonsdale Avenue and supports the project.

The Committee recommends the developer review bicycle parking to ensure parking can accommodate larger cargo bikes and trailers.

**CARRIED UNANIMOUSLY**

The recommendations of the Integrated Transportation Committee do not, in any way, represent Council and/or staff approval or rejection of this proposal.

Yours truly,

Hayley Reiss  
Committee Clerk/Secretary

- c. M. Menzel, Planner 2, City of North Vancouver
- D. Watson, Transportation Planner, City of North Vancouver
- K. Graham, Corporate Officer, City of North Vancouver



## 1712 Lonsdale Ave Rezoning Application – Polygon Lennox Homes Ltd.

### Virtual Developer Information Session (DIS) Summary Report

**Event Date:** Thursday, April 29, 2021  
**Time:** 6:00pm – 8:00pm  
**Location:** Online Zoom Webinar  
**Attendance:** 7 members of the public attended virtually.  
The Polygon project team was in attendance, as was a representative of the City of North Vancouver Planning Department.  
**Comments:** 6 emails and one telephone message were submitted prior to the DIS.  
3 comment forms and 3 emails were submitted following the DIS.

**Meeting Purpose:**

- 1) To present development application materials to the community
- 2) To provide an opportunity for the community to ask questions about the development
- 3) To provide an opportunity for the community to comment on the proposal

**Notification:**

In accordance with City of North Vancouver policies:

Invitation Flyers

DIS Invitation flyers were delivered to 256 addresses within a 40m radius of the site, as required by the City of North Vancouver. Appendix A: Notification includes a copy of this material.

Newspaper Ad

A DIS newspaper ad was placed in the North Shore News on Wednesday April 14, 2021 and Wednesday, April 21, 2021. A copy of the ad is included in Appendix A: Notification.

Notification Sign

Two DIS notification signs were erected on the site on April 17, 2021. Photos of the installed site signs are included in Appendix A: Notification.

**Attendance:**

7 members of the public signed in for the virtual meeting. A copy of the attendee list is included in Appendix B: Attendee List.

The following City staff and project team members were in attendance:

City of North Vancouver:

- Emily Macdonald, Planner 1



**Project Team:**

- Lorne Wolinsky, Polygon Lennox Homes Ltd
- Jacqueline Garvin, Polygon Lennox Homes Ltd
- Taizo Yamamoto, Yamamoto Architecture
- Marina Rommel, Connect Landscape Architecture
- Graham Wood, InterCad Consulting Engineers
- Eric Tam, Great Northern Engineering Consultant

**Facilitators:**

- Lance Berelowitz, Urban Forum Associates
- Katrina May, Urban Forum Associates

**Overview:**

In accordance with the City of North Vancouver's COVID-19 state of emergency community consultation guidelines, the DIS meeting was held in an online Virtual Developer Information Session format. Meeting participants watched a PowerPoint presentation by members of the Polygon project team.

Participants were invited to use the Zoom Webinar Q&A function to ask questions or submit comments during the DIS, which were addressed at the end of the presentation during the Question & Answer period. The facilitator read all questions/comments received aloud and directed questions to the appropriate project team member to respond verbally for all participants to hear.

The project presentation and facilitated Question & Answer period took approximately 120 minutes. The facilitators received several questions and comments about the project and recorded them for inclusion in this summary report, attached as a separate appendix (Appendix C: Public Dialogue.)

Participants were invited to submit written comments (using the City's standard comment form) to the applicant and/or the municipal development planner, following the DIS. Six (6) emails and one (1) telephone call were received by Polygon prior to the DIS. Three (3) comment forms and three (3) emails were submitted after the DIS.

The key themes of the questions during the Developer Information Session related to the environmental efficiency and sustainability of the proposed project, such as the proposed use of hydroelectricity and connection to the LEC system as opposed to solar panels, as well as the impact of construction, dust, pollutants and noise during construction on the surrounding area and Polygon's approach to community concerns and plans to mitigate impacts. Questions arose on the measures taken to sound-insulate the finished homes from the exterior noise on Lonsdale. Another theme was around the inclusion of social housing in new developments, with suggestions made that all new projects should include some level of affordable rental housing. Support was expressed for the architectural design and for smaller unit sizes as a relatively more affordable means of entering the housing market in the City of North Vancouver.

Email correspondence and comment forms received included support for the project, the mix of uses including the availability of more housing, and the revitalization of Lonsdale Ave. Support was expressed for the wood-frame construction and 25% adaptable homes. Concern was expressed regarding the 6-storey height of the proposed building and the loss of the gas station, with a suggestion to reduce the height to 4 stories. The suggestion was also made to include affordable housing in this project as well as



to consider more sustainable energy alternatives such as solar power and ways to reduce carbon emissions during construction and building operations.

**Comment Sheet and Email Summary:**

Participants were invited to submit comments during a four-day response period after the DIS meeting. Six (6) emails and one telephone message were received prior to the DIS and three (3) comment forms and three (3) emails were submitted following the DIS. These are submitted as a separate appendix (Appendix D: Public Comments).

**Conclusion:**

The purpose of this online Virtual Developer Information Session was to present to the community the proposed rezoning application and the development concept, and to provide attendees with an opportunity to ask clarifying questions and comment on the proposal. 256 DIS notification flyers were distributed by mail to the surrounding community, and seven (7) community members signed in to the DIS. Two newspaper ads notified the community of the DIS, and two DIS notification signs were posted on the property. A total of three (3) comment forms and nine (9) e-mails were submitted to the project Development Manager.

Members of the public could participate in this consultation process in three ways:

- Watching a virtual project presentation during the DIS
- Asking questions of the project team and/or City Planner during the DIS
- Submitting written comments after the DIS

The DIS meeting length and format was sufficient to provide all participants an opportunity to learn more about the proposed project, ask questions, and make any comments they wished to provide that evening. Participants asked the development team and City Planner a variety of specific questions, mostly related to sustainability, energy efficiency, construction materials, noise transmission between units and from the building, and impacts of construction.



# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8903

### 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, 2022, No. 8903**” (Polygon 229 Development Ltd. / Yamamoto Architecture, 1712 Lonsdale Avenue, CD-749), and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23<sup>rd</sup> Street, and Norseman Park (Harry Jerome Neighbourhood Lands, CD-165).
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-749 (Comprehensive Development 749 Zone):

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
A-8	18	549	5042	from CD-264

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
  - A. Adding the following section to Section 1100, thereof, after the designation “CD-748 Comprehensive Development 748 Zone”:
 

“CD-749 Comprehensive Development 749 Zone”
  - B. Adding the following to Section 1101, thereof, after the “CD-748 Comprehensive Development 748 Zone”:
 

“CD-749 Comprehensive Development 749 Zone”

In the CD-749 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 C-2 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:
  - (a) commercial units;
  - (b) Retail Service Group 1 Use;
  - (c) Accessory Apartment Use subject to Section 607(1) of this Bylaw;
  - (d) Apartment Residential Use;
  - (e) Accessory Home Occupation Use, subject to Section 507(6);
  - (f) Accessory Home Office Use, subject to Section 507(6);
  - (g) Child Care Use, subject to Section 607(9);
  - (h) Accessory Off-Street Loading Use;
  - (i) Accessory Off-Street Parking Use;
  - (j) Off-Site Parking Use.



(2) Gross Floor Area

- (a) The maximum Gross Floor Area is 2.3 FSR;
- (b) Notwithstanding (2)(a) the Gross Floor Area may be increased as follows:

BASE DENSITY			
	FLOOR SPACE RATIO (FSR)	GROSS FLOOR AREA (GFA)	POLICY REFERENCE
Base Density	2.3	5,429.83 sq. m. (58,446.22 sq. ft.)	As per OCP Schedule 'A'

ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL DENSITY (BONUS)	POLICY REFERENCE
Community Benefit Cash Contribution	Community Benefit Cash Contribution	Maximum 1,180.4 sq. m. (12,705.7 sq. ft.) / 0.5 FSR	As per OCP Policy Section 2.2.1

DENSITY TRANSFER			
DONOR SITE	DESCRIPTION	TRANSFERRED GROSS FLOOR AREA	POLICY REFERENCE
Transferred from Harry Jerome Lands (at 2300 Lonsdale Avenue and 116 East 23 <sup>rd</sup> Street, Comprehensive Development Zone 165)	Residual density that is not to be utilized on donor site	523.2 sq. m. (5,632 sq. ft.) / 0.23 FSR	As per OCP Policy Section 2.3

Such that the total effective on-site Gross Floor Area is not to exceed 3.03 FSR, except that:

The density transfer of 523.2 sq.m (5,632 sq.ft.) shall be used for non-residential purposes only;

- (3) A minimum of 8 units shall have 3 bedrooms;
- (4) Building Height:
  - (a) The Principal Building shall not exceed a Building Height of 25 metres (82 feet) as measured from the average Building Grades;
  - (b) Elevator and mechanical penthouses may project beyond the defined height in (a) by a maximum of 6.1 metres (20 feet) including elevator shafts and mechanical rooms;



(5) Section 611(5) Siting shall be waived and replaced with the following siting requirements:

(a) The Principal Building shall be sited not less than:

(i) 3.3 meters (10.9 feet) from the lane (Rear Lot Line) to the east;

(6) Section 612(6) Building Width and Length shall be waived;

(7) Section 402(6) within Prohibited Uses of Land, Buildings, and Structures shall be waived;

(8) Section 1001(1)(b) is varied, to allow one Loading Space to have dimensions not less than 3 metres in width, and 7.5m in length.

C. Adding the following to Section 1101, CD-165, Schedule 141, specifically to the 'Record of Density Transfer' component of the table:

<b>RECORD OF DENSITY TRANSFER</b>			
<b>Recipient Sites Approved Through Density Transfers</b>	<b>Transferred Gross Floor Area</b>	<b>Zoning Amendment Bylaw #</b>	<b>Remaining Residual Density on Site (Donor Site)</b>
1712 Lonsdale Avenue	523.2 sq.m.	8903 (CD-749)	49,102.8 sq.m.

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

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MAYOR

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CORPORATE OFFICER



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

**INFORMATION REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Matthew Menzel, Planner 2

Subject: REZONING APPLICATION - 1712 LONSDALE AVENUE - MINOR  
CORRECTION

Date: January 13, 2022 File No: 08-3400-20-0045/1

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The purpose of this information report is to present additional information to the introduction report associated with the rezoning application for 1712 Lonsdale Avenue (the "subject site") to amend the Zoning Bylaw to permit a six-storey mixed-use commercial and residential development.

As the subject site contains an existing service station use, the subject site is affected by existing on-site and off-site contamination. As a consequence, it is important for Council to know that the applicant will need to undertake the following actions prior to Bylaw Adoption, to appropriately respond to this constraint:

- Provide a report defining the extents of contamination and proposed remediation strategy.
- Enter into a remediation agreement with the City, to remediate affected soils and groundwater on City lands according to the approved remediation plan and to the City's satisfaction.
- Obtain Ministry of Environment approval to proceed with the proposed development.

RESPECTFULLY SUBMITTED:



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Matthew Menzel  
Planner 2