



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, APRIL 11, 2022 AT 6:00 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, April 11, 2022

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, April 4, 2022

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

Items \*3, \*4, \*5, \*6, \*7, \*8 and \*9 are listed in the Consent Agenda and may be considered separately or in one motion.

**BYLAWS – ADOPTION**

- \*3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849” (Karl Wein / Bradbury Architecture, 261-263 West 6<sup>th</sup> Street, CD-736)
- \*4. “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”
- \*5. “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north)
- \*6. “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west)
- \*7. “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021)
- \*8. “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918”

**CORRESPONDENCE**

- \*9. Board in Brief – Metro Vancouver Regional District, March 25, 2022

**PUBLIC HEARING – 502 East 5<sup>th</sup> Street – Continued**  
***Recessed from April 4, 2022***

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911”  
(Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2)
11. Development Variance Permit No. PLN2021-00006 (502 East 5<sup>th</sup> Street)

**REPORT**

12. 2022 Appropriations #1

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

13. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022,  
No. 8924” (2022 Capital Plan Funding)

**REPORTS**

14. 2022 Property Tax Increase Distribution Options
15. UBCM 2022 Strengthening Communities’ Services Program – North Shore  
Application

**PRESENTATION**

City of North Vancouver Mobility Strategy – Manager, Transportation

**REPORTS**

16. City of North Vancouver Mobility Strategy

**PUBLIC CLARIFICATION PERIOD**

**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, April 11, 2022

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, April 4, 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.

Speakers during the Public Input Period are permitted to join the meeting electronically via Webex or in person in the Council Chamber.

There are 2 ways to sign up to speak during the Public Input Period.

- 1) Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at [cnv.org/PublicInputPeriod](http://cnv.org/PublicInputPeriod), or by phoning 604-990-4230 to provide contact information. Pre-registrants will receive instructions via email or phone on the afternoon of the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55 pm on the day of the Council meeting.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at [clerks@cnv.org](mailto:clerks@cnv.org) no later than 12:00 noon on the day of the Council Meeting.

The Public Input Period offers an opportunity to express comments only; Council is there to listen only and questions will not be responded to. 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 listed in section 12.25(2).

Speakers are not to address matters that refer to items from a concluded Public Hearing or Public Meeting. When a Public Hearing or Public Meeting is scheduled on the same evening’s agenda, speakers are asked to only provide input when that matter comes forward for discussion on the agenda in order for the comments to be considered as part of the particular Public Hearing or Public Meeting. Otherwise the input cannot be considered or form part of the official record.

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

## **CONSENT AGENDA**

Items \*3, \*4, \*5, \*6, \*7, \*8 and \*9 are listed in the Consent Agenda and may be considered separately or in one motion.

### **RECOMMENDATION:**

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

## **START OF CONSENT AGENDA**

### **BYLAWS – ADOPTION**

- \*3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849”  
(Karl Wein / Bradbury Architecture, 261-263 West 6<sup>th</sup> Street, CD-736)

### **RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849”  
(Karl Wein / Bradbury Architecture, 261-263 West 6<sup>th</sup> Street, CD-736) be adopted,  
signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- \*4. “Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022,  
No. 8909”

### **RECOMMENDATION:**

THAT “Harry Jerome Community Recreation Centre Loan Authorization Bylaw,  
2022, No. 8909” be adopted, signed by the Mayor and Corporate Officer and  
affixed with the corporate seal.

- \*5. “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the  
1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north)

### **RECOMMENDATION:**

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east  
of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end  
north) be adopted, signed by the Mayor and Corporate Officer and affixed with  
the corporate seal.

- \*6. “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the  
600 block of East Keith Road from Sutherland Avenue to the dead end west)

### **RECOMMENDATION:**

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north  
of the 600 block of East Keith Road from Sutherland Avenue to the dead end  
west) be adopted, signed by the Mayor and Corporate Officer and affixed with  
the corporate seal.

**CONSENT AGENDA – Continued**

**BYLAWS – ADOPTION – Continued**

- \*7. “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021)

**RECOMMENDATION:**

THAT “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- \*8. “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918”

**RECOMMENDATION:**

THAT “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**CORRESPONDENCE**

- \*9. Board in Brief, Metro Vancouver Regional District, March 25, 2022  
– File: 01-0400-60-0006/2022

Re: Metro Vancouver – Board in Brief

**RECOMMENDATION:**

THAT the correspondence from Metro Vancouver, dated March 25, 2022, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

**END OF CONSENT AGENDA**

**PUBLIC HEARING – 502 East 5<sup>th</sup> Street – Continued**  
***Recessed from April 4, 2022***

“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2) would rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone for a future subdivision of the property. The RS-2 Zone allows for a single-family dwelling and a secondary suite. A Development Variance Permit is proposed for the corner site for one parking stall.

*Bylaw No. 8911 to be considered under Item 10.*

*Development Variance Permit No. PLN2021-00006 to be considered under Item 11.*

**AGENDA**

Staff presentation – *presented on April 4, 2022*  
Applicant presentation (verbal)  
Representations from the public  
Questions of Council  
Motion to conclude the Public Hearing

**BYLAW – THIRD READING**

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911”  
(Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911”  
(Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2) be given  
third reading.

**MOTION**

11. Development Variance Permit No. PLN2021-00006 (502 East 5<sup>th</sup> Street)  
– File: 08-3400-20-0050/1

**RECOMMENDATION:**

THAT Development Variance Permit No. PLN2021-00006 (502 East 5<sup>th</sup> Street)  
be issued to 1008681 B.C. LTD., in accordance with Section 490 of the *Local  
Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development  
Variance Permit No. PLN2021-00006, following adoption of “Zoning Bylaw, 1995,  
No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular  
Studio Inc., 502 East 5<sup>th</sup> Street, RS-2).

## **REPORT**

12. 2022 Appropriations #1 – File: 05-1705-30-0019/2022

Report: Chief Financial Officer, March 30, 2022

### **RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled “2022 Appropriations #1”:

THAT (Funding Appropriation #2207) an amount of \$3,206,029 be appropriated from the General Capital Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2208) an amount of \$35,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2209) an amount of \$65,000 be appropriated from the Carbon Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2210) an amount of \$551,500 be appropriated from the Civic Amenity Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2211) an amount of \$500,000 be appropriated from the Infrastructure Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2212) an amount of \$500,000 be appropriated from the Tax Sale Land Interest Reserve for the purpose of funding the 2022 Capital Plan;

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924” (2022 Capital Plan Funding), a Bylaw to appropriate an amount of \$148,500 from the DCC (Transportation) Reserve Fund for the purpose of funding the 2022 Capital Plan, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

*Item 13 refers.*

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

13. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924” (2022 Capital Plan Funding)

**RECOMMENDATION:**

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924” (2022 Capital Plan Funding) be given first, second and third readings.

**REPORTS**

14. 2022 Property Tax Increase Distribution Options – File: 05-1970-05-0005/2022

Report: Chief Financial Officer, March 30, 2022

**RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled “2022 Property Tax Increase Distribution Options”:

THAT an across the board 2022 Property Tax Increase of 3.75% be endorsed;

AND THAT staff be directed to bring forward a Tax Rate Bylaw (2022) that must be adopted before May 15, 2022, in accordance with the *Community Charter*.

15. UBCM 2022 Strengthening Communities’ Services Program – North Shore Application – File: 05-1855-20-0051/1

Report: Manager, Long Range and Community Planning, March 30, 2022

**RECOMMENDATION:**

PURSUANT to the report of the, Manager, Long Range and Community Planning, dated March 30, 2022, entitled “UBCM 2022 Strengthening Communities’ Services Program – North Shore Application”:

THAT staff be directed to work with the District of North Vancouver and the District of West Vancouver to submit a joint regional application for the North Shore to secure funding under the Union of British Columbia Municipalities’ (UBCM’s) 2022 Strengthening Communities’ Services Program;

THAT Council endorse the City of North Vancouver as the applicant for the North Shore application, to apply for, receive and manage the 2022 UBCM Strengthening Communities’ Services grant funding on behalf of the North Shore municipalities;

AND THAT should the grant funding be approved and received, staff be directed to implement the project.

## **PRESENTATION**

City of North Vancouver Mobility Strategy – Manager, Transportation

*Item 16 refers.*

## **REPORT**

16. City of North Vancouver Mobility Strategy – File: 16-8350-20-0036/1

Report: Planner 2, Transportation, March 30, 2022

### **RECOMMENDATION:**

PURSUANT to the report of the Planner 2, dated March 30, 2022, entitled “City of North Vancouver Mobility Strategy”:

THAT the “City of North Vancouver Mobility Strategy” be endorsed;

AND THAT staff report back to Council with annual updates regarding progress toward achieving the vision, goals and actions outlined in the Strategy, starting in 2023.

## **PUBLIC CLARIFICATION PERIOD**

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

## **COUNCIL INQUIRIES / 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] and 90(1)(k) [proposed service].

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

## **ADJOURN**



## THE CORPORATION OF THE CITY OF NORTH VANCOUVER

### PUBLIC HEARING / PUBLIC MEETING GUIDELINES

The purpose of **Public Hearings** is to provide members of the public an opportunity to make representations to Council regarding proposed changes to zoning bylaws, heritage designations or the Official Community Plan. Public Hearings are included as part of a Regular Council agenda and governed by the provisions of the *Local Government Act*.

The purpose of **Public Meetings** is to provide members of the public an opportunity to make representations to Council regarding various issues and/or proposed changes that do not require a Public Hearing, such as a Development Variance Permit or Temporary Use Permit. North Vancouver residents can participate in the civic process of a Public Meeting that may affect their community, property and interests.

All persons who believe their interest in property is affected by a proposed bylaw or permit are afforded a reasonable opportunity to be heard, voice concerns or present written submissions regarding matters contained within the bylaw/permit.

All written submissions and representations made at a Public Hearing or Public Meeting will form part of the official public record. Minutes of the Public Hearing/Public Meeting and a video recording of the proceedings will be posted on the City's website at [cnv.org](http://cnv.org).

To provide written input: All written submissions must include your name and address. If this information is not provided, it cannot be included as part of the public record. Email submissions sent to the Corporate Officer at [input@cnv.org](mailto:input@cnv.org) are preferred, and hand-delivered or mailed submissions will also be accepted. **The deadline to submit written submissions is 12:00 noon on the day of the Public Hearing/Public Meeting.**

To speak at a Public Hearing or Public Meeting:

Via Webex/phone: Pre-register by completing the online form at [cnv.org/PublicHearings](http://cnv.org/PublicHearings), or by phoning 604-990-4230 to provide contact details, so call-in instructions can be forwarded to you. **All Webex/phone pre-registration must be submitted no later than 12:00 noon on the day of the Public Hearing/Public Meeting.**

In person at City Hall: On the day of the meeting, a sign-up sheet will be available at City Hall reception (14<sup>th</sup> Street entrance) between 9:00am and 4:00pm, and then outside the Council Chamber from 5:30pm. Enter City Hall through the doors at the southwest corner of the building (i.e. staff entrance off 13<sup>th</sup> Street) after 5:30pm.

Non-registered speakers: Speakers who have not pre-registered will also have an opportunity to provide input. Once all registered speakers have spoken, the Mayor will call for a recess to allow time for additional speakers to phone in or speak in person. Call-in details will be displayed on-screen during the livestream at [cnv.org/LiveStreaming](http://cnv.org/LiveStreaming).

*Continued...*





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

### **PUBLIC HEARING / PUBLIC MEETING GUIDELINES – Continued**

Comments from the public must specifically relate to the proposed bylaw/permit or subject of the Public Hearing/Public Meeting. Speakers are asked to avoid repetitive comments and not to divert to other matters.

Speakers will be asked to confirm their name and address for the record and will be provided one 5-minute opportunity to present their comments. Everyone will be given a reasonable opportunity to be heard and no one should feel discouraged or prevented from making their views known.

Procedural rules for the conduct of a Public Hearing/Public Meeting are set at the call of the Chair. Council's main function is to listen to the views of the public regarding the change of land use in the proposed bylaw/permit. It is not the function of Council to debate the merits of an application with speakers. Questions from members of the public and Council must be addressed through the Chair.

Once the Public Hearing/Public Meeting concludes, no further information or submissions can be considered by Council.

Following adjournment of the Public Hearing/Public Meeting, the Regular meeting reconvenes and the bylaw/permit is discussed and debated by members of Council, followed by consideration of third reading of the bylaw or approval of the permit.

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, APRIL 4, 2022****

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**PRESENT**

**COUNCIL MEMBERS**

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

*\*participated electronically*

**STAFF MEMBERS**

L. McCarthy, CAO  
K. Graham, Corporate Officer  
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services  
C. Baird, Deputy Corporate Officer  
J. Peters, Assistant City Clerk  
H. Granger, City Solicitor  
L. Sawrenko, Chief Financial Officer  
L. Garber, Deputy Director, Finance  
D. van Heerden, Manager, Financial Planning  
B. Johnson, Revenue Accountant  
M. Epp, Director, Planning and Development  
Y. Zeng, Manager, Development Planning  
H. Dang, Planner  
K. Magnusson, Acting Director, Engineering, Parks and Environment  
M. Hunter, Deputy Director, Engineering, Parks and Environment  
R. Skene, Director, Community and Partner Engagement

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

**APPROVAL OF AGENDA**

Moved by Councillor Valente, seconded by Councillor Bell

1. THAT the Regular Agenda of April 4, 2022 be amended by moving "Presentation – 2022 Heritage Awards" immediately prior to the Public Hearings";

AND THAT the Agenda, as amended, be approved.

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Girard, seconded by Councillor Bell

2. Regular Council Meeting Minutes, March 28, 2022

**CARRIED UNANIMOUSLY**

**PROCLAMATION**

Mayor Buchanan declared the following proclamation:

Green Shirt Day – April 7, 2022

## **PUBLIC INPUT PERIOD**

Moved by Councillor Valente, seconded by Councillor McIlroy

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

**CARRIED UNANIMOUSLY**

- Keivan Hirji, 728 East 7<sup>th</sup> Street, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and Lonsdale Skate Park.
- Evan Tancredi, 228 West Kings Road, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and Lonsdale Skatepark.
- Mike Tancredi, 228 West Kings Road, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and Lonsdale Skatepark.
- Scott Lynas, 1005 Old Lillooet Road, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and Lonsdale Skatepark.
- Leslie Robertson, 215 West 8<sup>th</sup> Street, Vancouver spoke regarding Item 14 – Safe Spaces for Skateboarding.
- Chase Johnson, 312B East 4<sup>th</sup> Street, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and the skateboarding park plan.
- Cullen Arbuckle, 130 East 17<sup>th</sup> Street, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and more skateboard facilities in the city.
- Pat Charleson, 1080 West Keith Road, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding and engaging the skate community on the Mahon skatepark project.
- Ava Neue, 1621 St. Georges Avenue, North Vancouver, spoke regarding Item 14 – Safe Spaces for Skateboarding.

## **PRESENTATION**

### 2022 Heritage Awards

#### 1. Residential Conservation – The Witton Residence – 240 West 6<sup>th</sup> Street

Mayor Buchanan announced the “Residential Conservation Award” to Danny Robinson, Owner, and Hugh Cochlin, Architect.

#### 2. Residential Conservation – 1147 Ridgeway Avenue

Mayor Buchanan presented the “Residential Conservation Award” to Tim and Timberly Ambler, Owners, Alexis MacKay-Dunn, Designer, and Rob Walker, Contractor.

#### 3. Heritage Awareness – Robert Scott – Cold War Air Raid Siren

Mayor Buchanan presented the “Heritage Awareness Award” for Robert (Bob) Scott (Posthumous) to his wife, Barbara Scott, and daughter, Tracy Russell.

#### 4. Heritage Awareness – Andrea Newsom and Bob McMillin – Grand Boulevard Lights

Mayor Buchanan presented the “Heritage Awareness Award” to Andrea Newsom and Bob McMillin.

### **PUBLIC HEARING – 341 West 24<sup>th</sup> Street**

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908” (Bill Curtis / Bill Curtis & Associates Design, 341 West 24<sup>th</sup> Street).

**CARRIED UNANIMOUSLY**

The meeting recessed to the Public Hearing at 6:46 pm and reconvened at 7:19 pm.

### **BYLAW – THIRD READING**

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908” (Bill Curtis / Bill Curtis & Associates Design, 341 West 24<sup>th</sup> Street)

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8908” (Bill Curtis / Bill Curtis & Associates Design, 341 West 24<sup>th</sup> Street) be given third reading.

**CARRIED**

Councillor Bell is recorded as voting contrary to the motion.

### **PUBLIC HEARING – 502 East 5<sup>th</sup> Street**

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2).

**CARRIED UNANIMOUSLY**

The meeting recessed to the Public Hearing at 7:31 pm and the Regular Council meeting reconvened at 7:53 pm.

The Public Hearing was recessed at 7:53 pm and will continue on April 11, 2022 at 6:00 pm.

### **BYLAW – THIRD READING**

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2)

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT Item 4 be removed from the agenda.

**CARRIED UNANIMOUSLY**

## **MOTION**

5. Development Variance Permit No. PLN2021-00006 (502 East 5<sup>th</sup> Street)  
– File: 08-3400-20-0050/1

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT Item 5 be removed from the agenda.

**CARRIED UNANIMOUSLY**

## **PARCEL TAX ROLL REVIEW PANEL MEETING**

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT the meeting recess to the Parcel Tax Roll Review Panel Meeting.

**CARRIED UNANIMOUSLY**

The meeting recessed to the Parcel Tax Roll Review Panel Meeting at 7:54 pm and reconvened at 7:57 pm.

## **RATIFY RECOMMENDATION OF THE PARCEL TAX ROLL REVIEW PANEL**

6. Authentication of Parcel Tax Assessment Roll (Bylaw Nos. 8913 and 8914)  
– File: 05-1970-17-0001/2022

Report: Chief Financial Officer, March 23, 2022

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Financial Officer, dated March 23, 2022, entitled “Authentication of Parcel Tax Assessment Roll (Bylaw Nos. 8913 and 8914)”:

THAT the Parcel Tax Assessment Roll be certified and signed by the Chair and Members of the Parcel Tax Roll Review Panel;

AND THAT the following bylaws be considered:

- “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north);
- “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west).

**CARRIED UNANIMOUSLY**

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

7. “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8913” (Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north) be given third reading.

**CARRIED UNANIMOUSLY**

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

8. “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Local Area Service Parcel Tax Bylaw, 2022, No. 8914” (Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west) be given third reading.

**CARRIED UNANIMOUSLY**

Councillor Back left the meeting at 8:00 pm.

## **REPORT**

9. 2022 – 2026 Financial Plan Bylaw – File: 05-1700-03-0001/2022

Report: Chief Financial Officer, March 23, 2022

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Financial Officer, dated March 23, 2022, entitled “2022 – 2026 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918” be considered.

**CARRIED UNANIMOUSLY**

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

10. “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918”

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918” be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918” be given third reading.

**CARRIED UNANIMOUSLY**

## **REPORTS**

11. 2022 FireSmart Education and Greenwood Park Interface Fuel Management Treatments – File: 12-5810-01-0001/2022

Report: Section Manager, Park Operations, March 23, 2022

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Section Manager, Park Operations, dated March 23, 2022, entitled “2022 FireSmart Education and Greenwood Park Interface Fuel Management Treatments”:

THAT the application submitted by staff and grant funding received in the amount of \$50,000 from the provincial Community Resiliency Investment (CRI) Program be endorsed.

**CARRIED UNANIMOUSLY**

12. Amendment to Drinking Water Conservation Plan Bylaw – File: 11-5600-08-0001/2022

Report: Director, Engineering, Parks and Environment, March 23, 2022

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Engineering, Parks and Environment, dated March 23, 2022, entitled “Amendment to Drinking Water Conservation Plan Bylaw”:

THAT “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan, as amended November 1, 2021) be considered.

**CARRIED UNANIMOUSLY**



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

13. “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021) be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021) be given third reading.

**CARRIED UNANIMOUSLY**

## **NOTICE OF MOTION**

14. Safe Spaces for Skateboarding – File: 01-0360-20-0074/2022

Submitted by Councillor Valente

Moved by Councillor Valente, seconded by Councillor Bell

WHEREAS skateboarding supports the City of North Vancouver’s Council Strategic Plan vision and priorities for a City for People and a Vibrant City;

THEREFORE BE IT RESOLVED THAT staff be directed to coordinate with the North Vancouver Recreation and Culture Commission, with support from the Sport Council where appropriate, to attain skatepark users’ input for a future looking plan for skateboarding to be included in the North Vancouver Recreation and Culture Commission and Sport Facility Venue Review.

**CARRIED UNANIMOUSLY**

## **PUBLIC CLARIFICATION PERIOD**

Mayor Buchanan declared a recess at 8:44 pm for the Public Clarification Period and reconvened the meeting immediately after.

Danielle Dennis, 63 West 14<sup>th</sup> Street, North Vancouver, inquired regarding Item 14 and providing input for the skatepark at the future Harry Jerome Community Recreation Centre (HJCRC) and for other skateboarding opportunities. Mayor Buchanan responded that the HJCRC project team can be contacted by email and that other skateboarding opportunities will be considered through engagement by the North Vancouver Recreation and Culture Commission (NVRCC).

## **PUBLIC CLARIFICATION PERIOD – Continued**

Ava Neue, 1621 St. Georges Avenue, North Vancouver, inquired regarding Item 14 and public engagement and survey opportunities. The CAO responded that comments will be shared with staff.

Scott Freerock, 1231 Cloverley Street, North Vancouver, inquired regarding Item 14 and the project timeline for the NVRCC. Mayor Buchanan responded that the timeline will be forthcoming by the NVRCC.

## **COUNCIL INQUIRIES / REPORTS**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **RECESS TO CLOSED SESSION**

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Section 90(1)(c) [labour relations].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed Session, at 8:48 pm and reconvened at 9:06 pm.

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

15. Labour Relations Matter – File: 01-0560-20-0001/2022

Report: Manager, Human Resources, March 23, 2022

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Manager, Human Resources, dated March 23, 2022, regarding a labour relations matter:

THAT the action take by the Committee of the Whole (Closed Session) be ratified;

AND THAT the report of the Manager, Human Resources, dated March 23, 2022, remain in the Closed session.

**CARRIED UNANIMOUSLY**

## **ADJOURN**

Moved by Councillor Bell, seconded by Councillor Valente

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 9:07 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8849

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

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

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8849**” (Karl Wein / Bradbury Architecture, 261-263 West 6<sup>th</sup> Street, CD-736).
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-736 (Comprehensive Development 736 Zone):

Lots	Block	D.L.	Plan	
29	112A	271	1228	from RT-1

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

- A. Adding the following section to Section 1100, thereof, after the designation “CD-735 Comprehensive Development 735 Zone”:

“CD-736 Comprehensive Development 736 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-735 Comprehensive Development 735 Zone”:

“CD-736 Comprehensive Development 736 Zone”

In the CD-736 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RT-1 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to three dwelling units;
- (2) Gross Floor Area combined and in total, shall not exceed 0.6 FSR:
  - (a) Garbage and recycling storage provided for private use shall be excluded;
- (3) Principal and Accessory Buildings shall be sited as in the RT-1 zone, except that:
  - (a) Section 509A(5)(b) shall be varied to allow the Principal Building to be sited not less than 11.7 m (38.5 ft) from the rear lot line;
  - (b) Section 410(1)(e)(iii) shall be varied to allow the rear porch to project beyond the face of the Principal building into the rear yard by 4.6 m (15 ft);

- (c) Section 514(5)(d) shall be varied to allow the Accessory Building to be sited 4.6 m (15 ft) from the Principal Building;
- (4) Building Height shall be as in the RT-1 zone, except that:
  - (a) Section 509(A)(4)(c) shall be waived.

READ a first time on the 19<sup>th</sup> day of July, 2021.

READ a second time on the 19<sup>th</sup> day of July, 2021.

READ a third time on the 27<sup>th</sup> day of September, 2021.

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

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MAYOR

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CORPORATE OFFICER

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

**BYLAW NO. 8909**

**A Bylaw to authorize the borrowing of \$109,000,000 for the purpose of the design and construction of a new Harry Jerome Community Recreation Centre**

WHEREAS it is deemed desirable to construct a new Harry Jerome Community Recreation Centre;

AND WHEREAS the estimated cost of constructing the new Harry Jerome Community Recreation Centre, including expenses incidental thereto, is the sum of One Hundred and Eighty Six million, Eight Hundred Thousand dollars (\$186,800,000) of which the sum of One Hundred and Nine million dollars (\$109,000,000) is the amount of debt intended to be borrowed by this Bylaw;

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

1. This Bylaw shall be known and cited for all purposes as **“Harry Jerome Community Recreation Centre Loan Authorization Bylaw, 2022, No. 8909”**.
2. The Council is hereby empowered and authorized to undertake and carry out, or cause to be carried out, the construction of a new Harry Jerome Community Recreation Centre, generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
  - A. To borrow on the credit of the Municipality a sum not exceeding One Hundred and Nine million dollars (\$109,000,000);
  - B. To acquire all such real property, easements, rights-of-way, licences, rights or authorities as may be requisite or desirable for or in connection with the construction of the said Harry Jerome Community Recreation Centre.

3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 30 years.

READ a first time on the 31<sup>st</sup> day of January, 2022.

READ a second time on the 31<sup>st</sup> day of January, 2022.

READ a third time on the 31<sup>st</sup> day of January, 2022.

RESCINDED third reading on the 28<sup>th</sup> day of February, 2022.

READ a third time, as amended, on the 28<sup>th</sup> day of February, 2022.

APPROVED by the Inspector of Municipalities on the 5<sup>th</sup> day of April, 2022.

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

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MAYOR

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CORPORATE OFFICER



# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8913

### **A Bylaw to impose a Local Area Service Parcel Tax under the *Community Charter* for the construction of a paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north**

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 “**Local Area Service Parcel Tax Bylaw, 2022, No. 8913**” (**Paved lane east of the 1700 block of Fell Avenue between East 17<sup>th</sup> Street and the dead end north**).
2. “Local Area Service Parcel Tax Bylaw, 2019, 8711” (Paved lane construction east of the 1700 block of Fell Avenue), was passed on the 17<sup>th</sup> day of June 2019; this work will be at the expense of the entire project, to serve Block 39, District Lot 552, being a local area service under the provisions of the *Community Charter*.
3. The total taxable frontage is 88.850 metres; the total cost of the work is \$90,675.00, of which \$7,635.72 (\$5,375.43 cost of service plus \$2,260.29 interest) is the owners’ portion of the cost including interest, for which a Parcel Tax has been duly made and certified, and the estimated lifetime of the work is ten years or more.
4. It is necessary to raise annually the sum of \$763.57, inclusive of interest calculated at 6.95%, during the period of ten years to pay the owners’ portion of the cost, being \$7,635.72; the Corporation’s portion of the cost, being \$85,299.58, will be found from the general revenue fund.
5. Where the Construction Bylaw provides for such financing, the owners’ portion of the cost of the work may be paid out of the “Local Area Service Reserve”, and the money so used shall be repaid to the Fund over a period of ten years; alternatively, the cost of the owners’ portion of the work may be paid out of a debenture issue or issues provided for that purpose.
6. The Corporation’s portion of the cost of the work undertaken will be found from the general revenue fund and paid out of the “Local Area Service Reserve”.
7. Payment of the owners’ portion of the cost, at an annual rate of \$8.59 per metre of taxable frontage, is hereby imposed upon each lot entered in the said Parcel Tax Roll according to the assessed frontage over and above all other rates and taxes. The said frontage-tax shall be payable in ten equal annual installments of \$763.57 to pay for said frontage rates.
8. The said parcel tax shall be collected annually by the Collector of Taxes for the Corporation at the same time and in the same manner as other rates, and as and when raised shall be repaid to the “Local Area Service Reserve”, or, if the owners’ share of the construction cost was borrowed, then the levy will be used to meet the debt charges applicable.

9. Any person whose lot is specially assessed may pay any annual installment of the parcel tax imposed thereon at any time before such installment falls due. The Financial Officer is authorized to make any necessary adjustments in the interest charge if at any time the balance of the assessment is paid in full.

READ a first time on the 4<sup>th</sup> day of April, 2022.

READ a second time on the 4<sup>th</sup> day of April, 2022.

READ a third time on the 4<sup>th</sup> day of April, 2022.

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

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MAYOR

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CORPORATE OFFICER

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8914

### **A Bylaw to impose a Local Area Service Parcel Tax under the *Community Charter* for the construction of a paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west**

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 “**Local Area Service Parcel Tax Bylaw, 2022, No. 8914**” (**Paved lane north of the 600 block of East Keith Road from Sutherland Avenue to the dead end west**).
2. “Local Area Service Parcel Tax Bylaw, 2021, 8814” (Paved lane construction north of the 600 block of East Keith Road), was passed on the 5<sup>th</sup> day of July 2021; this work will be at the expense of the entire project, to serve Block 103, District Lot 550, being a local area service under the provisions of the *Community Charter*.
3. The total taxable frontage is 87.354 metres; the total cost of the work is \$47,000.00, of which \$10,237.02 (\$7,206.71 cost of service plus \$3,030.32 interest) is the owners’ portion of the cost including interest, for which a Parcel Tax has been duly made and certified, and the estimated lifetime of the work is ten years or more.
4. It is necessary to raise annually the sum of \$1,023.70, inclusive of interest calculated at 6.95%, during the period of ten years to pay the owners’ portion of the cost, being \$10,237.02; the Corporation’s portion of the cost, being \$39,793.30, will be found from the general revenue fund.
5. Where the Construction Bylaw provides for such financing, the owners’ portion of the cost of the work may be paid out of the “Local Area Service Reserve”, and the money so used shall be repaid to the Fund over a period of ten years; alternatively, the cost of the owners’ portion of the work may be paid out of a debenture issue or issues provided for that purpose.
6. The Corporation’s portion of the cost of the work undertaken will be found from the general revenue fund and paid out of the “Local Area Service Reserve”.
7. Payment of the owners’ portion of the cost, at an annual rate of \$11.72 per metre of taxable frontage, is hereby imposed upon each lot entered in the said Parcel Tax Roll according to the assessed frontage over and above all other rates and taxes. The said frontage-tax shall be payable in ten equal annual installments of \$1,023.70 to pay for said frontage rates.
8. The said parcel tax shall be collected annually by the Collector of Taxes for the Corporation at the same time and in the same manner as other rates, and as and when raised shall be repaid to the “Local Area Service Reserve”, or, if the owners’ share of the construction cost was borrowed, then the levy will be used to meet the debt charges applicable.

9. Any person whose lot is specially assessed may pay any annual installment of the parcel tax imposed thereon at any time before such installment falls due. The Financial Officer is authorized to make any necessary adjustments in the interest charge if at any time the balance of the assessment is paid in full.

READ a first time on the 4<sup>th</sup> day of April, 2022.

READ a second time on the 4<sup>th</sup> day of April, 2022.

READ a third time on the 4<sup>th</sup> day of April, 2022.

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

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MAYOR

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CORPORATE OFFICER

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8915

### A Bylaw to Amend “Drinking Water Conservation Plan Bylaw, 2018, No 8627”

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 **“Drinking Water Conservation Plan Bylaw, 2018, No. 8627, Amendment Bylaw, 2022, No. 8915” (Update in Accordance with Metro Vancouver Drinking Water Conservation Plan as amended November 1, 2021).**
2. “Drinking Water Conservation Plan Bylaw, 2018, No. 8627” is amended as follows:
  - A. By inserting the following definitions in Section 2 “Definitions”:

“Automatic Watering” means applying water using an automated water delivery system that requires only minimal human intervention or supervision and typically employs mechanical, electronic, or other components and devices, including but not limited to timers, sensors, computers, or mechanical appliances.

“Manual Watering” means applying water using a device or tool that is manually held or operated by a human being, without automatic watering.
  - B. By deleting Section 8 “Lawn Watering Permit” in its entirety and replacing with the following:
    - A. No person is permitted to water lawn outside of the conditions imposed at each restriction stage without a valid Lawn Watering Permit.
    - B. A person who:
      - (1) installs a new lawn, either by seeding or by placing sod or turf; or
      - (2) wishes to apply nematodes to an existing lawn;may apply to the Engineer during Stage 1 Restrictions for a Lawn Watering Permit authorizing the applicant to water during the times and for the duration specified in the permit.
    - C. The Engineer may issue a Lawn Watering Permit to the applicant upon payment of the applicable fee as set out in the City’s Fees and Charges Bylaw, together with proof of purchase of sod, seed or nematodes.
    - D. The Lawn Watering Permit issued under 8.C. will expire 21 days after the date of issue unless the person has received an extension for the permit.

- E. Before or after the expiration of a Lawn Watering Permit issued under section 8.B.(1), a person may apply during Stage 1 Restrictions for one 21 day extension of the permit on the same terms and conditions as may be imposed under section 8.C.
  - F. A Lawn Watering Permit issued under section 8.B.(2) for nematode application shall expire and be of no force or effect 21 days after the date of its issue. Permits issued for nematode application may not be renewed.
  - G. In the event that Stage 2 Restrictions are announced, a person who has a Lawn Watering Permit which was issued in Stage 1 Restrictions will be in effect until the permit expires. No new permits or permit extensions will be issued in Stage 2.
  - H. A person who has a Lawn Watering Permit is subject to the Stage 3 and Stage 4 Restrictions. No permits will remain in effect in Stage 3 or Stage 4, and no permits will be issued or extended during Stage 3 or Stage 4 restrictions.
  - I. A person who has a Lawn Watering Permit must fix the Permit to a post on the premises facing the street, so that it is visible from the street.
  - J. The Engineer may revoke a permit issued under this section for any reason.
- C. By replacing "Schedule "A" – Restriction Stages" with the Schedule "A" attached to this bylaw.

READ a first time on the 4<sup>th</sup> day of April, 2022.

READ a second time on the 4<sup>th</sup> day of April, 2022.

READ a third time on the 4<sup>th</sup> day of April, 2022.

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

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MAYOR

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CORPORATE OFFICER

## SCHEDULE “A” – RESTRICTION STAGES

### **GENERAL RESTRICTIONS FOR ALL STAGES (1 THROUGH 4)**

1. All hoses must have an automatic shut-off device.
2. Water must not unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways, or gutters when watering lawns and plants.
3. Artificial playing turf and outdoor tracks must not be watered except for a health or safety reason.
4. Hoses and taps must not run unnecessarily.
5. Irrigation systems must not be faulty, leaking, or misdirected.

### **STAGE 1 WATER RESTRICTIONS**

Stage 1 comes into effect automatically each year – on May 1 until October 15 – to prevent drinking water wastage and ensure water users employ efficient and effective watering practices.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Even-numbered civic addresses on Saturdays: - Automatic watering from 5 am to 7 am - Manual watering 6 am to 9 am Odd-numbered civic addresses on Sundays: - Automatic watering from 5 am to 7 am - Manual watering 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a City issued Lawn Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 5 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation

## Stage 1 continued

User	Water Use	Restriction
<b>NON-RESIDENTIAL</b>	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Even-numbered civic addresses on Mondays: <ul style="list-style-type: none"> <li>- Automatic watering from 4am to 6 am</li> <li>- Manual watering 6 am to 9 am</li> </ul> Odd-numbered civic addresses on Tuesdays: <ul style="list-style-type: none"> <li>- Automatic watering from 4am to 6 am</li> <li>- Manual watering 6 am to 9 am</li> </ul>
	Watering new lawns or lawns being treated for European Chafer Beetle	Outside restricted lawn watering times if in compliance with a City issued Lawn Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation

User	Water Use	Restriction
<b>GOVERNMENTS/ SCHOOLS/PARKS</b>	Watering lawns and grass boulevards	Even-numbered civic addresses on Mondays: <ul style="list-style-type: none"> <li>- Automatic watering from 4am to 6 am</li> <li>- Manual watering 6 am to 9 am</li> </ul> Odd-numbered civic addresses on Tuesdays: <ul style="list-style-type: none"> <li>- Automatic watering from 4am to 6 am</li> <li>- Manual watering 6 am to 9 am</li> </ul>
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a City issued Lawn Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering soil-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> <li>- Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit</li> <li>- Operating under a City approved water management plan</li> </ul>
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> <li>- Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit</li> <li>- Operating under a City approved Water Management Plan</li> </ul>
	Flushing water mains	Prohibited



## **STAGE 2 WATER RESTRICTIONS**

Stage 2 restrictions conserve drinking water to ensure the existing supply will last until the return of seasonal rainfall or until the water shortage situation is over. These restrictions are designed to conserve enough drinking water to avoid or delay moving to Stage 3 as long as possible.

User	Water Use	Restriction
<b>RESIDENTIAL</b>	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	City Lawn Watering Permit issued in Stage 1 remains in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 5 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"><li>- For a health or safety reason</li><li>- Preparing a surface for painting or similar treatment</li><li>- Aesthetic cleaning by a commercial cleaning operation</li></ul>
	Topping up or filling aesthetic features	Prohibited

User	Water Use	Restriction
<b>NON-RESIDENTIAL</b>	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	City Lawn Watering Permit issued in Stage 1 remains in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering golf courses	Fairways watering anytime on any one day in a 7 day period, except if operating under a City approved Water Management Plan

## Stage 2 continued

	Washing impermeable surfaces	Prohibited except if: <ul style="list-style-type: none"> <li>- For a health or safety reason</li> <li>- Preparing a surface for painting or similar treatment</li> <li>- Aesthetic cleaning by a commercial cleaning operation</li> </ul>
	Topping up or filling aesthetic features	Prohibited

User	Water Use	Restriction
GOVERNMENTS/ SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	City Lawn Watering Permit issued in Stage 1 remains in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 4 days in a 7-day period from 7 pm to 9 am, except if: <ul style="list-style-type: none"> <li>- Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit</li> <li>- Operating under a City approved water management plan</li> </ul>
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: <ul style="list-style-type: none"> <li>- Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit</li> <li>- Operating under a City approved water management plan</li> </ul>
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic features	Prohibited

### **STAGE 3 WATER RESTRICTIONS**

Stage 3 restrictions respond to serious drought conditions, or other water shortage, and achieve further restrictions in drinking water use by implementing a lawn watering ban and additional, stricter measures.

<b>User</b>	<b>Water Use</b>	<b>Restriction</b>
<b>RESIDENTIAL</b>	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All City issued Lawn Watering Permits are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic features	Prohibited
	Topping up or filling pools or hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, license plates and boat engines for safety

### Stage 3 continued

User	Water Use	Restriction
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	All City issued Lawn Watering Permits are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering golf courses	Fairways watering prohibited except if operating under a City approved Water Management Plan
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic features	Prohibited
	Topping up or filling pools or hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, license plates and boat engines for safety
	Commercial vehicle washing	Prohibited except if: - A facility that installed an automatic vehicle wash system before November 1, 2017 is operating on a basic wash and rinse cycle only - A facility that installed an automatic vehicle wash system after November 1, 2017 is operating using a water recycling system that achieves a minimum 60% water recovery rate over the full wash cycle. - A hand wash and self-service facility is operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute.

### Stage 3 continued

User	Water Use	Restriction
GOVERNMENTS/ SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All City issued Lawn Watering Permits are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 3 days in a 7-day period from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit - Operating under a City approved water management plan
	Watering sand-based playing fields	No more than 5 days in a 7-day period from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a City issued Lawn Watering Permit - Operating under a City approved Water Management Plan
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates and boat engines for safety

## **STAGE 4 WATER RESTRICTIONS**

Stage 4 is an emergency stage that limits both indoor and outdoor water uses as much as possible to ensure an adequate supply of drinking water for human consumption, use in firefighting and to protect the quality of drinking water within the water system for public health.

Stage 4 is activated based on the rare occurrence of a significant emergency, such as an earthquake, flood, wildland and interface fire, severe weather or a prolonged regional power outage that causes significant impacts to the water system infrastructure (e.g. damage to major water transmission lines, pump stations or treatment plants).

In addition to the following outdoor water restrictions, Metro Vancouver could request that industrial water users implement voluntary reductions or reschedule production processes that consume large amounts of water until Stage 4 is deactivated.

User	Water Use	Restriction
<b>RESIDENTIAL</b>	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All City issued Lawn Watering Permit are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for a health or safety reason
	Topping up or filling aesthetic features	Prohibited
	Topping up or filling pools or hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, license plates and boat engines for safety

## Stage 4 continued

User	Water Use	Restriction
<b>NON-RESIDENTIAL</b>	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	All City issued Lawn Watering Permits are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited
	Watering golf courses	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for a health or safety reason
	Topping up or filling aesthetic features	Prohibited
	Topping up or filling pools or hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, license plates and boat engines for safety
	Commercial vehicle washing	Prohibited

**Stage 4 continued**

<b>User</b>	<b>Water Use</b>	<b>Restriction</b>
<b>GOVERNMENTS/ SCHOOLS/PARKS</b>	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All City issued Lawn Watering Permits are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited
	Watering soil-based playing fields	Prohibited
	Watering sand-based playing fields	Prohibited
	Flushing water mains	Prohibited
	Operating water play parks	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, license plates and boat engines for safety



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

**BYLAW NO. 8918**

**Financial Plan for the Years 2022 to 2026**

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 “**Financial Plan for the Years 2022 to 2026 Bylaw, 2022, No. 8918**”.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2022, and ending December 31, 2026.

READ a first time on the 4<sup>th</sup> day of April, 2022.

READ a second time on the 4<sup>th</sup> day of April, 2022.

READ a third time on the 4<sup>th</sup> day of April, 2022.

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

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MAYOR

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CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 8918  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2022 – 2026**

(1) 2022 – 2026 Financial Plan (\$000's)

For the year ended December 31	2022	2023	2024	2025	2026
<b>Revenue</b>					
Property Value Tax	72,040	74,281	76,587	78,957	81,391
Levies (Storm and Eco)	3,940	4,137	4,344	4,532	4,698
Revenue from Fees and Services	42,504	45,190	47,926	50,894	53,952
Revenue from Other Sources	3,707	3,586	3,622	3,658	3,695
	122,191	127,194	132,479	138,041	143,736
<b>Transfers</b>					
Collections for Other Governments	57,308	58,454	59,623	60,815	62,031
Transfer from Reserves	105,967	52,633	59,292	164,151	40,873
Proceeds from Debt	109,000	0	0	0	46,799
External Contributions	19,014	5,351	6,143	2,074	7,987
Transfer from Capital Assets	17,400	17,748	18,103	18,465	18,834
	308,689	134,186	143,161	245,505	176,524
<b>Total Revenues</b>	<b>430,880</b>	<b>261,380</b>	<b>275,640</b>	<b>383,546</b>	<b>320,260</b>
<b>Expenditures</b>					
<b>Operating Expenses</b>					
General Government	23,580	24,169	24,773	25,392	26,027
Transportation and Transit	7,787	7,981	8,181	8,386	8,596
Health, Social Services, Housing	3,347	3,431	3,517	3,605	3,695
Development Services	7,103	7,281	7,463	7,650	7,841
Protective Services	30,072	30,824	31,595	32,385	33,195
Parks, Recreation and Culture	25,741	26,384	27,044	27,720	28,413
Water	11,262	16,987	17,225	18,200	18,944
Sewer	11,657	17,908	20,983	23,546	25,082
Solid Waste	3,850	3,914	4,023	4,135	4,250
	124,399	138,879	144,804	151,019	156,043
<b>Capital Expenditures</b>	217,998	33,585	41,294	32,022	24,922
<b>Transfers</b>					
Collections for Other Governments	57,308	58,454	59,623	60,815	62,031
Equity	17,243	16,612	17,027	17,453	17,889
Reserves	13,307	12,600	11,642	12,612	59,375
Debt Servicing	625	1,250	1,250	109,625	0
	88,483	88,916	89,542	200,505	139,295
<b>Total Expenses</b>	<b>430,880</b>	<b>261,380</b>	<b>275,640</b>	<b>383,546</b>	<b>320,260</b>

**SCHEDULE "A" TO BYLAW NO. 8918  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2022 – 2026**

**(2) Revenue Proportions by Funding Source**  
(Excluding Transfers)

	(\$000's)									
	2022	%	2023	%	2024	%	2025	%	2026	%
Property Value Tax	72,040	59	74,281	58	76,587	58	78,957	57	81,391	57
Levies (Storm and Eco)	3,940	3	4,137	3	4,344	3	4,532	3	4,698	3
Revenue from Fees and Services	42,504	35	45,190	36	47,926	36	50,894	37	53,952	37
Revenue from Other Sources	3,707	3	3,586	3	3,622	3	3,658	3	3,695	3
Total Revenues	122,191	100	127,194	100	132,479	100	138,041	100	143,736	100

**Background:** Property Taxes are the City's major source of revenue. The City's reliance on property tax as a source of revenue has increased gradually over the past several years. This trend is partially due to the lack of access to other types of revenues. Where feasible, the City charges user fees for services, however this is not possible for many services. The 2022-2026 Financial Plan projects the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future costs from Metro Vancouver.

**Policy:** The City will continue to look for ways to reduce the overall percentage of revenue that comes from property tax, by pursuing alternate revenue sources, and remains committed to charging user fees for services where feasible.

**(3) Distribution of Property Taxes among the Property Classes**

Property Class and Description		Tax Allocation %	
		2021	2022
1	Residential	56.27%	56.36%
2	Utilities	0.55%	0.49%
4	Major Industry - Capped	10.38%	10.69%
4	Major Industry - Non capped	0.60%	0.62%
5	Light Industry	0.93%	1.02%
6	Business	31.23%	30.77%
8	Recreation/Non-Profit	0.04%	0.05%

**Background:** In 2008 City Council adopted a Long Term Property Tax Strategy to shift taxes from the business and light industrial tax classes to the residential tax class. The goal of this strategy was to move the City's tax rates and tax rate multiples to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity. The City's tax rates and tax rate multiples are now competitive within the region.

**Policy:** The City will continue to distribute property taxes among the various property classes to keep tax rates and tax rate multiples competitive within the Metro Vancouver Region, while maintaining the principles of fairness and equity.

**SCHEDULE “A” TO BYLAW NO. 8918  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2022 – 2026**

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**(4) Use of Permissive Tax Exemptions**

**Background:** Council currently allows permissive tax exemptions to organizations within the City, in accordance with eligibility criteria defined under the Community Charter. This criteria shows various types of institutions as eligible, including religious institutions, providers of social housing, and not for profit societies and service organizations.

**Policy:** The City has adopted a policy that includes a set of criteria for approving permissive tax exemptions. This criteria links taxation exemptions to desired community needs and outcomes. Applications are also assessed on whether or not uses are available to a significant portion of community residents, if there is ongoing involvement of community volunteers, if benefiting organizations have competent management, and if funding comes from multiple sources. Council also carefully considers the total amount of permissive tax exemptions granted each year when reviewing the annual Property Tax Exemption bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

All existing permissive tax exemptions are reviewed each year and staff continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with the goals and objectives of the City.

**For Metro Vancouver meetings on Friday, March 25, 2022**

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

## Metro Vancouver Regional District

**E 1.1 Draft Climate 2050 Industry and Business Roadmap****APPROVED**

The draft *Climate 2050* Industry and Business Roadmap is the next in a series of 10 roadmaps that will guide the region's policies and collective actions to transition to a carbon neutral, resilient region by 2050. The draft *Climate 2050* Industry and Business Roadmap lays out the goals, targets, strategies, and actions for reducing greenhouse gas emissions and increasing climate resilience in industry and business sectors. Staff will gather feedback on the draft Industry and Business Roadmap during an engagement period, with the intent of bringing an updated roadmap for endorsement by the MVRD Board in 2022. The 2030 targets and greenhouse gas reduction actions in the roadmap were adopted in the *Clean Air Plan*, so this engagement period will focus on the 2050 goals and targets, climate resilience strategies and actions, and the implementation process for actions.

The Board directed staff to proceed with engagement on the draft *Climate 2050* Industry and Business Roadmap, as presented.

**E 1.2 Mobile Air Quality Monitoring Using Drone-Based Sensors****APPROVED**

Sensor-equipped drone flights were conducted to measure air contaminant concentrations in three locations within the region. The work was part of a project funded by the Sustainability Innovation Fund to assess the cost and feasibility of mobile monitoring using drone-mounted small sensors to measure air contaminants from emissions sources in the region that are difficult to access or located in hazardous environments. Results revealed challenges in collecting data of sufficient quality to effectively assess emissions using drone-based monitoring platforms equipped with the relatively new technology of small sensors. Staff propose an alternative approach to completing the project that would enable a more robust assessment of using small sensors on additional types of mobile monitoring platforms.

The Board authorized staff to use the allocation from the Regional District Sustainability Innovation Fund for the mobile air quality monitoring project to evaluate the feasibility of using other mobile monitoring platforms for air emissions assessment.

**E 1.3 Addressing the Use of Heavy Fuel Oil and Exhaust Gas Cleaning Systems in Marine Vessels in the Region****APPROVED**

At its September 10, 2021 meeting, the Climate Action Committee received a delegation highlighting impacts from use of marine vessel heavy fuel oil (HFO) and on-board scrubbers. HFO and scrubbers are

**Reviewed by:****CAO**

increasingly being used on marine vessels as alternative mechanisms to comply with international fuel sulphur content standards, instead of using cleaner lower sulphur fuels.

Continued use of HFO and rapid uptake of scrubber technology has resulted in increased emissions of particulate matter, black carbon, and greenhouse gases, as well as marine impacts from the discharge of scrubber washwater into the ocean. The federal government and the Vancouver Fraser Port Authority are seeking to address the issues of air emissions and scrubber washwater discharge. Metro Vancouver can advocate to the federal government to take action to prohibit scrubber use and require cleaner lower sulphur fuels, and support work the port authority is doing to address water pollution.

The Board authorized the Board chair to:

- Write to the federal ministers of Environment and Climate Change Canada and Transport Canada to request the prohibition of scrubbers and require the use of cleaner, lower sulphur fuels that meet sulphur content limits without the use of scrubbers, in the North American Emission Control Area, and to prioritize the use of shore power; and
- Write to the Vancouver Fraser Port Authority to express support for their actions to prohibit the discharge of scrubber washwater while a vessel is at berth or anchor and further encourage this action to apply to vessels transiting all the waters within the port, as well as support their air emissions program that incentivizes the use of cleaner fuels and shore power.

The Board also authorized the Board chair to write the port authorities of Seattle, Tacoma, and Prince Rupert to call for prohibition on the discharge of scrubber washwater, similar to the actions of the Vancouver Fraser Port Authority.

#### **E 2.1 Proposed Amendment to the 2022 Schedule of Regular Board Meetings**

**APPROVED**

Two meetings on the approved 2022 annual schedule of regular board meetings need to change. The new proposed dates are July 7, 2022 and April 14, 2022. Per the *Procedure Bylaw*, date changes must be approved by board resolution.

The Board amended the 2022 schedule of regular Board meetings by:

- Rescheduling the *Board Strategic Plan* review meeting set for February 26, 2022 to July 7, 2022 at 9:15 am
- Rescheduling the Board budget review meeting set for April 27, 2022 to April 14, 2022 at 1:00 pm

#### **G 1.1 Consideration of Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, a Bylaw to Adopt Metro 2050**

**APPROVED**

This report presents *Metro 2050*, via *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to the Board for consideration of first and second readings and referral to a public hearing. *Metro 2050* is an update to *Metro Vancouver 2040: Shaping our Future*, and is the culmination of nearly three years of research, policy analysis, and deep engagement. The Board scoped the update to:

- Extend the projections and policies to the year 2050



- Align with *Transport 2050*
- Respond to member jurisdiction requests for improvements
- Strengthen policy actions to address climate change, tackle the challenges of providing affordable housing (particularly near transit), incorporate social equity outcomes, strengthen First Nations content and relationships, and do more to protect the environment

*Metro 2050* introduces important new policies that will help Metro Vancouver, member jurisdictions, TransLink, and others address the significant challenges facing this region. Adopting this bylaw will result in the adoption of *Metro 2050* as the regional growth strategy for Metro Vancouver, replacing *Metro 2040*.

The Board:

- Gave first and second readings to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw that would adopt *Metro 2050* as the regional growth strategy
- Referred said bylaw to a public hearing to be held on April 20, 2022 at 6:00 pm

Additionally, given the urgent need to respond to climate change and prepare for extreme weather events, the Board directed staff to undertake work and engagement in order to propose an early amendment to *Metro 2050* post-adoption to strengthen climate action and policy language including the intent to improve integration of climate action into other *Metro 2050* priorities.

## I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

### Regional Planning Committee – March 4, 2022

Delegation Summaries:

#### 3.1 Alex Boston, Executive Director, Renewable Cities, Centre for Dialogue, Simon Fraser University

Information Items:

#### 5.2 Metro 2050 Phase 2 Engagement Including Activities in Q4 2021

The second phase of the *Metro 2050* Engagement Plan was carried out between January and November of 2021 and included working closely with the Metro 2050 Intergovernmental Advisory Committee and Regional Planning Committee over five months to draft *Metro 2050*, followed by a five-month comment period where member jurisdictions, local First Nations, other regional agencies and stakeholders and members of the public were invited to provide comments on the draft plan.

Participation in engagement activities was strong including 25 presentations to councils and boards, over 8,000 visits to the *Metro 2050* website, over 200 attendees at the fall webinar, and over 50 feedback forms submitted by members of the public.

Phase 2 included coordination with the *Transport 2050*, *Climate 2050*, and *Clean Air Plan* project teams to ensure that the resulting plans are fully aligned and mutually supportive. All comments received have been reviewed, considered, and organized in the *Metro 2050* issue-response table, which was presented to the Regional Planning Committee and MVRD Board in January 2022, and summarized in this report (Reference

7). When broken out by topic, over 900 individual comments were submitted. Applying this input to the draft of *Metro 2050* has made it a stronger representation of the region's collective vision for the future. This report also includes a detailed quarterly report on the engagement activities that took place during Q4 of 2021.

## Greater Vancouver Water District

### **E 1.1 Award of Contract Resulting from Tender No. 21-001: Construction - Fleetwood Reservoir Phase 1**

**APPROVED**

The Fleetwood Reservoir Phase 1 project is located at 9008 Fleetwood Way in the City of Surrey. The work involves the construction of a two-cell underground reservoir with a capacity of 13.6 megalitres, as well as a valve control chamber. As part of a coordinated works agreement between the City of Surrey and the GVWD, this project may include a scope of work required by the City of Surrey that will only be awarded after approval by the city.

As a result of Request for Qualifications No. 20-205, four experienced firms were shortlisted and invited to respond to the tender. Kenaidan Contracting Ltd was identified as offering the lowest compliant bid which is within the overall project budget.

The Board approved the award of a contract in the amount of \$30,959,650 (exclusive of taxes) to Kenaidan Contracting Ltd for the Fleetwood Reservoir Phase 1 project, subject to final review by the Commissioner.

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

**RECEIVED**

The Board received information items and delegation summaries from standing committees.

#### **Water Committee – March 2, 2022**

Information Items:

#### **5.1 2022 Water Sustainability Innovation Fund Applications**

The Climate Action Committee is responsible for overseeing the Sustainability Innovation Funds, and for making all funding recommendations to the respective Boards. This report presents six Water Services projects that were recommended for funding, totaling \$2,980,000 over the years 2022 to 2025, which will be funded through the Water Sustainability Innovation Fund. The projects cover a wide range of climate action areas including habitat protection, energy use, and the equity and affordability of drinking water.

#### **5.3 Port Mann Corridor Upgrades – Completion Report**

Metro Vancouver staff have successfully completed a multi-phase program to upgrade and enhance the Port Mann water supply corridor. Completion of these growth and resiliency projects is key in meeting the goals identified in the *Board Strategic Plan 2019 – 2022* for the Water Services function. By collaborating closely with staff from the cities of Coquitlam and Surrey, impacts from construction of these large water infrastructure projects were mitigated.



These projects significantly contribute to Metro Vancouver's goals to increase the supply capacity from the Coquitlam source and also ensure that the transmission components of the water system are expanded and strengthened to allow the continued supply of safe, clean drinking water to the region's residents and businesses.

## **5.4 GVWD Electrical Energy Use, Generation and Management**

The GVWD Electrical Energy Use, Generation and Management report outlines electrical usage by the water utility, as well as energy generation and energy management projects. GVWD avoids electricity purchases of between \$250,000 to \$600,000 annually by generating electrical energy at four facilities. Energy management projects completed since 2015 provide an additional estimated annual savings of \$180,000.

## **Greater Vancouver Sewage and Drainage District**

### **E 1.1 Iona Island Wastewater Treatment Plant Projects – Project Definition Engagement Results RECEIVED**

Metro Vancouver began engagement activities for the project definition phase of the Iona Island Wastewater Treatment Plant (IIWWTP) projects in June 2018. Engagement supported project introduction, the development of an initial design concept, and the development of a revised design concept in response to identified challenges. Staff engaged the Board, standing committees, staff advisory committees, Vancouver Sewerage Area member jurisdiction staff, the public and key stakeholders, and First Nations. Key themes that emerged during engagement were treatment level, regulatory deadline, health of the Salish Sea and Fraser River, chinook salmon, southern resident killer whales, resident and migratory birds, collaboration with Musqueam Indian Band, delivery strategy, cost, funding, and governance. Many issues raised during engagement were addressed in the development of the conceptual design, with others to be addressed during preliminary design. An engagement strategy will be developed to support the next stages including the preliminary design, early works, and ecological restoration projects.

The Board received the report for information.

### **E 1.2 Iona Island Wastewater Treatment Plant Upgrade Projects – Project Definition and Conceptual Design Approval (Stage Gate 1) APPROVED**

At its November 26, 2021 meeting, the Board endorsed a revised design concept for the Iona Island Wastewater Treatment Plant (IIWWTP) projects and directed staff to finalize the project definition report for Board approval in March 2022.

The project definition phase started in 2018 and the Project Definition Report Summary is attached for reference, which includes:

- The conceptual design for upgrading the WWTP, including resource recovery and ecological restoration opportunities
- A plan to construct the WWTP to meet the federal regulations by 2035
- A cost estimate using Metro Vancouver's Best Practice Cost Estimating Framework

- A recommended delivery strategy that is intentionally flexible to address some of the complex program challenges and to allow for refinement at later stages

Approval of the project definition will allow staff to focus on the next phases of the projects related to advancing the design and undertaking works to prepare the site for future construction of the WWTP upgrades, so that the proposed schedule can be maintained. This will mitigate further delays in meeting the regulatory requirements and avoid the potential for increasing costs through escalation.

Completing the project definition and confirming the project scope and budget will also allow for clearer, more focused efforts in pursuing and securing sources of funding for this major capital project and for collaborating with member jurisdictions on finalizing cost apportionment and household impacts.

With approval of the project definition and conceptual design, staff will continue with subsequent phase of works including WWTP design, as well as the early and enabling site works. Regular progress updates and approvals will be brought to the GVS&DD Board for consideration including, but not limited to, large contract approvals, land tenure changes, project funding agreements, and potential governance enhancements.

The Board:

- Approved the conceptual design for the Iona Island Wastewater Treatment Plant upgrade projects as presented, with an estimated cost of \$9.9 billion, including escalation and risk reserve, subject to further stage gate approvals
- Directed staff to continue focused efforts to pursue the cost share contribution from Provincial and Federal governments that will be required for implementation of the projects
- Directed staff to work collaboratively with member jurisdictions to confirm project cost allocations and rate impacts in accordance with *GVS&DD Cost Apportionment Bylaw No. 283, 2014*
- Directed staff to finalize a funding and financing strategy for Board approval, and to ensure capital expenditure cash flows for the projects are updated and included in the annual budgeting process
- Referred a motion to direct staff to provide context for the project by completing a 20-year asset management plan for major water and liquid waste capital projects including an asset inventory, asset condition assessment, and a proposed timeline of maintenance, repair, replacement, and funding requirements for these major projects and report back to the Board with this plan

### **E 1.3 Out-of-Region Trucked Liquid Waste Discharge Requests**

**APPROVED**

As set out in *GVS&DD Trucked Liquid Waste Bylaw No. 345, 2021*, effective June 1, 2022 the discharge of trucked liquid waste (TLW) generated outside the Metro Vancouver region is restricted at Metro Vancouver wastewater treatment plants (WWTPs). Out-of-region waste may only be accepted on the basis of an out-of-region discharge number as authorized by the Board for a set period. If authorized, these discharges would be subject to all of the provisions in the TLW bylaw.

In January, 2022, the follow applicants submitted requests for continued discharge of out-of-region TLW after June 1, 2022:

- Fraser Valley Regional District (FVRD)
- Correctional Service of Canada's Kent and Mountain Institutions in Agassiz



- Point Roberts, Washington

Staff recommended discharge authorization to these applicants based on, respectively: disruptions to neighbouring infrastructure from recent unprecedented flooding in the FVRD, an existing temporary allowance for Correctional Service of Canada, and Point Roberts' long-standing reliance on GVS&DD WWTPs due to their unique geographic circumstances.

The Board, pursuant to *GVS&DD Trucked Liquid Waste Bylaw No. 345, 2021*:

- Authorized staff to issue an out-of-region discharge number for trucked liquid waste generated from wastewater treatment plants owned and operated by the Fraser Valley Regional District from June 1, 2022 to May 31, 2024
- Authorized staff to issue an out-of-region discharge number for trucked liquid waste generated from Correctional Service of Canada's Kent and Mountain Institutions, Agassiz, BC from June 1, 2022 to December 31, 2022
- Authorized staff to issue an out-of-region discharge number for trucked liquid waste generated from Point Roberts, Washington, US from June 1, 2022 to May 31, 2027

#### **E 1.4 Contract Amendment of RFP No. 14-205 - Design Build Consulting Services for the Lions Gate Secondary Wastewater Treatment Plant to Design Consultant, Engineer of Record Service**

**APPROVED**

Metro Vancouver terminated its contract with Acciona Wastewater Solutions LP and is moving forward with a new project delivery model to complete the North Shore Wastewater Treatment Plant Project. Under the new model, Metro Vancouver will work with a general contractor to finalize construction and a design consultant to complete the design, to be the engineer of record, and to provide quality assurance services.

Metro Vancouver staff have worked collaboratively with AECOM for them to become the design consultant. This will require an amendment to their current "Owners Engineering" agreement which will allow AECOM to assume all design responsibilities and obligations for the North Shore Wastewater Treatment Facility including both the constructed and future works. Initial amendment of AECOM's contract in the amount of up to \$15,000,000 reflects the Phase 1 scope of services under this new delivery model.

The Board amended the contract resulting from RFP No. 14-205 - Design Build Consulting Services for the Lions Gate Secondary Wastewater Treatment Plant in an amount of up to \$15,000,000 (exclusive of taxes) to allow AECOM Canada Ltd. to become the design consultant for the project, subject to final review by the commissioner.

#### **G 1.1 Development Cost Charge Review Process and Rate Amending Bylaw**

**APPROVED**

As part of a plan to update the liquid waste development cost charge (DCC) program more frequently, a program review was initiated in 2020, with approval from the Board in July 2021 to proceed with engagement on the proposed update to the liquid waste development cost charge program.

Significant engagement with industry, member jurisdictions, First Nations, and the public took place in the fall of 2021 in which feedback and comments were received and addressed. Of note is the inclusion of interest associated with financing growth capital in the calculation of DCC rates based on specific feedback from member jurisdictions.

The Board approved the implementation of new development cost charge rates as proposed, and endorsed the inclusion of interest costs directly related to activities that are approved by the Inspector of Municipalities in the development cost charge program.

The Board gave first, second, and third readings to the relevant bylaw, and directed staff to forward said bylaw to the Inspector of Municipalities for approval.

Once the *GVS&DD District Development Cost Charge Amending Bylaw No.353* is approved by the Inspector of Municipalities, staff will bring it back final adoption by the Board.

#### **G 1.2 Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Amending Bylaw No. 352, 2022** **APPROVED**

This amending bylaw addresses enforceability issues identified after the adoption of *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021* on May 28, 2021.

The Board gave first, second, and third readings to the amending bylaw, then passed and finally adopted it.

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

**RECEIVED**

The Board received information items and delegation summaries from standing committees.

#### **Liquid Waste Committee – March 9, 2022**

Information Items:

##### **5.4 Development of a Wet Weather Pricing Approach**

The Metro Vancouver region has been facing increasing challenges from climate change induced events, such as atmospheric rivers, alongside its aging public and private assets. These challenges have led to higher levels of inflow and infiltration (I&I), compromising the capacity of the region's sanitary sewage systems and directly leading to an increasing number of wet weather sanitary sewer overflow events.

Current approaches used by the GVS&DD for cost allocation do not adequately incentivize action to address I&I, such as replacement of aging private and municipal sewers. As per Board direction, staff are developing an approach to split this existing levy into separate "dry" and "wet" components for each member, initially without financial consequence for the 2022 billing year. Additional new approaches for wet weather cost allocation are being developed and will be reviewed in consultation with municipal staff prior to providing staff recommendations to the Liquid Waste Committee.

## Metro Vancouver Housing Corporation

### I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items and delegation summaries from standing committees.

#### Housing Committee – March 3, 2022

Information Items:

##### 5.1 Case Study Comparison - Modular versus Woodframe Construction

The *Metro Vancouver Housing 10-Year Plan* seeks to expand Metro Vancouver Housing's portfolio. To ensure efficient and cost-effective delivery of new housing, the Housing Committee directed staff to explore modular construction compared to conventional woodframe construction. In July 2021, staff brought forward a high level review of the pros and cons of modular construction, and recommended further exploration at the feasibility stage of a project.

This report presents a feasibility study comparison of modular versus woodframe for a sample project site. This analysis shows that woodframe construction currently remains the most financially feasible and suitable construction method. While modular construction can offer efficiencies, such as a shorter construction timeline, it is significantly more expensive than woodframe construction. Because it is an evolving industry, Metro Vancouver will continue to monitor costs and trends for modular and other forms of construction, and identify the most viable options for future development projects.

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, MARCH 7, 2022****

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**REPORT**

14. Rezoning and Development Variance Permit Application: 502 East 5<sup>th</sup> Street (Mehrdad Rahbar / Vernacular Development Corp.) – File: 08-3400-20-0050/1

Report: Planner 1, February 23, 2022

Moved by Councillor Girard, seconded by Councillor Back

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled “Rezoning and Development Variance Permit Application: 502 East 5<sup>th</sup> Street (Mehrdad Rahbar / Vernacular Development Corp.)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street RS-2) be considered and referred to a Public Hearing;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5<sup>th</sup> Street) be considered for issuance under Section 498 of the *Local Government Act* and a Public Meeting be held;

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

AND THAT the community benefits outlined in the report be secured at the applicant’s expense.

**CARRIED UNANIMOUSLY**

**BYLAW – FIRST AND SECOND READINGS**




15. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street RS-2)

Moved by Councillor Girard, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street RS-2) be given first and second readings.

**CARRIED UNANIMOUSLY**



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

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Huy Dang, Planner 1

Subject: REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATION:  
502 EAST 5<sup>TH</sup> STREET (MEHRDAD RAHBAR / VERNACULAR  
DEVELOPMENT CORP.)

Date: February 23, 2022 File No: 08-3400-20-0050/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 1, dated February 23, 2022, entitled "Rezoning and Development Variance Permit Application: 502 East 5<sup>th</sup> Street (Mehrdad Rahbar / Vernacular Development Corp.)":

THAT the application submitted by Mehrdad Rahbar / Vernacular Development Corp. to rezone the property located at 502 East 5<sup>th</sup> Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5<sup>th</sup> Street) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

THAT the community benefits outlined in the report be secured at the applicant's expense;



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

## ATTACHMENTS

1. Context Map (CityDocs [2147196](#))
2. Public Consultation Summary (CityDocs [#2142377 V2](#))
3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911" (CityDocs [2142301](#))
4. Development Variance Permit No. PLN2021-00006 (CityDocs [2147225](#))

## SUMMARY

This report presents an application to rezone 502 East 5th Street from a One-Unit Residential 1 (RS-1) Zone to One-Unit Residential 2 (RS-2) Zone to allow for a future subdivision of the existing one lot into two lots. A Development Variance Permit is also required for the corner/west lot to reduce the on-site parking requirements from two spaces to one space. The intent is to develop a single-family dwelling with a secondary suite and detached garage on each subdivided lot.

## BACKGROUND

On February 28, 2022, Council directed staff to continue to process privately initiated RS-2 (small lot) rezoning applications on a case-by-case basis. Council also approved a simplified process for these applications, where at rezoning stage there would be a focus review on zoning, subdivision and servicing requirements only. No design review would be conducted. This is to set clear expectation that under the *Local Government Act*, the City does not have design control over single family homes.

## DISCUSSION

### Site Context

The site is located two blocks from East 3<sup>rd</sup> Street; a frequent transit route, and near local public spaces such as Chief Dan George Park to the east and Chief Mathias Joe Park to the south west. The immediate surrounding blocks are designated Residential Level 1 by the City's Official Community Plan.

The surrounding area consists of single detached homes on lots ranging in width from 7.6 metres (25 feet) to 15.2 metres (50 feet). The buildings immediately surrounding the subject site are described in Table 1 below.

**Table 1. Surrounding uses**

Direction	Address	Description	Zoning
North – across the lane	503 East 6 <sup>th</sup> Street	Single detached home	RS-1
South – across the street	505 East 5 <sup>th</sup> Street	Single detached home	RS-1

East	508 East 5 <sup>th</sup> Street	Single detached home	RS-1
West	525 Ridgeway Avenue	Single detached home	RS-1

## Zoning Analysis

The requested changes to the zoning bylaw to permit this development are identified in Table 2 below. The proposal would comply with all requirements of the One-Unit Residential 2 (RS-2) Zone with the exception of a parking variance.

**Table 2. Requested Changes to the Zoning By-law**

	Current RS-1 Zone	Proposed RS-2 Zone
<b>Buildings</b>	One Principal Building per lot	One Principal Building per lot
<b>Use</b>	One-Unit Residential Use	One-Unit Residential Use
<b>Units</b>	3 Units (one Principal Dwelling Unit, one Accessory Secondary Suite, one Coach House)	2 Units per lot (one Principal Dwelling Unit, one Accessory Secondary Suite)
<b>GFA</b>	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR.  For subject site, maximum GFA is 0.3 FSR + 93.3 sq. m (1,000 sq. ft) = 283.0 sq. m (3046.6 sq. ft)	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR.  For both proposed sites combined, maximum GFA is 0.5 FSR = 317.0 sq. m (3412.5 sq. ft)
<b>Lot Coverage</b>	30% for Principal Building	30% for Principal Building
<b>Minimum Lot Frontage</b>	10 m (32.81 ft)	7.5 m (24.6 ft), per RS-2
<b>Principal Building Setbacks</b>	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)
<b>Minimum on-site parking requirements for west/corner lot</b>	2 parking stalls	1 parking stall, per DVP
<b>Minimum on-site parking requirements for east lot</b>	2 parking stalls	2 parking stalls

### Use and Density

The site is located in close proximity to transit and other amenities. The current RS-1 Zone allows for one Principal Dwelling Unit with both an Accessory Secondary Suite and Accessory Coach House Use, totaling 3 units. The proposed development would introduce two Principal Dwelling Units with Accessory Secondary Suites, totaling 4 units, which represents a moderate increase of population to the block. The secondary suite would add a rental unit. The 0.5 FSR applies to the existing lot and to the subdivided lots, therefore, there would be no increase in total buildable floor area as a result of this application. Overall, the proposal is small in scale and is consistent with the Official Community Plan and planned character of the neighbourhood. The block directly south of the subject property contains a Comprehensive Development (CD-705) zoned property, which is a modified version of the subject RS-2 zone.



### *Parking and Development Variance Permit*

Under the Zoning Bylaw, there is a standard requirement that a 4.57 metre (15 foot) 'triangle' remain unoccupied (i.e. for land uses such as parking) at the exterior corners of properties in order to maintain vision clearance for vehicles turning into the street or lane. Given the proposed subdivision, this requirement makes it challenging to accommodate multiple parking stalls at the rear of these narrow lots. As such, staff are supportive of the applicant's proposal to vary the parking requirements from two to one stall for the corner lot to allow for that 'triangle' to be maintained, as well as to accommodate more green and landscaped space in the rear yard.

The proposed parking configuration for the east/interior lot remains standard with one space for the principal unit and one space for the suite. Both parking configurations appear adequate for this site given the proximity to public transportation.

## **COMMUNITY CONSULTATION**

A virtual Developer's Information Session was held on October 7, 2021. There were three attendees. One attendee was primarily seeking advice on how they might develop a similar project for their property. Another attendee had expressed general opposition to small lot (RS-2) zoning as a means of further densification of the single family neighbourhood. No comment forms were submitted.

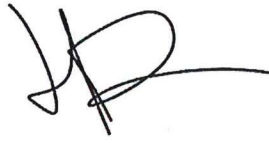
Given the conformity of the proposal with the Official Community Plan and existing character of the area, staff is recommending that no Public Hearing be held for the rezoning application and no Public Meeting be held for the DVP application. Should Council wish to refer the application to a Public Hearing and include a Public Meeting, the first and second active clauses in the resolution should be amended to read:

"THAT the application submitted by Mehrdad Rahbar / Vernacular Development Corp. to rezone the property located at 502 East 5<sup>th</sup> Street from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and referred to a Public Hearing;

THAT Development Variance Permit No. PLN2021-00006 (Mehrdad Rahbar / Vernacular Development Corp., 502 East 5<sup>th</sup> Street) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be held."

## **COMMUNITY BENEFITS**

In addition to standard servicing requirements, including stormwater requirement, staff have requested that a rain garden be constructed off-site at the corner of Ridgeway Avenue and East 5<sup>th</sup> Street adjacent to the subject site.



RESPECTFULLY SUBMITTED:



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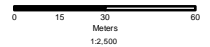
Huy Dang  
Planner 1, Development Planning



City of North Vancouver  
context map\_502

Legend

-  Subject Site
-  Legal\_Parcels

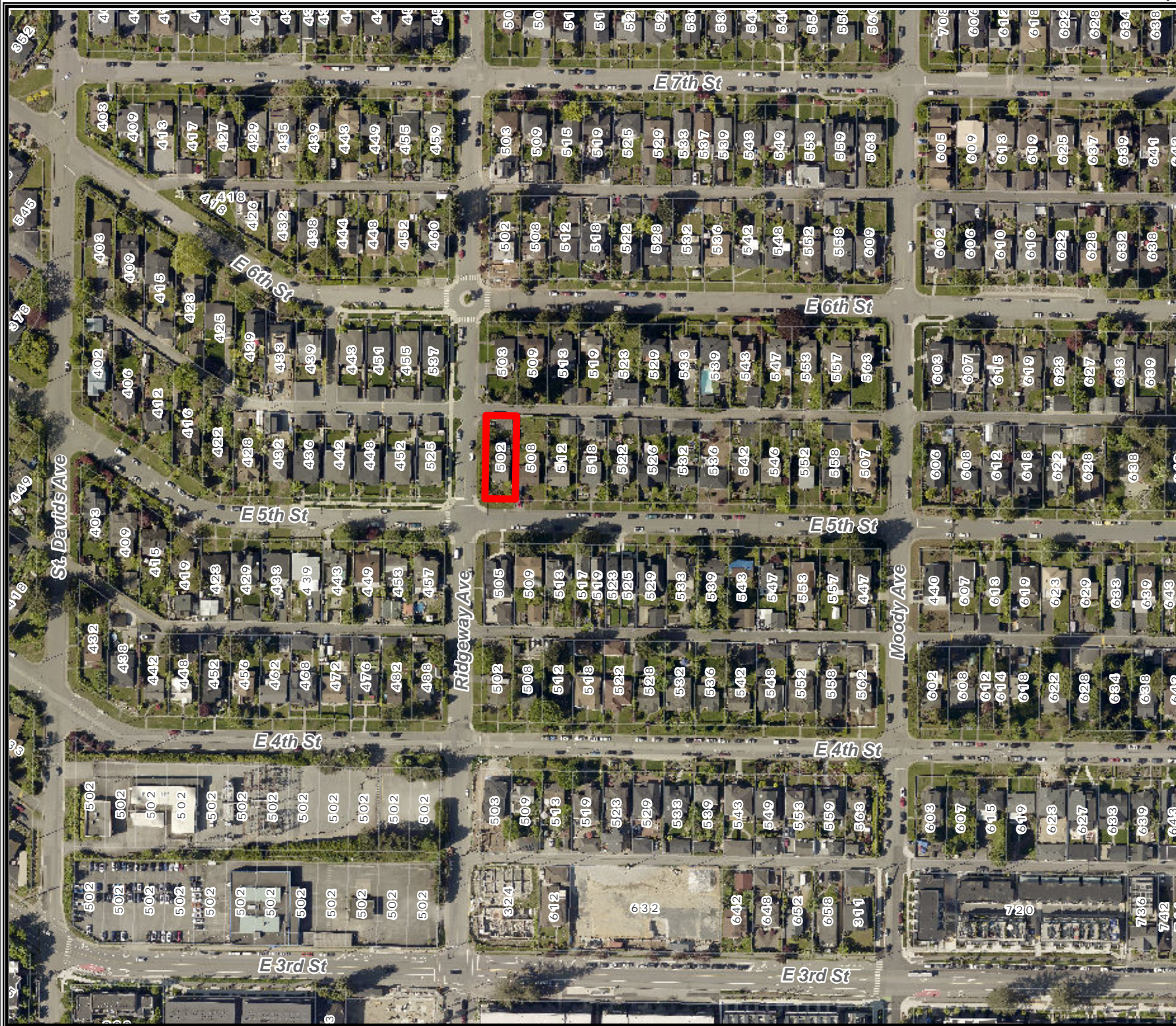


DISCLAIMER

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

PLOTTED: 2/1/2020  
SOURCE: Various  
COORDINATE SYSTEM: NAD 83 UTM Zone 10







# *Vernacular Studio Inc.*

## **SUMMARY REPORT OF VIRTUAL DEVELOPMENT INFORMATION SESSION**

November 8, 2021  
 Huy Dang, Planning Assistant  
 City of North Vancouver  
 141 West 14<sup>th</sup> Street  
 North Vancouver, BC, V7M 1H9

### **Re: 502 East 5<sup>th</sup> Street, Subdivision and Rezoning**

Location: Zoom Room  
 Host: vernacular group

### **Development Team:**

Dario Rahbar, Vernacular Studio  
 Mehrdad Rahbar, Vernacular Studio

### **CNV Representative**

Huy Dang, City of North Vancouver

### **Residents attended:**

[REDACTED]  
 [REDACTED]  
 [REDACTED]

The meeting was held on the zoom Platform hosted by the applicant, Vernacular Group on October 7, 2021 between 6:00 PM. and 8:00 PM.

During the meeting 3 residents attended the meeting on line. The undersigned hosted the meeting and Mehrdad Rahbar presented the proposal in detail then answered the residents' questions. In addition, Mr. Huy Dang of the City of North Vancouver answered to some of the residents' questions relating to City policies and zoning.

During the presentation we encountered one opposition from [REDACTED] about the RS 2 zoning. [REDACTED] did not have any opposition to the Rezoning.

To date, we have not received any written feedback from any of the attendees.

Dario Rahbar

### **VERNACULAR GROUP.**

# Public Hearing

## Rezoning and Development Variance Application for 502 East 5<sup>th</sup> Street

Presented April 4, 2022  
Planning and Development



## Proposal

- A rezoning from a One-Unit Residential 1 (RS-1) to a One-Unit Residential 2 (RS-2) zone is proposed in order to permit a subdivision of the property into two
  - A variance to allow for one parking for the corner/west lot is also proposed



# Policy and Land Use Alignment

- **Official Community Plan**
  - Designated as Residential Level 1
    - Supports single family dwellings with secondary suites
    - Supports maximum FSR of 0.5
- **Housing Action Plan**
- **Metro 2040**

## RS-1 vs. RS-2 Zone

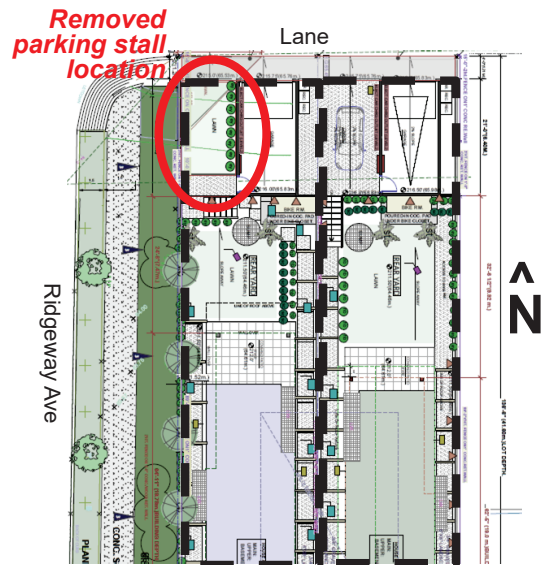
Key differences denoted in **red** below:

	Current RS-1 Zone	Proposed RS-2 Zone
Land use	One Principal Building per lot	<i>Same requirements</i>
FSR	Lesser of: <ul style="list-style-type: none"><li>- 0.3 FSR + 93 sq. m (1,000 sq. ft)</li><li>- 0.5 FSR</li></ul>	<i>Same requirements</i>
Setbacks	<ul style="list-style-type: none"><li>- 4.6 m (15 ft) from Front Lot Line</li><li>- 14.4 m (47 ft) from Rear Lot Line</li><li>- 1.2 m (4 ft) from Interior Lot Lines</li></ul>	<i>Same requirements</i>
Lot Frontage	Minimum 10 m (32.81 ft) wide	<b>Minimum 7.5 m (24.6 ft) wide</b>
Dwelling units	3 units per lot: <ul style="list-style-type: none"><li>- Principal Dwelling Unit</li><li>- Accessory Secondary Suite</li><li>- Accessory Coach House</li></ul>	<b>2 units per subdivided lot (net total of 4):</b> <ul style="list-style-type: none"><li>- <b>Principal Dwelling Unit</b></li><li>- <b>Accessory Secondary Suite</b></li></ul>
Parking	2 parking stalls per lot	<i>Same requirements, except 1 parking stall for west/corner lot via DVP</i>



# Parking Variance for Corner Lot

- One parking stall is proposed for the corner/west lot
- Reduction of one parking stall will allow for:
  - Northwest corner dedication at Ridgeway Ave and the lane to be maintained for vision clearance requirements
  - Accommodation of more green space within the rear yard
- Site is located a couple blocks away from frequent transit on East 3<sup>rd</sup> Street



# Community Consultation

- The applicant held their Virtual Developer Information Session on October 7, 2021 where 3 people attended.
  - One attendee expressed concern pertaining to the potential increased density with this type of subdivision

# Conclusion

- The proposal represents a standard small lot rezoning that aligns with various City and regional policies regarding density, diversifying housing forms and introducing rental options



Thank you.

**From:** Erika Rathje  
**Sent:** March-30-22 12:49 PM  
**To:** Submissions  
**Subject:** Public hearing for 502 East 5th Street

Dear Mayor and Council,

Regarding the rezoning of my neighbour's property at 502 East 5th Street, I am writing to encourage future development on this property to make it a priority to preserve existing mature trees and shrubs (such as the pink camellia). Benefits of trees include better mental health, cooling in the summer (particularly for the western exposure of this property) leading to potential energy savings, reduced crime, habitat for birds and other wildlife, rainfall absorption and of course carbon capture. Trees, particularly flowering trees, are beautiful and enjoyable. But urban trees face many deadly risks and stressors including drought and heat, as we saw last year, as well as invasive insects, so retaining healthy mature trees is really vital. As the trees on this property are near the street, they also contribute to a more relaxing and attractive urban environment for others. I hope what's next for this property keeps these benefits and opportunities in mind.

Thank you for your consideration.

Sincerely,

Erika Rathje  
CNV Climate and Environment Advisory Task Force volunteer  
517 East 5<sup>th</sup> St, North Vancouver V7L 1M5

**From:** Brian Wawzonek  
**Sent:** April-02-22 9:55 AM  
**To:** Submissions  
**Subject:** Rezoning Application for 502 East 5th Street

Dear Mayor and Council,

I'd like to express my opposition to the rezoning application for 502 East 5<sup>th</sup> Street, from RS1 to RS2 for the allowance of two 24.6 foot width lots.

Yes, there are a few smaller lots in our Queensbury neighbourhood, but most are war time builds of the 1940's. There is no need to allow such small lots in the neighbourhood as there are many other areas pre-assigned to accept higher density and duplex lots. An acceptance of 24.6' lots could start a dramatic change to the neighbourhood .

Traffic in our neighbourhood is horrible, compounded by the ongoing developments of Moodyville and duplexes being built on the South side of East 4<sup>th</sup> Street. We have worked long and hard to keep our area a safe area for families to live, and were successful in having the Ridgeway Annex site kept as single family "normal" sized lots, which has enhanced the neighbourhood.

One can easily see the overwhelming stress on the school system as Ridgeway Elementary is full and expanded to portables on the grounds. Where will all these additional families send their children for school? I could assume that approximately 50 percent of the Moodyville redevelopment is complete, and attempting to get on East 3<sup>rd</sup> Street from the North side by car has become a daunting task, and lines of children make their way up and across Keith Road.

As much as it was hoped that new residents in Moodyville would be using transit for their trips, that does not seem to be the case... and no solution to that overflow of vehicle traffic is in sight. My block of East 6<sup>th</sup> Street between Moody and Ridgeway often becomes a main thoroughfare as drivers attempt avert traffic backups on either Keith Road or East 3<sup>rd</sup> Street. Most take little care in abiding by speed limits as it becomes a raceway. Children and pets are abound in the neighbourhood, and most days it becomes unsafe to let them out between 7 and 9am and between 4 and 6pm with the volume of traffic on the side streets.

Allowing this rezoning will be the start of a major change to the neighbourhood. There are at least two lots on my block ready for redevelopment. One demolished home, the other preparing to be. I expect they are awaiting the outcome of this rezoning application, and will follow along and have the equivalent of row housing if rezoning is allowed in the neighbourhood. A few of my neighbours concerned with the assorted changes have listed their homes for sale, or are preparing to do so. Others are concerned that this potential change has come upon them very quickly, and don't look forward to the possible upheaval.

I do not believe that if allowed, two new homes at 502 East 5<sup>th</sup> will be "affordable". At least with what is now allowed with RS1 zoning, the developer of the property could build a home with basement suite, along with a laneway home. Something like this might be affordable to a young family as there would at least be revenue potential while not requiring rezoning.

Always aware of changes to the OCP, I can say I was caught off guard when I saw this proposal. The properties with two new small homes at 523 and 525 across the street on East 5<sup>th</sup> were approved on

what seemed to be a hardship basis, where two sisters wanted to live next to each other and were not aware of the zoning for the block. At the time, it was said that this kind of spot zoning would not set a precedent for future rezoning applications. Yes, changes can come, but our area is zoned RS1, most homes with 50 foot lots. A change from a possible minimum lot of 32.8' to 24.6' is unexpected as the owners of properties in our neighbourhood rely on this RS1 designation would be something council would hold to without another consultation and possible change to the OCP.

This type of development is not needed in the neighbourhood, as there are plenty of locations within the City that are already prepared for higher density. Our area is already suffering from the onslaught of overdevelopment brought in waves with traffic tie ups and constant construction noise. We didn't expect to have to be before council so soon to rally to again try to save the face of our neighbourhood from developer shovels, and their need to generate revenue. Needless to say, I hope you choose to not allow the rezoning application to be passed.

Thank you  
Brian Wawzonek  
522 East 6<sup>th</sup> Street  
North Vancouver, B.C. V7L1R1




April 4, 2022  
10:30 am

Public Hearing re:  
Variance Permit PLN 2021-000006  
for 502 E. 5th St.

I am writing in opposition to  
the subdivision variance.

I am not in opposition of laneway  
houses as I feel it is a health  
contribution to the rental pool.

Respectfully submitted,  
Andrea Flagg  
458 E. 7th St.,  
N.V. V7L 1R9





# PUBLIC HEARING

Monday, April 4, 2022 at 6:00 pm

**Zoning Amendment Bylaw 8911 and Development Variance Permit PLN2021-00006 for 502 East 5<sup>th</sup> Street**

**View the meeting online at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming)  
Or in person at City Hall, 141 West 14<sup>th</sup> Street**

**Purpose:** To rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone for a future subdivision of the property. The RS-2 Zone allows for a single-family dwelling and a secondary suite. A Development Variance Permit is proposed for the corner site for one parking stall.

**To provide written input:** All persons who believe their interest in property may be affected by the proposed bylaw or permit will be afforded an opportunity to speak at the Public Hearing and/or by written or email submission. All submissions must include your name and address and should be sent to the Corporate Officer at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, April 4, 2022**, to ensure their availability to Council at the Public Hearing. No further information or submissions can be considered by Council after the Public Hearing has concluded.

### To speak at the Public Hearing:

**Via Webex/phone:** Pre-register by completing the online form at [cnv.org/PublicHearings](https://cnv.org/PublicHearings), or by phoning 604-990-4230 to provide contact details, so call-in instructions can be forwarded to you. **All Webex/phone pre-registration must be submitted no later than 12:00 noon on Monday, April 4, 2022.**

**In person at City Hall:** On the day of the Public Hearing, a sign-up sheet will be available at City Hall reception (14<sup>th</sup> Street entrance) between 9:00am and 4:00pm, and then outside the Council Chamber from 5:30pm. To attend the Public Hearing in person, enter City Hall through the doors at the southwest corner of the building.

**Non-registered speakers:** Speakers who have not pre-registered will also have an opportunity to provide input. Once all registered speakers have spoken, the Mayor will call for a recess to allow time for additional speakers to phone in or speak in person. Call-in details will be displayed on-screen during the livestream at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming).

**To view the documents:** The proposed bylaw, permit, background material and presentation can be viewed online at [cnv.org/PublicHearings](https://cnv.org/PublicHearings) and at City Hall.

**Questions?** Huy Dang, Planner, [hdang@cnv.org](mailto:hdang@cnv.org) / 604-990-4216



141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9

T 604 985 7761 / F 604 985 9417 / [CNV.ORG](https://cnv.org)



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

**BYLAW NO. 8911**

**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. 8911**” (Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5<sup>th</sup> Street, RS-2).
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 RS-2 (One Unit Residential 2 Zone):

<b>Lots</b>	<b>Block</b>	<b>D.L.</b>	<b>Plan</b>	
26	12	273	1063	from RS-1

READ a first time on the 7<sup>th</sup> day of March, 2022.

READ a second time on the 7<sup>th</sup> day of March, 2022.

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

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

---

MAYOR

---

CORPORATE OFFICER

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

---

Permit No. PLN2021-00006

File: 08-3400-20-0050/1

---

Issued to owner(s): **1008681 B.C. LTD.**

---

Respecting the lands located at **502 East 5<sup>th</sup> Street**, North Vancouver, BC, legally described as:

**LOT 26 BLOCK 12 DL 273 PLAN 1063 PID: 007-816-359**

(the “**Lands**”)

---

**List of Attachments:**

Schedule “A”: List of Plans

---

**Authority to Issue:**

1. This Development Variance Permit is issued pursuant to Section 498 of the *Local Government Act*.
- 

**Bylaws Supplemented or Varied:**

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
    - A. Section 908(8) shall be varied such that no parking spaces are required for an accessory secondary suite use for Lot A (west lot).
- 

**Special Terms and Conditions of Use:**

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A “List of Plans” and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder.

4. No variances other than those specifically set out in this permit are implied or to be construed.
  5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
- 

#### **General Terms and Conditions:**

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.
- 

Authorized by Council: \_\_\_\_\_  
Year / Month / Day

\_\_\_\_\_  
Linda C. Buchanan, Mayor

\_\_\_\_\_  
Karla D. Graham, Corporate Officer

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

---

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. PLN2021-00006.

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

THIS IS NOT A BUILDING PERMIT

**Schedule A**  
**List of Plans – 502 East 5<sup>th</sup> Street**

<b>Designer</b>	<b>Project Name</b>	<b>Sheet Description</b>	<b>Sheet No.</b>	<b>Sheet Date</b>	<b>CityDocs File Number</b>
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Site Plan	A-01	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Basement Plans	A-02	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Main Floor Plans	A-03	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Upper Floor Plans	A-04	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Roof Plans	A-05	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Front & Rear Elevations (House A)	A-06	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Front & Rear Elevations (House B)	A-07	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Side Elevations (House A)	A-08	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Side Elevations (House B)	A-09	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Sections (House A)	A-10	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Sections (House B)	A-11	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Garage: House A & B	A-12	February 17, 2022	2149769
Mehrdad Rahbar	502 East 5 <sup>th</sup> St. North Vancouver	Landscape Plan	L-01	February 17, 2022	2149769



S T R E E T . E L E V A T I O N S

## SUBDIVISION & REZONING APPLICATION

### HOMES ON EAST FIFTH

### 502 EAST FIFTH STREET, NORTH VANCOUVER

Legal Address: LOT 26, BLK 12, DL 273, G1, PLAN 1063

PID: 007-816-359

OWNER: 1008681 BC. LTD.

APPLICANT: VERNACULAR STUDIO INC.

#### DRAWING INDEX:

##### ARCHITECTURAL DRAWINGS

- A-01 SITE PLAN FOR BOTH LOTS
- A-02 FLOOR PLANS - BASEMENT BOTH LOTS
- A-03 FLOOR PLANS – MAIN BOTH LOTS
- A-04 FLOOR PLANS – UPPER BOTH LOTS
- A-05 ROOF PLANS – BOTH LOTS
- A-06 FRONT & REAR ELEVATIONS -LOT A (WEST)
- A-07 FRONT & REAR ELEVATIONS -LOT B (EAST)
- A-08 EAST & WEST ELEVATIONS – LOT A
- A-09 EAST & WEST ELEVATION – LOT B
- A-10 BUILDING SECTIONS – LOT A (SOUTH)
- A-11 BUILDING SECTIONS – LOT B (NORTH)
- A-12 GARAGES BOTH LOTS
- L-01 LANDSCAPE PLAN FOR BOTH HOUSES

ISSUED FOR: SUBDIVISION & REZONING

FEBRUARY 26 2021

REVISION ISSUED

FEBRUARY 1, 2022



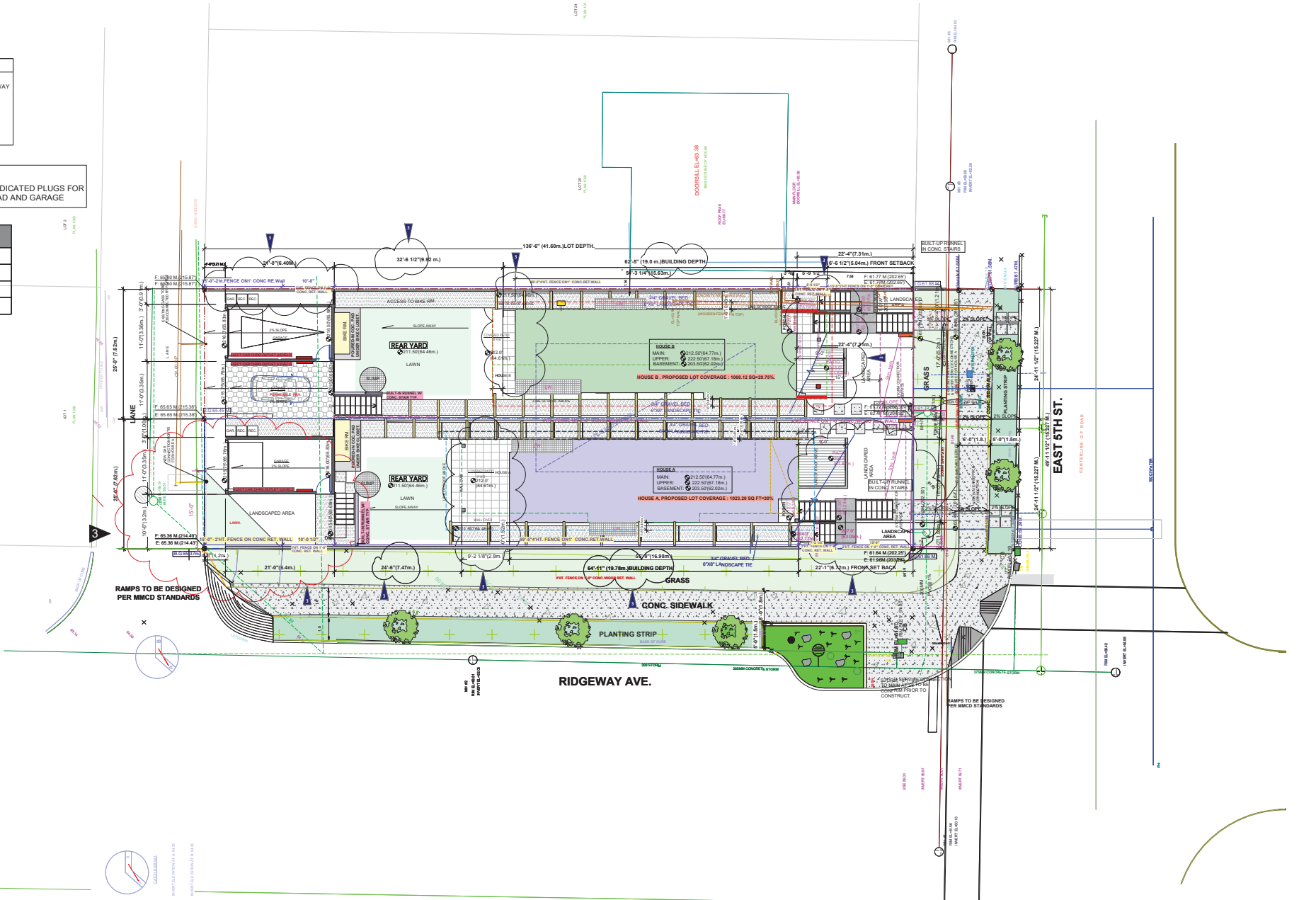
VERNACULAR STUDIO INC

- LEGEND:
- POURED - IN CONC. WALKWAY
  - PREFAB CONC. SLAB 2"x2"
  - GRAVEL BED 3/4" THK.

- NOTES:
- 1- PROVIDE ELECTRICAL DEDICATED PLUGS FOR ELECTRIC CARS FOR CARPAD AND GARAGE

- LIGHTING LEGEND:
- STEP LIGHT
  - PATH LIGHT
  - UPLIGHT
  - MOTION SENSOR LIGHT

- LEGEND:
- POURED - IN CONC. WALKWAY
  - PREFAB CONC. SLAB 2"x2"
  - GRAVEL BED 3/4" THK.
  - POURED - IN CONC. WALKWAY
  - PREFAB CONC. SLAB 2"x2"
  - GRAVEL BED 3/4" THK.
  - POURED - IN CONC. WALKWAY
  - PREFAB CONC. SLAB 2"x2"
  - GRAVEL BED 3/4" THK.



- LEGEND:
- FINISH ELEV.
  - POWER VENT
  - FLOOR DRAIN
  - SMOKE ALARM

REVISION:	DATE
1	2014.05.01
2	2014.05.01
3	2014.05.01
4	2014.05.01
5	2014.05.01
6	2014.05.01
7	2014.05.01
8	2014.05.01
9	2014.05.01
10	2014.05.01

502 EAST 5TH ST.  
NORTH VANCOUVER

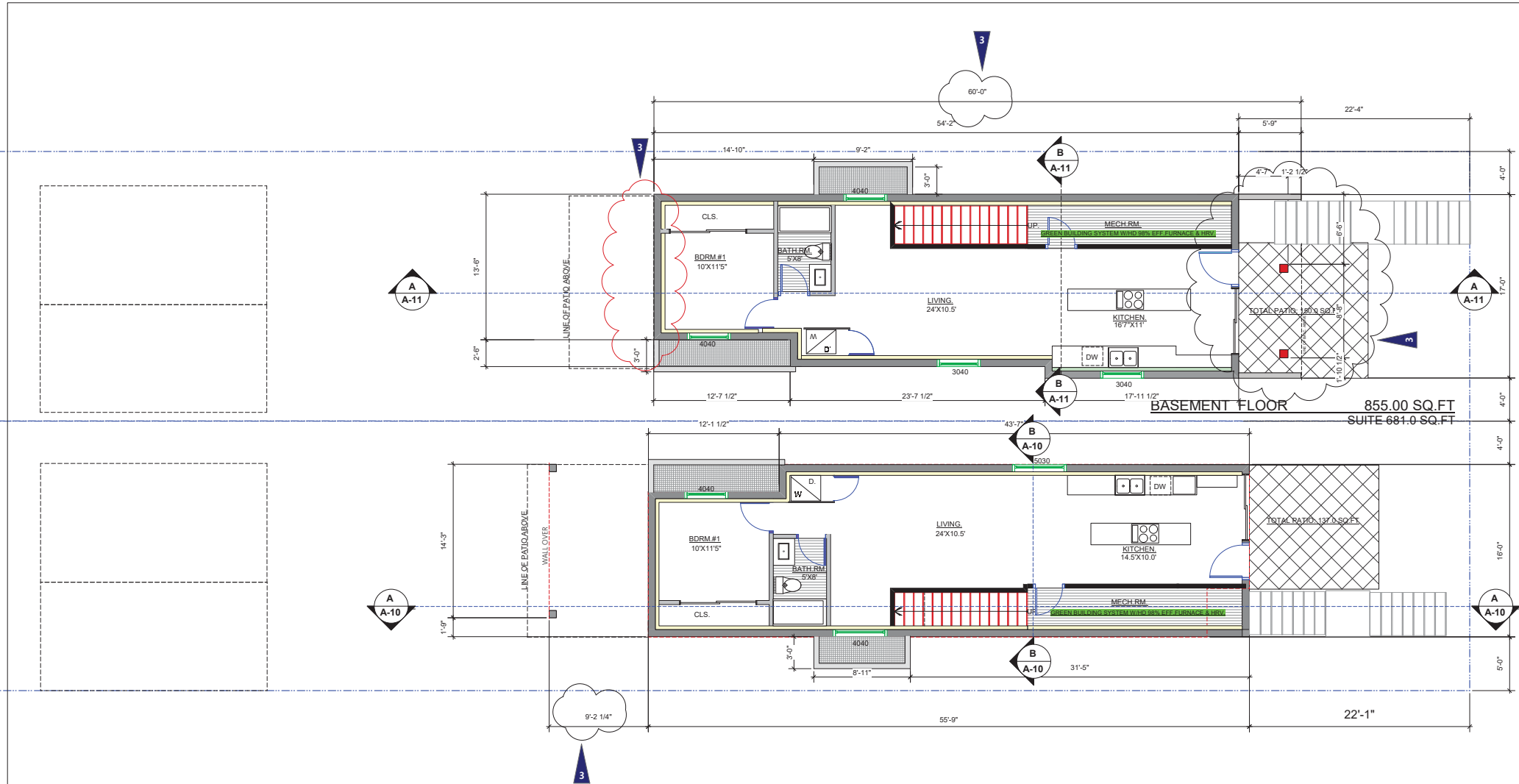
SITE PLAN

DATE:  
MAY 2014  
DRAWN BY:  
G.A.  
CHECKED BY:  
M.R.  
SCALE: 1/8" = 1 ft

DRAWING NO.:

**A-01**





**BASEMENT FLOOR** **858.00 SQ.FT**  
SUITE 681.0 SQ.FT

200 - 120 LONGDALE AVE.  
NORTH VANCOUVER, B.C.  
V7M 2M6  
PHONE: (604) 960-8622  
VERNAICLAREV.COM

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**LEGEND:**

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

**REVISION:**

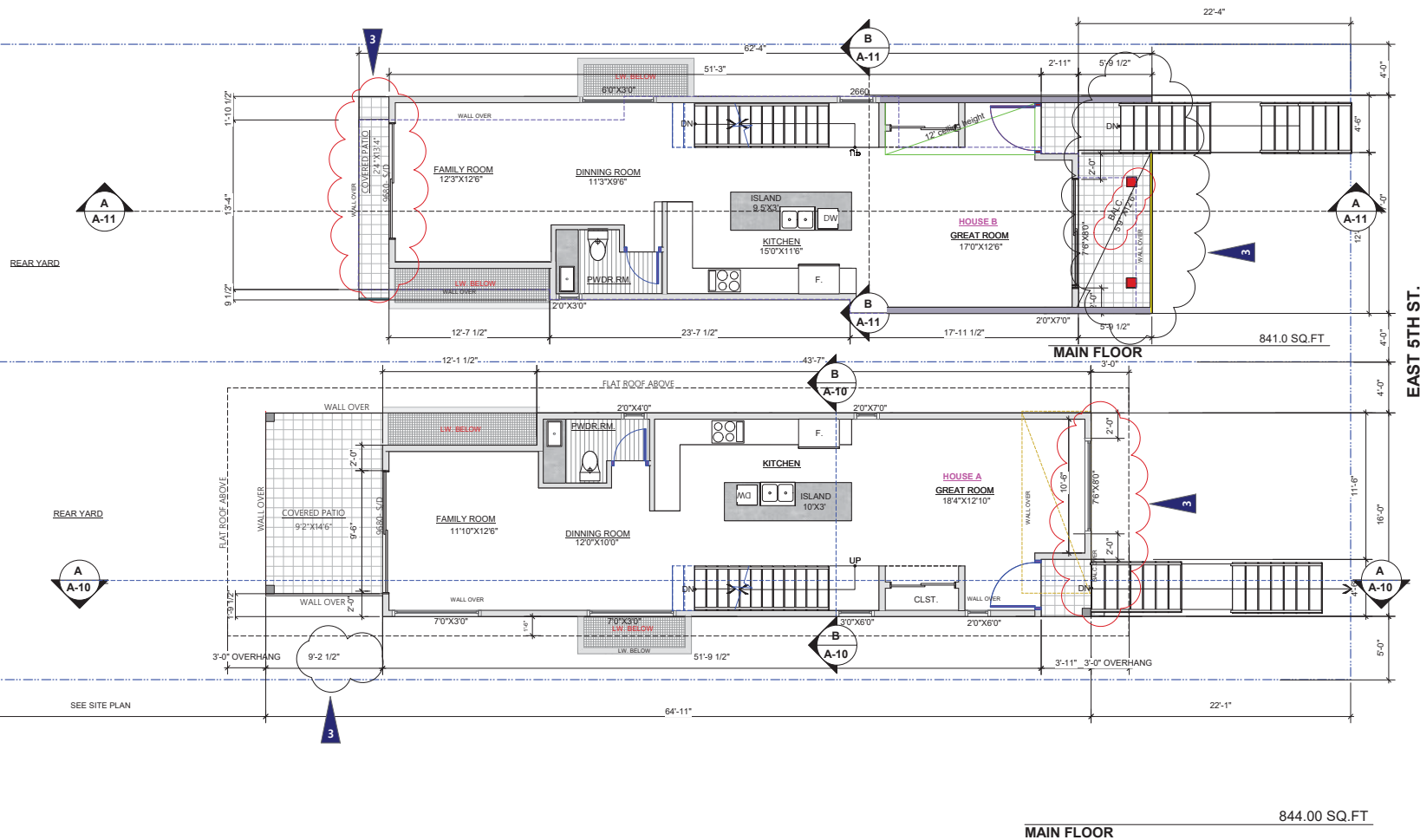
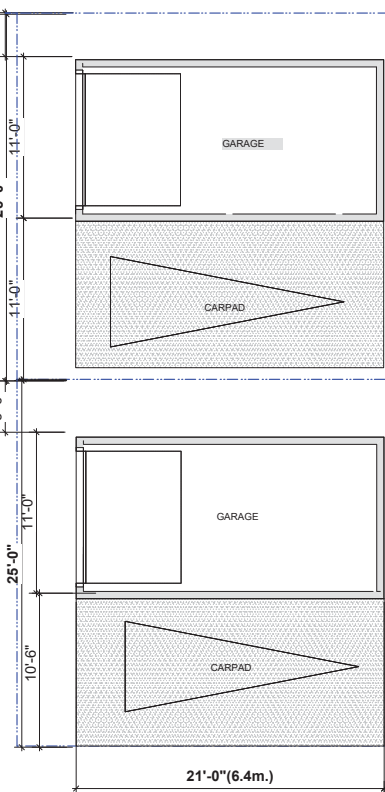
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2	REVISION 2	FEB 26 2014
1	PRE APP SUB.	SEP 01 2010
No.	DATE	

**502 EAST 5TH ST.  
NORTH VANCOUVER**

**BASEMENT PLANS**

**DATE:**  
MAY 2014  
**DRAWN BY:**  
G.A.  
**CHECKED BY:**  
M.R.  
R.C.H.  
**SCALE:** 1/4" = 1 ft

**DRAWING NO.:**  
**A-02**



**LEGEND:**

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

**REVISION:**

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3	REVISION 2	JAN. 11, 2023
2	SUBMISSION 2	FEB. 28, 2023
1	PRE APP SUB	SEP 11, 2020
NO.	ISSUE FOR	DATE

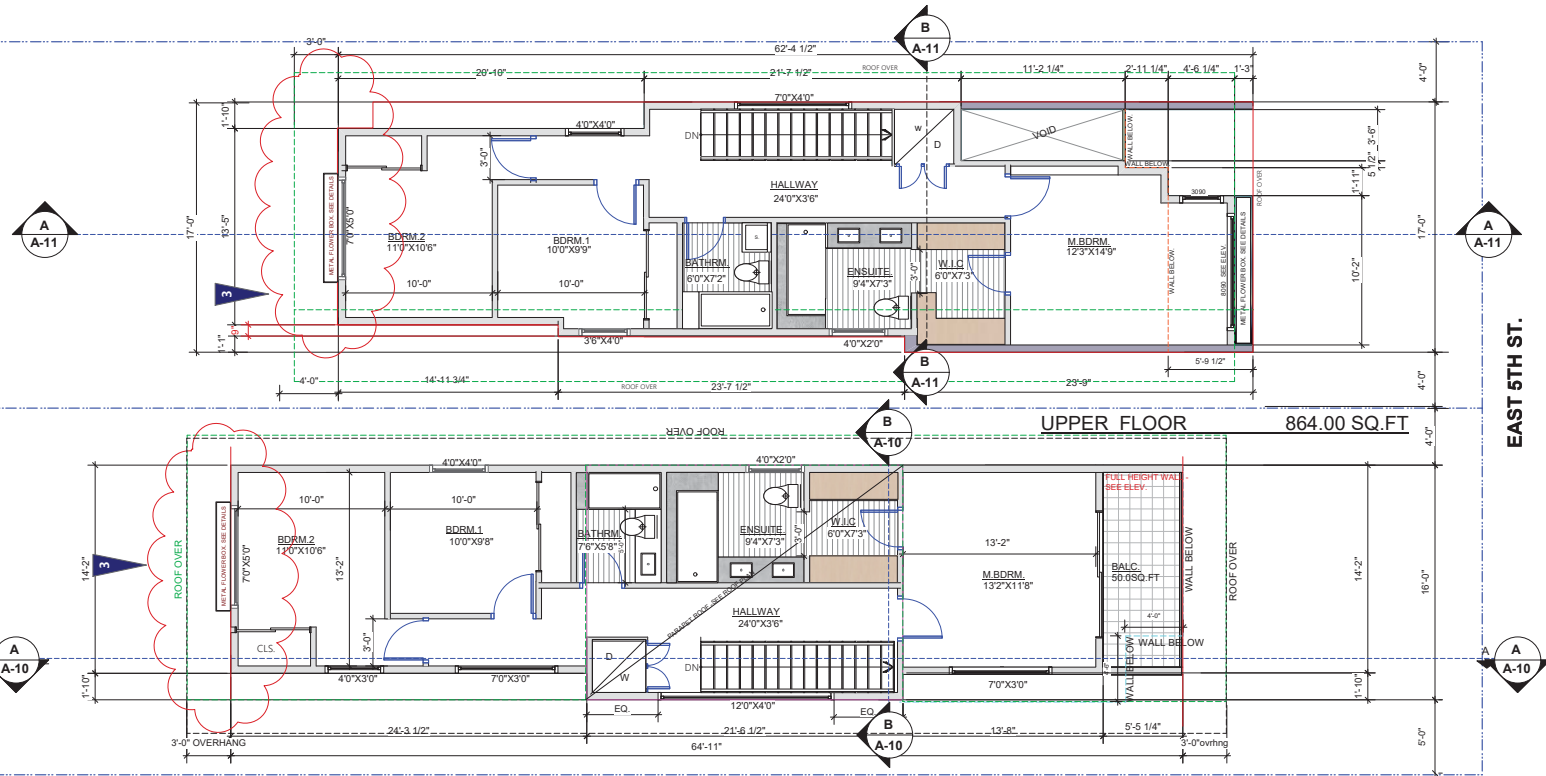
**502 EAST 5TH ST.  
NORTH VANCOUVER**

MAIN FLOOR PLANS

**DATE:**  
MAY 2014  
**DRAWN BY:**  
G.A.  
**CHECKED BY:**  
M.R.  
**R.C.H.**  
**SCALE:** 1/4" = 1 ft

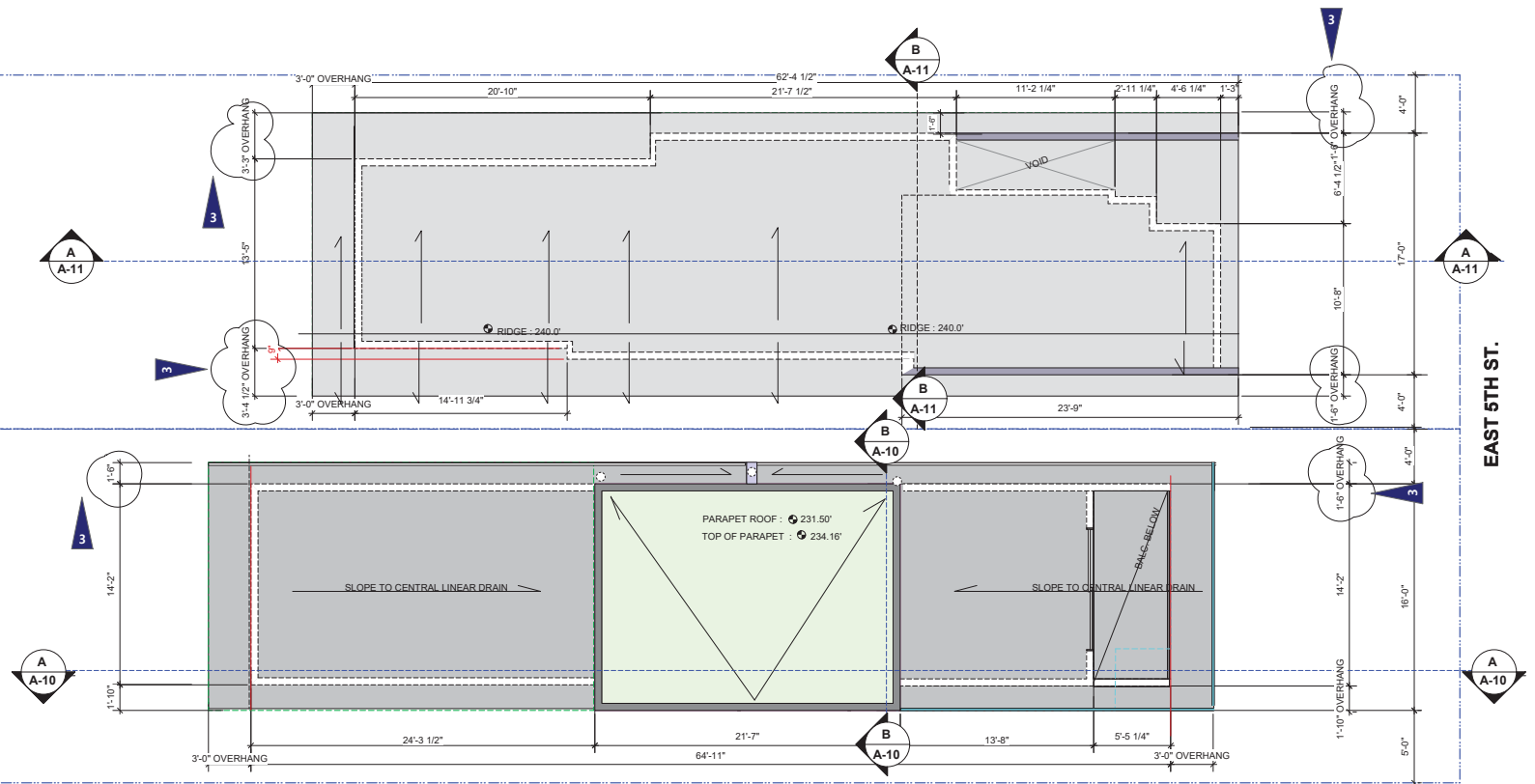
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**A-03**



UPPER FLOOR 862.00 SQ.FT





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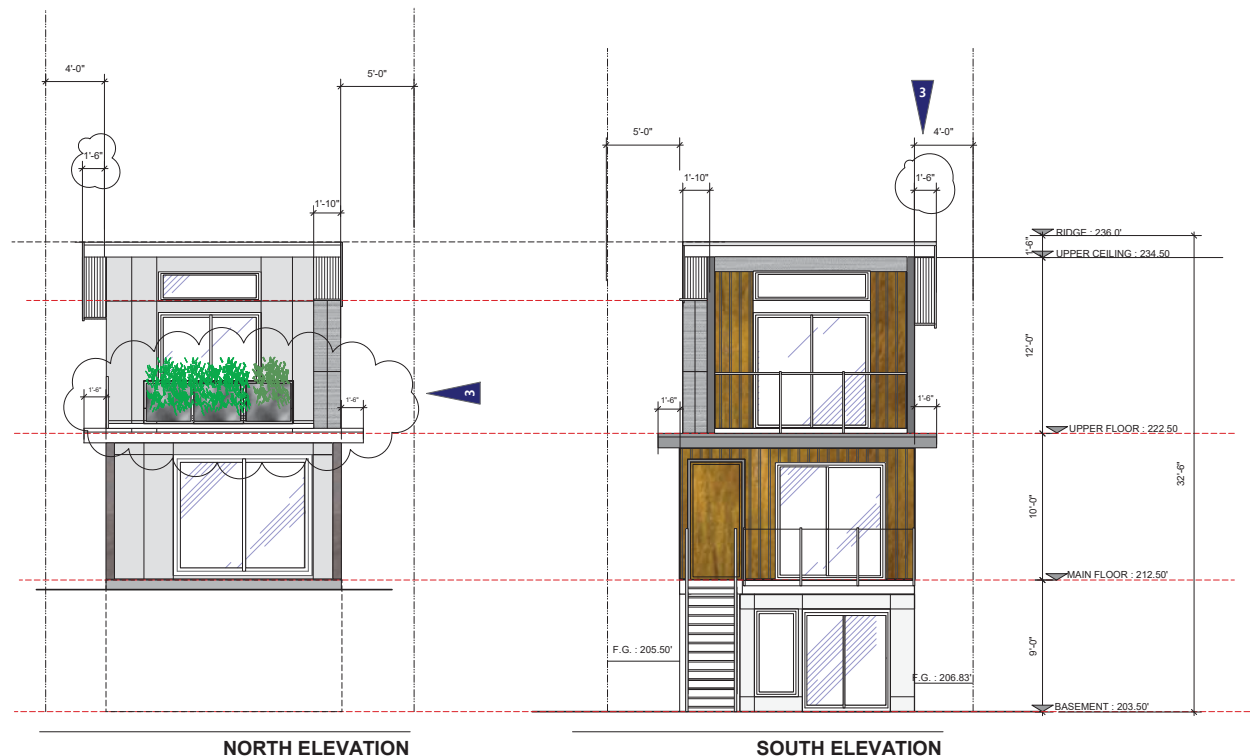
**502 EAST 5TH ST.  
NORTH VANCOUVER**

ROOF PLANS

DATE:  
DRAWN BY:  
G.A.  
CHECKED BY:  
M.R.  
R.CH  
SCALE: 1/4" = 1 ft

DRAWING NO.:

**A-05**



**HOUSE A- HEIGHT CALCULATION**  
(FRONT AVE.) $204.92' + 203.28' = 204.10'$   
(REAR AVE.) $214.43 + 215.38 = 214.905'$   
\*\*REFERENCE POINT:  $204.10' + (214.905 - 204.10) \times 0.4 = 208.44'$   
 $= 208.44' + 26.2' = 234.64'$   
 $= 208.44' + 33' = 241.44'$

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2	SUBSVREZ.	FEB 25, 2021
1	PRE APP SUB.	MAY 01, 2020

502 EAST 5TH ST.  
NORTH VANCOUVER

**FRONT & REAR  
ELEVATIONS  
HOUSE A**

DATE:  
DRAWN BY :  
G.A.  
CHECKED BY:  
M.R.  
R.CH  
SCALE: 1/4" = 1 ft

DRAWING NO. :

**A-06**



## MATERIALS

- |                       |   |
|-----------------------|---|
| 1 Roof                | 3 LAYERS APPROVED MEMBRANE                  |
| 2 Wind, Damp, Warm    | 1" X1/8" FIBRE TO MATCH WALLS               |
| 3 Facsia Board        | 2X8 OR 2X10 PAINTED CEDAR, DARK CHARCOAL    |
| 4 Sheathing on Facsia | PREPARED STEEL PROOF TO MATCH FACsia COLOUR |
| 5 Facsia + Gutter     | PRE-PANTEL ALUM. DARK CHARCOAL              |
| 6 Wall Panels         | FIBER CEMENT FANER                          |
| 7 Cedar board siding  | 3" X1/8" WIDE CEDAR BOARDS                  |
| 8 Flat board Siding   | 1/4" Thick, FIBER CEMENT BOARDS             |
| 9 Wall cladding       | FIBER CEMENT                                |
| 10 Windows            | VINYL, DARK CHARCOAL                        |
| 11 Insly Doors        | GLASS WOOD OR INSULATED FIBERGLASS          |
| 12 Soffit             | CEAR STAIN                                  |

## COLOURS



HOUSE 3- MAIN HOUSE WALLS and GARAGE - Five cement panels.

44028-8 OF A-AC0097 04/11 10:01 page 8 of 8

HOUSE A: ACCENT WALL - Luster Metallic series: BM

HOUSE A, BARN HOUSE and GARAGE - cement panels from Mountain-BN

HOUSE # - CRYSTAL BOND TOPPERS, SOUL WARRIOR & HEART DOORS - CRYSTAL

SCPH-COLARS - NPHCW 14PH &amp; VL, COLARS - coated Dye Chromes

© 2004-2005 - Red Oak, R. 02860 - One Thousandth Mountain



### HOUSE B- HEIGHT CALCULATION

(FRONT AVE. )202.65'+204.92'= 203.78'

(REAR AVE.)  $215.38 + 215.87 = 215.62'$

\*\*REFERENCE POINT:  $203.78 + (215.62' - 203.78') \times 0.4 = 208.51'$

$$= 208.51' + 26.2' = 234.71'$$
$$= 208.51 + 33' = 241.51'$$


200 - 120 LONSDALE AVE.  
NORTH VANCOUVER, B.C.  
V7M 2Z8

PHONE: (604) 990-6562

VERNAICULARDEV.COM

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REVISION:		
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3	SUBCONVIREZ	JAN. 31, 2021
2	SUBCONVIREZ	FEB. 28, 2021
1	PRE APP SUB.	MAY 01, 2020
No.	ISSUED FOR	DATE

502 EAST 5TH ST.  
NORTH VANCOUVER

**FRONT & REAR  
ELEVATIONS  
HOUSE B**

DATE:

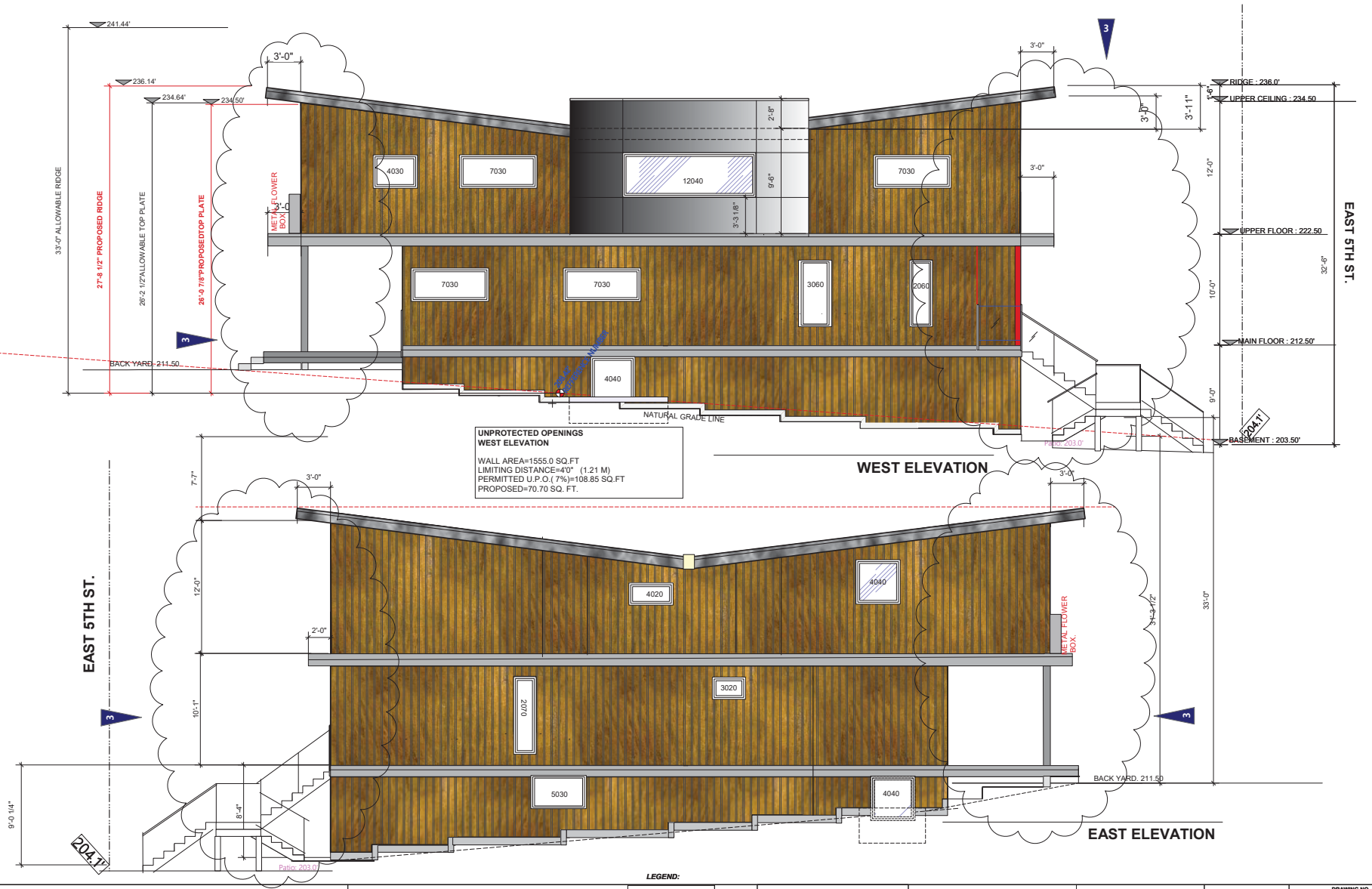
DRAWN BY :  
G.A.

CHECKED BY:  
M.R.  
R.CH

SCALE:  $1/4" = 1 \text{ ft}$

DRAWING NO. :

A-07



**LEGEND:**

- FINISH ELEV.**
- POWER VENT**
- FLOOR DRAIN**
- SMOKE ALARM**

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**502 EAST 5TH ST.  
NORTH VANCOUVER**

**SIDE ELEVATIONS  
(HOUSE A)**

**DATE:**

**DRAWN BY:**

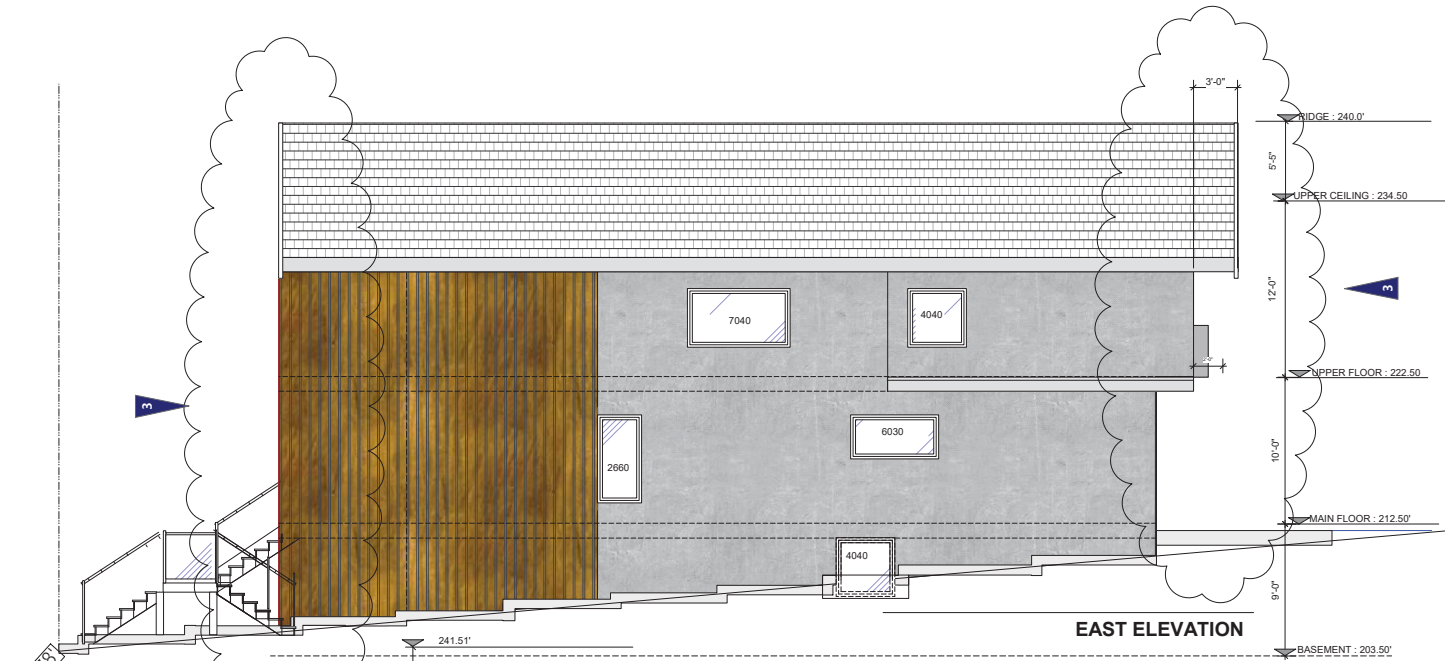
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**SCALE:** 1/4" = 1 ft

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**A-08**





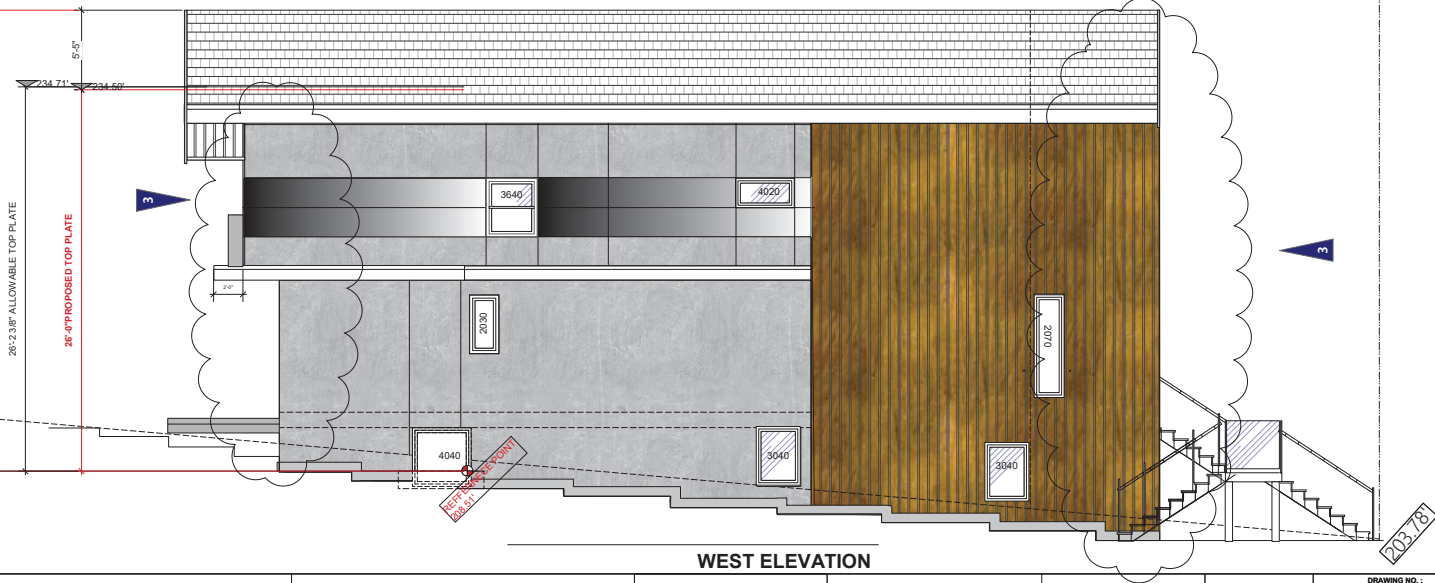
**UNPROTECTED OPENINGS  
EAST ELEVATION**

WALL AREA=1351.0 SQ.FT  
LIMITING DISTANCE=4'0" (1.21 M)  
PERMITTED U.P.O.(7%)=94.57 SQ.FT  
PROPOSED=90.0 SQ. FT.

**UNPROTECTED OPENINGS  
WEST ELEVATION**

WALL AREA=1592.0 SQ.FT  
LIMITING DISTANCE=4'0" (1.21 M)  
PERMITTED U.P.O.(7%)=111.44 SQ.FT  
PROPOSED=81.0 SQ. FT.

**EAST ELEVATION**



**WEST ELEVATION**

**Vernacular**  
design

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**502 EAST 5TH ST.  
NORTH VANCOUVER**

**SIDE ELEVATIONS  
HOUSE B**

**DATE:**  
**DRAWN BY :**  
G.A.  
**CHECKED BY :**  
M.R.  
R.C.H.  
**SCALE:** 1/4" = 1 ft

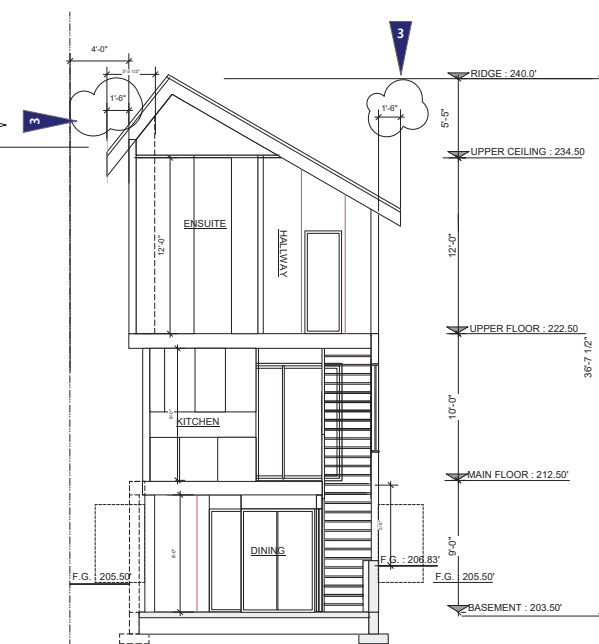
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**A-09**





SECTION AA- HOUSE B



SECTION BB -HOUSE B

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3	SUBMITTAL	JAN 17 2020
2	SUBMITTAL	FEB 18 2020
1	PRE-APP SUB.	MAY 01 2019
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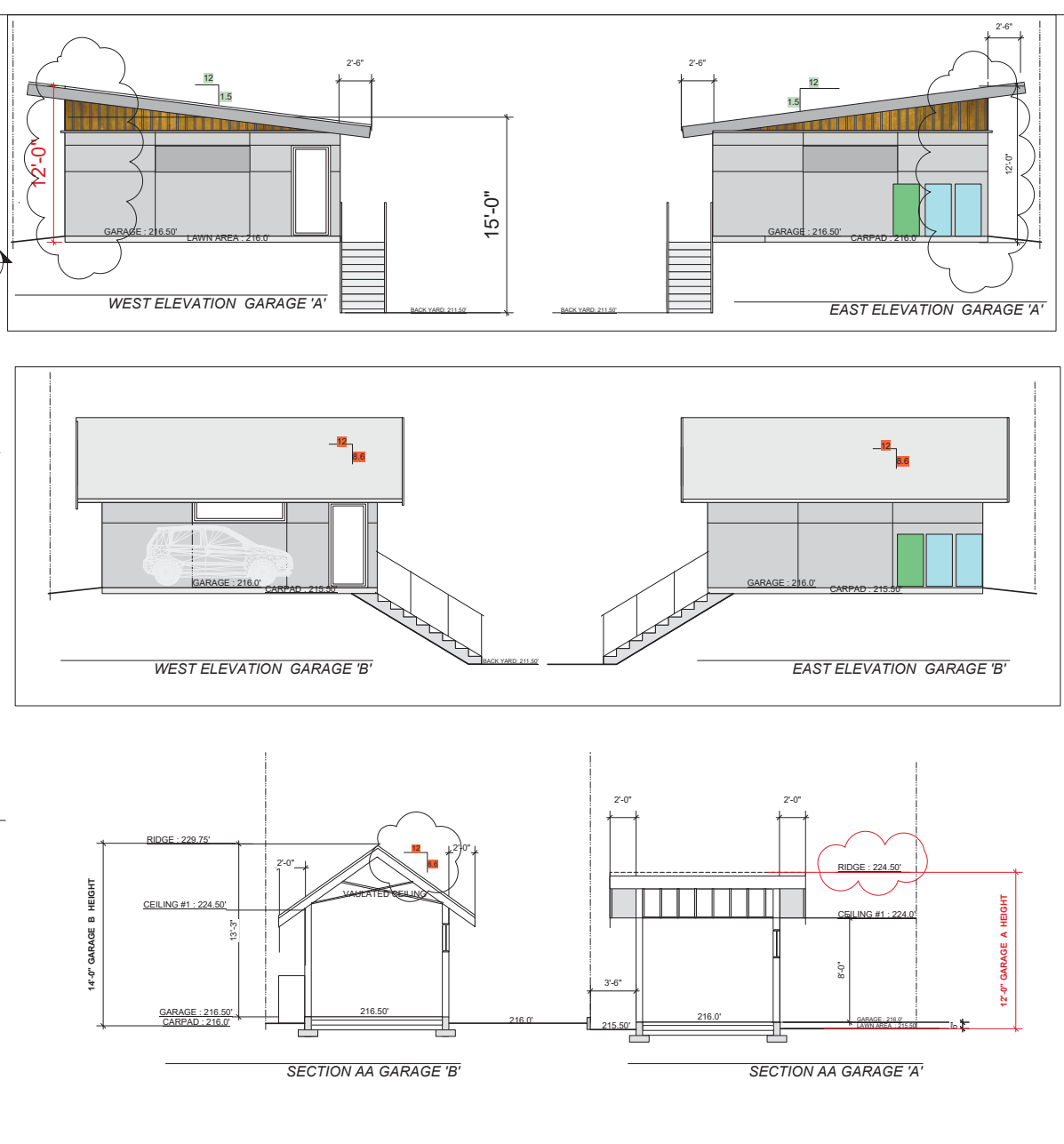
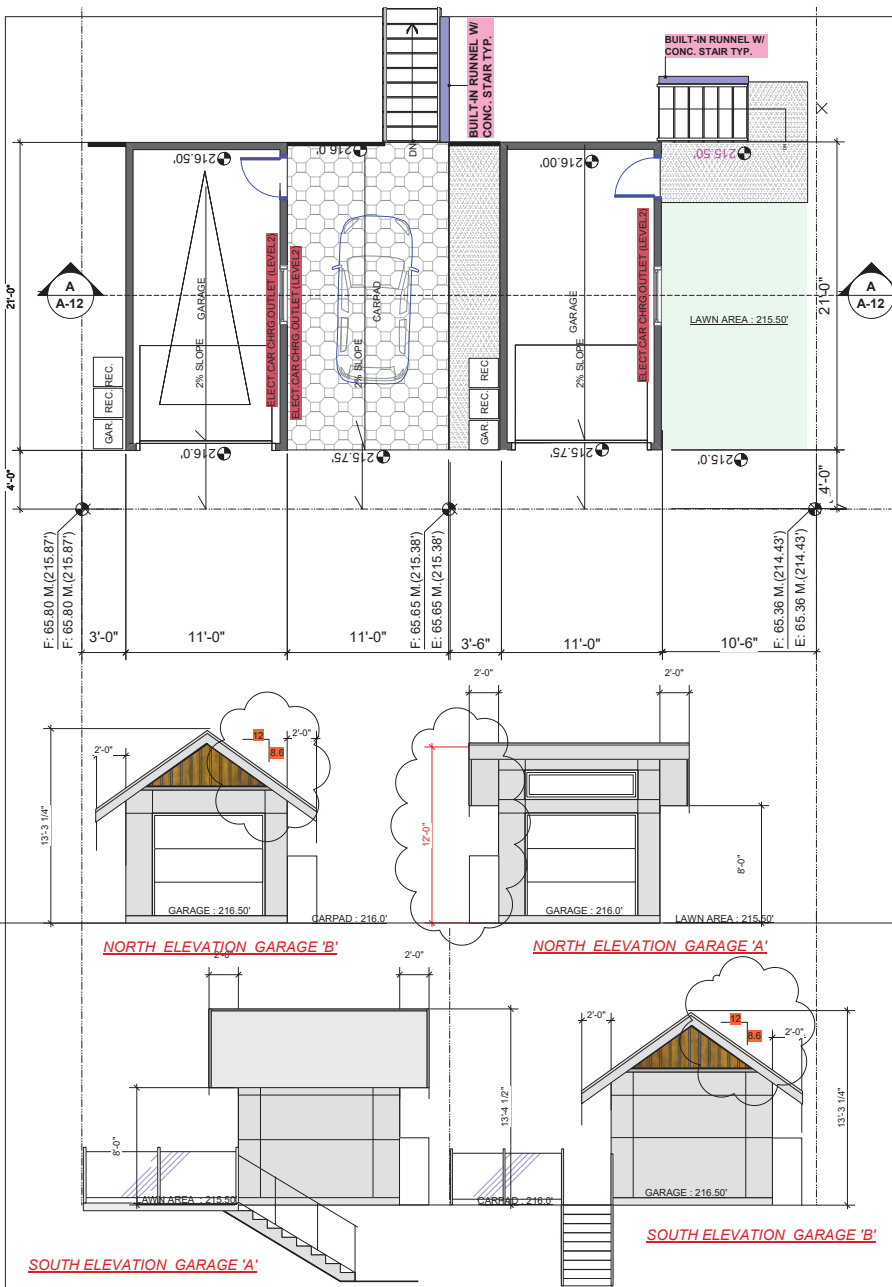
**502 EAST 5TH ST.  
NORTH VANCOUVER**

**SECTIONS  
HOUSE B**

**DATE:**  
**DRAWN BY:**  
**CHECKED BY:**  
**M.P.R.**  
**SCALE: 1/4" = 1 ft**

**DRAWING NO.:**

**A-11**



- LEGEND: ELEV**
- POWER VENT
  - FLOOR DRAIN
  - SMOKE ALARM

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Type	Code	Common Name	Scientific Name	Size	Qty	Origin
Tree	101	Japanese Maple	Acer palmatum	10' x 10'	1	Japan
Shrub	102	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	103	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	104	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	105	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	106	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	107	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	108	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	109	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	110	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	111	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	112	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	113	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	114	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	115	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	116	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
Shrub	117	Japanese Spindle Tree	Eurotia fruticosa	10' x 10'	1	Japan
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COMMENCEMENT OF WORK. ALL  
ERRORS AND OMISSIONS SHALL BE REPORTED  
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**502 EAST 5TH ST.  
NORTH VANCOUVER**

**LANDSCAPE PLAN**

**DATE:**  
MAY 2014  
**DRAWN BY:**  
G.A.  
**CHECKED BY:**  
M.R.  
**SCALE:** 1/8" = 1 ft

DRAWING NO. :

**L-01**





 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2022 APPROPRIATIONS #1

Date: March 30, 2022

File No: 05-1705-30-0019/2022

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled "2022 Appropriations #1":

THAT (Funding Appropriation #2207) an amount of \$3,206,029 be appropriated from the General Capital Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2208) an amount of \$35,000 be appropriated from the Fire Equipment Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2209) an amount of \$65,000 be appropriated from the Carbon Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2210) an amount of \$551,500 be appropriated from the Civic Amenity Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2211) an amount of \$500,000 be appropriated from the Infrastructure Reserve for the purpose of funding the 2022 Capital Plan;

THAT (Funding Appropriation #2212) an amount of \$500,000 be appropriated from the Tax Sale Land Interest Reserve for the purpose of funding the 2022 Capital Plan;

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924” (2022 Capital Plan Funding) a Bylaw to appropriate an amount of \$148,500 from DCC (Transportation) Reserve Fund to fund 2022 Capital Plan, be considered;

AND THAT should any of the above amounts remain unexpended as at December 31, 2025, the unexpended balances shall be returned to the credit of the respective fund.

## ATTACHMENTS

1. 2022 Project Descriptions and Funding Allocations (CityDoc [2162646](#) )
2. Information Report by Acting Deputy Director, Planning and Development re: Climate and Environment Strategy Implementation (CityDoc [2161861](#) )
3. Information Report by Acting Deputy Director, Planning and Development re: Parking and Curbside Management Planning and Implementation (CityDoc [2161871](#))
4. Information Report by Section Manager – Traffic Engineering re: Neighbourhood Traffic Safety and Infrastructure Improvements Program (CityDoc [2159330](#))
5. Information Report by Section Manager Public Realm Infrastructure re: New Sidewalks to Complete Pedestrian Network (CityDoc [2161118](#))
6. Proposed Bylaw 8924 Development Cost Charge Transportation Reserve Fund for 2022 Capital Plan Appropriations (CityDoc [2162647](#))

## SUMMARY

This report follows adoption of the 2022-2026 Financial Plan, and provides details of projects where appropriations are recommended.

## DISCUSSION

This report recommends that funds be appropriated so work can begin on some of the projects included in the Plan. Project teams are ready to deliver these projects, and funds are needed before Appropriation #2, which is currently planned for mid June. Appropriation is the final step in the funding of these projects and, if approved, will allow funds to be expended.

**Attachment 1** provides additional information regarding each project. **Attachments 2-5** provide more detailed background on projects with planned appropriations greater than \$500,000 over the Financial Plan period, which are not part of ongoing capital replacement programs.

## FINANCIAL IMPLICATIONS

Funding is included in the 2022-2026 Financial Plan presented to Council and is available for appropriation.



## **INTER-DEPARTMENTAL IMPLICATIONS**

The 2022-2026 Financial Plan is a reflection of the policies of the City and the work plans of all City departments. Finance staff relies on their close working relationship with staff in other departments and the City's shared-cost agencies, in developing this Plan.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The preparation and approval of a Financial Plan is consistent with the requirements of the Community Charter and several of the objectives of the City's 2014 Official Community Plan. The Plan was also prepared taking into consideration the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer

# 2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	2022 City Funded Amount	Previously Appropriated	Appropriation #1	Description
<b>Appropriation 2207 – General Capital Reserve</b>							
2 - 4	Maintenance, Repair & Replacement - City Hall	SCS (Facilities)	Joel Roy	150,000	0	150,000	Funding for maintenance, repair and replacement of equipment and building components.
2 - 5	Maintenance, Repair & Replacement - Gerry Brewer Building	SCS (Facilities)	Joel Roy	184,008	0	184,008	Funding for maintenance, repair and replacement of equipment and building components.
2 - 6	Maintenance, Repair & Replacement - Fire Hall	SCS (Facilities)	Joel Roy	173,000	0	173,000	Funding for maintenance, repair and replacement of equipment and building components.
2 - 7	Maintenance, Repair & Replacement - City Owned / Non-City Used Buildings	SCS (Facilities)	Joel Roy	228,500	0	228,500	Funding for maintenance, repair and replacement of equipment and building components.
2 - 8	Maintenance, Repair & Replacement - Parks Buildings	SCS (Facilities)	Joel Roy	92,000	0	92,000	Funding for maintenance, repair and replacement of equipment and building components.
2 - 9	Maintenance, Repair & Replacement - Operations Centre	SCS (Facilities)	Joey Roy	75,000	0	75,000	Funding for maintenance, repair and replacement of equipment and building components.
2 - 10	Maintenance, Repair & Replacement - Civic Library	SCS (Facilities)	Joel Roy	107,000	0	107,000	Maintenance, Repair & Replacement - Civic Library
2 - 19	Provision - HJCRC Outside Consulting	Finance	Verna, Wen	200,000	0	40,000	The requested funds will be appropriated as needed to fund the use of external consultants to facilitate the marketing, sale/long-term lease and other land transaction related costs of the Harry Jerome Neighbourhood Lands (HJNL).
3 - 9	Street Light and Traffic Signal Aging Pole Replacement	Engineering: Traffic	Kliment Kuzmanovski	50,000	0	50,000	Replacement of deteriorated street light and traffic signal poles as prioritized based on 2018 condition assessment results.
3 - 23	Public Realm Improvements	Engineering: Streets	Christel Lindgren	50,000	0	15,000	Provides streetscape elements to enhance the experience of the public realm. Elements may include, but are not limited to benches, water fountains, garbage cans, bike racks and holiday lighting.
4 - 23	Hemlock Looper Moth Tree Removal and Restoration	Engineering: Parks & Environment	Derek Priestley	150,000	0	150,000	2021 saw significant damages to our urban forests caused by the Western Hemlock Looper infestation coupled with extreme heat and drought. Based off recent studies, our region is expecting one final year of the infestation in 2022 which will result in more trees dying and requiring removal.
4 - 29	Park & Greenways Trail Resurfacing	Engineering: Parks & Environment	Mike Hunter	10,000	0	10,000	Annual repairs to paved trails and greenways. Includes wayfinding, trail markings, and resurfacing.
4 - 30	Parks Furnishings and Signage	Engineering: Parks & Environment	Derek Priestley	35,000	0	35,000	Ongoing implementation of the City's parks and environmental signage program, and the addition/replacement of park furnishings, such as benches and picnic tables.
6 - 2	Civic Buildings - Furniture and Equipment	SCS (Facilities)	Joel Roy	139,000	0	139,000	Funding to enable the replacement / purchase of furniture and equipment in all civic buildings. Maintains suitable working conditions and ensures timely replacement of equipment as required.
6 - 3	Gerry Brewer Furniture & Equipment	SCS (Facilities)	Joel Roy	54,571	0	54,571	Budgetary provision for replacement / purchase of furniture and equipment in the Gerry Brewer building.
6 - 6	Police Pool Vehicle Replacement	Public Safety – Police	Kathryn Hennigar	36,080	0	15,000	Replacement of Municipal Pool Vehicles. The City's portion of the cost share is 33.94%. In 2022, 2xFord C-Max Hybrid, 2xFord Transit Connect, and Chev Express 2500 are scheduled to be replaced.
6 - 12	Mobility Data Collection and Monitoring	Planning & Development: Transportation	Andrew Devlin / Kliment Kuzmanovski	40,000	0	40,000	This project will fund procurement, development and application of various transportation data collection, analysis and communication tools, including: automated volume and speed counters, intercept surveys, open data platforms, and third-party data licensing. Funds are also allocated for a dedicated staff resource for 2 years to support data management and analysis. This project consolidates what were former multiple projects.

# 2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	2022 City Funded Amount	Previously Appropriated	Appropriation #1	Description
6 - 16	Automated Materials Handling & RFID System Replacements	Library	Kat Lucas	11,000	0	11,000	Replace end-of-life automated materials handling and RFID system components (security gates, sorting machine, bins, antennae and self-service checkouts).
7 - 4	Data Centre Infrastructure	SCS (IT)	Shawna Peters	170,000	0	170,000	To maintain the City's data centre infrastructure, network and private cloud, while growing the infrastructure as the City grows. Maintenance includes adding storage, servers, switches, cable management, etc. Upgrade and replacement of infrastructure items will be needed as they reach end of life. Equipment lifespan: compute (servers) 5 years; storage, and network.
7 - 6	Fibre Infrastructure Improvement	SCS (IT)	Shawna Peters	50,000	0	50,000	To maintain the City's existing fibre infrastructure while growing the City's fibre infrastructure as the City grows. To support the infrastructure connecting the City to the Vancouver Internet Exchange.
7 - 7	Cyber Security Enhancements	SCS (IT)	Kimberly Chan	240,000	0	240,000	To reduce the risk of cyber security incidents resulting in the destruction of data and systems by assessing the City's use of technology. Based on the assessment findings, security weaknesses will be addressed, incident response plans created and a security awareness plan for employees would be improved.
7 - 8	Enterprise Applications	SCS (IT)	Kimberly Chan	225,000	0	225,000	To continue modernizing and enhancing the City's enterprise applications, enabling the enterprise applications to grow with the City. This includes system upgrades, changes to use new features, new enhancements installation and configuration, and may include the purchase of new modules.
7 - 12	A/V, Multimedia & Instructional Systems Renewal	Library	Kat Lucas	19,400	0	19,400	Replace end-of-life A/V, multimedia and instructional systems in community meeting rooms and public spaces.
7 - 18	NVRC Website Content Management System Upgrade	NVRC	Jeremy Neill	13,000		13,000	North Vancouver Recreation & Culture Commission's website, www.nvrc.ca, is a critical tool to provide program and service information to the residents of the City. It is also the gateway for engagement and transactions with our program registration software. The current technology that the website operates on is coming to end of life in November 2022 and the funding for this critical upgrade will upgrade the software to the latest supported version.
10 - 3	Block Funding - City Used Buildings	SCS (Facilities)	Joel Roy	100,000	0	100,000	Block funding to acquire / undertake capital items and projects under \$10,000 for City-Used properties (i.e. City Hall, Fire Hall, Shipyards Office, Operations Centre).
10 - 4	Block Funding - Non-City Used Buildings	SCS (Facilities)	Joel Roy	100,000	0	100,000	Block funding to acquire / undertake capital items and projects under \$10,000 for City-Owned but Non City-Used properties. Examples of buildings in this category include 225 E 2nd, 333 Chesterfield, 15 Chesterfield.
10 - 6	Block Funding - Parks Infrastructure	Engineering: Parks & Environment	Derek Priestley	75,000	0	75,000	Since 2005 the Parks Infrastructure Block Funding has supported a variety of small scale park infrastructure upgrades with individual project values of less than \$10,000.
10 - 10	Block Funding Fire Equipment	Public Safety – Fire	Greg Schalk	50,000	0	50,000	These funds are typically used for the replacement of small capital items such as office furnishings and gym equipment.
10 - 11	Block Funding Police Equipment	Public Safety – Police	Kathryn Hennigar	22,550	0	22,550	Block funding for replacement of equipment and furnishings
10 - 12	Block Funding - Library Equipment	Library	Monique Liddle	20,000	0	20,000	Block funding for replacement of equipment and furnishings
10 - 20	CNVL - Summer Book Bike Staffing	Library	Mikale Fenton	27,000	0	27,000	Temporary summer staffing during summer months to provide daily Book Bike service delivery in the community.
10 - 22	Open Streets, Parklets and Placemaking	Community & Partner Engagement	Leah Herman	275,000	0	150,000	This project will (1) focus on improving the accessibility, functionality, durability and aesthetic appeal of Open Streets Central Lonsdale infrastructure long-term (2) enhance the experience of the public realm in Central Lonsdale and other pockets of the City through placemaking initiatives that include but are not limited to parklets, street seats, cultural interventions and programming year round.

# 2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	2022 City Funded Amount	Previously Appropriated	Appropriation #1	Description
10 - 33	Climate and Environment Strategy Implementation	Planning & Development: Environmental Sustainability	Jennifer Draper	275,000	0	60,000	The Climate and Environment Strategy (CES) Implementation project will consist of high priority actions to reduce carbon pollution, improve resiliency, protect and enhance our natural systems and demonstrate leadership in corporate facilities and operations. Guided by the CES, this project will include actions to reduce carbon pollution corporate buildings and fleet, accelerate the transition to electric vehicles in the City, address consumption-based emissions and embodied carbon, and increase the health and biodiversity of our natural areas. Refer to Att#2 for Information Report.
10 - 36	Urban Forest Management Plan	Planning & Development: Environmental Sustainability	Jennifer Draper	100,000	0	100,000	The Urban Forest Management Plan will develop a City-wide strategy with policies, targets, and actions to support expansion of the urban forest canopy over the next decade on private and public lands to support climate action, climate resilience, and ecosystem health objectives. This project will involve consultant support to help guide the plan development.
10 - 38	Parking and Curbside Management Planning and Implementation	Planning & Development: Transportation	Andrew Devlin	40,000	0	40,000	This project will deliver initiatives and dedicated staffing resources to enable the City to shift towards more proactive parking and curbside management to better respond to emerging needs. Funds will be allocated to reviewing and updating the City's parking policies and programs (2022-2023); developing/implementing plans that will outline the curbside regulations and tools for the City's busiest mixed-use areas (2023-2025); also ensuring consistent staff resources are available to administer curbside management across the City (2022-2026). Refer to Att#3 for Information Report.
10 - 44	Transportation Requirements for New Development	Planning & Development: Transportation	Andrew Devlin	175,000	0	175,000	This project will fund a coordinated set of initiatives and dedicated staffing resources to update and rescope the City's transportation-related requirements for new developments to support a more streamlined development review process and better mobility outcomes. Requirements to be reviewed include: transportation demand management guidelines, scope and requirements for transportation studies, and funding contribution guidelines for transportation amenities and improvements.

**Subtotal Appropriation #2207** \$ **3,206,029**

## Appropriation 2208 – Fire Equip. Reserve

9 - 3	Health and Wellness Initiative	Public Safety – Fire	Greg Schalk	35,000	0	35,000	As part of the overall health and wellness of our staff, the NVCFD would like to establish a triennial program to assist in conducting a cardiopulmonary risk assessment. The program will include a comprehensive exercise testing process (CPET). The CPET will include an electrocardiogram (ECG), spirometry (lung function and pulmonary function test), an exercise stress test and cardiopulmonary related blood analysis.
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**Subtotal Appropriation #2208** \$ **35,000**

## Appropriation 2209 – Carbon Reserve

10 - 33	Climate and Environment Strategy Implementation	Planning & Development: Environmental Sustainability	Jennifer Draper	275,000	0	65,000	See Ref # 10-33- description under General Capital Reserve above.
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**Subtotal Appropriation #2209** \$ **65,000**

# 2022 Project Descriptions and Funding Allocations

Attachment 1

Ref #	Project Name	Dept	Lead	2022 City Funded Amount	Previously Appropriated	Appropriation #1	Description
<b>Appropriation 2210 – Civic Amenity</b>							
3 - 13	Neighbourhood Traffic Safety and Infrastructure Improvements Program	Engineering: Traffic	Kliment Kuzmanovski	350,000	0	350,000	This project will address site-specific safety issues in various City neighbourhoods and develop a new approach to neighbourhood traffic safety and access to guide future improvement plans. Works may include, but are not limited to, the installation of new and updated traffic signs, pavement markings, intersection safety improvements, traffic calming elements (speed bumps, bumpouts) and pedestrian beacon installation. Public requests for improvements received are prioritized through data collection and analysis prepared by City Staff. Refer to Att#4 for Information Report.
3 - 27	New Sidewalk To Complete the Pedestrian Network	Engineering: Streets	Justin Hall	151,500	0	151,500	This project will enable the design, public engagement and construction of new sidewalk segments to complete the pedestrian network. Refer to Att#5 for Information Report.
4 - 5	Construction of New Community Gardens	Engineering: Parks & Environment	Mike Hunter	50,000	0	50,000	Provisional funding for the construction of new community gardens plots pending the outcome of the site selection process initiated in 2021.
<b>Subtotal Appropriation #2210</b>						<b>\$ 551,500</b>	
<b>Appropriation 2211 – Infrastructure</b>							
3 - 32	Pavement Management: Streets & Lanes	Engineering: Streets	Bruce Bowman	500,000	0	500,000	Cracksealing, patching, resurfacing and reconstructing pavements in streets and lanes to preserve or extend the useful life and may also include replacing sections of curbs, curb and gutter, and/or sidewalks. Will also include periodic pavement condition data collection.
<b>Subtotal Appropriation #2211</b>						<b>\$ 500,000</b>	
<b>Appropriation 2212 – TSL Interest</b>							
3 - 32	Pavement Management: Streets & Lanes	Engineering: Streets	Bruce Bowman	500,000	0	500,000	See Ref # 3-32- description under Infrastructure Reserve above
<b>Subtotal Appropriation #2212</b>						<b>\$ 500,000</b>	
<b>Bylaw 8924– DCC Transportation</b>							
3 - 27	New Sidewalk To Complete the Pedestrian Network	Engineering: Streets	Justin Hall	148,500	0	148,500	See Ref # 3-27- description under Civic Amenity Reserve above
<b>Subtotal Bylaw #8924</b>						<b>\$ 148,500</b>	
<b>Total Appropriations #1</b>						<b>\$ 5,006,029</b>	



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

**INFORMATION REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Andrew Devlin, Acting Deputy Director, Planning and Development

Subject: 2022-2031 CAPITAL PLAN: CLIMATE AND ENVIRONMENT STRATEGY IMPLEMENTATION (PROJECT 10-33)

Date: March 30, 2022 File No: 05-1705-30-0025/2022

	2022	2023	2024	2025	2026	2027-2031	Total
City Including DCC	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	\$2,450,000
External Contrib.	\$40,000	\$40,000	\$ -	\$ -	\$ -	\$ -	\$80,000
<b>Total</b>	<b>\$240,000</b>	<b>\$290,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$2,530,000</b>

## PURPOSE

The purpose of this report is to provide rationale for funding the Climate and Environment Strategy Implementation project as part of the 2022-2031 Capital Plan.

## DISCUSSION

Development of the City's new Climate and Environment Strategy (CES) is currently underway, guided by the Climate and Environment Task Force and expected to be brought forward for Council consideration in 2022.

The purpose of the CES Implementation project is to make immediate progress towards the CES vision for the City to be 'A resilient and sustainable City where everyone thrives' through the implementation of key priority actions.

During the 2022-2031 Capital Plan timeframe, the CES Implementation project will support programs and initiatives to reduce carbon pollution, improve resiliency, protect and enhance the City's natural systems and demonstrate leadership in corporate facilities and operations. Guided by the CES, this project will include corporate building upgrades, electric vehicle charging infrastructure, education and awareness campaigns, and natural area improvements.

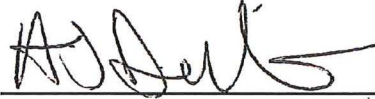
In 2022, requested funds will be used to develop "quick win" actions alongside development of the CES. These include: a new low carbon civic facilities policy, building

retrofit framework, covering costs associated with development of the new tree protection bylaw, and tree canopy coverage mapping.

## FINANCIAL IMPLICATIONS

A total of \$200,000 in 2022 has been requested in the Capital Plan that will fund staff and consulting services. Future budget requests in 2023 and beyond will be refined once the CES is endorsed by Council and an implementation work plan is developed.

RESPECTFULLY SUBMITTED:






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Andrew Devlin, RPP MCIP  
Acting Deputy Director, Planning and  
Development





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

**INFORMATION REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Andrew Devlin, Acting Deputy Director, Planning and Development

Subject: 2022-2031 CAPITAL PLAN: PARKING AND CURBSIDE MANAGEMENT  
PLANNING AND IMPLEMENTATION (PROJECT 10-38)

Date: March 30, 2022 File No: 05-1705-30-0025/2022

	2022	2023	2024	2025	2026	2027-2031	Total
City Including DCC	\$40,000	\$140,000	\$290,000	\$315,000	\$240,000	\$ -	\$1,025,000
External Contrib.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$40,000</b>	<b>\$140,000</b>	<b>\$290,000</b>	<b>\$315,000</b>	<b>\$240,000</b>	<b>\$ -</b>	<b>\$1,025,000</b>

## PURPOSE

The purpose of this report is to provide rationale for funding the Parking and Curbside Management Planning and Implementation project as part of the 2022-2031 Capital Plan.

## DISCUSSION

The purpose of the Parking and Curbside Management Planning and Implementation Project is to deliver initiatives and dedicated staffing resources to enable the City to shift towards more proactive parking and curbside management to better respond to emerging needs and direction in the forthcoming Mobility Strategy.

Funds are proposed to be allocated as follows:

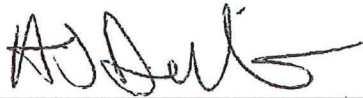
- 2022 – 2023: Support comprehensive on-street parking and curbside usage data collection in preparation for a multi-year review of city-wide curbside management policies and procedures beginning in 2023.
- 2023 – 2026: Working with residents, business, and stakeholders to develop curbside plans and updated policies, e.g., Resident Exempt Parking Program, regulations and demand management mechanisms to meet the needs of the City's busiest residential and mixed-use areas and implementing key recommendations.

- 2022 – 2026: Ensuring dedicated staff resources are available to administer curbside management across the City, including responding to public and business inquiries, requests, permit administration, etc.

## FINANCIAL IMPLICATIONS

A total of \$40,000 in 2022 has been requested in the Capital Plan that will fund staff and consulting services to develop a multi-year work plan. An additional \$985,000 is requested between 2023 and 2026 to support program reviews, plan development, implementation (e.g., community outreach, signage, wayfinding, pay stations), and staff resources.




RESPECTFULLY SUBMITTED:



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Andrew Devlin, MCIP RPP  
Acting Deputy Director, Planning and  
Development



 Deputy Director	 Director	 CAO
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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: Kliment Kuzmanovski, Section Manager – Traffic Engineering

Subject: 2022-2031 CAPITAL PLAN – PROJECT OVER \$500,000:  
 NEIGHBOURHOOD TRAFFIC SAFETY AND INFRASTRUCTURE  
 IMPROVEMENTS PROGRAM – FUNDING APPROPRIATION  
 (PROJECT 3-13)

Date: March 24, 2022 File No: 11-5460-01-0001/2022

	2022	2023	2024	2025	2026	2027-2031	Total
City Including DCC	\$350,000	\$615,000	\$865,000	\$515,000	\$515,000	\$1,950,000	\$4,810,000
External Contrib.	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	\$500,000
<b>Total</b>	<b>\$400,000</b>	<b>\$665,000</b>	<b>\$915,000</b>	<b>\$565,000</b>	<b>\$565,000</b>	<b>2,200,000</b>	<b>\$5,310,000</b>

**PURPOSE**

The purpose of this report is to provide rationale for appropriation of \$350,000 to fund the design and construction projects that will result in safety improvements for existing City infrastructure, as included in the 2022-2031 Capital Plan.

**DISCUSSION**

Roadway safety improvement is a primary goal of the City's traffic projects and programs. Implementation of site-specific safety upgrades and modifications to existing City infrastructure is expected to significantly reduce collisions. This funding will be used to address site-specific safety issues and develop traffic calming policy in various neighbourhoods throughout the City and on designated cycling corridors. Throughout the year, small, local safety issues are frequently identified and this funding will be used to address these issues using a variety of interventions such as signage, pavement markings, and traffic infrastructure. The locations for site-specific safety improvements is in response to resident requests and prioritized through the analysis results prepared by City staff.

**FINANCIAL IMPLICATIONS**

Included within the 2022-2031 Capital Plan, a total of \$4,810,000 has been identified for detailed engineering design, tendering, and construction.

RESPECTFULLY SUBMITTED:



Kliment Kuzmanovski, P.Eng.  
 Section Manager – Traffic Engineering





 Deputy Director	 Director	 CAO
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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: Justin Hall, Manager, Public Realm Infrastructure

Subject: 2022-2031 CAPITAL PLAN – PROJECT OVER \$500,000: NEW  
 SIDEWALKS TO COMPLETE PEDESTRIAN NETWORK – FUNDING  
 APPROPRIATION (PROJECT 3-27)

Date: March 24, 2022 File No: 05-1705-30-0019/2022

	2022	2023	2024	2025	2026	2027-2031	Total
City Including DCC	\$300,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	\$4,800,000
External Contrib.	\$0	\$90,000	\$10,000	\$10,000	\$0	\$0	\$110,000
<b>Total</b>	<b>\$300,000</b>	<b>\$590,000</b>	<b>\$510,000</b>	<b>\$510,000</b>	<b>\$500,000</b>	<b>\$2,500,000</b>	<b>\$4,910,000</b>

## PURPOSE

The purpose of this report is to present the rationale for the appropriation of \$300,000 to fund ongoing efforts to complete the pedestrian network.

## DISCUSSION

Since 2015, capital budgets brought forward for Council's consideration have included funding to complete the sidewalk network – recognizing providing safe and comfortable infrastructure encourages residents to choose to walk for transportation and recreation within the City. To prioritize our efforts, staff have developed a ranking system, assessing the context of missing sidewalk segments with consideration for:

- Pedestrian safety – traffic volume, truck traffic, missing sidewalks on one or both sides of the street;
- Proximity to important destinations – transit stops, schools, parks, commercial areas;
- Pedestrian demand; and
- Constructability.

Sidewalk projects require intensive staff effort and attention to deliver effectively. To ensure staff's efforts yield the greatest impact, the program's current focus is filling missing sidewalk segments around, and connecting to schools. In 2022, there will be

continued emphasis on improving pedestrian safety and access to schools with a focus on Carson Graham and Sutherland Secondary Schools.

## FINANCIAL IMPLICATIONS

Included in the first five years of the 2022-2031 Capital Plan, a total of \$2,300,000 has been identified for design and construction of sidewalks to complete the pedestrian network. Through a combination of targeted sidewalk construction by this program and complimentary capital projects, staff are working to accelerate the delivery of a complete sidewalk network in the City.

RESPECTFULLY SUBMITTED:



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Justin Hall  
Manager, Public Realm Infrastructure

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8924

**A Bylaw to authorize the expenditure of monies from the  
Development Cost Charge (Transportation) Reserve Fund  
for the 2022 Capital Plan Appropriations.**

**WHEREAS** the entire City is listed in “Development Cost Charges Bylaw, 2016, No. 8471” as an area where development cost charges for transportation will be levied;

**AND WHEREAS** the development of highway facilities, other than off street parking, is a capital cost permitted to be paid using Development Cost Charge funds under Section 566 of the *Local Government Act*;

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

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Transportation) Reserve Fund Bylaw, 2022, No. 8924” (2022 Capital Plan Funding)**.”
2. The following amount is hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding:
  - A. \$ 148,500 for the “New Sidewalks to Complete the Pedestrian Network” project.

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**  
**FINANCE DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2022 PROPERTY TAX INCREASE DISTRIBUTION OPTIONS

Date: March 30, 2022 File No: 05-1970-05-0005/2022

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Financial Officer, dated March 30, 2022, entitled "2022 Property Tax Increase Distribution Options":

THAT an across the board 2022 Property Tax Increase of 3.75% be endorsed;

AND THAT staff bring forward a Tax Rate Bylaw (2022) that must be adopted before May 15, 2022 in accordance with the *Community Charter*.

**ATTACHMENTS**

1. Option 1 – 3.75% Overall, Across the Board (CityDocs #2161229)
2. Option 2 – 3.75% Overall, 2.96 Business/Residential Ratio (CityDocs #2161231)
3. Option 3 – 3.75% Overall, 3.08 Business/Residential Ratio (CityDocs #2161233)

**BACKGROUND**

The purpose of this report is to discuss the distribution of the City's 2022 tax rate increase among property classes.

The Community Charter requires the preparation and adoption of a Tax Rates Bylaw, after adoption of a financial plan but before May 15 each year. The property tax rates are set each year to enable the City to collect the tax levy that is required in the Financial Plan. During the 2022 financial planning process, Council supported an overall 3.75% tax rate increase.

### ***How Property Taxes Are Calculated***

The City uses a standard, four-step property tax calculation methodology to calculate the property tax rate (referred to as the conventional method throughout this report).

1. The first step is to calculate the base tax rate for each class. The base tax rate is the tax rate required to collect the same tax dollars from the same pool of properties as the prior year. This process adjusts the tax rate for market fluctuations. For instance, if the assessed values rise then the tax rate to collect the same level of taxes decreases accordingly.
2. The City then applies the base tax rate to the 'growth' component of the roll to determine the taxes available from the assessed value new to the roll. This estimate of new taxes then becomes a new source of funds for the City's Financial Plan.
3. Recommended budgets are then presented to Council, with explanations for any recommended tax increases. Once Council has endorsed any increases to the City's budgets, this endorsed tax rate increase is then used to adjust the tax rates.
4. A final step is consideration of tax shifting. Options in this regard are typically presented to Council and, if a shifting option is adopted, rates are adjusted to reflect the selected shift.

An example calculation of the 2022 tax rate for the Residential Class is shown below:

2021			2022			
A	B	C= A /1,000 x B	D	E	F=D-E	G= C/ F x 1,000
Assessed Value	Tax Rate	Tax Levy	Assessed Value	Growth	Value W/O Growth	Tax Rate
21,877,700,333	1.76542	38,623,365	25,452,715,633	350,985,500	25,101,730,133	1.53867

Assuming no tax increase, the above calculations illustrate how the 2022 Residential Class tax rate decreased from 1.76542 to 1.53867 to account for the market increase in assessed values. Under the conventional method and assuming all other variables constant, a rate increase of 3.75% would be applied to this new rate and the tax rate for the Residential class would be about 1.59637 per \$1,000 of assessment in 2022.

It is the goal of the City's Long Term Property Tax Strategy that the City's Business/Light Industrial to Residential tax rate ratio be at or below the median for the region. Step 4 in the City's property tax calculation methodology is there to enable consideration of tax shifting as needed to help the City achieve this strategy.

## **DISCUSSION**



Should tax shifting be considered, the approved increase would be allocated differently between the residential and non-residential classes, as demonstrated in the Property Tax Distribution Options section below.

### ***Tax Shifting Within the Residential Class (Class 1)***

Even if there were no tax increase, the amount of taxes paid by each property would usually change as a result of the change in the assessed value of a property. That is, properties with assessment increases in excess of the average increase of the property class would see their tax bill increase while properties with an assessment increase lower than the average would see a reduction of the amount of tax owed.

The average 2022 taxable assessment increase of the Residential Class is 15.1%. On average single dwelling unit taxable assessments increased to \$1.88 million from \$1.55 million or 21.2%; multi dwelling unit average taxable assessments increased 12.6% from \$755K to \$850K. If there was no annual tax increase, the average multi dwelling unit taxpayer would see a slight decrease of their tax invoice, while, on average, a single dwelling unit would see an increase of the amount of taxes owed. This explains the differences in average tax rate increases (decreases) of both types of residential property in the analysis contained in the following sections of the report.

It is important to note that such shifts are the result of market fluctuations and changes in the assessment roll. As legislation only allows for a single tax rate per class, it is not possible for steps to be taken to mitigate these shifts.

Subclass	#	2022	Change in Avg Taxable Value	
		Avg \$	\$	%
Residential Vacant	284	869,893	(177,330)	-16.9%
Residential Single Family	5,533	1,876,125	328,332	21.2%
Residential Strata	13,151	849,720	94,959	12.6%
Residential Other	341	10,704,992	1,138,419	11.9%
	19,309	1,318,179	172,450	15.1%

- The average taxable assessed value for the "Residential Vacant" subclass experienced a decrease in average assessed value as a number of properties transitioned to other subclasses as site development progressed.
- "Residential Other" is mostly properties such as apartment buildings that are not strata.

### ***Business and Other Class (Class 6) Assessment Breakdown***

Within the Business and Other property class there is a great deal of variation both in the nature of the properties and their assessed values. Taxable assessed values range from \$12.5K for a commercial strata lot parking spot to almost \$100M for a shopping mall. Assessment data indicates a 5.99% average increase for Class 6.

The analysis of the tax rate increase impact provided in Attachments 1, 2 and 3 illustrates the impacts of the options on small, medium and large properties as denoted by assessed values. The table below provides a breakdown of taxable Class 6 properties, excluding split classifications, by taxable assessed value.

	2022		Change in Avg Taxable Value	
	# Rolls	Avg \$	\$	%
Business - Small	877	1,099,463	62,136	5.99%
Business - Medium	160	13,023,746	736,034	5.99%
Business - Large	12	57,405,781	3,244,274	5.99%
	1,049	3,554,157	200,862	5.99%

The data shows that 84% of Class 6 properties would fall into the Business – Small category (taxable assessed value between \$0 and \$5M) and a further 15% would be considered Business – Medium (taxable assessed value between \$5M and \$40M). Only 12 properties would be considered to be in the Business – Large category (taxable assessed value greater than \$40M).

### ***Business to Residential Tax Rate Ratio***

The following table compares the ratio of Business Class to Residential Class 2021 tax rates for a representative group of lower mainland municipalities.

Average Business Taxes - 2021 Tax Ratio			
Municipality	Business Class Tax Rate (Mill Rate)	Residential Class Tax Rate (Mill Rate)	Ratio of Business to Residential Class
West Vancouver	3.38	1.74	1.94
Delta	6.11	2.53	2.42
Richmond	4.57	1.85	2.46
District of North Vancouver	4.70	1.83	2.57
Surrey	5.10	1.87	2.73
City of North Vancouver	5.22	1.77	2.96
Port Coquitlam	7.61	2.56	2.98
Vancouver	4.91	1.60	3.07
Burnaby	5.69	1.70	3.34
New Westminster	9.81	2.83	3.47
Coquitlam	8.11	2.25	3.61
Median	5.22	1.85	2.96

The ratio demonstrates the ratio of taxes paid by the Business Class versus the Residential Class per \$1,000 of assessed value. The City's ratio has been at the regional median for the past few years. It is worth noting that, because property tax is a deductible expense for businesses and not for residential taxpayers, there is general acknowledgement that the business property tax rate can reasonably be higher than the residential property tax rate.

### ***Property Tax Distribution Options***



Options for the distribution of the 2022 general municipal tax rate increase to the residential and business classes are presented below. The options have been calculated based on the BC Assessment Completed Roll. The same amount of taxes is collected under each option.

### **OPTION 1: 3.75% Across the Board Tax Increase - RECOMMENDED**

This option would apply the tax increase evenly over all the available property classes, with the exception of Utilities (Class 2) and Major Industry (Class 4) which are mostly capped by provincial legislation. Under this option, the rate for all Major Industry properties is capped.

The municipal tax impact under Option 1 on the residential and business class is the following:

	2021	2022	\$Inc(Dec)	% Change
<b>Residential Property Class</b>				
Average Multi Dwelling Unit	1,332	1,356	24	1.80%
Average Single Dwelling Unit	2,733	2,995	262	9.61%
<b>Business Property Class</b>				
Average Small Business	5,416	5,619	203	3.75%
Average Medium Business	64,157	66,563	2,406	3.75%
Average Large Business	282,790	293,394	10,605	3.75%

Under Option 1, the ratio of the Business Class to Residential Class tax rates increases from 2.96 in 2021 to 3.20 in 2022. This is an expected outcome as the assessed values for the residential property class as a whole have increased to a greater extent compared to the increase of the business property class (15.1% vs 5.9%). This disparity in assessed values between the two classes has been a historical challenge to the City achieving its goal of having a business/residential tax rate ratio at the regional median. Achieving a ratio at the regional median for the past few years was assisted by the reversal of the assessment trend for a number of years when increases to business assessed values were greater than those of residential.

**Attachment #1** provides the impact of Option 1 to the various types of residential and business properties, as well as the other property classes.

### **OPTION 2: Maintain Business to Residential Tax Rate Ratio at 2.96 (6.59% Residential & -1.46% Business)**

Option 2 is based on maintaining the Business to Residential tax rate ratio at the 2021 ratio of 2.96 which was the regional median. This option results in a 2022 tax rate decrease of 1.46% for the Business & Light Industrial Class, versus an increase of 3.75% for these classes under Option 1. The corresponding 2022 tax rate increase for Residential Class under this option would increase from 3.75% to 6.59%. On a percentage basis, the Residential class increase is less than the Business and Light

Industrial Class decrease, given the greater values in the residential class vs the Business and Light Industrial classes.

The municipal tax impact under Option 2 is the following:

	2021	2022	\$Inc(Dec)	% Change
<b>Residential Property Class</b>				
Average Multi Dwelling Unit	1,332	1,394	61	4.58%
Average Single Dwelling Unit	2,733	3,077	344	12.60%
<b>Business Property Class</b>				
Average Small Business	5,416	5,337	(79)	-1.46%
Average Medium Business	64,157	63,222	(935)	-1.46%
Average Large Business	282,790	278,671	(4,119)	-1.46%

**Attachment #2** provides the impact of Option 2 to the residential and business properties, as well as the other property classes.

### **OPTION 3: Business to Residential Tax Rate Ratio at 3.08 (5.09% Residential & 1.23% Business)**

Option 3 is based on achieving a Business to Residential tax rate ratio of 3.08, the mid point ratio between Options 1 and 2. The 2022 tax rate increase for Residential Class under this option would increase from 3.75% to 5.09%. The Business and Light Industry 2022 tax rate increase would decrease from 3.75% to 1.23%.

The municipal tax impact under Option 3 is the following:

	2021	2022	\$Inc(Dec)	% Change
<b>Residential Property Class</b>				
Average Multi Dwelling Unit	1,332	1,374	42	3.12%
Average Single Dwelling Unit	2,733	3,034	301	11.02%
<b>Business Property Class</b>				
Average Small Business	5,416	5,482	66	1.23%
Average Medium Business	64,157	64,943	786	1.23%
Average Large Business	282,790	286,255	3,465	1.23%

**Attachment #3** provides the impact of Option 3 to the residential and business properties, as well as the other property classes.

## **Option Summary**

A summary of the options of 2022 municipal tax rate increase distribution is as follows:

	Taxes 2021	Option 1 2022	% Change	Option 2 2022	% Change	Option 3 2022	% Change
<b>Residential Property Class</b>							
Average Multi Dwelling Unit	1,332	1,356	1.80%	1,394	4.58%	1,374	3.12%
Average Single Dwelling Unit	2,733	2,995	9.61%	3,077	12.60%	3,034	11.02%
<b>Business Property Class</b>							
Average Small Business	5,416	5,619	3.75%	5,337	-1.46%	5,482	1.23%
Average Medium Business	64,157	66,563	3.75%	63,222	-1.46%	64,943	1.23%
Average Large Business	282,790	293,394	3.75%	278,671	-1.46%	286,255	1.23%
<b>Business/Residential Ratio</b>	2.96	3.20		2.96		3.08	

### **Staff Recommendation**

Staff have considered the following when developing the recommended option:

- 1. Business/Residential Ratio** – The practice of shifting of all or part of the approved tax rate increase was initiated as a strategy for the City to meet the goal of the Long Term Property Tax Strategy of having a business/residential ratio at the regional median. In 2021, the City's ratio of 2.96 was at the median of this ratio. The regional median also trended upwards by 0.14 over the past year, from 2.82 to 2.96.
- 2. Timing** – Staff are currently updating the City's Economic Development Strategy, and a distribution option that is neutral is considered appropriate until the completion of this strategy.
- 3. Impacts of COVID-19** – COVID-19 continues to impact both families and businesses and, in the absence of a compelling reason to recommend a shift between classes, a neutral option is again considered appropriate.
- 4. Combined Taxes and Utilities** – Finally, the average amount paid by City of North Vancouver single and multi dwelling unit owners in combined taxes and utilities in comparison to others in the region should also be considered. The following table provides a summary of the 2021 combined tax and utility charges for a representative house in the region. Options 2 and 3 that shift tax burden from business to residential payers would have some limited impact on this competitiveness.



### 2021 Representative House

<u>Municipality</u>	<u>Municipal Taxes</u>	<u>Municipal Utilities</u>	<u>TOTAL</u>
	\$	\$	\$
Port Coquitlam	2,472	1,051	3,523
Delta	2,599	1,157	3,756
Surrey	2,179	1,707	3,886
Burnaby	2,590	1,305	3,895
<b>North Vancouver City</b>	<b>2,880</b>	<b>1,215</b>	<b>4,095</b>
Coquitlam	2,789	1,414	4,203
Richmond	2,846	1,415	4,261
North Vancouver District	3,108	1,827	4,935
Vancouver	3,470	1,715	5,185
New Westminster	3,322	3,470	6,792
West Vancouver	5,157	2,149	7,306

Source- 2021 LGDE Schedule 704

Staff is recommending **Option 1 (3.75% Across the Board Tax Increase)** for Council consideration. This option is expected to keep the Business to Residential Ratio near the regional median, is a neutral approach, and is expected to keep combined tax and utility levels for the representative house in the region competitive.

#### **Next Steps**

Pending Council's consideration, staff will be bringing forward the 2022 Tax Rate Bylaw to the Regular Council Meeting of April 25, 2022, which will implement the adopted property tax distribution scenario.

#### **FINANCIAL IMPLICATIONS**

Financial implications are discussed throughout the report.


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

None.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The tax distribution recommended by staff in this report is based on the objectives of the City's Long Term Property Tax Strategy, which, as part of the City's Economic Development Strategy, was developed in consultation with the community to support the City's economic objectives.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer

**The City of North Vancouver**  
**Property Tax Impact on 2022 Tax Distribution**  
Option 1 - 3.75 % Overall, Across the Board

**RESIDENTIAL CLASS**

		Average Taxable Assessed Value (Note 1)			
Multi Dwelling Unit		\$ 754,760	\$ 849,720	12.6%	
		2021	2022		
		Change			%
Property Tax	\$ 1,332	\$ 1,356	\$ 24	1.80%	
Drainage Levy	\$ 48	\$ 49	\$ 1	2.96%	
Eco Levy	\$ 24	\$ 25	\$ 0	0.86%	
Water Levy	\$ 301	\$ 320	\$ 19	6.31%	
Sewer Levy	\$ 277	\$ 309	\$ 32	11.55%	
	\$ 1,982	\$ 2,059	\$ 77	3.86%	

		Average Taxable Assessed Value (Note 1)			
Single Dwelling Unit		\$ 1,547,793	\$ 1,876,125	21.2%	
		2021	2022		
		Change			%
Property Tax	\$ 2,733	\$ 2,995	\$ 262	9.61%	
Drainage Levy	\$ 97	\$ 108	\$ 11	10.86%	
Eco Levy	\$ 50	\$ 54	\$ 4	8.59%	
Water Levy	\$ 514	\$ 545	\$ 31	6.03%	
Sewer Levy	\$ 444	\$ 496	\$ 52	11.71%	
Solid Waste and Green Can	\$ 257	\$ 277	\$ 20	7.78%	
	\$ 4,095	\$ 4,475	\$ 380	9.29%	

**BUSINESS CLASS**

		Average Taxable Assessed Value (Note 1)			
Business - Small		\$ 1,037,292	\$ 1,099,463	5.99%	
		2021	2022		
		Change			%
Property Tax	\$ 5,416	\$ 5,619	\$ 203	3.75%	
Drainage Levy	\$ 193	\$ 203	\$ 10	4.93%	
Eco Levy	\$ 99	\$ 102	\$ 3	2.80%	
	\$ 6,256	\$ 5,924	\$ 215	3.44%	

		Average Taxable Assessed Value (Note 1)			
Business - Medium		\$ 12,287,297	\$ 13,023,746	5.99%	
		2021	2022		
		Change			%
Property Tax	\$ 64,157	\$ 66,563	\$ 2,406	3.75%	
Drainage Levy	\$ 2,289	\$ 2,402	\$ 113	4.93%	
Eco Levy	\$ 1,176	\$ 1,209	\$ 33	2.80%	
	\$ 12,511	\$ 13,173	\$ 2,551	20.39%	

		Average Taxable Assessed Value (Note 1)			
Business - Large		\$ 54,159,677	\$ 57,405,781	5.99%	
		2021	2022		
		Change			%
Property Tax	\$ 282,790	\$ 293,394	\$ 10,605	3.75%	
Drainage Levy	\$ 10,088	\$ 10,586	\$ 498	4.93%	
Eco Levy	\$ 5,185	\$ 5,330	\$ 145	2.80%	
	\$ 250,233	\$ 309,310	\$ 11,247	4.49%	

## LIGHT INDUSTRY CLASS

Average Taxable Assessed Value (Note 1)  
 \$ 3,759,432    \$ 4,009,956    6.66%

	2021	2022		
			Change	%
Property Tax	\$ 19,630	\$ 20,494	\$ 865	4.41%
Drainage Levy	\$ 700	\$ 739	\$ 39	5.60%
Eco Levy	\$ 360	\$ 372	\$ 12	3.45%
	\$ 20,690	\$ 21,606	\$ 917	4.43%

## RECREATION/NON-PROFIT CLASS

Average Taxable Assessed Value (Note 1)  
 \$ 427,103    \$ 429,654    0.60%

	2021	2022		
			Change	%
Property Tax	\$ 739	\$ 767	\$ 28	3.75%
Drainage Levy	\$ 26	\$ 28	\$ 1	4.92%
Eco Levy	\$ 14	\$ 14	\$ 0	2.81%
	\$ 779	\$ 808	\$ 29	3.77%

Note 1: 2022 Average Assessed Values calculated based on BC Assessment Completed Roll

**The City of North Vancouver**  
**Property Tax Impact on 2022 Tax Distribution**  
Option 2 - 3.75 % Overall, 2.96 Business/Residential Ratio

**RESIDENTIAL CLASS**

		Average Taxable Assessed Value (Note 1)		
Multi Dwelling Unit		\$ 754,760	\$ 849,720	12.6%
	2021	2022		
		Change		%
Property Tax	\$ 1,332	\$ 1,394	\$ 61	4.58%
Drainage Levy	\$ 48	\$ 50	\$ 3	5.81%
Eco Levy	\$ 24	\$ 25	\$ 1	3.65%
Water Levy	\$ 301	\$ 320	\$ 19	6.31%
Sewer Levy	\$ 277	\$ 309	\$ 32	11.55%
	\$ 1,982	\$ 2,098	\$ 116	5.84%
	\$ 649.97	\$ 704.62	\$ 54.65	27.33%

		Average Taxable Assessed Value (Note 1)		
Single Dwelling Unit		\$ 1,547,793	\$ 1,876,125	21.2%
	2021	2022		
		Change		%
Property Tax	\$ 2,733	\$ 3,077	\$ 344	12.60%
Drainage Levy	\$ 97	\$ 111	\$ 14	13.93%
Eco Levy	\$ 50	\$ 56	\$ 6	11.60%
Water Levy	\$ 514	\$ 545	\$ 31	6.03%
Sewer Levy	\$ 444	\$ 496	\$ 52	11.71%
Solid Waste and Green Can	\$ 257	\$ 277	\$ 20	7.78%
	\$ 4,095	\$ 4,562	\$ 467	11.40%
	\$ 1,362.58	\$ 1,484.97	\$ 122.39	51.05%

**BUSINESS CLASS**

		Average Taxable Assessed Value (Note 1)		
Business - Small		\$ 1,037,292	\$ 1,099,463	5.99%
	2021	2022		
		Change		%
Property Tax	\$ 5,416	\$ 5,337	\$ (79)	-1.46%
Drainage Levy	\$ 193	\$ 193	\$ (1)	-0.30%
Eco Levy	\$ 99	\$ 97	\$ (2)	-2.33%
	\$ 6,256	\$ 5,627	\$ (82)	-1.31%

		Average Taxable Assessed Value (Note 1)		
Business - Medium		\$ 12,287,297	\$ 13,023,746	5.99%
	2021	2022		
		Change		%
Property Tax	\$ 64,157	\$ 63,222	\$ (935)	-1.46%
Drainage Levy	\$ 2,289	\$ 2,282	\$ (7)	-0.30%
Eco Levy	\$ 1,176	\$ 1,149	\$ (27)	-2.33%
	\$ 12,511	\$ 66,652	\$ (970)	-7.75%

		Average Taxable Assessed Value (Note 1)		
Business - Large		\$ 54,159,677	\$ 57,405,781	5.99%
	2021	2022		
		Change		%
Property Tax	\$ 282,790	\$ 278,671	\$ (4,119)	-1.46%
Drainage Levy	\$ 10,088	\$ 10,058	\$ (30)	-0.30%
Eco Levy	\$ 5,185	\$ 5,064	\$ (121)	-2.33%
	\$ 250,233	\$ 293,793	\$ (4,270)	-1.71%

## LIGHT INDUSTRY CLASS

Average Taxable Assessed Value (Note 1)

\$ 3,759,432    \$ 4,009,956    6.66%

	2021	2022		
		Change		%
Property Tax	\$ 19,630	\$ 19,466 \$ (164)		-0.83%
Drainage Levy	\$ 700	\$ 703 \$ 2		0.33%
Eco Levy	\$ 360	\$ 354 \$ (6)		-1.71%
	\$ 20,690	\$ 20,522 \$ (167)		-0.81%

## RECREATION/NON-PROFIT CLASS

Average Taxable Assessed Value (Note 1)

\$ 427,103    \$ 429,654    0.60%

	2021	2022		
		Change		%
Property Tax	\$ 739	\$ 767 \$ 28		3.75%
Drainage Levy	\$ 26	\$ 28 \$ 1		4.92%
Eco Levy	\$ 14	\$ 14 \$ 0		2.81%
	\$ 779	\$ 808 \$ 29		3.77%

Note 1: 2022 Average Assessed Values calculated based on BC Assessment Completed Roll



**The City of North Vancouver**  
**Property Tax Impact on 2022 Tax Distribution**  
Option 3 - 3.75 % Overall, 3.08 Business/Residential Ratio

**RESIDENTIAL CLASS**

		Average Taxable Assessed Value (Note 1)		
Multi Dwelling Unit		\$ 754,760	\$ 849,720	12.6%
2021	2022	Change		%
Property Tax	\$ 1,332	\$ 1,374	\$ 42	3.12%
Drainage Levy	\$ 48	\$ 50	\$ 2	4.32%
Eco Levy	\$ 24	\$ 25	\$ 1	2.19%
Water Levy	\$ 301	\$ 320	\$ 19	6.31%
Sewer Levy	\$ 277	\$ 309	\$ 32	11.55%
	\$ 1,982	\$ 2,078	\$ 95	4.80%
	\$ 649.97	\$ 703.58	\$ 53.59	24.37%

		Average Taxable Assessed Value (Note 1)		
Single Dwelling Unit		\$ 1,547,793	\$ 1,876,125	21.2%
2021	2022	Change		%
Property Tax	\$ 2,733	\$ 3,034	\$ 301	11.02%
Drainage Levy	\$ 97	\$ 109	\$ 12	12.32%
Eco Levy	\$ 50	\$ 55	\$ 5	10.02%
Water Levy	\$ 514	\$ 545	\$ 31	6.03%
Sewer Levy	\$ 444	\$ 496	\$ 52	11.71%
Solid Waste and Green Can	\$ 257	\$ 277	\$ 20	7.78%
	\$ 4,095	\$ 4,516	\$ 421	10.29%
	\$ 1,382.58	\$ 1,482.61	\$ 120.03	47.87%

**BUSINESS CLASS**

		Average Taxable Assessed Value (Note 1)		
Business - Small		\$ 1,037,292	\$ 1,099,463	5.99%
2021	2022	Change		%
Property Tax	\$ 5,416	\$ 5,482	\$ 66	1.23%
Drainage Levy	\$ 193	\$ 198	\$ 5	2.41%
Eco Levy	\$ 99	\$ 100	\$ 0	0.32%
	\$ 6,256	\$ 5,780	\$ 71	1.14%

		Average Taxable Assessed Value (Note 1)		
Business - Medium		\$ 12,287,297	\$ 13,023,746	5.99%
2021	2022	Change		%
Property Tax	\$ 64,157	\$ 64,943	\$ 786	1.23%
Drainage Levy	\$ 2,289	\$ 2,344	\$ 55	2.41%
Eco Levy	\$ 1,176	\$ 1,180	\$ 4	0.32%
	\$ 12,511	\$ 68,466	\$ 844	6.75%

		Average Taxable Assessed Value (Note 1)		
Business - Large		\$ 54,159,677	\$ 57,405,781	5.99%
2021	2022	Change		%
Property Tax	\$ 282,790	\$ 286,255	\$ 3,465	1.23%
Drainage Levy	\$ 10,088	\$ 10,331	\$ 243	2.41%
Eco Levy	\$ 5,185	\$ 5,201	\$ 17	0.32%
	\$ 250,233	\$ 301,788	\$ 3,725	1.49%

## LIGHT INDUSTRY CLASS

Average Taxable Assessed Value (Note 1)

\$ 3,759,432    \$ 4,009,956    6.66%

	2021	2022		
		Change		%
Property Tax	\$ 19,630	\$ 19,996 \$ 366		1.87%
Drainage Levy	\$ 700	\$ 722 \$ 21		3.05%
Eco Levy	\$ 360	\$ 363 \$ 3		0.96%
	\$ 20,690	\$ 21,081 \$ 391		1.89%

## RECREATION/NON-PROFIT CLASS

Average Taxable Assessed Value (Note 1)

\$ 427,103    \$ 429,654    0.60%

	2021	2022		
		Change		%
Property Tax	\$ 739	\$ 767 \$ 28		3.75%
Drainage Levy	\$ 26	\$ 28 \$ 1		4.95%
Eco Levy	\$ 14	\$ 14 \$ 0		2.83%
	\$ 779	\$ 808 \$ 29		3.77%

Note: 2022 Average Assessed Values calculated based on BC Assessment Completed Roll

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

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

Subject: UBCM 2022 STRENGTHENING COMMUNITIES' SERVICES PROGRAM  
– NORTH SHORE APPLICATION

Date: March 30, 2022 File No: 05-1855–20-0051/1

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

**RECOMMENDATION**

PURSUANT to the report of the, Manager, Long Range & Community Planning, dated March 30, 2022, entitled "UBCM 2022 Strengthening Communities' Services Program – North Shore Application":

THAT staff be directed to work with the District of North Vancouver and District of West Vancouver to submit a joint regional application for the North Shore to secure funding under the Union of British Columbia Municipalities' (UBCM's) 2022 Strengthening Communities' Services Program;

THAT Council endorses the City of North Vancouver as the applicant for the North Shore application, to apply for, receive and manage the 2022 UBCM Strengthening Communities' Services grant funding on behalf of North Shore municipalities;

AND THAT should the grant funding be approved and received, staff be directed to implement the project.

**ATTACHMENTS**

1. Information Report to Council dated March 9, 2022 entitled "UBCM 2022 Strengthening Communities' Services Program Grant Application Opportunity For 2022/2023" (CityDocs [#2163908](#))

## **PURPOSE**

To seek Council direction to submit a joint North Shore grant application to the Union of British Columbia Municipalities (UCBM) Strengthening Communities' Services (SCS) 2022 Program, enabling the continuation of a number of the activities currently funded under the 2021 SCS grant to improve the health and safety of unsheltered homeless people and address related community impacts across the North Shore.

## **BACKGROUND**

In 2021, the cross-jurisdictional North Shore Partnership, including the City of North Vancouver, District of North Vancouver, District of West Vancouver, Squamish Nation, Tsleil-Waututh Nation, North Vancouver City Library, Lookout Housing and Health Society, and North Shore Neighbourhood House, received \$1.97 million dollars from the Strengthening Communities' Services Grant Program to implement activities to support unsheltered homeless individuals on the North Shore. These activities are underway and are based a delivery framework focused on meeting people where they are, relationship building, and culturally informed responses.

### **2022 Grant Application Opportunity**

The Strengthening Communities' Services Program was allocated \$100 million of the Safe Restart funding from the Federal and Provincial Governments. The initial intake in 2021 saw \$80 million delivered to local governments. The remaining funding is now available through the 2022 intake. This program is intended to bridge the period between the COVID-19 outbreak and the post-COVID-19 recovery period.

The funding is being administered by UBCM on behalf of the Province and the Government of Canada. The amount of funding available per application is population based. For a North Shore cross-jurisdictional application, the funding available in the guideline suggests \$625,000. However, UBCM has indicated that additional funding may be available depending on subscription to the program from across the Province. As a result, we are proposing to submit an application that is beyond the guideline that would be scaled depending on the available funding. Going beyond the guideline will not preclude our application from being considered.

The grant application for this second intake is due **April 22, 2022**.

### **Context of Unsheltered Homelessness on the North Shore**

The unsheltered homeless population on the North Shore is dispersed throughout the three municipalities, and within the traditional territories of the Squamish Nation and Tsleil-Waututh Nation, with notable concentrations in urban, semi-urban and deep woods locations. An increasing number of individuals living in vehicles and on boats has also been observed. The unsheltered population on the North Shore is not static, with many individuals regularly moving across jurisdictional boundaries, especially to access services. While there are distinct issues within each jurisdiction, the majority of needs-serving organizations operate across the North Shore.

The 2020 point in time Homeless Count, which took place in March just prior to the initial COVID-19 pandemic shutdowns, revealed 121 homeless individuals on the North Shore. Of



these, 46 people (38%) were unsheltered. However, the North Shore 2020 Extended Count Pilot project revealed higher numbers with 212 homeless individuals recorded. In 2020, Lookout Housing & Health Society connected with 355 homeless individuals on the North Shore, and they estimate that approximately 40% of contacts were with Indigenous individuals.

## **DISCUSSION**

### **Proposed Grant Application for 2022 Intake**

The current 2021 grant partners have all expressed interest in submitting an application for the 2022 intake as they are seeing significant benefit from their work as well as a growing need in the community. The Municipalities have expressed interest in this as an opportunity to further support these partnerships and continue to work together to support individuals experiencing homelessness on the North Shore.

Within the North Shore context, the grant is only open to local governments as applicants, which means our partners are unable to apply individually. The City would remain the lead applicant to maintain the efficiencies developed through the 2021 grant, which includes building cross-jurisdictional and partner relationships, maintaining the funding agreements, supporting the partners, and reporting.

Since the 2022 intake has reduced funding values, it is proposed that funding be focused on enabling the partner organizations to deliver exceptional programs and outreach with positive outcomes. A smaller portion of the funds would be allocated to municipal activities to support the transition of programs as facilities re-open and original services and programs are returning. These proposed 2022 partner and municipal activities are outlined below.

### **Proposed 2022 Program Activities**

The proposed activities for the 2022 grant application are broadly grouped into four areas, which align with the requirements of the grant, as described below.

#### **1. Urban Indigenous Outreach**

##### **Proposed Activity: Indigenous Outreach Team**

Outreach provides a conduit to connect individuals to a wide range of service providers that operate in the community. The continuation of the cross-jurisdictional outreach team with full-time Indigenous outreach workers (based at Lookout, Squamish Nation and Tsleil-Waututh Nation) and supported by two cultural workers within Squamish Nation and Tsleil-Waututh Nation is proposed. Although there is focus on Squamish and Tsleil-Waututh members, the outreach team will have a mandate to engage all Indigenous individuals and support would not be limited to members of the two nations.

##### **Proposed Activity: Temporary Shelter**

To complement outreach services, and to respond to the limited temporary shelter availability, it is proposed to continue with provision of temporary shelter in motel rooms by Squamish Nation. Squamish Nation staff have identified an increase in need to provide temporary shelter, particularly for those individuals who are leaving various institutional settings, and are unable to relocate within First Nation communities. They



have also had increased requests for temporary shelter for non-indigenous individuals from various referral agencies.

## **2. Outreach and Services**

### **Proposed Activity: Outreach and Services Team**

Continuation of the enhanced outreach and services team is proposed. The outreach and services are provided by qualified outreach staff from the Lookout Housing and Health Society. This would offer a seven day-a-week, day and evening service with a single point of contact model. The outreach and services include basic hygiene and comfort supplies as well as providing a 'front door' to access other supports and services on an individualized care/need basis.

## **3. Temporary Fixed Location Service Provision**

### **Proposed Activity: Open Door Community Hub**

Continuation of the year round "Open Door Community Hub" program offered several times per week by the North Vancouver City Library. This is a warming / cooling / clean-air / safe space for individuals experiencing homelessness to meet. It would be staffed by a community access worker to facilitate the program and provide additional supports, such as food, access to resources, as needed.

### **Proposed Activity: Community Centre Shower Programs**

Continuation of both the Enhanced Shower Programs at John Braithwaite Community Centre (JBCC) with the North Shore Recreation Commission and at the West Vancouver Community Centre (WVCC) by the District of West Vancouver is proposed. This would augment existing services by providing an opportunity to engage with patrons through a community access worker (including hygiene supplies, comfort/care supplies, and access to resources). This would enable the JBCC program to offer weekend service.

## **4. Improved Coordination**

### **Proposed Activity: Grant Program Manager**

A temporary part-time grant program manager, housed at the City of North Vancouver, is proposed to coordinate project activities at the cross-jurisdictional level, manage the grant budget, support collaboration and information sharing, and act as a centralized-resource for partners involved in the delivery of project activities.

### **Proposed Activity: Support for NSHTF Coordinator**

All three municipalities are members of the North Shore Homelessness Task Force (NSHTF). Nominal funding on behalf of the District of North Vancouver is proposed for the Coordinator to support NSHTF members to undertake outward-facing activities related to the Strengthening Communities' Services project.

### **Proposed Activity: Culturally Safe and Trauma-Informed Responses Training**

This would be a training program for front-line staff across the North Shore who have contact with unsheltered populations. Increasing the capacity of eligible applicants to work with homeless persons is one of four intended outcomes of the Strengthening Communities' Services Program.

The following tables provide a summary of the funding requests by activity and by partner organization.

Table 1: Summary of Proposed Funding Request by Activity

PROPOSED ACTIVITY	PROPOSED FUNDING
NOTE: This table provides the proposed funding being requested and is subject to change based on UBCM information and/or Partner considerations as the Final Grant Application is prepared.	
1. Urban Indigenous Outreach Support urban Indigenous unsheltered homeless population with outreach and cultural workers based at Squamish Nation, Tsleil-Waututh Nation and Lookout Housing and Health Society	\$500,000
2. Outreach and Service Provision Outreach and services provided by Lookout Housing and Health Society	\$320,000
3. Fixed Location Service Provision "Open Door Community Hub" at the North Vancouver City Library, and enhanced shower programs at existing facilities (JBCC and WVCC)	\$100,000
4. Improved Coordination Provision of grant manager (CNV), North Shore Homeless Task Force Coordinator (DNV), and other training opportunities.	\$75,000
<b>Total</b>	<b>\$995,000</b>

Table 2: Summary of Proposed Funding Request by Partner

PARTNER	PROPOSED ACTIVITIES	PROPOSED FUNDING
NOTE: This table provides the proposed funding being requested and is subject to change based on UBCM information and/or Partner considerations as the Final Grant Application is prepared.		
<b>Squamish Nation</b>	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> <li>Additional temporary shelter provision</li> </ul>	\$370,000
<b>Tsleil-Waututh Nation</b>	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> </ul>	\$130,000
<b>Lookout Housing &amp; Health Society</b>	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> <li>Outreach &amp; Services Team</li> </ul>	\$360,000
<b>North Vancouver City Library</b>	<ul style="list-style-type: none"> <li>Open Door Community Hub Program</li> </ul>	\$50,000
<b>City of North Vancouver</b>	<ul style="list-style-type: none"> <li>Grant Program Management</li> <li>Support for JBCC Shower Program (with NVRC)</li> </ul>	\$60,000
<b>District of North Vancouver</b>	<ul style="list-style-type: none"> <li>Support for North Shore Homelessness Task Force Coordinator</li> </ul>	\$10,000
<b>District of West Vancouver</b>	<ul style="list-style-type: none"> <li>Support for West Vancouver Community Centre Shower Program</li> </ul>	\$15,000
<b>TOTAL</b>		<b>\$995,000</b>



All approved activities would be required to meet public health guidelines in relation to COVID-19 and comply with applicable privacy legislation under the Freedom of Information and Protection of Privacy Act.

### **Timeline**

The application deadline for the UBCM grant is April 22, 2022. A Council resolution is required. Successful applicants will be notified within 90 days of the application deadline. All approved activities must be completed within one year of the date of the grant award. Extensions must be requested and approved by UBCM, with no extensions exceeding one year.

### **NEXT STEPS**

Staff will continue to work with the partners to refine the activities, application, and budget for the grant application submission. Staff will provide updates to Council once we receive notice of a decision. If approved, staff will implement the program and provide updates to Council and partner councils at key intervals.

### **FINANCIAL IMPLICATIONS**

If successful, grant funding would cover the costs of the activities described above and as proposed in the grant application. The City's contributions to the project would include in-kind staff resources to support the Grant Program Manager in coordination and implementation of the activities and monitoring of outcomes.

In accordance with the objectives of this Safe Restart Agreement between Canada and BC, this funding is meant to bridge the period between the COVID-19 outbreak and the post-COVID-19 recovery period. Projects are not intended to create ongoing long-term financial obligations that will not be supported by the applicant. Any potential ongoing initiatives that may be identified during the course of the project that have funding implications for the City will be brought forward for Council's consideration.

### **INTER-DEPARTMENTAL IMPLICATIONS**

This report was reviewed by the Community and Partnership Engagement, Public Safety, and Strategic & Corporate Services departments. Community and Partnership Engagement will be a key partner in the delivery and support of this grant.

### **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

This project supports Council's Strategic Plan priority to be "A City for People that is welcoming, inclusive, safe, accessible, and supports the health and wellbeing of all". It will support the implementation of OCP Goal 3.1: Enhance well-being and quality of life for all community members, specifically: 3.1.6. *Support community partners in providing a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment, and food security, and to provide assistance for homeless people to facilitate their transition to independent living.*

RESPECTFULLY SUBMITTED:



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



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

**INFORMATION REPORT**

To: Mayor Linda Buchanan and Members of Council

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

Subject: UBCM 2022 STRENGTHENING COMMUNITIES' SERVICES PROGRAM  
GRANT APPLICATION OPPORTUNITY FOR 2022/2023

Date: March 9, 2022 File No: 05-1855-20-0051/1

**ATTACHMENTS**

1. UBCM Strengthening Communities' Services 2022 Program & Application Guide  
(CityDocs [#2156918](#))

**PURPOSE**

The purpose of this report is to provide Council with information on a new funding opportunity under the Union of British Columbia Municipalities (UBCM) Strengthening Communities' Services Grant. A 2022 intake for the grant been released by UBCM to continue supporting individuals experiencing homelessness as we move into post-COVID recovery. The City, District of West Vancouver, District of North Vancouver, and partners are exploring this grant opportunity as outlined in this report.

**BACKGROUND**

The cross-jurisdictional North Shore Partnership, including the City of North Vancouver, District of North Vancouver, District of West Vancouver, Squamish Nation, Tsleil-Waututh Nation, City of North Vancouver Library, Lookout Housing and Health Society, and North Shore Neighbourhood House, received \$1.97 million dollars from the Strengthening Communities' Services Grant Program in 2021 to implement activities to support unsheltered homeless individuals on the North Shore.

These activities are well-underway (information on these activities will be the subject of an upcoming report) and are based on the provision of additional temporary services to unsheltered individuals where they are currently located, within a delivery framework focused on relationship building and culturally informed responses. This includes Urban Indigenous Outreach, Outreach and Services, Fixed Location Services, and



Coordination, Community Engagement and Training. In addition, this work is combined with significant improvements in regional coordination and partnership-based approaches on the North Shore.

## **ABOUT THE 2022 GRANT INTAKE**

The Strengthening Communities' Services Program was allocated \$100 million of the Safe Restart funding from the Federal and Provincial Governments. The initial intake in 2021 saw \$80 million delivered to local governments. The remaining funding is now available through the 2022 intake.

This Program is intended to support unsheltered homeless populations and address related community impacts through an application-based program. The Program is meant to bridge the period between the COVID-19 outbreak and the post-COVID recovery period.

The funding is being administered by UBCM on behalf of the Province and the Government of Canada. The amount of funding available per application is population based. For a North Shore cross-jurisdictional application, the funding available would be up to \$625,000. The grant application is due April 22, 2022.

For more information, the *Strengthening Communities' Services Program Guide* is provided in Attachment 1.

## **PROPOSED GRANT APPLICATION**

The Partners have all expressed interest in submitting an application for the 2022 intake as they are seeing significant benefit from their work as well as a growing need in the community. The Municipalities have expressed interest in this as an opportunity to further support these partnerships and continue to work together to support individuals experiencing homelessness on the North Shore.

Due to the smaller value of this second intake, it is proposed that a majority of the funding go to the Partners who are delivering exceptional programs and outreach with positive outcomes. The three Municipal programs, given that they were directly related to facility closures due to Covid-19, would receive funding to support the transition of programs as facilities re-open and original services and programs are returning.

The grant is only open to Local Governments and Treaty First Nations as applicants, which means our Partners are unable to apply individually. The City would remain the lead applicant to maintain the efficiencies developed through the original grant, which include building cross-jurisdictional and partner relationships, maintaining the funding agreements, supporting the partners, and reporting.

The proposed activities to be continued from the original grant program (at a reduced level to meet the new funding guideline) are outlined in Table 1 below.

Note: Table 1 is preliminary and subject to change based on further discussions with the Municipalities and Partners, as well as detailed budgeting and project planning.

Table 1: Proposed North Shore Unsheltered Homeless Temporary Supports Activities for 2022 Intake

Partner	Preliminary Estimated Budget	Activities
NOTE: This table is very preliminary and based on early conversations with the North Shore Partnership on what each would like to see continue forward and where the supports are having the biggest impact. It is subject to change.		
Squamish Nation	\$180,000	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> <li>Additional temporary shelter provision</li> </ul>
Tsleil-Waututh Nation	\$90,000	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> </ul>
Lookout Housing & Health Society	\$180,000	<ul style="list-style-type: none"> <li>Urban Indigenous Outreach</li> <li>Outreach &amp; Services</li> </ul>
City Library	\$50,000	<ul style="list-style-type: none"> <li>Open Door Community Hub Program</li> </ul>
North Shore Neighbourhood House	\$20,000	<ul style="list-style-type: none"> <li>Support for Emergency Weather Response (EWR) 2023/24</li> </ul>
City of North Vancouver	\$60,000	<ul style="list-style-type: none"> <li>Grant Program Management</li> <li>Support for JBCC Shower Program (with NVRC)</li> </ul>
District of North Vancouver	\$10,000	<ul style="list-style-type: none"> <li>Support for North Shore Homelessness Task Force Coordinator</li> </ul>
District of West Vancouver	\$35,000	<ul style="list-style-type: none"> <li>Support for West Vancouver Community Centre Shower Program</li> </ul>
<b>Total</b>	<b>\$625,000</b>	

In addition to the above, other materials and/or supplies would be accounted for within the budget, as well as the necessary staffing components, similar to the original grant application.

This approach would enable experienced Partners to focus on direct service delivery, supported by a centralized administration and grant support resources of the municipalities.

## INTER-DEPARTMENTAL IMPLICATIONS

This report was reviewed by the Community and Partnership Engagement, Public Safety, and Strategic & Corporate Services departments. Community and Partnership Engagement will be a partner in the delivery and support of this grant.



## NEXT STEPS

If, through further discussions and considerations, it is determined that the grant application can move forward, staff will refine the activities, application, and budget and bring a report to Council for resolution in April.

RESPECTFULLY SUBMITTED:



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

# COVID-19 Restart Funding for Local Governments

## Strengthening Communities' Services

### 2022 Program & Application Guide

#### 1. Introduction

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The COVID-19 pandemic has led to an increase in the visibility of unsheltered homelessness in many communities, and related community health and safety challenges.<sup>1</sup> Many local governments and Treaty First Nations, despite already experiencing pressures on revenues and staff capacity, have responded to these challenges with a variety of services, infrastructure, and coordination with health authorities and social sector service providers.

Some of society's most vulnerable members face challenges that have worsened in the context of COVID-19. This includes groups that are more likely to experience homelessness and are more vulnerable to the health and safety risks associated with living unsheltered, such as Indigenous People, women, and gender diverse people. People who lack adequate housing are more likely to suffer from a range of health challenges – including mental health issues, substance abuse issues, and extreme weather impacts – and are highly vulnerable to COVID-19.

The Government of Canada and the Province of British Columbia provided \$540 million in shared funding to local governments under the Safe Restart Agreement to manage the impacts of the global COVID-19 pandemic. These investments have helped to protect public health and safety, prepare for potential future waves of the virus, and further support the safe reopening of economies.

#### Strengthening Communities' Services Program

Within the Safe Restart funding, \$100 million was allocated for the Strengthening Communities' Services Program. The initial intake of the Strengthening Communities' Services Program saw approximately \$80 million delivered to local governments. The remaining funds are now available through the 2022 intake.

The intent of the Strengthening Communities' Services Program is to support unsheltered homeless populations and address related community impacts through an application-based program. The goal is to support local governments and Treaty First Nations that wish to take action, understanding that this will complement parallel provincial efforts. This program is meant to bridge the period between the COVID-19 outbreak and the post-COVID recovery period. The funding is being administered by UBCM on behalf of the Province and the Government of Canada.

#### Intended Outcomes

The intended outcomes of the Strengthening Communities' Services program are to assist local governments and Treaty First Nations with:

- Improved health and safety of unsheltered homeless people living in public or private spaces, including reduced risk of COVID-19 or other disease transmission;
- Reduced community concerns about public health and safety in neighbourhoods where unsheltered homeless populations are seeking temporary shelter and services;

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<sup>1</sup> For the purpose of Strengthening Communities' Services funding, unsheltered homelessness refers to people who lack housing, and includes people living in public or private spaces without consent (parks, sidewalks, vacant buildings, lots, etc.) and people living in places not intended for long-term human habitation (vehicles, garages, makeshift shelters, shacks or tents, etc.).

- Improved coordination among eligible applicants and health/social service providers, Indigenous organizations and others working on housing, homelessness and service provision; and;
- Increased capacity of eligible applicants to work with homeless persons and Indigenous organizations towards culturally safe and trauma-informed responses.

## 2. Eligible Applicants

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All local governments (municipalities, regional districts, and the Islands Trust) and Treaty First Nations (as defined by the *Interpretation Act*) in BC are eligible to apply.

Eligible applicants can submit one application per intake, including regional applications or participation as a partnering applicant in a regional application. Please note that higher application review scores may be awarded to applicants that were not funded under the 2021 intake.

## 3. Funding Guidelines

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The Strengthening Communities' Services Program can contribute up to 100% of the cost of eligible activities.

It is recommended that eligible applicants follow the Funding Guidelines below. Funding permitting, applications for projects that exceed the Funding Guidelines may be considered for funding provided that applicants are able to demonstrate evidence of need in the community and provide a rationale for the request. If the total funding request exceeds the available funding, applicants that have requested additional funds may be asked to reduce their funding request.

**Table 1: 2022 Funding Guidelines**

Population (based on 2019 BC Stats Population Estimates)	Funding Guideline
Under 5,000	\$50,000
5,000-40,000	\$112,500
40,000-75,000	\$312,500
75,000-200,000	\$625,000
200,000-500,000	\$875,000
500,000 or greater	\$2,500,000

In order to ensure transparency and accountability in the expenditure of public funds, all other financial contributions for eligible portions of the project must be declared and, depending on the total value, may decrease the value of the grant. This includes any other grant funding and any revenue that is generated from activities that are funded by the Strengthening Communities' Services Program.

## 4. Eligible Projects

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To be eligible for funding, applications must demonstrate that proposed activities meet one or more of the intended outcomes of the program (see Section 1), and all of the following:

- Demonstrate evidence of need in the community (e.g. unsheltered homeless population estimates, housing needs report, community concerns about public health and safety) and provide a rationale for how these issues have been exacerbated by COVID-19;
- Provide solutions that address increased urgent and immediate needs related to unsheltered homelessness and do not create ongoing long-term financial obligations that will not be supported by the applicant;

- Include new activities or a clearly phased expansion of existing activities and:
  - For applicants that have not been previously funded, with costs incurred after September 17, 2020;
  - For applicants that were previously funded, with costs incurred from the date the application is submitted.
- Be capable of completion by the applicant within one year of the date of grant approval.

Applicants must choose to apply as a single applicant (i.e. an individual local government as identified in Section 2) or as part of a regional project.

## Regional Projects

Funding requests from two or more eligible applicants for regional projects may be submitted as a single application for eligible collaborative projects. In this case, the maximum funding available would be based on the combined funding guidelines of each of the eligible applicants included in the application. It is expected that regional projects will demonstrate cost-efficiencies in the total grant request.

The primary applicant submitting the application for a regional project is required to submit a resolution as outlined in Section 7 of this guide. Each partnering applicant is required to submit a resolution that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf.

## 5. Requirements for Funding

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As part of the approval agreement, approved projects must meet the following requirements for funding:

- Any in-person activities, meetings, or events meet public health guidance in relation to COVID-19.
- Activities must comply with all applicable privacy legislation under the *Freedom of Information and Protection of Privacy Act* in relation to the collection, use, or disclosure of personal information while conducting funded activities. Personal information is any recorded information about an identifiable individual other than their business contact information. This includes information that can be used to identify an individual through association or inference.

In addition, as part of both the development of the application package and the delivery of the approved project, local governments are encouraged to engage with local First Nations and Indigenous organizations. Engagement by local governments both locally and regionally can help build relationships with First Nations, benefit both communities and enhance reconciliation. More information on engagement best practices is available [here](#).

## 6. Eligible & Ineligible Costs & Activities

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Eligible costs are direct costs that are approved for funding, properly and reasonably incurred, and paid by the applicant to carry out eligible activities. For applicants that have not been previously funded, eligible costs can be incurred after September 17, 2020 to the date of submission of the final report. For applicants that were previously funded, eligible costs can be incurred from the date the application is submitted to the date of submission of the final report.

Table 2 identifies examples of activities that are eligible for funding. Other activities that support the intent of the program may be considered for funding. Eligible activities must be cost-effective.

<b>Table 2: Activities Eligible for Funding (including but not limited to)</b>
<p><b>1. Improved health and safety of unsheltered homeless people living in public or private spaces, including reduced risk of COVID-19 or other disease transmission</b></p> <p><i>Note: Costs related to minor renovations or minor improvements are limited to no more than 25% of the total grant request</i></p>
<ul style="list-style-type: none"> <li>• Temporarily increasing emergency shelter capacity, availability, and services, including: <ul style="list-style-type: none"> <li>○ Expansion of existing shelters (e.g. more beds, staff, hours, and shelter-based services);</li> <li>○ Creation of new temporary shelter spaces, including minor renovations or minor improvements that are directly related to eligible service provision, within: <ul style="list-style-type: none"> <li>▪ Buildings or land owned by the eligible applicant; or</li> <li>▪ Buildings or land owned by legally incorporated societies, non-profit groups or community associations</li> </ul> </li> <li>○ Adherence to COVID-19 public health regulations (e.g. shelter capacity reductions, extra cleaning staff, physical distancing, rental of motel rooms to allow infected individuals to safely isolate if directed to do so by a public health official).</li> </ul> </li> <li>• Providing other temporary options or enhancements for unsheltered homeless populations (e.g. temporary structures such as tents, platforms, fire retardant tarps, warming tents).</li> <li>• Providing temporary, incremental services (including basic supplies and equipment) that are specifically related to supporting unsheltered homeless populations such as: <ul style="list-style-type: none"> <li>○ Food, water and cooking supplies;</li> <li>○ Bathroom facilities, showers, laundry;</li> <li>○ Cleaning and waste management;</li> <li>○ Harm reduction;</li> <li>○ Security;</li> <li>○ First aid;</li> <li>○ Fire safety; and</li> <li>○ Outreach teams to connect people to resources and support programs.</li> </ul> </li> </ul>
<p><b>2. Reduced community concerns about public health and safety in neighbourhoods where unsheltered homeless populations are seeking temporary shelter</b></p> <ul style="list-style-type: none"> <li>• Fostering positive dialogue between unsheltered homeless people, bylaw and protective services, and neighbourhoods or community members (e.g. liaison program with bylaw enforcement).</li> <li>• Promoting understanding and cooperation through peer-based and/or neighbourhood participatory activities for site cleaning, security, communications, etc.</li> <li>• Providing programs or services that offer storage or security for belongings of unsheltered homeless populations.</li> <li>• Funding incremental expenditures relating to protective services and bylaw enforcement.</li> <li>• Participating in, supporting or coordinating community engagement strategies (e.g. neighbourhood outreach, public education materials, participatory dialogues).</li> </ul>
<p><b>3. Improved coordination among eligible applicants and health/social service providers, Indigenous organizations and others working on housing, homelessness and service provision</b></p>



- Partnering with Indigenous leadership, communities and organizations.
- Participating in, supporting or coordinating cross-jurisdictional working groups and service teams related to housing, homelessness, and service provision.
- Participating in, supporting or coordinating joint communications programs with health authorities.
- Collaborating with health authorities and non-profit service providers on supporting harm reduction services and initiatives to connect people to health services.
- Liaising with public health officials on extreme weather events, environmental safety, infection prevention and control and overdose prevention focusing on unsheltered homeless populations.
- Collaborating with local fire commissioners to increase fire safety.
- Participating in, supporting or coordinating peer-based support services including development of peer teams.

#### **4. Increased capacity of eligible applicants to work with homeless persons and Indigenous organizations towards culturally safe and trauma-informed responses**

- Training for elected officials, program administration and front-line staff, bylaw and protective services staff, and peers supporting unsheltered homeless populations, addressing topics such as:
  - Trauma: causes, effects, and trauma-informed approaches;
  - Crisis de-escalation;
  - Awareness of Housing First and harm reduction principles;
  - The distinct needs and barriers of Indigenous Peoples at risk of homelessness, as well as Indigenous cultural safety and cultural humility training; and
  - The distinct needs and barriers of groups at higher risk of homelessness, including youth, women at risk of violence, LGBTQ2S+, and people with disabilities (including mental illness, brain injury and cognitive impairments).

#### **Additional Eligible Costs & Activities**

In addition to the activities identified in Table 2, the following expenditures are also eligible provided they relate directly to eligible activities:

- Honoraria for community members with lived experience of unsheltered homelessness that are participants in funded activities
- Incremental applicant staff and administration costs (i.e. creating a new position or adding new responsibilities to an existing position);
- Consultant or other third-party contract costs relating to eligible service provision;
- Public information and engagement costs;
- Temporary lease/rental costs related to the delivery of eligible activities; and
- Minor renovations and improvements directly related to eligible service provision, limited to buildings or land owned by the eligible applicant and/or buildings or land owned by legally incorporated societies, non-profit groups or community associations and no more than 25% of the total grant request.

## **Ineligible Costs & Activities**

Any activity that is not outlined in Table 2 or the 'Additional Eligible Costs & Activities' section is not eligible for grant funding. This includes:

- Development of funding application package;
- Development of architectural, engineering, or other design drawings for the construction or renovation of facilities;
- Routine or ongoing operating and/or planning costs or activities that are not incremental to the project;
- Purchase of software, software licences, service subscriptions, or membership fees;
- Legal, audit, or interest fees or fees to incorporate a society;
- Fundraising, lobbying, or sponsorship campaigns;
- Project-related fees payable to the eligible applicant(s) (e.g. permit fees, DCCs, etc.);
- Purchase of promotional items, door/raffle prizes, give-away items, and/or gifts for community members;
- Major capital improvements to existing facilities and/or construction of new, permanent facilities;
- Long-term, permanent capital investments including the purchase of land, buildings, vehicles (including Recreational Vehicles or trailers), mobile units (such as mobile washroom or shower units) and/or shelter units (such as tiny homes, storage containers, etc.);
- Park and public space clean up, remediation, fencing and/or repair after an area is no longer used by people experiencing unsheltered homelessness.

## **7. Application Requirements & Process**

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### **Application Deadline**

The application deadline is April 22, 2022. Applicants will be advised of the status of their application within 90 days of the application deadline.

### **Required Application Contents**

All applicants are required to submit an electronic copy of the complete application, including:

- Completed Application Form with all required attachments;
- Detailed budget that indicates the proposed expenditures from Strengthening Communities' Services program funding and other sources (if applicable) and that aligns with the proposed activities outlined in the Application Form. Although additional funding or support is not required, any other grant funding or in-kind contributions must be identified;
- Council, Board, Local Trust Committee or Treaty First Nation resolution, indicating support for the current proposed activities and willingness to provide overall grant management;
- For regional projects: Council, Board, Local Trust Committee, Treaty First Nation resolution from each partnering applicant that clearly states approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf;
- Optional: Up to three letters of support as evidence of partnership or collaboration with partners such as community-based organizations, non-profit service providers, health authorities and public health units, local First Nations and/or Indigenous organizations.

### **Submission of Applications**

Applications should be submitted as Word, Excel or PDF files. Total file size for email attachments cannot exceed 20 MB.

All applications should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: [lgps@ubcm.ca](mailto:lgps@ubcm.ca)

## Review of Applications

UBCM will perform a preliminary review of all applications to ensure the required application contents have been submitted and to ensure that eligibility criteria have been met.

Following this, an Evaluation Committee will assess and score all eligible applications. Higher scores will be given to applications that:

- Are submitted by applicants that were not funded in the 2021 intake;
- Demonstrate greater alignment with the intent of the Strengthening Communities' Services program (i.e. address multiple program outcomes);
- Provide evidence of need in the community (e.g. existing homelessness plans, strategies or initiatives; unsheltered homeless population estimates; community concerns about safety) and provide a rationale for how these issues have been exacerbated by COVID-19;
- Demonstrate partnership and engagement with Indigenous leadership, organizations, and communities;
- Demonstrate a plan for communicating and engaging with unsheltered homeless populations to include perspectives of people with lived experience;
- Apply an anti-stigma lens and increase public awareness and understanding of causes and responses to homelessness;
- Include proposed activities and costs that are part of a comprehensive, multi-faceted approach to addressing unsheltered homelessness;
- Include collaboration with distinct needs-serving organizations, public health, health authorities, non-profit organizations, other local governments, police, bylaw enforcement, etc.;
- Demonstrate cost-effectiveness; and
- Demonstrate a plan for winding up and concluding the funded activities (or continuing with alternative sources of funding).

Point values and weighting will be established within each of these scoring criteria. Only those applications that meet a minimum threshold point value will be considered for funding.

The Evaluation Committee will consider the population and provincial, regional, and urban/rural distribution of proposed projects. Recommendations will be made on a provincial priority basis. All funding decisions will be made by UBCM.

All application materials will be shared with the Province of BC.
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## 8. Grant Management & Applicant Responsibilities

Grants are awarded to eligible applicants only and, as such, the applicant is responsible for completion of the project as approved and for meeting reporting requirements.

Applicants are also responsible for proper fiscal management, including maintaining acceptable accounting records for the project. UBCM reserves the right to audit these records.

### Notice of Funding Decision & Payments

All applicants will receive written notice of funding decisions. Approved applicants will receive an Approval Agreement, which will include the terms and conditions of any grant that is awarded, and that is required to be signed and returned to UBCM.

Grants are awarded in two payments: 50% at the approval of the project and when the signed Approval Agreement has been returned to UBCM and 50% when the project is complete and UBCM has received and approved the required final report and a financial summary.

Please note that in cases where revisions are required to an application, or an application has been approved in principle only, the applicant has 30 days from the date of the written notice of the status of the application to complete the application requirements. Applications that are not completed within 30 days may be closed.

### **Progress Payments**

To request a progress payment, approved applicants are required to submit:

- Description of activities completed to date;
- Description of funds expended to date; and
- Written rationale for receiving a progress payment.

### **Changes to Approved Projects**

Approved grants are specific to the project as identified in the application, and grant funds are not transferable to other projects. Approval from UBCM will be required for any significant variation from the approved project.

To propose changes to an approved project, applicants are required to submit:

- Amended application package, including updated, signed Application Form, updated budget, and an updated Council, Board, Treaty First Nation or Local Trust Committee resolution(s); and
- Written rationale for proposed changes to activities and/or expenditures.

Applicants are responsible for any costs above the approved grant unless a revised application is submitted and approved prior to work being undertaken.

### **Extensions to Project End Date**

All approved activities are required to be completed within the time frame identified in the approval agreement and all extensions beyond this date must be requested in writing and be approved by UBCM. Extensions will not exceed one year.

## **9. Final Report Requirements & Process**

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Final reports are required to be submitted within 30 days of completion of the project. Applicants are required to submit an electronic copy of the complete final report, including the following:

- Completed Final Report Form with all required attachments;
- Detailed financial summary that indicates the actual expenditures from the Strengthening Communities' Services program funding and other sources (if applicable) and that aligns with the actual activities outlined in the Final Report Form;
- Copies of any materials that were produced with grant funding; and
- Optional: any photos or media related to the funded project.

Please note, as a requirement of funding, the program and approved projects may be subject to a compliance audit.

### **Submission of Final Reports**

Final reports should be submitted as Word, Excel or PDF files. Total file size for email attachments cannot exceed 20 MB.

All interim and final reports should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: [lgps@ubcm.ca](mailto:lgps@ubcm.ca)

### **Review of Final Reports**

UBCM will perform a preliminary review of all final reports to ensure the required report elements have been submitted.

All final report materials will be shared with the Province of BC.
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### **10. Additional Information**

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For enquiries about the application process or general questions regarding the Strengthening Communities' Services program, please contact UBCM at [lgps@ubcm.ca](mailto:lgps@ubcm.ca) or (250) 356-2947.

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# Mobility Strategy

Presented April 11, 2022  
Transportation Planning



The **Mobility Strategy** will guide how we will plan, prioritize, operate, maintain and invest in our transportation system over the next decade.

## The Mobility Strategy is a plan to create **healthy streets that work for everyone**

The Mobility Strategy provides our vision for the City of North Vancouver's transport system...



## The Mobility Strategy was developed with significant **support from stakeholders and the public.**

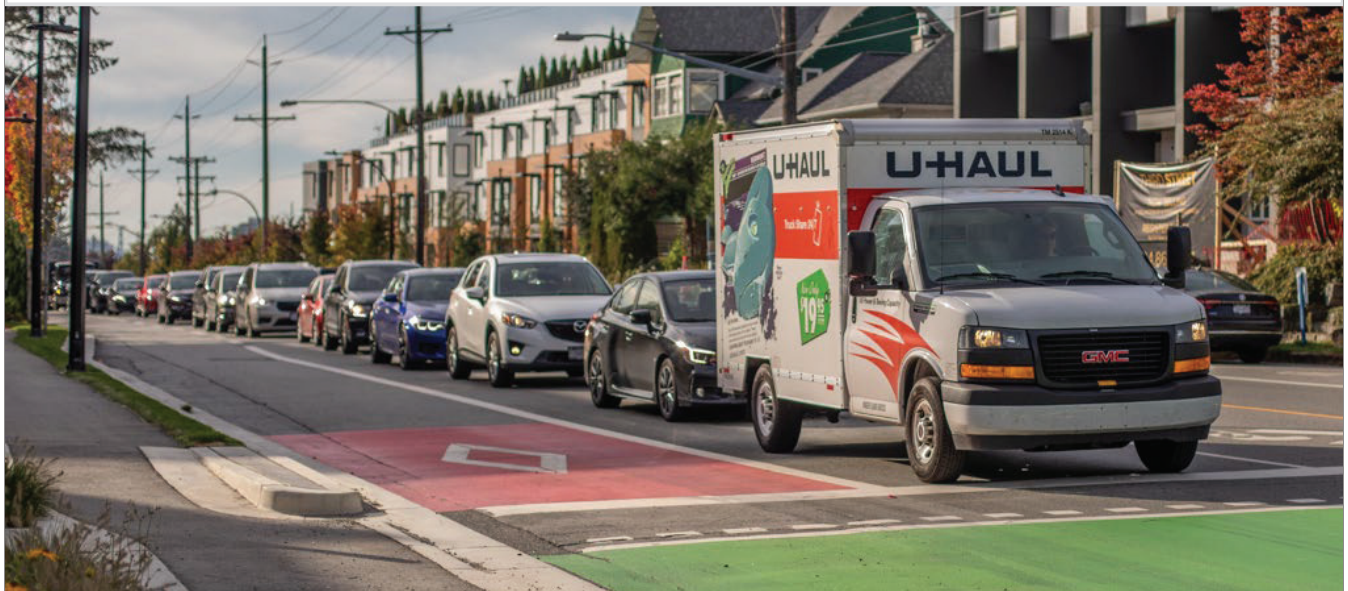
Between two phases of engagement over the Strategy's development, we heard from a broad range of diverse perspectives.



The Mobility Strategy  
aims to **build on our  
recent progress.**



The Mobility Strategy  
recognizes that **today and  
tomorrow's mobility  
challenges** are complex.





## Key elements to achieve the goals and vision of the plan



Making walking and rolling a safer and more comfortable option.



Making transit a faster and more reliable option through more priority measures.



Reducing speed limits on more streets for safety, comfort, and livability.



Improving reliability for goods movement and urban deliveries to benefit local businesses.



Rebalancing the space along our curbs to meet a wider range of needs.



Coordinating closely with the adjacent municipalities and the Province.

## Delivering the Mobility Strategy

- The City will apply **five implementation principles** for all actions and strategies:



Continuous monitoring



Strong partnerships



Pilot, learn, adapt



Do more with less



Talk and engage




Working together,  
we can create  
healthy streets that  
work for everyone

Thank you.

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2

Subject: CITY OF NORTH VANCOUVER MOBILITY STRATEGY

Date: March 30, 2022 File No: 16-8350-20-0036/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, dated March 30, 2022, entitled "City of North Vancouver Mobility Strategy":

THAT the "City of North Vancouver Mobility Strategy" be endorsed;

AND THAT staff report back to Council with annual updates regarding progress toward achieving the vision, goals, and actions outlined in the Strategy, starting in 2023.

**ATTACHMENTS**

1. City of North Vancouver Mobility Strategy (CityDocs [#2162989](#))
2. Mobility Strategy Phase 2 Engagement Summary (CityDocs [#2160909](#))

**SUMMARY**

This report presents the Mobility Strategy for Council's consideration and summarizes how feedback was used from Phase 2 engagement to finalize the Strategy.

**BACKGROUND**

Development of a new Mobility Strategy was identified as a key priority in Council's 2018-2022 Strategic Plan. Once approved, the Mobility Strategy will replace the City's

2008 Long-Range Transportation Plan and will guide how the City will plan, invest in, prioritize, operate and maintain our transportation system over the next decade. Work on this strategy update was initiated in 2020. In March 2021, Council received a report and presentation on the Mobility Strategy draft vision and goals, and directed staff to engage the community on this strategic framework. Feedback was used to refine the vision and goals, and develop the proposed actions within the Draft Mobility Strategy, which was presented to Council in December 2021. A second phase of engagement with stakeholders and the public was used to determine which actions were perceived to be most influential for achieving the goals and vision of this Strategy. Feedback from this phase of engagement was used to develop the final version of the Mobility Strategy.

## **DISCUSSION**

The Mobility Strategy will guide transportation planning, policy, design, maintenance, and investment decisions for the next decade. The second phase of engagement for the Mobility Strategy is now complete. Feedback has been incorporated and the final Strategy is being presented for Council's consideration and endorsement.

### **Phase 2 Engagement - Purpose**

The objectives of Phase 2 Engagement were to understand community perceptions of:

- what actions in the Draft Mobility Strategy will be most influential at changing travel behaviour towards sustainable modes (walking, rolling, transit);
- what actions will be most influential at achieving the goals of the Draft Mobility Strategy; and
- whether any actions are missing or could be better articulated, in order to meet the goals of this Strategy.

### **Phase 2 Engagement – Who we heard from**

Phase 2 Engagement was undertaken through two mediums: a Let's Talk Online Survey, and stakeholder meetings. The engagement period occurred over 5 weeks in January and February 2022. The Draft Mobility Strategy was provided along with additional resources such as a summary document, frequently asked questions, an infographic of goals and directions, and existing materials from earlier in the process. In-person engagement events were not possible due to COVID-19 public health restrictions during the Omicron variant wave.

Let's Talk Online Survey: The survey was open for five weeks on the City's Let's Talk platform, with links circulated through the City's Facebook, Instagram, LinkedIn, and Twitter accounts. Several short videos were developed to provide an overview of mobility issues and opportunities that were highlighted in the draft Strategy. Ads were placed in the North Shore News at various points during the engagement period, and stickers were placed at attractions and parks in the City encouraging people to fill out the survey.



- 480 people participated in the online survey (almost double the level of participation from Phase 1 engagement).
- 600 people downloaded material from the Let's Talk website.
- 1100 people visited the Mobility Strategy engagement site.

We received feedback from a diverse range of community members. Staff made a significant effort to engage traditionally underrepresented groups so that responses were as representative as possible of the community on-the-whole.

- We heard from residents in every CNV neighbourhood and people from most Metro Vancouver municipalities (recognizing that many people visit the City for work or leisure).
- We heard from a wide range of ages. This included additional outreach undertaken for younger demographics that are often under-represented.
- We heard from homeowners and renters and from people living in single-family homes and multi-family dwellings.
- Respondents' primary mode of travel largely reflects the City's mode share.

Stakeholder Meetings: A range of stakeholder groups were contacted by staff to discuss the Draft Mobility Strategy. These comprised peer government agencies (e.g., District of North Vancouver), partners (e.g., RCMP), and community associations (e.g., North Van Arts), along with citizen advisory committees that staff liaise with on an ongoing basis. The majority of these groups provided written feedback of verbal feedback through online meetings and were generally supportive of the actions within the Draft Mobility Strategy. The complete list of stakeholders that met with staff to discuss feedback or provided written comments include:

- |  |  |
|--|--|
| • TransLink  | • North Vancouver Chamber of Commerce                |
| • Metro Vancouver                                  | • Lower Lonsdale BIA                                 |
| • District of North Vancouver                      | • Lionsview Seniors Planning Coalition               |
| • District of West Vancouver                       | • Silver Harbour Seniors Activity Centre             |
| • Tsleil-Waututh (səlilwətaʔt) First Nation        | • North Vancouver Seniors Action Table               |
| • Squamish (Skwxwú7mesh) First Nation              | • North Van Arts                                     |
| • BC Ministry of Transportation and Infrastructure | • North Vancouver Community Resources                |
| • ICBC   | • Urban Development Institute                        |
| • North Vancouver City Fire                        | • Home Builders Association of Vancouver             |
| • North Vancouver RCMP                             | • School District 44                                 |
| • North Vancouver Recreation and Culture           | • Sutherland High School - Global Perspectives Class |
| • Centennial Theatre                               | • CNV Library Youth Volunteers                       |
| • Vancouver Coastal Health                         | • CNV Integrated Transportation Committee            |
| • North Vancouver City Library                     |  |
| • HUB Cycling                                      |  |
| • North Vancouver Safety Council                   |  |

- North Shore Advisory Committee on Disability Issues
- CNV Advisory Planning Commission
- CNV Climate and Environment Task Force

## Phase 2 Engagement - Priorities

Stakeholders and community members generally agreed that the actions in the Draft Mobility Strategy would help shift travel behaviour away from single occupancy vehicles, and support the goals of the Strategy. The following themes were seen to be particularly influential.

- Completing our sidewalk network and providing more amenities such as benches, washrooms, and consistent weather protection.
- Completing our priority Mobility Lane corridors for All Ages and Abilities (AAA).
- Increasing transit priority and providing more local transit service across the City.
- Connecting the North Shore with rapid transit across Burrard Inlet.
- Advocating for more incentives for zero-emission vehicles.
- Improving visibility on our streets through lighting, street markings, and signage.
- Improving the safety and comfort on our streets through more protection and separation between vehicles and other road users, and reduced speed limits.
- Increasing the amount of plazas, parklets, patios, rain gardens, trees, and art on our Main Streets to make them more vibrant and attractive.
- Expanding the amount of accessible parking spots for people with disabilities, and the amount of dedicated parking for delivery loading and unloading.

## Adjustments to the final Mobility Strategy

There were several common themes on how the Strategy could be improved in advance of finalizing. These include:

Recommendations	Mobility Strategy adjustments
Ensure driving continues to be recognized as an important way to get around the city.	Added clarity on how actions in the Mobility Strategy will improve reliability on our streets while also creating space for non-vehicle modes. Staff have reinforced language around being unable to build our way out of congestion and that the most effective way to improve driving conditions for those that need to is by enabling more people to choose non-vehicle modes for more trips by making travelling safer and more comfortable.
Improve the design and layout of the Strategy for better readability.	Added a plain-language Strategy Summary at the start of the document, and more white space to the final design for easier consumption.
Include concrete targets to measure progress towards Strategy goals.	Added 2030 targets that align with the goals of economic prosperity, safety and comfort, access and choice, and environmental action. Where



	appropriate, these targets align with or support those in other City plans and strategies.
Highlight inter-jurisdictional coordination given regional population growth, proximity to Highway 1, and connections up the Sea-to-Sky corridor.	Expanded on how the City works with our neighbouring jurisdictions and recognizes that few trips are limited to City boundaries, hence the importance of working together.
Recognize the importance of both mode shift and electrification for emission reduction targets.	Elaborated on what steps the City is taking to electrify our transportation system based on the City's 2018 Electric Vehicle Strategy.
Expand actions aimed at decreasing the emissions and impacts of urban freight.	Reviewed opportunities for creating incentives and programs that can be implemented after adoption of the Mobility Strategy, including a voluntary zero emission zone and an e-cargo bike share pilot.
Ensure physical health is represented in the Mobility Strategy.	Provided expanded information on how active transportation has significant health benefits for individuals and the broader community throughout the Strategy.
Incorporate safer and slower speeds on all street types, not just on Local Streets.	Staff recognize that many residents live on or near arterial streets, and reducing speeds is necessary to decrease the severity and likelihood of incidents. Staff have expanded on opportunities to reduce speeds and incorporate other measures beyond local streets.
Better clarify how actions are funded and implemented.	Elaborated on how budgets are developed, and how this aligns with implementing actions in the Mobility Strategy. Staff have also elaborated that this strategy is a playbook and not a list of specific projects. Implementation principles have been clarified along with how actions are prioritized through the Financial Plan on an annual basis and Council priorities every four years. The Mobility Strategy is intended to be flexible based on available funding and will scale annual work programs to match budgets.
Expand the glossary to include frequently used terms.	Staff have expanded the glossary.

## Implementing the Mobility Strategy

This strategy sets the direction for changes to our transportation system over the next decade. It is written as a playbook, without being overly prescriptive, to allow for flexibility given that our city will continue to evolve over this time period, and recognizes that mobility challenges will also continue to change.

This strategy provides a wide range of actions, which cannot be delivered all at once. Over the next decade, staff will develop a work plan each year that portions out specific

projects, programs, and policies of the Mobility Strategy for Council's consideration that aligns with Council's Strategic Plan. Annual priorities will be established through the City's Corporate Business Plan and funded, as needed, through the Annual Financial Plan. Ongoing engagement with our community, partners, and stakeholders will help make these decisions, along with how the actions are designed and implemented.

This Strategy aims to create the enabling conditions for residents, businesses, and visitors in our city to make the best choices when it comes to their trips to ensure we can all move around safely, efficiently, and sustainably. We look to individuals in the community, along with our stakeholders and partners, to help us create healthy streets that work for everyone.

## **FINANCIAL IMPLICATIONS**

Approximately \$200,000 was appropriated from the 2019 and 2020 Project Plans to support development of the Mobility Strategy. Major project components that this funding supported include: staff time, project consultant support, consultation and communications, and material development. Additional funding will be requested in future Annual Financial Plans to implement the Mobility Strategy once adopted by Council.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The Mobility Strategy establishes new policy direction and supporting actions and strategies that will have cross-organizational implications. The Mobility Strategy has been reviewed and is supported by the City's Policy and Projects Team, Leadership Team, North Vancouver City Fire Department, and North Vancouver RCMP.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The Mobility Strategy builds on and supports the vision of the City's Official Community Plan (2014). The Strategy also supports the vision and all five priorities of Council's 2018-2022 Strategic Plan.

RESPECTFULLY SUBMITTED:



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Blair Underhill, RPP, MCIP  
Planner 2, Transportation Planning





city  
of north  
vancouver

# MOBILITY STRATEGY



Our streets have many purposes for residents, businesses, and visitors.







This is our strategy to create healthy streets that work for everyone.



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## Strategy At a Glance p 6

Provides a synopsis of the main issues and key actions.

## Introduction p 9

Summarizes the opportunities and challenges that exist to create a healthier city with a transportation system that works for everyone. It also describes the work to develop the Mobility Strategy.

## Vision and Goals p 19

Outlines a shared vision for the future of mobility in the City, with four supporting goals and how we propose to monitor our progress. It describes the proposed future transportation system and what is needed to achieve a safe, sustainable, vibrant, and connected network of streets that provides a high quality experience for everyone.

## Strategies and Actions p 25

Presents 11 strategies, along with supporting actions that we can take to achieve our vision and goals for mobility in the City. It also introduces a new way for all of us to think about our streets – one that puts people first.

## Implementation p 75

Describes how we will implement the final version of this strategy, including how the City will set priorities, and involve the public in our decision-making, build partnerships, and make the best use of resources.

## Glossary p 78

Defines the mobility-related terms that we use throughout the Mobility Strategy along with footnote references.



# THREE WAYS TO READ THIS STRATEGY

The Mobility Strategy is first and foremost for City staff to refer to and apply over the next decade. However, it is also written with emphasis on plain language, so that this strategy can be a communication tool with our community.

Recognizing that not everyone has time to read the entire strategy, we have recommendations below if you want a quick read:



**3 minutes**

## **Read the Mobility Strategy**

**At a Glance** starting on the next page. This provides a synopsis of the main issues the City faces, and what the key actions are to make our streets work for everyone.



**15 minutes**

## **The Strategies and Actions**

from pages 25-74 provides a comprehensive perspective on everything the City intends to implement over the next ten years to make our streets work for everyone.



**1 hour**

## **The complete text of the strategy**

provides a full picture of the challenges and opportunities the City faces, along with the vision, goals, strategies, actions, sub-actions, and more!







We need to change the way we think about and use our streets

# Mobility Strategy At a Glance

## WHERE WE ARE TODAY

Sustainable mobility means thinking about different transportation modes, policies, infrastructure, and behaviours as an integrated system.

Doing so provides benefits to residents, workers, and visitors alike—from affordability, resilience, choice, and access to opportunity, to physical activity, safety, and reduced carbon emissions.

The City of North Vancouver has accomplished a lot over the last decade. We have expanded our sidewalk and cycling networks to create

connected systems, worked with TransLink and others to provide more reliable transit service, and introduced new travel options like ride-hailing and shared e-bikes.

If fact, these actions, along with our existing compact built form, have helped us achieve one of the highest mode shares for transit, walking, and cycling in the region—an important trend to continue! The City's commitment to sustainable transportation, safety, and integrating transportation and land use has put us in a good position to adapt as regional conditions change around us.

## OUR CHALLENGE MOVING FORWARD

As the City and region grow, more trips are being taken within the same amount of street space. When people do not feel safe walking or cycling on our streets, or think that transit is too slow, they see driving as the best option, and choose to do just that. While nearly 1/3rd of our vehicle trips are under five kilometers, a distance many of us could walk, bike, or take transit, we drive out of convenience.

That's why traffic congestion is something that many experience on a near-daily basis. We have limited ability to provide more road space and know that building bigger roads is only a temporary solution that can often result in more traffic than there was previously! Providing more travel choices is the most effective way the City can make our streets more reliable for people who need to continue using a vehicle.

# URGENTLY PLANNING FOR TODAY AND THE FUTURE

While we can't build our way out of congestion, **we can make it easier for people to choose different ways to move around.** Transit carries more people in the same space. Biking and walking can be convenient options for shorter trips. Compact, walkable development means people don't have to travel as far to meet their daily needs and allows for smaller delivery vehicles for goods movement.

The ways we travel and the options we have available continue to evolve. Mobility choices can improve our health and neighbourhood connections. The design of our streets and neighborhoods impacts the safety, comfort, reliability, and primary way we choose to travel for different trips. In order to maximize these benefits, we need to change the way we think about and use our streets!

## THE MOBILITY STRATEGY IS A PLAN TO CREATE HEALTHY STREETS THAT WORK FOR EVERYONE

The Mobility Strategy is the City's blueprint to create a balanced transportation system that provides people with mobility choices and creates lively and inclusive places. It guides how the City will plan, design, maintain, operate, and invest in our transportation system for the next decade.

A collaborative, multi-year planning effort between the City, stakeholders (partners, peer agencies, and community organizations), and the public developed our shared vision and community goals, and helped identify a series of actions tailored for our City.

### The Mobility Strategy provides our vision for the City of North Vancouver's transport system...



The Mobility Strategy is about creating and supporting an environment that provides a wide range of travel options that are high-quality, affordable, and sustainable. Support from partners and continuous engagement are necessary as the strategy is brought to life.

Ongoing input from the community will inform the sequencing and implementation of actions and identify if needs have changed.

A list of key actions and community priorities are provided below.

## KEY ACTIONS IN THE MOBILITY STRATEGY TO ACHIEVE OUR VISION



**Making walking and rolling a safer and more comfortable option** for short trips by continuing to build compact and complete neighbourhoods and rapidly delivering an all ages and abilities (AAA) mobility lane network that connects all neighbourhoods and key destinations in the City.



**Making transit a faster and more reliable option** for more of our longer distance trips by delivering more transit priority measures to speed up buses and creating the enabling conditions for rapid transit expansion on the North Shore and across the Burrard Inlet.



**Reducing travel speed limits on more streets** to decrease the risk of serious injuries and fatalities resulting from collisions and making the travel experience more comfortable for people walking and rolling.



**Improving goods movement reliability and urban deliveries** by enabling microhubs, delivery lockers, and more dedicated loading and unloading spaces across the City.



**Rebalancing the space along our curbs** to meet a wider range of needs, like parking, loading, and public spaces to maximize access for everyone.



**Coordinating closely with the adjacent municipalities and the Province** to improve the people and goods moving capacity of shared corridors, such as Highway 1.





# INTRODUCTION



# What is the Mobility Strategy?



This Mobility Strategy proposes a new blueprint for a modern, well-balanced transportation system in the City of North Vancouver that provides real mobility choices, creates great and inclusive places, and supports climate action.

The needs and demands on the City's streets and transportation system today are rapidly evolving and becoming increasingly complex. The actions and strategies included in the Mobility Strategy are proposed to guide transportation planning and policy decisions over the next ten years towards ensuring our streets can work better for everyone.

This strategy:

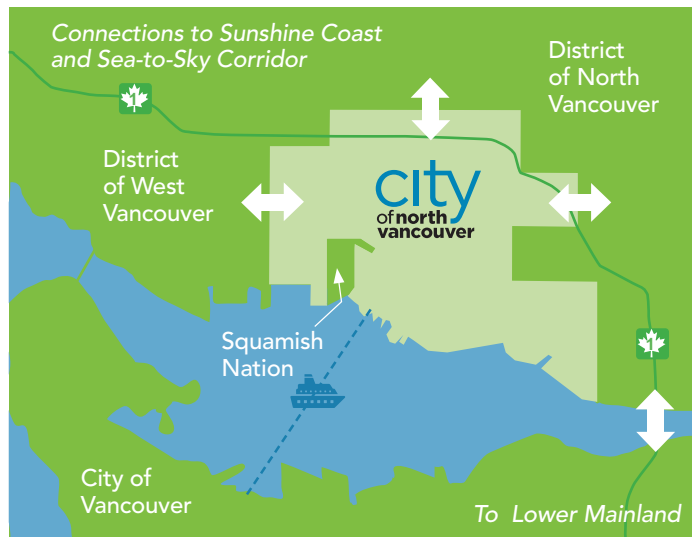
- ▶ **PUTS PEOPLE FIRST:** Everyone who lives or works in our community will be able to prosper, no matter who they are or how they move around the City.
- ▶ **SUPPORTS A THRIVING ECONOMY:** Our streets will support efficient goods movement, foster more foot traffic for local businesses, and make it easier for businesses to attract and retain workers.
- ▶ **RECOMMENDS ACTIONS TAILORED FOR OUR CITY:** The City, along with the region, is growing in population and employment. More people, jobs, services, uses, and activities are creating new demands on our streets. This strategy takes proven best practices from places that face similar challenges and opportunities and tailors these for our City's context.
- ▶ **PREPARES US FOR THE FUTURE OF MOBILITY:** The ways we travel and the options we have available continue to evolve. This strategy is about creating the enabling conditions to provide a variety of travel options for people in the City that are high-quality, affordable, and sustainable.

The Mobility Strategy was developed by taking a comprehensive assessment of our City's and region's mobility needs, challenges and opportunities and aims to reflect the values and priorities that we heard from the public and stakeholders through community dialogue and engagement.



# Mobility and Transportation in the City

The City of North Vancouver is the urban core of the North Shore and gateway to the North Shore mountains and Sea-to-Sky corridor. Our streets help get people to school and work, support businesses, provide a place for people to gather, and connect us with the rest of the region.



## HOW OUR RESIDENTS MOVE:

**3-4**

### TRIPS ARE MADE PER PERSON EACH DAY

These include going to work or class, dropping our kids at school, or running errands.<sup>1</sup>

**70%**

### OF TRIPS ARE MADE USING A VEHICLE

Driving trips have decreased by 3% in the last decade even as our population has grown.<sup>2</sup>

**30%**

### OF TRIPS ARE MADE WITHOUT A VEHICLE

Trips that include walking, rolling, or transit have increased about 3% in our City over the last decade.<sup>3</sup>

**70%**

### OF OUR TRIPS STAY LOCAL

Most of our trips are shorter trips that stay on the North Shore.<sup>4</sup>

**15km**

### IS THE AVERAGE DISTANCE WE DRIVE EACH DAY

Though driving trips have decreased, we are driving longer distances – 2 km more than a decade ago.<sup>5</sup>

See page 79 for footnote references.

## OUR MOBILITY SYSTEM IS EXTENSIVE

The City's network of streets, sidewalks, mobility lanes, public trails, and bus lanes that stretch over 550 km, about the distance between North Vancouver and Vernon. That's about 20% of all space in the City. About three quarters of this space is dedicated to vehicles and nearly a third of that space is dedicated to parking. We don't have much space to expand the road network, so we must make the best use of what we have to accommodate a growing variety of needs and ways to move around safely and efficiently. This Strategy provides a range of actions that will guide us in ensuring our mobility network makes space for everyone.

**20% OF THE CITY'S  
SPACE IS MADE UP  
OF ITS TRANSPORTATION  
NETWORK, WHICH STRETCHES  
OVER 550km**

**3/4 OF THIS  
SPACE IS DEDICATED  
TO VEHICLES, OF WHICH NEARLY  
1/3 IS DEDICATED  
TO PARKING**

## OUR MOBILITY SYSTEM IS A SHARED RESPONSIBILITY

Multiple agencies, levels of government, and service providers are responsible for making our transportation system work. The City is responsible for streets and sidewalks. The Province is responsible for highways and interchanges. TransLink takes care of providing our bus and SeaBus service. Modo and Evo operate car-share services. Uber and Lyft offer ride-hailing services. Lime is piloting an e-bike share system. We share a boundary with the District of North Vancouver and thousands of people move between our two communities every day. This strategy outlines numerous actions where ongoing coordination and collaboration between the City, our partners, and our neighbouring jurisdictions (District of North Vancouver and Squamish (Sḵwxwú7mesh) Nation), will be needed to provide transportation services and solutions to meet a wide range of needs and support a seamless travel experience.

## WE HAVE A STRONG FOUNDATION OF SUSTAINABLE MOBILITY TO BUILD UPON

We have accomplished a lot in the last decade. We have expanded our sidewalk and cycling network which has contributed to increases in the amount of walking and rolling trips. We have worked with TransLink and other partners to introduce more reliable transit services which has increased the amount of people who take transit. Our municipality has one of the highest rates of trips made by walking, rolling, and transit in the region and this is an important trend to continue as the City and region continue to grow. This strategy proposes a suite of actions and initiatives to ensure our City continues to be a leader in sustainable mobility in Metro Vancouver.

A photograph of a woman with blonde hair, wearing a light-colored shirt and dark pants, helping a young girl with a pink helmet ride a small bicycle on a paved path. The path is bordered by a wooden fence and greenery. The image has a warm, golden-hour lighting.

# Our City and streets are changing. This strategy aims to urgently meet the needs of our streets today and tomorrow.

**We are in the middle of a growing and changing region.** Our City is part of Metro Vancouver – one of the fastest growing regions in Canada. In the last decade, our region has added nearly 330,000 new residents (a 14% increase). Places that our City is “on the way to” like the Sea-to-Sky corridor and the Sunshine Coast have seen growth as well.<sup>6</sup> We are seeing the impact of this playing out on our streets today, with the number of people commuting between the North Shore and other parts of the region growing every day by nearly 10% in the same period.<sup>7</sup> Many people choose to drive (70% of trips in the City)<sup>8</sup> because transit is perceived to not be as convenient or efficient, and walking and rolling infrastructure is not sufficiently attractive and comfortable.

**Our mobility options are rapidly evolving.** New technologies and services are providing new travel options and challenges. E-bikes, ride-hailing, car-sharing, and rapid transit are all changing how we move around. Our smartphones provide us with real-time data at our fingertips, but are also linked to distracted driving incidents. The rise of e-commerce and online shopping means more trucks and delivery vehicles than ever before. Automated vehicles are also on the horizon.

Technology can create improved efficiency, but can also create more pressures on our streets, and in some cases, be a detriment to our safety.

**Our mobility choices impact our climate and our well-being.** Emissions from motorized vehicles generate carbon pollution, impact storm water management, add to the urban heat island effect, and impact our air quality. Our use of vehicles accounts for about 57% of our City’s total carbon emissions, which needs to be dramatically reduced in the next ten years.<sup>9</sup> Higher rates of vehicle use are also linked to higher rates of obesity<sup>10</sup>, stress<sup>11</sup>, chronic illness<sup>12</sup>, and poorer mental health. We need to provide better options for sustainable travel in order to collectively reduce our carbon pollution, mitigate climate change, and improve our community health.

**The demands on our streets are becoming increasingly complex.** Our streets are places where we travel, connect, dine, rest, shop, and exercise. They support goods delivery and help our businesses, industries, and economy prosper. Our streets are places where we celebrate, meet with others, and conduct business. This wide range of demands on our streets makes planning and allocating space for different uses more challenging without proper guidelines.

*See page 79 for footnote references.*

# How We Developed the Strategy

Development of this Mobility Strategy involved exploring the current context of our streets, the potential future mobility needs we might face, and considering the range of practices and steps that would be effective to achieve the outcomes we want for our streets.

We reached out to City residents, businesses, and visitors throughout our process to learn about their perspectives, ideas, and experience of traveling to, from, and throughout the City to ensure this Mobility Strategy reflected the values of our community and the people who use our streets every day.

Phase 1 engagement, during spring 2021, focused on the overarching strategy framework, and development of the vision, goals, and high-level strategies. We learned during this phase that we were on the right track, and used stakeholder and public feedback to start developing actions.

Phase 2 engagement, during spring 2022, focused on collecting input on over 100 specific actions for ways that we proposed to support our vision and goals, and whether these actions will be particularly influential at meeting our goals.

## The Mobility Strategy was developed with significant support from stakeholders and the public:



## KEY THEMES THAT EMERGED THROUGH THE TWO ENGAGEMENT PHASES



**There is broad support for improvements to our walking and rolling networks.** This includes building out our sidewalks, improving intersection curb cuts, and quickly building out our priority corridors for all ages and abilities (AAA) mobility lanes.



**Mobility needs to be affordable and accessible.** While there has been recent progress on providing affordable mobility options (such as the introduction of the R2 RapidBus), our transportation system can become even more equitable.



**Transit needs to be faster and more reliable.** There is recognition that transit is not competitive enough with private vehicle travel, and does not provide sufficient connections to the rest of the region.



**Curb space is not meeting our needs.** Finding parking is difficult for many, especially for people with disabilities, and for people delivering goods. There needs to be more dedicated spaces for specific users and better programs to manage the City's finite curb space.



**There is interest in a faster transition to electric vehicles.** In order for this to happen, residents are wanting to see more incentives for purchasing electric vehicles and more public charging infrastructure.



**The prosperity of neighbourhoods and businesses depend on our streets.** Residents and businesses recognize the importance of streets to not only efficiently move people and goods, but also as places for activation and place-making.



**Increased traffic is making us feel frustrated, less safe, and is hurting our economy.** Being stuck in traffic makes it difficult to plan our day, increases our stress, and can result in wasted productivity. It makes people feel less safe and has significant impacts on businesses attracting and retaining staff across the North Shore.



**The need to design our City for all weather conditions.** North Vancouver can often be dark and rainy, especially in the winter. Providing improved weather protection and light levels for people walking and rolling, and improving street markings for vehicles is essential.



**We want to use our vehicles less.** Residents are interested in walking and cycling more. Our community recognizes the negative impacts vehicles have on safety, physical health, the environment, and prosperity of our businesses.



**We appreciate our dense, walkable neighbourhoods.** Being able to reach many services and amenities within a short distance is something that residents appreciate about living in the City, and is seen as one of the best ways to limit vehicle use.



# HOW WILL THE MOBILITY STRATEGY PROVIDE BENEFITS FOR THE DIFFERENT WAYS WE MOVE AROUND?

## For trips made by driving:

All we need is a small drop in vehicle trips during peak hours to reduce congestion and create more reliable travel conditions (which we saw at the onset of the COVID-19 pandemic in 2020). In order to do this, we need to create improved conditions for more people to consider non-vehicle travel. Nearly one-third of vehicle trips in the City are less than five kilometres in length, a distance that many people could travel by walking or rolling. Enabling the shift to walking, rolling, and transit is the best action that the City can take to improve driving conditions on the North Shore. For people who need to drive, this strategy makes it easier for people to adopt electric vehicles and car-sharing as options.

## For trips that involve moving goods:

The recent increase in urban deliveries has made it more difficult to find space to deliver and receive goods. We will take steps to establish a modernized network where goods movement and the economy are prioritized while limiting local neighbourhood impacts.

This will include improvements to the efficiency and safety of goods movement through more dedicated delivery spaces on our busiest streets, and developing solutions to right-size deliveries in our dense urban areas. Efficient deliveries benefit residents, businesses, and the economy by decreasing congestion and freeing up space for all travellers.

## For trips made by walking or rolling:

The City already has high rates of walking and rolling (23% of trips),<sup>13</sup> in part due to many residents living in close proximity to shops, services, and amenities. We plan to increase the accessibility of our network by improving our sidewalk infrastructure, introducing more amenities like places to rest, weather protection, secure bicycle parking, and wayfinding, and increasing place-making and public realm activation to make it more enjoyable to spend time on our streets. We will also continue expanding the Mobility Lane Network and use quick-build materials to increase our delivery efficiency. This Strategy has the benefit of enabling healthier communities, cleaner air, and less carbon pollution for everyone.

*See page 79 for footnote references.*



### TERMINOLOGY

- ▶ **WALKING AND ROLLING:** When we talk about walking and rolling, we are referring to walking, using a mobility device (e.g., wheelchair), biking, skating, taking a scooter, or using a micromobility device (e.g., e-bike share).
- ▶ **ACCESSIBILITY:** When we say accessibility, we mean the ability for people to access activities, services, and opportunities.

## For trips made by transit:

Transit has high people-moving capacity and can carry up to 50 people in the same amount of space as two vehicles. Increasing transit priority measures on the Frequent Transit Network is needed, as these routes are within walking distance for more than 75% of City residents.<sup>14</sup> This will be paired with advocating for a North Shore-wide initiative for a rapid transit connection across the Burrard Inlet. These efforts to shift people to use transit will not only benefit transit users, but also drivers and goods movement by removing vehicle trips from our streets.

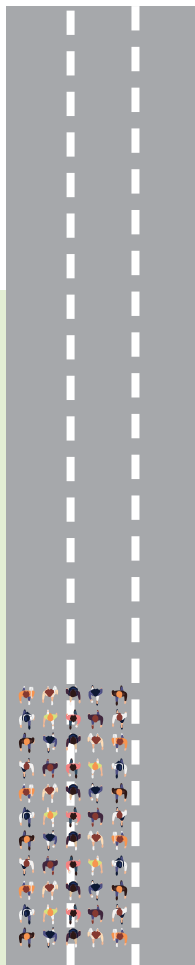
## For emergency responders:

Increased traffic makes it challenging for our emergency responders to quickly travel where they need to go. We will continue to work closely with emergency responders on implementing signal pre-emption on key corridors for emergency vehicles, and improve street safety measures so that there are fewer incidents on our streets in the first place.

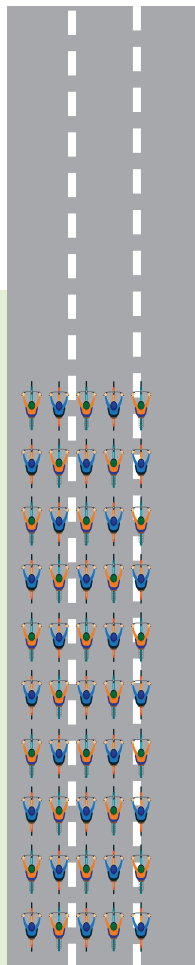
*See page 79 for footnote references.*

People who walk, cycle, or take transit occupy significantly less space than private vehicles, which is important to keep in mind with the limited amount of space we have on our streets.

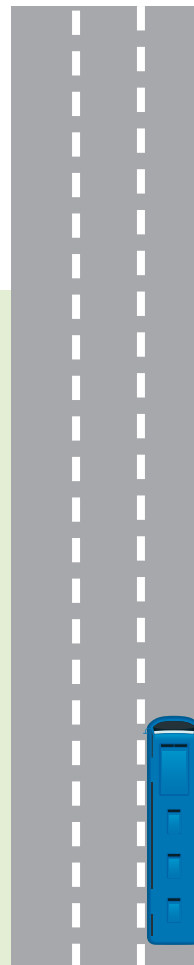
**50 people  
ON FOOT**



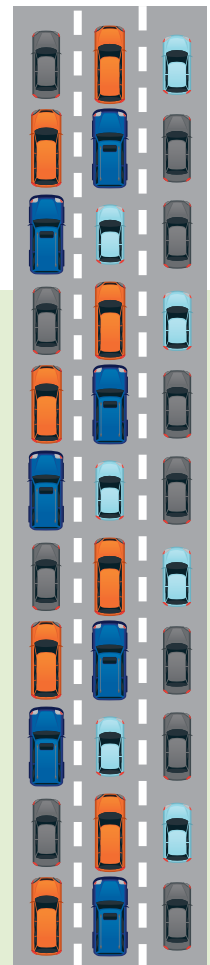
**50 people  
ON BICYCLES**



**50 people  
ON A BUS**



**50 people  
IN 33 CARS**







# We cannot build our way out of congestion

Vehicles are, and will continue to be, an essential part of moving people and goods on the North Shore and across the region. However, a recent study by the Province of British Columbia estimated that if current trends hold, vehicle use on corridors like the Upper Levels Highway will grow between 25% and 40% between now and 2050. We can't accommodate this level of vehicle traffic on our streets.<sup>15</sup>

Increased traffic is a challenge that we need to tackle, but building more lanes in the City will not solve the issue. There is limited ability to expand the road network due to our dense built form and complex topography.

Even if we could, adding road space usually makes traffic worse than it originally was after only a few years: this is called induced demand.

The City and our partners are working to address transportation and growth needs at the regional level. This Strategy aims to complement these efforts by focusing on what we can do the most at the local level: creating quality neighbourhoods that offer safe and convenient mobility options for people and local businesses to help create a shift that recognizes the automobile as just one choice amongst a wide range of travel options for the different kinds of trips we make every day.

*See page 79 for footnote references.*





# VISION AND GOALS

# The Vision

## Healthy streets that work for everyone.

This vision for the City of North Vancouver's mobility future recognizes that City streets are under pressure, are becoming more dynamic, and serve more than just one function. Along with being used by cars, they facilitate the movement of transit, goods, and people walking and rolling. Beyond their transportation function, our streets are critical elements of our environmental, cultural, economic, and public utility infrastructure. They also serve as collective spaces for relaxation, socializing, shopping, exercise, and more. The vision is a commitment to enabling the many demands of our streets in ways that support our overall health and wellbeing.

## The Goals

### The vision is supported by four goals:



#### **Our streets help our City prosper and be a vibrant place**

A healthy city is one where streets and sidewalks hum with economic and social activity, where people meet and shop and enjoy the beautiful city we live in, side by side with efficient goods delivery. Our goal is to use our streets to improve our collective prosperity, health, and happiness.



#### **Our streets support real and accessible choices for how we move around**

The City's Official Community Plan (2014) prioritizes the development of a multimodal transportation system. This means creating a more integrated, reliable network that recognizes we all move throughout the City in different ways, and that our streets should support greater access to a range of mobility options.



#### **Our streets are safe and comfortable**

In 2016, the City adopted a goal of achieving zero fatalities and serious injuries on City streets. Safe streets are foundational to creating a healthy, people-oriented city.



#### **Our streets reduce our impact on climate change and the environment**

More than half of our community's greenhouse gas emissions (GHG) come from burning fossil fuels to power vehicles. This contributes to climate change, air pollution, and health impacts. In 2019, the City adopted a GHG reduction target of net zero emissions by 2050. The decisions we make about our transportation system will shape our ability to meet this commitment.



# How We Will Monitor our Progress

The City will measure progress toward these goals to evaluate where we are succeeding and where we are falling short.

Goal	Where we want to be by 2030
Our streets help our City prosper and be a vibrant place	▶ Increase foot traffic 20% on main streets from 2022 levels.
Our streets support real and accessible choices for how we move around	▶ Increase transit and active mode share to 50% of our trips. ▶ No increase in vehicle trips during peak hours.
Our streets are safe and comfortable	▶ Reduce road-related deaths and serious injuries to zero.
Our streets reduce our impact on climate change and the environment	▶ Reduce transportation emissions to achieve a 45% reduction below 2010 levels from all sources in the City.

The City will regularly monitor and report out on our progress towards achieving these goals. While the City will work to create the conditions that will enable us to meet our goals, we can't do it alone. All of us have a role to play in achieving the Mobility Strategy vision.

The five guiding principles below have been developed to ensure the City's and community's values are being maintained when developing the goals, targets and supporting actions of the Mobility Strategy. These principles are being applied to concurrent strategies discussed in the following section.

## Shared Principles

- ▶ **We need to take actions that improve our collective health:** The City will prioritize actions that increase our sense of connection to each other and the natural world, while making it easier to meet daily needs.
- ▶ **We need to take resilient actions:** The City will prioritize proven, people-focused actions that increase the likelihood we will achieve our goals, even in dramatically changing circumstances.
- ▶ **We need to take equitable actions:** The City will prioritize actions that remove barriers that make it harder for some people to connect to each other and to opportunities than others.
- ▶ **We need to take actions that work towards truth and reconciliation:** The City will prioritize actions that address inequities and maintains a mutually respectful relationship between Indigenous and non-Indigenous peoples in the region.
- ▶ **We need to take timely actions:** The City will prioritize actions that will allow us to move quickly, recognizing the steps we take today will impact our future.

## HOW DOES THE MOBILITY STRATEGY RELATE TO AND SUPPORT OTHER CITY AND REGIONAL PLANS?



### City of North Vancouver Plans

The City of North Vancouver has four major strategies to guide our next decade of planning and decision-making in key areas: mobility, climate and the environment, community well-being, and the economy.

When complete, these strategies will provide modernized guidance to support advancing the broader goals and ambitions of the City's Official Community Plan. The Mobility Strategy supports, and is supported by, each of these Strategies through aligned goals, and coordinated actions.



#### THE CLIMATE AND ENVIRONMENT STRATEGY

will be the City's first comprehensive strategy to help us become a resilient and sustainable City where everyone thrives. This strategy will identify actions to cut carbon pollution from buildings, transportation and materials to achieve our climate targets, and improve the health, connectivity and biodiversity of our natural areas across the City. The Mobility Strategy aligns with this strategy by identifying actions that focus on mode shift and electrification to decrease transportation emissions, and provides more street space for nature and biodiversity.



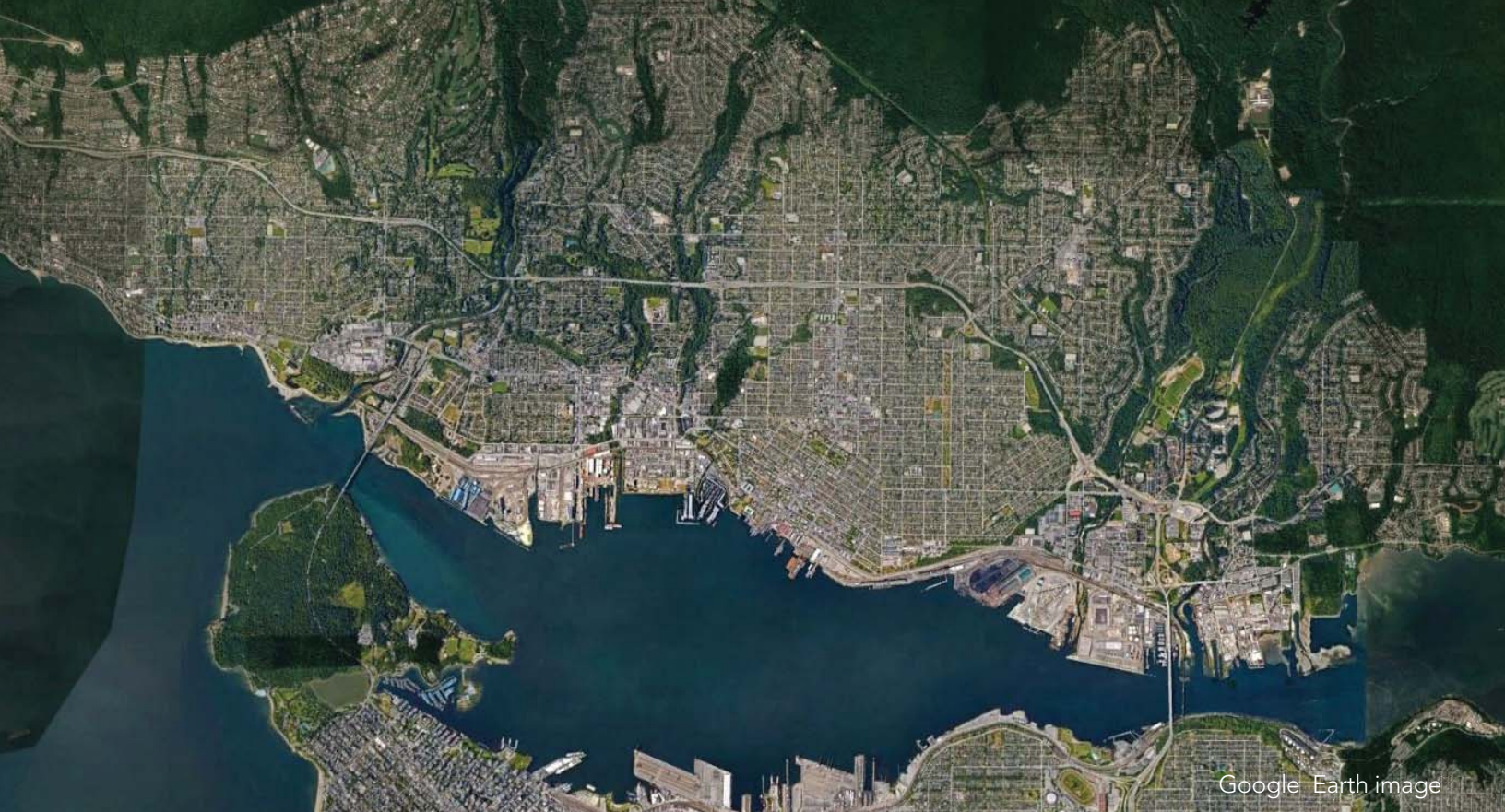
#### THE COMMUNITY WELLBEING STRATEGY

will provide direction through policies, programs, and projects for social, economic, environmental, health, cultural, and political conditions that are essential for individuals and communities to flourish and fulfill their potential. The Mobility Strategy aligns with this strategy by identifying actions to provide healthy and affordable transportation options for people to get around, and better integrating land use and transportation so that more amenities and services are in close proximity for many of our residents.



#### THE ECONOMIC STRATEGY

will provide a five-year framework to balance economic, social, and environmental objectives with specific actions that are integrated with other City plans and strategies. The overarching goal is to support community prosperity based on an inclusive, sustainable and resilient economy that provide opportunities for the growth of local business. The Mobility Strategy aligns with this strategy by identifying actions to improve the reliability of how people and goods move around, and establishes ways to make our commercial areas more attractive and prosperous through placemaking on our streets.



Google Earth image

## Regional Plans

Beyond the City of North Vancouver, there are also several region-wide plans that were considered in developing this Mobility Strategy.

- ▶ **TRANSPORT 2050** is TransLink's Regional Transportation Strategy that was adopted in early 2022. The strategy has five goals for regional transportation: convenient, reliable, affordable, safe & comfortable, and carbon-free. The strategy identifies over 100 actions to improve transportation across all modes. The City of North Vancouver works closely with TransLink on providing improvements to transit, regional cycling networks, travel demand management policies, and maintaining reliability on our roads for people and goods movement.
- ▶ **METRO VANCOUVER'S CLIMATE 2050 TRANSPORTATION ROADMAP** lays out 52 actions for reducing emissions and increasing resiliency. The actions in this roadmap focus on working together to collectively reach climate objectives. The City of North Vancouver seeks to implement actions within this roadmap alongside other municipalities in the region to decrease greenhouse gas emissions from our transportation sector.
- ▶ **THE CLEAN AIR PLAN** is Metro Vancouver's air quality and greenhouse gas management plan. Actions in the plan will reduce air contaminant emissions and impacts, including greenhouse gases in the near-term and support a commitment to be a carbon-neutral region by 2050. The Mobility Strategy has aligned its air pollution and greenhouse gas emission targets to this plan, recognizing that there is a significant opportunity to reduce emissions from our transportation system.
- ▶ **METRO 2040** is Metro Vancouver's regional growth strategy. It is the vision for accommodating anticipated future growth to the region with considerations for diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, and impacts of a changing climate. It is currently being updated (to Metro 2050) at the time of this strategy being written. The Mobility Strategy supports the goals of Metro 2040, particularly the goal of integrating land use and transportation planning to help people get out of their cars, supporting safe and efficient movement of goods and people, and reducing greenhouse gas emissions.



# A NEW WAY

## to think about our streets

Each street in our City has a different set of uses and functions that merits specific design considerations. There is no one-size-fits-all.

In order to better communicate how we design and allocate space on our streets, a set of street types has been developed that illustrate the typical transportation functions, land use context, and design objectives. The street types are introduced here and expanded upon starting on page 60.

**MAIN STREETS** are the main activity spines of the City for shopping, services, and amenities.

**CITY CONNECTOR STREETS** provide access across the City and to regional networks.

**NEIGHBOURHOOD CONNECTOR STREETS** connect Local Streets to the broader network.

**LOCAL STREETS** are low-volume, low-speed streets in residential neighbourhoods.

**SHARED STREETS** are curbless streets that prioritize pedestrians and vibrancy.

**SERVICE STREETS** provide access to service and industrial areas in the City.

These street types are intended to provide guidance on how we plan and design our streets, and how we communicate these intentions with the broader community. These street types are mentioned several times throughout the strategies and actions in the next section to indicate prioritization, or where certain actions are expected to occur.



# STRATEGIES AND ACTIONS





The strategies in this section represent the key steps our City proposes to take to help realize our vision for healthy streets that work for everyone. Each of the strategies contribute to multiple goals. Each strategy includes a range of specific projects, policies, and programs that we will aim to deliver over the next 10 years.

## The strategies are organized around three themes:

### THEME 1

Make it easier for everyone to choose sustainable and affordable options for the trips we take.

- ▶ **STRATEGY 1:** Make walking and rolling the easiest choice for more of our shorter distance trips.
- ▶ **STRATEGY 2:** Make transit the easiest choice for more of our medium and longer distance trips.
- ▶ **STRATEGY 3:** Make shared and zero-emission vehicles the easiest choice when we need to use a car.
- ▶ **STRATEGY 4:** Encourage people to make sustainable travel choices.

### THEME 2

Improve our mobility experience through the design of our streets and neighbourhoods.

- ▶ **STRATEGY 5:** Improve the safety and comfort of vulnerable road users.
- ▶ **STRATEGY 6:** Rebalance the space along our curbs to meet a wide range of needs.
- ▶ **STRATEGY 7:** Reclaim more street space for people and nature.
- ▶ **STRATEGY 8:** Support sustainable mobility through how we grow and develop.

### THEME 3

Improve reliability for people and goods to move around our City and region.

- ▶ **STRATEGY 9:** Keep urban freight, deliveries, and emergency vehicles moving.
- ▶ **STRATEGY 10:** Strengthen our connections within the City, and across the North Shore and Metro Vancouver.
- ▶ **STRATEGY 11:** Optimize our mobility system through proactive management, operation and access to information.

To make it easier to follow along and understand why we are proposing certain actions, we have added two types of callout boxes called Concept Callouts and Recent Progress. Look for these to learn more!

CONCEPT CALLOUT

RECENT PROGRESS



THEME  
1

Make it easier for everyone to choose sustainable and affordable options for the trips we take.



Currently, using a vehicle is usually the most efficient way to get from one place to another, particularly for longer distance trips. As our City and the region grow in population, our streets are becoming increasingly congested, making vehicle travel less competitive and reliable. The best thing the City can do to maintain reliability on our streets is to provide safe, convenient, and sustainable options.

THEME  
**1**

Make it easier for everyone to choose sustainable and affordable options for the trips we take.

## STRATEGIES AND ACTIONS AT A GLANCE

### 1: Make walking and rolling the easiest choice for more of our shorter distance trips.

- A.** Deliver a complete, universally accessible, and high-quality pedestrian network.
- B.** Deliver an all ages and abilities Mobility Lane Network that connects all our neighbourhoods and key destinations.
- C.** Make our walking and rolling networks easier to use and navigate for people of all ages and abilities.
- D.** Provide abundant amenities that increase the enjoyment of walking and rolling.
- E.** Improve access to shared micromobility services for everyone.

### 2: Make transit the easiest choice for more of our medium and longer distance trips.

- A.** Create enabling conditions for enhanced transit service and coverage across the City.
- B.** Support an inclusive transit system that is easy to understand, and accommodates people of all abilities.
- C.** Create enabling conditions for mobility hubs to provide seamless connections between transit and other modes.

### 3: Make shared and zero-emission vehicles the easiest choice when we need to use a car.

- A.** Support easier access to car-sharing and carpooling services.
- B.** Support the transition to zero-emission vehicles.

### 4: Encourage people to make sustainable travel choices.

- A.** Expand educational programs to encourage walking, rolling, and transit use.
- B.** Collaborate with employers to increase sustainable commuting and reduce trips.
- C.** Expand delivery of youth-oriented programs that support safe and active travel to school.
- D.** Continue education and outreach programs for improving neighbourhood-wide and independent sustainable travel.
- E.** Display corporate leadership by making it easier for City staff to travel sustainably.





## STRATEGY 1

Make walking and rolling the easiest choice for more of our shorter distance trips.

Today, about 11% of vehicle trips in the City are under 1.5 km in distance and 29% are under five km – distances that could be easily travelled by walking or rolling, by many people if supporting conditions exist. Walking and rolling provide social, health, environmental, and economic benefits that will improve individual wellbeing along with more foot traffic for our local businesses.

### ACTIONS

#### 1A. Deliver a complete, accessible, and high-quality pedestrian network.

- i Provide a complete sidewalk network on both sides of the street of all streets within a reasonable walking distance (typically 400 metres) of all key pedestrian areas and destinations like schools, community centres and frequent transit corridors. Prioritize improving the quality and comfort of existing narrow sidewalks along and within a reasonable walking distance of the City's Main Streets.
- ii Deliver and encourage more pedestrian connections mid-block pathways across the City, with particular focus on north-south connections in the Lonsdale Regional City Centre, and improve connections over ravines, creeks, and through parks, where environmentally appropriate.
- iii Prioritize universal design and accessibility standards when designing or redesigning all streets, sidewalks, connections, and pathways using guidance from BC's Active Transportation Design Guide.

[more >](#)

## STRATEGY 1 ACTIONS (CONT.)

### 1B. Deliver a AAA Mobility Lane Network that connects all our neighbourhoods and key destinations.

- Complete the priority corridors for All Ages and Abilities (AAA) Mobility Lanes and provide improved

i North-South connections to key activity centres in the City. Identify new phases for network expansion on a regular basis as corridors are delivered.
- ii Ensure all new mobility lane infrastructure is designed to meet AAA standards.
- iii Upgrade existing mobility lane infrastructure to meet AAA standards, prioritizing investments on corridors with high use and the greatest potential for risk reduction.
- iv Make better use of low-cost, quick-build solutions, such as using temporary delineator posts to separate mobility lanes from vehicle traffic, and observing these temporary solutions in advance of upgrading to fully developed infrastructure.

### 1C. Make our walking and rolling networks easier to navigate.

- i Deploy a user-friendly mobility wayfinding system at key locations across the City, and provide this in an open format to encourage third-party development of wayfinding solutions. Coordinate with North Shore governments to ensure sub-regional alignment.
- ii Require the provision of direct, unobstructed, and protected routes for people walking or rolling, as part of the permitting process for construction and development, special events, and public works.

### 1D. Provide abundant amenities that increase the enjoyment of walking and rolling.

- i Expand amenities such as benches, secure bicycle parking, weather protection, and washroom facilities, and create an inventory and prioritization schedule with community input.
- ii Provide more greenspace on all streets, and achieve a double row of trees wherever feasible.
- iii Deliver a network of public micromobility charging stations, prioritizing delivery on Main Streets and Shared Streets.
- iv Ensure public micromobility parking spaces are designed to accommodate e-bikes and cargo bikes, especially along Main Streets and Shared Streets.

[more >](#)

# STRATEGY 1 ACTIONS (CONT.)

## 1E. Improve access to micromobility for everyone.

- i Work with shared micromobility service providers to ensure there is equitable fleet distribution, and prioritization across the City’s AAA Mobility Lane Network, and close to major destinations.
- ii Ensure affordable access, with incentives developed for people with low incomes or low personal vehicle access.
- iii Work with the Squamish (Sḵwx̱wú7mesh) and Tsleil-Waututh (səlilwətaʔt) Nations to expand shared micromobility services that support travel options for people living on North Shore reserve lands.
- iv Work with shared micromobility service providers to ensure devices do not impede other travellers through application of end-of-trip procedures and education programs.
- v Advocate for new incentives and loan programs from senior levels of government to support greater uptake of electric micromobility devices, including e-bikes and other emerging devices.

## CONCEPT CALLOUT

### AAA MOBILITY LANES AND THE AAA MOBILITY LANE NETWORK

AAA mobility lanes are facilities that include separated lanes with physical barriers and off-street paths on higher traffic streets, and signed neighbourhood bikeways on local streets with lower traffic volumes and speeds. Today, the City has approximately 15 km of AAA mobility lane infrastructure. In 2019, Council endorsed the priority corridors for AAA mobility lanes network expansion plan that would increase the total length of these facilities to approximately 25 km.

## RECENT PROGRESS

### E-BIKE SHARE PILOT PROGRAM

In the summer of 2021, the City and District of North Vancouver implemented a two-year pilot program with Lime to operate an e-bike share system, the first of its kind in the province.







## STRATEGY 2

Make transit the easiest choice for more of our medium and longer distance trips.

One bus can carry the same number of people that would normally fit into about 50 cars. We currently make 17% of our trips by transit. Making transit more accessible, frequent, and reliable will make it easier for more people to use it. This will free up space on our streets and help everyone move more efficiently.

### ACTIONS

#### 2A. Create enabling conditions for enhanced transit service and coverage across the City.

- i Work with TransLink to expand and enhance local transit service, ensuring all businesses and residents are within a reasonable walking distance of the Major Transit Network. This involves protecting and designing space for fast and reliable transit.
- ii Work with TransLink to plan, design, and implement measures, such as signal priority and bus-only lanes, prioritizing investments at unreliable locations on the Frequent Transit Network.

#### 2B. Support an inclusive transit system that is easy to understand, and accommodates people of all abilities.

- i Ensure all transit passenger facilities are designed to be universally accessible.
- ii Provide consistent digital and physical wayfinding and signage.
- iii Provide high-quality stops by working closely with partners to expand the availability of passenger waiting shelters, real-time information, benches, ample bike parking, improved lighting, and washrooms in high ridership and transfer areas.
- iv Advocate for TransLink to accelerate the delivery of key recommendations identified in the Transit Fare Review to improve the equity of the regional transit fare structure, including introducing fares that better reflect distance travelled on all transit modes and additional income-based discounts.

[more >](#)



## STRATEGY 2 ACTIONS (CONT.)

### 2C. Create enabling conditions for mobility hubs to provide seamless connections between transit and other modes.

- i Support the establishment of mobility hubs in Lower Lonsdale, Central Lonsdale, and other sites with frequent or rapid transit. These hubs will include improved transit priority measures, increased availability of car-sharing and ride-hailing options, and plentiful walking and rolling infrastructure.
- ii Work with TransLink to provide more bike storage on public transit (both buses and the SeaBus) and increased secure bicycle storage at key transfer sites.

#### CONCEPT CALLOUT

##### MOBILITY HUBS

Mobility hubs are locations where different sustainable transportation modes are integrated seamlessly to help promote connectivity.



#### RECENT PROGRESS

##### R2 MARINE DRIVE RAPIDBUS

In April 2020, TransLink launched the R2 Marine Drive RapidBus, which provides a high-capacity, efficient and reliable connection between Park Royal and Phibbs Exchange. RapidBus offers a more efficient experience by providing fewer stops compared to local transit, all-door boarding, and redesigned streets that prioritize transit. By improving reliability, buses are able to go faster and provide an increased level of service.



## STRATEGY 3

Make shared and zero-emission vehicles the easiest choice when we need to use a car.

Many of us need to use a vehicle on occasion. Making it easier to access shared and zero-emission vehicles is necessary to lessen our transportation impacts on the environment. The City of North Vancouver has moderately higher uptake of electric vehicles than other mid-sized municipalities in BC. While we reduce our emissions through decreased reliance on polluting vehicles, car-sharing is also important as it provides an affordable option to get around without needing to own a car, which can help to reduce congestion.

## ACTIONS

### 3A. Support easier access to car-sharing and carpooling services.

- i Enable expansion of car-share vehicle fleets by ensuring adequate facilities exist for car-share vehicles, on- and off-street. This will be undertaken with regulations, incentives, and design guidelines.
- ii Enhance accessibility requirements for car-sharing fleets and work with service providers to increase fleet distribution to ensure effective spatial coverage across all neighbourhoods.
- iii Promote carpooling services and educate the public on how these services work, so that this option is accessible to those who need it.
- iv Work with service providers to increase car-share access for families, lower income households, and people with mobility limitations.

[more >](#)

# STRATEGY 3 ACTIONS (CONT.)

## 3B. Support the transition to zero-emission vehicles.

- Encourage a shift to electric vehicles (EVs) in the short-term, while exploring other low-emission transportation technologies such as hydrogen. This includes a shift for personal vehicles, as well as supporting the shift for transit, freight, and car-share vehicles.
- 
- Accelerate the implementation of actions from the City's Electric Vehicle Strategy. This includes many actions such as improving access to Level 2 and DC fast chargers that are close to community centres and commercial areas, supporting equitable EV-ready retrofits of multi-family buildings and lower income rental buildings through promotion, education, and top-up rebates, and developing an 'electric-first' fleet and equipment policy for the City that prioritizes procurement of electric vehicles.
- 
- Advocate for increased incentives and loan programs from senior levels of government to support greater uptake of EVs, particularly for lower income households.
- 

## CONCEPT CALLOUT

### FUTURE OF AUTOMATED TRAVEL

There are examples of automated applications in the transportation system that are being explored on a pilot basis in the public realm (e.g., Amazon sidewalk delivery robots) however widespread automated vehicle adoption is not anticipated to occur until after the horizon date of this plan (2032). As such, there is not a significant focus on automated travel within the Mobility Strategy.

Even though automated vehicles will significantly change how we move around, there are some aspects that will not change.

- ▶ The City will continue to prioritize the safety and comfort of vulnerable road users and design streets in a way that puts people first.
- ▶ The City remains committed to moving people in a manner that is space-efficient. Walking, rolling, cycling and transit are all modes that can accommodate many people in a small amount of space compared to that of a private vehicle, whether it is operated by a human or not.

## RECENT PROGRESS

### ENABLING ELECTRIC VEHICLE USE

In recent years, the City has encouraged EV ownership by installing charging stations for public use. The City currently provides six Level 2 dual port charging stations and there are four DC fast chargers in the City. The use of these stations has increased exponentially each year, showing demand for more public charging stations.





## STRATEGY 4

### Encourage people to make sustainable travel choices.

In some cases, providing infrastructure is not enough to help change travel behaviour. Sometimes there is a lack of awareness, or education and exposure is needed to help people feel confident with new travel options. To this end, the City will reimagine and expand the range of programs and services that have been shown to increase sustainable travel.

## ACTIONS

### 4A. Expand educational programs to encourage walking, rolling, and transit use.

- i Refine how educational programs are provided to facilitate more active travel, including school safe travel campaigns, individualized trip planning assistance, and promotion of new transit and mobility lane infrastructure.
- ii Create education programs tailored to specific community groups and demographics, and making programs available in a variety of languages.

### 4B. Collaborate with employers to increase sustainable commuting and reduce trips.

- i Encourage employers to provide high-quality end-of-trip facilities for people to comfortably walk and roll to work.
- ii Assist employers to establish corporate travel demand management (TDM) programs to reduce congestion on the network, particularly at peak hours. This may include providing incentives such as subsidized transit passes, and disincentives to driving, such as charging for parking.
- iii Engage major employers to update their policies and practices to encourage more flexible working hours and remote working policies, to reduce overall demand on our roads, particularly at peak hours.
- iv Coordinate with TransLink and municipalities to develop and implement a regional approach to employer TDM programs.

[more >](#)



## STRATEGY 4 ACTIONS (CONT.)

### 4C. Expand delivery of youth-oriented programs that support safe and active travel to school.

- i Develop and update school travel plans on a regular basis, in coordination with school staff and students.
- ii Work with schools and surrounding residents and businesses to pilot new pick-up and drop-off protocols that reduce vehicle congestion around schools.
- iii Enable new programs to support walking and rolling to/from school, especially for younger children.
- iv Bring youth into the design of transportation improvements around schools, such as by co-designing signage and creating murals to demarcate no-stopping zones.

### 4D. Continue education and outreach programs for improving neighbourhood-wide and independent sustainable travel.

- i Work with partners to undertake educational campaigns with community groups, and provide tools for enhancing the understanding of conventional transit and HandyDART accessible services.
- ii Work with partners to promote awareness of the range of services, programs, and subsidies available from other agencies and levels of government that support affordable and independent travel.
- iii Establish a sustainable trip planning service for residents that require personalized assistance in planning their transit trips.
- iv Work with neighbourhood community groups to establish programming through GoCNV that promotes sustainable travel and include events, education, prizes, and other activities to enable residents to travel sustainably.

### 4E. Model corporate leadership by making it easier for City staff to travel sustainably.

- i Develop a new corporate TDM plan to reduce the strain that staff commuting puts on our street network, especially at peak hours.
- ii Create a staff mobility wallet to help facilitate multimodal and sustainable travel. Work with TransLink and shared mobility operators to provide flexible options.
- iii Expand the City's fleet of e-bikes for low-emissions business travel.

## RECENT PROGRESS

### SAFE AND ACTIVE SCHOOL TRAVEL PROGRAM

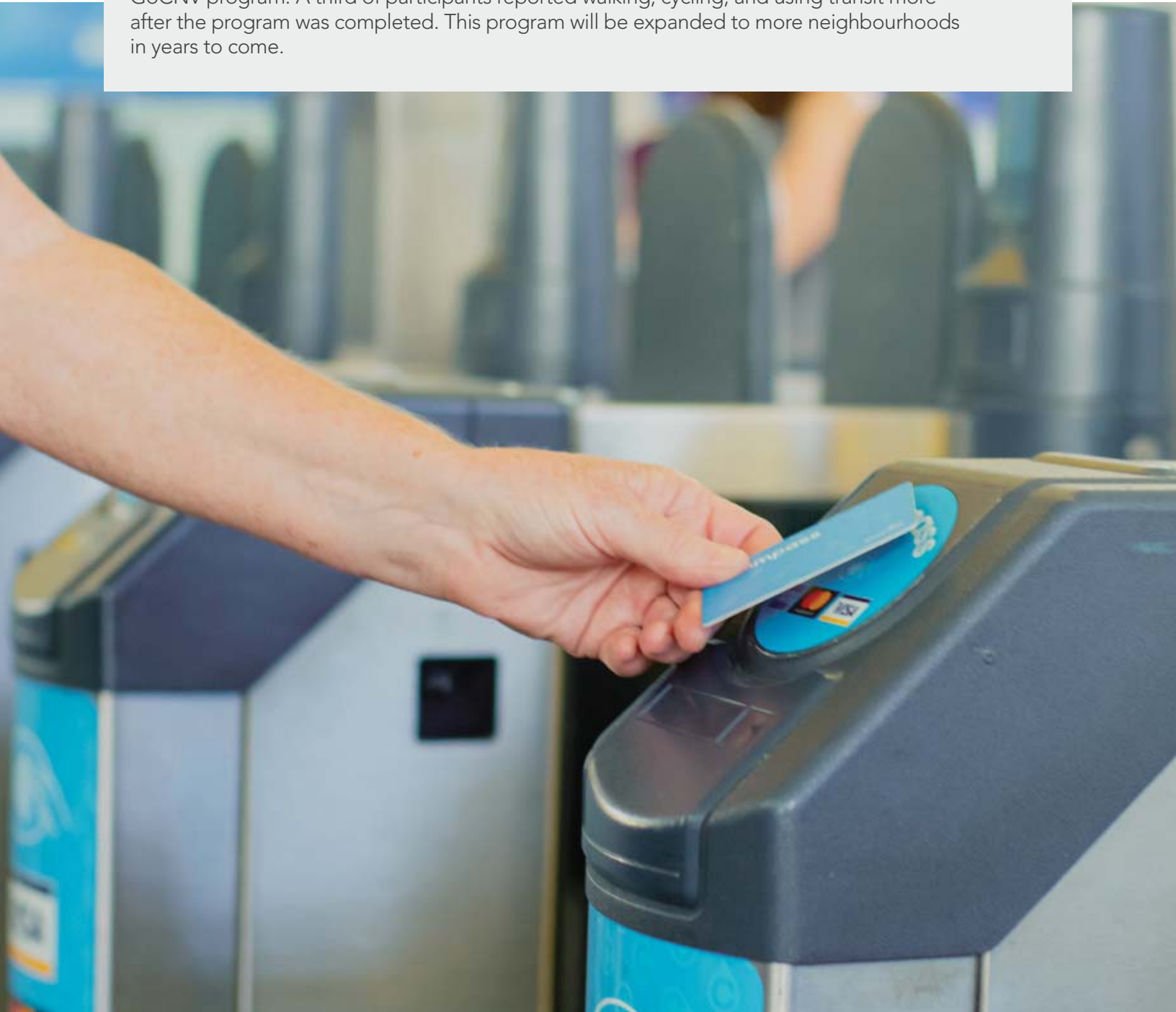
The City, in partnership with the North Vancouver School District, has worked with nine schools to encourage safe and healthy school travel habits through outreach and improvements to the transportation infrastructure around schools. School Travel Planning Facilitators work with administration, students, and families at each school for one to two years to identify barriers to active travel, encourage walking and rolling, and develop maps and a tailored action plan.

## STRATEGY 4 (CONT.)

### RECENT PROGRESS

#### GO CNV

GoCNV is a promotional program that encourages CNV residents to use sustainable travel over the summer months, including prizes, events, and other activities to keep residents travelling in a healthier and happier way. In 2019, the Central Lonsdale East community was selected to participate in the GoCNV program. A third of participants reported walking, cycling, and using transit more after the program was completed. This program will be expanded to more neighbourhoods in years to come.





## THEME 2

Improve our mobility experience through the design of streets and neighbourhoods.



We know that the experience people have on our streets influences travel choice. We have heard from the community that more attractive and comfortable infrastructure is required for walking, rolling, and transit. Increasing the number of active and sustainable trips will also benefit people who have to drive, as there will be fewer people competing for the finite amount of space available on our streets. These design-focused strategies will improve the safety and comfort for travelling on our streets, improve the resilience of our network in the face of more extreme weather, and make our streets a more desirable place to spend time.

## STRATEGIES AND ACTIONS AT A GLANCE

### 5: Improve the safety and comfort of vulnerable road users.

- A. Minimize the potential for conflict where different street users come together.
- B. Manage travel speeds and access to improve neighbourhood safety and livability.
- C. Support enforcement that reduces dangerous conduct and prioritizes protection for vulnerable road users.
- D. Make it easier for everyone to be seen while travelling.

### 6: Rebalance the space along our curbs to meet a wide range of needs.

- A. Review curb space use across the City to better meet the needs of street users.
- B. Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.

### 7: Reclaim more street space for people and nature.

- A. Foster vibrant public spaces and streets.
- B. Provide more street trees.
- C. Make our streets and public spaces rain-friendly.
- D. Reduce vehicle noise and vibrations.

### 8: Support sustainable mobility through how we grow and develop.

- A. Use land use and development to support shorter trips and sustainable mobility choices.
- B. Require most developments to provide Travel Demand Management (TDM) options for residents and/or employees.
- C. Reduce the amount of vehicle parking that developers are required to provide in new buildings and increase the amount of parking for sustainable modes.
- D. Set clear mobility expectations from new developments.





## STRATEGY 5

### Improve the safety and comfort of vulnerable road users.

Every year, there are an average of ten collisions on City streets that result in a serious injury or fatality. In recent years, people walking or rolling (vulnerable road users) have accounted for nearly all of the serious injuries and fatalities on City streets.

## ACTIONS

### 5A. Minimize the potential for conflict where different street users come together.

- i Increase the separation of different users at our busiest intersections, particularly for the protection of vulnerable road users.
- ii Expand the use of measures like pedestrian- and cyclist-activated signals, dedicated and protected turning signal phases, centreline medians, “no right turn on red” restrictions, and advanced pedestrian and cyclist crossing phases at intersections that have high volumes of people using different transportation modes.

### 5B. Manage travel speeds and access to improve neighbourhood safety and livability.

- i Create a network of 30 km/h streets that includes Local Streets and streets around schools, parks, and community centres. Expand the network of Shared Streets, where vehicle traffic is limited to speeds of pedestrians.
- ii Decrease speed limits on other street types to improve safety and comfort for all travellers.
- iii Deliver design interventions to further encourage safe travel speeds, particularly on Local Streets, including road narrowing, speed bumps, raised crosswalks, and curb-bulges.
- iv Use access management interventions to manage through traffic on Local Streets that experience chronic traffic and shortcutting.

[more >](#)

# STRATEGY 5 ACTIONS (CONT.)

## 5C. Support enforcement that reduces dangerous behaviour and prioritizes protection for vulnerable road users.

- i Update City bylaws to ensure the safety needs of our most vulnerable road users are prioritized.
- ii Continue to work with the North Vancouver RCMP to identify priority locations for regular enforcement presence at high-risk intersections and corridors.
- iii Work with the Province and North Vancouver RCMP to implement electronic enforcement to deter speeding, red light running and other dangerous behaviour at high-risk intersections and streets.
- iv Support the North Vancouver RCMP to reduce distracted drivers through education and enforcement.

## 5D. Make it easier for everyone to be seen while travelling.

- i Improve street and pathway light levels with prioritization at poorly lit intersections.
- ii Increase visibility of travel lanes, medians, crosswalks, and signage under all conditions by applying and maintaining retroreflective signage, tape and paint.

### CONCEPT CALLOUT

#### REDUCED SPEED LIMITS

Speed is a fundamental factor in the severity of a crash or collision. A person walking or rolling that is hit by a car travelling at 50 km/h has a 10% chance of survival. The same person hit by a car travelling at 30 km/h has a 90% chance of survival. The faster a person is travelling, the less time they have to react to avoid a collision, and the more severe any resulting injuries will be.

### RECENT PROGRESS

#### RIDGEWAY NEIGHBOURHOOD SLOW SPEED ZONE

In 2020, the City implemented a 30 km/h slow speed zone for the Ridgeway neighbourhood, bounded by St. Georges Avenue, East 13th Street, Grand Boulevard East, and East Keith Road. Data collected has shown the speed limit change has reduced travel speeds in the neighbourhood between 5% and 10%. The slow speed zone increases the safety and comfort of families and other vulnerable road users in the neighbourhood, while having limited impacts on vehicle travel time. Frontage improvements and intersection adjustments have been undertaken with temporary delineators, along with student-led street art from Ridgeway Elementary School at nearby intersections.







## STRATEGY 6

### Rebalance the space along our curbs to meet a wide range of needs.

Over 90% of the City's curb space is dedicated to parking. This leaves less room for a growing number of other uses, including transit, delivery vehicles, bikes and scooters, ride-hailing and taxis, all of which need a safe space to pull over. Tailoring our street design to prioritize a range of functions will create a more complete mobility network that enhances safety, efficiency, and comfort for all modes.

## ACTIONS

### 6A. Review curb space use across the City to better meet the needs of street users.

- i Undertake a review of the City's Resident Exempt Parking Program, and work with residents and businesses to develop a more comprehensive approach to vehicle permitting that meets the needs of street users, manages spillover concerns associated with off-street reductions, and better reflects the high value of street space. This may include changes to permit costs and eligibility criteria, expansion of permit areas, or transitioning to an area-wide on-street parking model.
- ii Work with businesses to introduce pricing of on-street short-term parking spaces, to manage turnover and support better use of available off-street spaces.
- iii Work with residents and businesses to develop neighbourhood curb space plans to outline appropriate measures, regulations, and designs to better meet access and parking needs.

### 6B. Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.

- i Ensure at least one dedicated short-term loading zone exists on both sides of the street on every block in the City. Direct long-term loading/unloading to occur off-street.
- ii Explore options for an urban delivery program that tracks loading zone use to determine parking availability on high-demand corridors.
- iii Coordinate with ride-hailing companies and users to identify the effectiveness of existing pick-up and drop-off zones, and where adjustments may be needed especially on Main Streets and City Connector Streets.
- iv Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.



## STRATEGY 7

### Reclaim more street space for people and nature.

Streets are part of our public space network and cover roughly 20% of the City's total land area, which can provide a meaningful opportunity to contribute to biodiversity. Green street elements bring life to the street, capture carbon, provide shading and cooling, and provide storm water management functions (e.g., to purify storm water runoff and reduce street flooding). Creating a better sense of place on our streets will help improve connections to our neighbours and communities.

## ACTIONS

### 7A. Foster vibrant public spaces and streets.

- i Create concept designs for key streets in alignment with street types that will allow Council to provide direction for future right-of-way acquisition through development.
- ii Review opportunities to increase the number of plazas and parklets on our Main Streets, City Connector Streets, and Shared Streets. This may include expanding the City's Living Lane initiative to transform under-used laneways into vibrant public spaces, while ensure essential transportation functions such as loading, parking, and emergency access are maintained.
- iii Work with the business community to extend the longevity of the City's temporary patio program.
- iv Expand the amount of local and First Nations art, with priority on our Main Streets and Shared Streets.
- v Expand activation and place-making efforts to Neighbourhood Connector Streets and Local Streets, by providing more pocket parks, benches, and street art.

[more >](#)



# STRATEGY 7 ACTIONS (CONT.)

## 7B. Support and enhance biodiversity along our streets.

- i Prioritize planting in underserved areas that have fewer street trees through the City's Street Tree Program. Main Streets and City Connector Streets will also be prioritized with anticipated high activity levels of walking and rolling.
- ii Provide a double row of street trees where space allows.
- iii Enhance urban corridors with planting of trees, hedgerows, and pollinator gardens, while maintaining intersection visibility for safe travel.

## 7C. Make our streets and public spaces rain-friendly.

- i Improve weather protection through wide, continuous, and well-designed awnings and canopies on our Main Streets.
- ii Improve the permeability of our streets for rainwater management and use low carbon materials during street reconstruction wherever possible.
- iii Enhance urban ecology and water quality outcomes by expanding the use of bioswales and rain gardens in areas where we reallocate space on our curbs.
- iv Work with the Squamish (Sḵwx̱wú7mesh) and Tsleil-Waututh (səlilwətaʔt) Nations to prioritize local flora in parklets and rain gardens.

## 7D. Reduce vehicle noise and vibrations.

- i Support specifications for goods movement and transit vehicles that reduce noise and vibrations.
- ii Incorporate transportation noise impacts into development review processes to ensure design, setbacks and materials mitigate noise.
- iii Establish speed limits and employ traffic calming measures to reduce noise and increase safety.
- iv Investigate the application of sound barriers on goods movement corridors.



## STRATEGY 8

Support sustainable mobility through how we grow and develop.

As our City continues to grow over the next decade, new developments can help residents and employees access more travel options and programs that make it easier to move around without needing to rely on a vehicle for most of our trips. By prioritizing walkable and transit-oriented communities across the City, this can enable “car-light” lifestyles and shorter trips.

### ACTIONS

#### 8A. Use land use and development to support shorter trips and sustainable mobility choices.

- i Prioritize and encourage a dense and diverse mix of housing types, jobs, services, and amenities in areas well-served by frequent transit.
- ii Enable the concept of building 15-minute neighbourhoods, where there is easy access to jobs and services, and a range of housing types and tenures of different sizes and levels of affordability.
- iii Encourage local major trip generators to be situated adjacent to the Frequent Transit Network.
- iv Design buildings to contribute to a public realm that feels safe and supports sustainable mobility choices.

#### 8B. Require most developments to provide Travel Demand Management (TDM) options for residents and/or employees.

- i Introduce a new program that right-sizes the amount and type of TDM measures required by developers based on location, type, and size of development.

[more >](#)

# STRATEGY 8 ACTIONS (CONT.)

## 8C. Reduce the amount of vehicle parking that developers are required to provide in new buildings and increase the amount of parking for sustainable modes.

- i Reduce minimum vehicle parking supply standards in close proximity to the Frequent Transit Network.
- ii Establish vehicle parking maximums for multi-unit residential buildings.
- iii Increase the minimum requirements for bicycle parking, and require more horizontal bicycle parking and charging points to accommodate the increased popularity of cargo bicycles and e-bikes.
- iv Review possibilities for shared off-street vehicle parking among complementary uses, where appropriate.

## 8D. Set clear mobility expectations from new developments.

- i Develop improved guidance on mobility-related improvements that need to be accommodated through new development, using street types as a guide.
- ii Update the City's Development Cost Charges program to incorporate key projects that can be used for a wider range of mobility improvements, and ensure this is reviewed regularly to align with evolving needs.
- iii Ensure financial contributions for transportation generated through new developments are directed to the highest and best use for sustainable transportation outcomes.

### CONCEPT CALLOUT

#### OVERBUILDING OUR PARKING SUPPLY

Parking supply exceeds demand for apartment buildings across the region, including in the City of North Vancouver. This adds a significant cost to residents, is environmentally impactful, and incentivizes people to own vehicles. Decreasing parking minimums improves the choice and flexibility in how businesses and residents use their properties to meet parking needs, will improve affordability through decreased parking costs, and moves us towards creating a vibrant and walkable city that is envisioned through the Mobility Strategy.<sup>16</sup>

#### TRAVEL DEMAND MANAGEMENT MEASURES

As more people and jobs come to the region, there is a need to ensure that many travel options exist. Our existing road network has limited capacity for more vehicle trips. TDM options can include provision of on-site car-share vehicles and parking spaces, subsidized transit passes, subsidies for bicycles, and individualized trip planning services. program was completed. This program will be expanded to more neighbourhoods in years to come.



## STRATEGY 8 (CONT.)

### RECENT PROGRESS

#### WALKABLE AND TRANSIT-ORIENTED COMMUNITIES

Transit-oriented communities are places that allow people to drive less and walk, cycle and take transit more by considering the design and density of how communities are developed and ensure well-connected outcomes that are served by frequent transit and are near to a range of services and amenities. The City of North Vancouver has been applying these principles particularly around Central and Lower Lonsdale so that residents are able to receive social, economic, environmental, transportation, and livability benefits.





### THEME 3

Improve the reliability for people and goods to move around our City and region.



As our region continues to grow in population and jobs, efficient movement will be challenged as more trips take place. However, there are many ways to improve the transportation system's reliability. These include maintaining assets in a state of good repair, addressing the sources of unpredictability, and providing tools that share information with system users so people can make informed decisions for all trips.

## STRATEGIES AND ACTIONS AT A GLANCE

### 9: Keep urban freight, deliveries, and emergency vehicles moving.

- A. Support local and regional goods movement.
- B. Promote and enable low- or zero-emission deliveries.
- C. Maintain and improve key emergency response routes.

### 10: Strengthen our connections within the City, and across the North Shore and Metro Vancouver region.

- A. Create enabling conditions for rapid transit expansion on the North Shore, and across the Burrard Inlet.
- B. Support and deliver initiatives that increase the reliability of our street network.
- C. Coordinate closely with the District of North Vancouver and the Squamish Nation on all boundary-adjacent mobility infrastructure and projects.

### 11. Optimize our mobility system through proactive management, operation and access to information.

- A. Develop better experience-focused service standards.
- B. Deploy frequent surveys and apply technology to monitor and inform predictive planning and maintenance priorities
- C. Work with TransLink and other partners to create a mobility management system to optimize signals, curbside regulations, and real-time traveller information.
- D. Work with TransLink, Metro Vancouver, and other partners to improve regional resilience of our transportation system to withstand future shocks and challenges.



## STRATEGY 9

### Keep urban freight, deliveries, and emergency vehicles moving.

The ability to have goods delivered quickly and reliably is an essential component of our economy and city living. The rise in online shopping and more dynamic supply chains has seen Canada Post parcel delivery double between 2012 and 2019.<sup>17</sup> The increase in parcel delivery, along with population and employment increases are making it more difficult for efficient goods movement. This also creates difficult conditions for emergency vehicles to efficiently respond to incidents.

## ACTIONS

### 9A. Support local and regional goods movement.

- i Protect a network of goods movement corridors in partnership with TransLink, Port of Vancouver, other North Shore municipalities, and First Nations.
- ii Support regional goods movement policies and programs as specified in Metro Vancouver's Regional Growth Strategy and TransLink's Regional Transportation Strategy.
- iii Explore opportunities to implement goods movement priority measures that do not increase general purpose traffic or impact the reliability of active transportation or transit.
- iv Reimagine the City's goods movement network so it meets the modern needs of the regional economic gateway and businesses in the City while minimizing impacts on surrounding neighbourhoods.

[more >](#)

*See page 79 for footnote references.*



# STRATEGY 9 ACTIONS (CONT.)

## 9B. Promote and enable low- or zero-emission deliveries.

- i Explore the feasibility of a delivery microhub program that enables right-sized delivery vehicles (including bicycle couriers) for short-distance trips.
- ii Explore the feasibility of a permit system for commercial and delivery vehicles that incentivizes the use of low- or zero-emission vehicles (including bicycle and cargo bike couriers) or dissuades the use of traditional internal combustion engines.
- iii Increase the supply of secure delivery lockers so that recipients can pick up packages a short walk away from home or work.

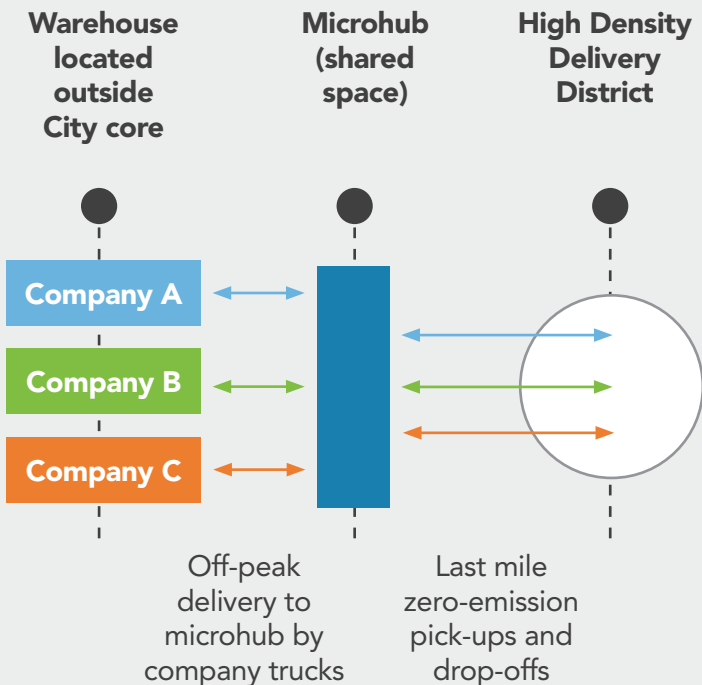
## 9C. Maintain and improve key emergency response routes.

- i Continue to coordinate with North Vancouver City Fire, the RCMP, and BC Ambulance Service to maintain and improve emergency response routes using heat maps of frequent routing.
- ii Continue to invest in signal pre-emption technology at intersections on Main Streets and City Connector Streets to facilitate efficient emergency response.
- iii Maintain frequent communication with emergency responders on street redesigns to ensure emergency vehicles continue to be prioritized.

### CONCEPT CALLOUT

#### DELIVERY MICROHUBS

A delivery microhub is a new form of logistics facility that is particularly effective near final delivery points (e.g., less than five km from a destination). Microhubs provide the opportunity for multi-carrier consolidation and right-sizing to smaller and cleaner modes of transport, such as cargo bicycles or pedestrian couriers. This type of logistics space is particularly beneficial for urban areas where there are higher amounts of vehicle congestion (such as Lower Lonsdale). By consolidating deliveries from multiple carriers and redeploying packages to more efficient and smaller modes, goods are able to be delivered more efficiently, resulting in improved reliability, often at a decreased cost to the delivery provider.







## STRATEGY 10

Strengthen our connections within the City, and across the North Shore and Metro Vancouver region.

More people than ever before are traveling to, from, and through the City and broader North Shore for work, school, and recreation. Our port-oriented industries mean we play a critical role in the region's gateway economy. Making it easier to get to and from our City is good for our livability and economy.

### ACTIONS

#### 10A. Create enabling conditions for rapid transit expansion on the North Shore, and across the Burrard Inlet.

- i Continue to work with the Squamish (Skwxwú7mesh) and Tsleil-Waututh (səlilwətaʔɬ) Nations, North Shore municipalities, TransLink, and the Province to leverage the recent Burrard Inlet Rapid Transit study findings and prioritize rapid transit investment to the North Shore.
- ii Continue to work with the Squamish (Skwxwú7mesh) and Tsleil-Waututh (səlilwətaʔɬ) Nations, North Shore municipalities, and TransLink to expand frequent transit offerings across the North Shore, particularly by introducing fast and reliable transit along Lonsdale Avenue to connect with Lynn Valley Town Centre.
- iii Align transit-oriented development opportunities with Major Transit Growth Corridors as outlined in Metro Vancouver's Regional Growth Strategy (Metro 2050).
- iv Work with TransLink to plan and deliver inter-regional express transit service between the North Shore and Sea-to-Sky corridor communities like Squamish and Whistler.

[more >](#)

# STRATEGY 10 ACTIONS (CONT.)

## 10B. Support and deliver initiatives that increase the reliability of our street network.

- i Prioritize infrastructure projects that provide more connections between destinations for all modes in case one part fails due to an incident.
- ii Pair network improvement projects with traffic calming and access restrictions on Local Streets to prevent shortcutting from longer distance trips.
- iii Work with North Shore municipalities and the Squamish (Skwxwú7mesh) Nation toward implementing a Western Lower Level Route Expansion to increase redundancy of east-west routes.
- iv Support regional travel demand initiatives such as mobility pricing to improve the reliability of our street networks by reducing congestion in a way that is fair, equitable and reduces emissions.

## 10C. Coordinate closely with the District of North Vancouver, Squamish Nation, and Province on all boundary-adjacent mobility infrastructure and projects.

- i Develop an inter-jurisdictional boundary committee that discusses anticipated mobility impacts to respective jurisdictions. This could include maintaining a seamless experience for transit priority, mobility lanes, and sidewalk infrastructure, and reviewing any sizable developments.
- ii Coordinate current and long-range mobility planning with the Squamish (Skwxwú7mesh) Nation to support more seamless connections and service availability between respective jurisdictions.
- iii Maintain strong partnerships with North Shore governments to coordinate efforts on sub-regional transportation decisions.
- iv Work with the Province to deliver the recommendations of the Highway 1/99 North Shore Corridor Study, including improving the people moving capacity of the corridor through dedicated transit lanes and improving connections across Highway 1 for all modes of travel.
- v Work with partners on the North Shore and across the region towards the implementation of a regional EV charging network.

[more >](#)

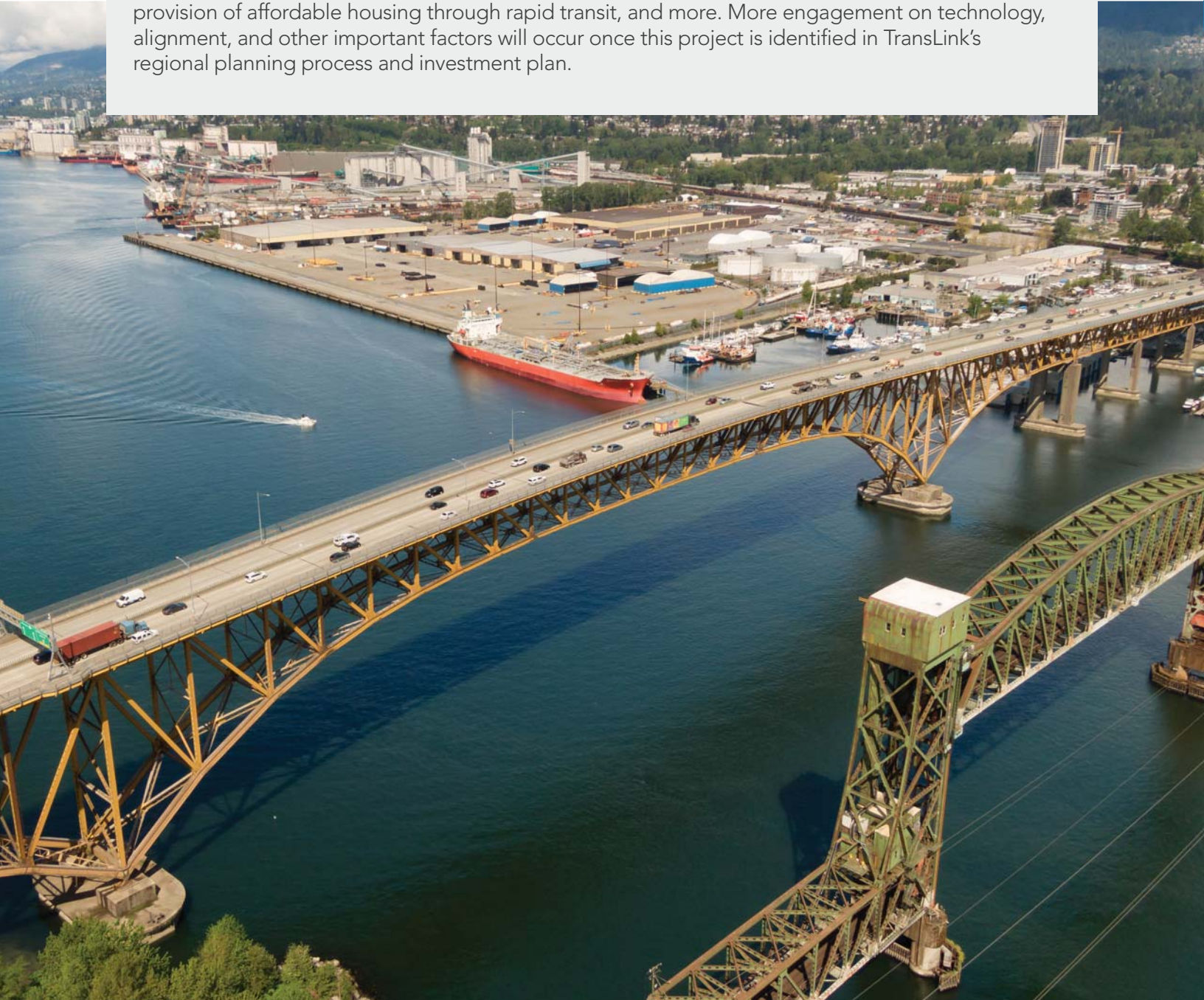


## STRATEGY 10 ACTIONS (CONT.)

### RECENT PROGRESS

#### **BURRARD INLET RAPID TRANSIT (BIRT)**

Between 2019 and 2021, a feasibility study and benefits assessment were undertaken by North Shore municipalities, First Nations, and additional partners to better understand the impacts of rapid transit across the Burrard Inlet. The first part of this study created a short list of feasible alignments across the inlet, while the benefits assessment analyzed travel time savings, safety benefits, emissions benefits, agglomeration impacts, improved access to housing and jobs, provision of affordable housing through rapid transit, and more. More engagement on technology, alignment, and other important factors will occur once this project is identified in TransLink's regional planning process and investment plan.





## STRATEGY 11

Optimize our mobility system through proactive management, operation and access to information.

The City of North Vancouver's mobility system includes traffic signals, travel lanes, traffic regulations, and different trip options. Small disruptions have the potential to multiply into system-wide issues. Emerging technologies can help us be more proactive to prepare and respond.

### ACTIONS

#### 11A. Develop better experience-focused service standards.

- i Create an asset management strategy that defines objectives for mobility services and assets, describes activities required to manage these assets into the future, and identifies a financial plan to resource these activities.
- ii Align our asset management efforts to focus on the user experience, rather than solely focusing on asset condition.
- iii Provide an improved level of service for people walking and rolling during all seasons, including more leaf and debris clearing in the fall and more snow clearing of mobility lanes and critical pathways in the winter.
- iv Improve the infrastructure quality for sustainable modes first and pair this with TDM interventions to reduce impacts of new vehicle trips.
- v Make it easier for people to report maintenance issues through the CityFix portal.
- vi Work with partners to ensure maintenance of clean and safe street, lane, and sidewalk surfaces.

[more >](#)



## STRATEGY 11 ACTIONS (CONT.)

### 11B. Deploy frequent surveys and apply technology to monitor and inform predictive planning and maintenance priorities.

- i Create a transportation data management plan that outlines how data is collected, maintained, and shared for all travel modes.
- ii Expand the use of real-time sensors to better understand ongoing street conditions and traffic so the City can make adaptations to signals and lanes in real time, and also prioritize where we undertake maintenance.
- iv Prioritize real-time sensors primarily on Main Streets, City Connector Streets, and known conflict zones where safety issues are an immediate priority.

### 11C. Work with TransLink and other partners to create a mobility management system to optimize signals, curbside regulations, and real-time traveller information.

- i Investigate the application of off-street public and private parking lot smart sensors that provide real-time information to drivers on the availability of parking.
- ii Create opt-in digital programs that notify street users of current and ongoing construction activities, helping people adjust their routes to avoid delays and congestion.
- iii Provide real-time curb and street data as part of the City's digital wayfinding program. This can encourage third-party providers to use of this data, expanding the reach of City capabilities.

### 11D. Work with TransLink, Metro Vancouver, and other partners to improve regional resilience of our transportation system to withstand future shocks and challenges.

- i Provide redundancy in travel options on our streets by developing and improving active transportation and transit links that provide low-cost, low-emission ways to get around.
- ii Continue to focus development growth in the Lonsdale Regional Centre and along Major Transit Growth Corridors.
- iii Implement other municipal actions from the Metro 2050 / Transport 2050 Regional Resilience Framework with support from regional authorities.
- iv Continue to work closely with North Shore Emergency Management, North Shore municipalities, and First Nations communities to routinely update evacuation and emergency response routes to ensure the network is prepared for emergencies.
- v Work with North Shore and regional partners to share information and data related to hazards, risks, and vulnerabilities, and to identify critical infrastructure and system interdependencies.

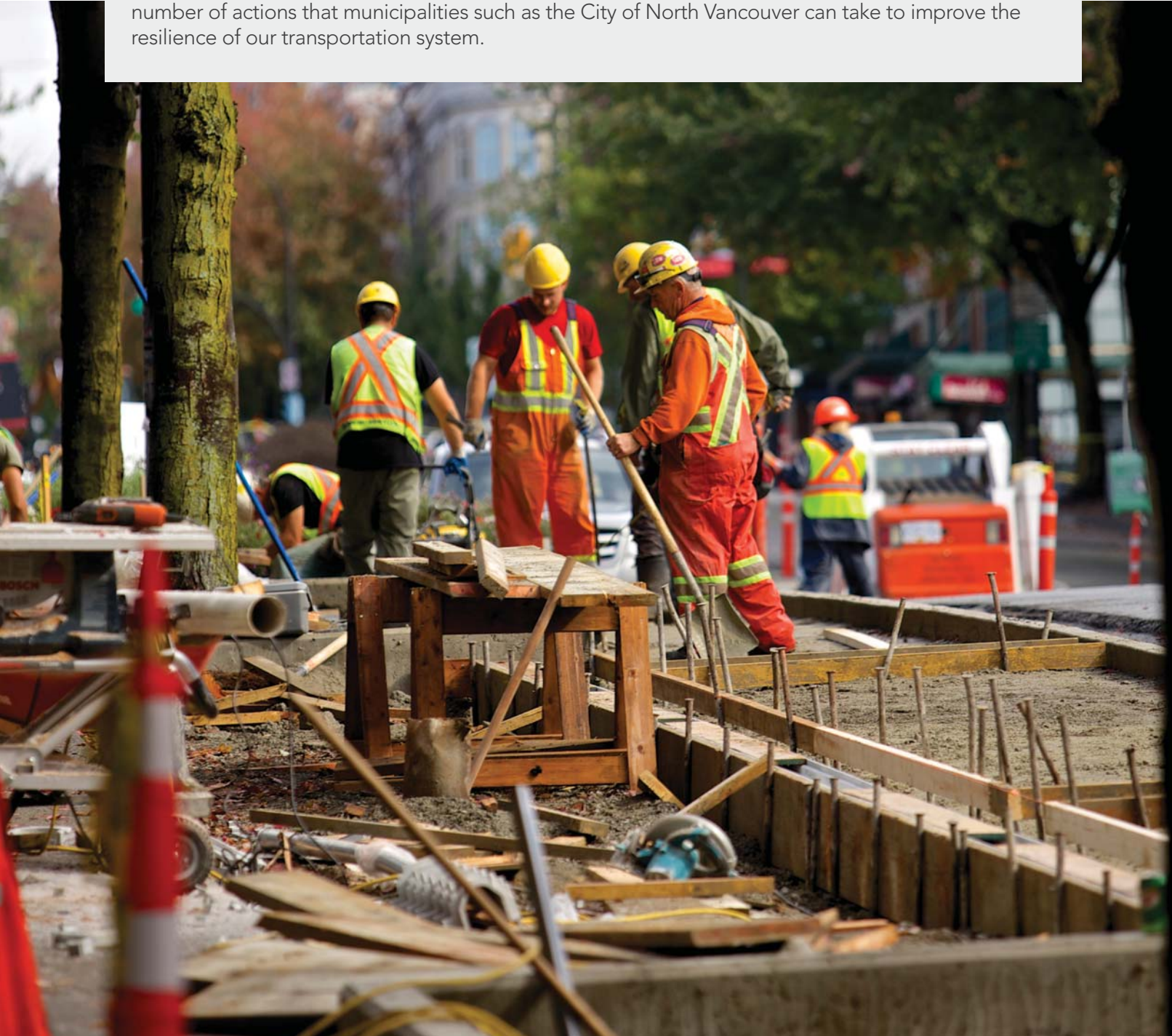
[more >](#)

## STRATEGY 11 (CONT.)

### RECENT PROGRESS

#### REGIONAL RESILIENCE

In 2021, TransLink and Metro Vancouver explored what the region and municipalities can do to improve regional resilience. The study reviewed what communities and organizations can do to prepare, avoid, absorb, recover, and adapt to the effects of a wide range of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from these shocks and stresses to build back better. The study includes a number of actions that municipalities such as the City of North Vancouver can take to improve the resilience of our transportation system.





# Street Types, Expanded

Our streets are a finite resource. This limited space must balance the needs of all the ways people move around our City, while also achieving the goals in this Mobility Strategy.

Our streets have different needs and functions that merit different design considerations. To account for these needs, we require new ways to think about and categorize our streets.

The street types on the following pages provide guidance on how we will prioritize different features that consider street function, local land use context,

and community objectives together. These street types are intended to support the City's existing road classification system of arterial, collector and local roads to ensure we are better considering the range of elements that make different streets work for everyone.

## WHAT THE STREET TYPES ARE MEANT TO ACCOMPLISH

- ▶ **Develop a common language and vision around our streets for future community engagement.** Our streets are not going to change overnight but there will be a shift over the next decade to support us achieving the goals in the Mobility Strategy. These street types will be used as an engagement medium when beginning projects that will transform our streets.
- ▶ **Indicate what can be expected for specific street features.** These street types are intended to provide a framework for how we prioritize elements on our streets through the likely (and unlikely) features that are listed for each one.
- ▶ **Tie building form and design to our streets.** The City has made concerted efforts to align building designs with the adjacent streetscape. These street types will provide a starting point and add clarity on the look and feel of our streets going forward, allowing for building designs to match these desirable functions.
- ▶ **Provide guidance on which streets are appropriate for certain policies and actions.** Street types are frequently referred to in the Mobility Strategy actions above in order to prioritize where policy changes may occur.





The Mobility Strategy establishes six street types that are driven by an overall vision for the intended future state of our streets. They are based on land use context, transportation function, and design objectives.

**MAIN STREETS** are the core activity spines of the City for shopping, services, and amenities.

**CITY CONNECTOR STREETS** provide access across the City and to regional networks.

**NEIGHBOURHOOD CONNECTOR STREETS** connect Local Streets to the broader network.

**LOCAL STREETS** are low-volume, low-speed streets often in residential neighbourhoods.

**SHARED STREETS** are curbsless streets that prioritize pedestrians and vibrancy.

**SERVICE STREETS** provide access to service and industrial areas in the City.

Each street type is explained on the following pages and includes a description, design and mobility objectives, and a table indicating what features are likely to be prioritized.

Transitioning our streets to ensure they reflect the key objectives and features of the street types will occur using available right-of-way through a combination of street and corridor design and reconstruction initiatives, and through property redevelopment.

> See page 74 for a map showing all street types.

## WHAT ABOUT LANEWAYS?

Laneways are a critical part of our mobility network, and provide space for essential transportation functions such as loading, parking, and emergency access along with opportunities to enhance them as activated spaces.

Laneways will seek to accomplish the following across the City:

- ▶ Support local vehicle access and storage, and allow streets themselves to make space for sustainable modes, and for greening through street trees and rain gardens.
- ▶ Facilitate off-street waste collection and loading/unloading access for residences.
- ▶ Where possible, transform under-used laneways into vibrant public spaces.
- ▶ Support safe local access for all modes by ensuring slow speeds and preventing shortcutting.
- ▶ Support sustainability and livability of dwellings facing the laneway by incorporating green infrastructure where appropriate for the context.



# Main Streets

Main Streets are the core commercial activity spines of the City that provide residents, visitors, and workers with daily essentials and a range of services.

These streets often face the greatest challenges in balancing the needs of 'going to' and 'going through'.

Main Streets are active places with pedestrian-oriented shopping, employment, and entertainment, yet must also accommodate the movement of people and the movement of goods. Pick-up and delivery of goods ideally occurs in adjacent laneways, where they exist, creating more space on the street for the movement of people. Main Streets are part of our Frequent Transit Network, with transit movements being prioritized where possible.

The design of these streets encourages slower vehicle speeds and a high-quality public realm to clearly communicate that walking, rolling, and transit access are priorities, while still accommodating goods movement and deliveries. Main Streets are easily identifiable and carry a character of a city centre.



## Design and Mobility Objectives

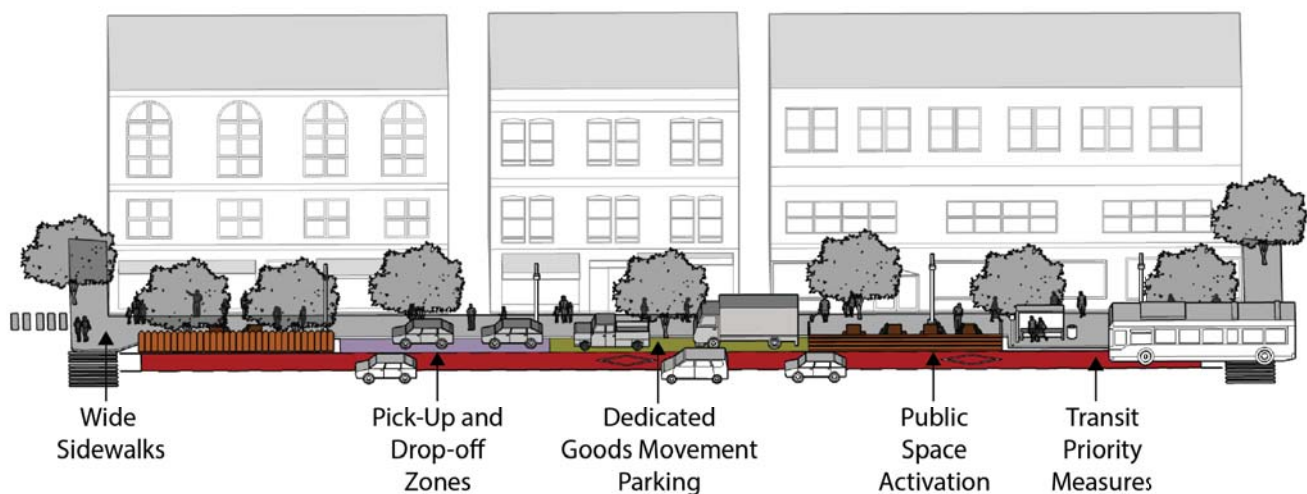
- ▶ Encourage vehicle speeds of approximately 40 km/h.
- ▶ Make transit easily accessible and the most intuitive choice of vehicle travel.
- ▶ Prioritize pedestrian movement through a comfortable public realm with wide frontages that allows for lingering and non-linear movement.
- ▶ Accommodate reliable goods movement and transit priority.

## Adjacent Land Use

- ▶ Primarily high-density, mixed-use built form with retail, commercial, office, and residential uses.

## MAIN STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks	x		
Street furnishings (e.g., benches, planter boxes)	x		
Bicycle and micromobility parking	x		
Accessible parking for people with disabilities	x		
Short-term on-street vehicle parking		x	
Long-term on-street vehicle parking			x
Transit priority measures (e.g., bus-only lanes)	x		
Ride-hail and taxi zones	x		
Signalized intersections	x		
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes	x		
Neighbourhood bikeways			x
Sidewalk corner bulges	x		
Sidewalk mid-block bump outs		x	
Traffic calming measures			x
Lower speed limits	x		
<b>Climate Change and the Environment</b>			
Single row of street trees	x		
Double row of street trees		x	
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones		x	
Laneway short-term delivery load zones	x		
Parklets, patios and plazas	x		
Unique surface treatments (e.g., printed asphalt)		x	
Space for events and activation	x		



# City Connector Streets

City Connector Streets move higher volumes of people and goods throughout the City and connect to the regional transportation system, including Highway 1 and major streets in the District of North Vancouver.

Space-efficient modes like walking, rolling, and transit help move the most people in the least amount of space. Many City Connector Streets are part of our Frequent Transit Network.

These streets safely accommodate the needs of larger vehicles while prioritizing pedestrian safety along and across the corridors.

AAA mobility lanes will also be likely features found on City Connector Streets, allowing network connectivity for wheeled users.



## Design and Mobility Objectives

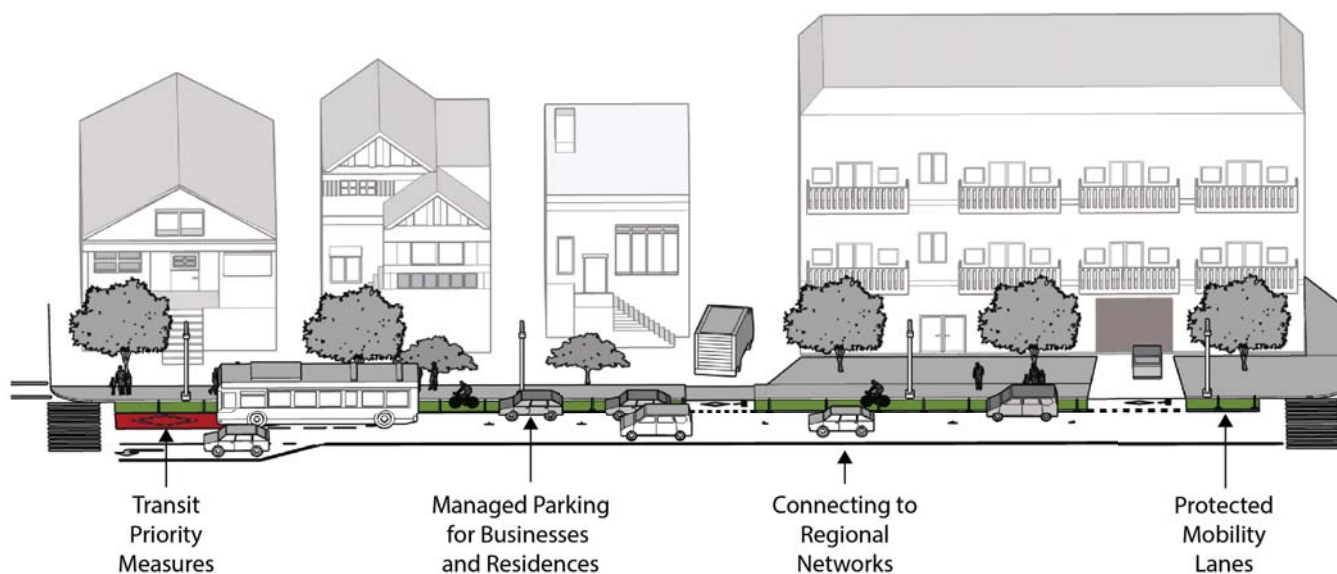
- ▶ Encourage vehicle speeds of approximately 40 km/h.
- ▶ Support public spaces, landscaping, and other elements that contribute to a more pedestrian-friendly experience.
- ▶ Maintain critical connectivity for travelling through the City for all modes.
- ▶ Prioritize space-efficient travel modes (transit, walking, and cycling), especially during peak travel periods.

## Adjacent Land Use

- ▶ No specific adjacent land use. City Connector Streets include a mix of uses across the City.

## CITY CONNECTOR STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks		x	
Street furnishings (e.g., benches, planter boxes)	x		
Bicycle and micromobility parking	x		
Accessible parking for people with disabilities	x		
Short-term on-street vehicle parking		x	
Long-term on-street vehicle parking		x	
Transit priority measures (e.g., bus-only lanes)	x		
Ride-hail and taxi zones		x	
Signalized intersections	x		
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes	x		
Neighbourhood bikeways			x
Sidewalk corner bulges	x		
Sidewalk mid-block bump outs			x
Traffic calming measures			x
Lower speed limits	x		
<b>Climate Change and the Environment</b>			
Single row of street trees		x	
Double row of street trees		x	
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones		x	
Laneway short-term delivery load zones	x		
Parklets, patios and plazas		x	
Unique surface treatments (e.g., printed asphalt)			x
Space for events and activation			x





# Neighbourhood Connector Streets

Neighbourhood Connector Streets support transitions from Main Streets and City Connector Streets into residential areas.

They provide necessary through movements in neighbourhoods while balancing the safety and access needs of neighbourhood residents.

Neighbourhood Connector Streets are designed to encourage slower traffic speeds and minimize the number of travel lanes in order to enhance pedestrian and cyclist safety. Some Neighbourhood Connector Streets are part of the City's AAA Mobility Lane Network and will continue to provide safe and comfortable infrastructure for active travel. These streets also provide pedestrian-scale streetscape features, and walkways protected from vehicle traffic.



## Design and Mobility Objectives

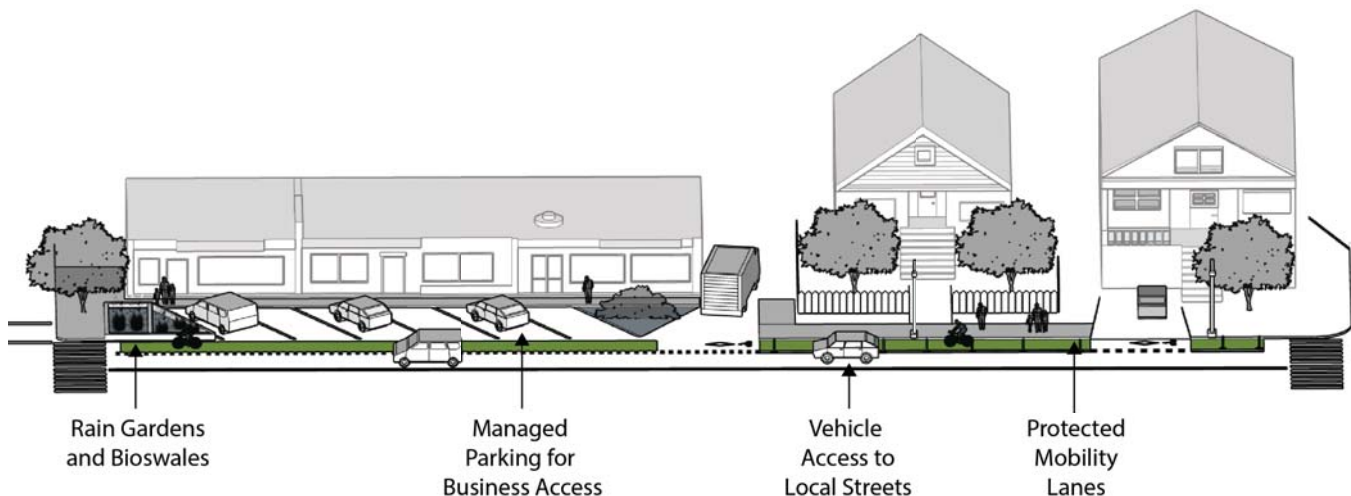
- ▶ Encourage vehicle speeds of approximately 40 km/h.
- ▶ Support public spaces, landscaping, and other elements that contribute to a more pedestrian-friendly experience.
- ▶ Prioritize safe and comfortable walking and rolling connections.
- ▶ Connect neighbourhoods to community destinations and provide access to residences.
- ▶ Facilitate loading/unloading activities from nearby Main Streets and City Connector Streets.

## Adjacent Land Use

- ▶ Primarily low- to medium-density residential, with some mixed-use commercial and retail services.

## NEIGHBOURHOOD CONNECTOR STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks	x		
Street furnishings (e.g., benches, planter boxes)		x	
Bicycle and micromobility parking	x		
Accessible parking for people with disabilities		x	
Short-term on-street vehicle parking	x		
Long-term on-street vehicle parking		x	
Transit priority measures (e.g., bus-only lanes)			x
Ride-hail and taxi zones			x
Signalized intersections		x	
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes		x	
Neighbourhood bikeways		x	
Sidewalk corner bulges	x		
Sidewalk mid-block bump outs		x	
Traffic calming measures		x	
Lower speed limits		x	
<b>Climate Change and the Environment</b>			
Single row of street trees			x
Double row of street trees	x		
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones	x		
Laneway short-term delivery load zones	x		
Parklets, patios and plazas		x	
Unique surface treatments (e.g., printed asphalt)			x
Space for events and activation			x



# Local Streets

Local Streets are low-speed, low-volume streets that provide access to residences and community destinations such as parks, schools, and gathering spaces.

Local Streets are often found in lower-density residential areas and prioritize safety, local access, and longer-term vehicle storage for neighbourhood residents. They invite residents to use the streets as common gathering places.

Local Streets have more traffic calming and access management measures to dissuade cut-through traffic. Because Local Streets have lower traffic volumes, they can facilitate local street bikeways that still allow for safe and comfortable travel, as part of our broader AAA Mobility Lane Network. Some local streets may be appropriate for considering pilot design interventions. These could include traffic calming for improved livability, or creation of 'green streets', where vegetation, street trees, and rain gardens are provided to capture rainwater, cleanse storm water runoff, and create a more calm and restorative streetscape to a further degree.



## Design and Mobility Objectives

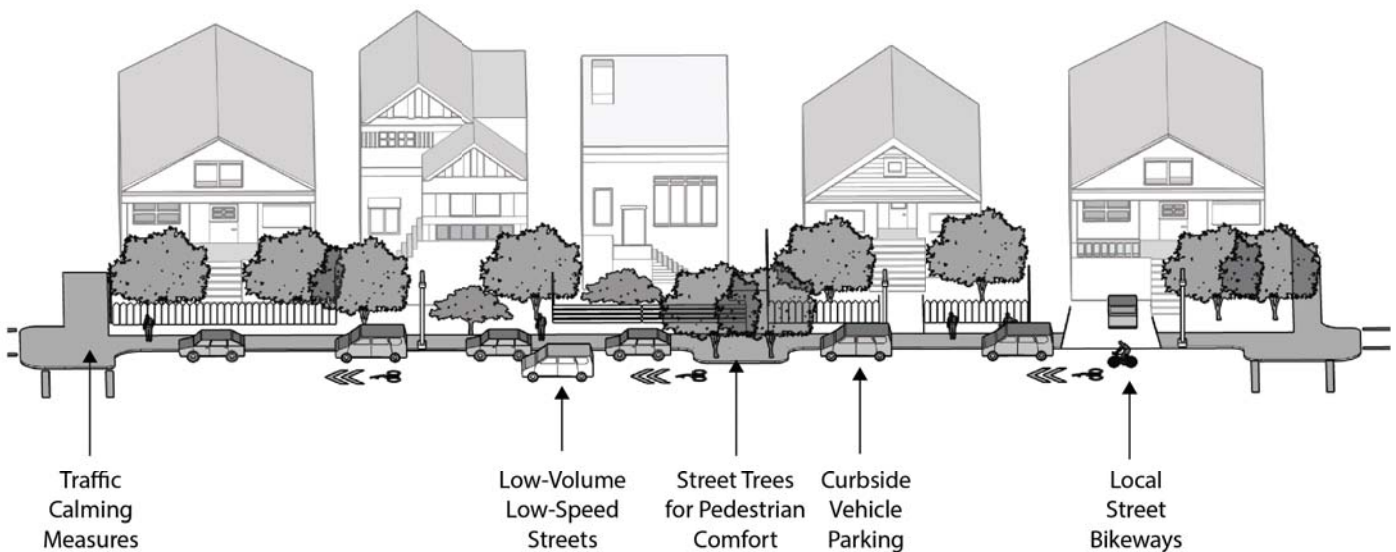
- ▶ Encourage vehicle speeds of approximately 30 km/h.
- ▶ Design streets that allow people to walk or roll safely and comfortably.
- ▶ Decrease vehicle speeds, volumes, and shortcutting.
- ▶ Make streets more family-friendly through traffic calming and greening.

## Adjacent Land Use

- ▶ Primarily low-density residential along with community destinations.

## LOCAL STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks	x		
Street furnishings (e.g., benches, planter boxes)	x		
Bicycle and micromobility parking		x	
Accessible parking for people with disabilities		x	
Short-term on-street vehicle parking	x		
Long-term on-street vehicle parking	x		
Transit priority measures (e.g., bus-only lanes)			x
Ride-hail and taxi zones			x
Signalized intersections			x
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes			x
Neighbourhood bikeways	x		
Sidewalk corner bulges	x		
Sidewalk mid-block bump outs	x		
Traffic calming measures	x		
Lower speed limits	x		
<b>Climate Change and the Environment</b>			
Single row of street trees		x	
Double row of street trees	x		
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones	x		
Laneway short-term delivery load zones		x	
Parklets, patios and plazas		x	
Unique surface treatments (e.g., printed asphalt)			x
Space for events and activation			x





# Shared Streets

Shared Streets are people-first spaces that allow local access for residents, workers, and service and delivery vehicles.

They can be permanent or temporary in nature, from piloting short-term closures on other street types, to streets that are permanently spaces for gathering, activations, and excitement.

Through design elements - including street furnishings, traffic calming measures, street art, and unique curbless paving materials - speeds are limited for all travel modes. They provide flexible space for people to play and gather, and offer opportunities for activation and programming to accommodate street fairs, markets, or spillover space during other events in adjacent parks or buildings.



## Design and Mobility Objectives

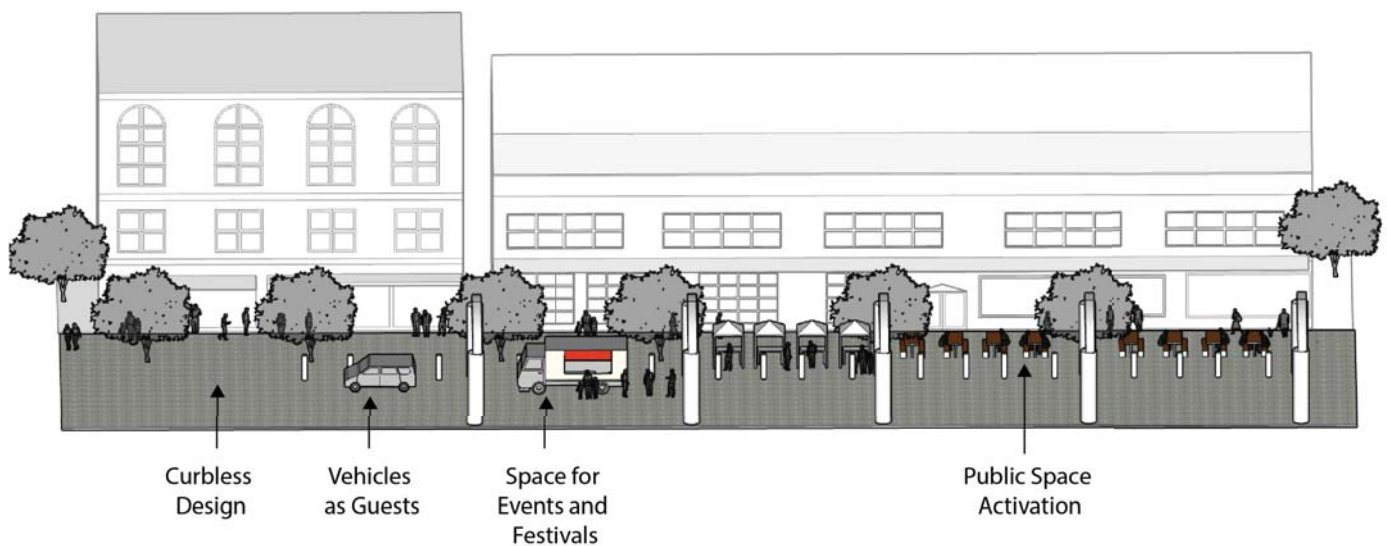
- ▶ Encourage vehicle speeds similar to a pedestrian pace.
- ▶ Prioritize pedestrian movements and activation through parklets, pocket plazas, and patios.
- ▶ Minimize traffic volumes and speeds through traffic calming and access limitations.

## Adjacent Land Use

- ▶ Primarily high- to medium-density mixed-use residential, commercial, retail, and entertainment areas.

## SHARED STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks			x
Street furnishings (e.g., benches, planter boxes)	x		
Bicycle and micromobility parking	x		
Accessible parking for people with disabilities		x	
Short-term on-street vehicle parking			x
Long-term on-street vehicle parking			x
Transit priority measures (e.g., bus-only lanes)			x
Ride-hail and taxi zones		x	
Signalized intersections			x
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes		x	
Neighbourhood bikeways		x	
Sidewalk corner bulges		x	
Sidewalk mid-block bump outs		x	
Traffic calming measures	x		
Lower speed limits	x		
<b>Climate Change and the Environment</b>			
Single row of street trees		x	
Double row of street trees	x		
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones	x		
Laneway short-term delivery load zones		x	
Parklets, patios and plazas	x		
Unique surface treatments (e.g., printed asphalt)	x		
Space for events and activation	x		



# Service Streets

Service Streets provide access to industrial, commercial, and manufacturing businesses within the City.

They are integral to our economic activity and design and maintenance considerations include use by large vehicles, including freight and goods delivery vehicles.

While there may be less walking and rolling along Service Streets, they still provide employees options for their commute, and serve as through-routes to adjacent land uses or connections between destinations. Sidewalks and mobility lane infrastructure aid in providing predictable movements for these vulnerable users.



## Design and Mobility Objectives

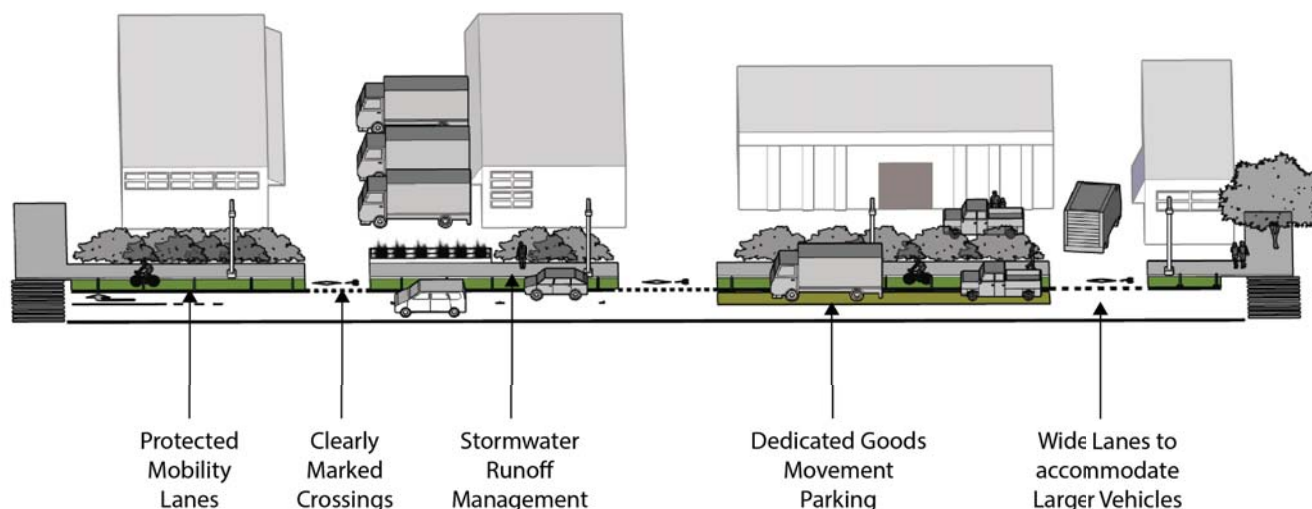
- ▶ Encourage vehicle speeds of approximately 40 km/h.
- ▶ Connect workers to jobs and customers to goods and services for all travel modes.
- ▶ Decrease conflicts by providing facilities that promote predictable user movements.
- ▶ Minimize environmental impacts such as storm water runoff, noise, and vibrations.

## Adjacent Land Use

- ▶ Primarily low- to medium-density industrial, commercial, and manufacturing areas.

## SERVICE STREETS (CONT.)

STREET FEATURES	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
Wide sidewalks		x	
Street furnishings (e.g., benches, planter boxes)		x	
Bicycle and micromobility parking	x		
Accessible parking for people with disabilities	x		
Short-term on-street vehicle parking		x	
Long-term on-street vehicle parking			x
Transit priority measures (e.g., bus-only lanes)		x	
Ride-hail and taxi zones			x
Signalized intersections	x		
<b>Safety and Comfort</b>			
Protected or off-street AAA Mobility Lanes	x		
Neighbourhood bikeways			x
Sidewalk corner bulges	x		
Sidewalk mid-block bump outs		x	
Traffic calming measures			x
Lower speed limits		x	
<b>Climate Change and the Environment</b>			
Single row of street trees	x		
Double row of street trees		x	
Bioswales and rain gardens	x		
<b>Prosperity and Vibrancy</b>			
On-street short-term delivery load zones	x		
Laneway short-term delivery load zones	x		
Parklets, patios and plazas			x
Unique surface treatments (e.g., printed asphalt)			x
Space for events and activation			x





## STREET TYPES MAP



This map provides an overview of what street type applies to each of the streets in the City. No street will change overnight; projects will occur over the lifespan of this Mobility Strategy. There will continue to be an emphasis on community engagement for each project that transforms our streets.

Each street segment in our City is unique, and street features will differ for every street, even if it falls in the same street type category. Street types will be subject to refinement through other planning efforts (e.g., corridor plans or area plans) and coordination with adjacent jurisdictions (District of North Vancouver and Squamish (Skwxwú7mesh) Nation).



## IMPLEMENTING THE STRATEGY





# Delivering the Mobility Strategy

The Mobility Strategy provides over 100 actions that encompass a wide range of policies, projects, and programs.

Funding and resources are limited and we cannot deliver all actions in this Strategy at once. All departments in the City provide a list of projects and programs each year that are evaluated based on how well they support the City's Official Community Plan, Council's Strategic Plan, and other City priorities. Policy development and implementation is also considered through department work programs on an annual basis. Transportation projects and programs are funded through the City's capital planning process and will be identified through our annual Corporate Business Plans.

Over the next decade, the City will develop a work plan each year that portions out specific components of the Mobility Strategy for further planning and implementation for Council's consideration. Ongoing engagement with our community, partners, and stakeholders will help make these decisions, along with how projects, policies, and programs are designed and implemented.

## TERMINOLOGY

- **POLICIES** are rules, guidelines, principles, or frameworks that are adopted through City bylaws. For mobility, these are generally designed to incentivize or disincentivize certain types of behaviour for how we use our streets and how we get around.
- **PROGRAMS** are a set of measures or activities that are usually conducted within a specific time period but can be ongoing. Mobility examples include sustainable travel education programs (such as Go By Bike Week) that the City coordinates to encourage people to try different ways of travelling.
- **PROJECTS** focus on the development and maintenances of services, facilities and systems. Mobility project examples include expanding our AAA mobility lane network, and improving our sidewalks to be universally accessible.

# Implementation Principles

As projects, programs, and policies are considered through the above-noted process, the City will apply five implementation principles that will shape how we do business and implement the actions and strategies within the Mobility Strategy.

1

**CONTINUOUS MONITORING:** We cannot improve what we don't measure. All policies and projects will be established with a monitoring and measurement program so that we can continually improve. The City will also expand its efforts at proactively collecting data to better understand needs and trends in advance of challenges.

2

**PILOT, LEARN, ADAPT:** Planning can go a long way in anticipating outcomes, but we can often learn just as much, if not more, from monitoring on-the-ground outcomes. We will continue to pilot and learn from new approaches, and adapt ideas that are proven to be effective.

3

**TALK AND ENGAGE:** We are developing solutions for residents, visitors, and businesses in the City. We intend to continue to maintain the conversations and engage our stakeholders throughout the ten year horizon of the Mobility Strategy.

4

**STRONG PARTNERSHIPS:** The City can often be constrained in implementing transportation solutions if they extend beyond municipal boundaries or require regional or provincial input. We have strong relationships with our peer agencies and will continue to build on these relationships as we implement the Draft Mobility Strategy.

5

**DO MORE WITH LESS:** Where appropriate, the City will accelerate the delivery of infrastructure through the use of inexpensive alternatives. This pairs well with the piloting approach outlined above and will allow the City to move quickly and use funding wisely.

## Working Together to Create Healthy Streets for Everyone

This Mobility Strategy is a long-range transportation document that culminates two years of working together with the community to establish a vision of how we want our streets to change over the next decade.

The City of North Vancouver is able to establish the enabling conditions for overcoming the largest issues we face on our streets such as traffic congestion, road safety, environmental impacts, and economic competitiveness. At the same time, all of us are accountable for considering how we travel every time we leave home, so that the vision and goals of this plan can be realized.

This strategy seeks to create the enabling conditions for residents, businesses, and visitors in our City to make the best choices when it comes to their trips. We look to individuals in the community, along with our stakeholders and partners, to help us create healthy streets that work for everyone.



# Glossary of Terms

The Draft Mobility Strategy includes the following terms when describing our mobility system.

**Accessibility:** Transportation accessibility refers to people's ability to reach services, activities, and destinations (collectively referred to as opportunities).

**Active transportation:** Human-powered travel, such as walking or cycling; it also includes wheelchairs and some power-assisted devices. See micromobility and sustainable modes.

**All Ages and Abilities (AAA) mobility lanes:** These are facilities that are safe, comfortable, and equitable for users of all ages and abilities. They include separated lanes with physical barriers, off-street paths, and signed neighbourhood bikeways on local streets. They are used by people on bicycles, scooters, skateboards, and a growing number of people-powered and electric-assist modes.

**Car-sharing:** A service that provides members with short-term access to a fleet of vehicles for trips within a specific area (e.g., Evo, Modo).

**Dedicated Delivery Spaces:** This refers to curbside spaces that are restricted to use by commercial vehicles for efficient loading and unloading of materials and goods.

**Double Row of Trees:** Two rows of street trees on either side of a sidewalk, one row separating a sidewalk from the lanes of traffic, and the other row separating the sidewalk from adjacent built form.

**Frequent Transit Network:** The network of streets where bus transit service is provided at least every 15 minutes in both directions all day and into the evening, every day of the week.

**Major Transit Growth Corridors:** Corridors identified by Metro Vancouver as good potential locations for regionally-significant levels of transit-oriented growth.

**Major Transit Network (MTN):** This is the highest order of transit — with services that are high-capacity, high-frequency, fast, and reliable, travelling in dedicated rights-of-way all day, every day in both directions.

**Microhub:** Also known as a delivery microhub, microhubs are a type of logistics space where goods and packages are redistributed from larger vehicles (i.e., trucks) to smaller and lower emission vehicles (e.g., cargo bikes) for final delivery.

**Micromobility:** Travel using small, lightweight devices such as e-bikes or e-scooters that can be powered by people or through electric-assist. See active transportation and sustainable modes.

**Mobility hub:** A location where different sustainable transportation modes are integrated seamlessly to help promote connectivity.

**Mode share:** The percentage of trips made by one mode of travel relative to the total number of trips made using all modes.

**Mode shift:** A change from one travel mode to another.

**Ride-hailing:** A service that provides users with a vehicle trip that they book using an app (e.g., Uber, Lyft).

**Sustainability:** Sustainability means meeting our own needs without compromising the ability of future generations to meet their own needs. In the transportation sense, this is largely accomplished through a switch to active transportation and sustainable modes. See active transportation and sustainable modes.

**Sustainable modes:** Forms of travel that result in far fewer greenhouse gas emissions than vehicles powered by natural gas or petroleum products (e.g., cars, vans), such as public transit, zero-emission vehicles, active transportation, and micromobility vehicles. These modes are also economically sustainable.

**Transit priority measures:** Measures that reduce delays and increase reliability of transit services in congested traffic, such as dedicated lanes, queue jump lanes, and signal priority at busy intersections.

**Transportation equity:** Designing transportation systems that have a fair distribution of resources, benefits, and costs, and designing our streets to be accessible and affordable for everyone in the community.

[more >](#)

**Transportation resilience:** The ability of our transportation system to continue to function and quickly rebound in the face of stresses and shocks.

**Travel demand management / TDM:** Incentives, disincentives, and changes that encourage the use of sustainable modes and discourage private vehicle travel, such as providing subsidized transit passes for university students or dedicating a car-share parking spot in a community to reduce the need for individual car ownership. This also includes managing road space and optimizing efficiency (e.g., time-restricted lanes).

**Universal design:** Designing our streets and transport system in a way that accommodates the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs.

**Vehicle:** For this strategy, vehicle, car, and automobile are synonymous.

**Vulnerable road users:** People walking and rolling are vulnerable road users. These people are most at risk of injury if involved in a collision with a vehicle. See Walking and Rolling.

**Walking and rolling:** When we talk about walking and rolling, we are referring to walking, using a mobility device (e.g., wheelchair), biking, skating, taking a scooter, or using a micromobility device (e.g., e-bike share).

## FOOTNOTE REFERENCES

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## ACKNOWLEDGEMENTS

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Working together, we can  
create healthy streets that  
work for everyone.



[cnv.org/mobility](http://cnv.org/mobility)

# **CITY OF NORTH VANCOUVER**

## **Phase 2 Online Engagement Summary**

January – February 2022



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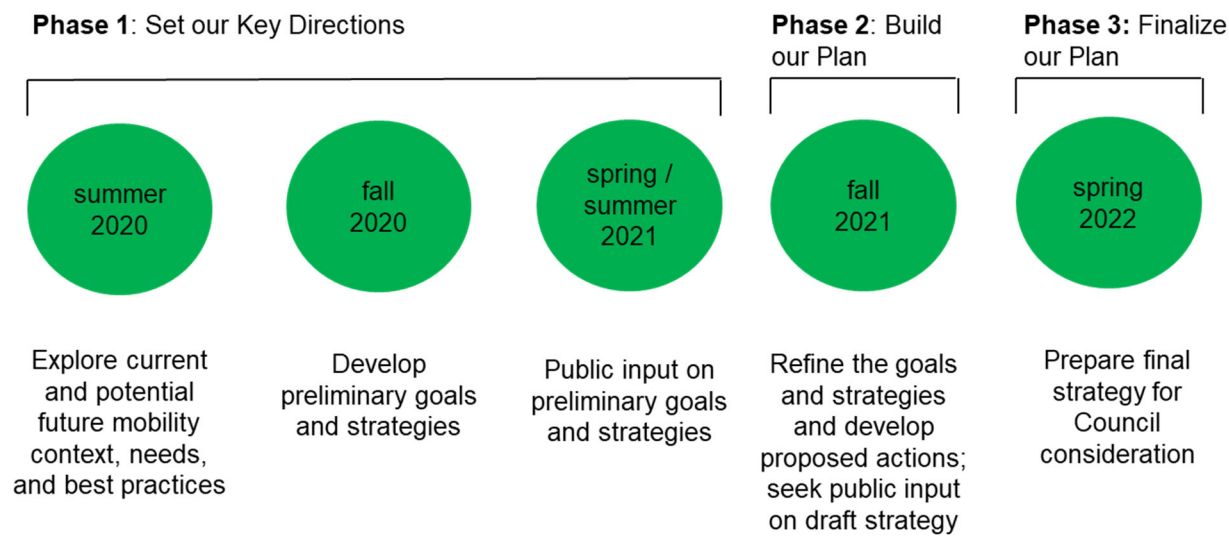
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Introduction and Overview

About the Mobility Strategy

The Mobility Strategy will replace the City’s 2008 Long-Range Transportation Plan and will guide how the City will plan, invest in, prioritize, operate and maintain our transportation system over the next decade.

Strategy Timeline



- **Phase 1** of the project was undertaken from summer 2020 to spring 2021. It focused on developing the preliminary goals and strategies to form the foundation of the Mobility Strategy. Public input on these preliminary goals and strategies was undertaken between mid-March to end of April, 2021.
- **Phase 2** of the project included refining our strategic framework from Phase 1 using the feedback received from the public and stakeholders. This phase included another engagement period for public and stakeholder input that was used to shape the final Mobility Strategy.
- **Phase 3** of the project involved finalizing the plan and providing it to Council for consideration in spring 2022.

# Community Engagement

## Purpose

The objectives of this public engagement phase sought to understand community perceptions on:

- what actions in the Draft Mobility Strategy will be most influential at changing travel behaviour towards sustainable modes (walking, rolling, transit);
- what actions will be most influential at achieving the goals of the Draft Mobility Strategy; and
- whether any actions are missing or could be better articulated, in order to meet the goals of this Strategy.

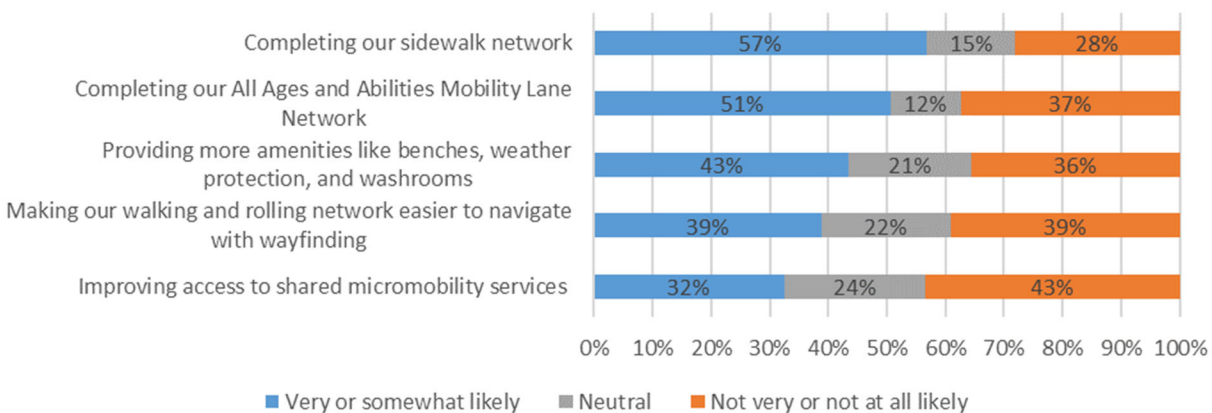
The City asked for feedback regarding a number of transportation themes, both in terms of how people get around, and the types of amenities and uses enjoyed on our streets.

## Survey Results

The survey was open between January 10<sup>th</sup> and February 11<sup>th</sup>, 2022 and received 480 responses. It should be noted that not all respondents answered every question as some questions were optional. Staff made a significant effort to engage traditionally underrepresented groups so that responses were as representative as possible of the community on-the-whole. However, the survey was open to everyone to participate, and as such, responses do not reflect a random nor representative sample.

While only common themes have been included in this report, staff have read all responses and considered all feedback while finalizing the Mobility Strategy.

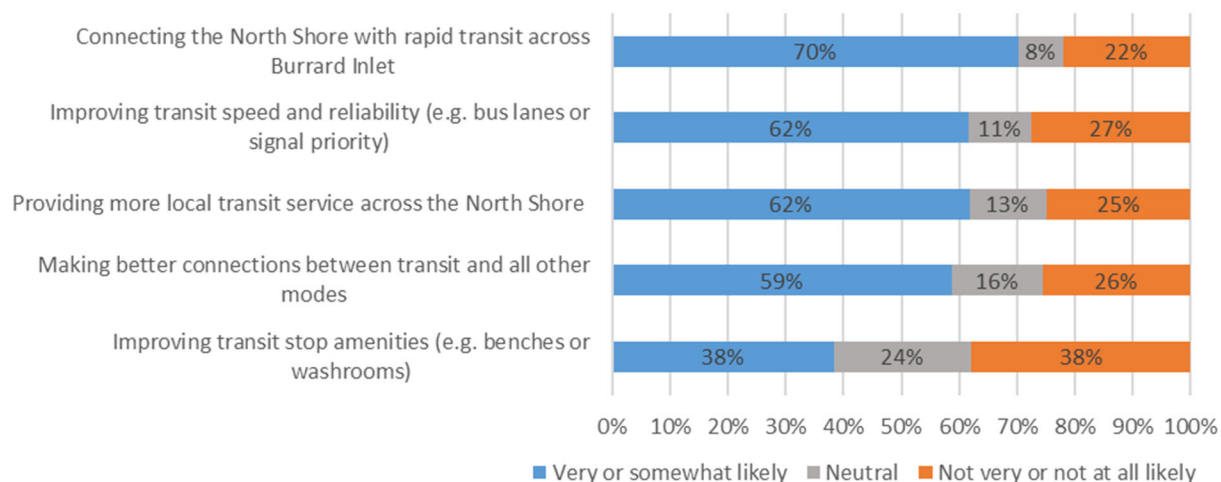
### 1. How likely would the following actions make walking and rolling your preferred choice for more shorter-distance trips?



Common themes from open-ended responses also included:

- North Shore topography and rainy weather are barriers to walking and rolling.
- Maintaining high quality conditions on sidewalks and Mobility Lanes, particularly when it snows and in the fall when there is more leaf debris.
- Widening sidewalks on commercial main streets.
- Providing more housing in dense walkable neighbourhoods.
- Improving sidewalk and pedestrian-scale lighting.

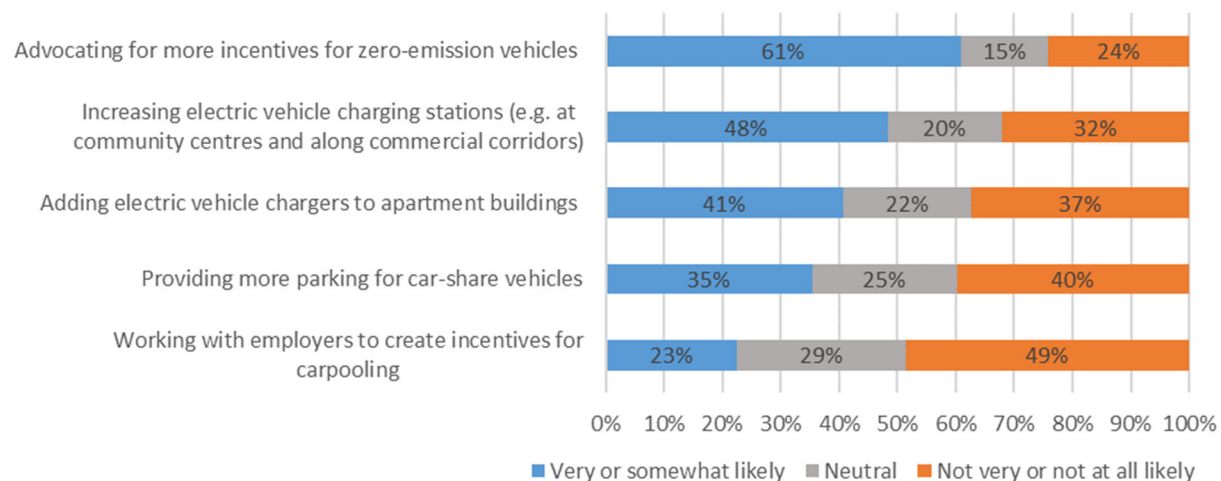
## 2. How likely would the following actions make transit your preferred choice for more medium- and longer-distance trips?



Common themes from open-ended responses also included:

- Adding secure parking or a bike valet at popular transit centres for easy multi-modal transfers.
- Working with TransLink to improve schedule reliability to ensure buses run on time.
- Transit is not time-competitive with private vehicles for trips across the North Shore.
- Feeling uncomfortable on transit with ongoing impacts from the Covid-19 pandemic.

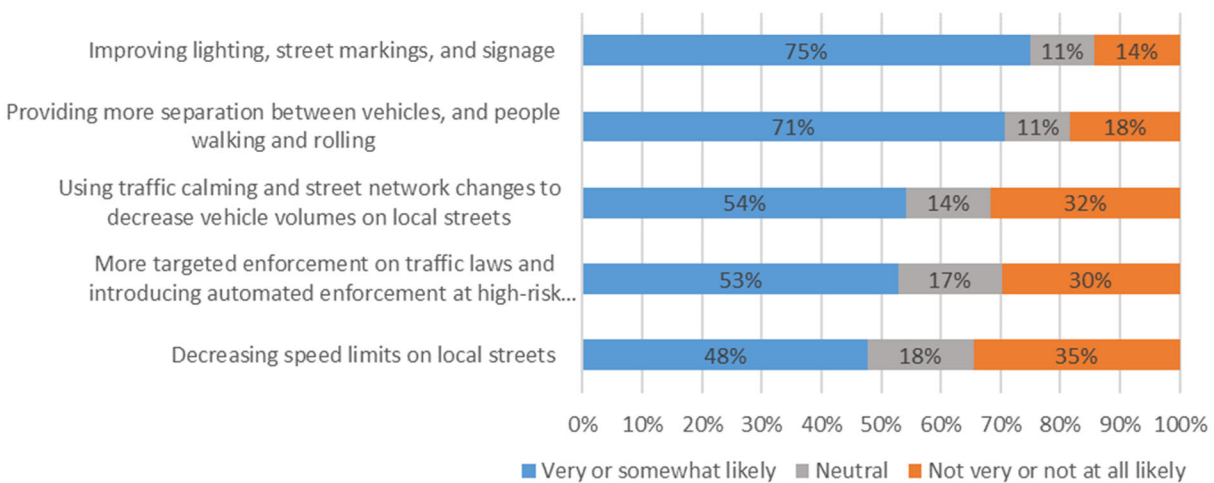
## 3. How likely would the following actions make shared and zero-emission vehicles your preferred choice when driving?



Common themes from open-ended responses also included:

- Zero-emission vehicles are still too expensive to purchase.
- Zero-emission vehicles will still take up road space and add to chronic congestion issues.
- Expanding car-share boundaries across the North Shore and more designated car-share parking spaces.
- Advocating for standardization of EV chargers.

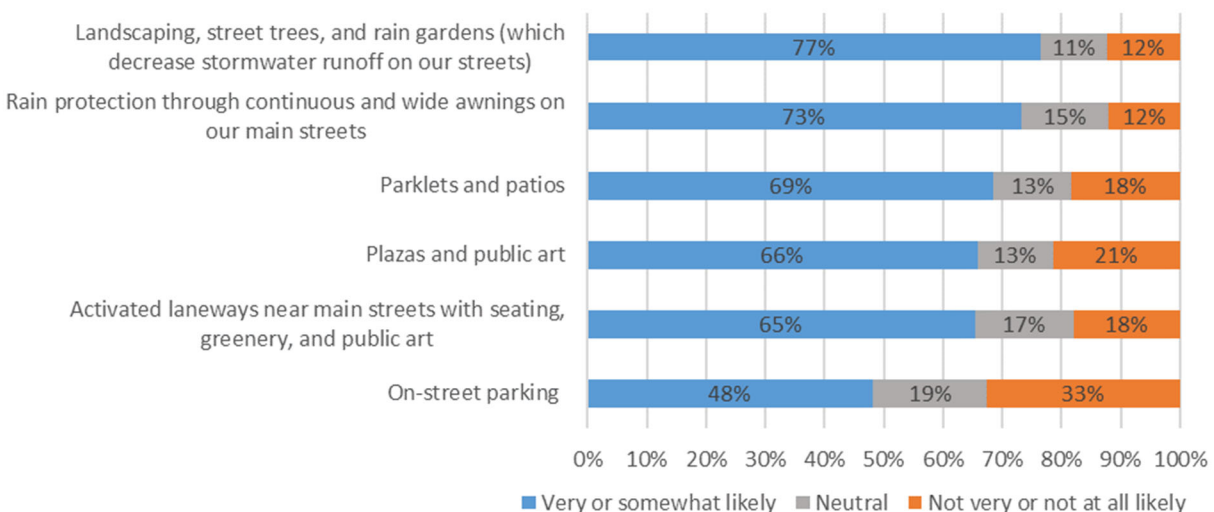
#### 4. How likely would the following changes make our streets feel more safe and comfortable?



Common themes from open-ended responses also included:

- Worries that safety improvements may result in more vehicle traffic congestion.
- Informing and educating travellers using personal electric-assist devices and how to operate these devices safely in mixed-use areas (such as along the Spirit Trail).
- Improving the connectivity of the Mobility Lane network.
- Interest in reducing speed limits on all streets, not just local streets.
- Insufficient enforcement regarding safe driving behaviour.

#### 5. How likely would the following features make our commercial main streets (e.g. Lonsdale Avenue) feel more inviting and vibrant?

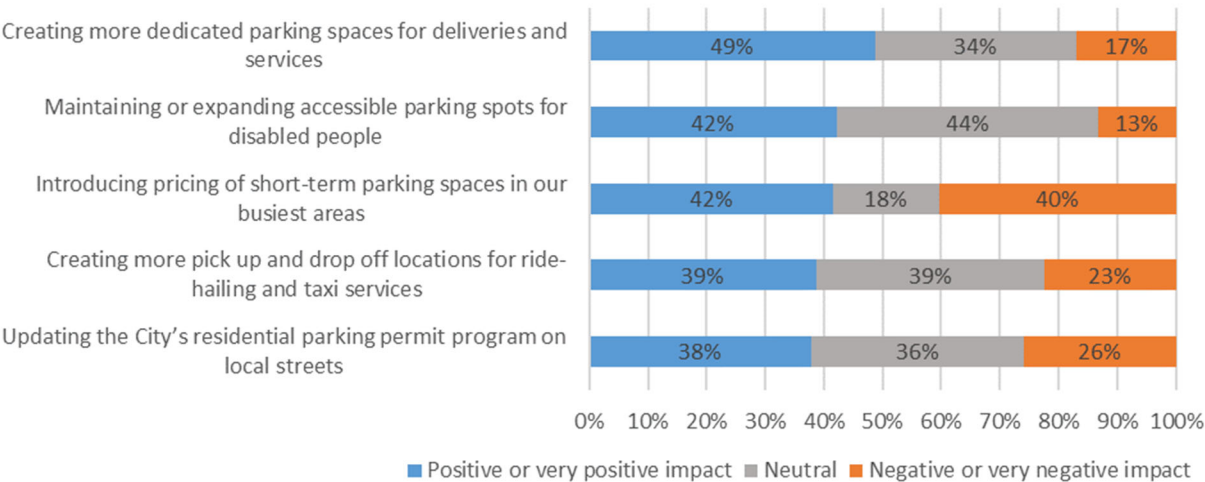




Common themes from open-ended responses also included:

- Widening sidewalks on commercial main streets and keeping sidewalks clean.
- Considering a seasonal approach to parklets given the lack of popularity in winter.
- Incorporating more parklets and patios off main streets (due to high use of vehicles on these streets making them less inviting and enjoyable).
- Maintaining and improving access to local businesses for all travel modes.

**6. Do you think the following strategies would have a positive impact on the management of our curb space?**

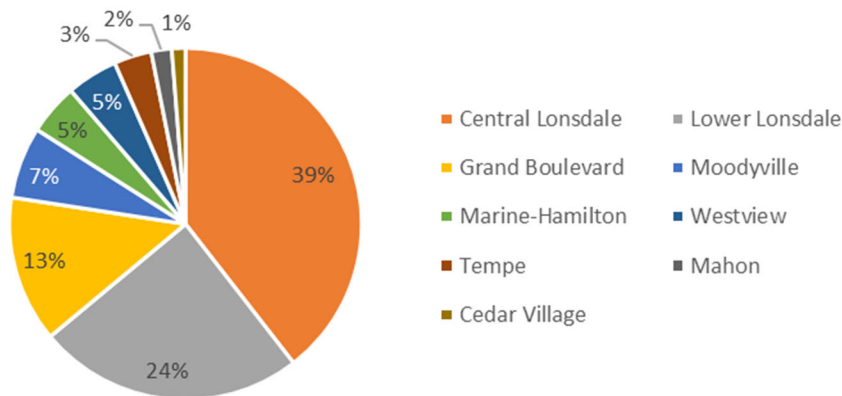


Common themes from open-ended responses also included:

- Exploring more opportunities to use laneways for uses in order to create more curb space on streets themselves.
- Ensuring trees, bushes, and greenery are well maintained near curbs to ensure good sightlines for travellers, and do not impede sidewalks from overgrowth.
- Encouraging more off-street parking in private and public parking spaces/lots.

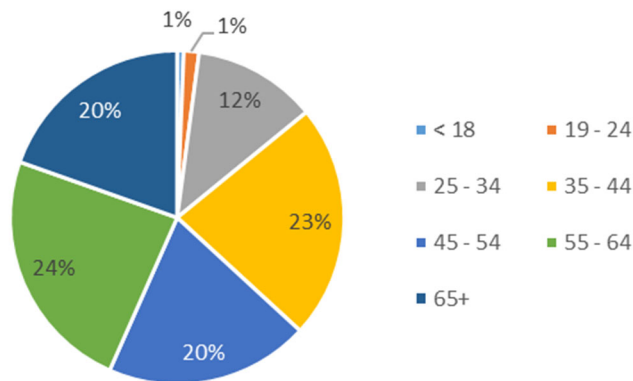
**Demographic Information**

**7. What City of North Vancouver neighbourhood do you live in?**



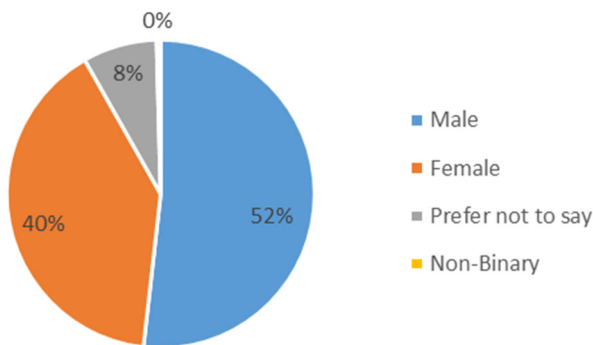
When compared to the 2016 census results, Central Lonsdale and Grand Boulevard are overrepresented in this survey. Lower Lonsdale, Mahon, and Marine-Hamilton were underrepresented.

8. What is your age range?



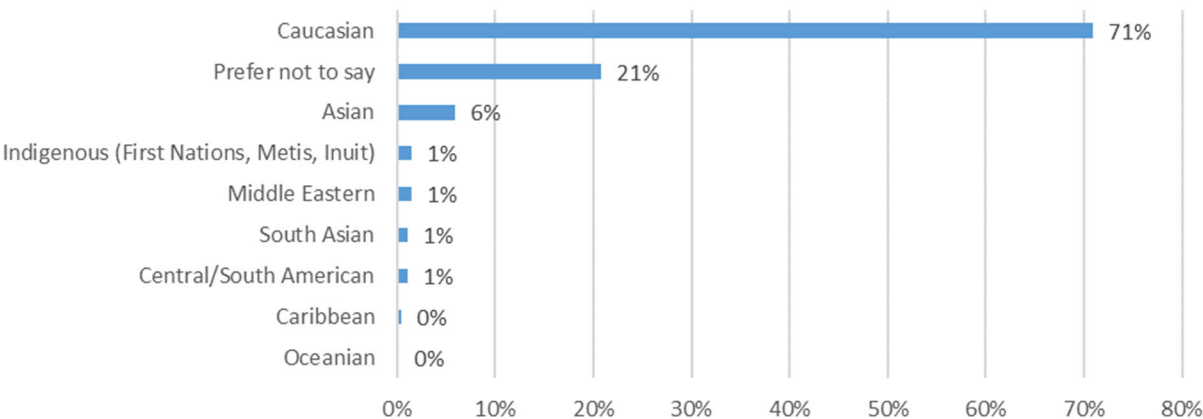
When compared to the 2016 city-wide census results, younger populations are underrepresented in this survey (18 or under, and 19-24 years of age), while those between the ages of 35-64 are overrepresented. It should be noted that staff undertook additional outreach with younger population cohorts to strive for a more representative sample.

9. How do you describe your gender?



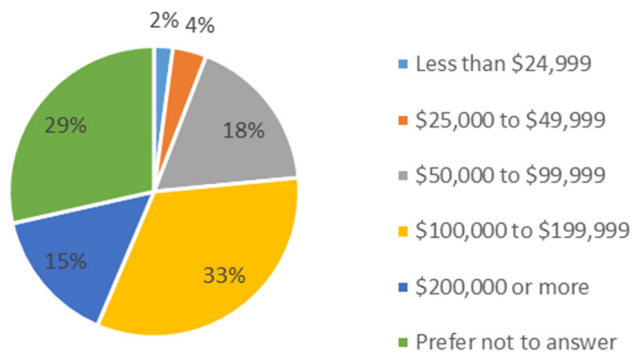
When compared to the 2016 city-wide census data, people identifying as male were slightly overrepresented in the survey as they make up 48% of the population. It should be noted that the 2016 census does not ask for information on gender identity beyond male or female, and therefore no comparisons can be made for those who identify as non-binary.

10. What is the nationality of your ancestors or your family origin?



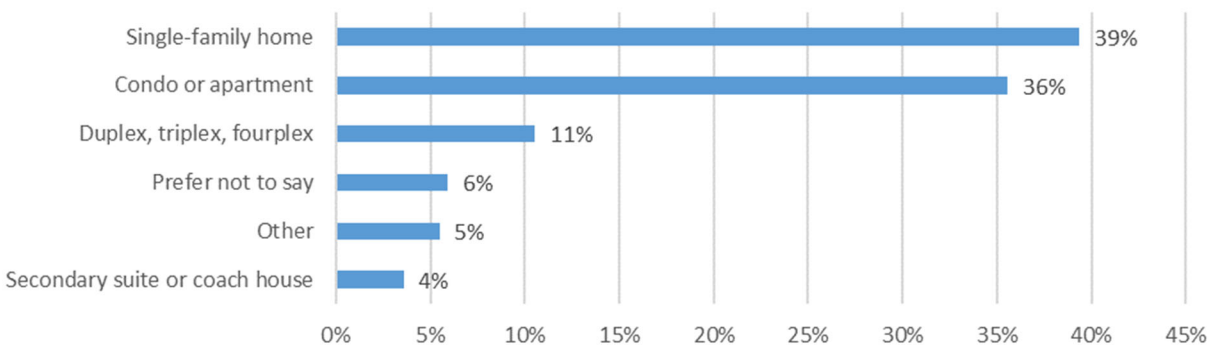
Several ethnic origins were underrepresented in this survey including Middle Eastern (11% of the population) and South Asian (4% of the population). Those who identified as Caucasian were overrepresented, as they represent 65% of the 2016 city-wide census population.

### 11. What is your total household income per year before taxes?



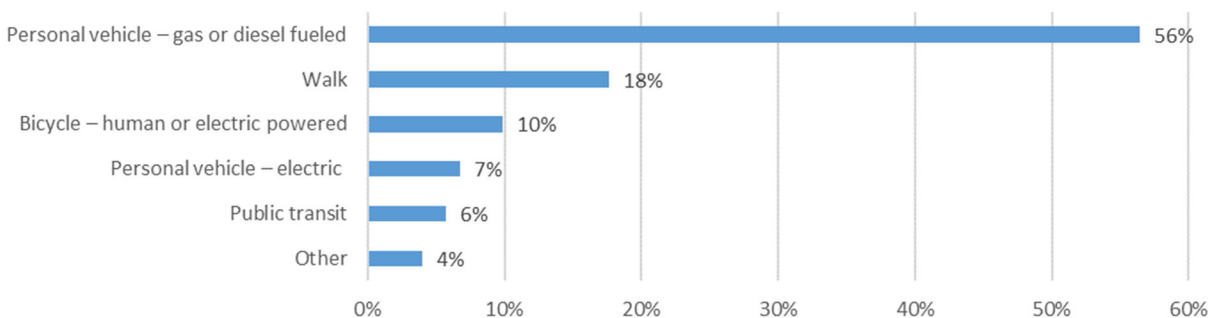
Compared to the 2016 city-wide census, those who earned \$200,000 in household income before taxes were overrepresented in this survey, as they represent 7% of the population. Those who make \$25,000 – under \$50,000 (21% of the population) and \$50,000- under \$100,000 (32% of the population) were both underrepresented.

### 12. What type of housing do you live in?



Those who live in a single-family home were overrepresented in this survey, as they make up 12% of the city-wide population. Those who live in a condo or apartment housing are underrepresented, as they make up 64% of the city-wide population.

### 13. What is your primary mode of transport?



Compared to the 2016 census, transit users were underrepresented in this survey as they make up 23% of the city-wide population. Those who walk or use a bicycle (human or electric powered) are both overrepresented in this survey as they respectively make up 11% and 3% of the city-wide population. It should be noted that mode share continues to fluctuate during the COVID-19 pandemic recovery. While vehicle use has largely returned to pre-pandemic levels, transit use continues to be lower than seen in 2019, which could account for the higher walk and bicycle modes selected for this survey.