



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, JULY 18, 2022 AT 6:00 PM

“Live” Broadcast via City Website www.cnv.org/LiveStreaming
Complete Agenda Package available at 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, July 18, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 11, 2022

PROCLAMATIONS

Special Olympics Global Week of Inclusion – July 18 to 24, 2022

Pride Week – July 21 to August 1, 2022

Ukraine Independence Day – August 24, 2022

PUBLIC INPUT PERIOD

CONSENT AGENDA

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

REPORTS

- *3. Municipal Approving Officer Appointment
- *4. UBCM Community Emergency Preparedness Fund Grant Application – Extreme Heat Risk Mapping, Assessment and Planning

BYLAW – ADOPTION

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

PUBLIC HEARING – 245 East 10th Street

BYLAWS – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936”
(James Stobie / Synthesis Design, 245 East 10th Street, CD-757)
7. “Heritage Designation Bylaw, 2022, No. 8937” (James Stobie / Synthesis Design
Inc., 245 East 10th Street)

PUBLIC MEETING – 253 East 28th Street

MOTIONS

8. Development Variance Permit No. PLN2022-00011 (253 East 28th Street)
9. Development Variance Permit No. PLN2022-00017 (253 East 28th Street)

PRESENTATION

North Shore Poverty Reduction Strategy – Jada Basi, Principal, CitySpaces
Consulting Ltd.

REPORT

10. North Shore Poverty Reduction Strategy – Summary of Engagement Activities
and Key Themes

PRESENTATION

Upper Levels Greenway – Project Update and Phase 2 Engagement Summary
– Project Manager, Public Realm Infrastructure

*Information Report, July 6, 2022 – “Upper Levels Greenway – Project Update
and Phase 2 Engagement Summary”*

BYLAWS – ADOPTION

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819”
(Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue,
CD-684 Text Amendment)
12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8900”
(Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747)

DELEGATION

Shayan Keshvadi and TJ Voss, Principal Directors, Lonsdale Business Improvement Area Society

Item 13 refers.

REPORT

13. Request for Funding from the Lonsdale Business Improvement Area Society

NOTICES OF MOTION

14. Climate Resiliency
15. Further Request for Response by Seaspan to City Council's Expressed Concerns Regarding Seaspan Proposed Drydock Expansion

Information Report, June 29, 2022 – "Vancouver Drydock Water Lot Project Update – June 2022"

16. A Dedicated Memorial for the Victims of the PS752 Plane Crash

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, July 18, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, July 11, 2022

PROCLAMATIONS

Special Olympics Global Week of Inclusion – July 18 to 24, 2022

Pride Week – July 21 to August 1, 2022

Ukraine Independence Day – August 24, 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, 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 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 and *5 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

REPORTS

- *3. Municipal Approving Officer Appointment – File: 08-3320-01-0001/2022

Report: Deputy Director, Engineering, Parks and Environment, July 6, 2022

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Engineering, Parks and Environment, dated July 6, 2022, entitled “Municipal Approving Officer Appointment”:

THAT Mandy Wardell and Karyn Magnusson be appointed as Municipal Approving Officers, in accordance with the *Land Title Act*, until employment with the City ceases.

- *4. UBCM Community Emergency Preparedness Fund Grant Application – Extreme Heat Risk Mapping, Assessment and Planning – File: 14-7130-01-0001/2022

Report: Director, North Shore Emergency Management, July 6, 2022

RECOMMENDATION:

PURSUANT to the report of the Director, North Shore Emergency Management, dated July 6, 2022, entitled “UBCM Community Emergency Preparedness Fund Grant Application – Extreme Heat Risk Mapping, Assessment and Planning”:

THAT the application submitted to the UBCM Community Emergency Preparedness Fund (CEPF) for “North Shore Extreme Heat Vulnerability Reduction: Socio-economic and Cultural Risk Assessment and Mapping” in the amount of \$130,000 be endorsed;

AND THAT the District of North Vancouver, in partnership with North Shore Emergency Management (NSEM), be authorized to manage the project and funds.

CONSENT AGENDA – Continued

BYLAW – ADOPTION

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

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8911”
(Mehrdad Rahbar / Vernacular Studio Inc., 502 East 5th Street, RS-2) be
adopted, signed by the Mayor and Corporate Officer and affixed with the
corporate seal.

END OF CONSENT AGENDA

PUBLIC HEARING – 245 East 10th Street – 6:00 pm

“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936” (James Stobie /
Synthesis Design, 245 East 10th Street, CD-757) and “Heritage Designation Bylaw, 2022,
No. 8937” (James Stobie / Synthesis Design Inc., 245 East 10th Street) would rezone the
subject property from a Two-Unit Residential 1 (RT-1) Zone to a Comprehensive
Development 757 (CD-757) Zone to permit the development of a 2-unit, detached infill
building (duplex) and support the retention, rehabilitation and designation of the existing
Heritage ‘A’ Building.

Bylaw Nos. 8936 and 8937 to be considered under Items 6 and 7.

AGENDA

Staff presentation
Applicant presentation
Representations from the public
Questions of Council
Motion to conclude the Public Hearing

BYLAWS – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936”
(James Stobie / Synthesis Design, 245 East 10th Street, CD-757)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936”
(James Stobie / Synthesis Design, 245 East 10th Street, CD-757) be given third
reading.

7. “Heritage Designation Bylaw, 2022, No. 8937” (James Stobie / Synthesis Design
Inc., 245 East 10th Street)

RECOMMENDATION:

THAT “Heritage Designation Bylaw, 2022, No. 8937” (James Stobie / Synthesis
Design Inc., 245 East 10th Street) be given third reading.

PUBLIC MEETING – 253 East 28th Street (following Item 7)

Development Variance Permit Nos. PLN2022-00011 and PLN2022-00017 would reduce the front setback requirement from 4.6 m (15.0 ft) to 3.7 m (12.2 ft); increase principal building height maximum from 10.1 m (33.1 ft) to 11.2 m (36.8 ft); increase principal building lot coverage from 30% to 31%; remove parking requirements for the east lot; increase the top of plate height from 7.9 m (26.2 ft) to 10.1 m (33.1 ft); and vary the accessory building siting requirements to allow for the garage to be sited in the rear 31% of the lot depth for the west lot.

Development Variance Permit Nos. PLN2022-00011 and PLN2022-00017 to be considered under Items 8 and 9.

AGENDA

- Staff presentation
- Applicant presentation
- Representations from the public
- Questions of Council
- Motion to conclude the Public Meeting

MOTIONS

8. Development Variance Permit No. PLN2022-00011 (253 East 28th Street)
– File: 08-3400-20-0083/1

RECOMMENDATION:

THAT Development Variance Permit No. PLN2022-00011 (253 East 28th Street) be issued to Daljit Kaur Phagoora, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Variance Permit No. PLN2022-00011.

9. Development Variance Permit No. PLN2022-00017 (253 East 28th Street)
– File: 08-3400-20-0089/1

RECOMMENDATION:

THAT Development Variance Permit No. PLN2022-00017 (253 East 28th Street) be issued to Daljit Kaur Phagoora, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Variance Permit No. PLN2022-00017.

PRESENTATION

North Shore Poverty Reduction Strategy – Jada Basi, Principal, CitySpaces Consulting Ltd.

Item 10 refers.

REPORT

10. North Shore Poverty Reduction Strategy – Summary of Engagement Activities and Key Themes – File: 10-5080-20-0005/1

Report: Community Planner, July 6, 2022

RECOMMENDATION:

PURSUANT to the report of the Community Planner, dated July 6, 2022, entitled “North Shore Poverty Reduction Strategy – Summary of Engagement Activities and Key Themes”:

THAT the report of the Community Planner, dated July 6, 2022, be received for information.

PRESENTATION

Upper Levels Greenway – Project Update and Phase 2 Engagement Summary – Project Manager, Public Realm Infrastructure

Information Report, July 6, 2022 – “Upper Levels Greenway – Project Update and Phase 2 Engagement Summary”

BYLAWS – ADOPTION

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

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819” (Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

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

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8900” (Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

DELEGATION

Shayan Keshvadi and TJ Voss, Principal Directors, Lonsdale Business Improvement Area Society

Re: Request for Funding from the Lonsdale Business Improvement Area Society

Item 13 refers.

REPORT

13. Request for Funding from the Lonsdale Business Improvement Area Society
– File: 13-6750-01-0001/2022

Report: Deputy Director, Community and Partner Engagement, July 6, 2022

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated July 6, 2022, entitled “Request for Funding from the Lonsdale Business Improvement Area Society”:

THAT \$30,000 be provided to the Lonsdale Business Improvement Area Society to assist with their efforts toward creating a Lonsdale Business Improvement Area;

AND THAT staff be directed to monitor the use of the funding as per the budget submitted by the Lonsdale Business Improvement Area Society.

NOTICES OF MOTION

14. Climate Resiliency – File: 11-5280-14-0001/2022

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS in 2019, the City of North Vancouver committed to a target of reducing corporate and community greenhouse gas emissions to net zero by 2050, and the new Climate and Environment Strategy outlining actions to meet that target, and also protect ecosystem and community health, will soon be adopted by Council;

WHEREAS the actions in the Climate and Environment Strategy will require investment in City capital and projects, as well as programs that support the necessary behaviour and material changes required by residents;

Continued...

NOTICES OF MOTION – Continued

14. Climate Resiliency – File: 11-5280-14-0001/2022 – Continued

WHEREAS the impacts of climate change currently represent the greatest threat to the City's infrastructure, that the systems and structures that served the community in the past will not meet the challenges and events of the future, and that there is no accurately developed vulnerability or climate risk assessment to understand the investments and/or insurance required to address this;

AND WHEREAS the City of North Vancouver requires the human resources and financial tools to aggressively act to mitigate climate change, prepare for and respond to climate related events and systemic changes over time, and ensure the long-term resiliency of the City's social, green, and grey infrastructure to provide the quality of life deserved by all;

THEREFORE BE IT RESOLVED that staff be directed to investigate the possible financial tools required to ensure the City is able to fund actions within the Climate and Environment Strategy, and to prepare for, minimize the risk of, and recover from climate-related events and long-term impacts by analyzing and investing in the appropriate infrastructure and financial mechanisms.

15. Further Request for Response by Seaspan to City Council's Expressed Concerns Regarding Seaspan Proposed Drydock Expansion
– File: 01-0510-20-0003/2022

Submitted by Councillor Valente and Councillor Bell

RECOMMENDATION:

WHEREAS in 2021 Seaspan announced plans to expand their North Vancouver Waterfront Drydock westward from its present location in proximity to the North Vancouver Shipyards Commons public recreation, business, residential and general public gathering place for visitors, local families and children;

WHEREAS, at Council's direction, the CAO sent a letter detailing Council's specific concerns regarding the potential negative impacts of westward expansion of industrial shipyard construction activities, including social, traffic, environmental and economic impacts, and requested a response to eight issues identified;

WHEREAS a subsequent letter from the City of North Vancouver Fire Department asked for responses from Seaspan and the Vancouver Port Authority regarding six emergency risk factors associated with the proposed water lot expansion;

WHEREAS only one of the six City requests and none of the City Fire Department requests were responded to;

Continued...

NOTICES OF MOTION – Continued

15. Further Request for Response by Seaspan to City Council’s Expressed Concerns Regarding Seaspan Proposed Drydock Expansion
– File: 01-0510-20-0003/2022 – Continued

WHEREAS Mayor Buchanan wrote to Seaspan on June 28, 2021, also detailing Council’s concerns;

WHEREAS a recent additional public consultation meeting focused on possible mitigation measures of the proposed westward expansion, but not the request of Council and many members of the public that any expansion be to the east of the existing drydocks; and

AND WHEREAS Council considers this matter to be of very high importance;

THEREFORE BE IT RESOLVED that Council request Seaspan and the Vancouver Port Authority give serious consideration to the concerns raised by Council and the City Fire Department, and provide responses in writing, as previously requested; and

BE IT FURTHER RESOLVED that the Mayor write on behalf of Council to Seaspan and the Vancouver Port Authority again repeating Council’s request and concerns, with a copy to North Vancouver MP, Honourable Jonathan Wilkinson.

Information Report, June 29, 2022 – “Vancouver Drydock Water Lot Project Update – June 2022”

16. A Dedicated Memorial for the Victims of the PS752 Plane Crash
– File: 15-7750-01-0001/2022

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS the City of North Vancouver is committed to being a people-oriented community;

WHEREAS the City of North Vancouver is a diverse community and home to many Iranian-Canadians who are valued members of the community that contribute greatly to our social, cultural and economic fabric;

WHEREAS on January 8, 2020, Ukraine International Airlines Flight PS752 was downed tragically in Tehran, killing 176 people from around the world, including residents from the City of North Vancouver and surrounding North Shore communities;

Continued...

NOTICES OF MOTION – Continued

16. A Dedicated Memorial for the Victims of the PS752 Plane Crash
– File: 15-7750-01-0001/2022 – Continued

WHEREAS in the wake of tragedies, such as PS752, public art can help people process their trauma and heal as a community;

AND WHEREAS there are agencies within the City who support the telling of our community history and who program our public spaces with community-oriented art;

THEREFORE BE IT RESOLVED THAT City staff be directed to work with agencies, community groups and the community at-large on the creation of a permanent public art memorial dedicated to those who lost their lives in the downing of flight PS752;

AND BE IT FURTHER RESOLVED THAT staff be directed to explore the possibility of financial contributions from the Government of British Columbia and the Government of Canada in the creation of such a memorial.

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*, Sections 90(1)(a) [personal information], 90(1)(d) [security of City property] and 90(1)(k) [contract negotiations].

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.

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 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:

In person at City Hall: On the day of the meeting, a sign-up sheet will be available in the lobby, outside the Council Chamber, from 5:30pm. Enter City Hall through the doors at the southwest corner of the building (off 13th Street) after 5:30pm.

Via Webex/phone: Pre-register by completing the online form at 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.**

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.

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.



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, JULY 11, 2022**

PRESENT

COUNCIL MEMBERS

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

ABSENT

Councillor T. Valente

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services
L. Sawrenko, Chief Financial Officer
B. Johnson, Revenue Accountant
M. Epp, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
R. Basi, Manager, Development Planning
R. de St. Croix, Manager, Long Range and Community Planning
H. Dang, Planner
B. van der Heijden, Planner
K. Taylor, Planner
M. Hunter, Deputy Director, Engineering, Parks and Environment
L. Orr, Deputy Director, Community and Partner Engagement

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

APPROVAL OF AGENDA

Moved by Councillor Girard, seconded by Councillor Back

1. Regular Council Meeting Agenda, July 11, 2022

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Back, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, June 27, 2022

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

- Don Peters, 205-678 West Queens Road, North Vancouver, spoke regarding Item 16 – North Shore Homelessness Action Initiative Final Report.

CONSENT AGENDA

Moved by Councillor McIlroy, seconded by Councillor Back

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

- *3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *4. "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT "Housing Agreement Bylaw, 2022, No. 8923" (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

- *5. "Development Procedures Bylaw, 2001, No. 7343, Amendment Bylaw, 2022, No. 8916" (Bill 26 Update for Minor Development Variance Permits)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT "Development Procedures Bylaw, 2001, No. 7343, Amendment Bylaw, 2022, No. 8916" (Bill 26 Update for Minor Development Variance Permits) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

CORRESPONDENCE

- *6. Board in Brief, Metro Vancouver Regional District, June 24, 2022
– File: 01-0400-60-0006/2022

Re: Metro Vancouver – Board in Brief

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the correspondence from Metro Vancouver, dated June 24, 2022 regarding the “Metro Vancouver – Board in Brief”, be received and filed.

(CARRIED UNANIMOUSLY)

REPORT

- *7. 615 East 3rd Street – Funding Reallocation to Complete Off-Site Works
– File: 11-5330-20-0069/1

Report: Acting Director, Engineering Parks and Environment, June 29, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Acting Director, Engineering Parks and Environment, dated June 29, 2022, entitled “615 East 3rd Street – Funding Reallocation to Complete Off-Site Works”:

THAT \$249,000 of existing funding from “SeaBus Upgrades” (Project #51184) and \$60,000 of existing funding from “Moodyville Traffic Signals” (Project #53250) be reallocated to “600 Block East 3rd Street Off-Site Works” (Project #51203) to allow for the award of tender and construction of off-site works at 615 East 3rd Street;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC HEARING – 328 West 14th Street

Moved by Councillor Bell, seconded by Councillor Girard

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8935” (Scott Mitchell / METRIC Architecture, 328 West 14th Street, CD-756) and “Heritage Designation Bylaw, 2022, No. 8932” (Scott Mitchell / METRIC Architecture, 328 West 14th Street).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:06 pm and reconvened at 6:32 pm.

BYLAWS – THIRD READING

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8935” (Scott Mitchell / METRIC Architecture, 328 West 14th Street, CD-756)

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8935” (Scott Mitchell / METRIC Architecture, 328 West 14th Street, CD-756) be given third reading.

CARRIED UNANIMOUSLY

9. “Heritage Designation Bylaw, 2022, No. 8932” (Scott Mitchell / METRIC Architecture, 328 West 14th Street)

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Heritage Designation Bylaw, 2022, No. 8932” (Scott Mitchell / METRIC Architecture, 328 West 14th Street) be given third reading.

CARRIED UNANIMOUSLY

PUBLIC MEETING – 520 East 1st Street

Moved by Councillor Back, seconded by Councillor McIlroy

THAT the meeting recess to the Public Meeting regarding “Development Variance Permit No. PLN2022-00013 for 520 East 1st Street”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Meeting at 6:36 pm and reconvened at 7:22 pm.

MOTION

10. Development Variance Permit No. PLN2022-00013 (520 East 1st Street and 114-120 St. Davids Avenue) – File: 08-3400-20-0085/1

Moved by Councillor Girard, seconded by Councillor Back

THAT Development Variance Permit No. PLN2022-00013 (520 East 1st Street and 114-120 St. Davids Avenue) be referred back to staff to work with the applicant to explore the possibility of a purpose-built rental building in perpetuity.

CARRIED UNANIMOUSLY

BYLAW – ADOPTION

11. “Taxation Exemption Bylaw, 2022, No. 8938”

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Taxation Exemption Bylaw, 2022, No. 8938” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CARRIED UNANIMOUSLY

REPORT

12. Highways Closing and Disposition Bylaw – 1345 Delbruck Avenue
– File: 06-2260-01-0001/2022

Report: Manager, Real Estate, May 26, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Manager, Real Estate, dated May 26, 2022, entitled “Highways Closing and Disposition Bylaw – 1345 Delbruck Avenue”:

THAT “Highways Closing and Disposition Bylaw, 2022, No. 8927” (Closing and removal of highway dedication and disposition of a portion of highway located east of 1345 Delbruck Avenue) be considered;

THAT any further required notices be given in accordance with Sections 40 and 94 of the *Community Charter*;

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

CARRIED UNANIMOUSLY

BYLAW – FIRST, SECOND AND THIRD READINGS

13. “Highways Closing and Disposition Bylaw, 2022, No 8927” (Closing and removal of highway dedication and disposition of a portion of highway located east of 1345 Delbruck Avenue)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Highways Closing and Disposition Bylaw, 2022, No 8927” (Closing and removal of highway dedication and disposition of a portion of highway located east of 1345 Delbruck Avenue) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Highways Closing and Disposition Bylaw, 2022, No 8927” (Closing and removal of highway dedication and disposition of a portion of highway located east of 1345 Delbruck Avenue) be given third reading.

CARRIED UNANIMOUSLY

REPORTS

14. Rezoning Application: 357 East 22nd Street (Karl Wein / Karl Wein & Associates)
– File: 08-3400-20-0081/1

Report: Planner 1, June 29, 2022

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Planner 1, dated June 29, 2022, entitled “Rezoning Application: 357 East 22nd Street (Karl Wein / Karl Wein & Associates)”:

THAT the application submitted by Karl Wein / Karl Wein & Associates, to rezone the property located at 357 East 22nd 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*;

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

CARRIED UNANIMOUSLY

15. Child Care Progress Update – File: 10-4750-01-0001/2022

Report: Planner 1, Long Range and Community Planning, June 29, 2022

Moved by Councillor Hu, seconded by Councillor Bell

PURSUANT to the report of the Planner 1, Long Range and Community Planning, dated June 29, 2022, entitled “Child Care Progress Update”:

THAT the report of the Planner 1, Long Range and Community Planning, dated June 29, 2022, be received and filed.

CARRIED UNANIMOUSLY

16. North Shore Homelessness Action Initiative Final Report
– File: 10-5040-04-0001/2022

Report: Manager, Long Range and Community Planning, June 29, 2022

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Long Range and Community Planning, dated June 29, 2022, entitled “North Shore Homelessness Action Initiative Final Report”:

THAT the North Shore Homelessness Action Initiative Final Report be endorsed;

AND THAT the Mayor, on behalf of Council and as Chair of the North Shore Homelessness Action Initiative, write to the Ministers responsible for housing, health, mental health and social services, advocating for improved compensation and support to local governments in supporting individuals at-risk or experiencing homelessness, and provide them with a copy of the “North Shore Homelessness Action Initiative Final Report 2022”.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Councillor McIlroy commented that she intends to bring forward a Notice of Motion on Climate Resiliency at the next Regular Council meeting.

Councillor Bell commented that he and Councillor Valente intend to bring forward a Notice of Motion on Seaspan Proposed Drydock Expansion at the next Regular Council meeting.

Mayor Buchanan commented that she intends to bring forward a Notice of Motion on Dedicated Memorial for the Victims of the PS752 Plane Crash at the next Regular Council meeting.

RECESS TO CLOSED SESSION

Moved by Councillor Bell, seconded by Councillor Girard

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(g) [legal matter], 90(1)(i) [legal advice] and 90(1)(k) [contract negotiations].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 8:19 pm and reconvened at 8:45 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

17. Land Matter – File: 02-0800-30-0028/1

Report: Manager, Real Estate, June 22, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Manager, Real Estate, dated June 22, 2022, regarding a land matter:

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

AND THAT the wording of the recommendation and the report of the Manager, Real Estate, dated June 22, 2022, remain in the Closed session.

CARRIED UNANIMOUSLY

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

18. Potential Disposition of 802 East 3rd Street – File: 02-0890-01-0001/2021

Report: Manager, Real Estate, June 9, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Manager, Real Estate, dated June 9, 2022, entitled “Potential Disposition of 802 East 3rd Street”:

THAT staff be authorized to market City-owned property located at 802 East 3rd Street (the “Property”) for sale on the open market;

THAT staff be authorized to use the services of a realtor to list the Property with the local real estate board;

THAT staff report back to Council for approval of any offers to purchase the Property prior to entering into a binding purchase and sale agreement;

THAT staff be authorized to register a statutory right of way and option to purchase (for \$1.00) over the approximately 1,147 square foot portion of the Property so that it can be dedicated as roadway when redeveloped;

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

AND THAT the report of the Manager, Real Estate, dated June 9, 2022, entitled “Potential Disposition of 802 East 3rd Street”, remain in the Closed session.

CARRIED UNANIMOUSLY

19. Land Matter – File: 02-0890-20-0028/1

Report: Manager, Real Estate, dated June 16, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Manager, Real Estate, dated June 16, 2022, regarding a land matter:

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

AND THAT the wording of the recommendation and the report of the Manager, Real Estate, dated June 16, 2022, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Back, seconded by Councillor Bell

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:46 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

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Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

SPECIAL OLYMPICS GLOBAL WEEK OF INCLUSION

Whereas

Special Olympics athletes have historically experienced immense feelings of isolation and exclusion, and throughout the Covid-19 pandemic those feelings have only escalated;

Whereas

during the Special Olympics Global Week of Inclusion, Special Olympics BC will highlight and celebrate Champions of Inclusion, those who step forward to show leadership for inclusion and respect of people with intellectual disabilities; and

Whereas

year-round Special Olympics BC sport programs in the North Vancouver community create vital opportunities for our families, friends and neighbours with intellectual disabilities to enrich their lives through the power of sport;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **July 18 to 24, 2022** as the **Special Olympics Global Week of Inclusion** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, July 18, 2022

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

PRIDE WEEK

Whereas

the City of North Vancouver is committed to being a welcoming and inclusive place for all people and families;

Whereas

LGBTQIA2S+ people live, work, and play with pride in the City of North Vancouver and make valuable contributions to the social and economic fabric of our City;

Whereas

LGBTQIA2S+ people have faced and continue to face significant challenges as they strive for equity in areas such as healthcare, public safety, employment, and recognition of family relationships and identity; and

Whereas

the City of North Vancouver embraces the 2022 North Shore Pride Alliance theme: "Unity: Together Again" which is meant to highlight the importance around gathering in-person with chosen family and community;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **July 21 to August 1, 2022** as **Pride Week** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, July 18, 2022

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

UKRAINE INDEPENDENCE DAY

Whereas

Ukraine Independence Day is celebrated annually on August 24th in recognition of Ukraine's declaration of independence from the U.S.S.R. in 1991; and

Whereas

the City is a community where all people are welcomed, included, and celebrated; and

Whereas

Canada is home to over 1.3 million people of Ukrainian heritage, the largest population of Ukrainians outside of Europe, and Ukrainian-Canadians have contributed to and continue to contribute to our rich social, economic, and cultural fabric; and

Whereas

On February 24 2022, Ukraine experienced an illegal, unprovoked, full-scale military invasion, resulting in more than 13 million people to date fleeing their homes and seeking refuge in countries across the world, including Canada; and

Whereas

the City of North Vancouver will fly the Ukraine flag in Civic Plaza on August 24th in solidarity with Ukrainians and the Canadian Ukrainian diaspora who are reeling from events of the past 6 months;

Now Therefore

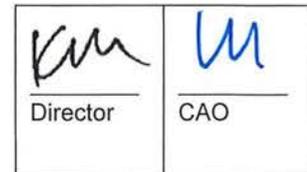
I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **August 24, 2022** as **Ukraine Independence Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, July 18, 2022

Linda C. Buchanan

Mayor Linda Buchanan

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

REPORT

To: Mayor Linda Buchanan and Members of Council
From: Mike Hunter, Deputy Director, Engineering, Parks and Environment
Subject: MUNICIPAL APPROVING OFFICER APPOINTMENT
Date: July 6, 2022 File No: 08-3320-01-0001/2022

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director, dated July 6, 2022, entitled "Municipal Approving Officer Appointment":

THAT Mandy Wardell and Karyn Magnusson be appointed as Municipal Approving Officers in accordance with the Land Title Act, until employment with the City ceases.

BACKGROUND

The Approving Officer adjudicates subdivision applications and related matters under the authority of the BC *Land Title Act*. The Act grants the authority to appoint Municipal Approving Officers to Council.

DISCUSSION

The City has historically appointed two or three Municipal Approving Officers concurrently, in order to ensure capacity building and adequate coverage are in place.

With the retirement of Doug Pope, City Engineer, the City currently has only one Municipal Approving Officer, Mathew Holm. Mr. Holm has recently been appointed to the position of Manager, Engineering Design, and will no longer be the City's primary contact for subdivision approvals.

Mandy Wardell has recently joined the City as the new Manager, Development Services and staff therefore recommend that Council appoint Ms. Wardell in the Municipal

Approving Officer role. In order to ensure sufficient coverage at a time when the volume and complexity of development applications are increasing, staff also recommend the appointment of Karyn Magnusson, Acting City Engineer, as Municipal Approving Officer.

FINANCIAL IMPLICATIONS

None.

INTER-DEPARTMENTAL IMPLICATIONS

Business processes should be strengthened with added capacity and capability in this function.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

None.

RESPECTFULLY SUBMITTED:



Mike Hunter, RPBio
Deputy Director,
Engineering, Parks and Environment



Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
NORTH SHORE EMERGENCY MANAGEMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Dicken, Director, North Shore Emergency Management

Subject: UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND GRANT
APPLICATION – EXTREME HEAT RISK MAPPING, ASSESSMENT AND
PLANNING

Date: July 6, 2022 File No: 14-7130-01-0001/2022

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

RECOMMENDATION

PURSUANT to the report of the Director, North Shore Emergency Management, dated July 6, 2022, entitled “UBCM Community Emergency Preparedness Fund Grant Application – Extreme Heat Risk Mapping, Assessment and Planning”:

THAT the application submitted to the UBCM Community Emergency Preparedness Fund (CEPF) for “North Shore Extreme Heat Vulnerability Reduction: Socio-economic and Cultural Risk Assessment and Mapping” in the amount of \$130,000 be endorsed;

AND THAT the District of North Vancouver, in partnership with North Shore Emergency Management (NSEM), be authorized to manage the project and funds.

ATTACHMENTS

1. UBCM CEPF 2022 Heat Mapping Grant Application
2. UBCM CEPF 2022 Heat Mapping Budget

SUMMARY

NSEM has applied, on behalf of the three North Shore municipalities and the Tsleil-Waututh Nation, to the UBCM CEPF under the funding stream for 2022 Extreme Heat Risk Mapping, Assessment and Planning for a project entitled "North Shore Extreme Heat Vulnerability Reduction: Socio-economic and Cultural Risk Assessment and Mapping". At this time, the Squamish Nation was unable to participate as a funding partner, but they will contribute through in-kind support as a project partner.

NSEM staff will manage the project and provide periodic updates to the NSEM Executive Committee and Operations Committee.

BACKGROUND

The emergency management obligations of the three North Shore municipalities are met by NSEM, whose role supporting the prevention of and response to municipal emergencies is based on the *Emergency Programs Act* and reinforced through bylaw.

NSEM (and thereby the North Shore municipalities) also have mutual Emergency Support Services agreements with the Squamish Nation and Tsleil-Waututh Nation.

DISCUSSION

On behalf of the North Shore municipalities, NSEM has established and implemented an updated Extreme Heat Response Plan, along with an associated work plan and communications plan, based on recommendations contained in NSEM's After Action Review of 2021 Extreme Weather Events.

Based on those recommendations and during execution of that work, the need was identified to build a more comprehensive understanding of which specific population groups are more heavily impacted by extreme heat events, why and how this occurs, where they are located, and what mitigations could bolster their preparedness and resilience and thereby reduce overall risk exposure. While some heat vulnerability mapping had been undertaken across the Lower Mainland and the North Shore specifically, this is mostly based on legacy census data.

This project would seek to update and augment that information with datasets including social and cultural considerations, health system and emergency response call interactions, and infrastructure characteristics specific to the North Shore. An assessment would also be undertaken to understand how the Tsleil-Waututh Nation have historically adapted to extreme climate events in the region, and how these learnings and wise practices could be applied in a modern-day context.

This project would amalgamate those and other relevant datasets with existing NSEM hazard, risk and vulnerability information, and be incorporated into the Lightship Common Operating Platform for use by project partners. Key project findings would be incorporated into a summary report to be shared across all three municipalities and both First Nations, potentially also being shared with other jurisdictions and agencies on an open-source basis to support their local extreme heat preparedness and response work, owing to the innovative and unique nature of the proposed work.

Date: July 6, 2022

The 2022 CEPF application form was submitted prior to the July 2nd, 2022 deadline; but Council resolutions from all partners, which can be submitted after the fact, are required to complete the submission.

FINANCIAL IMPLICATIONS

The maximum available funding for each municipality is \$30,000. Spread over three municipalities and one First Nation, the funding partnership allows for an application total of \$120,000. The overall cost of the project totals \$130,000 and exceeds the available grant funding. The remaining funds are ineligible grant expenses that will be detailed in the NSEM 2022 budget, within which \$10,000 has been allocated to this project from the NSEM Planning Special Project budget.

INTER-DEPARTMENTAL IMPLICATIONS

While most project deliverables would be executed by third-party contractors owing to the technical nature of this work, NSEM would oversee and direct the initiative, including collaboration with City of North Vancouver staff to ensure that the specific needs of the municipality are considered in the project.

The CEPF Extreme Heat Risk Mapping, Assessment, and Planning application form was led by NSEM and co-constructed with a representative from the City of North Vancouver Fire Department, as well as the other two North Shore Fire Departments and the Emergency Planning Coordinator from Tsleil-Waututh Nation. Additionally, the NSEM Operations Committee has provided support for the grant application process and has been verbally briefed.

The City of North Vancouver Fire Department is also expected to be an active project partner related to several project deliverables including the provision and analysis of response call data, supporting interaction with commercial and residential building managers on heat health and safety issues, and elements related to community risk reduction.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The execution of the proposed project, and incorporation of its outcomes into NSEM's planning and operations, align with Council's vision and priority to be A City for People: welcoming, inclusive, safe, accessible and supporting the health and well-being of all.

RESPECTFULLY SUBMITTED:



Emily Dicken
Director, North Shore Emergency Management



Community Emergency Preparedness Fund

Extreme Heat Risk Mapping, Assessment, and Planning

2022 Application Form

Please complete and return the application form by **June 24, 2022**. All questions must be answered by typing directly in this form. If you have any questions, contact cepf@ubcm.ca or (250) 387-4470.

SECTION 1: Applicant Information	AP <i>(for administrative use only)</i>
Name of Local Government or First Nation: District of North Vancouver	Date of Application: June 29, 2022
Contact Person*: Emily Dicken	Position: Director
Phone: 778-338-6305	E-mail: edicken@nsem.ca

* Contact person must be an authorized representative of the applicant.

SECTION 2: For <u>Regional Projects Only</u>
<p>1. Identification of Partnering Applicants. For all regional projects, please list all of the partnering eligible applicants included in this application. Refer to Section 2 in the <i>Program & Application Guide</i> for eligibility.</p> <p>City of North Vancouver, District of North Vancouver, District of West Vancouver and Tsleil-Waututh First Nation.</p>
<p>2. Rationale for Regional Projects. Please provide a rationale for submitting a regional application and describe how this approach will support cost-efficiencies in the total grant request and support a comprehensive, cooperative approach.</p> <p>The emergency management obligations of the three North Shore municipalities are met by North Shore Emergency Management (NSEM), whose role supporting the prevention of and response to municipal emergencies is based on the Emergency Programs Act and reinforced through bylaw.</p> <p>NSEM (and thereby the North Shore municipalities) also have mutual Emergency Support Services agreements with the two North Shore First Nations - Squamish and Tsleil-Waututh.</p> <p>The proposed initiative has been co-developed and will be collaboratively executed between partners. It is grounded in a shared goal of effective community-centric risk reduction, and will enhance existing relationships between partners and across the North Shore region. While the Squamish Nation is focusing on separate projects, project</p>

partners will take an inclusive approach and share relevant outcomes to support their resiliency efforts.

This collaborative approach is cost-effective for all partners, who will participate in and share the benefits of a single coordinated approach to heat vulnerability assessment and planning.

This will eliminate the financial and logistical burden of individual approaches by coordinating contracting processes and reducing administrative overhead.

SECTION 3: Project Information

1. Name of the Project:

- a. Name of project: North Shore Extreme Heat Vulnerability Reduction: Socio-economic and Cultural Risk Assessment and Mapping
- b. Proposed start and end dates. Start: September 1, 2022 End: August 30, 2023

2. Project Cost & Grant Request:

- a. Total Project Cost: \$130,000.00
- b. Total Grant Request: \$120,000.00
- c. Have you applied for, or received, funding for this project from other sources. If yes, please indicate the source and the amount of funding received or applied for.
No

3. Project Summary. Please provide a summary of your project in 150 words or less.

This initiative will compile and assess multiple data sets to more effectively address the risks posed by extreme heat events.

Specific components include response and health partner activities and observations from previous heat events; historic and projected demographic trends; Indigenous cultural approaches to heat events; climate change-linked extreme heat impacts and adaptations; regional natural and infrastructure characteristics; and related external best practices.

Following third party compilation and analysis, relevant data would be amalgamated in an interactive heat vulnerability map of the region, through which partners could develop and inform responsive risk reduction plans and activities.

This collaborative work would identify opportunities for mutual support, enhanced projection of mitigative and response resources, and more impactful delivery of outreach and social supports specific to identified population risks.

Vulnerable populations and locations would be identified and targeted with preparedness, mitigation and response interventions.

SECTION 4: Detailed Project Information

4. Proposed Activities.

- a. What specific activities will be undertaken as part of the proposed project? Refer to Section 6 of the *Program & Application Guide* for eligibility.
- Completion of Extreme Heat Risk Maps: diverse data sets will be compiled and analyzed to create comprehensive high-definition heat vulnerability mapping. These would include response and health partner interactions and observations from previous extreme heat events; historic and projected demographic and climatic trends; traditional Indigenous cultural approaches to climate events; regional environmental and infrastructure characteristics; and incorporation of relevant external baselines and best practices.
 - Identification of community values and wisdom through engagement: Public engagement sessions would be held with community-based organizations and Indigenous knowledge holders to identify location and composition of heat-vulnerable groups, key heat hazard attributes, gaps and opportunities, social and cultural context for extreme weather impacts, and opportunities to build relationships that will bolster community spirit and collaborative opportunities. Where applicable, public education opportunities would be highlighted for subsequent follow-up by partners through separate projects. Initial outreach would also be undertaken to identify topics of greatest interest to the community. Specific to Tsleil-Waututh engagement work, the project will be structured to ensure that when cultural knowledge is compiled, it is not just extractive (i.e. primary benefit to this project), but focused on creating information stores of value to the community for climate resilience/adaptation or other purposes, driven by initial engagement.
 - Completion of an Extreme Heat Risk Assessment: following completion of the mapping, this tool identifies high-risk populations and locations for further risk assessment and reduction. Additional data sets would be added from complementary projects outside this grant (i.e. installation of remote heat monitoring sensors in locations identified as having vulnerable characteristics or populations). While heat islands have provisionally been identified through local climate assessments, specific community and infrastructure vulnerabilities would be isolated for follow-up data collection and assessment.
 - Integration of Extreme Heat Disaster Risk Reduction and Climate Adaptation Planning: Municipal and Indigenous partners will be engaged to assess and review compiled data, engage their climate action teams to discuss potential responses and how the project outcomes can inform their climate change mitigation and adaptation efforts.
 - Completion of an Extreme Heat Response Plan: while a North Shore Heat Response Plan has already been developed, it is an evergreen product. Outputs from this project will inform further development of the Plan and associated activities.
 - Development of short and long-term extreme heat risk reduction goals, objectives, and strategies to meet these goals; developing adaptive options; evaluating, ranking and recommending options; and developing preliminary cost estimates: Responsive and innovative heat risk reduction and adaptation opportunities would be identified through the data-driven process and outcomes of the project. Options for response would then be assessed, prioritized and recommended through measures such as

policy approaches, infrastructure upgrades, targeted communications, regulatory guidelines for developers and building managers, personal and household adaptive measures, and other risk-reduction activities as appropriate for the level and type of hazard faced. Activities outside grant scope would be covered by existing resources (i.e. distribution of individual thermometers to vulnerable buildings and residents to enhance their understanding of risk, and personal hazard preparedness).

- Amendments to relevant plans, bylaws, and policies that are specific to the extreme heat risk assessment, mapping, and planning: Planning and policy teams from all partners would be engaged, provided with outputs from this project, and engaged on avenues to address specific identified vulnerabilities through planning, bylaw and/or policy approaches. This would also identify opportunities for regional approaches, common understanding and future collaboration.

- Presentation of extreme heat risk assessment, map(s), or plan(s) to Council, Board, Band Council or Treaty First Nation government, community organizations, etc.: Mapping and assessments generated by this project would be considered as open source (aside from identified privacy, business confidentiality or cultural sensitivities), shared across partners and potentially external jurisdictions as appropriate. Project summaries would be developed and formally presented to respective municipal and Band councils of all implicated partners.

- b. How will the project address the risks posed to heat-sensitive populations (including special consideration or response actions to support heat-vulnerable populations)?

The initiative will go beyond current macro approaches to heat events, which focus on risk reduction approaches for broad and general population groups, to identify characteristics and associated risks inherent to individual demographic groups and even specific building locations demonstrating increased heat sensitivity.

Planners and responders will thereby be better equipped to identify heat vulnerable populations, where they are located, and their discrete risks and needs in their homes and local environments.

Project partners will thereby be empowered to develop responsive tools and techniques to enhance the adaptation and resilience of those groups and spaces, resulting in a more effective approach to extreme heat events, and allowing finite mitigation and response resources to be applied where the need is greatest.

While public education and response actions are outside the eligible scope of this grant, they would still be undertaken through in-kind partner support and their existing resources. For example, translating initiative outcomes into applied action for heat vulnerable groups (i.e. working with Building Managers to monitor temperatures for high-risk buildings and populations, and develop tiered mitigations - thresholds for evacuation or other escalation).

- c. How will the proposed activities consider and adapt to the impacts of climate change in the project methodology and deliverables?

Models used for heat risk mapping will include present and future climate projections for the region. The results of this study will help project partners

undertake climate change adaptation actions involving community planning, including parks and changes to building policies that will reduce the risk of vulnerable populations experiencing climate driven extreme heat events.

5. Proposed Outcomes & Deliverables.

- a. What are the specific proposed outcomes and/or deliverables for this project?

Owing to climate change and compounding hazards, emergency managers need enhanced situational awareness to effectively address mitigation and response needs, especially for vulnerable populations.

This project will: identify key points of community and infrastructure vulnerability to extreme heat events on the North Shore; create engagement opportunities to develop shared and collaborative processes; allow project partners to translate research into action by targeting at-risk populations for responsive measures; create a high-definition, interactive and evergreen digital GIS mapping platform for regional heat and climate vulnerabilities; and enhance understanding and incorporation of Indigenous cultural practices for climate adaptation, braiding these learnings with Western scientific approaches.

- b. How will the proposed activities increase understanding of the social, cultural, economic, and/or environmental impacts of extreme heat events to the community?

This project will quantify and assess the interface between extreme heat events and social, cultural, economic and environmental indicators. By linking specific populations and locations with risk and health outcomes, partner response efforts can be focus on those most vulnerable, also enlisting support from traditionally disengaged stakeholders like building and property management.

This initiative will also allow predictive identification of unserved locations and populations, allowing partners to reach and build bridges with these groups - often individuals not already engaged through existing agency efforts.

Tsleil-Waututh Nation will support project partners and contractors to plan and execute effected engagement with community members and knowledge holders. The goal will be to better understand how family and community ties have resulted in enhanced outcomes during extreme heat and similar events which disrupted natural systems, how those adaptations have changed over time, and how their cultural practices can inform regional risk reduction. Specific knowledge-based deliverables will include identification of natural cooling areas (traditional or potential); options to add resiliency features to these (i.e. water supplies, shade features, tree cover) and/or make them more accessible; and the impacts of heat on cultural food sources and food chains, also mental and community health.

- c. How will the proposed activities identify or achieve co-benefits (e.g. reducing greenhouse gas emissions, improving community health and wellbeing, enhancing biodiversity, etc.)?

Project work is directly aligned with municipal and First Nations efforts to identify and reduce climate change impacts and associated hazards, and will provide associated teams with additional data to enhance their work (i.e. identifying building types which are most vulnerable in order to implement responsive policy and planning responses).

Associated municipal fire departments have specific deliverables around community risk reduction. This project will provide additional data on socioeconomic factors, population density, human behaviour, social and cultural influences, and other factors influencing risk reduction.

Community health and well-being would be enhanced through enhanced resilience and health outcomes, as well as intangible factors such as increased trust developed through engagement with local governments.

Infrastructure and planning efforts related to climate change and greenhouse gas reduction will also be enhanced through access to this data. For example, initiatives to reduce population vulnerability to extreme heat through energy-efficient building design and retrofits also reduce GHG emissions. Increased tree cover and green space has the added benefit of increasing biodiversity.

6. Transferability. Describe the extent to which the proposed project may be transferable to other local governments and/or First Nations.

As a model for regional emergency management, NSEM is well-positioned to engage its partners in collaboration. This will ensure project outcomes are not merely transferable, but embedded within those authorities.

As an open-source initiative, learnings from this project will also be shared with neighboring jurisdictions to support their related work.

7. Partnerships. In addition to Question 1, if applicable, identify any partners (e.g., equity organizations, agricultural sector, critical infrastructure owners) you will collaborate with on the proposed project and specifically outline how you intend to work together.

- All North Shore response partners (the three North Shore fire departments, West Vancouver and Royal Canadian Mounted Police, BC Ambulance Service) will be engaged to identify and assess historical and projected call data, provide context on their existing and planned community risk reduction work, and incorporate linkages to their ongoing work with the insurance industry and other partners.

- Community Based Organizations, particularly those serving heat-vulnerable populations, will be engaged to provide data and associated context. This will ensure that project work and outcomes reflect cross-cultural understandings, and deliver outcomes which prioritize the needs of vulnerable and equity-seeking groups.

- Metro Vancouver, Burnaby, City of Vancouver, or other local authorities with potentially useful data holdings will be engaged to share data and associated community risk reduction responses.

- Owners and operators of Multi Unit Residential Buildings will be engaged to identify current heat adaptation efforts, and identify opportunities for collaboration (e.g. heat monitoring, community building to reduce isolation risk factors).

- Academic researchers and institutions will be consulted to share project data and incorporate their work and expertise.
- Federal and Provincial agencies with shared interests will be engaged to share relevant data and discuss potential collaborative adaptation strategies.

8. Innovation. Describe how this project will be innovative.

While some vulnerability mapping for extreme weather has been undertaken by various agencies, this is usually based on limited open source climate or socio-economic data sets such as census and tax holdings.

To our understanding it there have been no prior efforts in BC to take heat vulnerability data collection and mapping beyond basic socio-economic data, incorporating considerations like Indigenous cultural practices; health and response partner call data; or municipal infrastructure and building stock characteristics and assessments.

The inclusion of Indigenous knowledge is an emerging wise practice, as exemplified by the recent inclusion of Indigenous forest clearing practice as a mitigative measure for wildfires.

9. Additional Information. Please share any other information you think may help support your submission.

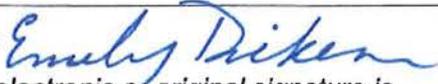
SECTION 5: Required Application Materials

Only complete applications will be considered for funding. The following separate attachments are required to be submitted as part of the application:

- Local government Council or Board resolution, Band Council resolution, or Treaty First Nation resolution, indicating support for the current proposed activities and willingness to provide overall grant management.
- Detailed budget for each component identified in the application. This must clearly identify the CEPF funding request, applicant contribution, and/or other grant funding.
- For regional projects only: Local government Council or Board resolution, Band Council resolution, or Treaty First Nation resolution from each partnering applicant that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf.

Approved applicants are required to grant the Province of British Columbia free and clear access and distribution rights, specifically a perpetual, royalty-free, non-exclusive, worldwide license to use, reproduce, modify, and distribute, any and all of the spatial data products acquired/produced using CEPF funding.

--

SECTION 6: Signature. Applications are required to be signed by an authorized representative of the applicant. Please note all application materials will be shared with the Province of BC.	
I certify that: (1) to the best of my knowledge, all information is accurate and (2) the area covered by the proposed project is within our local authority's jurisdiction (or appropriate approvals are in place).	
Name: Emily Dicken	Title: Director
Signature:  <i>A certified electronic or original signature is required.</i>	Date: 6/2/22

Submit applications to Local Government Program Services, Union of BC Municipalities
E-mail: cepf@ubcm.ca

Applicant Name: North Shore Emergency Management Office

Project Title: Extreme Heat Mapping Grant Submission

Cost Estimate Developed By: Emily Dicken

Date of Cost Estimate (DD-MM-YYYY): 26-06-2022

Cost Estimate Class - A,B,C,D (see guidance below): Class D

ELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
Data Collection				40,000
Costs associated with Data Collection Methods				
Data collection Sub-Total:				\$40,000.00
Analysis				20,000
Analysis costs on project data, elements and methods				
Analysis Sub-Total:				\$20,000.00
Reporting				30,000
Development of drafts, reports and final developments				
Reporting Sub-Total:				\$30,000.00
Other Eligible Costs				
Items could include communications, surveying, testing, consultation, environmental assessments etc.	Engagement & Honorarium for Funds (food for meetings), Communications			30,000.00
	Environmental and Consultation			
	Engineer			
Other Eligible Costs Sub-Total:				\$30,000.00

Contingency				
Contingency is generally reflective of the Class of Cost Estimate				
Contingency Sub-Total:				\$0.00
TOTAL ELIGIBLE GRANT COSTS*:				\$120,000
INELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
Municipal In Kind Support for Hard Costs and Other Costs				10,000.00
TOTAL INELIGIBLE COSTS*:				\$10,000
TOTAL GRANT COSTS (Eligible):				\$120,000
TOTAL PROJECT COSTS (Eligible + Ineligible)*:				\$130,000
*Totals must match totals in the Project Costs section of the Application Form and Project Record.				

Cost Estimate Comments

Please add any information that you feel is relevant to your cost estimate

Cost Estimate Classes - definitions & assumptions [sourced from the Association of Professional Engineers and Geoscientists of British Columbia (APEGBC)]

Cost estimate class	Features & Uses	Suggested Contingency for Associated Class
Class A	Detailed estimate based on final drawings and specifications Used to evaluate tenders	±10-15%
Class B	Prepared after completing site investigations and studies, and after defining major systems Based on a project brief and preliminary design Used for project approvals and budgetary control	±15-25%
Class C	Prepared with limited site information and based on probable conditions Captures major cost elements Used to refine project definition and for preliminary approvals	±25-40%
Class D	Preliminary estimate based on little or no site information Represents the approximate magnitude of cost, based on broad requirements Used for preliminary discussion and long-term capital planning	±50%

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 5th 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):

Lots	Block	D.L.	Plan	
26	12	273	1063	from RS-1

READ a first time on the 7th day of March, 2022.

READ a second time on the 7th day of March, 2022.

READ a third time on the 11th day of April, 2022.

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

MAYOR

CORPORATE OFFICER

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Bram van der Heijden, Planner I

Subject: REZONING APPLICATION AND HERITAGE DESIGNATION – 245 EAST 10TH STREET (JAMES STOBIE / SYNTHESIS DESIGN INC.)

Date: June 15, 2022 File No: 08-3400-20-0068/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated June 15, 2022, entitled “Rezoning Application and Heritage Designation–245 East 10th Street (James Stobie / Synthesis Design Inc.)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936” (James Stobie / Synthesis Design Inc., 245 East 10th Street, CD-757) be considered and referred to a Public Hearing;

THAT “Heritage Designation Bylaw, 2022, No. 8937” (James Stobie / Synthesis Design Inc., 245 East 10th Street) be considered and referred to the same Public Hearing;

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

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

ATTACHMENTS

1. Architectural & Landscape Drawings, dated May 30, 2022 (CityDocs [2185350](#))
2. Heritage Conservation Plan (CityDocs [2185351](#))
3. Statement of Significance (CityDocs [2108193](#))
4. Developer Information Session Summary (CityDocs [2191025](#))

5. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8936" (James Stobie / Synthesis Design, 245 East 10th Street, CD-757) (CityDocs [2181153](#))
6. "Heritage Designation Bylaw, 2022, No. 8937" (James Stobie / Synthesis Design Inc., 245 East 10th Street) (CityDocs [2181226](#))

SUMMARY

This report seeks Council approval for a heritage retention and infill development. The proposal includes a Heritage Designation Bylaw to protect the existing Heritage "A" building on the site in perpetuity.

BACKGROUND

Applicant:	James Stobie / Synthesis Design Inc.
Official Community Plan Designation:	Residential Level 3 (R3)
Existing Zoning:	RT-1
Applicable Guidelines:	N/A
Heritage Character Area	East 10 th St.

DISCUSSION

Site Context

This 649.57-square metre (6,992 square feet) site is located on the south side of East 10th Street in the middle of the block between St. Georges Ave. and St. Andrews Street in the Central Lonsdale neighbourhood. The site has a frontage of 15.24 metres (50 feet) along East 10th Street and slopes down towards the rear of the property.

Heritage Designation

Heritage Value of Building

Located on the site is a heritage building identified on the City's heritage register as the Gowan Residence, and in the statement of significance (Attachment 3) as the Wismer Residence. The building is A-listed and has been recognized as having significant heritage value. See Figure 1.

Figure 1: Heritage Register entry for Gowan Residence



Compatibility of Conservation with Area and Property

The site is located in the East 10th Street heritage character area, and there are 10 heritage buildings on the block. Additionally the area is a transition zone between higher and lower-density areas with a mix of detached houses and duplexes to the east and some larger multi-residential development to the west. The buildings and uses immediately surrounding the subject site are described and shown in Table 1 below.

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	244 E 10th Street	Detached heritage house	RT-1
South	260–262E 9th Street	Duplex	RT-1
East	251–253E 10th Street	Duplex	R1-1
West	239–241E 10th Street	Duplex	RT-1

PLANNING ANALYSIS

Heritage Conservation — Building Condition and Viability

The applicant’s Heritage Conservation Plan (Attachment #2) outlines the proposed conservation strategy to ensure the retention and rehabilitation of the foursquare architectural style Gowan Residence.

It is intended that the existing heritage house be retained as a single-family dwelling.

Apart from the restoration work outlined in the conservation plan and the replacement and reduction of the rear deck, no alterations will be made to the heritage home.

Staff have reviewed and support the minor building work proposed, as it will revitalize the building and result in a built form that is more sensitive to the heritage value of the house by replacing the existing oversized rear deck with a smaller and appropriately designed deck.

As part of this application, the ongoing protection of the house will be secured through a Heritage Designation Bylaw (Attachment #6). Any future alteration to the house will need to be authorized by a Heritage Alteration Permit and done in accordance with the Heritage Conservation Plan (Attachment #2) which will be registered on title through a Heritage Conservation Covenant (Section 219).

Infill Duplex

To help offset the costs associated with the heritage conservation efforts, including upgrades and securing a Heritage Designation of the property, the proposal includes a new infill duplex building at the rear of the site.

The infill duplex design is a contemporary building inspired by the Arts and Crafts architectural style. A neutral colour palette and modest architectural detailing have been applied to the building to ensure it is subordinate to the heritage home while still being complementary in nature. Furthermore, additional vegetation will be provided between the heritage home and infill building including two trees. The landscaping will provide further visual separation between the two buildings and increased privacy for residence on the site and adjacent neighbouring properties.

The two storey infill building is designed to be compatible with the Gowan Residence heritage house. The Gowan Residence would remain the focal point of the site as the new infill building would have a low profile, be sited close to the rear property line and have a building separation of 6.9 metres, with reduced visibility from the street.

Staff are supportive of the proposed 7% increase in lot coverage above the current RT-1 zoning and several modifications in setbacks are proposed (Table 2) as these are necessary to accommodate the duplex infill.

- The modified setbacks are required to allow for the infill duplex at the rear of the property and ensure adequate building separation to the heritage home.
- The increase in lot coverage necessary to overcome the inherent inefficiency of working with an existing building on site. Moreover, the increase is limited in scope and is still less than what is permitted for a single family home and a coach house in a RS-1 zone or a duplex in an RT-2 zone.

Parking

A parking variance is proposed in order to support a heritage-sensitive infill development that approaches the density allowed according to the OCP. Due to the proximity of the heritage home to the rear lot line, limited space is available for an infill building at the rear of the property. If additional parking were to be required, it would need to be incorporated within the infill building, significantly increasing the volume of the building. Any increase to the currently proposed building massing would impede on the heritage value of the Gowan Residence and would have a greater impact on neighbouring properties.

Due to the value of the Heritage A building, Staff are supportive of the reduction in parking by one stall to better accommodate an infill building at the rear of the property by reducing the space needed for additional parking.

The overall impact on parking will be limited as it only pertains to one parking stall in an OCP Residential Level 3 area, where parking variances typically are not considered

except for heritage conservation or in specific cases where development is significantly hindered.

To compensate for the reduction of one car parking stall, a total of six bicycle parking stalls will be provided to facilitate the use of active transportation modes. The site is also located within 400 metres of bus service along E Keith Road.

A summary of minor zoning variances are listed below and supported by staff:

Table 2. Requested Changes to the Zoning Bylaw

	Current Designation/Regulation (RT-1)	Proposed Designation/Regulation (CD-756)
Principal Use	Two-Unit Residential Use	Three principal dwelling units
Principal Building	One per lot	Two per lot
GFA	Combined and in total shall not exceed 0.35 times the Lot Area plus 92.9 square metres (1,000 square feet)	Combined and in total shall not exceed 0.73 FSR The basement of the duplex infill shall be excluded from GFA
Lot Coverage	35%	42%
Setbacks Northern Most Building (Heritage Building)	<ol style="list-style-type: none"> 8 metres (26.2 feet) or 0.35 times the Lot depth, whichever is greater, from the Rear Lot Line. 1.22 metres (4 feet) from the Interior Side Lot Line. 	<ol style="list-style-type: none"> 22.1 metres (72.5 feet) from the Rear Lot Line; with a siting exception for a deck maximum of 1.5 metres (5.0 feet) into the Rear yard setback. 4.2 metres (13.7 feet) from the east Interior Lot Line. 3.5 metres (11.6 feet) from the west Interior Side Lot Line.
Setbacks Southern Most Building (Infill Dwellings)	<ol style="list-style-type: none"> 4.6 metres (15 feet) from the Front Lot Line. 8 metres (26.2 feet) or 0.35 times the Lot depth, whichever is greater, from the Rear Lot Line. 	<ol style="list-style-type: none"> 27.0 metres (89 feet) from the Front Lot Line. 2.0 metres (6.5 feet) from the Rear Lot Line.
Building Height Northern Most Building (Heritage Building)	A Principal Building shall not exceed a Top of Plate height of 8 metres (26.2 feet) as measured by the Height Envelope.	Maximum geodetic height of 103.1 meters (338 feet).

	Current Designation/Regulation (RT-1)	Proposed Designation/Regulation (CD-756)
Building Height Southern Most Building (Infill Dwellings)	A Principal Building shall not exceed a Top of Plate height of 8 metres (26.2 feet) as measured by the Height Envelope.	Maximum geodetic height of 99 meters (324.8 feet).
Parking	1 stall per dwelling unit	2 stalls
Bicycle parking	-	6 Bicycle parking stalls
Garbage and Recycling	-	Garbage and recycling shall be screened on all sides and shall not be located in required Emergency Access Pathways, driveways, or Parking Spaces.

Density Bonus and Community Benefits

A density increase of 0.23 FSR is being considered for this site through conservation and protection of the Gowan Residence as per the 2018 Density Bonus and Community Benefits Policy. The bonus is provided in consideration of the formal protection and conservation of the heritage home, secured through:

- Heritage Designation Bylaw;
- Heritage covenant (section 219).

The value of the conservation can be estimated by using the standard cash contribution amount for density increases in the Level 3 land use designation of \$25 per square foot, as outlined in Table 3.

Table 3. Estimated Value of Community Benefits Through Density Bonusing

Density Value Calculation	Value
Density Bonus 0.23 FSR (@ \$25/Sq.ft.)	\$39,075.00

ADVISORY COMMITTEES REVIEW

Heritage Advisory Commission

Overall, the Heritage Advisory Commission is supportive of the development application.

At their meeting held on May 10, 2022, the Heritage Advisory Commission unanimously approved the following resolution:

“THAT the Heritage Advisory Commission, having reviewed the presentation from Synthesis Design for a Heritage Designation Bylaw and Heritage Conservation Covenant for the Gowan Residence located at 245 East 10th Street, North Vancouver, supports the project, subject to the resolution of the following items to the satisfaction of City staff:

- Preparation of a detailed conservation plan by a registered heritage professional, expanding upon the recommendations / restoration works presented to thoroughly document the heritage resource and provide guidance for maintenance and preservation of the building in the future; and
- Assurance that the alteration to the rear of the property, specifically the rear deck, is sympathetic to the heritage fabric and ensure as much as possible that the alterations are reversible;

AND THAT the Commission thanks the owners and applicant for a thorough presentation and years of upkeep.”

The Heritage Advisory Commission has requested that a more detailed conservation plan prepared by a registered heritage professional should be provided and that the alteration to the rear of the property, specifically the rear deck should be sympathetic to the heritage fabric and should be revisable at a later point in time.

With the current submission, staff are satisfied that the applicant has addressed the above recommendations by providing a detailed conservation plan by a registered heritage professional and by ensuring the proposed deck to replace the current one is considered acceptable according to the Heritage Conservation plan (Attachment #2).

COMMUNITY CONSULTATION

A Developer Information Session was held on May 31, 2022. 10 people attended. A total of 5 letters of support and 3 comment forms were submitted; two in support of the development and one with concerns.

The main reasons for support were:

- the preservation of the heritage home;
- contextual density and form of infill development; and,
- multi-generational living for the family currently living on the property.

The main concerns were:

- the size and density of the infill building;
- potential overlook to neighbouring properties; and,
- the construction impact on the lane.

The applicant has provided correspondence to staff with concerned neighbours, demonstrating how these concerns were addressed by:

- providing information regarding the policy context and the type of development allowed according to the OCP.
- addressing privacy concerns, by changing the east and west elevation windows to clerestory windows to prevent overlook towards the neighbours.
- explaining that the City has regulations to minimize the impact of construction and efforts will be made to coordinate construction with the neighbours.

In addition, some concerns were expressed regarding the overall state of the lane pavement. During the DIS session, Staff clarified that according to City standards a section directly adjacent to the property would be repaved and the comments will be communicated to the City's engineering department.

As the proposal involves a Heritage Designation Bylaw, the proposed development is required to be referred to a Public Hearing under the provisions of the *Local Government Act*. It is also recommended that the Zoning Bylaw amendment also be referred to a Public Hearing.

Staff responses:

The proposed development has been designed with an appropriate density of 0.73 FSR, as anticipated by the OCP, and has a modest site coverage of 42%. With the help of the proposed parking variance of one stall, the proposed infill has been appropriately sited and of a limited size to ensure it will sensitively integrate with the existing heritage building and neighbourhood context.

Mitigating privacy concerns has been an important discussion point between staff and the applicant. The proposed development has been designed to mitigate potential overlook onto adjoining residents to the east and west, through the following design measures:

- providing clerestory windows on the east and west elevation.
- provision of two new trees in the rear yard that will provide additional screening towards the neighbouring buildings.
- a relatively compact building form for the duplex at the rear of the property.

Restoration works are proposed to the Gowan Residence to ensure its continued preservation and modern usage. These upgrades will bring the heritage building up to current building code standards. Ongoing maintenance and alteration to the house will be managed through the Heritage Conservation Covenant.

LEGAL DOCUMENTS

Should Council approve the proposal, the following legal documents would be required to be completed prior to final adoption of the Bylaw:

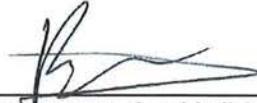
- Development Covenant;
- Servicing Agreement;

- Good Neighbour Agreement;
- Flooding Covenant; and
- Heritage Conservation Covenant (Section 219).

CONCLUSION

This application would facilitate the long-term protection of an important heritage asset and allow the increase and diversification of residential housing stock within the city. The proposal has been designed to be compatible with the neighbourhood context.

RESPECTFULLY SUBMITTED:



Bram van der Heijden
Planner 1



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- DA-2 EXISTING AND PROPOSED CONTEXT STREETSCAPE
- DA-3 SITE PLAN
- DA-4 LANDSCAPE PLAN
- DA-5 LANDSCAPE DETAILS
- DA-6 DUPLEX MAIN FLOOR PLAN
- DA-7 DUPLEX UPPER FLOOR PLAN
- DA-8 DUPLEX BASEMENT FLOOR PLAN
- DA-9 DUPLEX ROOF PLAN
- DA-10 DUPLEX ELEVATIONS
- DA-11 DUPLEX ELEVATIONS
- DA-12 SITE SECTION / COLOUR ELEVATION
- DA-13 DUPLEX REAR RENDERING
- DA-14 PRINCIPAL DWELLING FLOOR PLANS
- DA-15 PRINCIPAL DWELLING FLOOR PLANS
- DA-16 PRINCIPAL DWELLING ELEVATIONS
- DA-17 PRELIMINARY STRATA LOT PLAN

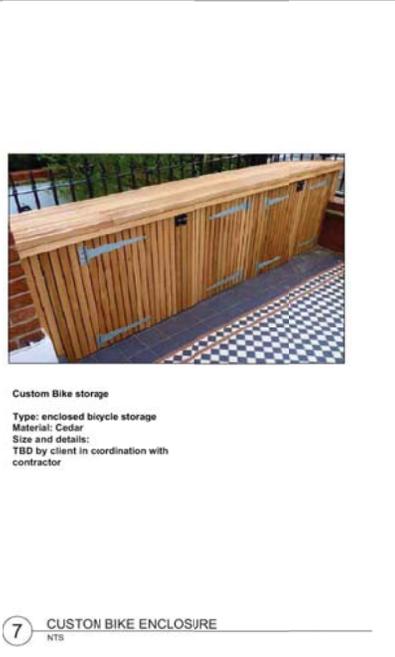
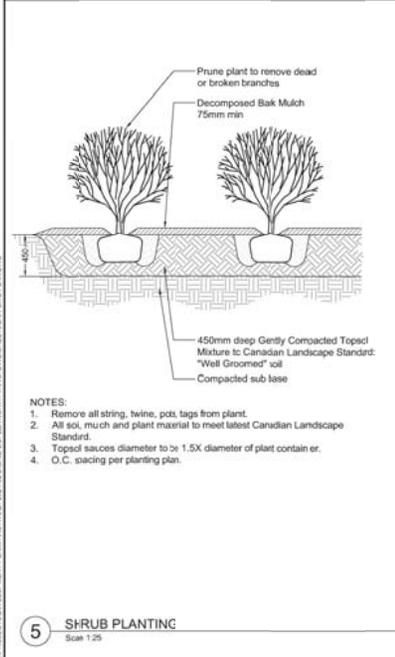
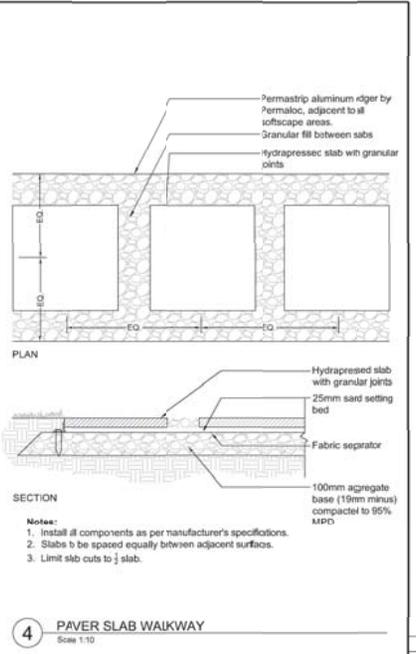
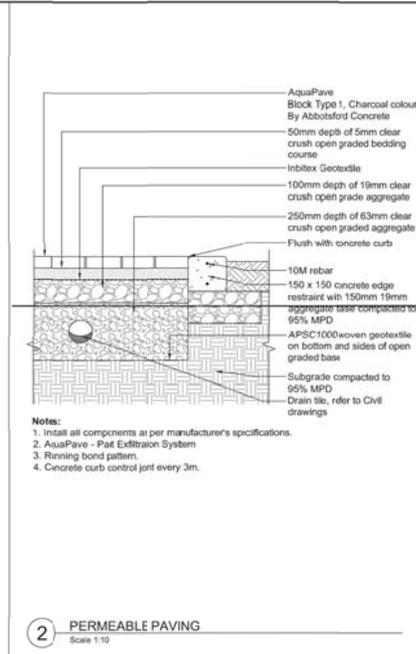
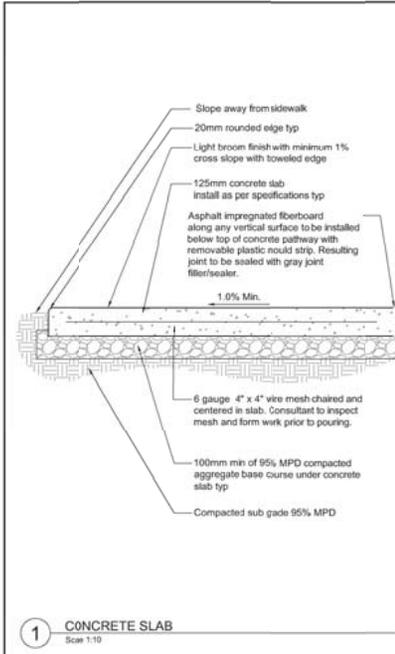
DICKIE DUPLEX INFILL

245 EAST 10TH STREET, North Vancouver, BC

05.30.2022



synthesis design inc.
 528 West 1st Street
 North Vancouver, BC
 Canada V7L 1S3
 Tel: (604) 980-2887
 www.synthesisthe.com



No.	By	Description	Date
6	ET	Re-issued for Perms	2022-09-27
5	ET	Re-issued for Perms	2022-03-23
4	ET	Re-issued for Perms	2022-03-09
3	ET	Issued for Perms	2021-12-14
2	ET	Issued for client review	2021-12-13
1	ET	Issued for client review	2021-12-09

REVISIONS TABLE FOR DRAWINGS

Copying required. The drawing package is the property of VDZ+A and may not be reproduced or used for other projects without permission.

No.	By	Description	Date

REVISIONS TABLE FOR SHEET

Project:
Dicie Duplex North Van

Location:
244 East 10th Street
North Vancouver, B.C.

Drawn: ET	Stamp:
Checked: MVDZ	
Approved: MVDZ	
Scale: AS SHOWN	Original Sheet Size: 24" x 36"

**Heritage Conservation Plan
245 E. 10th Street
City of North Vancouver, BC**



Compiled May 2022

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1.0 Introduction

The subject building is located at 245 East 10th Street in the City of North Vancouver, British Columbia. The proposal is to restore the exterior of the historic house and construct a new infill duplex behind it.

If supported, the proposal would include formal protection through a Heritage Designation Bylaw and a Section 219 Heritage Restoration Covenant.

2.0 Report Scope

The intent of this Heritage Conservation Plan is to provide guidance for the exterior restoration of the heritage house in a way that responds respectfully to the “Standards and Guidelines for the Conservation of Historic Places in Canada”¹ (*Standards and Guidelines*).

A Heritage Conservation Plan also includes a Statement of Significance (SOS), which describes why the building has heritage significance. An SOS is a values-based assessment that considers any aesthetic, cultural, historic, scientific, social and/or spiritual importance of a place. It also identifies the specific elements of the building (called character-defining elements) that should be retained in order for the heritage significance to remain.

This Heritage Conservation Plan is based on the following reports:

- Code Assessment Report March 2022, by Mark Olsthoorn, Olsthoorn Engineering Ltd.
- “A Plan for the Conservation and Maintenance of 245 East 10th Street, North Vancouver” March 2022/ updated May 2022, compiled by the owners.
- PowerPoint presentation to the City of North Vancouver Heritage Advisory Commission, May 10, 2022, presented by the applicant team
- “Wismer Residence Statement of Significance” June 2021, by Donald Luxton and Associates Inc.

The information in the above reports has been placed directly into this report. All the information provided by those reports has been reviewed by the author and found to be clear and reasonable.

This Heritage Conservation Plan adequately meets the standards expected for a Heritage Conservation Plan.

Any changes made to this Heritage Conservation Plan without the consent of the author will invalidate it.

¹ The *Standards and Guidelines for the Conservation of Historic Places in Canada* is a consistent, pan-Canadian set of conservation principles and guidelines that provides sound, practical guidance to achieve good conservation practice. *The Standards and Guidelines for the Conservation of Historic Places in Canada*, Second Edition, 2010 www.historicplaces.ca

3.0 Definitions

The heritage conservation approach to an historic place first requires an understanding of why that place is important. As part of this understanding, there are some key definitions, taken directly from the *Standards and Guidelines*, that are helpful to know.

Conservation: all actions or processes that are aimed at safeguarding the character-defining elements of an historic place so as to retain its heritage value and extend its physical life. This may involve Preservation, Rehabilitation, Restoration, or a combination of these actions or processes.

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Replication: the action of copying exactly a particular element or building and replacing the original with it (this action is not defined in the *Standards and Guidelines* but is included here as this action may form part of the work carried out on this building).

Historic Place: a structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Conservation Plan: a document that provides direction in the heritage conservation of a place, with guidance on specific elements of the place - often forms part of the legal documentation for a Heritage Revitalization Agreement.

Statement of Significance: a statement that describes the historic place and that identifies the heritage value and character-defining elements of the historic place.

Character-defining Element: the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained to preserve its heritage value.

Heritage Value: the aesthetic, historic, scientific, cultural, social or spiritual² importance or significance for past, present and future generations. The heritage value of an historic place is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

² Specific definitions of each value can be found in Section 12.

4.0 Location and Site Context

The house is located in the Central Lonsdale neighbourhood of the City of North Vancouver, British Columbia. The property is a narrow rectangular-shaped lot in the middle of the block. *See map below with the subject property identified with a red circle.*

The house is situated approximately fifteen feet back from the front property line and is oriented towards East 10th Street. There is a small, detached garage in the rear that is accessed from the lane.

The subject house sits in a residential neighbourhood with a mix of housing types. Across the street, the houses appear to be the same general size and historic design as each other. On either side of the subject building, there are large single-family houses, duplexes and multi-family buildings. At the end of the street is a church. Many of the houses on both sides of the street appear to have either large garages or garages with dwellings.

The property is not currently protected with a Heritage Designation or any other heritage Bylaw. It is listed on the City of North Vancouver Heritage Register as an “A” resource, and it is located within a ‘Heritage Character Area’.

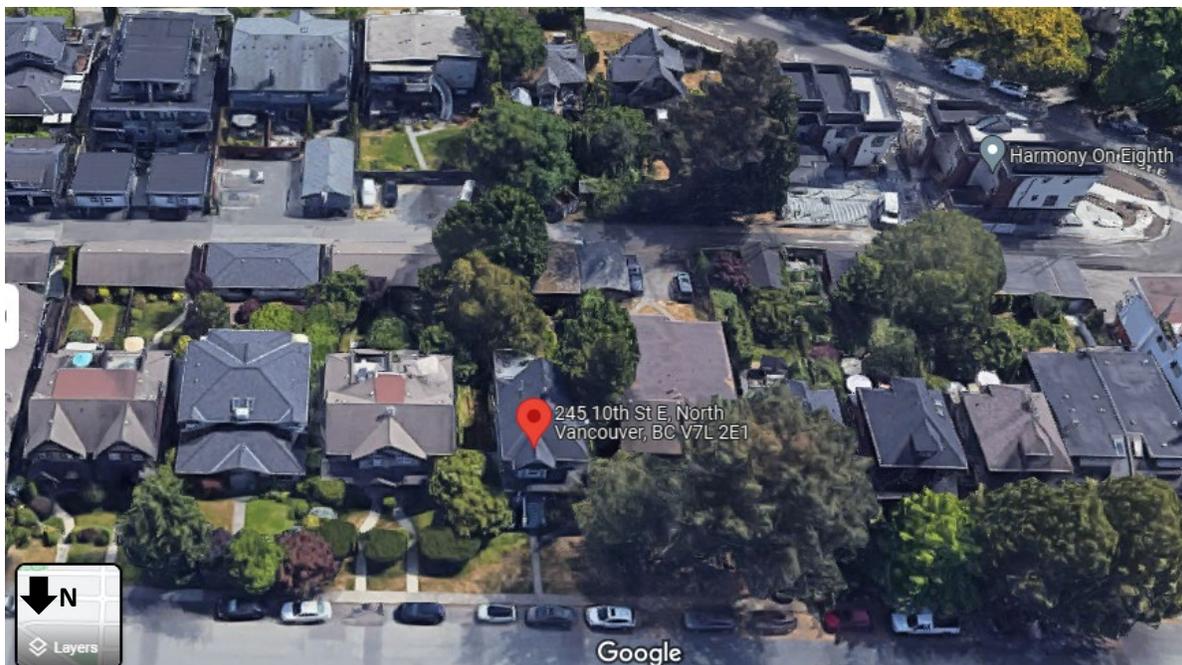


Image courtesy of Google Maps.

5.0 Statement of Significance

A Statement of Significance was provided by Donald Luxton & Associates Inc., dated June 11, 2021, and is copied here. The entire Statement of Significance Report is in Section 9 of this report.

Description of Historic Place

The Wismer Residence is a two-storey, wood-frame Foursquare style house located amongst similar Edwardian-era residences in the City of North Vancouver. Constructed in 1908, the house is characterized by its full-width front porch and steeply pitched hipped roof.

Heritage Value of Historic Place

The Wismer Residence is significant for its association with the Edwardian era development of the City of North Vancouver; for its history of ownership; and for its Foursquare architecture.

The Wismer Residence, constructed in 1908, is valued as a good representation of housing built during North Vancouver's early twentieth century residential development boom. After regular ferry service was established in 1903 and the city was incorporated in 1907, North Vancouver experienced a period of unprecedented growth and prosperity; it was often referred to as 'The Ambitious City'. Lonsdale, the historic commercial core of North Vancouver, grew explosively, as a new streetcar and the PGE railway converged at the foot of Lonsdale Avenue. The Wismer Residence, located in close proximity to Lonsdale Avenue, was constructed early in this wave of residential development in the community, which accelerated until a general financial depression in 1913 and the subsequent outbreak of the First World War curtailed the growth.

The Wismer Residence is valued additionally for its history of ownership, beginning with carpenter Eugene Gowan in 1908. American-born Gowan likely constructed this house as a speculative investment during the Edwardian era construction boom, selling it to the Wismer family in 1910. Wellington Howard David Wismer and his wife Catherine moved into the East 10th Street house in 1910 following their arrival from Ontario. The Wismers were in their fifties and had seven children when they made the cross-country move. The Wismer name remains significant in British Columbia political circles due to their son, Gordon Sylvester Wismer, who became a prominent lawyer and politician. Gordon, who lived in the East 10th Street house when he was attending law school, served in the provincial cabinet as Attorney General from 1937 to 1941 and 1946 to 1952, and as Minister of Labour from 1947 to 1949. The Wismers remained in the East 10th Street house until 1914, when it was rented to BCER employee Matthew Baird. In 1920, the house was purchased by engineer John Bowen; the Bowen family would remain in the residence for over three decades.

The Wismer Residence is additionally significant for its Edwardian-era Foursquare design. Typical of the Edwardian era, Foursquare houses originated as a reaction to the more elaborate and flamboyant Victorian styles, which often included ornate mass-produced elements. The typical Edwardian era house was constructed from quality local materials, most often fir and cedar in British Columbia, and built by quality craftsmen. The interior layout of such houses ensured the maximum amount of interior room space, typically dividing the house into four rooms on both main floors, separated by a central staircase. Large windows, along with open verandahs, provided ample light.

The style was inexpensive and expansive, and proved very popular on city lots, especially as the Lower Mainland was growing exponentially through the early twentieth century. The Wismer Residence is a good example of the Edwardian Foursquare style, as expressed by its steeply pitched hipped roof structure with off-centre projecting gable-on-hip second storey bay, featuring patterned shingles, and its full-width front verandah.

Character-Defining Elements

The elements that define the heritage character of the Wismer Residence are its:

- setting on a mid-block lot along East 10th Street in the City of North Vancouver;
- continuous residential use for more than a century;
- residential form, scale and massing, as expressed by its wood-frame construction, two-storey height, and steeply pitched hipped roof with closed soffits and off-centre projecting gable-on-hip second storey bay;
- wood frame construction as expressed by its narrow lapped wooden siding with wooden corner boards and patterned cedar shingle cladding in the gable-end;
- Edwardian Foursquare architectural details such as: its full-width front verandah with hipped-roof and square columns and open balustrade, accessed by an off-centre flight of steps, with wooden flooring and closed soffit ceiling; wooden corner boards; fascia boards; and the gable-end of the gable-on-hip bay with patterned cedar shingle cladding;
- pattern of fenestration including: wooden frame double-hung 1-over-1 windows, some with leaded glass diamond patterned upper sashes, with moulded lintels and projected sills; fixed wooden frame stained glass window with floral motif;
- wooden exterior doors; and
- two red brick chimneys, one internal one external.

6.0 Conservation Plan

6.1 Heritage Conservation Standards

The work on the historic house will follow the “Standards and Guidelines for the Conservation of Historic Places in Canada” (*Standards and Guidelines*), developed by Parks Canada as a pan-Canadian approach to heritage conservation. A copy of this document can be found on-line at: www.historicplaces.ca.

There are three main approaches to heritage conservation which can be applied to the place as a whole and to its individual elements. These are defined in the *Standards and Guidelines* as follows, and while they have been defined above, are worth repeating:

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

6.2 Restoration Work

The following restoration steps were provided to the author by the applicant team. These steps were reviewed and supported by the City of North Vancouver Heritage Advisory Commission at their May 10, 2022 meeting and are reprinted here.

- **Front Façade Restoration**
 - Repair front porch, railings and stairs
 - Repair front stained glass window
 - Paint façade using period colours
- **West Façade Restoration**
 - Repair damaged and altered siding using period siding (salvaged from neighbours heritage house demolition)
 - Repair basement door on the west side of the house
 - Remove clematis vine on the west side of the house
- **East Façade**
 - Clean, repair, paint façade using period colours

- **Rear Façade**
 - Remove existing decks and replace with new smaller deck sympathetic to the character of the heritage building, as per Architectural Plans
 - Replace glass in cracked wood windows in the rear dormer
 - Clean, repair, paint façade using period colours

- **General**
 - Clean, prep and paint exterior of home using period colour scheme
 - New fencing on west side of property
 - Repair pergola structure
 - New sidewalks throughout entire property
 - Repair windowsill below the rear deck
 - Seal cold joints on the foundation of the home
 - Replace electrical receptacle on the rear sundeck with GFCI protection
 - Replace the 3 inch water heater flue with a 4 inch diameter flue
 - Refinish fir plank flooring on main floor
 - Add rail to interior basement stairs
 - Energy upgrades in accordance with a completed Energy Audit (Attachment D). This will include a new heating system and air sealing throughout the home
 - New gas furnace and a heat pump as recommended after the Energy Audit Report

6.3 Further Information

Windows

The following companies would be suitable for any window repair or restoration work.

Distinctive Woodwork	M.R. Windows Ltd.	Marvin Windows
Brendan Jones	James Tipton	Bob Guimond
706 Copping St	#9 27250 58th Crescent	Territory Manager
North Vancouver, BC	Langley, B.C. V4W 3W7	bguimond@marvincanada.com
V7M 3G6	(604) 626-0551	604.345.2101 1.800.263-6161
604-657-2060	james@mrwindowsltd.ca	marvincanada.com
	http://www.mrwindowsltd.ca/	

Colour Scheme

Description

The colour scheme of an historic building is a character-defining element. If the original colour scheme can be accurately determined, then it is recommended that it be considered as an option. Other reasonable options are colour schemes that were typical for that type and era of building.

The following colours are from the Benjamin Moore Historical Colour and Classic Palettes. When the house needs to be repainted and if the owner prefers, a different high quality paint brand may be used if the colours below are matched or are very similar.

The brand of paint is less important than the quality of the paint. The proper preparation of the surfaces, and the expertise with which the paint is applied, are critical. For example, ensure that any nicks or other damage to the material being painted have been filled and sanded prior to painting. A professional painter with experience painting historic buildings, in particular wood cladding, should ideally be retained. If the painter suggests replacing any material on the building simply because it “would be easier” or “look better”, find another painter.

In terms of the finish of the different colours, follow the suggestion of the painter. For example, an eggshell finish is often used for the body of a house.

Element	Paint Colour
Body Porch floor	Templeton Gray HC 161 Benjamin Moore
Front door and window trims	Classic Burgundy HC 182 Benjamin Moore
Window sashes and sills Porch columns and railings Front porch stair risers Porch ceiling Corner boards Soffits and friezes	Ionic Column 1016 Benjamin Moore
Roof	Asphalt Shingles – dark

In future, a different paint scheme might be preferred. This would be reasonable, provided it is based on the appropriate historic colours for Edwardian houses. For example, the following (based on Benjamin Moore True Colours) would be a suitable alternative:

Element	Paint Colour
Body Porch floor	Edwardian Pewter VC-23 Benjamin Moore
Front door and window trims	Strathcona Red VC-27 Benjamin Moore
Window sashes and sills Porch columns and railings Front porch stair risers Porch ceiling Corner boards Soffits and friezes	Oxford Ivory VC-1 Benjamin Moore
Roof	Asphalt Shingles - dark

Chimneys

The existence of a chimney is an important visual aspect of an historic house and needs to be retained, but only the section above the roofline is important from the point of view of passersby. If the owner wishes, it is reasonable to remove the interior brick stack and fireplace in order to create more internal space and to allow for a more energy efficient house (by removing the thermal break that chimney stacks often create). If this approach is taken, ensure sufficient structural support is added inside the roof for the new “chimney”.

General Comments

Every effort should be made to repair rather than replace any character-defining elements that deteriorate over time or that get damaged. If possible, repair in place. If not, then carefully remove the damaged element and use it as a template to create a new element. Replicate the element exactly in terms of design, size, profile and material. Return the element to its original position.

In some circumstances, it is not possible to remove a damaged element in isolation from its location and an entire section of material must be removed and replaced. An example would be one cedar shingle or one lap siding piece. If an entire section of material must be replaced, follow the standard of replacing it exactly in terms of design, size, profile, material and location. Use the existing elements as templates.

7.0 Maintenance Plan

At least once per year, a complete inspection of the inside and outside of the building should be carried out and all deficiencies identified. All repair work should be carried out promptly and according to the *Standards and Guidelines*.

A good rule of thumb is to ensure that each approach or method will not harm or remove any of the character-defining elements identified in the Statement of Significance. If damage to any of the building elements is found, be sure to treat the cause as well as the symptom. For example, if some fascia fell off, is it because it was weak from water damage? If so, then determine why the water was able to damage it and take steps to correct it.

Following is a basic, annual maintenance checklist.

Site:

- Keep vegetation, especially plants that are invasive or clingy, away from the face of the building
- Do not plant invasive plant or tree species on the property
- Choose trees that, when mature, will not negatively impact the building
- Ensure that the site is well-drained and/or that run-off is directed away from the building

Foundation:

- Watch for signs of unexpected or significant settlement, deformation, cracking
- Inspect for signs of moisture, efflorescence (white powder on concrete), staining

Wood Shingle and Horizontal Lap Siding Cladding:

- Inspect wood shingles and siding for water damage/ingress, vegetative damage (moss, vines, etc.), insect damage, rot, warping, etc.
- Inspect paint finishes for cracking, peeling, etc.

See "General Comments" in Section 6.3 above for repair steps.

Front Porch:

- Check for any signs of creatures
- Look for any signs of damage, including cracks, rot and water damage

See "General Comments" in Section 6.3 above for repair steps.

Roof and Gutters:

- Inspect for loose, missing or damaged roofing material
- Inspect shingles for cracks, blisters or curling
- Remove moss and other vegetative growth
- Check flashing for cracks, holes or looseness

- Inspect grouting and re-point chimney as necessary
- Inspect soffits for any openings where creatures could get in
- Inspect and clean gutters, checking for cracks and other damage
- Flush downpipes

Windows and Doors:

- Inspect for broken or cracked glass
- Ensure that windows and doors are operating smoothly and properly
- Check the alignment of the doors regularly
- Check all wood casings for dampness, softness and rot
- Inspect weather stripping and replace as necessary

Cleaning of Windows:

From: "Rehab It Right! Historic Windows & Doors", p 17 By the Utah Heritage Foundation, 2011
[www.utahheritagefoundation.com/images/Historic Windows and Doors Property Owners Guide.pdf](http://www.utahheritagefoundation.com/images/Historic%20Windows%20and%20Doors%20Property%20Owners%20Guide.pdf)

To clean stained and leaded glass windows:

- Dust them occasionally with a soft dry cloth.
 - If that seems to be leaving behind some grime, dampen the cloth with distilled water (soft water.)
- Individually clean each piece of glass before moving on to the next.
- The cloth should be rinsed often or replaced when dirty as potentially abrasive particles may stick to it.
 - Use a cotton swab to clean around the edges of the glass and in the corners.
 - After you finish cleaning a piece of glass dry it with another soft cloth.
 - If you are still seeing a dirty residue, use a pH neutral cleaning solution mixed with distilled water.
 - Never use household detergents, abrasives, scouring powders or steel wool scrubbers.
 - Repeat the process on the outside of the window if it is accessible.

Cleaning must be done carefully and correctly. Seek the advice of an expert if you suspect painted areas are unstable. They can give you advice on how to remove surface dirt without harming materials or compromising any decoration.

For more detailed information on the maintenance of and repair of stained and leaded glass, please refer to "The Preservation and Repair of Historic Stained Glass and Leaded Glass". Preservation Brief #33
<https://www.nps.gov/tps/how-to-preserve/briefs/33-stained-leaded-glass.htm#protection>.

Gentle cleaning examples include diluted TSP, Simple Green, or D/2 Biological Solution.

8.0 General Standards and Guidelines

The following standards are taken directly from the *Standards and Guidelines*, Chapter 3.

1. Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an historic place that, over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an historic place that requires minimal or no change to its character-defining elements.
6. Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information. (*Note that the Provincial Archaeology Branch must be notified before any work is undertaken if archaeological resources are discovered.*)
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.
10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

The following guidelines are taken directly from the *Standards and Guidelines*, Chapter 4, Section 3.

1. Understand the exterior form and how it contributes to the heritage value of the historic building.

2. Understand the design principles used by the original designer or builder, and any changes made to the exterior form over time.

3. Document the building's exterior form before undertaking an intervention, including the form and massing, and viewscales, sunlight and natural ventilation patterns.

4. Assess the condition of the building's exterior form early in the planning process so that the scope of work is based on current conditions.

5. Protect and maintain elements of the building's exterior form through cyclical or seasonal maintenance work.

6. Retain the exterior form by maintaining proportions, colour and massing, and the spatial relationships with adjacent buildings.

7. Stabilize deteriorated elements of the exterior form by using structural reinforcement and weather protection, or correcting unsafe conditions, as required, until repair work is undertaken.

8. Protect adjacent character-defining elements from accidental damage or exposure to damaging materials during maintenance or repair work.

9. Document all interventions that affect the exterior form and ensure that the documentation is available to those responsible for future interventions.

10. Reinststate the exterior form by recreating missing or revealing obscured parts to re-establish character-defining proportions and massing.

11. Accommodate new functions and services in non-character defining interior spaces as an alternative to constructing a new addition.

12. Select a new use that suits the existing building form.

13. Select the location for a new addition that ensures that the heritage value of the place is maintained.
14. Design a new addition in a manner that draws a clear distinction between what is historic and what is new.
15. Design an addition that is compatible in terms of materials and massing with the exterior form of the historic building and its setting.
16. Add new features to meet health, safety or security requirements, such as an exterior stairway or a security vestibule in a manner that respects the exterior form and minimizes impact on heritage value.
17. Work with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.
18. Find solutions to meet accessibility requirements that are compatible with the exterior form of the historic building. For example, introducing a gently sloped walkway instead of a constructed ramp with handrails in front of an historic building.
19. Work with accessibility and conservation specialists and users to determine the most appropriate solution to accessibility issues with the least impact on the character-defining elements and overall heritage value of the historic building.
20. Add new features to meet sustainability requirements, such as solar panels or a green roof, in a manner that respects the exterior form and minimizes impact on character-defining elements.
21. Work with sustainability and conservation specialists to determine the most appropriate solution to sustainability requirements with the least impact on the character-defining elements and overall heritage value of the historic building.
22. Comply with energy efficiency objectives in a manner that minimizes impact on the character-defining elements and overall heritage value of the historic building.
23. Accommodate functions requiring a controlled environment, such as artefact storage or exhibits in an addition, while using the historic building for functions that benefit from existing natural ventilation and/or daylight.
24. Reinststate the building's exterior form from the restoration period, based on documentary and physical evidence.
25. Remove a non character-defining feature of the building's exterior form, such as an addition built after the restoration period.
26. Recreate missing features of the exterior form that existed during the restoration period, based on physical or documentary evidence; for example, duplicating a dormer or restoring a carport that was later enclosed.

The following definitions of heritage value are quoted directly from the guide “Canadian Register of Historic Places: Writing Statements of Significance”.³

Aesthetic value refers to the sensory qualities of a historic place (seeing, hearing, touching, smelling and tasting) in the context of broader categories of design and tradition. A place may have aesthetic significance because it evokes a positive sensory response, or because it epitomizes a defined architectural style or landscape concept. Visual aesthetic value is typically expressed through form, colour, texture or materials. It is possible for historic places to have other aesthetic values as well, such as auditory ones. Historic places with aesthetic significance may reflect a particular style or period of construction or craftsmanship, or represent the work of a well-known architect, planner, engineer or builder.

Historical and Cultural values are sometimes combined and refer to the associations that a place has with past events and historical themes, as well as its capacity to evoke a way of life or a memory of the past. Historical or cultural value may lie in the age of a heritage district, its association with important events, activities, people or traditions; its role in the development of a community, region, province, territory or nation; or its patterns of use. Historical or cultural value can lie in natural or ecological features of the place, as well as in built features.

Scientific value refers to the capacity of a historic place to provide evidence that can advance our understanding and appreciation of a culture. The evidence is found in the form, materials, design and/or experience of the place. Scientific value can derive from various factors, such as age, quality, completeness, complexity or rarity. Scientific value may also be present when the place itself supplements other types of evidence such as written sources, as in archaeological sites.

Social value considers the meanings attached to a place by a community in the present time. It differs from historical or cultural value in that the value may not have an obvious basis in history or tradition and relates almost entirely to the present time. Social value may be ascribed to places that perform a key role within communities, support community activities or traditions, or contribute to the community’s sense of identity. Places with social value include sites that bring the community together and create a sense of shared identity and belonging.

Spiritual value is ascribed to places with religious or spiritual meanings for a community or a group of people. Sacred and spiritual places could include places of mythological significance, landscape features associated with myth and legends, burial sites, rock cairns and alignments, fasting/vision quest sites etc., places representing particular belief system(s) or places associated with sacred traditions, ceremonial practices or rituals of a community/group of people.

³ Historic Places Program Branch, “Canadian Register of Historic Places: Writing Statements of Significance,” Parks Canada, November 2006, pp. 12-13.



WISMER RESIDENCE STATEMENT OF SIGNIFICANCE

JUNE 2021

**DONALD LUXTON
AND ASSOCIATES INC** 

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE



Address: 245 East 10th Street, Vancouver, British Columbia

Historic Name: Wismer Residence

Original Contractor/Owner: Eugene Gowan

Date of Construction: 1908

Heritage Classification: North Vancouver Heritage Register Category 'A'

Description of Historic Place

The Wismer Residence is a two-storey, wood-frame Foursquare style house located amongst similar Edwardian-era residences in the City of North Vancouver. Constructed in 1908, the house is characterized by its full-width front porch and steeply pitched hipped roof.

Heritage Value of Historic Place

The Wismer Residence is significant for its association with the Edwardian era development of the City of North Vancouver; for its history of ownership; and for its Foursquare architecture.

The Wismer Residence, constructed in 1908, is valued as a good representation of housing built during North Vancouver's early twentieth century residential development boom. After regular ferry service was established in 1903 and the city was incorporated in 1907, North Vancouver experienced a period of unprecedented growth and prosperity; it was often referred to as 'The Ambitious City'. Lonsdale, the historic commercial core of North Vancouver, grew explosively, as a new streetcar and the PGE railway converged at the foot of Lonsdale Avenue. The Wismer Residence, located in close proximity to Lonsdale Avenue, was constructed early in this wave of residential development in the community, which accelerated until a general financial depression in 1913 and the subsequent outbreak of the First World War curtailed the growth.

The Wismer Residence is valued additionally for its history of ownership, beginning with carpenter Eugene Gowan in 1908. American-born Gowan likely constructed this house as a speculative investment during the Edwardian era construction boom, selling it to the Wismer family in 1910. Wellington Howard David Wismer and his wife Catherine moved into the East 10th Street house in 1910 following their arrival from Ontario. The Wismers were in their fifties and had seven children when they made the cross-country move. The Wismer name remains significant in British Columbia political circles due to their son, Gordon Sylvester Wismer, who became a prominent lawyer and politician. Gordon, who lived in the East 10th Street house when he was attending law school, served in the provincial cabinet as Attorney General from 1937 to 1941 and 1946 to 1952, and as Minister of Labour from 1947 to 1949. The Wismers remained in the East 10th Street house until 1914, when it was rented to BCER employee Matthew Baird. In 1920, the house was purchased by engineer John Bowen; the Bowen family would remain in the residence for over three decades.

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Character-Defining Elements

The elements that define the heritage character of the Wismer Residence are its:

- setting on a mid-block lot along East 10th Street in the City of North Vancouver;
- continuous residential use for more than a century;
- residential form, scale and massing, as expressed by its wood-frame construction, two-storey height, and steeply pitched hipped roof with closed soffits and off-centre projecting gable-on-hip second storey bay;
- wood frame construction as expressed by its narrow lapped wooden siding with wooden corner boards and patterned cedar shingle cladding in the gable-end;
- Edwardian Foursquare architectural details such as: its full-width front verandah with hipped-roof and square columns and open balustrade, accessed by an off-centre flight of steps, with wooden flooring and closed soffit ceiling; wooden cornerboards; fascia boards; and the gable-end of the gable-on-hip bay with patterned cedar shingle cladding;
- pattern of fenestration including: wooden frame double-hung 1-over-1 windows, some with leaded glass diamond patterned upper sashes, with moulded lintels and projected sills; fixed wooden frame stained glass window with floral motif;
- wooden exterior doors; and
- two red brick chimneys, one internal one external.

RESEARCH SUMMARY

Address: 245 East 10th Street, Vancouver, British Columbia

Historic Name: Wismer Residence

Original Contractor/Owner: Eugene Gowan

Date of Construction: 1908

Heritage Classification: North Vancouver Heritage Register Category 'A'

Building Permits: None located; indicates pre-1911 date.

Assessments:

Tax Assessment Search				
City of North Vancouver: 245 East 10 th Street				
Year	Name of Owner	Address	Value of:	
			Parcel / Land	Improvements / Buildings
1907	Hutton Geo	1330 Howe St.	1729	
1908	Hutton G	1330 Howe St.	300	
1909	Gowan HE	North Vancouver	260	
1910	Wismer WH	North Vancouver	300	
1911	Wismer WH	North Vancouver	580	
1912	Wismer W	North Vancouver	900	
1913	Wismer Wellington H	North Vancouver	1100	
1914	Wismer Wellington H	North Vancouver	1100	
1915	Wismer Wellington H	North Vancouver	1100	2000
1916	Blackmore, Robert (Wismer Wellington Howard crossed out)	Armstrong, BC (North Vancouver crossed out)	950	2000
1917	N/A			
1918	N/A			
1919	Blackmore, Robert	PO Box 515 Kamloops, BC (Armstrong, BC crossed out)	950	2000

Directories:

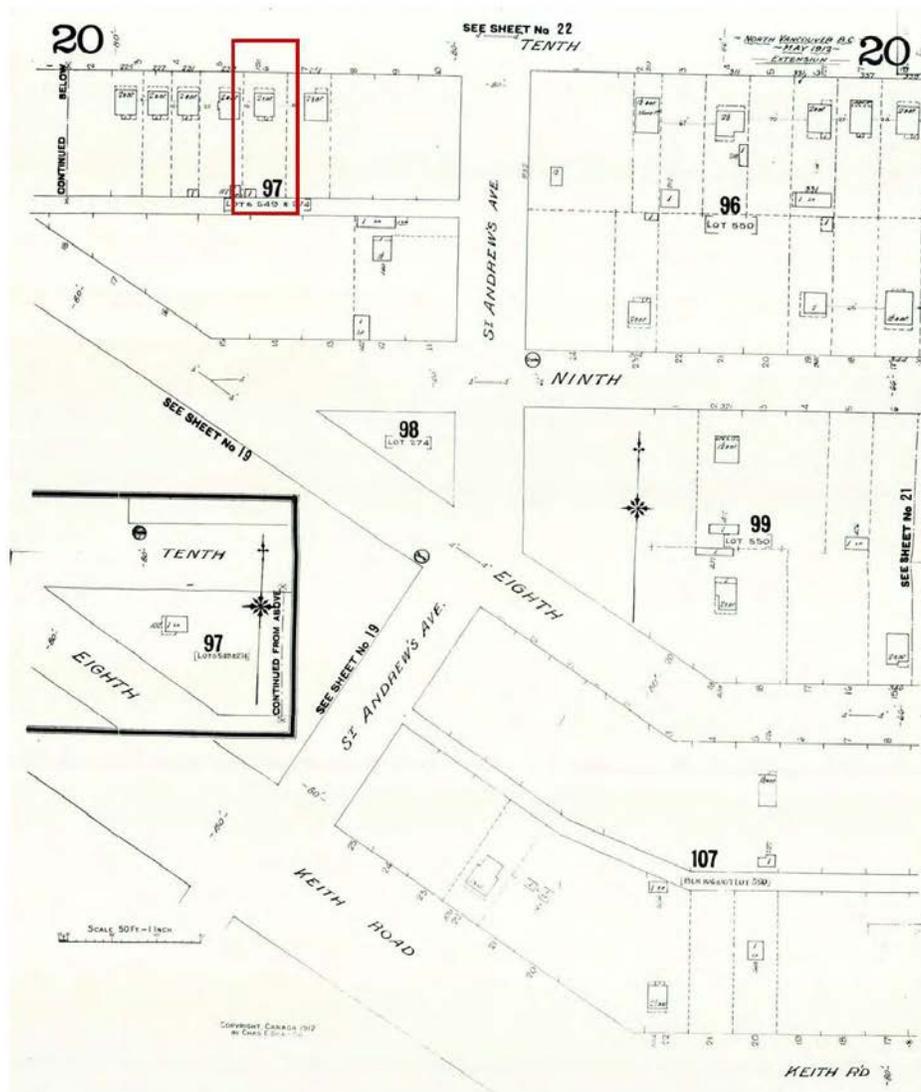
Year	Occupant(s)	Occupation
1909	Eugene Gowan	Carpenter
1910 - 1914	Wellington H. Wismer	Not Listed
1915-1919	Matthew H. Baird	Lineman BCER
1921-1950	Bowen (John, Alice, and Frank)	Engineer

Vital Events:

- Death Registration: Eugene Gowan; December 11, 1950; Websters Corners; B.C. Archives Reg. #1950-09-012037

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE, 245 EAST 10TH STREET, NORTH VANCOUVER

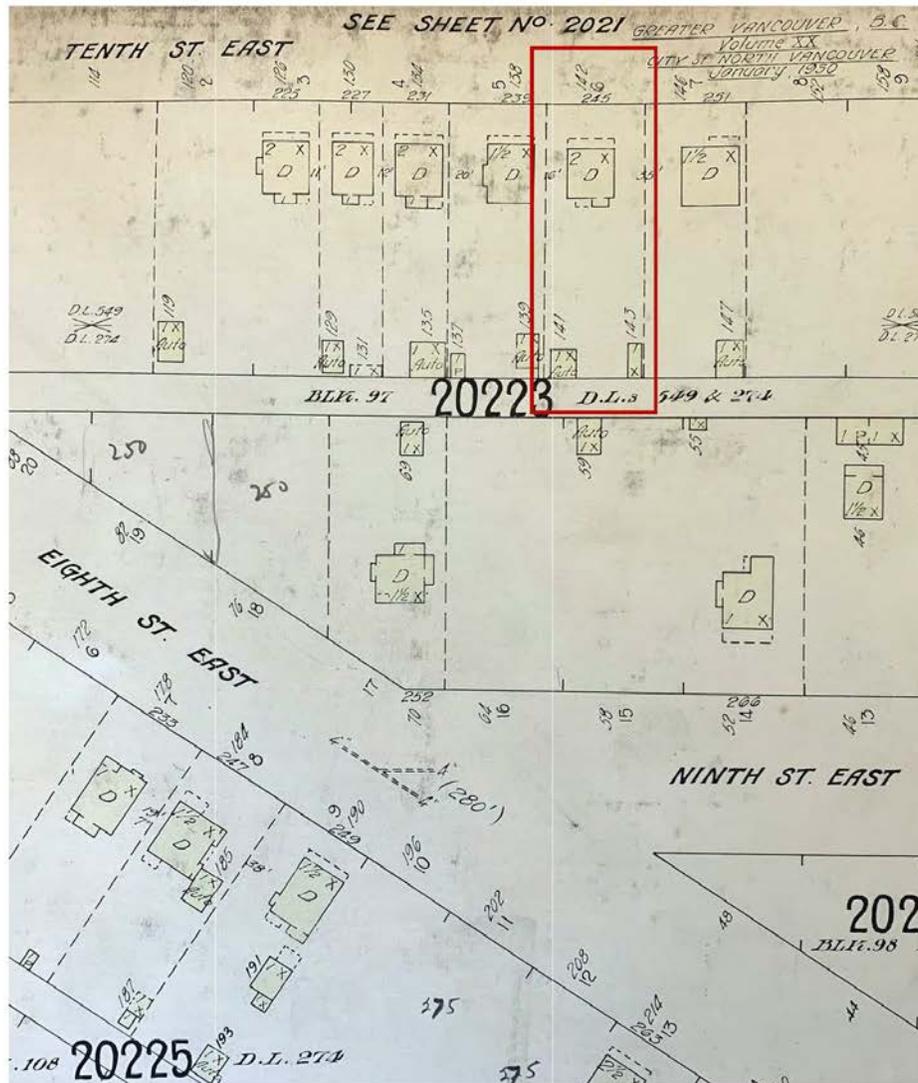
- Death Registration: Marjorie Gowan; November 25, 1957; Vancouver; B.C. Archives Reg. #1957-09-013197
- Marriage Registration: Eugene Gowan & Marjorie Lorimer; October 21, 1925; Unknown; B.C. Archives Reg. #1925-09-290594
- Death Registration: Wellington Howard Wismer; October 7, 1935; Vancouver; B.C. Archives Reg. #1935-09-506217



1912. North Vancouver [Fire Insurance Plan]. Chas. E. Goad, Sheet 20 [NVMA 1987-014]

DONALD LUXTON & ASSOCIATES INC. JUNE 2021

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE, 245 EAST 10TH STREET, NORTH VANCOUVER



1930. Vol. 20 of Fire Insurance Plan (North Vancouver) (B). BC Insurance Underwriters Association, Sheet 2022 [MONOVA Archives]

DONALD LUXTON & ASSOCIATES INC. JUNE 2021

Mrs. C. R. Wismer Dead

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Mrs. Wismer, who was born in Pickering, Ontario, resided in Vancouver for 28 years.

She is survived by her husband, three sons, Hamilton, Victoria, and Gordon and Wilfred of Vancouver; four daughters, Mrs. C. M. Buscombe, Vancouver; Mrs. G. W. Harmwell, La Crosse, Wisconsin; Mrs. Austin Allen, Petrolia, Ont., and Mrs. R. P. Brooke, Vancouver.

Two brothers, Jesse Raymer, Vancouver, and Ray Raymer, Los Angeles, and one sister, Mrs. Sarah Shirk, Toronto, also survive.

Nunn & Thomson has charge of funeral arrangements, which have not yet been completed.

1934-01-29 *Vancouver Sun* pg.07

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Funeral services will be held at 3 p.m. Wednesday in the chapel of Nunn & Thomson Undertaking Co. Canon H. G. King will officiate and burial will take place in family plot, Masonic Cemetery, Burnaby.

1935-10-07 *Vancouver Daily Province* pg.08



1926 Pacific Airways Ltd. Aerial view up St. Andrews, North Vancouver [MONOVA Archives 5129]

DONALD LUXTON & ASSOCIATES INC. JUNE 2021

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE, 245 EAST 10TH STREET, NORTH VANCOUVER



1981. 245 East 10th Street [MONOVA Archives 5957]

DONALD LUXTON & ASSOCIATES INC. JUNE 2021

7

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE, 245 EAST 10TH STREET, NORTH VANCOUVER



Front elevation



Roof structure

DONALD LUXTON & ASSOCIATES INC., JUNE 2021

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE, 245 EAST 10TH STREET, NORTH VANCOUVER



Stained glass window on front façade



Rear elevation

DONALD LUXTON & ASSOCIATES INC. JUNE 2021



Front door

DONALD LUXTON & ASSOCIATES INC. JUNE 2021

10.0 Other Resource Material

Google Maps

google.com/maps

Historic Places Program Branch, "Canadian Register of Historic Places: Writing Statements of Significance," Parks Canada, November 2006.

www.historicplaces.ca/media/5422/sosguideen.pdf

"Rehab It Right! Historic Windows & Doors", p 17 By the Utah Heritage Foundation, 2011

[www.utahheritagefoundation.com/images/Historic Windows and Doors Property Owners Guide.pdf](http://www.utahheritagefoundation.com/images/Historic%20Windows%20and%20Doors%20Property%20Owners%20Guide.pdf)

"Standards and Guidelines for the Conservation of Historic Places in Canada", Second Edition, 2010

www.historicplaces.ca

"The Preservation and Repair of Historic Stained Glass and Leaded Glass". Preservation Brief #33

<https://www.nps.gov/tps/how-to-preserve/briefs/33-stained-leaded-glass.htm#protection>



WISMER RESIDENCE STATEMENT OF SIGNIFICANCE

JUNE 2021

DONALD LUXTON
AND ASSOCIATES INC 

STATEMENT OF SIGNIFICANCE: WISMER RESIDENCE



Address: 245 East 10th Street, Vancouver, British Columbia

Historic Name: Wismer Residence

Original Contractor/Owner: Eugene Gowan

Date of Construction: 1908

Heritage Classification: North Vancouver Heritage Register Category 'A'

Description of Historic Place

The Wismer Residence is a two-storey, wood-frame Foursquare style house located amongst similar Edwardian-era residences in the City of North Vancouver. Constructed in 1908, the house is characterized by its full-width front porch and steeply pitched hipped roof.

Heritage Value of Historic Place

The Wismer Residence is significant for its association with the Edwardian era development of the City of North Vancouver; for its history of ownership; and for its Foursquare architecture.

The Wismer Residence, constructed in 1908, is valued as a good representation of housing built during North Vancouver's early twentieth century residential development boom. After regular ferry service was established in 1903 and the city was incorporated in 1907, North Vancouver experienced a period of unprecedented growth and prosperity; it was often referred to as 'The Ambitious City'. Lonsdale, the historic commercial core of North Vancouver, grew explosively, as a new streetcar and the PGE railway converged at the foot of Lonsdale Avenue. The Wismer Residence, located in close proximity to Lonsdale Avenue, was constructed early in this wave of residential development in the community, which accelerated until a general financial depression in 1913 and the subsequent outbreak of the First World War curtailed the growth.

The Wismer Residence is valued additionally for its history of ownership, beginning with carpenter Eugene Gowan in 1908. American-born Gowan likely constructed this house as a speculative investment during the Edwardian era construction boom, selling it to the Wismer family in 1910. Wellington Howard David Wismer and his wife Catherine moved into the East 10th Street house in 1910 following their arrival from Ontario. The Wismers were in their fifties and had seven children when they made the cross-country move. The Wismer name remains significant in British Columbia political circles due to their son, Gordon Sylvester Wismer, who became a prominent lawyer and politician. Gordon, who lived in the East 10th Street house when he was attending law school, served in the provincial cabinet as Attorney General from 1937 to 1941 and 1946 to 1952, and as Minister of Labour from 1947 to 1949. The Wismers remained in the East 10th Street house until 1914, when it was rented to BCER employee Matthew Baird. In 1920, the house was purchased by engineer John Bowen; the Bowen family would remain in the residence for over three decades.

The Wismer Residence is additionally significant for its Edwardian-era Foursquare design. Typical of the Edwardian era, Foursquare houses originated as a reaction to the more elaborate and flamboyant Victorian styles, which often included ornate mass-produced elements. The typical Edwardian era house was constructed from quality local materials, most often fir and cedar in British Columbia, and built by quality craftsmen. The interior layout of such houses ensured the maximum amount of interior room space, typically dividing the house into four rooms on both main floors, separated by a central staircase. Large windows, along with open verandahs, provided ample light. The style was inexpensive and expansive, and proved very popular on city lots, especially as the Lower Mainland was growing exponentially through the early twentieth century. The Wismer Residence is a good example of the Edwardian Foursquare style, as expressed by its steeply pitched hipped roof structure with off-centre projecting gable-on-hip second storey bay, featuring patterned shingles, and its full-width front verandah.

Character-Defining Elements

The elements that define the heritage character of the Wismer Residence are its:

- setting on a mid-block lot along East 10th Street in the City of North Vancouver;
- continuous residential use for more than a century;
- residential form, scale and massing, as expressed by its wood-frame construction, two-storey height, and steeply pitched hipped roof with closed soffits and off-centre projecting gable-on-hip second storey bay;
- wood frame construction as expressed by its narrow lapped wooden siding with wooden corner boards and patterned cedar shingle cladding in the gable-end;
- Edwardian Foursquare architectural details such as: its full-width front verandah with hipped-roof and square columns and open balustrade, accessed by an off-centre flight of steps, with wooden flooring and closed soffit ceiling; wooden cornerboards; fascia boards; and the gable-end of the gable-on-hip bay with patterned cedar shingle cladding;
- pattern of fenestration including: wooden frame double-hung 1-over-1 windows, some with leaded glass diamond patterned upper sashes, with moulded lintels and projected sills; fixed wooden frame stained glass window with floral motif;
- wooden exterior doors; and
- two red brick chimneys, one internal one external.

RESEARCH SUMMARY

Address: 245 East 10th Street, Vancouver, British Columbia

Historic Name: Wismer Residence

Original Contractor/Owner: Eugene Gowan

Date of Construction: 1908

Heritage Classification: North Vancouver Heritage Register Category 'A'

Building Permits: None located; indicates pre-1911 date.

Assessments:

Tax Assessment Search				
City of North Vancouver: 245 East 10 th Street				
Year	Name of Owner	Address	Value of:	
			Parcel / Land	Improvements / Buildings
1907	Hutton Geo	1330 Howe St.	1729	
1908	Hutton G	1330 Howe St.	300	
1909	Gowan HE	North Vancouver	260	
1910	Wismer WH	North Vancouver	300	
1911	Wismer WH	North Vancouver	580	
1912	Wismer W	North Vancouver	900	
1913	Wismer Wellington H	North Vancouver	1100	
1914	Wismer Wellington H	North Vancouver	1100	
1915	Wismer Wellington H	North Vancouver	1100	2000
1916	Blackmore, Robert (Wismer Wellington Howard crossed out)	Armstrong, BC (North Vancouver crossed out)	950	2000
1917	N/A			
1918	N/A			
1919	Blackmore, Robert	PO Box 515 Kamloops, BC (Armstrong, BC crossed out)	950	2000

Directories:

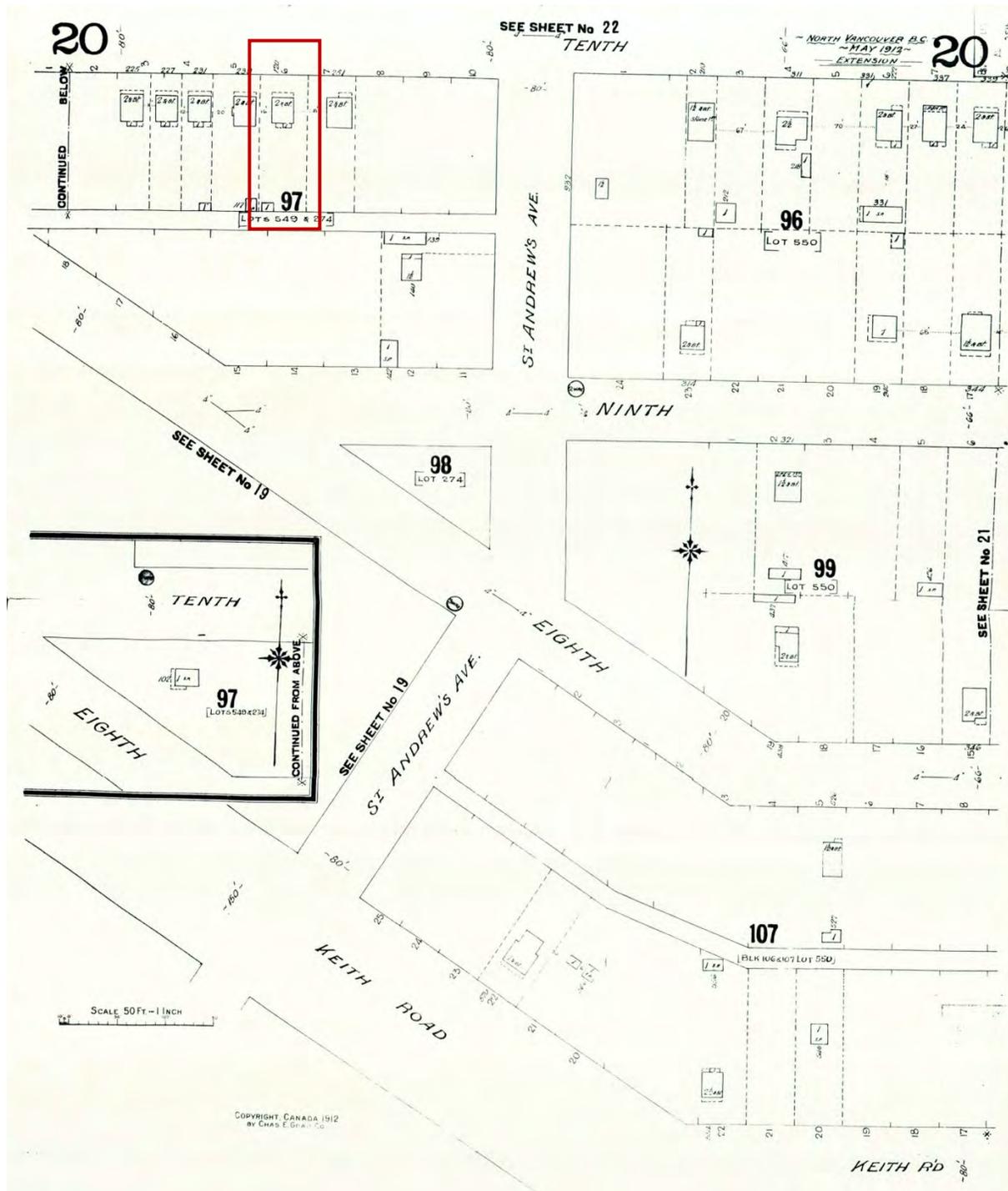
Year	Occupant(s)	Occupation
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Vital Events:

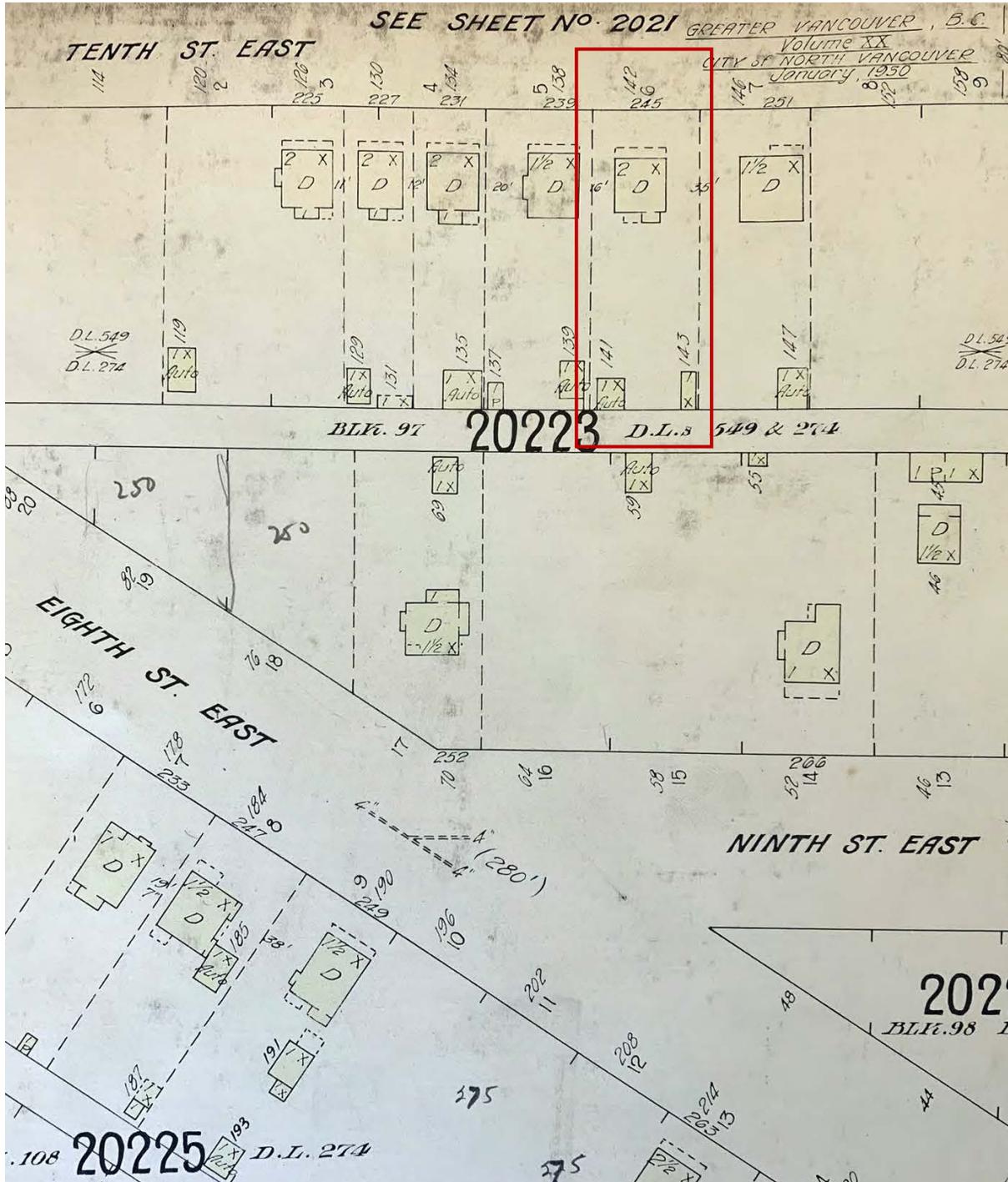
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1981. 245 East 10th Street [MONOVA Archives 5957]



Front elevation



Roof structure



Stained glass window on front façade



Rear elevation



Front door

DIS Report
PROJECT: 245 East 10th Street, North Vancouver

Public input for this rezoning application has been sought through several means. Prior to applying, the Dickie family contacted the immediate neighbours. Upon the application, immediate neighbours were then provided with a DIS Notice and directed to the website for the proposal information. All neighbours were provided with direct contact information for the applicant.

The formal process included the installation of 1 sign at the front of the property, two ads were placed in the North Shore Newspaper and handouts were distributed to nearby properties in accordance with City requirements. A Developer Information Session (DIS) was held on May 31st, 2022.

Prior to the DIS meeting, Sue Dickie made contact and delivered 11x17 copies of the plans to the surrounding neighbours. She received several signatures from surrounding neighbours who are in support of the project. See attached Letter(s) of Support.

The DIS was held virtually via zoom on May 31st 2022 from 6:00pm to 8:00 pm. Bram van der Heijden attended from the City of North Vancouver. Curtis Krahn, Elizabeth Cain, and James Stobie attended from Synthesis Design. John, Jess, Natalie, and Sue attended from the Dickie household.

At the event a power-point was provided to the audience c/w a client presentation. This was followed up by a Q&A period.

The DIS was attended by 10 people.

Further comments on the project include 5 support letters for the design / application, 2 phone conversations with neighbours and 3 DIS comment sheets, 2 in support of the project and 1 with concerns.

Contact with neighbours is continuing to confirm their support, comments, or concerns.

The main reasons for support were:

- The retention of the heritage home
- The contextual build form of the infill duplex
- The inter-generational living for the Dickies Family currently lignin on site.

The main concerns raised were.

- The impact of construction for neighbours along the lane
- Privacy concerns for Neighbouring properties
- The density of the infill duplex

James Stobie and the Dickies family have engaged with the neighbours to address these concerns by.

- providing information regarding the policy context and the type of development allowed according to the OCP.
- Addressing privacy concerns, by changing the east and west elevation windows to clerestory windows to prevent overlook towards the neighbours.
- Explaining that the City has regulations to minimize the impact of construction and efforts will be made to coordinate construction with the neighbours.

Susan Dickie

Public Hearing Presentation for 245 East 10th St.

Bylaw No. 8936 and 8937

Presented July 18, 2022
Development Planning



Proposal: Heritage Protection

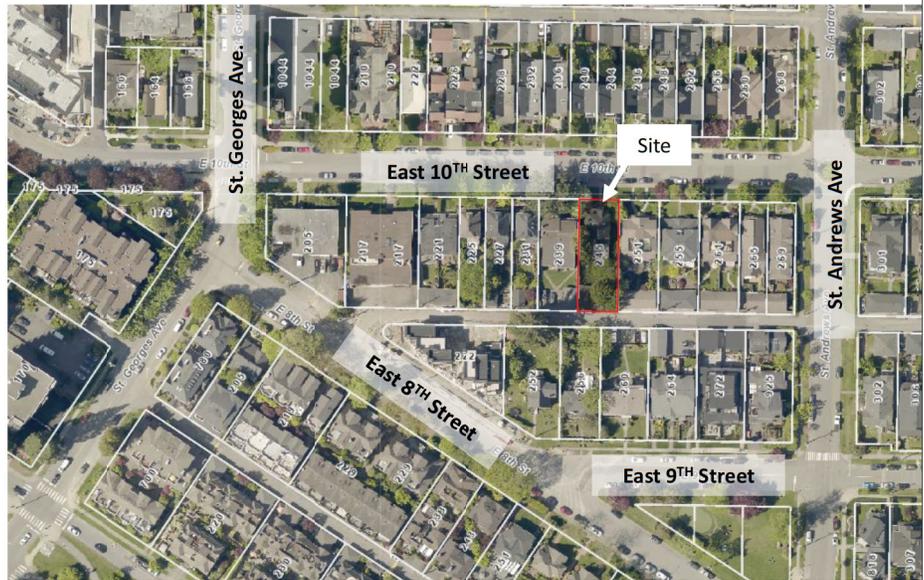
The "Gowan Residence"

- Recognized as a Heritage-A building
- Built in 1908
- Edwardian Foursquare architectural style



Location

- Transition area between high density area along Lonsdale and low density towards the east.
- Mix of buildings ranging from multi family to duplexes on the block.



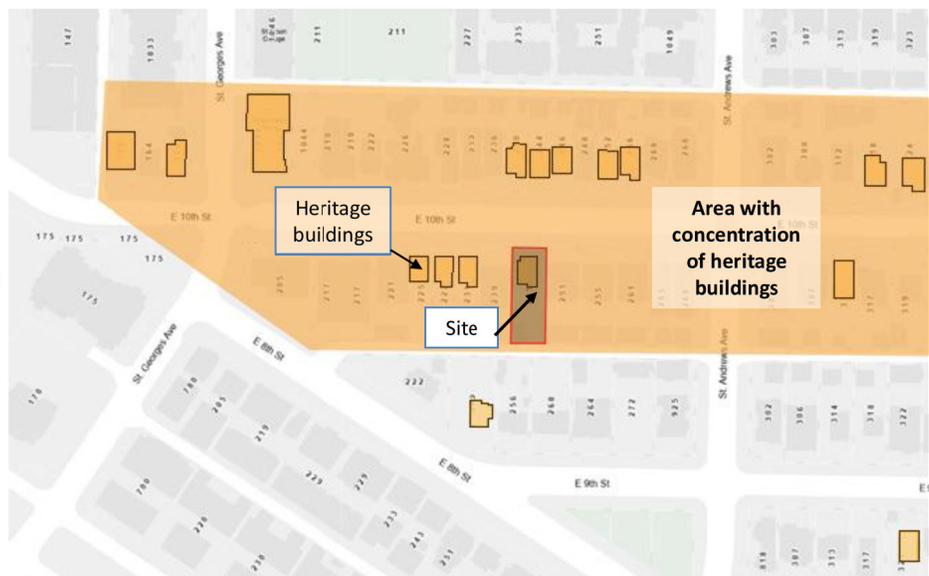
Land Use and Zoning

- OCP
 - Residential Level 3
 - 0.75 FSR density
- Current Zoning
 - Two-Unit Residential 1 (RT-1)



Heritage along 10th St

- Concentration of heritage buildings along 10th St.
- 9 other heritage buildings, built around 1910 on the block



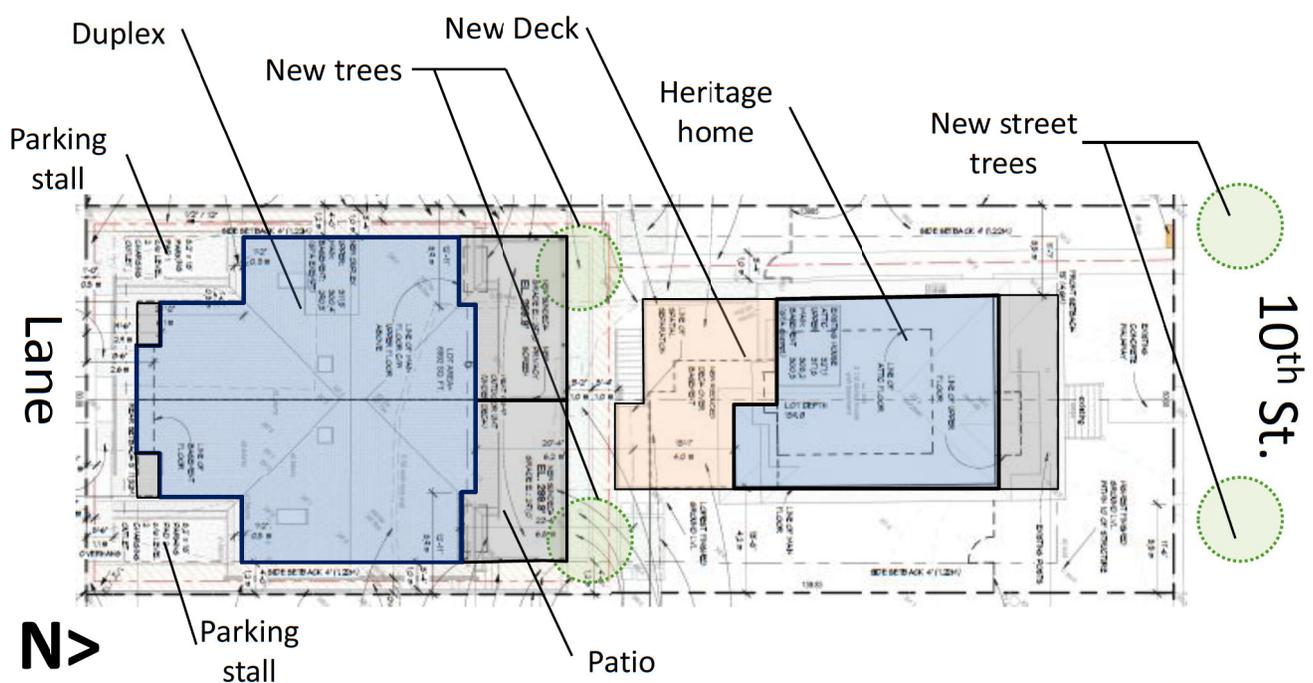
Proposed Development

- Two Principal Buildings
 - Heritage building in front
 - Infill duplex at the rear
- Three Principal Dwellings, No Accessory Dwellings
- Parking
 - 2 parking spaces
 - A parking variance for 1 stall is proposed
 - The variance allows for a compact and more contextual infill development
 - 6 bike parking spaces are provided
 - Central location provides alternative modes of transportation and local amenities
- Density: 0.73 FSR
 - Below the OCP maximum (0.75 FSR in R3 Areas)

Policy Analysis: OCP and Strategic Plan

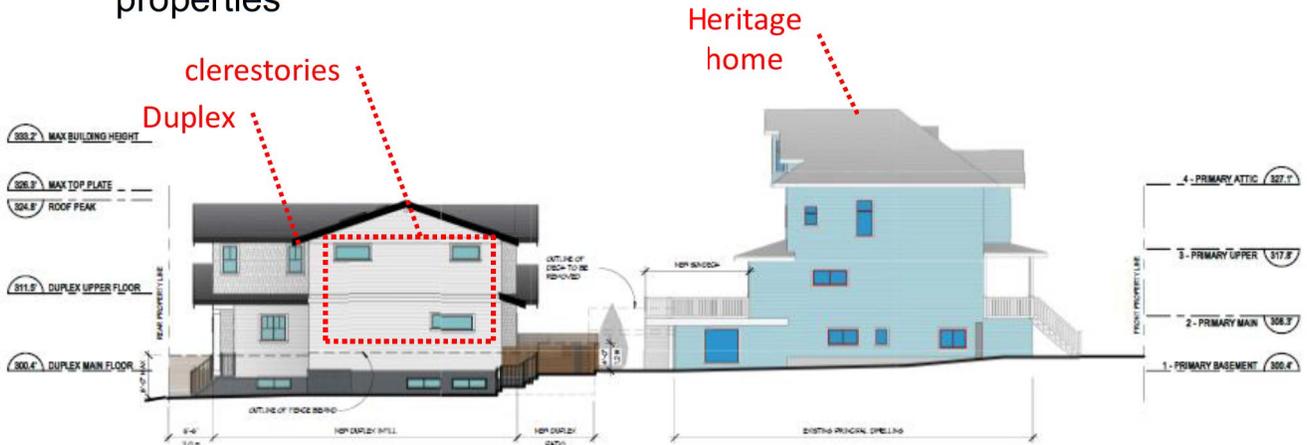
- The proposal complies with the OCP
- Conservation and rehabilitation of a Heritage-A asset
- Meets the Strategic Plan as a City for People and a Vibrant City

Proposal: Form and Design



Proposal: Form and Design

- Roof peak duplex 4.1 meters (13,2 ft.) lower than heritage home
 - Providing a low profile infill development
- Clerestories are used to minimize overlook towards neighboring properties



Scale and Form



Front



Rear (lane)

Heritage Conservation, Restoration & Rehabilitation

- Heritage Designation Bylaw to protect the building in perpetuity.
- Development Covenant
 - Securing the Heritage Conservation Plan, including implementing conservation and restoration recommendations.
 - Ongoing maintenance to be managed through the recommendations of the Heritage Conservation Plan.



Heritage Conservation, Restoration & Rehabilitation

- Conservation:
 - Preserving and restoring key exterior elements, such as Siding, the front porch, railings and stained glass elements.
- Replacement of rear deck
 - Provide a smaller and contextually appropriate rear deck



Advisory Body Reviews

- Heritage Advisory Committee review on May 10, 2022
- Project unanimously endorsed, with two recommendations
 - Preparation of a detailed conservation plan by a registered heritage professional
 - Assurance that the rear deck, is sympathetic to the heritage fabric and ensure as much as possible that the alterations are reversible
- Recommendations have been addressed by the applicant to staff satisfaction

Public Engagement

- A Virtual Developer's Information Session was held on March 10th, 2022
 - 10 attendees
 - 7 letters of support received from local residents
 - Letter of support from the North Shore Heritage Society
 - 1 comment form with concerns
 - the size and density of the infill building;
 - potential overlook to neighbouring properties; and,
 - the construction impact on the lane.
- The applicant has provided correspondence to staff with concerned neighbours, demonstrating how these concerns were addressed to the neighbour's satisfaction.

Conclusion

- The proposal complies with the OCP and Strategic Plan.
- Ensures ongoing protection of a heritage asset in the City.
- Establishes an appropriately scaled infill development.
- The site's proximity to existing amenities, public transit and active transportation facilities makes it an appropriate location for the proposal.



Thank you.



Rezoning Application #PLN2021-00023
245 East 10th Street, North Vancouver
Public Hearing – July 18th, 2022

Client: Dickie Family
Applicant: James Stobie, Synthesis Design
July 2022

This Proposal, if granted, would:

1. Protect the existing Class A Heritage home under HRA or equivalent
2. Allow for the development of a new 2-Unit Duplex towards the rear of the property
3. Allow a parking variance from 3 spots to 2

**SYN
THE
SIS**
DESIGN

Agenda

1. Project Background
2. Heritage Preservation & Protection
3. Infill Site Plan
4. Landscape Plan
5. Floor Plans
6. Elevations/Section
7. Questions / Discussions

Rezoning Application #PLN2021-00023
245 East 10th Street, North Vancouver
Public Hearing Presentation – July 18th, 2022

**SYN
THE
SIS**
DESIGN

Project Background

- Sue and Doug purchased 1982
- John and Natalie
 - 1994 & 1991
- Family Dynamic
- Major Renovations over the last 30 + years
- New Two Unit Infill is to accommodate both Dickie children



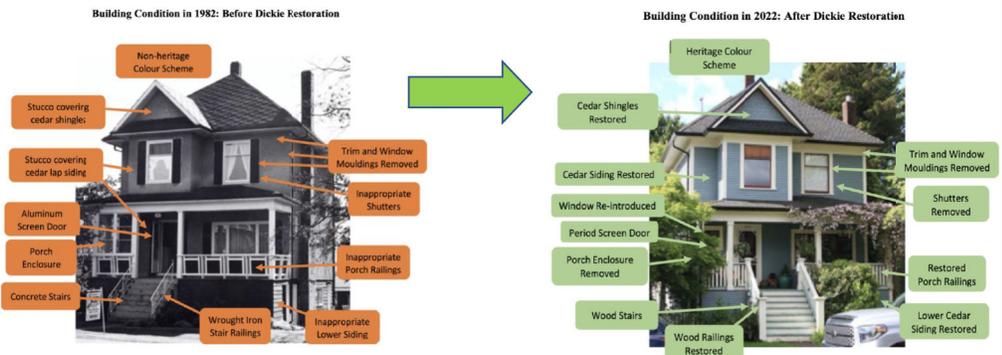
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Heritage Restoration and Protection

- Historic Name
 - Gowan Residence – 1908
- Original Owner
 - Eugene Gowan
- Heritage Restoration Works
- Category 'A' Heritage Home
 - Assessments
- Heritage Advisory Committee Presentation – May 10th
 - Unanimous endorsement
- Heritage Designation Bylaw to protect the Building

Year	Occupant(s)	Occupation
1909	Eugene Gowan	Carpenter
1910- 1914	Wellington H. Wismer	Not Listed
1915-1919	Matthew H. Baird	Lineman BCER
1921-1950	Bowen (John, Alice, and Frank)	Engineer

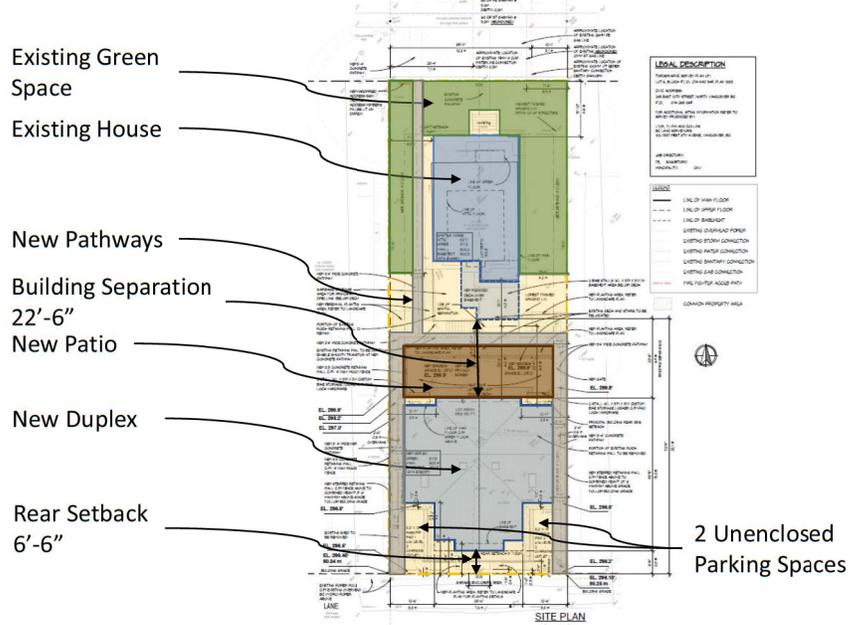


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Infill Site Plan

- Existing Home retained and restored
- New Duplex
 - Existing green space
 - New pathways
 - Located behind Heritage Home
 - New Patio
 - Building Separation
 - Rear Setback
 - 2 off-street parking spaces



Rezoning Application #PLN2021-00023
 245 East 10th Street, North Vancouver
 Public Hearing Presentation – July 18th, 2022



Landscape Plan

- Existing green space
- New pathways
- New Tree(s)
- New Planting Areas
- Pathway Lighting
- New Patio
- Garbage Enclosure

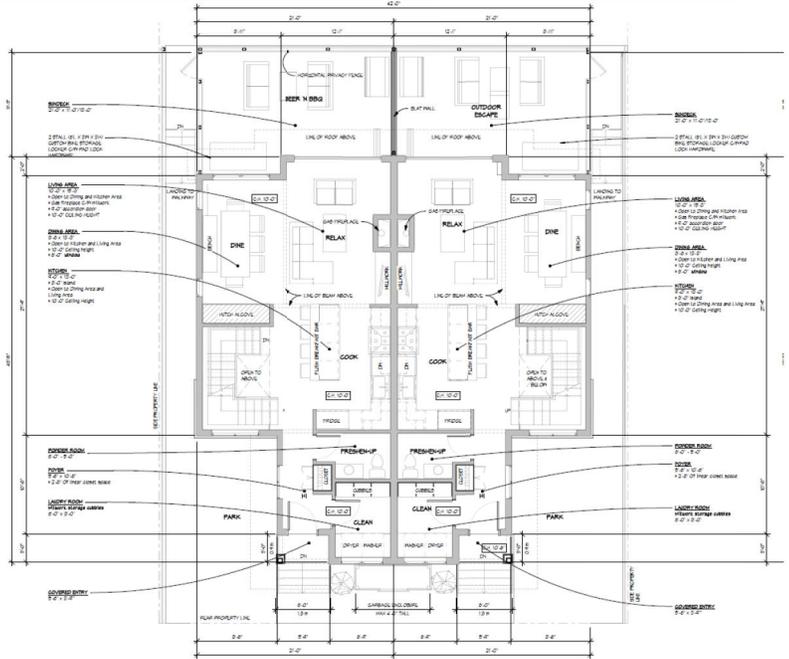


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 245 East 10th Street, North Vancouver
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Main Floor Plans

- Open Space Living
- Entertaining Family & Friends

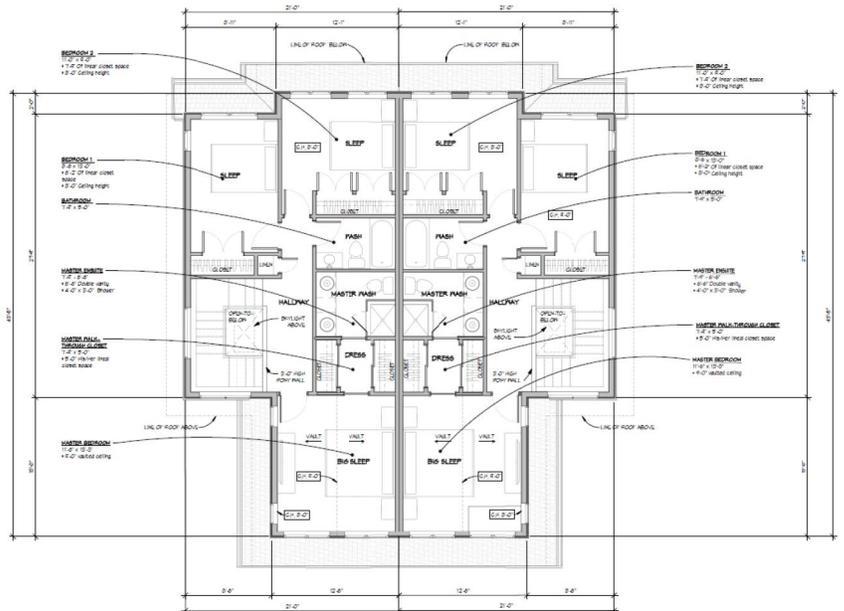


Rezoning Application #PLN2021-00023
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 Public Hearing Presentation – July 18th, 2022



Upper Floor Plans

- 3 bed + 2 Bath
- No Roof Decks

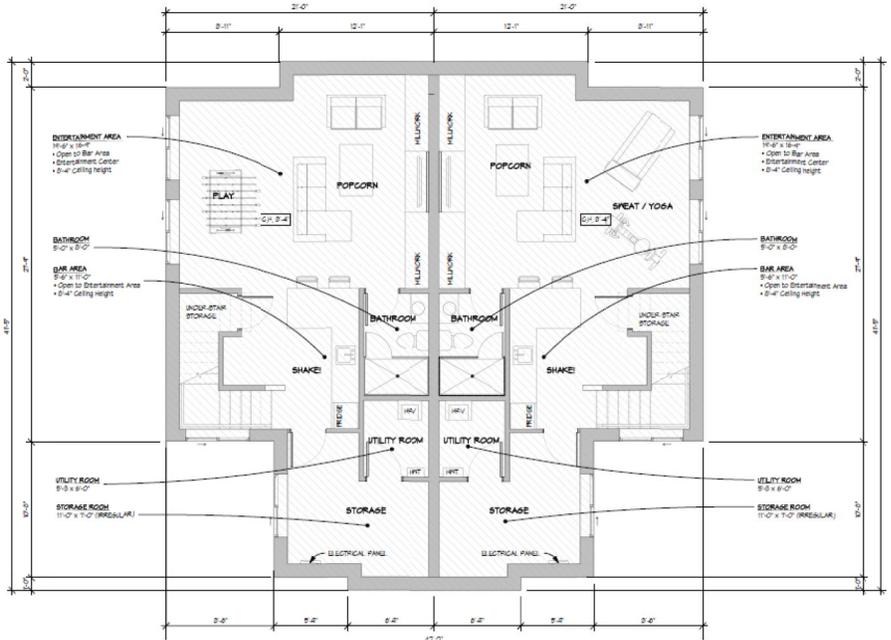


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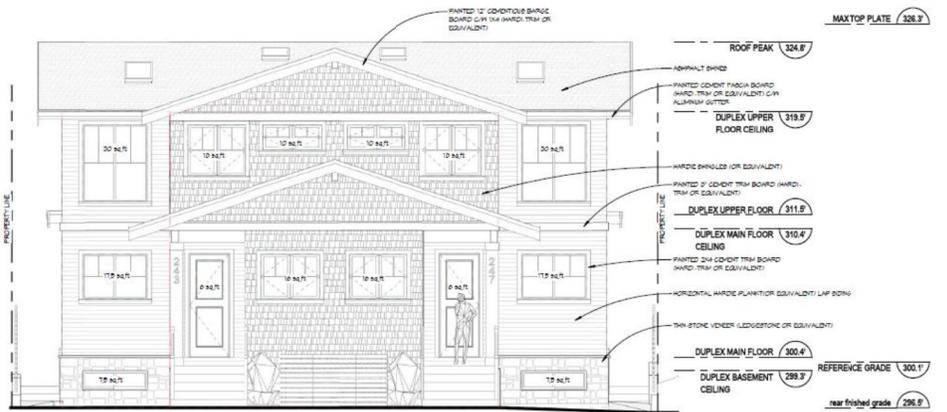


Basement Floor Plans

- Rec room + storage
- No secondary suites



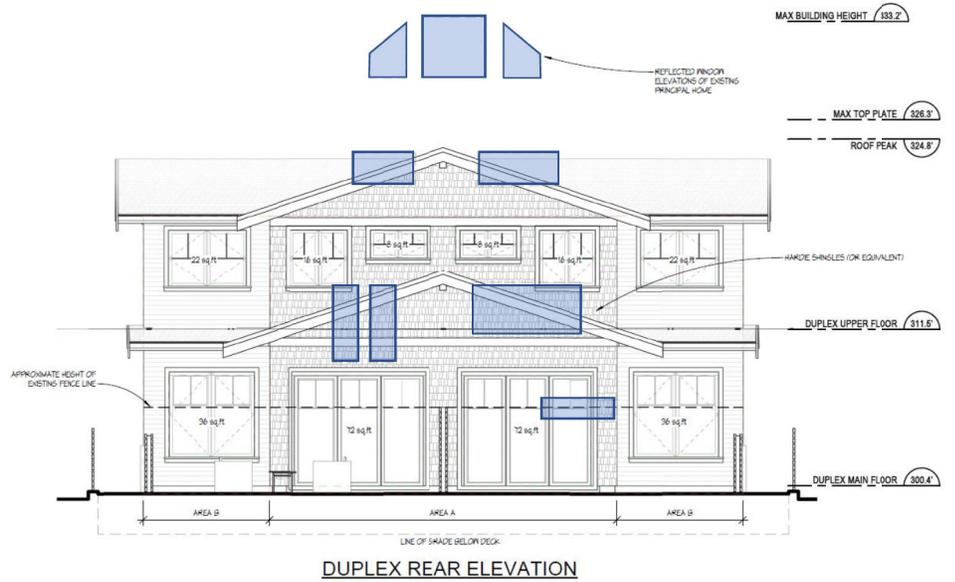
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DUPLEX FRONT (LANE) ELEVATION

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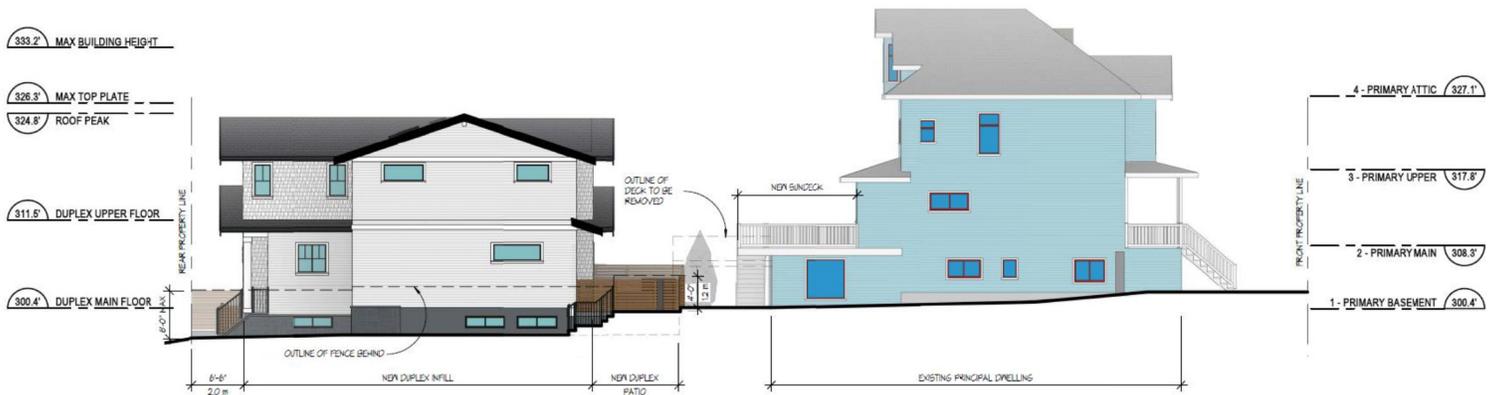




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 Public Hearing Presentation – July 18th, 2022



Side Elevations



Rezoning Application #PLN2021-00023
 245 East 10th Street, North Vancouver
 Public Hearing Presentation – July 18th, 2022



Public Engagement

- December 16th 2021: Development Application Submitted
- March 31st 2022: Development Application Resubmission
- April 26th : DIS Mailout Sent-Out
- May 4th: DIS Newspaper Article
- May 10th: HAC Meeting
- May 11th: DIS Newspaper Article
- May 13th : Notice of Rezoning Sign
- May 30th : Development Application Revised
- May 31st : DIS Meeting
- June 7th : DIS Report submitted
- July 18th : Public Hearing

} Neighbour comments received during this period – Revisions to design were completed and resubmitted on May 30th

Rezoning Application #PLN2021-00023
 245 East 10th Street, North Vancouver
 Public Hearing Presentation – July 18th, 2022



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 245 East 10th Street, North Vancouver
 Public Hearing – July 18th, 2022

Client: Dickie Family
 Application: James Stobie, Synthesis Design
 May 2022

- This Proposal, if granted, would:
1. Protect the existing Class A Heritage home under HRA or equivalent
 2. Allow for the development of a new 2-Unit Duplex towards the rear of the property
 3. Allow a parking variance from 3 spots to 2



**Received July 5, 2022
PH 245 East 10th St.**

Dear Sir or Madam,

I am writing in support of the proposed duplex infill at the Dickie residence on the 10th Street East, North Vancouver, BC. My husband and I are neighbours residing two houses away. We believe the craftsman style development will compliment the existing neighbourhood. Furthermore we are happy that this long-standing family will be staying together. We have enjoyed a friendship with these neighbours for 25 years. Our kids grew up playing with the Dickie kids. It is a good option to enable young people to get housing in the community they grew up in.

Yours faithfully,

Mary Lewis

231 East 10th Street
North Vancouver

July 6, 2021

To Whom It May Concern:

We are writing this letter in support of Sue and Doug Dickie's application to build a secondary structure at the back of the property (at 245 10th Street East).

We've known Sue and Doug as neighbours of East 10th Street since we purchased our heritage house in the Spring of 1997.

They and their adult children are wonderful people and have — in our minds — always had wonderful community spirit (eg. Sue organized our annual July 1, block parties for years). And we know they hold high respect for the "heritage-nous" of our block, and the City of North Vancouver in general.

We are so lucky to have them — and others — as great, long-time neighbours of the 200 block of East 10th and we look forward to many more years with them as neighbours.

We fully support them and their children in this endeavour.

Susie Wilkinson and Stephen Small
225 10th Street East, North Vancouver

From: The Adamsons
Sent: July-08-22 1:05 PM
To: Submissions
Subject: Zoning amendment 245 E. 10th St.

We have received the notification regarding the byelaw amendment number 8936 and number 8937 for 245 E. 10th St. We support this change to our neighbour's property.

Sincerely

Mark and Jane Adamson
240 East 10th Street
North Vancouver V7L2E1

Kathie Boyd
239 10th Street East
North Vancouver, BC V7L 2C9

July 10, 2022

Emailed to: input@cnv.org

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

Attention: Corporate Officer

Dear Sirs;

RE: BYLAWS #8936 & #8937 FOR 245 EAST 10TH STREET

I fully support the bylaws under consideration that will permit the Dickie's proposed development and along with a heritage designation (and retention/rehabilitation) for their existing character home.

I met the Dickie family back in the fall of 1999 when their youngest and mine were assigned to the same Lions Gate Soccer U6 team. We moved to their street (and next door to the Dickies) in December of 2001. Even though the boys have grown up and moved away, they remain the best of friends. I still live here happily after 20+ years.

This is a wonderful neighbourhood, thanks in large part to the Dickies. They welcome and get to know all the neighbours as they move in. Until their kids were grown, they organized and hosted a huge, inclusive block party to celebrate Canada Day every year. It would never be the same around here should they ever choose to move.

It will be great if the Dickie's home receives its heritage designation so it can be restored to its former glory and be safe from a bulldozer, especially since the block was developed around it.

And it makes me happy that their proposed development will allow more young, community-minded people to be accommodated in the City. I'm confident that the Dickies will be considerate during the building process and that the finished design will complement and help vitalize the area.

While I intend to attend the Public Hearing on July 18th to demonstrate my support, please do not hesitate to contact me if you require further information in advance.

Yours truly,

Kathie Boyd

July 13, 2022

Received July 14, 2022
PH 245 East 10th St.

Corporate Offices
City of North Vancouver
14 W. 14th St.
North Vancouver, B.C.

To Whom It May Concern —
I support the infill
proposal at 245 E. 10th Street.

My own infill duplex project
at 207 E. 8th Street received an
Award of Merit from The City of
North Vancouver. I am hoping
the Dickies' project will be as
successful.

This project provides
a perfect way for increased
density while still maintaining
the existing character of the
neighbourhood. The 200 block
east 10th street is one of the
prettiest in The City!

Sincerely,
Dorinda Grant

207 E. 8th St.



PUBLIC HEARING

Monday, July 18, 2022 at 6:00pm

Zoning Amendment Bylaw No. 8936 and Heritage Designation
Bylaw No. 8937 for **245 East 10th Street**

Watch the meeting online at cnv.org/LiveStreaming
or in person at City Hall, 141 West 14th Street

Proposal: To rezone the subject property from a Two-Unit Residential 1 (RT-1) Zone to a Comprehensive Development 757 (CD-757) Zone to permit the development of a 2-unit, detached infill building (duplex) and support the retention, rehabilitation and designation of the existing Heritage 'A' Building.

To provide written input: All persons who believe their interest in property may be affected by the proposed bylaws 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, or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, July 18, 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 in person OR by Webex/phone:

In person at City Hall: On the day of the Public Hearing, a sign-up sheet will be available in the lobby, outside the Council Chamber, between 5:30 and 6:00pm. Enter City Hall through the doors at the southwest corner of the building (off 13th Street) after 5:30pm.

Via Webex/phone: Pre-register by completing the online form at 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, July 18, 2022.**

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.

To view the documents: The proposed bylaws, background material and presentations can be viewed online at cnv.org/PublicHearings.

Questions? Bram van der Heijden, Planner, bheijden@cnv.org / 604-982-3995



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

T 604 985 7761 / F 604 985 9417 / CNV.ORG



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8936

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. 8936” (James Stobie / Synthesis Design, 245 East 10th Street, CD-757)**.
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-757 (Comprehensive Development 757 Zone):

Lots	Block	D.L.	Plan	
6	97	274 and 549	1833	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-756 Comprehensive Development 756 Zone”:
“CD-757 Comprehensive Development 757 Zone”
 - B. Adding the following to Section 1101, thereof, after the “CD-756 Comprehensive Development 756 Zone”:
“CD-757 Comprehensive Development 757 Zone”

In the CD-757 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-2 Zone, except that:

- (1) Two Principal Buildings shall be permitted on one Lot;
- (2) The permitted Principal Use on the Lot shall be limited to:
 - (a) One Dwelling Unit in the Northernmost Building (heritage house);
 - (b) Two Dwelling Units in the Southernmost Building (infill dwellings);
- (3) The Principal Buildings shall not exceed a combined Lot Coverage of 42 percent;
- (4) The Principal Buildings shall not exceed a combined Gross Floor Area of 0.73 times the Lot Area. For purposes of CD-757 the following area shall be excluded from Gross Floor Area calculations:

- (a) Basement to a maximum 139.98 sq. m (1,496 sq. ft) of the Southernmost Building;
- (5) Section 507(2) Open Site Space shall be waived;
- (6) The Principal Buildings shall be sited as follows:
 - (a) The Northernmost Building (heritage house) shall be not less than:
 - i. 4.6 metres (15 feet) from the Front Lot Line;
 - ii. 22.1 metres (72.5 feet) from the Rear Lot Line; with a siting exception for a deck maximum of 1.5 metres (5.0 feet) into the Rear yard setback;
 - iii. 4.2 metres (13.7 feet) from the east Interior Lot Line;
 - iv. 3.5 metres (11.6 feet) from the west Interior Side Lot Line;
 - (b) The Southernmost Building (infill dwellings) shall be not less than:
 - i. 27.0 metres (89 feet) from the Front Lot Line;
 - ii. 2.0 metres (6.5 feet) from the Rear Lot Line;
 - iii. 1.22 metres (4.00 feet) from the west Interior Side Lot Line;
 - iv. 1.22 metres (4.00 feet) from the east Interior Side Lot Line;
- (7) The Northernmost Building (heritage house) shall not exceed a maximum geodetic height of 103.1 meters (338 ft.);
- (8) The Southernmost Building (infill dwellings) shall not exceed a maximum geodetic height of 99.0 meters (324.8 ft.);
- (9) The minimum number of accessory off-street Parking Spaces provided shall be 2 parking stalls;
- (10) Every unit shall have access to 2 Bicycle Parking Spaces and a total of 6 Bicycle Parking Spaces shall be provided;
- (11) Garbage and Recycling shall be screened on all sides and shall not be located in required Emergency Access Pathways, driveways, or Parking Spaces;

- (12) All exterior finishes, design and landscaping shall be approved by the Heritage Advisory Commission.

READ a first time on the 27th day of June, 2022.

READ a second time on the 27th day of June, 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

BYLAW NO. 8937

A Bylaw to Designate a Municipal Heritage Site

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 “**Heritage Designation Bylaw, 2022, No. 8937**” (James Stobie / Synthesis Design Inc., 245 East 10th Street).
2. Pursuant to the *Local Government Act*, the following lands, buildings and structures are, in their entirety, designated as a Municipal Heritage Site:

Street Address: 245 East 10th Street

Common Name / Description: Gowan Residence

Legal Description: Lot 6 Block 97 D.L 274 and 549 Plan 1833

3. Pursuant to the *Local Government Act*, this bylaw requires adherence to the City of North Vancouver’s “Heritage Conservation Procedures Bylaw, 2013, No. 8292”.

READ a first time on the 27th day of June, 2022.

READ a second time on the 27th day of June, 2022.

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

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

MAYOR

CORPORATE OFFICER

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Huy Dang, Planner 1

Subject: DEVELOPMENT VARIANCE PERMIT APPLICATIONS: 253 EAST 28TH STREET (BILL CURTIS / BILL CURTIS & ASSOCIATES DESIGN LTD.)

Date: June 15, 2022 File No: 08-3060-20-0247/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated June 15, 2022, entitled “Development Variance Permit Applications – 253 East 28th Street (Bill Curtis / Bill Curtis & Associates Design Ltd.)”:

THAT Development Variance Permit Nos. PLN2022-00011 and PLN2022-00017 be considered for issuance under Section 498 of the *Local Government Act* and referred to the same Public Meeting;

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

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

ATTACHMENTS

1. Context Map (CityDocs [2185974](#))
2. Architectural Plans for West Lot (Lot 24), dated June 10, 2022 (CityDocs [2189911](#))
3. Architectural Plans for East Lot (Lot 23), dated June 15, 2022 (CityDocs [2191099](#))
4. Public Consultation Summary (CityDocs [2191357](#))
5. Streamside Protection and Enhancement Development Permit Guidelines (CityDocs [750429](#))
6. “Development Variance Permit No. PLN2022-00011 – 253 East 28th Street” (West Lot) (CityDocs [2186798](#))
7. “Development Variance Permit No. PLN2022-00017 – 253 East 28th Street” (East Lot) (CityDocs [2190815](#))

SUMMARY

This report seeks Council approval for two Development Variance Permits (DVPs) for the property at 253 East 28th Street, which consists of two legal lots. The variances include an increase to the allowable Principal Building heights for the proposed single-family dwellings, and for the east lot in particular, a reduction of the front yard setback and parking requirements from two parking spaces to zero. One DVP will be registered per lot, and the variances will support the retention and rehabilitation of the Streamside Protection and Enhancement Area (SPEA) that encompasses most of the lots.

The DVPs will be processed concurrently alongside the required Streamside Protection & Enhancement Development Permits for each lot to permit the proposed single-family dwellings with suites.

BACKGROUND

Applicant:	Bill Curtis, Bill Curtis & Associates Ltd.
Official Community Plan Designation:	Residential Level 1
Existing Zoning:	RS-1
Applicable Guidelines:	Streamside Development Permit Area

Site Context and Surrounding Use

The property is located in the Tempe neighbourhood, and each lot has a frontage of 10.1 m (33.0 ft). There is currently a single-family dwelling that straddles the interior property line separating both lots, which is an existing non-conformance and would be demolished as part of this proposal.

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

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	256 East 28 th Street	Single-family dwelling	RS-1
South (<i>across the lane</i>)	254 East 27 th Street and 258 East 27 th Street	Single-family dwellings	RS-1
East	-	Streamside Area	-
West	251 E 28 th St	Single-family dwelling	RS-1

Immediately east of the property is City-owned land containing a protected streamside area with no public access.

Policy Context

The proposal of individual single-family dwellings and suites for each lot is consistent with the Official Community Plan's Residential Level 1 (R1) designation for the property.

The City's Streamside Protection and Enhancement Development Permit Guidelines (the "Streamside Guidelines") apply to any development within 15 metres from the top of a watercourse bank, otherwise known as the Streamside Protection and Enhancement Area (SPEA). Given the proximity to the adjacent stream, these Streamside Guidelines apply to both lots and thus a Development Permit will be required for each lot (see Attachment #5).

The Streamside Guidelines consist of additional considerations and requirements for streamside developments in addition to standard Zoning Bylaw and City regulations. The Development Permit formalizes the ongoing maintenance requirements and necessary protective measures for developing sensitively alongside riparian areas.

PLANNING ANALYSIS

Streamside Guideline Requirements

The Streamside Guidelines require that development be sited on portions of the property that are least environmentally sensitive, and generally require that habitat within the SPEA (15 metres from the top of a watercourse bank) be maintained, or if needed, restored with no net loss (refer to Section 9 of Attachment #5). Furthermore, no development within 5 metres of the top of watercourse bank is permitted generally.

Although the majority of the east lot and significant portions of the west lot are sited within the SPEA (refer to Figure 1), staff are supportive of the proposal as an opportunity to introduce an additional primary dwelling unit and suite to the neighbourhood. The proposal seeks to restore and rehabilitate 'lost' habitat space within the SPEA at a no net loss and the proposed Principal Building on the east lot in particular will be sited in a manner that reasonably limits the footprint within the SPEA.

The required Development Permits will ensure that the ongoing maintenance and restoration requirements of the Streamside Guidelines are fulfilled alongside acquiring a security deposit for the required landscaping works. Included in the Development Permit review will be requirements to provide a stormwater management plan and flood hazard report to confirm the City's standard regulations are being met.

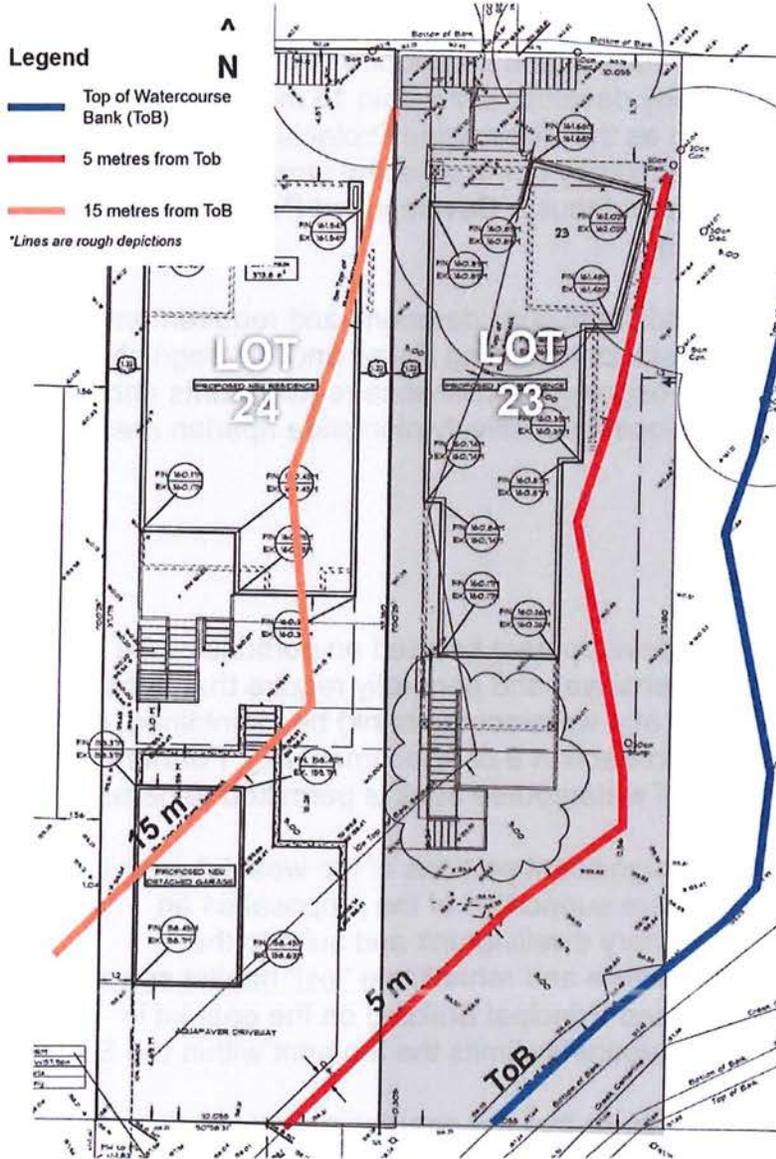
Streamside Protection and Enhancement Area (SPEA)

Section 9.2.4 of the Streamside Guidelines indicates that where necessary, zoning variances may be considered to prevent further loss of habitat within the SPEA.

Through the application of the Streamside Guideline requirements, the amount of buildable area within the SPEA is limited for both lots. Variances are proposed in order

to accommodate more functional and livable building designs as a result of the site constraints.

Figure 1. 15- and 5-metre distances from the top of watercourse bank



Parking Variance

Development within 5 metres of the top of watercourse bank is prohibited, which means no buildings, structures, pavement, etc. are permitted along the eastern and southern portions of the east lot. As such, vehicular access off the lane would not be possible, and introducing a front driveway off East 28th Street would not be ideal.

With those considerations, the proposal seeks to reduce the parking requirements for the east lot from the minimum requirement of two spaces to zero. Staff are supportive of this proposal given the proximity to public transit one block north along East 29th Street, and two blocks west along Lonsdale Ave. There is also available street parking along East 28th Street and St. Andrews Avenue.

Parking requirements will be met on the west lot, however a variance to the siting of the garage on the west lot will be required in order to allow for the structure to be sited deeper into the lot. This will allow for the existing driveway to be maintained, and allow for adequate vehicular egress to the other unenclosed parking stall beside the garage.

Height and Siting Variances

A reduction of the Principal Building setback requirement from the Front Lot Line is proposed for the east lot. This variance will allow for the building to be sited further north

and away from the 5 metre setback from top of watercourse bank, and will help facilitate additional habitat restoration and maintenance in the rear yard.

A variance to the maximum height envelope for both Principal Buildings is also proposed. The immediate proximity to the streamside area results in a higher flood hazard potential, and the determined Flood Construction Level (FCL) requires that the basements for both buildings be lifted almost entirely above grade.

A summary of the variances proposed for both lots are outlined below under Table 2.

Table 2. Proposed Zoning Variances

	Current Regulation (RS-1)	Proposed Variance (DVP)
Principal Building Heights (Both Lots)	Principal Building shall not exceed a maximum Building Height of 10.1 m (33.1 ft)	Principal Building Top of Plate height shall not exceed a maximum height of 10.1 m (33.1 ft) for the west lot Principal Building shall not exceed a maximum Building Height Envelope of 11.2 m (36.8 ft) for the east lot
Accessory Building Siting (West Lot)	Accessory Buildings shall be sited in the rear 25% of the Lot depth	Accessory Buildings shall be sited in the rear 31% of the Lot depth
Principal Building Lot Coverage (East Lot)	Principal Building shall not exceed a Lot Coverage of 30%, and the site shall not exceed a combined total of 40%.	Principal Building and site shall not exceed a combined Lot Coverage of 31%
Principal Building Front Yard Setback (East Lot)	Principal Building shall be sited not less than 4.6 m (15.0 ft) from the Front Lot Line	Principal Building shall be sited not less than 3.7 m (12.2 ft) from the Front Lot Line
Parking (East Lot)	2 parking stalls	0 parking stalls

COMMUNITY CONSULTATION

A virtual Developer's Information Session (DIS) was held on October 26, 2021, with four attendees. The attendees were in general support of the proposal, however all attendees, including an additional neighbour who reached out separately, expressed concerns with the proposed parking variance. The concerns all cited inadequate street parking in the neighbourhood, which could be further impacted by the on-site parking reduction.

In response to those concerns, staff conducted an internal analysis of the 200 block along East 28th Street in September 2021 and determined that there was no shortfall in available off-street parking during the day. Staff also note that the block and immediate surrounding areas are zoned RS-1 (One-Unit Residential 1), which already requires on-site parking minimums.

Additionally, a couple comments were received regarding the City's anticipated plans for the streamside area and adjacent lane portion. Currently no plans have been formalized, however the City has policies in place to assess the connectivity and health of environmentally-sensitive areas, which are prioritized annually through the capital and work plans.

CONCLUSION

Staff are supportive of the proposed variances as they will help support the addition of two new single-family dwellings with suites for both lots, which will be developed at a no net loss of habitat in a manner that is sensitive to the adjacent streamside area. The proposal will also serve to rectify the existing non-conforming single-family dwelling that is currently sited over top of the bounding property line separating both lots.

RESPECTFULLY SUBMITTED:



Huy Dang
Planner 1

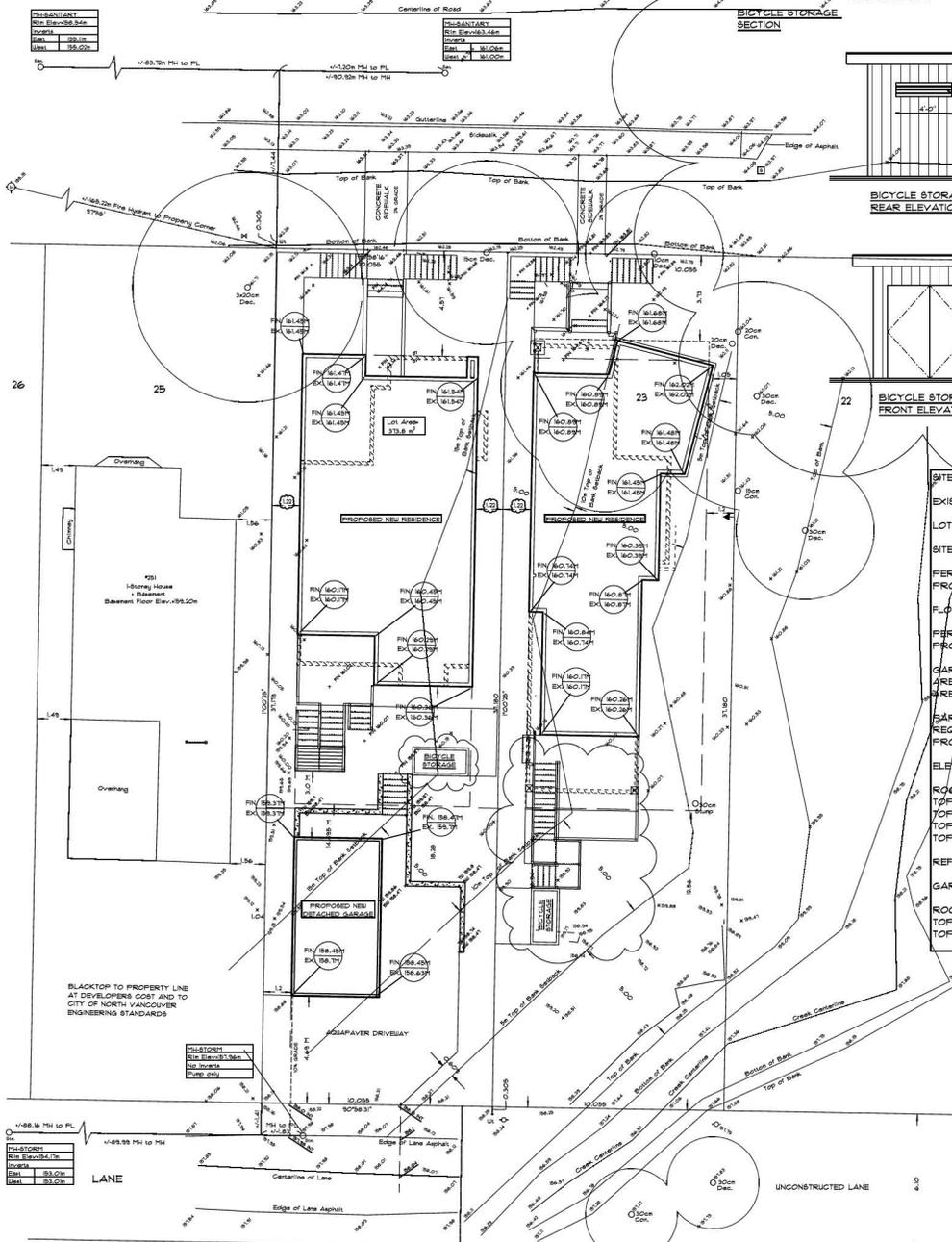
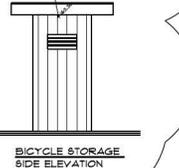
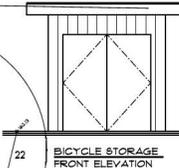
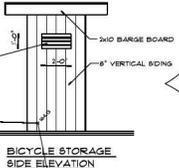
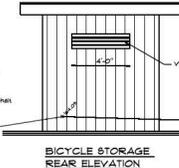
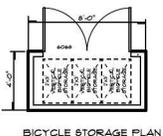
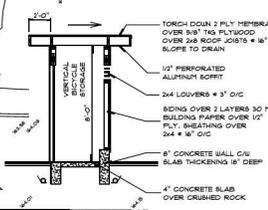
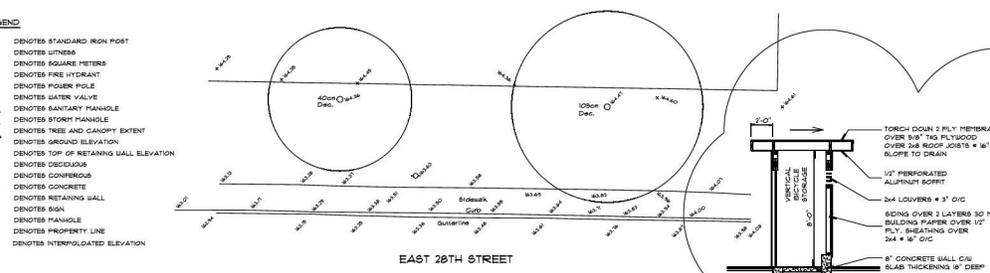
TOPOGRAPHIC SITE PLAN OF LOT 24 BLOCK 231
DISTRICT LOT 546 GROUP I NUD PLAN 3293

CIVIC ADDRESS:
293 East 28th Street, North Vancouver
P.O. 019-933-9029

SCALE 1:100
0 1 2 3 4
ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 560m in width and 84m in height (12' x 274') when plotted at a scale of 1:100.

- LEGEND**
- DENOTES STANDARD IRON POST
 - W DENOTES WINDSWEPT
 - + DENOTES SQUARE METERS
 - ⊕ DENOTES FIRE HYDRANT
 - ⊕ DENOTES POWER POLE
 - ⊕ DENOTES WATER VALVE
 - M DENOTES MANTLE MANHOLE
 - ⊕ DENOTES STORM MANHOLE
 - ⊕ DENOTES TREE AND CANOPY EXTENT
 - ⊕ DENOTES GROUND ELEVATION
 - (R) DENOTES TOP OF RETAINING WALL ELEVATION
 - ⊕ DENOTES DECK/DOOR
 - CON DENOTES CONCRETE
 - CONC DENOTES CONCRETE
 - RL DENOTES RETAINING WALL
 - ⊕ DENOTES SIGN
 - ML DENOTES MANHOLE
 - PL DENOTES PROPERTY LINE
 - INT DENOTES INTERPOLATED ELEVATION



SITE DEVELOPMENT DATA

EXISTING ZONE: R81

LOT AREA: 373.8 SQUARE METERS

SITE COVERAGE:

- PERMITTED: 112.14 SQUARE METERS (30%)
- PROPOSED: 106.95 SQUARE METERS (28%)

FLOOR SPACE RATIO:

- PERMITTED: 205.04 SQUARE METERS (30% + 92.3)
- PROPOSED: 186.422 SQUARE METERS (25% + 92.3)

GARAGE:

- AREA ALLOWED: 37.16 SQUARE METERS
- AREA PROPOSED: 24.193 SQUARE METERS

PARKING:

- REQUIRED: 2 STALLS
- PROVIDED: 2 STALLS

ELEVATIONS:

- ROOF RIDGE: 170.102 M
- TOP OF UPPER FL. WALL: 169.862 M
- TOP OF UPPER FLOOR: 167.993 M
- TOP OF MAIN FLOOR: 164.281 M
- TOP OF LOWER FLOOR: 161.175 M
- REFERENCE GRADE: 160.6 M

GARAGE:

- ROOF RIDGE: 161.31 M
- TOP OF WALL: 161.01 M
- TOP OF SLAB: 159.41 M

JUNE 2022: 253 E 28th ST ROOF REDESIGNED TO CONFORM WITH HEIGHT ALLOWED BICYCLE SHED ADDED

MAY 2022: 255 E 28th ST SOUTH DECK STAIR REORIENTED TO WEST SIDE OF DECK AND DECK ENLARGED

NOTES:

Lot dimensions are derived from Planning Plan SPP59561.

Measurements shown are to the exterior footing of building.

Elevations are Geospatial (CIPDS) QUAD-2009 - IN METERS

Derived from General Triangulation, 844013 located at the intersection of East 25th Street and St. Georges Avenue, approximately 1.4m east of northeast corner. Elevation +80.37m

Invert elevations and offsets of services from property lines are derived from municipal records and field survey. Contractor to verify all service locations and inverts prior to construction.

Spot elevations along curb are taken in gutter.

If this plan is used in original form, Target Land Surveying (NLS) Ltd. will only assume responsibility for information content shown on original unaltered drawing.

These dimensions are taken at 1.4m above grade and are shown in meters.

Tree and stump symbols shown are not to scale.

This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory location is responsible for identifying any changes that may be suffered by a third party as a result of reproduction. Consent of the signatory is required for any other use of this document without the consent of the signatory.

NOTE:

THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO COMMENCING ANY WORK, AND REPORT ANY DISCREPANCIES TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE CORRECTION OF ANY DISCREPANCIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND SERVICES. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND SERVICES. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND SERVICES.

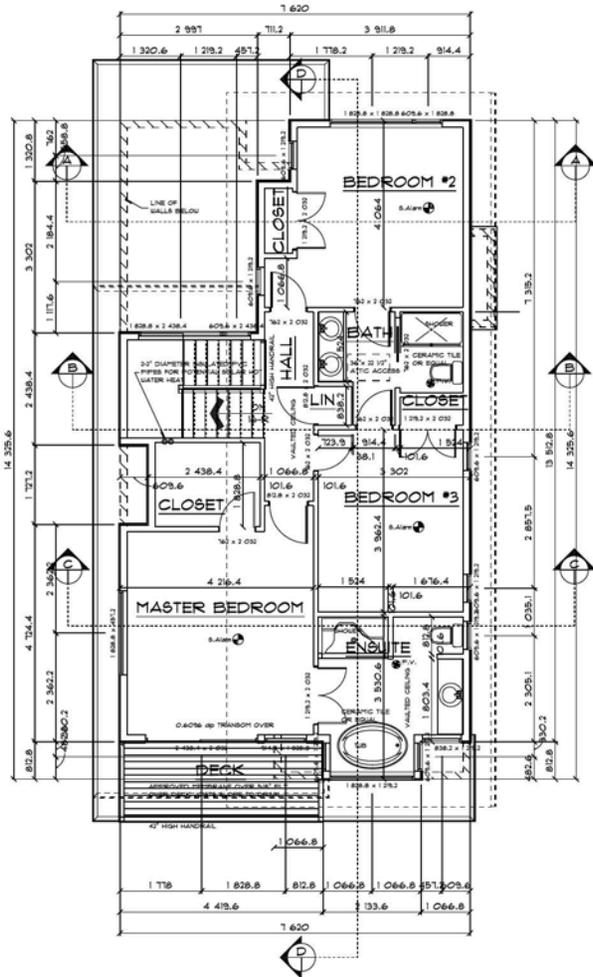


Drawing: **SITE PLAN**

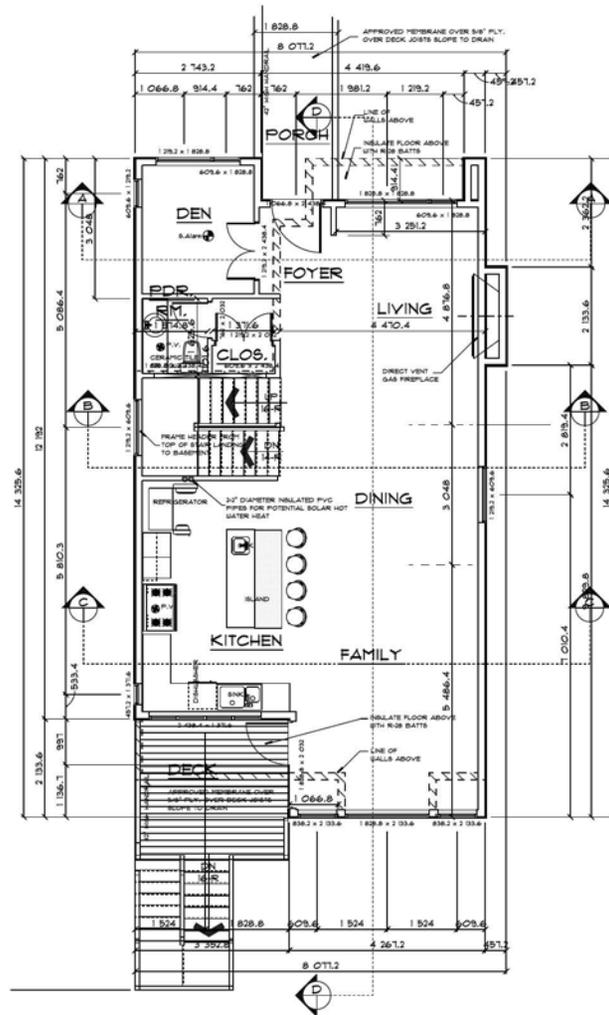
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SCALE: 1:100 METRIC

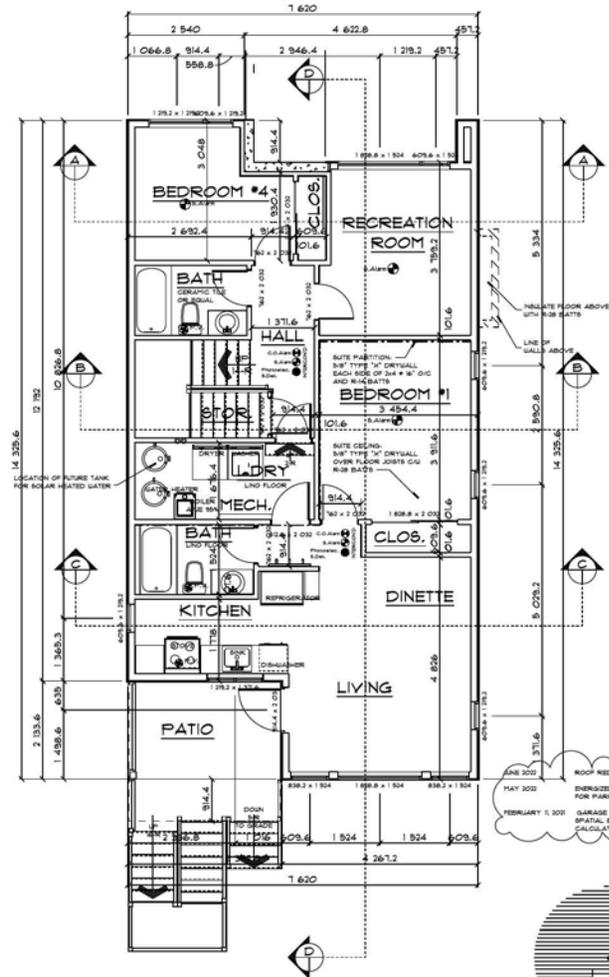
Project: **PHAGOORA RESIDENCE**
AT 293 E 28th STREET
NORTH VANCOUVER



UPPER FLOOR PLAN
 956.1 SQUARE FEET
 (88.871 SQUARE METRES)



MAIN FLOOR PLAN
 1050.0 SQUARE FEET
 (97.549 SQUARE METRES)



BASEMENT PLAN
 1050.0 SQUARE FEET
 (97.549 SQUARE METRES)

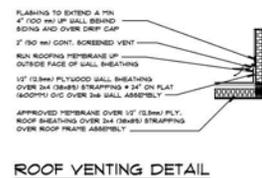
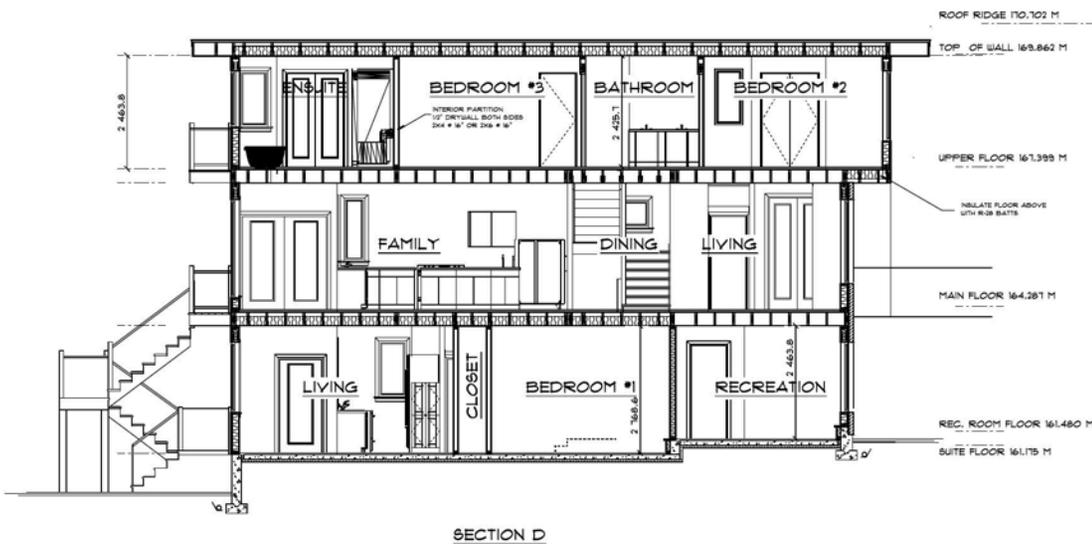
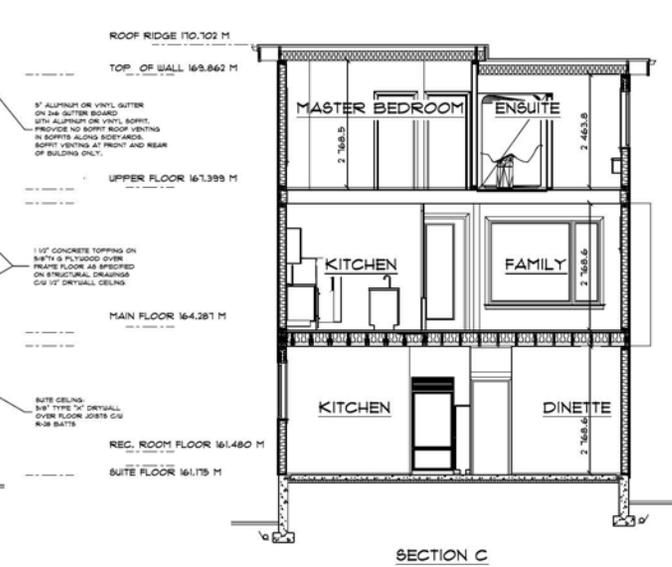
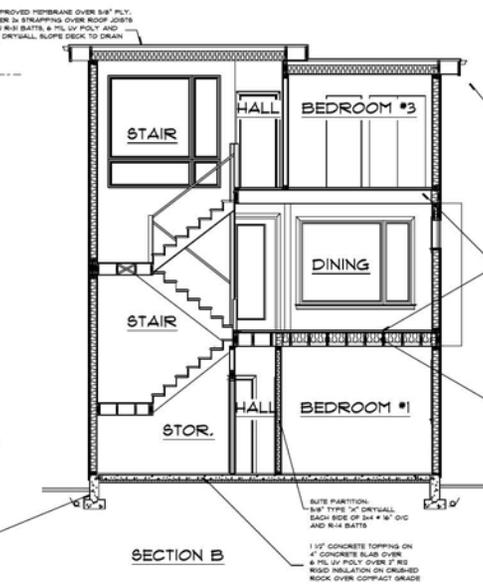
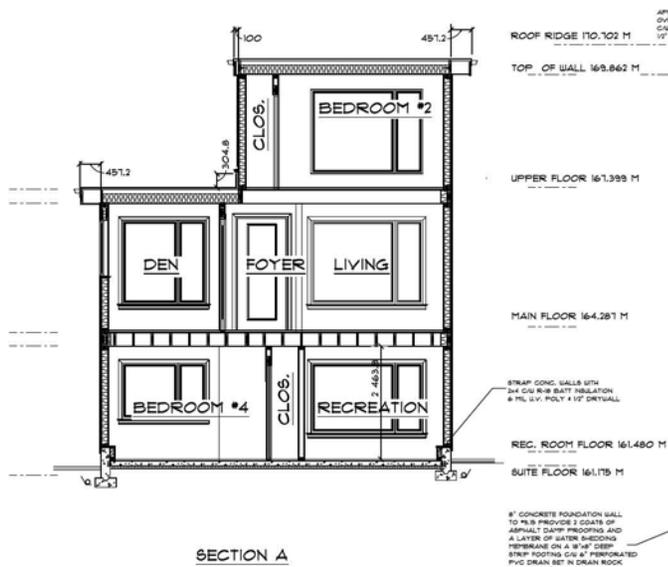
NOTE:
 THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS PRIOR TO CONSTRUCTION. ANY WORK AND MATERIALS NOT DESCRIBED HEREIN TO BE OBTAINED BY THE CONTRACTOR.
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS INCURRED TO THE OWNER ON CONSTRUCTION. APPROVED DIMENSIONS ARE PROVIDED FOR THE CONTRACTOR'S USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DIMENSIONS AND MATERIALS TO BE OBTAINED BY THE CONTRACTOR.
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Harbourfront Business Centre
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 North Vancouver, BC V7M 3M6

Drawing **FLOOR PLAN 6**
 Drawn By B.C. Date FEB. 2019

Project **PHAGOORA RESIDENCE**
 AT 253 EAST 28th STREET
 NORTH VANCOUVER



JUNE 2022 ROOF REDESIGNED
 MAY 2022 ENERGIZED LEVEL 2 OUTLETS FOR PARKING NOTED
 FEBRUARY 1, 2021 GARAGE SECTION AND SPATIAL REPARATION CALCULATIONS ADDED

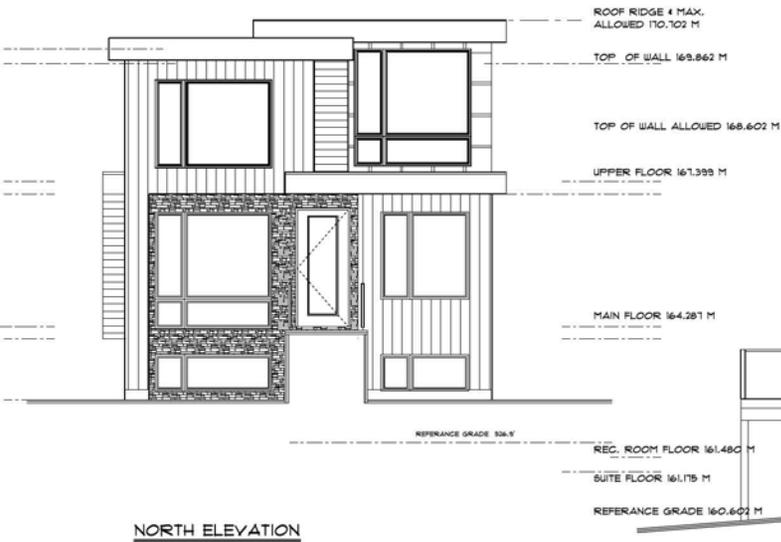
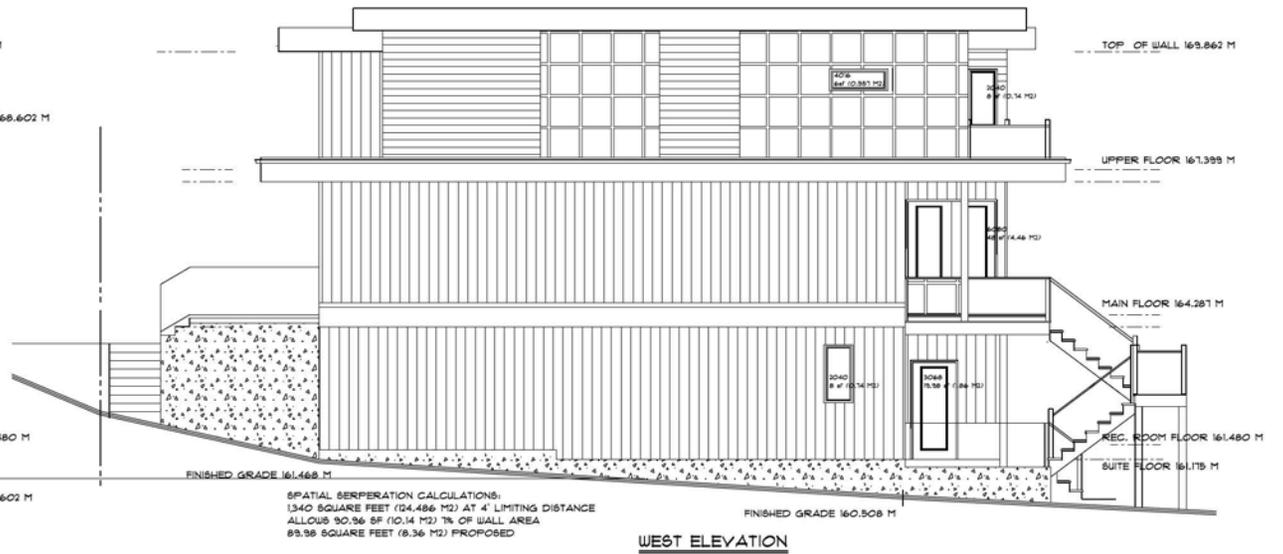
REVISIONS

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Bill Curtis & Associates
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 Phone 604-986-4550
 Fax 604-986-4555
 billcurtisdesign@gmail.com
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Project
PHAGOORA RESIDENCE
 AT 253 EAST 28th STREET
 NORTH VANCOUVER

Drawing SECTIONS
 Drawn By B.C. Date FEB. 2019
 Scale
 4 of 5



NOTE:
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 THE DESIGNER SHALL NOT BE RESPONSIBLE FOR THE COSTS OF ANY REVISIONS TO THESE PLANS AND THE LIABILITY OF THE DESIGNER AND HIS FIRM OR ANY THIRD PARTY SHALL BE LIMITED TO THE EXTENT OF THE DESIGNER'S PROFESSIONAL LIABILITY.
 THE DESIGNER SHALL NOT BE RESPONSIBLE FOR THE COSTS OF ANY REVISIONS TO THESE PLANS AND THE LIABILITY OF THE DESIGNER AND HIS FIRM OR ANY THIRD PARTY SHALL BE LIMITED TO THE EXTENT OF THE DESIGNER'S PROFESSIONAL LIABILITY.
 VISITORS OF ACCEPTANCE OF THESE REPRESENTATIONS.

REVISIONS

JUNE 2022 ROOF REDESIGNED
 MAY 2022 ENHANCED LEVEL 2 OUTLETS FOR PARKING NOTED
 FEBRUARY 1, 2021 GARAGE SECTION AND SPATIAL SEPERATION CALCULATIONS ADDED

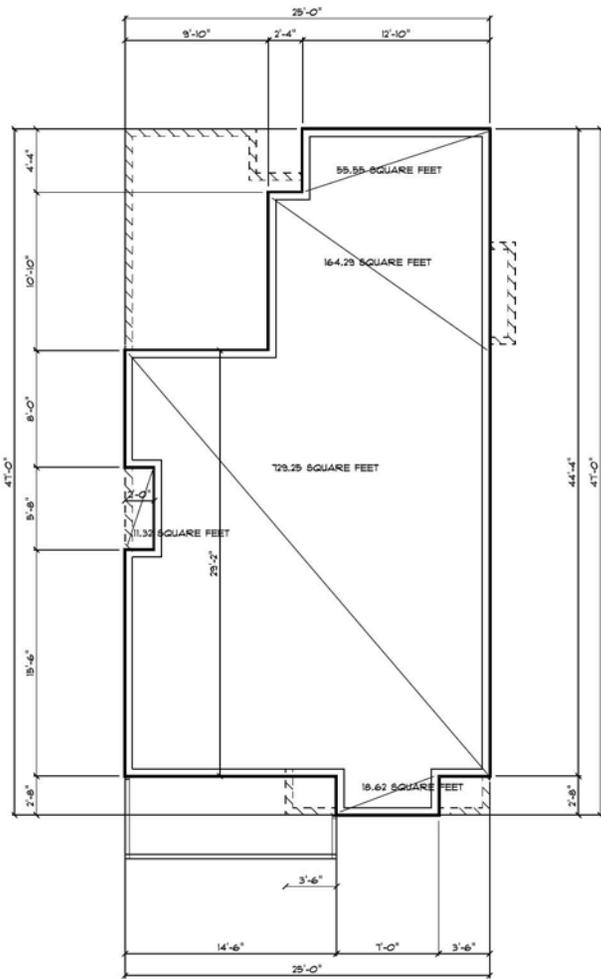
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ELEVATIONS

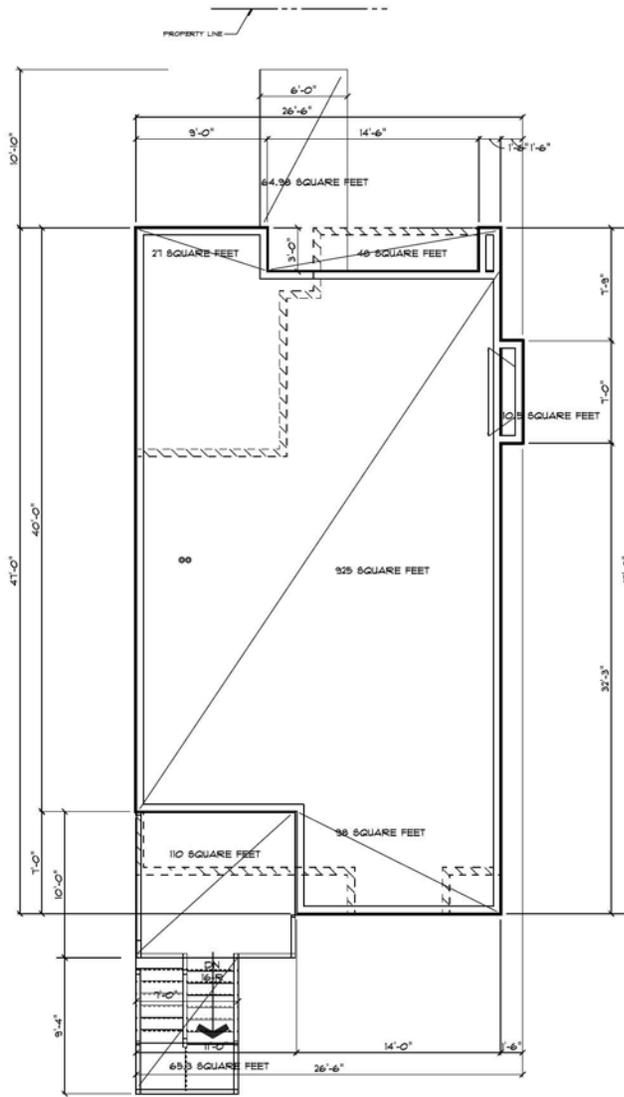
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Project
PHAGORA RESIDENCE
 AT 253 EAST 28th STREET
 NORTH VANCOUVER



UPPER FLOOR PLAN
956.39 SQUARE FEET FSR

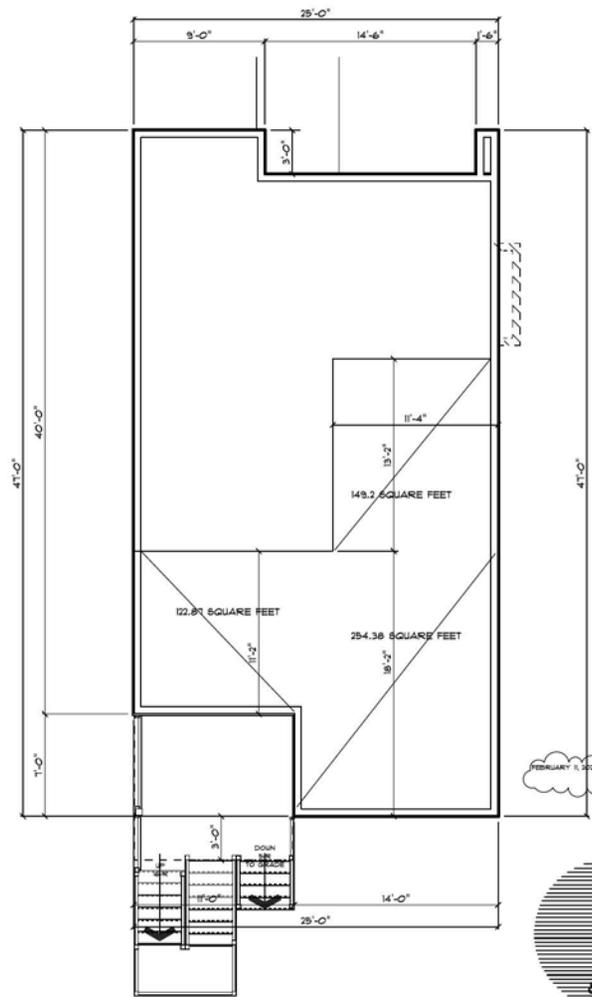
UPPER FLOOR 2 AREA OVERLAY
SCALE: 1/4" = 1'-0"



MAIN FLOOR PLAN

1090.0 SQUARE FEET FSR
• 298.78 SQUARE FEET
• 114.98 SQUARE FEET LOT COVERAGE

MAIN FLOOR 3 AREA OVERLAY
SCALE: 1/4" = 1'-0"



BASEMENT PLAN
526.45 SQUARE FOOT SUITE

BASEMENT PLAN 3 AREA OVERLAY
SCALE: 1/4" = 1'-0"

NOTE:
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THESE PLANS AND CONDITIONS ARE PROVIDED BY CONTRACT AND MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF THE DESIGNER. THESE PLANS ARE THE PROPERTY OF THE DESIGNER AND SHALL BE KEPT UNDER LOCK AND KEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY OTHER PROJECTS THAT THE WRITTEN CONSENT OF THE DESIGNER. FOR FURTHER INFORMATION, CONTACT THE DESIGNER FOR HIS/HERS CONCLUSIVE WRITTEN APPROVAL OF ACCEPTANCE OF THESE RESTRICTIONS.

5a5
of

FEBRUARY 11, 2020 GARAGE SECTION AND SPATIAL SEPARATION CALCULATIONS ADDED

REVISIONS



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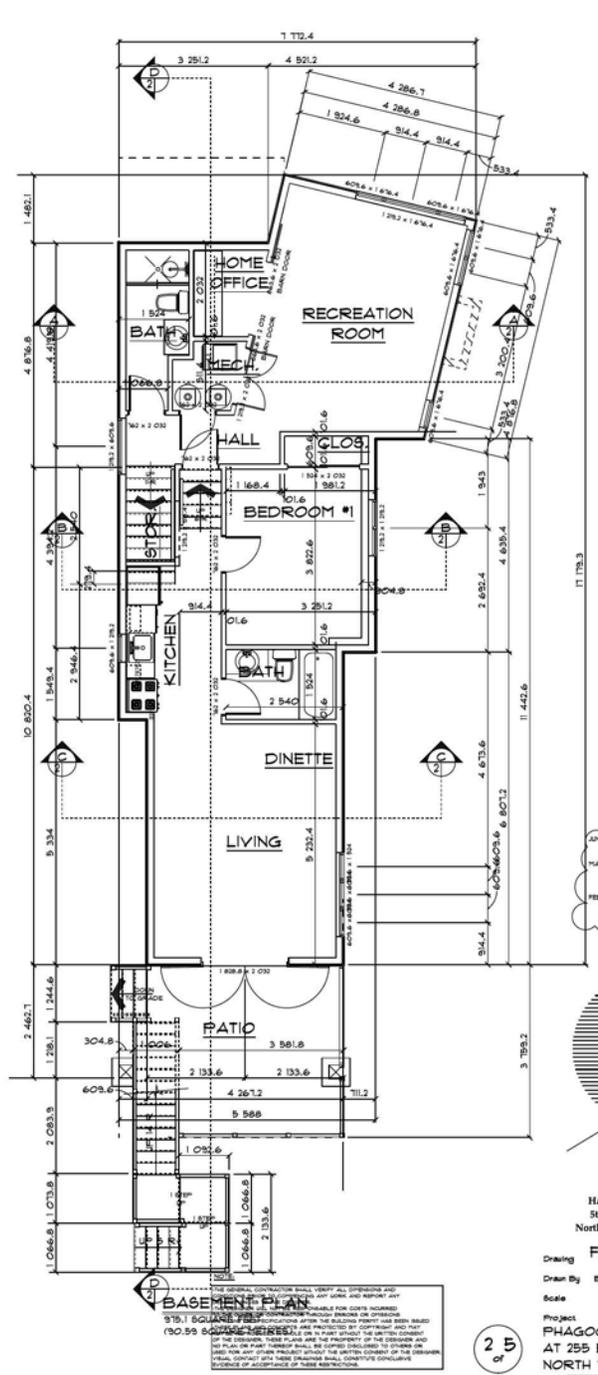
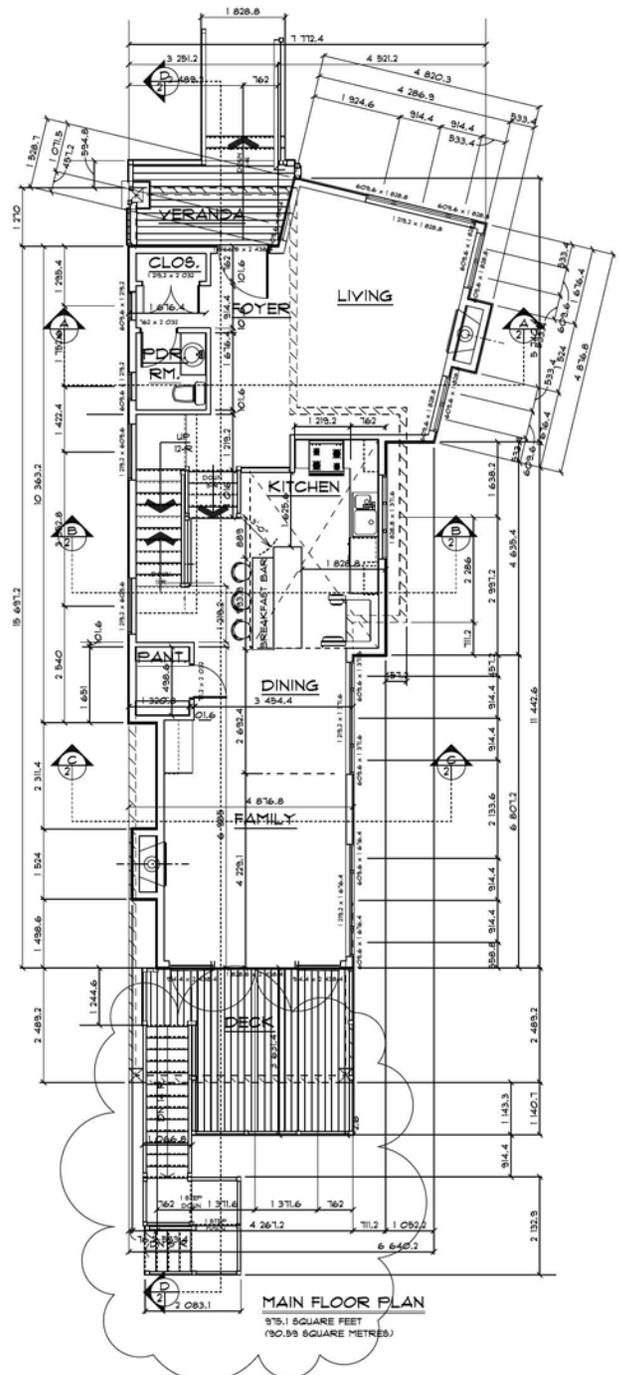
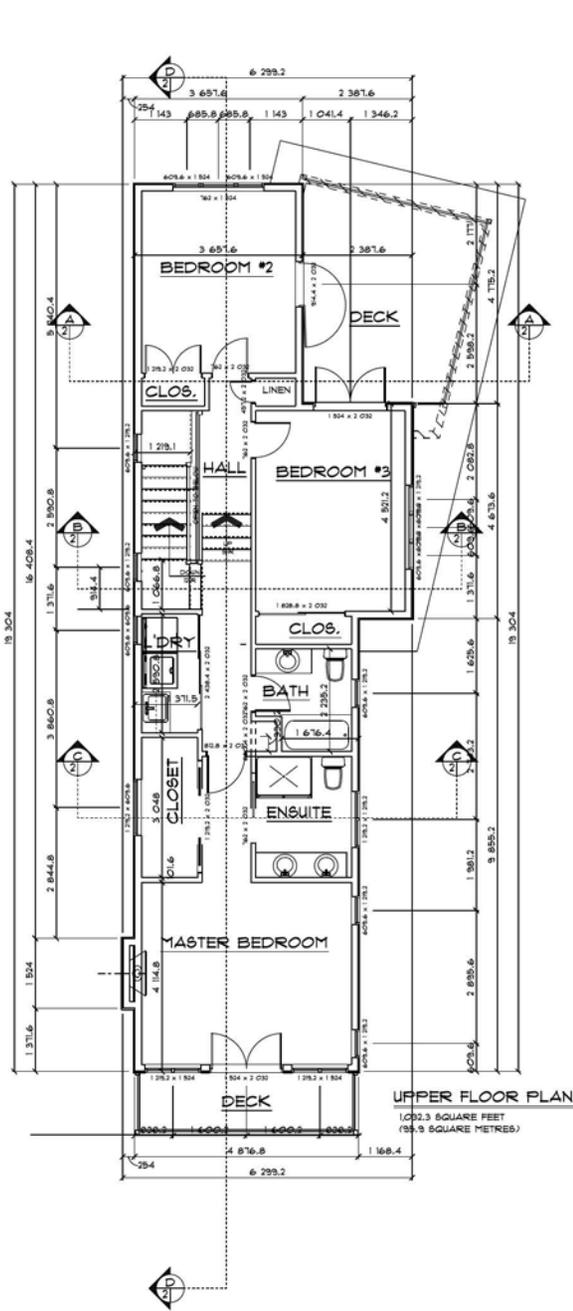
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5th Floor, 224 West Esplanade
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FLOOR AREAS

Drawing
Drawn By B.C. Date FEB. 2020
Scale

Project
PHAGOORA RESIDENCE
AT 253 EAST 28th STREET
NORTH VANCOUVER





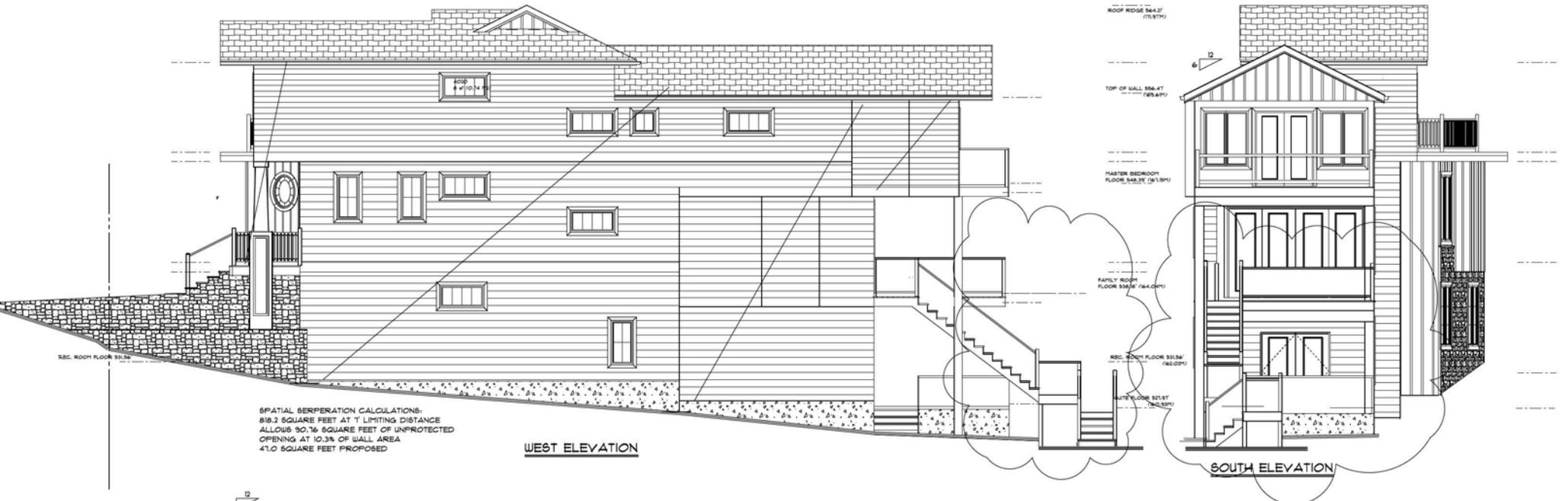
APR 2012 LOT COVERAGE CONNECTED
 MAY 2012 DECK STAIR MOVED TO WEST SIDE OF DECK AND MAIN FL. DECK ENLARGED
 FEB. 2013 SPATIAL SEPARATION CALCULATIONS ADDED WINDOWS ADJUSTED AND CREATED ACCORDINGLY
 REVISIONS



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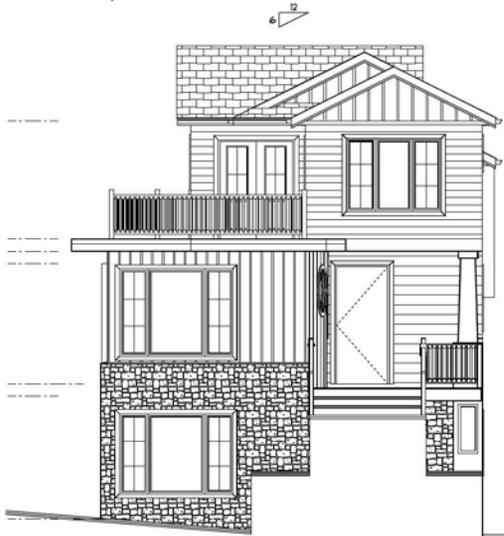
Project
PHAGOORA RESIDENCE
 AT 255 EAST 28th STREET
 NORTH VANCOUVER



SPATIAL SEPERATION CALCULATIONS:
 819.2 SQUARE FEET AT 1' LIMITING DISTANCE
 ALLOWS 90.76 SQUARE FEET OF UNPROTECTED
 OPENING AT 10.3% OF WALL AREA
 41.0 SQUARE FEET PROPOSED

WEST ELEVATION

SOUTH ELEVATION



NORTH ELEVATION



SPATIAL SEPERATION CALCULATIONS:
 819.2 SQUARE FEET AT 1' LIMITING DISTANCE
 ALLOWS 90.76 SQUARE FEET OF UNPROTECTED
 OPENING AT 10.3% OF WALL AREA
 41.0 SQUARE FEET PROPOSED

EAST ELEVATION

SPATIAL SEPERATION CALCULATIONS:
 819.2 SQUARE FEET AT 1' LIMITING DISTANCE
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 OPENING AT 10.3% OF WALL AREA
 41.0 SQUARE FEET PROPOSED

NOTE:
 THE DESIGNER, CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION. ANY AS-BUILT REPORT AND PHOTO DOCUMENTATION TO THE DESIGNER MUST BE SUBMITTED AND THE DESIGNER WILL NOT BE RESPONSIBLE FOR COSTS INCURRED BY THE OWNER OR CONTRACTOR. THE DESIGNER'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THESE PLANS AND CONCEPTS ARE PROVIDED BY CONTRACTOR AND NOT BE RESPONSIBLE FOR AS-BUILT CONDITIONS. THE DESIGNER'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THESE PLANS AND CONCEPTS ARE PROVIDED BY CONTRACTOR AND NOT BE RESPONSIBLE FOR AS-BUILT CONDITIONS. THE DESIGNER'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THESE PLANS AND CONCEPTS ARE PROVIDED BY CONTRACTOR AND NOT BE RESPONSIBLE FOR AS-BUILT CONDITIONS.

REVISIONS
 JUNE 2023 LOT COVERAGE CORRECTED
 MAY 2023 DECK STAIR MOVED TO WEST SIDE OF DECK AND MAIN FL. DECK ENLARGED
 FEB. 2023 SPATIAL SEPERATION CALCULATIONS ADDED WINDOWS ADJUSTED AND DELETED ACCORDINGLY

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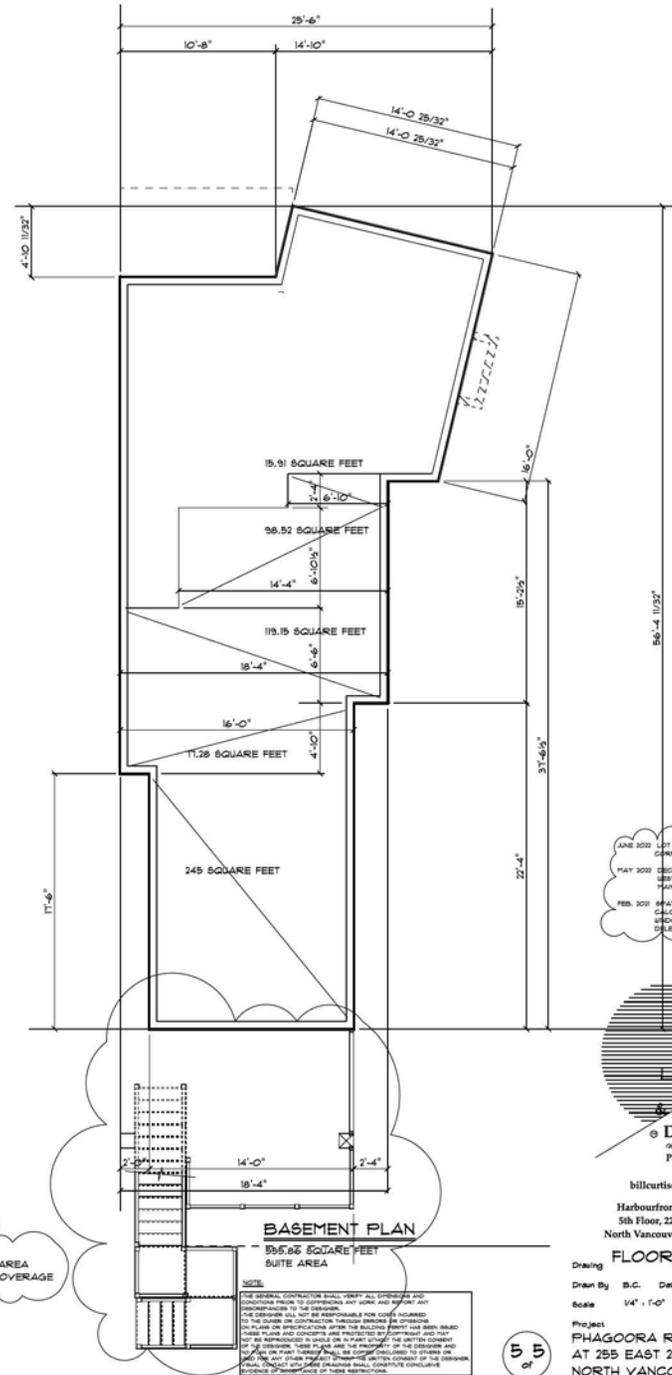
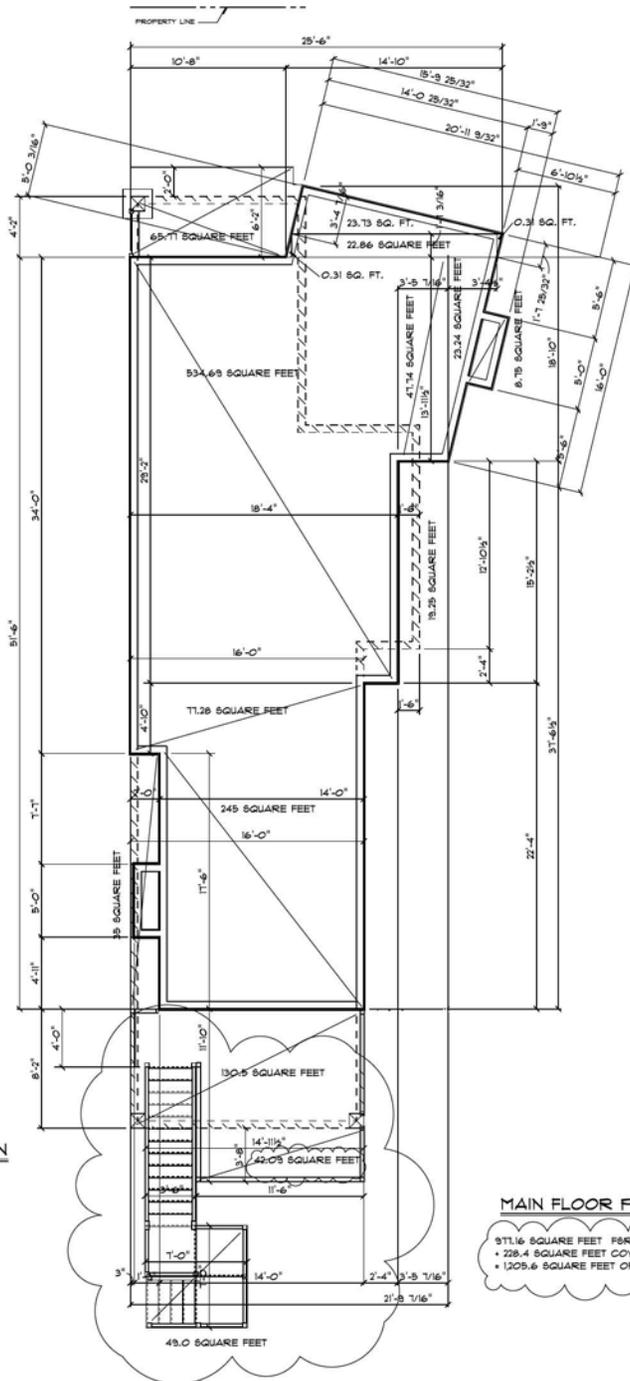
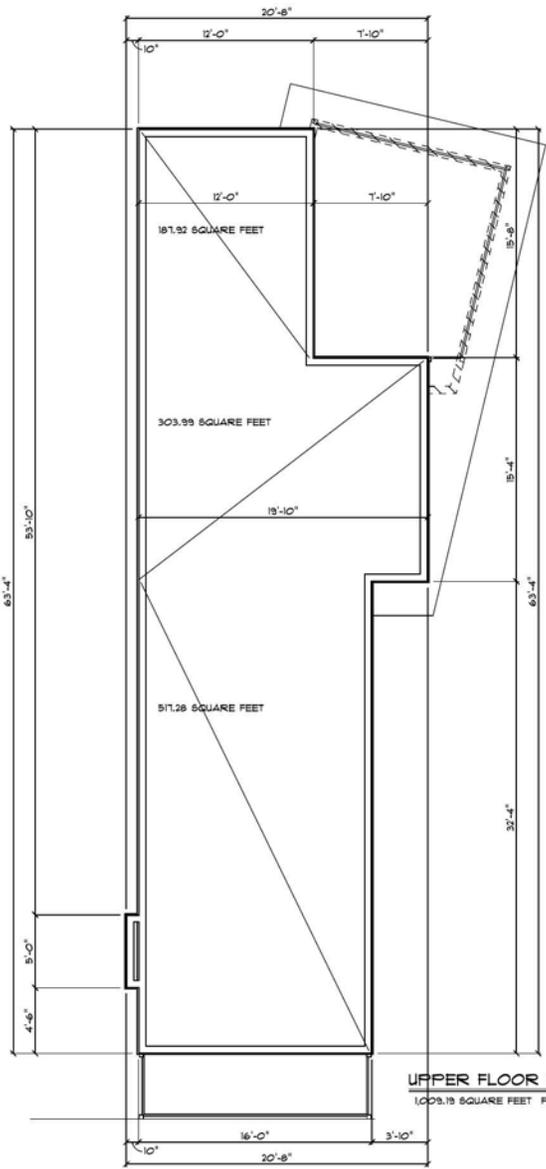
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ELEVATIONS

Drawn By B.C. Date FEB. 2019

Scale 1/4" = 1'-0"

Project
PHAGOORA RESIDENCE
 AT 255 EAST 28th STREET
 NORTH VANCOUVER



JUNE 2012 LOT COVERAGE CONNECTED
MAY 2012 DECK STAIR MOVED TO WEST SIDE OF DECK AND MAIN FL DECK ENLARGED
FEB. 2012 SPATIAL SEPARATION CALCULATIONS ADDED BEFORE ACQUIRED AND DELETED ACCORDINGLY
REVISIONS



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FLOOR AREAS

Drawn By B.C. Date FEB. 2019
Scale 1/4" = 1'-0"

Project
PHAGOORA RESIDENCE
AT 255 EAST 28th STREET
NORTH VANCOUVER

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Bill Curtis & Associates Design Ltd.

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October 27, 2021

City of North Vancouver
141 West 14th Street
North Vancouver, BC
Planning Department
Attention Ms. Annie Demster

Regarding 253 East 28th Street, October 26, 2021 Virtual DIS

The virtual DIS was held October 26th, 2021 from 7:00 to 8:30m PM and was attended by four respondents to the DIS notification.

The first was [REDACTED] who lives at [REDACTED]. Her mail is [REDACTED]. She was happy to see the extent of planting and the restoration of the creek bank. She commented on how children would play in the lane and that the lane served as a community space. And she said she would much rather see more green space than more parking. She mentioned that there was thought of developing a bike lane along 27th street, which would make parking even more difficult in the area.

The second was [REDACTED] who lives at [REDACTED]. His email is [REDACTED]. He is not opposed to development but was concerned about the parking. [REDACTED] pointed out that it was only one of the two proposed new home that would be without parking. We also expressed concern about what would happen with the east end of the lane and east side of the creek, would the city upgrade those areas too?

The third were [REDACTED] who live at [REDACTED]. Their email is [REDACTED]. They were interested in learning how much of the creek area would be landscaped and restored to health. They liked the plan but parking was a concern.

[REDACTED] was the fourth party to attend. Hi email is [REDACTED]. [REDACTED] had little to say other than parking was an issue in the neighborhood, but he uses his garage for parking and he felt other people should too.

There were no concerns expressed about any variances requested except parking for the easterly lot.

Thank you for your consideration,

Bill Curtis

Streamside Protection & Enhancement Development Permit Guidelines

Development Permits for Streamside Protection and Enhancement serve to both streamline and formalize the current process for reviewing development near riparian areas and provide greater protection for natural fish resources.

1.0 Purpose

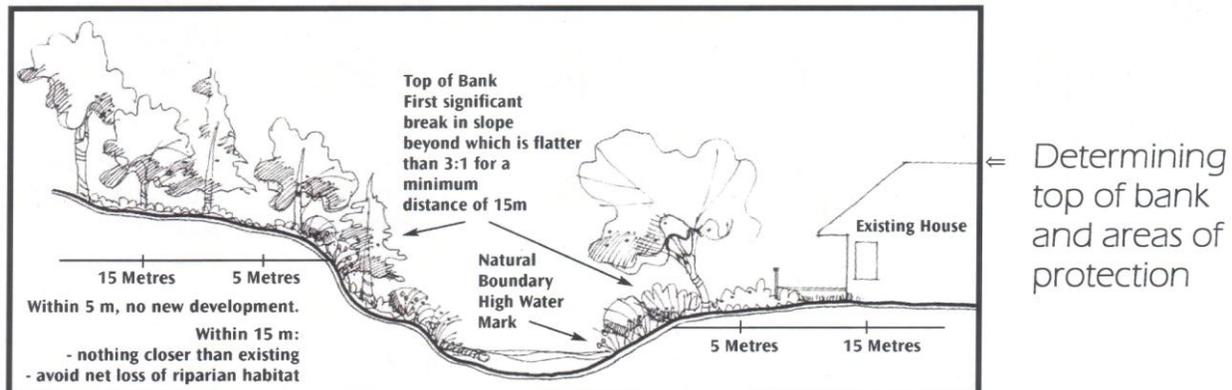
The purpose of these guidelines is twofold:

- To provide the owners of affected property and the development community with an outline of the legal requirements to protect riparian areas on privately owned lands; and,
- To clarify the process for approvals associated with developments near riparian areas in the City.

2.0 When is a Development Permit Required?

A Development Permit for Streamside Protection and Enhancement is required for any work to be done within 15 metres of the top of a watercourse bank (10m from top of ravine bank), including:

- constructing any structure or building;
- constructing an impervious / semi-impervious surface; or
- undertaking landscaping changes, including tree removal.



3.0 Exemptions:

An owner/applicant may be exempt from the requirement for a Development Permit if the work is limited to:

- Interior renovations or exterior renovations / maintenance of existing buildings involving no additions;
- Activities occurring more than 15 metres from the top of watercourse bank or edge of wetland (10 metres from top of ravine bank);
- Maintenance of existing landscape conditions;
- Construction and maintenance activities carried out by, or on behalf of, the City, designed to enhance the coexistence of natural habitats and public trails;
- Emergency works, including tree cutting, necessary to remove an immediate danger or hazard;
- Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Development Permit designation;
- The implementation of a fish habitat mitigation or restoration plan authorized by the senior government ministry or agency having jurisdiction; and,
- The alteration or removal of high to extreme risk trees assessed by a Certified Tree Risk Assessor who provides the risk rating, and replanting plan consistent with the current Ministry of Environment Tree Replacement Criteria.

4.0 Definitions

For the purposes of this guideline the following definitions apply:

"active floodplain" means an area of land within a boundary that is indicated by the visible high water mark or water level of a watercourse that is reached during annual flood events as evidenced by riparian area conditions described in the definition of "riparian area";

"development" shall refer to any of the following:

- i. removal, alteration, disruption or destruction of vegetation;
- ii. disturbance of soils;
- iii. construction or erection of buildings and structures;
- iv. creation of non-structural impervious or semi-impervious surfaces;
- v. flood protection works;
- vi. construction of roads, trails, docks, wharves and bridges;
- vii. provision and maintenance of sewer and water services;
- viii. development of drainage systems; and,
- ix. development of utility corridors.

"fish" means all life stages of:

- (a) salmonids,
- (b) game fish, and
- (c) regionally significant fish;

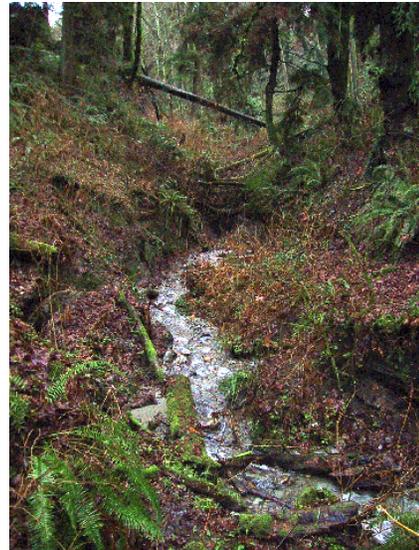


"fish bearing watercourse" means a watercourse in which fish are present or potentially present if introduced barriers or obstructions are either removed or made passable for fish;

"non fish bearing watercourse" means a watercourse that:

- (a) is not inhabited by fish, and
- (b) provides water, food and nutrients to a downstream fish bearing watercourse or other water body;

"no net loss" is a working principle by which the City strives to balance unavoidable habitat losses with habitat replacement on a project-by-project basis so that further reductions to fisheries resources due to habitat loss or damage may be prevented.



"non-permanent watercourse" means a watercourse that typically contains surface waters or flows for periods less than 6 months in duration;

"permanent watercourse" means a watercourse that typically contains continuous surface waters or flows for a period more than 6 months in duration;

"permanent structure" means any building or structure that was lawfully constructed, placed or erected on a secure and long lasting foundation on land in accordance with any District or approval condition in effect at the time of construction, placement or erection;

"potential vegetation" is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally, and is considered to not exist on that part of an area covered by a permanent structure;

"ravine" means a narrow, steep sided valley that is commonly eroded by running water and with slope grades greater than 3:1;



"riparian area" means the area adjacent to a watercourse that may be subject to temporary, frequent or seasonal inundation, and supports plant species that are typical of an area of inundated or saturated soil conditions, and that are distinct from plant species on freely drained adjacent upland sites because of the presence of water;

"streamside protection and enhancement area" means an area adjacent to a watercourse that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the watercourse, the width of which includes the area within 15m of the top of bank of a watercourse or 10m of the top of bank of a ravine;

"top of the bank" means:

- (a) the point closest to the boundary of the active floodplain of a watercourse where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break, and
- (b) for a floodplain area not contained in a ravine, the edge of the active floodplain of a

watercourse where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge;

"top of the ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed;



"tree" means a woody perennial plant usually having a single stem which has a diameter of at least 5 centimetres when measured from a height of 15 centimetres above the natural grade of the land.

"watercourse" means a creek, pond, lake, river, stream, or brook, whether usually containing water or not and any spring or wetland that is integral to a watercourse;

"wetland" means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions that supports vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a watercourse.

5.0 Basic Information Requirements

- 5.1 Provide the following information to demonstrate existing conditions (baseline information) on the site:
- a. All plan(s) drawn to scale, preferably 1/8 inch to 1 foot or larger, showing North arrow, and 30cm contour intervals;
 - b. Parcel boundaries and adjacent streets and rights of way;
 - c. Natural features including watercourses, wetlands and top of bank;
 - d. Lines showing 5 and 15 metres from top of watercourse bank OR 5 and 10 metres from the top of ravine bank (streamside protection and enhancement areas);
 - e. Potential Streamside Protection and Enhancement Areas identified in accordance with the Development Permit Guidelines for Streamside Protection and Enhancement;
 - f. Any existing development including locations and dimensions of existing buildings, driveways, motor vehicle parking areas and landscaping; and
 - g. All trees within 15 metres of the top of the watercourse bank or edge of wetland OR within 10 metres of top of ravine bank, highlighting those that will be affected/ removed by proposed development.
- 5.2 Detail the proposed development including:
- a. Locations and dimensions of proposed buildings, driveways, motor vehicle parking areas and landscaping;
 - b. Conceptual building elevations; and
 - c. Points of vehicular ingress and egress.
- 5.3 Provide an analysis prepared by a Registered Professional Biologist demonstrating that the proposed development is consistent with the applicable Development Permit Guidelines and, where appropriate, identify mitigation measures that are consistent with the Guidelines including measures that may be specified as Development Permit conditions.
- 5.4 Provide a Sediment and Erosion Control Plan, as described in Section 7 of the Stream and Drainage System Protection Bylaw, 2003, No.7541. Sediment and erosion control measures are to be put in place prior to any disturbance of soils during site preparation and must remain in place until project completion.
- 5.5 Provide a written assessment by a Certified Tree Risk Assessor, confirming the condition of any trees proposed for removal, including recommended replacement species and size in compliance with the current Ministry of Environment's Tree Replacement Criteria.
- 5.6 As outlined in Section 6(c) of the Development Procedures Bylaw, 2001, No.7343, additional information, such as a Survey by a BCLS and a Landscape Plan by a BCSLA and other additional information may be required in order to accurately assess the impact of a proposed development on the Streamside Protection and Enhancement Area.

6.0 Fees

When submitting a Development Permit Application for Streamside Protection and Enhancement Areas, the following fees are applicable:

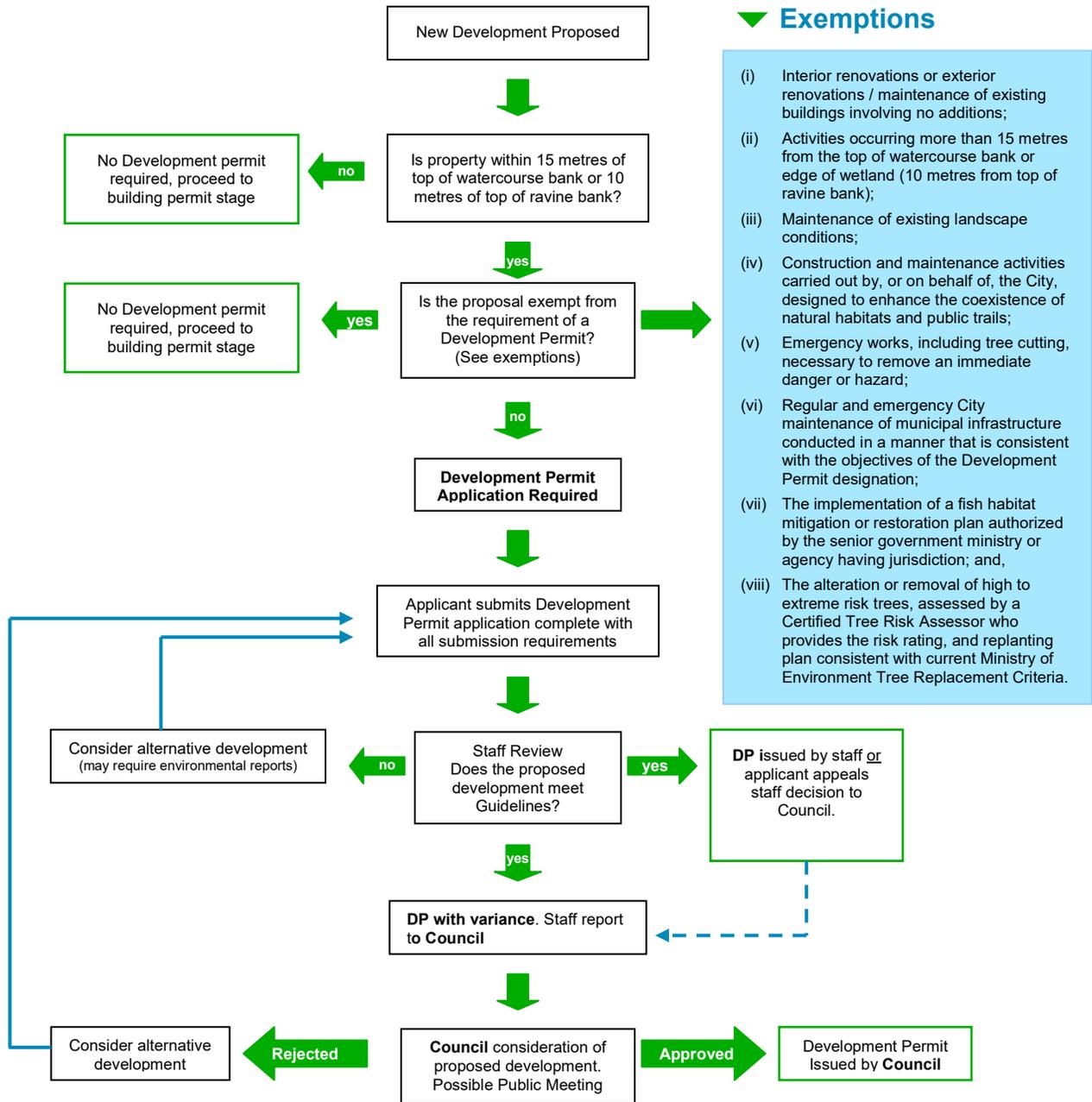
Obtain a Development Permit (DP) for Streamside Protection and Enhancement:

Exemption from DP (alteration or removal of high to extreme risk tree).....	\$25.00
Minor DP (Landscape, Accessory Building or Accessory Structure).....	\$50.00
Full DP (Principal Building in any Zone).....	\$350.00
Full DP with Variance (Variance to Zoning or not meet Guidelines).....	\$1,700.00

7.0 Development Permit Process

This chart outlines the Development Permit (DP) process. Throughout the process, staff will be available to work with applicants to ensure an efficient and timely process. If you have any questions regarding the process or whether you require a Development Permit, please do not hesitate to contact staff.

Once a Development Permit is obtained, you may proceed to Building Permit stage.



8.0 Obligation to Obtain Permit

- 8.1 Failure to obtain a Development Permit for Streamside Protection and Enhancement before proceeding with any development in the Streamside Protection and Enhancement Area is a ticketable offence. A fine in the amount of \$100.00 per offence will be applied to any such contraventions.

9.0 General Guidelines

If, in the opinion of staff or Council, the Development Permit proposal meets the intent of the following guidelines, a Development Permit may be issued. The applicant shall:

- 9.1 Locate development on portions of the site that are least environmentally sensitive.
- 9.2 For permanent watercourses and wetlands:
- 9.2.1 Avoid the net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland or within 10m of the top of a ravine bank.
 - 9.2.2 Within 15 metres of the top of the watercourse bank or edge of wetland (10m for ravines), the applicant shall locate new buildings, structures and impervious / semi-impervious surfaces at least as far from the watercourse, wetland or top of ravine bank as any existing development.
 - 9.2.3 Keep the area within 5 metres of the top of the watercourse bank, edge of wetland or top of ravine bank free of all new buildings, structures and impervious / semi-impervious surfaces.
 - 9.2.4 Where necessary, zoning variances, including reduced building setbacks, may be considered in order to prevent the loss of habitat within 15 metres of the top of the watercourse bank or edge of the wetland or within 10m of the top of the ravine bank.
 - 9.2.5 Where it is not practical to avoid net loss of riparian habitat within 15 metres of the top of the watercourse bank or edge of the wetland (within 10m of top of bank for ravines), provide mitigation as approved by the City of North Vancouver to achieve an overall no net loss of riparian habitat.
- 9.3 Avoid net loss of riparian habitat within 5 metres of the top of the non-permanent watercourse bank.
- 9.4 Enhance, and where feasible, restore watercourses in already developed areas to improve watercourse quality.
- 9.5 Implement recommendations approved by the City of North Vancouver, including mitigation measures that are consistent with these guidelines.
- 9.6 Provide security for works to ensure their completion. This shall be in the form of a letter of credit in the amount of 120% of the estimated value of works.



For more information or if you are unsure if a Development Permit is required please contact the Planning Department at 604-983-7357 or visit www.cnv.org

Public Meeting presentation for the 253 East 28th Street Development Variance Permit Applications



Presented July 18, 2022
Development Planning



Location



Proposal

Development Variance Permits (DVPs) for two lots at 253 East 28th Street

- Proposed DVPs will support the development of two new single-family buildings with suites on each lot

Land Use and Zoning

- OCP
 - Residential Level 1 (R1)
 - 0.5 FSR
- Current Zoning
 - One-Unit Residential 1 (RS-1)



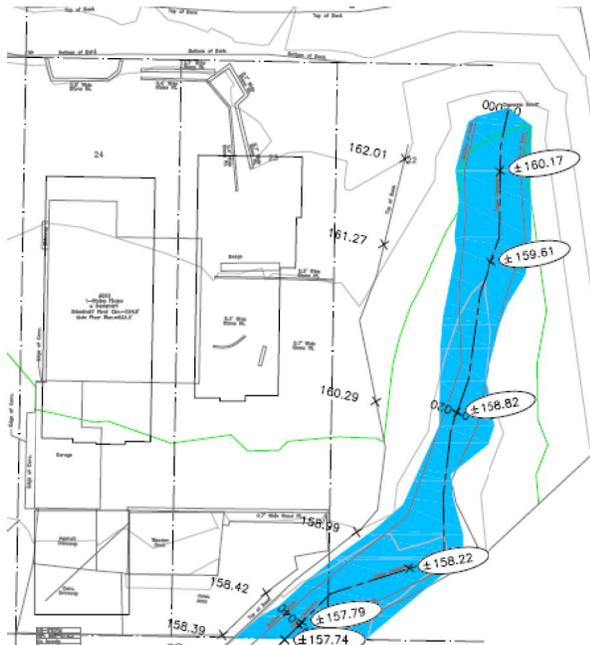
Neighbourhood Context



Wagg Creek



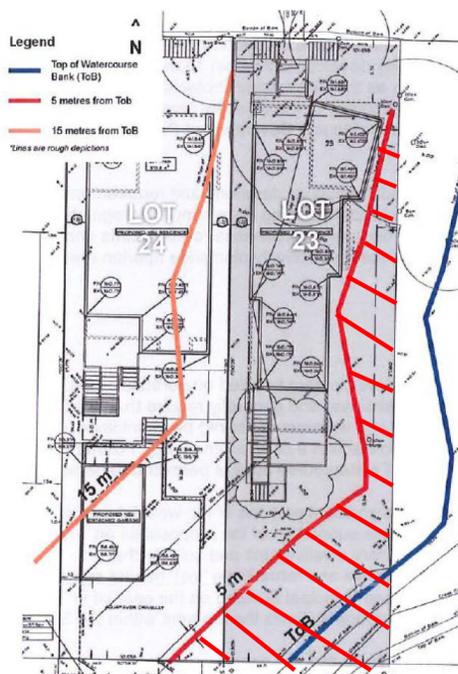
Streamside DP Requirements



Both developments will require a Streamside Protection & Enhancement Development Permit (DP)

- DP's will secure the necessary environment rehabilitation and restoration works on site and in relation to the bounding streamside area

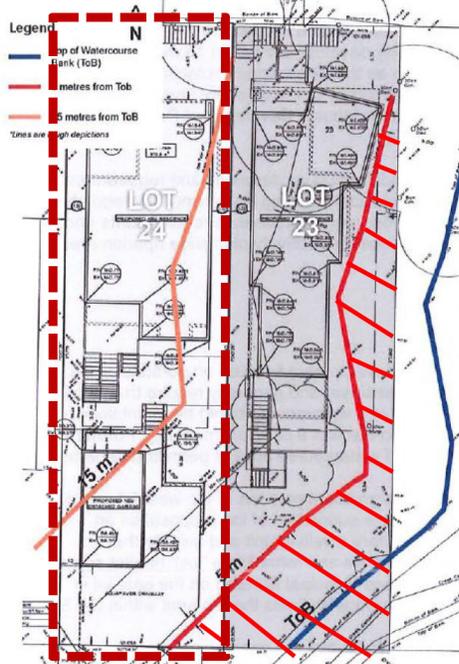
Streamside DP



• General Streamside DP requirements:

- Development must be sited on portions that are least environmentally-sensitive
- Development within 15 m from top of watercourse bank (ToB) be maintained or restored at a no net loss
- No development allowed within 5 m from ToB

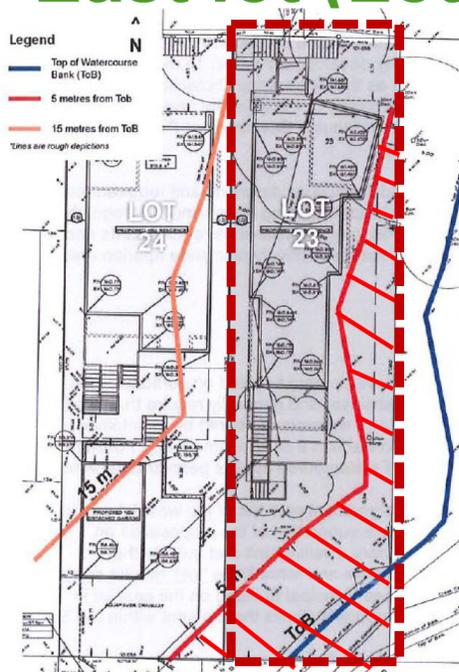
Variations for West lot (Lot 24)



Proposed variations:

Variance	Current Regulation	Proposed Variance
Accessory Building Siting (i.e. garage)	shall be sited in the rear <u>25%</u> of the lot depth	shall be sited in the rear <u>31%</u> of the lot depth
Principal Building Top of Plate height	shall not exceed <u>26.2 ft</u>	shall not exceed <u>33.1 ft</u> <ul style="list-style-type: none"> Maximum overall building height will still comply

Variations for East lot (Lot 23)



Proposed variations:

Variance	Current Regulation	Proposed Variance
Principal Building front setback	shall not be sited less than <u>15.0 ft</u> from the Front Lot Line	shall not be sited less than <u>12.2 ft</u> from the Front Lot Line
Principal Building height	shall not exceed <u>33.1 ft</u>	shall not exceed <u>36.8 ft</u>
Lot Coverage	shall not exceed <u>30%</u> ; overall site shall not exceed 40%	combined with overall site, shall not exceed <u>31%</u>
Parking	<u>2</u> on-site parking stalls	<u>0</u> on-site parking stalls

Community Consultation

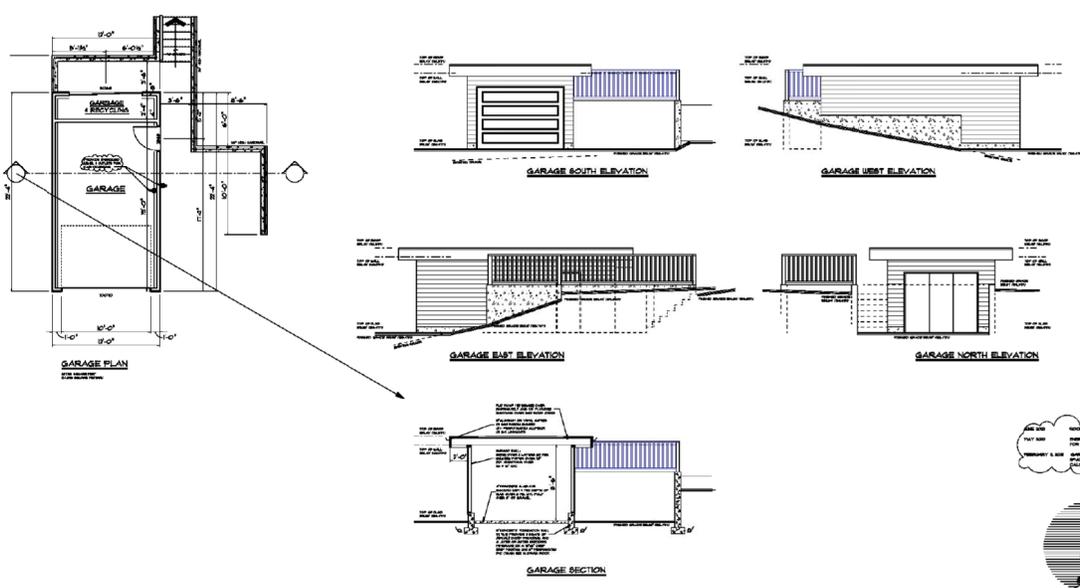
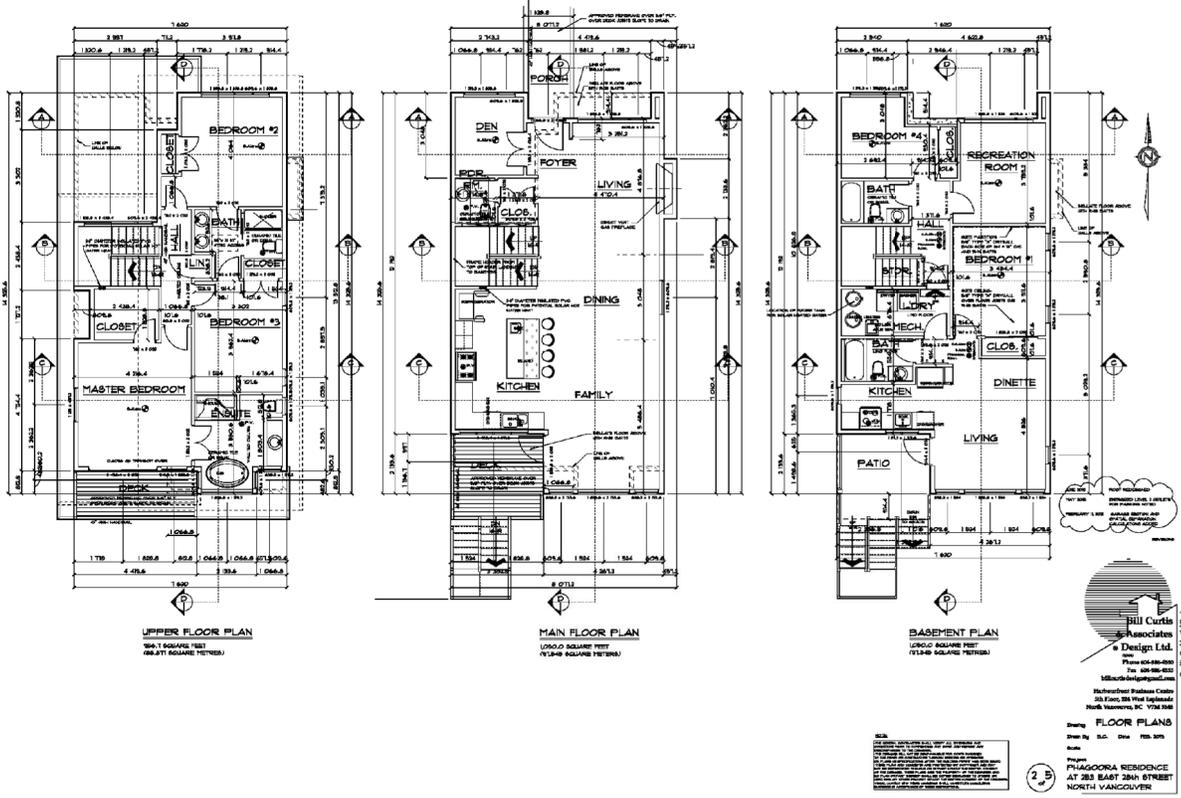
- The applicant held their Virtual Developer Information Session on October 26, 2021 where 4 people attended.
- Comments received were largely concerning:
 - Proposed parking reduction in relation to existing inadequate street parking concerns
 - City's plans for the adjacent streamside area

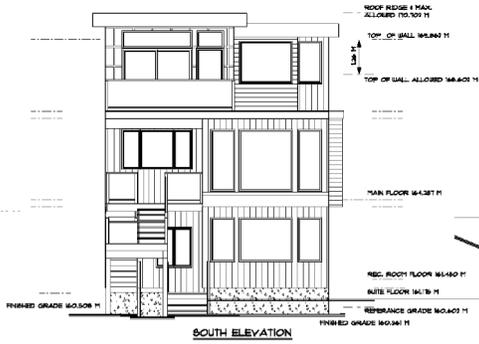
Conclusion

- The proposal complies with the OCP
- The variances proposed will support development for both lots, which will provide an opportunity for the net addition of a single-family dwelling + suite to the existing property
- Streamside DPs will ensure that development occurs at a no-net loss as per our DP requirements

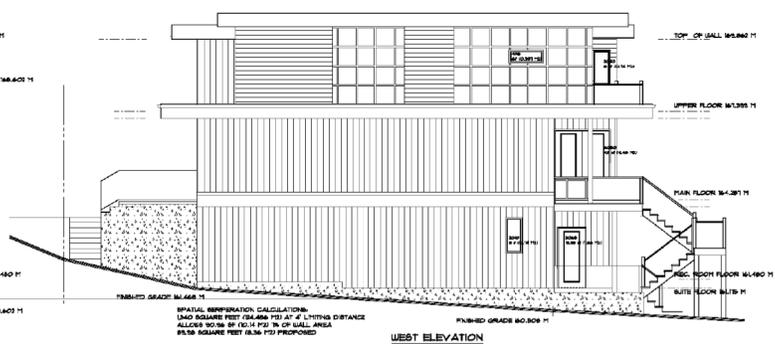


Thank you.

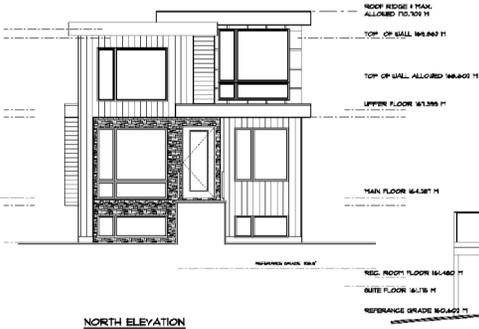




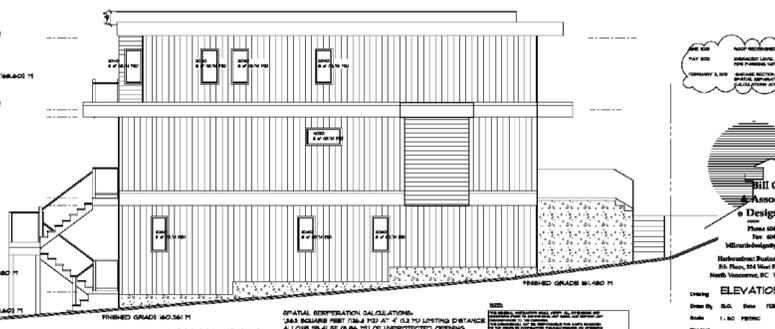
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

SPATIAL VENTILATION CALCULATIONS:
 1240 SQUARE FEET (AREA) TO 4' LITING DISTANCE
 ALLOWS 90.0% OF (0.14 F2) IN OF WALL AREA
 44.81 (0.18 F2) PROPOSED

SPATIAL VENTILATION CALCULATIONS:
 1240 SQUARE FEET (AREA) TO 4' LITING DISTANCE
 ALLOWS 90.0% OF (0.14 F2) IN OF WALL AREA
 44.81 (0.18 F2) PROPOSED

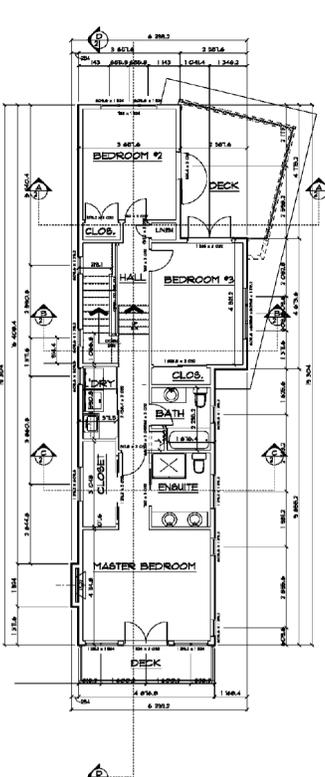
Bill Curtis & Associates
 a Design Ltd.
 Phone: 604-686-8888
 Fax: 604-686-8888
 1010 West 10th Street
 North Vancouver, BC V7M 2M6

ELEVATIONS

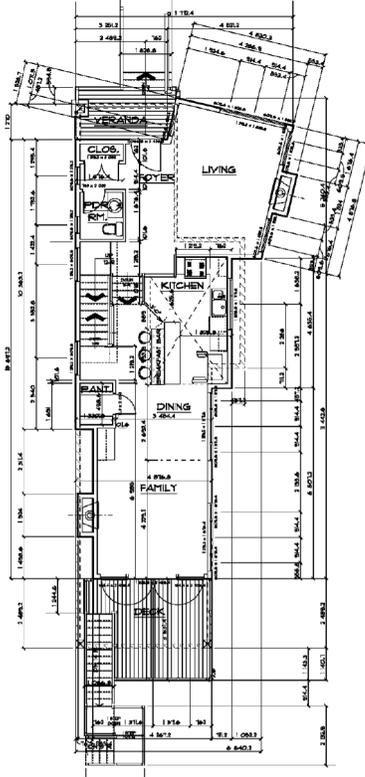
Drawn By: B.C. Date: Feb. 2018
 Scale: 1/8" = 1'-0"

Project: PHAGOCORA RESIDENCE
 AT 299 EAST 29th STREET
 NORTH VANCOUVER

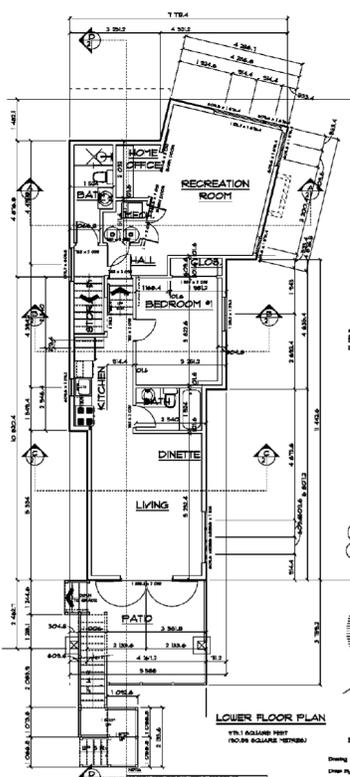
5 B



UPPER FLOOR PLAN
 1050 SQUARE FEET
 (76.5 SQUARE METERS)



MAIN FLOOR PLAN
 1710 SQUARE FEET
 (157.0 SQUARE METERS)



LOWER FLOOR PLAN
 1710 SQUARE FEET
 (157.0 SQUARE METERS)

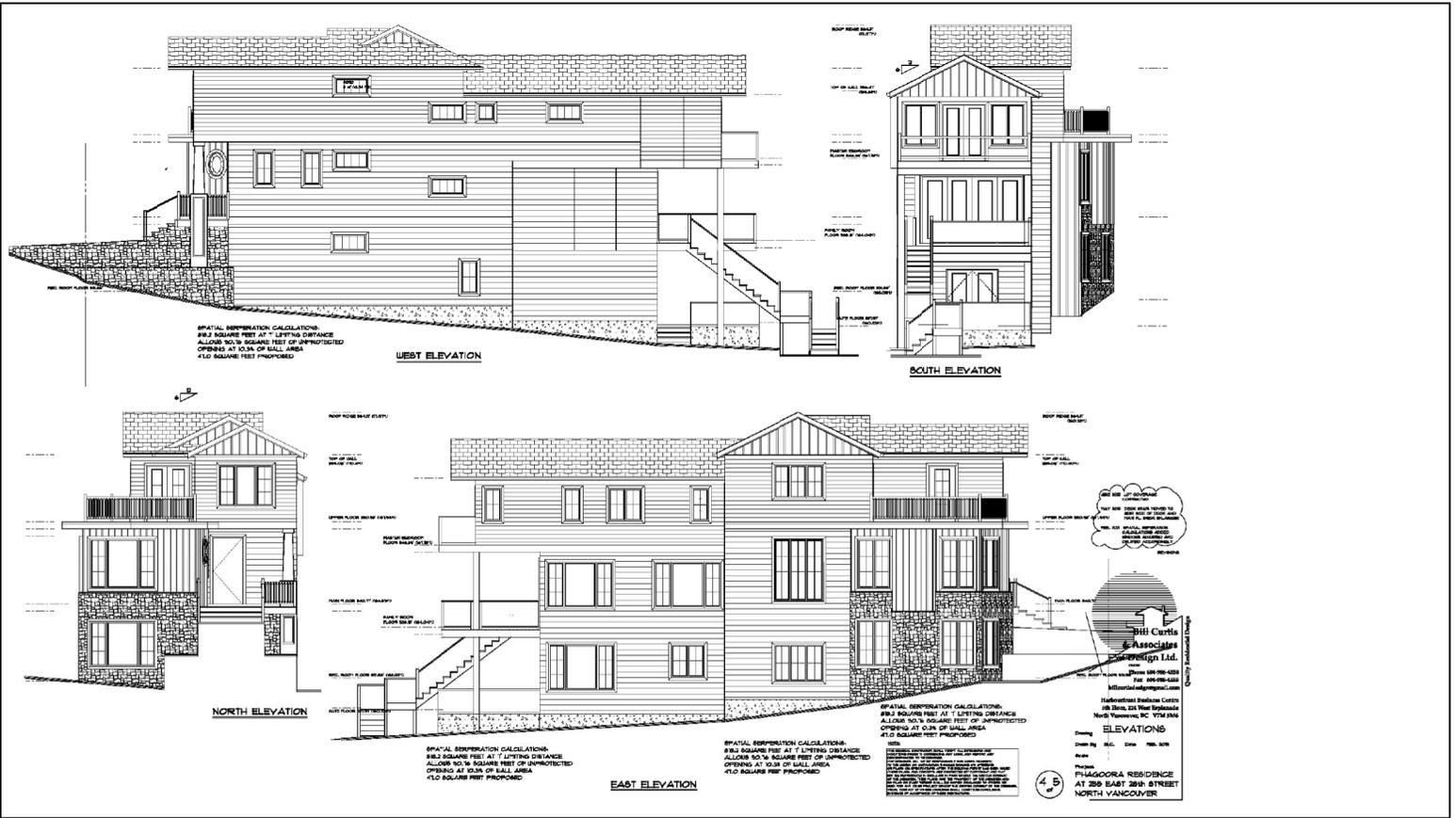
Bill Curtis & Associates
 a Design Ltd.
 Phone: 604-686-8888
 Fax: 604-686-8888
 1010 West 10th Street
 North Vancouver, BC V7M 2M6

FLOOR PLANS

Drawn By: B.C. Date: Feb. 2018
 Scale: 1/8" = 1'-0"

Project: PHAGOCORA RESIDENCE
 AT 299 EAST 29th STREET
 NORTH VANCOUVER

5 B



PHI CURTIS & ASSOCIATES
 Landscape Design Ltd.
 1160 West Broadway, Suite 200
 Vancouver, BC V6H 1G6
 Phone: 604-681-4282
 Fax: 604-681-4283
 Email: phil@phicurtis.com
 Website: www.phicurtis.com

Project: PHAGORIA RESIDENCE
 AT 253 EAST 28TH STREET
 NORTH VANCOUVER

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

4 of 5



PLANT LIST 253 E. 28TH ST. CNV

Botanical Name	Common Name	No.	Size	Spacing	Symbol
TREES					
<i>Acer circinatum</i>	Wine maple	1	2.4 m tall	as shown	AC
<i>Cornus 'Lodi's White Wonder'</i>	Flowering dogwood	7	6 cm cal	as shown	CE
<i>Pinus contorta contorta</i>	Shore pine	1	2.4 m tall	as shown	PC
<i>Thuja sikkimensis</i>	Sika ash	2	6 cm cal	as shown	TS
SHRUBS					
<i>Cornus stolonifera</i>	Redwing dogwood	45	R2 pot	as shown	CS
<i>Philadelphus lewisii</i>	Nathe rock orange	10	R2 pot	as shown	PL
<i>Rhododendron macrophyllum</i>	Pacific rhododendrum	11	R2 pot	as shown	RM
<i>Rosa nootkana</i>	Nootka rose	1	R2 pot	as shown	RN
<i>Rubus spectabilis</i>	Salmonberry	29	R2 pot	as shown	RS
<i>Sambucus racemosa</i>	Red elderberry	18	R2 pot	as shown	SR
<i>Symphoricarpos alba</i>	Snowberry	13	R2 pot	as shown	SA
<i>Vaccinium parvifolium</i>	Red huckleberry	12	R2 pot	as shown	VP
VINES, GROUND COVERS AND HERBACEOUS PERENNIALS					
<i>Gaultheria shallon</i>	Sidal	16	R1 pot	as shown	GS
<i>Muhlenbergia nutans</i>	Dull Oregon grape	16	R1 pot	as shown	MN
<i>Polystichum maritimum</i>	Western sword fern	114	R1 pot	as shown	PM

Contractor to be certified by BC/NFTA
 All plants and installation to meet or exceed latest CLS #1 standards
 Contractor to verify numbers and placement of plants prior to installation

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SWLA
 SW Landscapes Architect

SW LANDSCAPE ARCHITECT
 819 MELBOURNE AVENUE, NORTH VANCOUVER
 www.swlandscape.com

RUMAN PHAGORIA

PHAGORIA RESIDENCE
 253 EAST 28TH STREET, NORTH VAN.

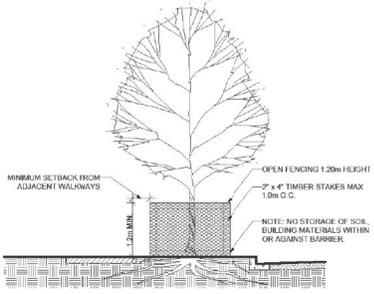
PLANTING PLAN

DATE: 2018-02-20
 DRAWN BY: AS/MS/DC
 SCALE: L-1
 SHEET NO: 4 OF 5



Appendix

Tree ID	Species	Trunk Diameter (in)	Minimum Distance (ft)	Notes
1
2
3
4
5
6
7
8
9
10



SCHEDULE A - TREE PROTECTION BARRIER

TREE PROTECTION DISTANCE TABLE

TRUNK DIAMETER (CM)	MINIMUM DISTANCE FROM TRUNK (METERS)
20	0.6
25	0.8
30	1.0
35	1.2
40	1.4
45	1.6
50	1.8
55	2.0
60	2.2
65	2.4
70	2.6
75	2.8
80	3.0
85	3.2
90	3.4
95	3.6
100	3.8

NOTE: TREE PROTECTION BARRIERS MUST BE AT LEAST 1.20m IN HEIGHT AND CONSTRUCTED OF EITHER SLOW GROWING TIMBER STAKES OR METAL STAKES SPACED NO FURTHER THAN 1.00m APART.

SWLA
 swlandscape architect

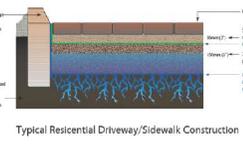
PHAGOORA RESIDENCE
 255 EAST 28TH STREET, NORTH VAN.

TREE MANAGEMENT

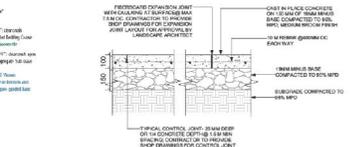
DATE: 2020-07-22
SCALE: L-2
BY: R. PHAGOORA

1 TREE MANAGEMENT PLAN
 Scale: 1/8" = 1'-0"

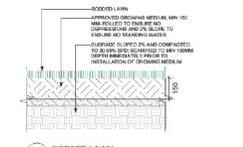
2 TREE PROTECTION BARRIER
 Scale: 1/4" = 1'-0"



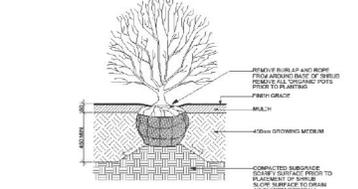
1 AQUAPAVE PERMEABLE PAVEMENT DETAIL
 Scale: 1/4" = 1'-0"



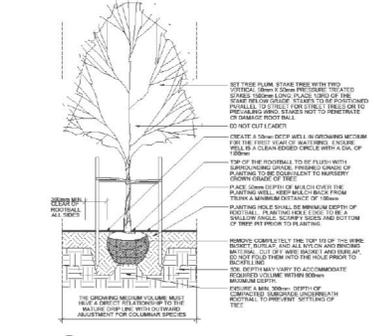
2 CONCRETE FLATWORK
 Scale: 1/4" = 1'-0"



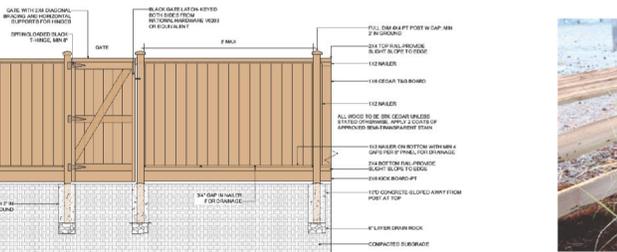
3 SODDED LAWN
 Scale: 1/4" = 1'-0"



4 SHRUB PLANTING DETAIL
 Scale: 1/4" = 1'-0"



5 TREE PLANTING DETAIL
 Scale: 1/4" = 1'-0"



6 WOOD FENCE ON GRADE - OUTSIDE OF HABITAT RESTORATION AREA
 Scale: 1/2" = 1'-0"



7 TYPICAL CEDAR SPLIT RAIL FENCE - AROUND PLANT RESTORATION AREA
 Scale: 1/2" = 1'-0"

SWLA
 swlandscape architect

PHAGOORA RESIDENCE
 255 EAST 28TH STREET, NORTH VAN.

DETAILS

DATE: 2020-07-22
SCALE: L-3
BY: R. PHAGOORA



PUBLIC MEETING

Monday, July 18, 2022 at 6:00pm

Development Variance Permit Nos. PLN2022-00011 and
PLN2022-00017 for **253 East 28th Street**

Watch the meeting online at cnv.org/LiveStreaming
or in person at City Hall, 141 West 14th Street

Proposal: To reduce the front setback requirement from 4.6 m (15.0 ft) to 3.7 m (12.2 ft); increase principal building height maximum from 10.1 m (33.1 ft) to 11.2 m (36.8 ft); increase principal building lot coverage from 30% to 31%; remove parking requirements for the east lot; increase the top of plate height from 7.9 m (26.2 ft) to 10.1 m (33.1 ft); and vary the accessory building siting requirements to allow for the garage to be sited in the rear 31% of the lot depth for the west lot.

To provide written input: All persons who believe their interest in property may be affected by the proposed permits will be afforded an opportunity to speak at the Public Meeting 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, or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, July 18, 2022**, to ensure their availability to Council at the Public Meeting.

To speak at the Public Meeting in person OR by Webex/phone:

In person at City Hall: On the day of the Public Meeting, a sign-up sheet will be available in the lobby, outside the Council Chamber, between 5:30 and 6:00pm. Enter City Hall through the doors at the southwest corner of the building (off 13th Street) after 5:30pm.

Via Webex/phone: Pre-register by completing the online form at cnv.org/PublicMeetings, 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, July 18, 2022.**

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.

To view the documents: The proposed permits, background material and presentations can be viewed online at cnv.org/PublicMeetings.

Questions? Huy Dang, Planner, 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





THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2022-00011

File: 08-3400-20-0083/1

Issued to owner(s): **Daljit Kaur Phagoora**

Respecting the lands located at **253 East 28th Street**, North Vancouver, BC, legally described as:

LOT 24 BLOCK 237 DL 546 PLAN 3293 PID: 012-993-905

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

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

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 509(4)(a) shall be varied such that the Principal Building Top of Plate shall not exceed a maximum height of 10.1 metres (33.1 feet) (maximum geodetic height of 560.1 feet).
 - B. Section 514(4) shall be varied to permit an Accessory Building to be sited within the rear 31% of the Lot depth, measured from the Rear Lot Line.
-

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:
 - A. The subsequent Streamside Protection and Enhancement Development Permit (DPA2020-00009) shall be issued alongside the issuance of this permit for this property and lot. Any changes to the attached Schedule A “List of Plans” required to satisfy the conditions of the Development Permit shall be developed in accordance with the variances set out in this permit.
 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. PLN2022-00011.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 253 East 28th Street

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Site Plan	1	June 10, 2022	2189911
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Floor Plans	2	June 10, 2022	2189911
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Garage Plans	3	June 10, 2022	2189911
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Sections	4	June 10, 2022	2189911
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Elevations	5	June 10, 2022	2189911
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Floor Areas	5a	June 10, 2022	2189911



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2022-00017

File: 08-3400-20-0089/1

Issued to owner(s): **Daljit Kaur Phagoora**

Respecting the lands located at **253 East 28th Street**, North Vancouver, BC, legally described as:

LOT 23 BLOCK 237 DL 546 PLAN 3293 PID: 012-993-891

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

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

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 509(3) shall be varied such that the total combined Lot Coverage shall not exceed 31% of which the Principal Building shall not exceed 31%.
 - B. Section 509(4) shall be varied such that the Principal Building shall not exceed a maximum height envelope of 11.2 metres (36.8 feet) (maximum geodetic height of 564.2 feet).
 - C. Section 509(5)(a) shall be varied such that the Principal Building shall be sited not less than 3.7 metres (12.2 feet) from the Front Lot Line.

- D. Section 908(8) shall be varied such that no parking spaces are required for a One-Unit Residential Use and Accessory Secondary Suite Use.

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:
 - A. The subsequent Streamside Protection and Enhancement Development Permit (DPA2020-00010) shall be issued alongside the issuance of this permit for this property and lot. Any changes to the attached Schedule A “List of Plans” required to satisfy the conditions of the Development Permit shall be developed in accordance with the variances set out in this permit.
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. PLN2022-00017.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 253 East 28th Street

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Site Plan	1	June 15, 2022	2191099
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Floor Plans	2	June 15, 2022	2191099
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Sections	3	June 15, 2022	2191099
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Elevations	4	June 15, 2022	2191099
Bill Curtis & Associates Design Ltd.	Phagoora Residence at 253 E 28 th Street	Floor Areas	5	June 15, 2022	2191099

North Shore Poverty Reduction Strategy

City of North Vancouver

Council Presentation | July 18th, 2022



CITY SPACES



North Shore Poverty Reduction Strategy

- Project overview
- Engagement at-a-glance
- Key themes
- Next steps





“Poverty is not just about money. It’s about not having the opportunities to be part of your community.”

3

Project Overview

- **Collaborative process** between the City of North Vancouver, District of West Vancouver, District of North Vancouver, Squamish Nation, Tsleil-Waututh Nation and the Task Force
- Why undertake a poverty reduction strategy process?
 - To **learn** about contributing factors of poverty on the North Shore, including residents’ experiences of poverty
 - To create **actions to reduce poverty on the North Shore**

4

Project Overview: Some Contributing Factors



Over the past decade, the cost to rent a home has increased by:

- 35% in West Vancouver,
- 53% in the City of North Vancouver, and
- 59% in the District of North Vancouver.

Source: CMHC Market Rental Reports (2010 to 2020)



“In May 2022, the price of gas in West Vancouver reached a record high of \$239.9 per litre. In comparison, the average price for gas in 2021 was \$159.1 per litre.”

Source: CAA (2022)



“...the overall cost of living is almost 7% higher than on one year earlier”

Source: BC Business Council (2022)

Project Overview: Poverty Rates

District of West Vancouver



City of North Vancouver

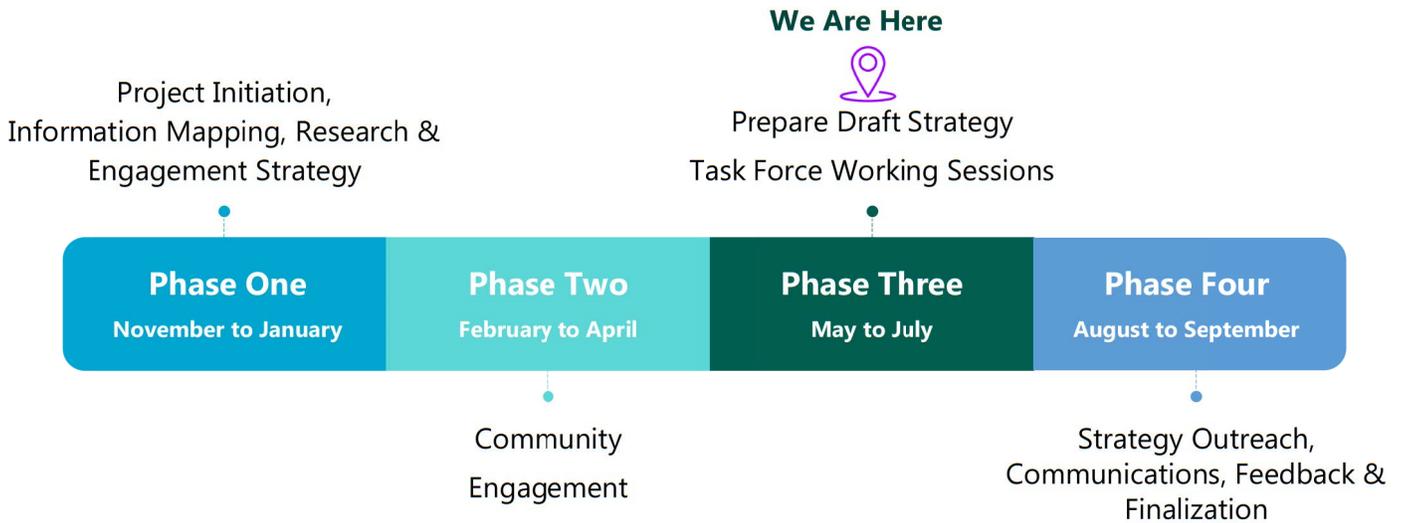


District of North Vancouver



The **City of North Vancouver** has the highest rates of poverty on the North Shore.

Project Overview: Process



“I never felt a sense of
community until finding the
North Shore Women’s Centre.”

Engagement At-A-Glance

In total we engaged with 205 people



9



“The free outdoor activities are a nice element of life on the North Shore.”

4 Key Themes Surfaced from this Process

1. Work together
2. Enhance navigation services
3. Address the cost of living
4. Take action on reconciliation

Key Theme #1: Work Together

- We heard about opportunities to:
 - Continue **collaborating** on housing, transportation and childcare
 - Create an **equitable and inclusive** North Shore
 - Increase **participation** in community activities
 - Educate and generate **awareness** about poverty
 - Work with **other levels of government** to address issues related to education, healthcare, social housing, income and disability assistance

Key Theme #2: Enhance Navigation Services

- We heard:
 - The North Shore has a **strong social services sector** and there is a desire to continue the **positive collaboration culture**
 - The **need for help is surpassing the capacity and resources** that organizations have to respond to everyone in need
 - Greater **awareness** of existing programs is needed, combined with empowering service providers with resources to **scale-up** their services to meet growing need
 - Opportunity to explore a **centralized approach** for some service provision

13

Key Theme #3: Address the Cost of Living

- We heard:
 - The **rising cost** of housing, childcare, food and gas is a source of stress
 - Cost of living increases is **felt more intensely** by low-income households
 - **Discrimination** is a barrier to accessing housing and stable employment, and access to **good jobs** is a critical path out of poverty
 - **Build on the strengths** of community service providers to expand their programs to help meet growing needs on the North Shore
 - Increase access to affordable **food, basic goods, services and technology**

14

Key Theme #4: Take Action on Reconciliation

- We heard:
 - Poverty disproportionately impacts Indigenous peoples because of **systemic racism, discrimination, historic and ongoing trauma** from **colonialism** and the **legacy of the residential school system**
 - Ensure the Strategy and actions are **Indigenous-centred**
 - Prioritize reconciliation and implement the **Calls to Action**
 - Facilitate **relationship building** between Indigenous and Non-Indigenous peoples of the North Shore

15



“I thought about moving to a different community, but I can’t. All my supports are on the North Shore.”

16

Next Steps

- Today is an early opportunity for input from Councils
- Working sessions with the Task Force to develop strategies and actions
- Summary video and public feedback form
- Finalize the North Shore Poverty Reduction Strategy
- Submit Final Strategy to UBCM and Councils

17

Thank you!

CITY  SPACES



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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: Cristina Rucci, Community Planner

Subject: NORTH SHORE POVERTY REDUCTION STRATEGY – SUMMARY OF
ENGAGEMENT ACTIVITIES AND KEY THEMES

Date: July 6, 2022 File No: 10-5080-20-005/1

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

RECOMMENDATION

PURSUANT to the report of the Community Planner, dated July 6, 2022, entitled “North Shore Poverty Reduction Strategy – Summary of Engagement Activities and Key Themes”:

THAT Council receive the report for information.

ATTACHMENTS

1. Poverty Reduction Engagement At-A-Glance (CityDocs [#2189496](#))
2. North Shore Poverty Reduction Strategy Update (CityDocs [#2139859](#))
3. Consultants Presentation: North Shore Poverty Reduction Strategy (CityDocs [#2197221](#))

SUMMARY

This report provides an update on the development of a Poverty Reduction Strategy for the North Shore. It includes a summary of the engagement activities and an overview of the key themes that emerged from listening to the community. This report and presentation from the CitySpaces also provides an opportunity for input from Council on the direction of the themes for the strategy, prior to completing the strategy and fulfilling the funding requirements.

BACKGROUND

Although poverty is sometimes hidden on the North Shore, the reality is that many residents struggle to meet their daily needs. In the City of North Vancouver, for example, 37% of people are living below the poverty line and 24% are in deep poverty (based on the low income measure-based households¹). Although it is recognized that the Federal and Provincial Governments have a significant role to play around poverty reduction, local governments can also help mitigate the impacts of poverty at community level through the implementation of plans, programs and initiatives that are directly linked to poverty and / or include poverty reduction as a priority.

On February 22, 2021, Council directed staff to work with the District of North Vancouver and District of West Vancouver (Lead Applicant) to submit a joint regional application under stream 1 of the UBCM Poverty Reduction Planning and Action Program. This successful application provided \$75,000 in funding to develop a North Shore Poverty Reduction Strategy. A steering committee was established to lead the project, made up of staff representatives from the three municipalities and two local First Nations. CitySpaces was hired to support the project deliverables in four phases:

Phase One (November to January)	<ul style="list-style-type: none">project initiation, information mapping, research and engagement strategy
Phase Two (February to April)	<ul style="list-style-type: none">community engagement
Phase Three (May to July)	<ul style="list-style-type: none">prepare draft strategy and work alongside the task force to refine strategies and actions
Phase Four (August to September)	<ul style="list-style-type: none">strategy outreach, communications, feedback and finalization

On February 14, 2022, Council directed staff to submit a joint-application for stream 2 of the UBCM Poverty Reduction Planning and Action Program for 2022. The application proposes a pilot “North Shore Solutions Navigator Program” to assist residents who face conditions of poverty with accessing and navigating programs and services. The application (with a proposed budget of \$150,000) is pending a decision from UBCM.

DISCUSSION

A North Shore Poverty Reduction Task Force, made up of staff representatives from the Libraries, School Districts, West Vancouver Police and RCMP, Vancouver Coastal Health, non-profit social service providers, and faith-based organizations, was formed upon receipt of the grant and meets regularly to provide feedback and guidance on the project. Contextual data, including benchmark information and inventories of existing resources, assets and services, has been assembled. 2021 Census Data will be used where possible in the final Strategy, based on the Statistics Canada release schedule².

¹ The Low Income Measure-Based Households (LIM) is an internationally based measurement based on 50% of the median family income. In Canada, the federal government publishes LIM based on 50% of medium income after tax and adjusts this measurement according to household size.

² Statistics Canada 2021 Census dissemination planning (Release Schedule):

<https://www12.statcan.gc.ca/census-recensement/2021/ref/prodserv/release-diffusion-eng.cfm>

Six different community engagement methods were offered within a three-month period (February to April 2022) to connect with as many residents as possible who have lived or living experiences of poverty. These approaches to engagement were defined collaboratively with the task force and local service providers, as they work directly with people experiencing poverty and could help to ensure that engagement activities were respectful and provided safe space for meaningful dialogue.

As people can experience setbacks and challenges that lead to poverty at many life stages, a diversity of North Shore residents was reached, including single parents, new immigrants, people experiencing homelessness, at-risk youth, Indigenous people, and seniors. Each engagement was structured in a way to foster trust and connection, making every effort to meet people where they were at, and listen and learn from their experiences. Over 200 participants shared valuable insight and feedback.

Summary of Engagement Activities (205 total participants):

1. Sensitive listening interviews – 51 people with lived experience of poverty were interviewed. They discussed challenges with homelessness, precarious housing, mental health issues, food insecurity, discrimination and stigma, as well as language barriers. Interviews took place at existing drop-in centres and programs, as well as in virtual settings. Most were facilitated by the project consultant, while a few were led by agency staff because of their existing relationships with participants.
2. Virtual workshops – two workshops were held for social service providers and faith-based groups who provide services to people experiencing poverty on the North Shore. There were 16 participants in these 2-hour workshops.
3. Open house workshop – a virtual workshop was scheduled for the public and advertised across multiple channels (e.g. municipal social media, North Shore Inter-Agency Network, email invitations to Council committees). This interactive 2-hour workshop was attended by 15 participants.
4. Focus groups – several organizations indicated a preference for shared discussion, particularly where established support groups already met on a regular basis. Facilitated by CitySpaces, 61 participants were reached through six different focus group sessions.
5. Service provider administered questionnaire – questionnaires offered organizations the opportunity to translate questions into different languages and were identified by five organizations as their preferred method because of the sensitivity of the subject matter. 58 completed questionnaires were received.
6. Key informant interviews – four service providers indicated that it was challenging to find time to engage in these discussions, given the complexity and demands of their work. The consultant set up time to connect virtually and held a structured discussion to gain their perspective. This method allowed four staff from these agencies, who referenced capacity limitations as a barrier, to participate.

Key Themes

Four key themes emerged from the information collected to date on reducing poverty on the North Shore. These themes reflect recurring topics, as well as participant's observations on poverty at the local level. The North Shore Poverty Reduction Strategy will align with provincial and federal strategies, as poverty reduction requires a commitment from all levels of government. However, the focus of the Strategy will be on what the three local governments, Skwxwú7mesh Úxwumixw (Squamish) Nation, and səliilwətał (Tseilil-Waututh) Nation, can influence within their jurisdictions and by collaborating with local partners (e.g. social and community service providers, religious and faith-based groups, public and private sector partners).

1. Work Together

Working together is about building upon established relationships on the North Shore. Some areas of continued collaboration will include affordable housing, accessible transportation, and child care. Strategies developed within this theme will contribute to the creation of a more equitable and inclusive North Shore, including increased participation in community activities and greater resident awareness about poverty. Advocacy and partnership with other levels of government would also be included here.

2. Enhance Navigation Services

Many participants expressed gratitude for the social services sector on the North Shore and acknowledged that not everyone who needs programs is aware of what is available. Also, many of these organizations have capacity limitations (e.g. waitlist for a social service or a financial resource such as rent support) and therefore cannot always advertise their services. This means the need for help may have surpassed the capacity of organizations to respond.

Enhanced navigation services are intended to work with different populations to make systems easier to navigate. They are person-centred and empower participants to identify their needs or concerns, which can be complex, and to establish connections with appropriate services and organizations. The goal of the navigator(s) is to help people find the best path, and to streamline the referral process, so people can get the information to meet all of their needs from a single place.

While acknowledging the value of the current services on the North Shore, the engagement revealed that there are residents who face conditions of poverty and who fall through the gaps because they do not meet certain criteria to access services (e.g. age, family situation, type of issue). Also, when accessing services, information is not always readily available to family members or others looking to support an individual who is experiencing poverty (for example, a parent who is worried their child's friend is facing food insecurity). A navigator program would offer support on navigating the systems for those supporting parties. In addition, the intent is to locate navigator services in places that are broadly open to the public, and which provide a variety of services and programs. These locations are typically viewed as more accessible, safe, and free of stigma.

A North Shore Navigators Program has been proposed for funding under stream 2 of UBCM's Poverty Reduction Planning and Action Program (decision is pending) to pilot this form of enhanced navigation service.

The engagement during stream 1 has confirmed the need for strategies that:

- broaden and enhance existing navigation services;
- complement existing supports and services;
- avoid duplication; and
- have the potential to scale-up (including financial resources) to meet growing needs.

Enhanced navigation services could address issues with waitlists, lack of resources, as well as grow interagency collaboration and role clarity.

3. Address the Cost of Living

During the engagement process, discussions on the rising cost of living and affordable housing were prevalent. Accessing child care, food costs, and more recently the rising price of gas, were also common themes. Many examples were shared where residents had to make difficult trade-offs, for example, limiting grocery purchases or skipping meals in order to afford rent. While inflation and the increasing cost of living impacts all residents, low-income households are particularly vulnerable and are affected more intensely.

Poverty is more than not having enough money. Discrimination is often a barrier to accessing housing and stable employment. Stability and access to good jobs are critical paths out of poverty. Poverty was described by some as a very isolating experience. Long term residents explained how changes in their communities and increased costs were causing fear that they may need to leave their homes and the North Shore.

Increasing social connections and building on the existing strengths and assets in community will be a focus of many of these strategies because of the benefits associated with expanded networks. Trust and cohesion that are formed through strong interpersonal relationships, opportunities for cooperation and reciprocity, as well as the ability of small groups to find common solutions. Disposable income can be increased through expanded social networks as people connect and accept different social services (e.g. food, rent bank, child care subsidies) and opportunities to be part of the community (e.g. recreation programs).

4. Take Action on Reconciliation:

Poverty disproportionately impacts Indigenous people because of systemic racism, discrimination, historic and ongoing trauma from colonialism and the legacy of the residential school system. Making up approximately three percent (2021 Census Data) of the North Shore population (an 8.4 percent increase over 2016), overrepresentation of Indigenous people experiencing poverty was talked about during engagement. This included:

- social and health inequalities between Indigenous and non-Indigenous people;
- overrepresentation of Indigenous folks in the opioid crisis and resulting overdose deaths; and
- broader mistreatment of Indigenous people.

During the engagement activities, Indigenous participants voiced a strong desire for community connection and culturally relevant opportunities. Resilience was used to describe the strength of the local Nations and members, yet sadness was expressed for the loss of culture. Culture and family (e.g. the people closest to a person) affects potential prosperity. Cultural deprivation, in part due to the lack of socialization in families and communities, does not prepare individuals with the knowledge, skills and cultural capacity essential for success.

Reconciliation and furthering the Calls to Action, as outlined in the Truth and Reconciliation Commission of Canada Calls to Action and based on the principles of UNDRIP, and the Declaration on the Rights of Indigenous Peoples Act (DRIPA), are intended to be a priority focus. It will be important that strategies are Indigenous-centred, as Indigenous and non-Indigenous people experience poverty differently. Relationship and trust building and creating opportunities for cultural exchange and education will also be explored.

INTEGRATION WITH CITY WORK

Given that this project is a cross-jurisdictional strategy, it is important to understand how this work will be used in the City going forward:

1. Relationship Building

The five local jurisdictions on the North Shore have been building staff to staff relationships to provide a supportive environment across the North Shore. By working together, policy work can be aligned, knowledge can be shared, and more consistent approaches to lifting people out of poverty can be established.

2. Implementation Funding

The completion of a Poverty Reduction Strategy is tied to the UBCM Stream 2 Poverty Reduction Action grant which the three North Shore Municipalities applied for in March 2022. The funding will be targeted to the creation of Navigation Services as described in this report.

3. Ties Into the Upcoming Community Wellbeing Strategy

City staff are using this work to further inform the City's *Community Wellbeing Strategy* and how we can address poverty within our municipal jurisdiction. It is intended that the specific actions that the City can undertake will be incorporated, detailed, or expanded on within the community wellbeing work. The NS Poverty Reduction Strategy will provide a clear baseline of information and understanding of the issues across all jurisdictions.

NEXT STEPS

The next steps for this project include:

- Incorporating comments from the municipal Councils and local First Nations;
- Working with the Task Force to refine the strategies and actions;
- Create a video to support public awareness;
- Finalize the strategy; and,
- Submit the final strategy to UBCM by October 31, 2022.

Staff will provide updates to Council with the outcomes in the Fall and will provide a final Strategy for Council endorsement towards the end of 2022.

FINANCIAL IMPLICATIONS

NIL

INTER-DEPARTMENTAL IMPLICATIONS

This work has been shared with the Policy and Projects Team, the City's Leadership Team, and the Social Planning Advisory Planning Committee.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Poverty Reduction Strategy was supported by the Council Strategic Plan with respect to its priorities to create a City for People and A Prosperous City.

This Strategy also supports OCP Goal 3.1: Enhance well-being and quality of life for all community members, in particular:

- 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; and
- 3.1.7 Assist organizations and individuals that provide community supports through the responsible allocation of City resources.

RESPECTFULLY SUBMITTED:


Cristina Rucci
Community Planner

Participant: (Engagement activities included 205 total participants)	Sensitive Listening Interviews	Virtual Workshops	Focus Groups	Service Provider Administered Questionnaire	Key Informant Interviews	Task Force	Steering Committee
Avalon Women's Centre		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Canadian Mental Health Association North and West Vancouver					<input checked="" type="checkbox"/>		
Community Living BC		<input checked="" type="checkbox"/>					
Family Services of the North Shore				<input checked="" type="checkbox"/>			
Harvest Project		<input checked="" type="checkbox"/>					
Hollyburn Community Services Society						<input checked="" type="checkbox"/>	
Impact North Shore				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Lookout Housing and Health Society	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
North Shore Alliance Church		<input checked="" type="checkbox"/>					
North Shore Community Resources		<input checked="" type="checkbox"/>					
North Shore Crisis Services Society	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
North Shore Disabilities Resource Centre					<input checked="" type="checkbox"/>		
North Shore Homelessness Task Force		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
North Shore Neighbourhood House						<input checked="" type="checkbox"/>	
North Shore Restorative Justice Society		<input checked="" type="checkbox"/>					
North Shore Table Matters		<input checked="" type="checkbox"/>					
North Shore Women's Centre	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
North Vancouver Chamber of Commerce						<input checked="" type="checkbox"/>	
North Vancouver City Library	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
North Vancouver Recreation and Culture Commission		<input checked="" type="checkbox"/>					
North Vancouver School District 44				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Parkgate Community Services Society		<input checked="" type="checkbox"/>					
Quest Food Exchange					<input checked="" type="checkbox"/>		
RCMP					<input checked="" type="checkbox"/>		
Silver Harbour Seniors Centre	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
Spectrum Mothers Support Society			<input checked="" type="checkbox"/>				
Vancouver Coastal Health						<input checked="" type="checkbox"/>	
West Vancouver Child and Family Hub			<input checked="" type="checkbox"/>				
West Vancouver Memorial Library		<input checked="" type="checkbox"/>					
West Vancouver Police						<input checked="" type="checkbox"/>	
West Vancouver School District 45						<input checked="" type="checkbox"/>	
West Vancouver United Church		<input checked="" type="checkbox"/>					

Attachment 1: North Shore Poverty Reduction Strategy - Engagement Participation At-A-Glance (spring 2022)

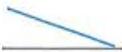
Participant continued, including municipal and First Nations staff	Sensitive Listening Interviews	Virtual Workshops	Focus Groups	Service Provider Administered Questionnaire	Key Informant Interviews	Task Force	Steering Committee
Sk̓w̓w̓ú7mesh Úxwumixw (Squamish Nation)	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
səl̓ilwətaɣ̓ (Tseil-Waututh Nation)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
City of North Vancouver - Planning						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
District of North Vancouver - Community Planning		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
District of West Vancouver - Seniors' Activity Centre						<input checked="" type="checkbox"/>	
District of West Vancouver - Access Services	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
District of West Vancouver - Community Services		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
District of West Vancouver - Youth Hub (3 focus groups with different committees)			<input checked="" type="checkbox"/>				
District of West Vancouver - Youth Outreach						<input checked="" type="checkbox"/>	

Total Participation:

51 16 61 58 4

**A third *Open House* workshop took place on April 28, 2020 that 15 participants attended.



 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 & Community Planning

Subject: NORTH SHORE POVERTY REDUCTION STRATEGY – STREAM 1
UPDATE

Date: January 27, 2022 File No: 10-5080-01-0001/2022

ATTACHMENTS

1. UBCM Poverty Reduction Planning And Action Program - North Shore Grant Application (Stream 1: Poverty Reduction Planning and Assessments) (Citydocs [#2046742](#))

BACKGROUND

In March 2019, the Province of BC released their poverty reduction strategy: *Together BC: British Columbia's Poverty Reduction Strategy*. The strategy sets targets to reduce the overall poverty rate in BC by at least 25%, and the child poverty rate by at least 50%, by 2024. The *Strategy* is based on four principles: affordability, opportunity, reconciliation, and social inclusion.

In order to support local governments in reducing poverty at the local level, the Province provided \$5 million over three years towards the Poverty Reduction Planning & Action program. This program is administered by the Union of BC Municipalities (UBCM) and includes two streams of funding:

- *Stream 1: Poverty Reduction Plans and Assessments*
This stream supports communities in developing or updating plans to reduce poverty at the local level. The funding maximum is \$25,000 per single applicant and up to \$150,000 for a regional application.
- *Stream 2: Poverty Reduction Action*
This stream supports communities to undertake projects to reduce poverty at the local level. The funding maximum is \$50,000 per single applicant and \$150,000 for regional applications.

DISCUSSION

In February 2021, Council directed the staff to work with the District of West Vancouver and the District of North Vancouver to submit a joint application for Stream 1 (Attachment 1). The municipalities were successful in securing a grant in the amount of \$75,000 to undertake a North Shore Poverty Reduction Strategy. In October, CitySpaces Consulting was hired to prepare the Strategy.

The work plan developed by CitySpaces, in coordination with staff from the three municipalities, includes four parts as outlined below.

Work Plan:

- Part 1: Start-up and familiarization (October 2021 – January 2022)
- Part 2: Engagement (February – April 2022)
- Part 3: Prepare the Strategy and Implementation Framework (March – May 2022), and
- Part 4: Education and Awareness Campaign, Feedback and Finalization (May – July 2022)

To date, the following tasks have been completed:

- Established a time-limited Poverty Reduction Task Force. Members include Squamish Nation, Tsleil-Waututh Nation, North Vancouver and West Vancouver School District, North Vancouver City Library (to represent libraries in North and West Vancouver), Vancouver Coastal Health, North Vancouver and West Vancouver Chamber of Commerce, Silver Harbour Centre, West Vancouver Seniors Centre, Hollyburn Family Services Society, North Shore Crisis Services Society, North Shore Neighbourhood House, Impact North Shore, Lookout Housing and Health Society, North Shore Homelessness Task Force, and West Vancouver Police;
- Organized two meetings with Task Force members on December 8th and January 12. The first was an initial start-up meeting to discuss their role while the second was to review the Engagement Strategy;
- Reviewed strategic documents, collected health data, and analyzed background information; and,
- Prepared a Draft Engagement Strategy, Communications/Branding Strategy and a Project Charter. The project will be branded using the tag line “Shared Prosperity: A Poverty Reduction Strategy on the North Shore”.

Part 2, which focuses on engagement, is now underway. The intent of this engagement is to supplement existing data with the stories of those with lived experience, as well as the broader community, in order to gain a deeper understanding of the challenges facing people living in poverty. Activities include a survey, which will be distributed to a wide audience, facilitated stakeholder workshops, facilitated lived experience focus groups, and one-on-one sensitive listening to persons with lived experience. All activities will be in alignment with Provincial health guidelines and protocols. The engagement process is anticipated to run from February to April. Materials will be available on the website in early February.

Following the engagement process, staff will provide an update to Council which will include a summary of what we heard from the process, an outline of next steps, and an opportunity for Council to provide feedback and/or direction. The Strategy is expected to be completed by July 2022.

This work is also being integrated with the upcoming *Community Wellbeing Strategy* to capture and implement City specific opportunities for policies and actions.

RESPECTFULLY SUBMITTED:



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



Upper Levels Greenway

Project Update & Phase 2 Engagement Summary

Presented July 18, 2022
Engineering, Parks and Environment



Project Update

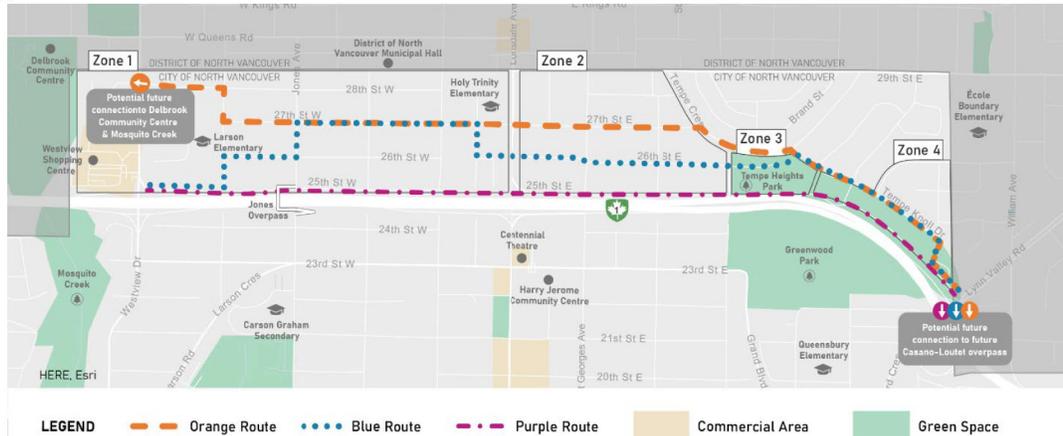


UPPER LEVELS
greenway



Seeking Community Feedback

- 842 online survey responses
- 110 attendees visited 3 in-person engagement events

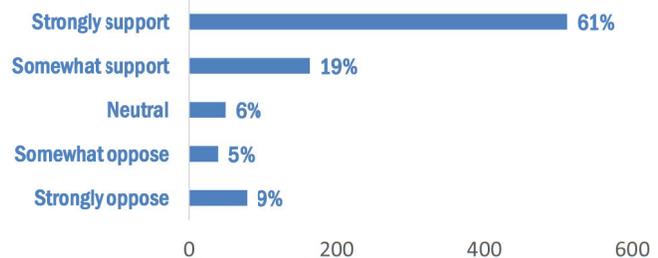


UPPER LEVELS
greenway



Support for the Project Vision

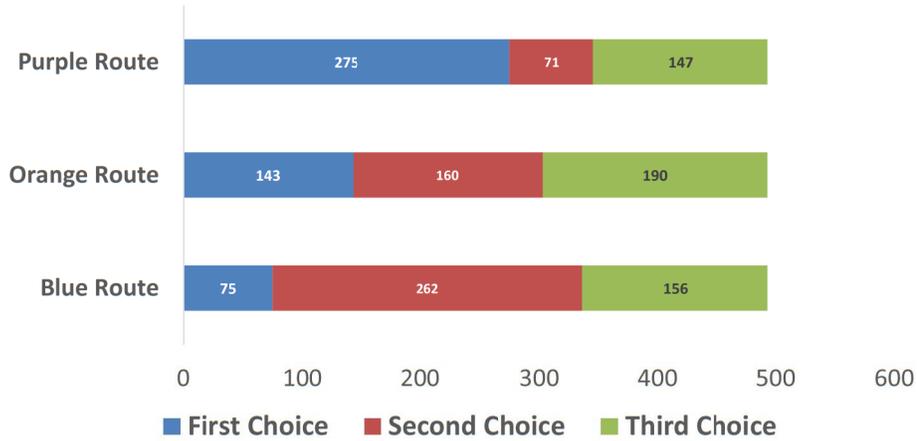
*“The Upper Levels Greenway will be an **active and healthy** mobility corridor that **celebrates connections to nature**; provides a **safe, comfortable and pleasant** experience for people of **all ages and abilities** to walk, roll and cycle; and **connects** to other greenways and routes.”*



UPPER LEVELS
greenway



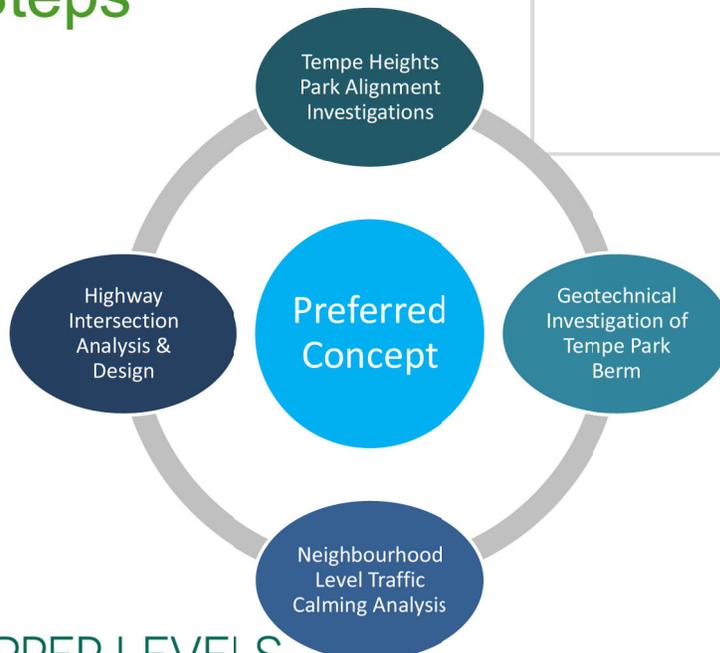
Emerging Preferred Route



UPPER LEVELS
greenway



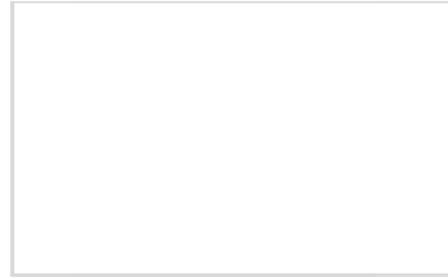
Concept Development Next Steps



UPPER LEVELS
greenway



Project Schedule



Council Check in on route and concept design



We are here

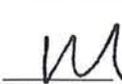


UPPER LEVELS
greenway



Thank you



 Department Manager	 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: Mo Bot, Project Manager – Public Realm Infrastructure

Subject: UPPER LEVELS GREENWAY – PROJECT UPDATE & PHASE 2
ENGAGEMENT SUMMARY

Date: July 6, 2022 File No: 16-8350-20-0039/1

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

ATTACHMENTS

1. Upper Levels Greenway - Existing Conditions & Route Options Summary Report ([CD #2197716](#))

SUMMARY

The Upper Levels Greenway project team has completed the Phase 2 public engagement period related to the draft project vision and various route and design options through the Tempe and Westview neighbourhoods. This report presents a summary of the engagement feedback received and outlines how that input has shaped and refined the project work plan to develop a greenway concept design. Staff will report back to Council later in 2022 with the results of further technical investigations and a proposed concept plan before proceeding to the next phase of public and stakeholder engagement.

BACKGROUND

The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members. The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately three (3) kilometres long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and other destinations, such as schools and commercial areas.

In April 2022, the project team initiated a public engagement period to discuss the draft project vision, options for different design approaches for the greenway, and to gather feedback on three (3) potential route options for the project to traverse the Tempe and Westview neighbourhoods north of Highway 1 (Figure 1). The content and route options in this public engagement period was informed by input from the first phase of community engagement and initial technical analysis around topography, multi-modal safety, and access to key destinations. The information gathered during public engagement, the existing conditions documentation, and how the public input has informed the project development to-date can be found in Attachment 1.



Figure 1. Greenway route options discussed during public engagement

DISCUSSION

Phase 2 Public Engagement Outreach

The second phase of engagement sought to share what was heard in the Phase 1 engagement, present the vision and routing options for the greenway as described above, and present different design options for feedback. Feedback from the second phase of engagement will be used along with technical analysis to help select a preferred route.

The engagement process involved an online survey, several pop-up events, and feedback collected at an open house. The survey was open between April 27th and May 20th, 2022 and received 842 responses. Approximately 55 people attended an Open House at Larson Elementary School on May 10th, 2022. Approximately 55 people also attended one of two pop-up engagement sessions held on May 7th, 2022 at City Fest and on May 14th, 2022 on Grand Boulevard, respectively.

The project team’s objective is to reach a broad audience with a wide variety of outreach methods that provide project information in an accessible and digestible format for all. To achieve this, all of outreach tactics used in the initiation phase were redeployed, with highlights including:

- **Postcard:** 1,850 postcards were delivered to all addresses in the project area.
- **Print Ad:** A quarter page ad appeared in the North Shore News on May 11th.
- **Info Bulletin:** A direct bulletin delivered to over 1,200 subscribers.

- **On-site Signage:** 11 large project signs targeting people walking, rolling, cycling, and driving were installed throughout the project area during the entire engagement period.
- **Social Media:** Between April 27th and May 20th, seven Facebook posts reached 34,000 people. Six twitter posts and two Instagram posts were also shared.

In addition to broad public engagement, staff are initiating discussions throughout the project development process with Squamish Nation and Tsleil-Waututh Nation. Targeted and ongoing stakeholder meetings will be held with groups including the North Shore Advisory Committee on Disability Issues, the Seniors Action Table, the Integrated Transportation Committee, the North Shore Young Citizens' Forum, RCMP, Fire services, and youth and parents from the schools within and near the project area as the concept development process advances.



Open House attendees at Larson Elementary School

What We Heard

Through the online survey and in-person engagements, respondents were asked questions to:

- Reflect on the draft vision;
- Share their perspective and experience on the infrastructure design approach;
- Comment on the three (3) route options; and,
- Rank the routes in order of preference.

Support for Upper Levels Greenway Draft Vision

A majority of survey respondents expressed support for the draft vision for the Upper Levels Greenway, with 80% indicating that they were strongly or somewhat in support. 14% of survey respondents indicated that they strongly or somewhat opposed the draft vision (Figure 2).

“The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes.”

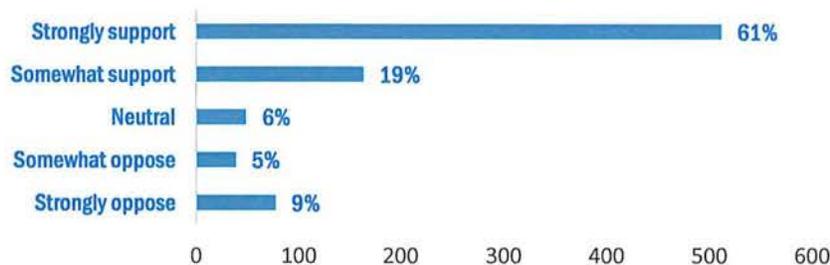


Figure 2. Survey response support for the draft project vision

The main reasons for lack of support for the vision were concern over negative effects to local neighbourhoods like parking, cost of the project, and a lack of need.

Design Approaches

When asked about how well four different potential greenway design approaches each reflected the community priorities of Safety and Experience, the community indicated they perceived the wide sidewalk and protected bicycle design as the safest, followed by the multi-use pathway design.

In responding to what they liked about different design options, survey respondents most often expressed the importance of separation of users, safety for children, and the need to design with accessibility in mind. Responding to what they did not like about different design options, survey respondents most often expressed safety concerns about shared use spaces and conflict, impacts to the local neighbourhood such as parking, and general safety concerns about a greenway in the community (beyond those raised by shared use). Refer to Appendix B in Attachment 1 for more detail.

Preferred Route

When asked which route they preferred, participants selected the Purple route most often, followed by the Orange and Blue route, respectively (Figure 3). This order of ranking was consistent both on the survey responses and in the open house feedback responses.

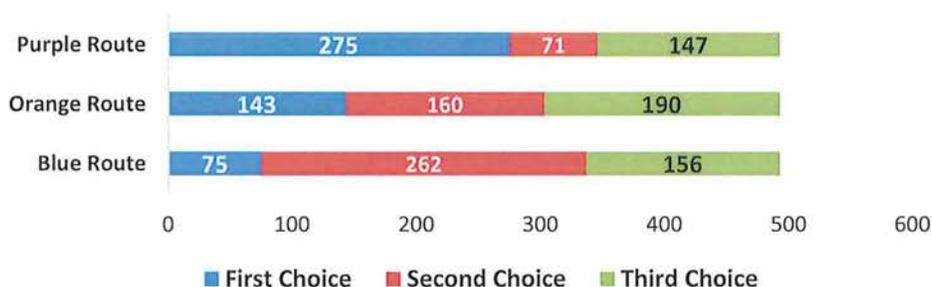


Figure 3. Preferred route rankings from all survey responses

Purple Route

Survey participants indicated that the community priorities best reflected by the Purple route are Safety and Connection (Figure 4).

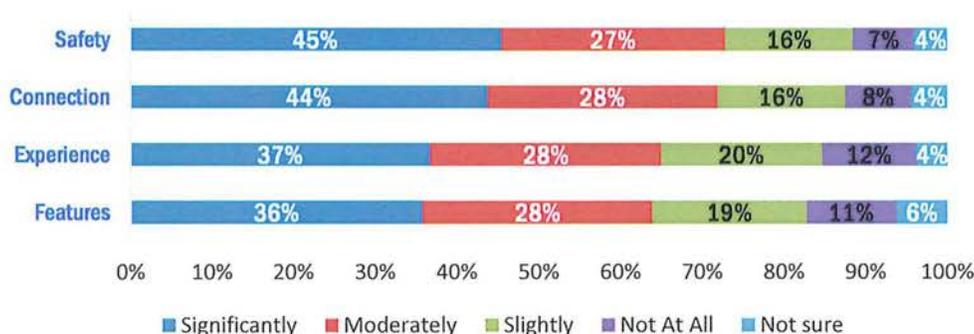


Figure 4. Purple Route alignment with Phase 1 community priorities for the greenway

Survey respondents most liked the convenience and safety of this route as 25th Street has low vehicle volumes outside of the 100 blocks. Open house participants indicated more connections (e.g. Jones Overpass), fewer changes in elevation and being more scenic were what they most liked about this route.

As far as what was most disliked about the Purple route, top themes in the survey responses included proximity to the highway and complex intersections, and concerns about the comfort and accessibility of this route. In the open house feedback, participants also provided suggestions for additional areas to which the route could connect beyond the study area and City boundary.

More information on the response to the route options can be found in Appendix B of Attachment 1. While feedback indicated less support for the Orange and Blue routes due to the impact of topography on mobility, exposure to higher vehicle volumes on 27th Street and more complex wayfinding; the routes offer a quieter, pleasant experience outside of peak hours.

Likelihood of Using the New Upper Levels Greenway

There is significant interest in and ongoing need for safe active mobility spaces in Tempe and Westview, as supported by the 68% percent of survey respondents that were likely to walk, cycle and/or roll more often or much more often in this area, after the new greenway is complete (Figure 7).

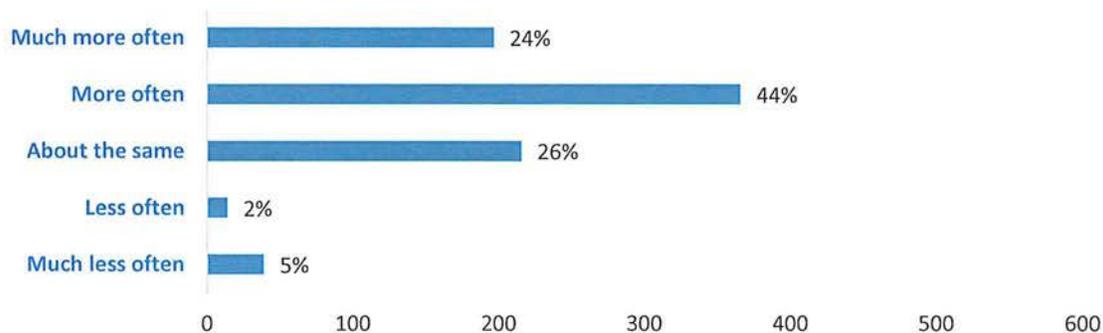


Figure 7. Survey responses indicating desire to use a new greenway in this area of the City

Work Plan Next Steps

While all three routes have advantages and disadvantages, there is no single option that is clearly preferred over the others from a purely feasibility perspective. That said, the findings of the technical analysis and the results of the community engagement signal that the Purple route is likely emerging as the preferred option to advance to the next phase of concept design. The public engagement period helped the project team identify and confirm several big technical questions that require further exploration in order to confirm the preferred route and to begin development of a feasible concept design.

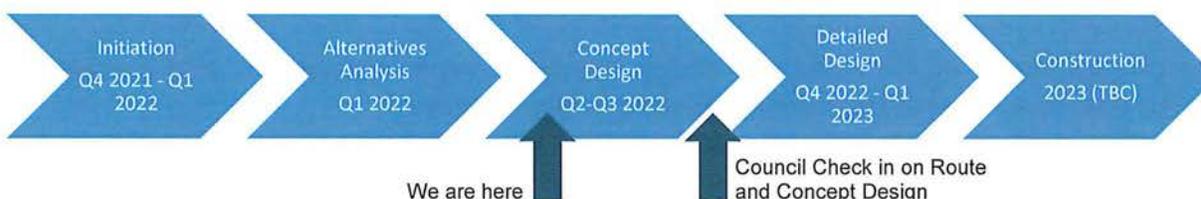
The project team will be working through the following investigations and stakeholder conversations as part of the concept development process:

- **Exploring alignment options through Tempe Heights Park:** There are several potential alignment options that have been investigated at a high level. However,

at this point, the feasibility of each option requires confirmation. In addition, a portion of the potential Purple alignment through Tempe Heights Park is within Ministry of Transportation and Infrastructure right-of-way. The project team will be conducting further technical analysis including a topography survey, arborist assessment, review of forest management plans and requirements, review of grading, and exploration of jurisdictional implications, to confirm alignment options through the park.

- **Confirming feasibility of enhancements to the berm:** There are potential geotechnical and environmental considerations associated with the berm between Tempe Heights Park and Lynn Valley Road. The berm provides a noise buffer and visual separation between residents on Tempe Knoll Drive, but would require improvements to address grade and accessibility considerations. The project team will be conducting a geotechnical investigation to better understand what modifications to the berm are technically feasible while maintaining noise-barrier functionality.
- **Analysis and designs of Westview and Lonsdale at 25th Street:** If the Purple option is selected as the preferred alignment, intersection modifications will be required to the intersection of Lonsdale Avenue and West 25th Street, which is under the jurisdiction of the Ministry of Transportation and Infrastructure. Consideration for improvements to, and crossing of, Westview Drive will also require review with the Ministry of Transportation and Infrastructure. The project team is currently analysing various signal and geometric options as well as incorporating an analysis of ICBC collision data to inform design recommendations.
- **Exploring traffic calming and shortcutting opportunities at the neighbourhood level:** There have been several requests to the City from residents in Tempe and Westview to implement traffic calming. The project team will be reviewing all requests together to understand how local neighbourhood access can be maintained while also implementing traffic calming and diversions that will reduce speeds and vehicle shortcutting through the residential areas. These potential neighbourhood level changes will be studied in relation to the greenway route and design requirements.

The project team will be working with stakeholders to explore and integrate the findings of these investigations into the concept design for the Upper Levels Greenway. The project team will be returning to Council in late fall/early winter to present the concept design for the project before the next phase of public and stakeholder engagement is initiated. This is a slight change to the previous project schedule but allows for more up front technical work to be completed thoroughly before a concept route is selected. During the next update staff will provide early thoughts on construction approach and timeline.



FINANCIAL IMPLICATIONS

The total preliminary estimated cost for design and construction of the Upper Levels Greenway is \$6,665,000, comprised of external and City funding. City funds are currently identified for Council's consideration in the 2023 and 2024 capital plan years to be evaluated holistically with all Council Strategic Plan priorities and available funding amounts. Actual project costs and delivery approach will be refined through the planning and design process.

Since the last project update, the City has successfully secured \$573,000 in contributions from TransLink through the 2022 Major Road Network and Bike (MRNB) and Walking Infrastructure to Transit (WITT) municipal cost share programs. The project team will continue to pursue external funding opportunities from a variety of senior government infrastructure grants and other sources such as the ICBC road safety grant program.

INTER-DEPARTMENTAL IMPLICATIONS

As the Upper Levels Greenway involves a variety of technical components including parks design, transportation planning, and overall road works coordination, the project will be delivered through the Public Realm Infrastructure group with a multi-department team from Parks, Environment, Engineering Design, Development Planning, Transportation Planning, Communications, and Finance contributing throughout the process.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports a Connected City, provides active and sustainable ways for people to move to, from and within the City safely and efficiently and will result in the increase of active transportation mode share, while also supporting the health and well-being of all.

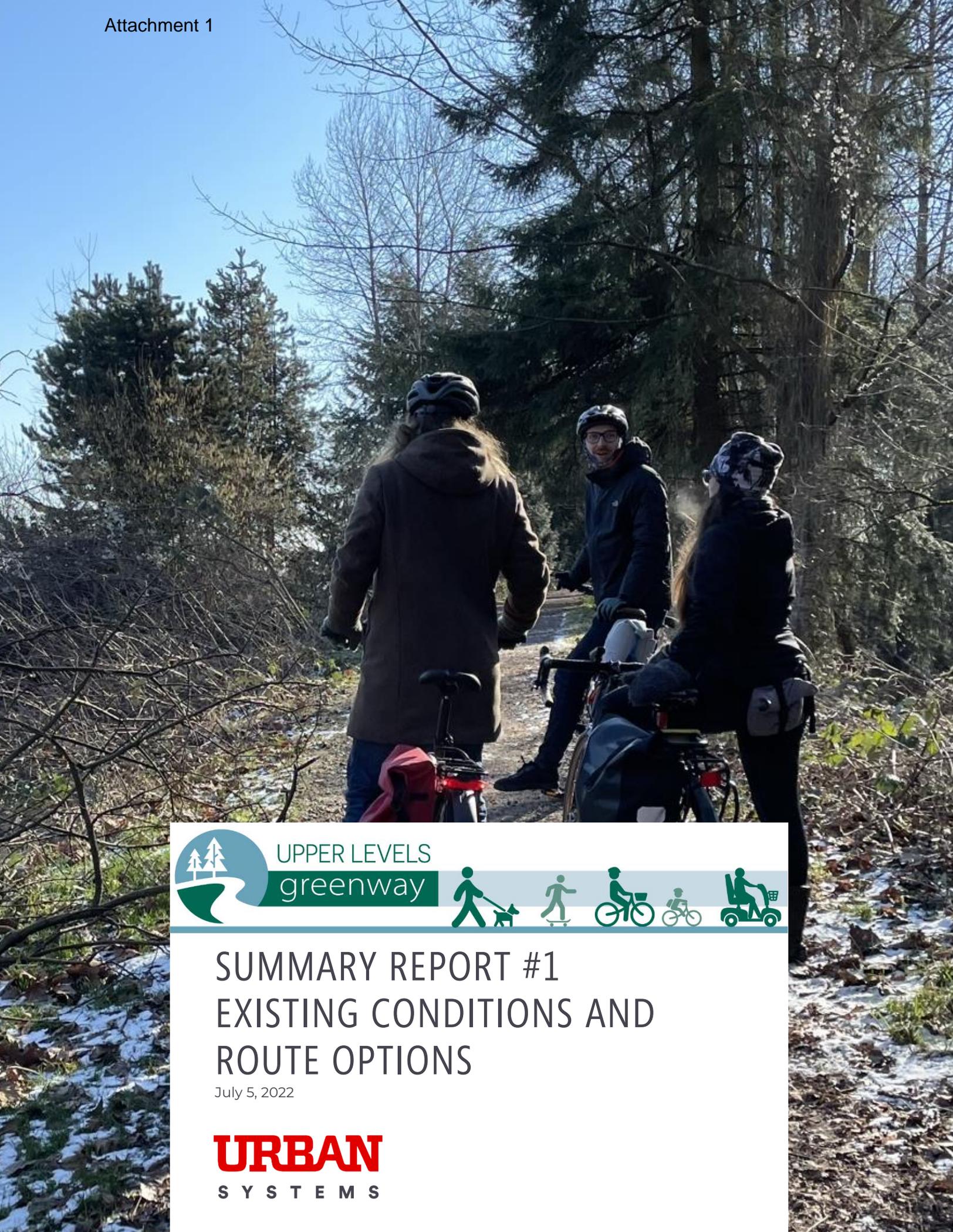
In addition, the development and implementation of the City's Priority Mobility Network Project aligns with and advances key principles of the Mobility Strategy, Safe Mobility Strategy, WalkCNV, and established City goals and objectives. Specific OCP objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;
- Objective 3.1: Enhance well-being and quality of life for all community members; and
- Objective 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

RESPECTFULLY SUBMITTED:



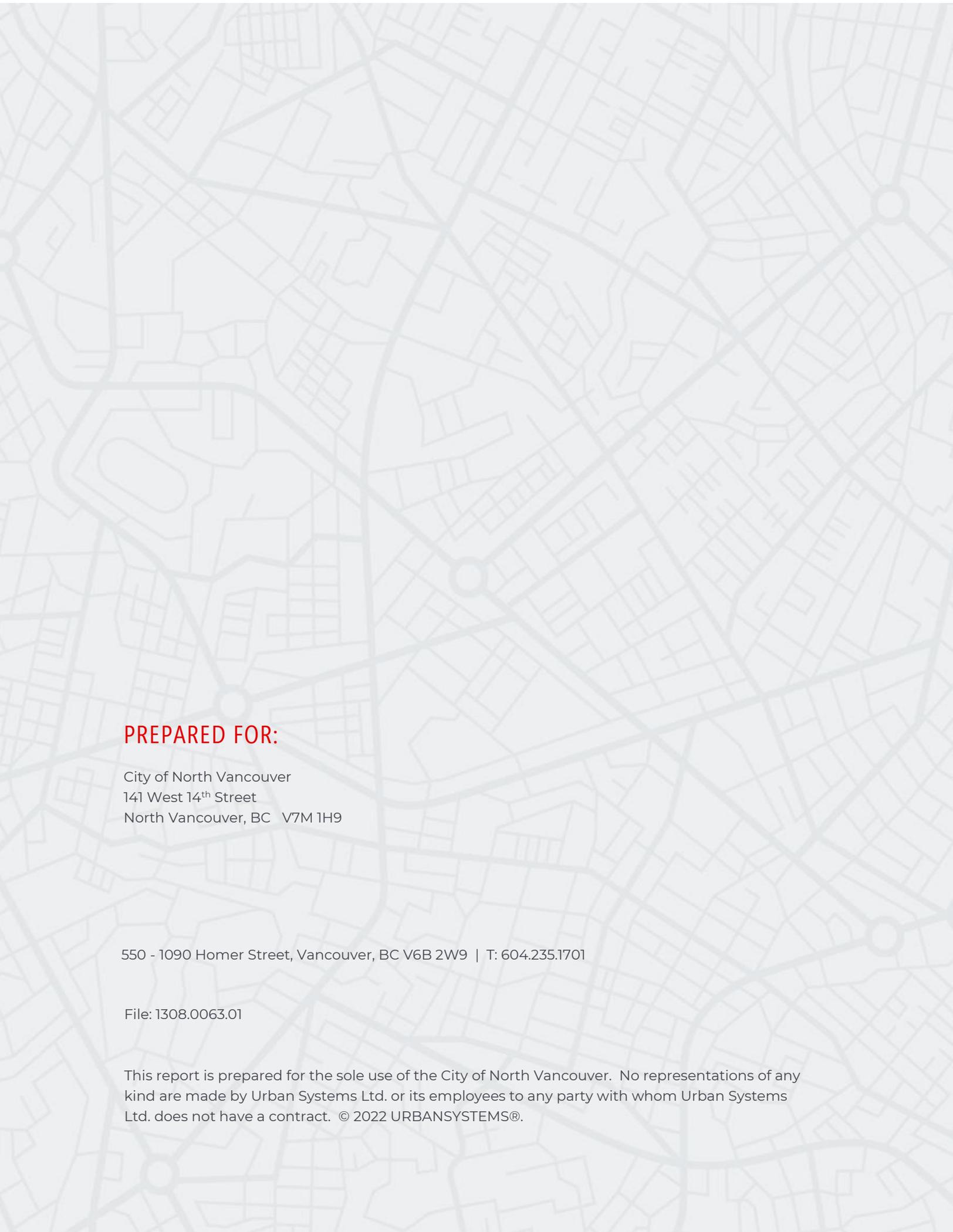
Mo Bot
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SUMMARY REPORT #1 EXISTING CONDITIONS AND ROUTE OPTIONS

July 5, 2022





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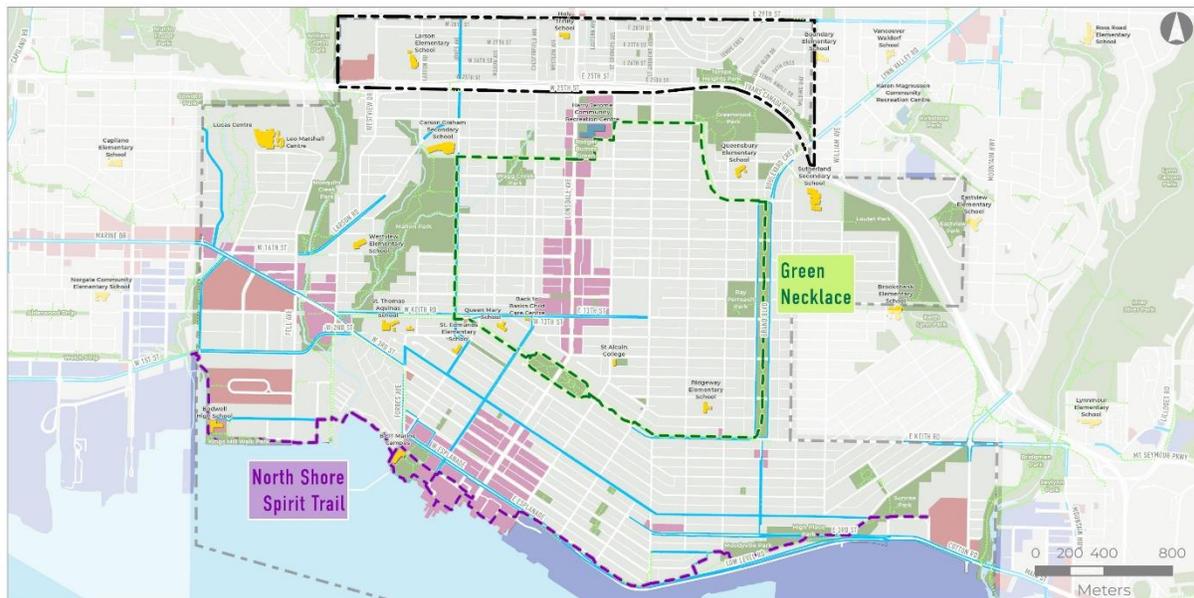
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1.0 INTRODUCTION

The City of North Vancouver is committed to providing attractive, convenient, comfortable, and safe mobility options for residents of all ages and abilities. The City already has an extensive network of greenways, including the Green Necklace and the North Shore Spirit Trail (see **Figure 1**); however these greenways have not yet reached north of Highway 1. The City is now looking to expand its greenway network with the new Upper Levels Greenway. The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members.



OVERVIEW MAP

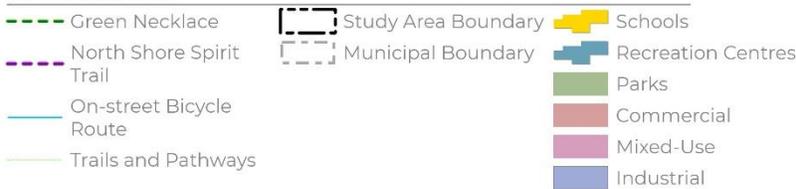


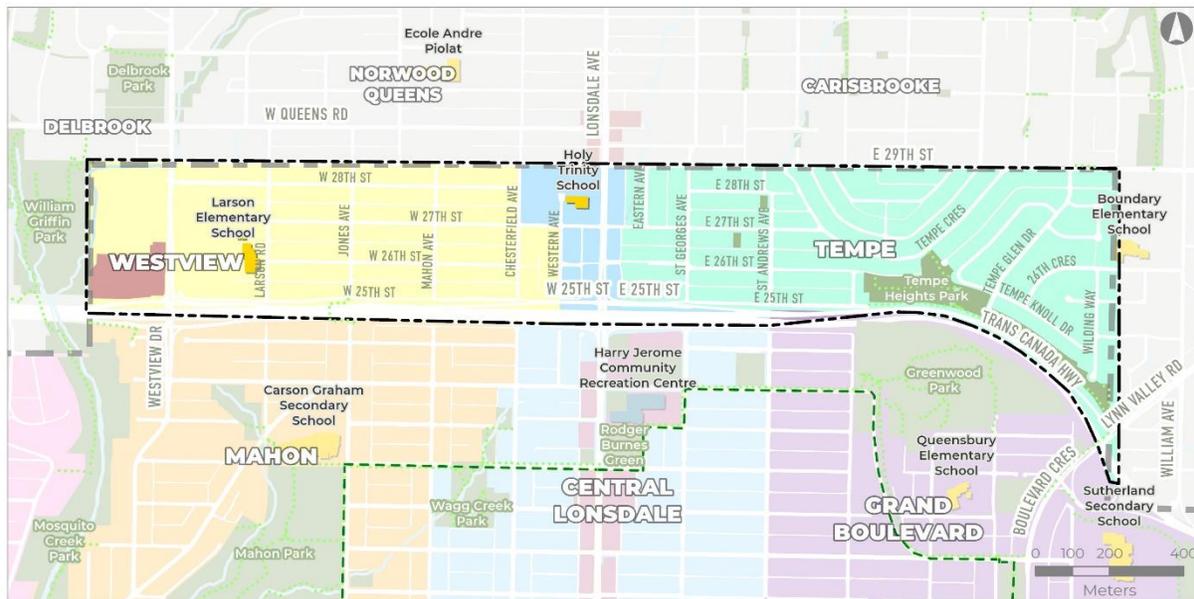
Figure 1: Existing Greenway and Active Transportation Network

Although the specific preferred alignment has not yet been confirmed, the Upper Levels Greenway will provide an important east-west route for active mobility north of Highway 1. The greenway will span almost the entire east-west length of the City through the Westview and Tempe neighbourhoods between Lynn Valley Road in the east and Westview Drive in the west (see **Figure 2**). When complete, the greenway will connect with several existing and planned activity mobility facilities, including the existing Jones Avenue local street bikeway and Highway 1 overpass, existing bicycle facilities on 29th



Street and Lynn Valley Road that connect with the Green Necklace, and the planned Casano-Loutet overpass.

This greenway will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities, and other destinations, such as schools and commercial areas. It will improve connections by active mobility to a number of neighbourhoods and key destinations, including Tempe Heights Park, Greenwood Park, Larson Elementary School, Holy Trinity Elementary School, Ecole Boundary Elementary and Westview Shopping Centre, as well as other nearby destinations such as Harry Jerome Recreation Centre, Delbrook Community Recreation Centre, and Sutherland Secondary School. This project will also seek to integrate infrastructure for active mobility with the City's park and open spaces.



NEIGHBOURHOODS

- | | | | |
|------------------|------------------------------|---------------------|--------------------|
| Westview | Green Necklace | Study Area Boundary | Schools |
| Tempe | Existing Trails and Pathways | Municipal Boundary | Recreation Centres |
| Central Lonsdale | | | Parks |
| Mahon | | | Commercial |
| Grand Boulevard | | | Mixed-Use |
| Marine-Hamilton | | | |

Figure 2: Study Area

1.1 STUDY OBJECTIVES

The design of the Upper Levels Greenway needs to consider and balance the needs of all road users while providing a safe and enjoyable linear park space in the community. The objectives for this project include:

1. Providing safe, context appropriate **active mobility infrastructure**;
2. Providing **safe road space for all users** with consideration for accessibility requirements, driveways, intersection crossings, sightlines, and potential conflict points between different modes;
3. Providing **pedestrian infrastructure** to fill gaps in the sidewalk network and integrate with street changes in the design;
4. Reducing **neighbourhood shortcutting** and encouraging **safer speeds**;
5. Enhancing the **streetscape** to improve the experience of users on the corridor, including places to rest and be social, sense of safety, and comfort for visitors;
6. Exploring opportunities for the inclusion of **sustainable blue/green infrastructure**;
7. Supporting **habitat connectivity** and **enhanced biodiversity** through linear landscape design and forest management;
8. Minimizing the **loss of parking**; and
9. Minimizing the effect on **vehicle capacity** and travel time.

1.2 STUDY PROCESS

The study is being completed through four phases between the winter of 2022 and the winter – spring of 2023.

Phase 1: Winter 2022

Introduce the project to the community and stakeholders. Gather input on their experiences and needs.

Phase 2: Spring 2022

Share what we heard in Phase 1. Present options for a greenway route. Gather input on design options.

Phase 3: Fall 2022

Share what we heard in Phase 2. Present the preferred route concept. Gather feedback to inform detailed design.

Phase 4: Winter – Spring 2023

Share what we heard in Phase 3. Present detailed design. Make refinements based on community feedback and confirm implementation strategy.

The study is being developed with multiple opportunities for community engagement to allow for incorporation of public and stakeholder feedback into the design, and to demonstrate how community input informs decision-making. The current project schedule reflects a timeline that will provide capacity for the project team to investigate questions that have been raised by the public during the initial rounds of public engagement and must be answered to confirm feasibility of the preferred greenway route.



Two phases of engagement have been completed to date. The first phase of engagement took place in February, 2022 and sought to understand the public's experience in the Westview and Tempe neighbourhoods to better understand what matters to the public by highlighting any concerns or opportunities in this area. This input helped to develop a draft project vision along with evaluation priorities and route alternatives (see **Phase 1 Engagement Summary** in **Appendix A**). The second phase of engagement took place in April and May, 2022 and shared what was heard in Phase 1, presented options for a preferred greenway route, and gathered input on different design approaches (see **Phase 2 Engagement Summary** in **Appendix B**).

This report summarizes the findings of the first two phases of the project and presents a summary of existing conditions; the findings of the community engagement; the vision, themes, and corridor options; and the evaluation of the options. Next steps for this study will involve selecting a preferred corridor, advancing a conceptual design for that corridor, and holding another round of community engagement to obtain input on the conceptual design before advancing to detailed design. It is anticipated that construction of the greenway could begin in summer 2023, subject to the development of an implementation strategy and confirmation of funding.

1.3 REPORT OUTLINE

This report summarizes the overall study process and findings to date for the Upper Levels Greenway. It includes the following sections:

- **Section 1 – Introduction** provides an overview of the project, including the project objectives, study process, and report overview.
- **Section 2 – Background and Context** summarizes the policy context and study area characteristics, including the land use, pedestrian and cycling facilities, parking facilities, and collision data.
- **Section 3 – Phase 1 Community Engagement** provides a summary of the first phase of community engagement.
- **Section 4 – Vision, Themes, and Corridor Options** highlights the proposed vision, community priorities, design approaches, opportunities and constraints, and three route options.
- **Section 5 – Phase 2 Community Engagement** provides a summary of the second phase of community engagement.
- **Section 6 – Options Evaluation** – includes an evaluation framework and summary of trade-offs for each of the route options.
- **Section 7 – Closing and Next Steps** highlights the recommended next steps for the City to advance this project.



2.0 BACKGROUND AND CONTEXT

2.1 POLICY CONTEXT

2.1.1 CITY PLANS AND POLICIES

The City of North Vancouver has committed to providing attractive convenient, comfortable, and safe mobility options in a number of policies and plans, as described below. Most of these plans endorse the development of the City's greenway network, including the Upper Levels Greenway having been identified in plans dating back twenty years. The following section highlights relevant information from these plans.

Mobility Strategy (2022)

The City's new Mobility Strategy includes a vision to create “**healthy streets that work for everyone.**” The Mobility Strategy includes eleven strategies to achieve this vision, many of which are directly relevant to this project, including:

- Making walking and rolling the easiest choice year-round for shorter trips;
- Encouraging people to make sustainable travel choices;
- Rebalancing the space along our curbs to meet a wide range of needs; and
- Reclaiming more street space for people and nature.

Safety Mobility Strategy (2020)

The City's Safe Mobility Strategy highlights the City's commitment to ensuring streets, pathways, and sidewalks are safe for all users in line with Vision Zero. The Strategy includes four 'big moves' to promote safety:

- Designing safe streets;
- Encouraging safe speeds;
- Promoting safe behavior, and
- Using evidence-based and accountable methods.

Walk CNV Pedestrian Plan Framework (2019)

In 2019, City Council endorsed the Walk CNV Framework. The purpose of Walk CNV is to increase transportation choices by establishing strategies and actions that encourage walking. Walk CNV builds off policy directions outlined in the Official Community Plan (OCP) and other documents. Through the development of Walk CNV, the City is working to reduce automobile dependence and greenhouse gas (GHG) emissions, increase physical activity to improve public health outcomes, increase accessibility and social connections, and reduce transportation infrastructure demands. The framework for Walk CNV consists of four themes, each with a series of actions to enhance and improve the walking environment:

- Improve and enhance the pedestrian experience;
- Make walking safe and comfortable;
- Increase awareness of the benefits of walking; and
- Inform and guide future planning.



Official Community Plan (2014)

The City's 2014 Official Community Plan committed to the development of a sustainable mobility system with a network of integrated greenways and trails. Several of the Plan's goals directly relate to greenways, including:

- Goal 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;
- Goal 5.1: Expand the integrated system of parks and greenways throughout the City as articulated in the Parks Master Plan; and
- Goal 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

Bicycle Master Plan (2012)

In partnership with the District of North Vancouver, the City developed a Bicycle Master Plan that committed to improving safety and promoting cycling as a key part of the sustainable transportation system. The plan included a variety of bike facilities including off-street multi-use pathways.

Parks Master Plan (2010)

The City reinforced their commitment to the implementation of the Parks and Greenways Strategic Plan in their 2010 Parks Master Plan. The Parks Master Plan highlighted the four major greenway networks included in the strategic plan, which included the Upper Levels Greenway.

Parks and Greenways Strategic Plan (2002)

The main goal of the City's 2002 Parks and Greenways Strategic Plan was "to create a linked system of parks and greenways that balances recreational use of parks and streets with sustainable ecological and transportation objectives." The Plan endorsed the development of four trail systems across the City, including the Upper Levels Greenway.

2.1.2 SCHOOL TRAVEL PLANS

Together with North Vancouver School District (NVSD), the City's Safe and Active School Travel Program (SASTP) encourages safe and healthy school travel habits through outreach and improvements to the transportation infrastructure around schools. The program was launched in 2014 and has expanded to include nine schools.

School Travel Planning Facilitators work directly with the administration, students, and families at each school over about 18 months to identify barriers to active travel, encourage walking and rolling, and develop maps and an action plan tailored specifically to the school.

There are four schools located within neighbourhoods that could be served by the Upper Levels Greenway, including two schools within the study area, and two others outside the study area but which could be served by the Upper Levels Greenway. It should be noted that, while Boundary Elementary School could be served by the Upper Levels Greenway, it is located within the District of North Vancouver. Incorporating elements of the School Travel Plans into the greenway design is one of the ways the City supports these community identified priorities.



Larson Elementary School (2016)

Larson Elementary School is located within the study area on Larson Road and provides instruction to approximately 470 students between Kindergarten and Grade 7. In 2016, the school completed a School Travel Plan through the City's Safe and Active School Travel Program. The plan identified several traffic safety issues near the school. Details from the School Travel Plan are included in **Appendix C**.

Holy Trinity Elementary School (2019)

Holy Trinity Elementary School is a Catholic school located within the study area on West 27th Street off of Lonsdale Avenue and north of the Trans Canada Highway. Approximately 225 students between Kindergarten and Grade 7 are enrolled. As an independent Catholic school, Holy Trinity attracts students from a large region. In 2019, the school completed a School Travel Plan. Details from the School Travel Plan are included in **Appendix C**.

Carson Graham Secondary School (2019)

Carson Graham is a public secondary school located on Jones Avenue, south of the Jones Avenue pedestrian and cycling overpass. The school provides instruction to approximately 1,300 students between Grade 8 and 12. In 2019, the school completed a School Travel Plan. Although not located within the study area, it is located in an adjacent neighbourhood that could be served by the Upper Levels Greenway.

Boundary Elementary School (2019)

Boundary Elementary School is located on the border of the District and City of North Vancouver and has approximately 360 students. The school has a French immersion program for grades 6 and 7, which brings in new students from across North Vancouver. In 2019, the school completed a School Travel Plan with the District of North Vancouver. Although not located within the study area or in the City of North Vancouver, it is located in an adjacent neighbourhood that could be served by the Upper Levels Greenway.

2.1.3 OTHER RELATED PLANS AND POLICIES

Integrated North Shore Transportation Planning Project (2018)

In 2018, a committee of elected officials and a working group of staff from TransLink and all levels of government on the North Shore completed the Integrated North Shore Transportation Planning Project. The project report identified transportation challenges and opportunities for the North Shore and included several recommendations to improve access and mobility in the region. One of the key findings was the importance of linking land use and transit with other transportation modes including cycling and walking. The report also recommended improving cycling and pedestrian networks to make them the preferred modes of transportation within town centres and exploring the potential to improve access to Highway 1 for cyclists.

TransLink

- **Transport 2050 (2022):** Transport 2050 is TransLink's current regional transportation strategy, which aims to create convenient, safe, comfortable, affordable, reliable, and carbon-free regional transportation across Metro Vancouver. The strategy included a plan to develop an 850-kilometre Major Bikeway Network that connects cyclists with urban centres and major destinations across



the region. It also referenced Metro Vancouver's Regional Greenway Network, described below. A conceptual east-west connection across the North Shore above Highway 1 is identified as part of the Major Bikeway Network.

Metro Vancouver

- **Regional Greenways 2050 (2020):** Metro Vancouver Regional District's Plan included a vision of a seamless Regional Greenways Network that connects cyclists and pedestrians to parks and green spaces across the region. The Plan highlighted the benefits, opportunities and challenges associated with greenways. It also included a vision, criteria, network plan, and site planning and design details for developing the Regional Greenways Network.

Ministry of Transportation & Infrastructure

- **Highway 1/99 North Shore Corridor Study (2021):** In 2021, the Ministry of Transportation and Infrastructure conducted a study of the North Shore Corridor between Lynn Valley Road to Horseshoe Bay. The study recommended several active transportation improvements, including exploring the development of a multi-use pathway along the north side of Highway 1 between Capilano Road and Westview Drive and an additional active transportation overpass between Lynn Valley Road and Lonsdale Avenue.
- **Regional Cycling Connections Study (2021):** In 2021, the Ministry of Transportation and Infrastructure undertook the Regional Cycling Gaps Assessment Study to develop a master list of regionally significant cycling gaps on MoTI infrastructure throughout Metro Vancouver, the Fraser Valley, and the Sunshine Coast. The study included stakeholder engagement and a comprehensive technical assessment to develop a master list of cycling gaps to, from, and across MoTI infrastructure in the study area. The study identified multiple high-priority gaps along Highway 1 between Westview Drive to Lynn Valley Road in North Vancouver.

District of North Vancouver

- **Transportation Plan (2012):** The District of North Vancouver's Transportation Plan emphasizes the importance of establishing a safe, sustainable transportation network across the district. The plan noted the improving the cycling network with a combine of on-street cycling facilities, trails, and greenways, including routes north of Highway 1.
- **Parks and Open Space Strategic Plan (2012):** In addition to the Bicycle Master Plan developed in partnership with the City of North Vancouver, the District also developed a Parks and Open Space Strategic Plan in 2012. While the Bicycle Master Plan largely focused on dedicated cycling infrastructure, the Parks and Open Space Plan included plans for urban trails and greenways for both pedestrians and cyclists. Although none of the proposed trails are within the Upper Levels Greenway project area, there are existing trails near the project area. These include the Mosquito Creek Trail and the Great Trail (formerly known as the Trans Canada Trail) to the west of the project area, and the Powerline trail to the east of the project area.



2.2 STUDY AREA CONTEXT

2.2.1 STUDY AREA BOUNDARIES AND LAND USES

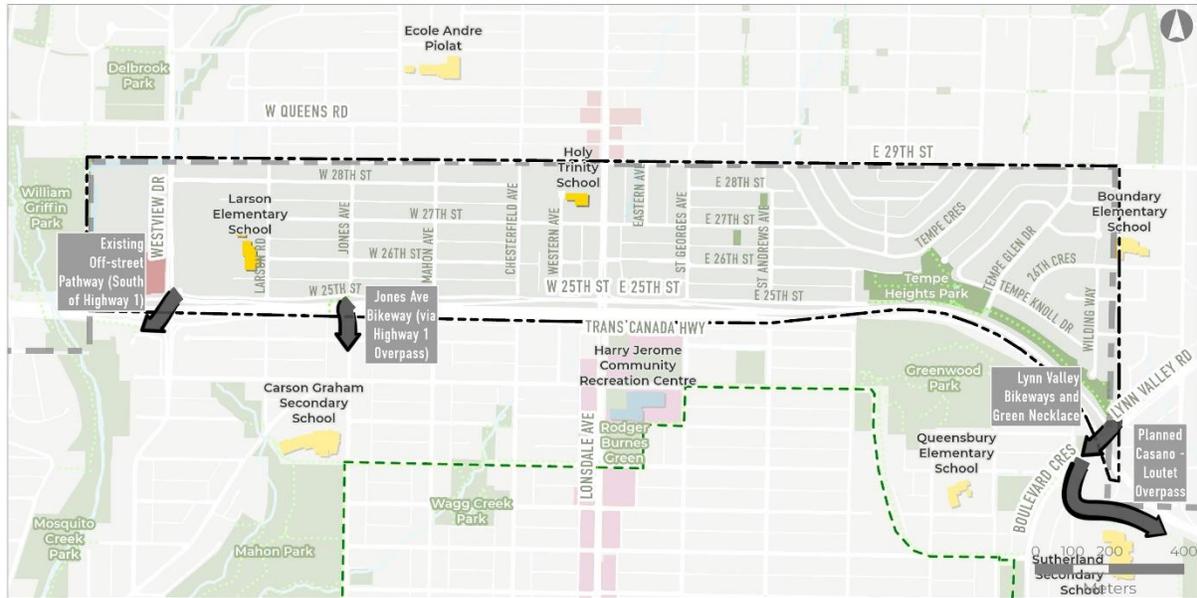
The project study area is located north of Highway 1 and includes the Westview and Tempe neighbourhoods (see **Figure 3**). The northern boundary is the boundary between the City and District of North Vancouver along West 29th Street and East 29th Street. The greenway is anticipated to stretch from Westview Drive to Lynn Valley Road. When complete, the Upper Levels Greenway will be approximately three kilometres long.

The study area primarily consists of single-family residential development in the Westview and Tempe neighbourhoods, with some multi-family residential units along Lonsdale Avenue and Westview Drive. The study area includes Larson Elementary School and Holy Trinity Elementary School. Tempe Heights Park is located on the southeast edge of the study area.

The project would also provide connections to other destinations outside the study area, including William Griffin Park, Delbrook Park, Harry Jerome Community Recreation Centre, Delbrook Community Recreation Centre, Carson Graham Secondary School, and Sutherland Secondary School.

The project also connects to the Cypress Gardens Special Study Area identified in the City's OCP. The OCP states that Special Study Areas are areas of the City that require in-depth study to resolve issues and/or to provide a basis for future growth and development. The Cypress Gardens Special Study Area is located west of Westview Drive between Highway 1 and West Queens Road and includes the Westview Shopping Centre and townhouse development north of the shopping centre. The OCP notes that the townhouse development includes "aging buildings (that) are in need of repair or redevelopment. The bank on the west side of the site has stability issues which is affecting some of the adjacent units. Action is required to address these issues and a redevelopment appears to be the most practical solution." Future redevelopment of this site will present opportunities to explore an extension of active transportation connections west from the greenway study area.





KEY CONNECTIONS

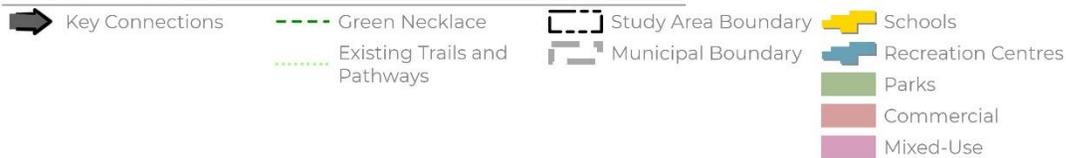


Figure 3: Study Area and Key Destinations

2.2.2 PARKS AND OPEN SPACE

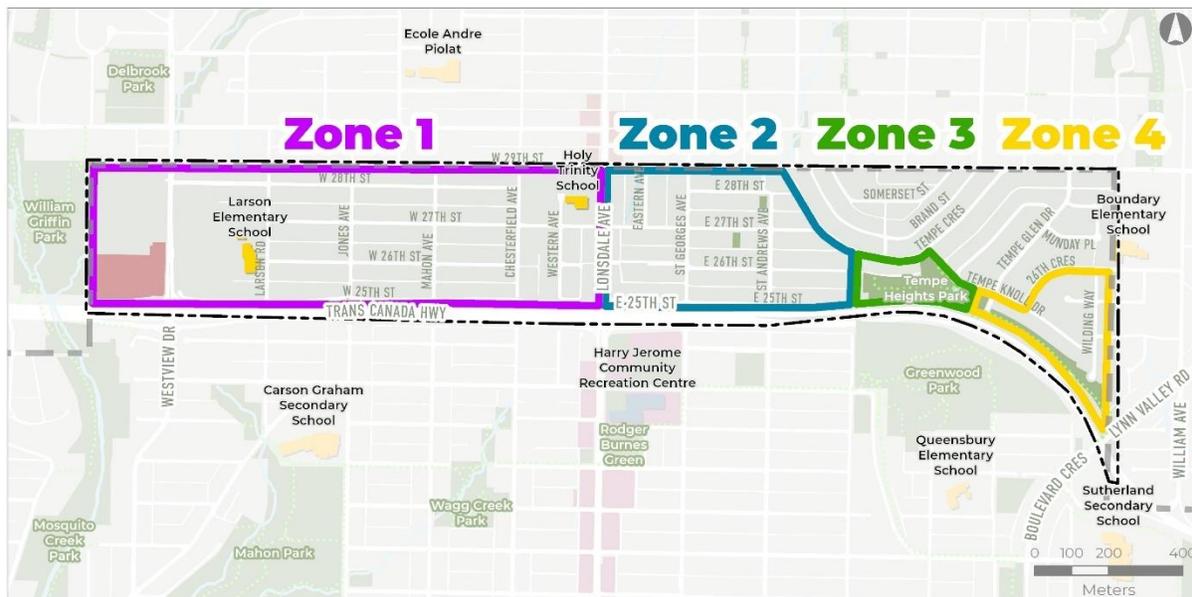
The City has an extensive network of parks and open spaces. As noted in the 2010 Parks Master Plan, in efforts to move towards the City's vision of sustainability, it is increasingly important, as the City's population grows, to accommodate increasing demands for parks, greenways, open space, recreation, and environmental protection. These community features and services have acknowledged social, economic and environmental benefits. Other than Tempe Heights Park, which is primarily a forested area, there is a lack of parks and open space in the study area compared to other areas of the City, particularly in the Westview neighbourhood. The development of the greenway provides an opportunity to provide additional linear parks and open spaces to serve residents above Highway 1, as well as to consider ongoing forest management activities within Tempe Heights Park and address invasive species throughout the park.

2.2.3 NEIGHBOURHOOD DESIGN ZONES

The study area includes varied neighbourhood contexts that have been identified in four zones (see **Figure 4**). Each zone has unique characteristics to consider and incorporate into the design. This means the greenway may have different design characteristics depending on the zone.

The four zones are:

- **Zone 1:** The area between Lonsdale Avenue and Westview Drive between West 25th Street and West 29th Street at the west end of the study area. This zone is predominantly made up of low density residential land uses with relatively quiet local streets with low traffic volumes. This zone also includes Larson Elementary School, Holy Trinity Elementary School, and the Jones Avenue pedestrian and cycling Overpass.
- **Zone 2:** The area between Lonsdale Avenue and Tempe Heights Park between West 25th Street and West 29th Street and Tempe Crescent. This zone is also predominantly made up of low density residential land uses and is subject to traffic shortcutting issues.
- **Zone 3:** The Tempe Heights Park area including the playground, pond, and forested area. The forest is home to several natural surface pathways with many exposed roots and a large tree canopy showing signs of deteriorating health in some areas.
- **Zone 4:** The eastern edge of the study area, including Tempe Heights Park Sports Courts and the pathway to Lynn Valley Road between Highway 1 and Tempe Knoll Drive. This zone is primarily natural space including several invasive species, with low-density housing and suburban character local streets.



STUDY AREA ZONES



Figure 4: Neighbourhood Design Zones

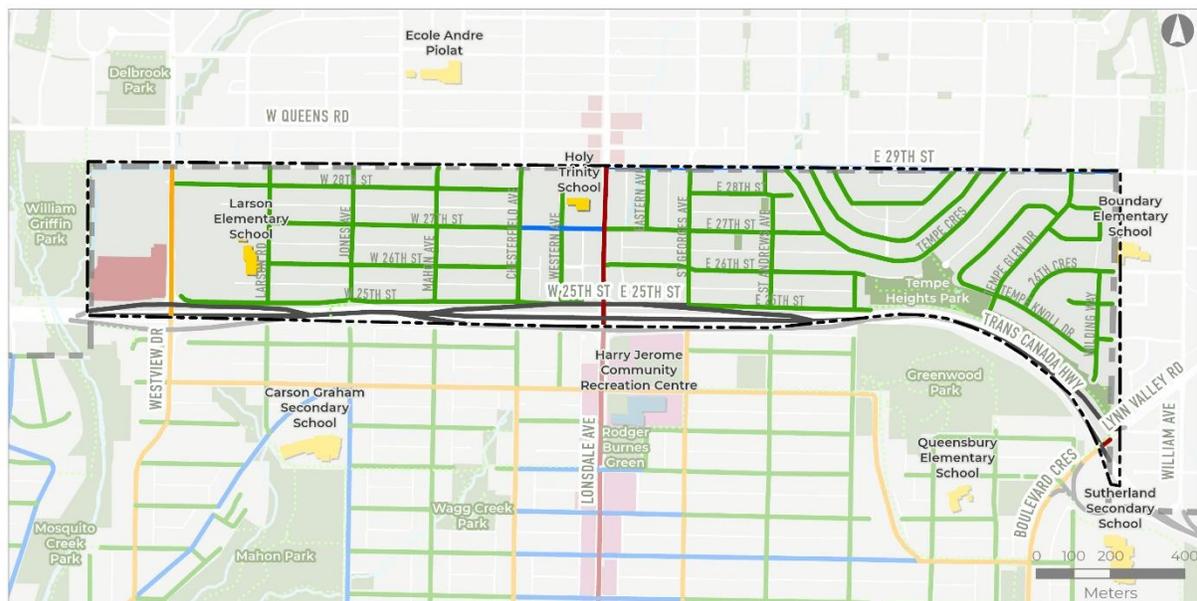
2.2.4 STREET NETWORK

Street Network Classification

The City's recently adopted Mobility Strategy provides guidance that will inform the greenway design on different types of streets. The Mobility Strategy includes an updated street classification network, with the following classifications:

- **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 curb-less streets that prioritize pedestrians walking; and
- **Service Streets** provide access to service and industrial areas in the City.

Most of the streets in the study area are classified as Local Streets (see **Figure 5**). Lonsdale Avenue is classified as a Main Street while Westview Drive is classified as a City Connector Street. Highway 1, also known as the Trans Canada Highway, runs along the southern boundary of the study area.



ROAD CLASSIFICATIONS

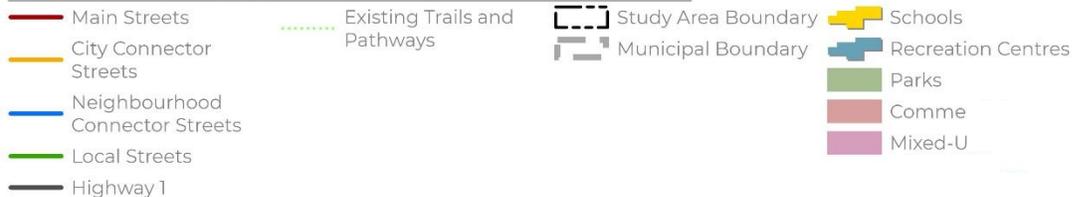


Figure 5: Street Network Classification

Traffic Speeds and Volumes

Available traffic data was reviewed throughout the study area (see **Figure 6**). Most east-west streets have relatively low traffic volumes (below 500 vehicles per day, including most of West 25th Street and all of West 26th Street. These traffic volumes can be suitable for a neighbourhood bikeway where active transportation and motor vehicles share the road.

Many east-west segments experience moderate traffic volumes (500 to 1,500 vehicles per day), including West 27th Street between Mahon Avenue and Tempe Crescent, West 25th Street between St. Georges Avenue and St. Andrews Avenue, and many north-south streets, including Jones Avenue, Chesterfield Avenue, and St Georges Avenue. These segments may require some traffic calming to reduce traffic volumes to create a safe greenway condition for people of all ages and abilities.

The highest traffic volumes on residential streets within the study area are found on West 27th Street between Western Avenue and Lonsdale Avenue. This segment would require physical separation between active mobility users and motor vehicles to create a safe condition.

Most streets have modest traffic speeds, with 85th percentile speeds below the posted speed limit but above the desired 30 km/h operating speeds that would be desirable for a local street bikeway with cyclists sharing the road with motor vehicles. Some traffic calming may be required with any options involving local street bikeways to reduce traffic speeds to a more comfortable level.



TRAFFIC VOLUMES AND SPEEDS

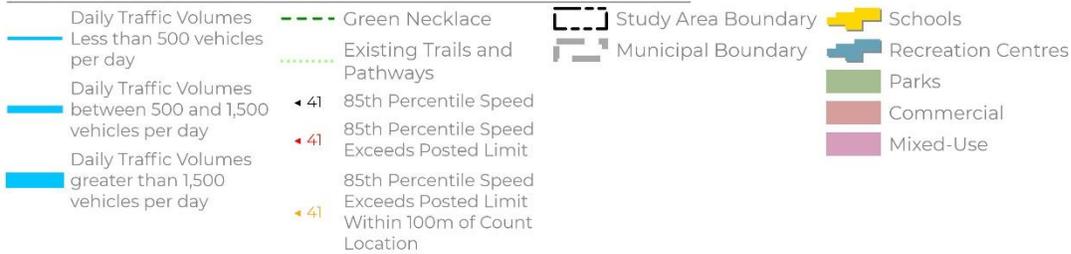
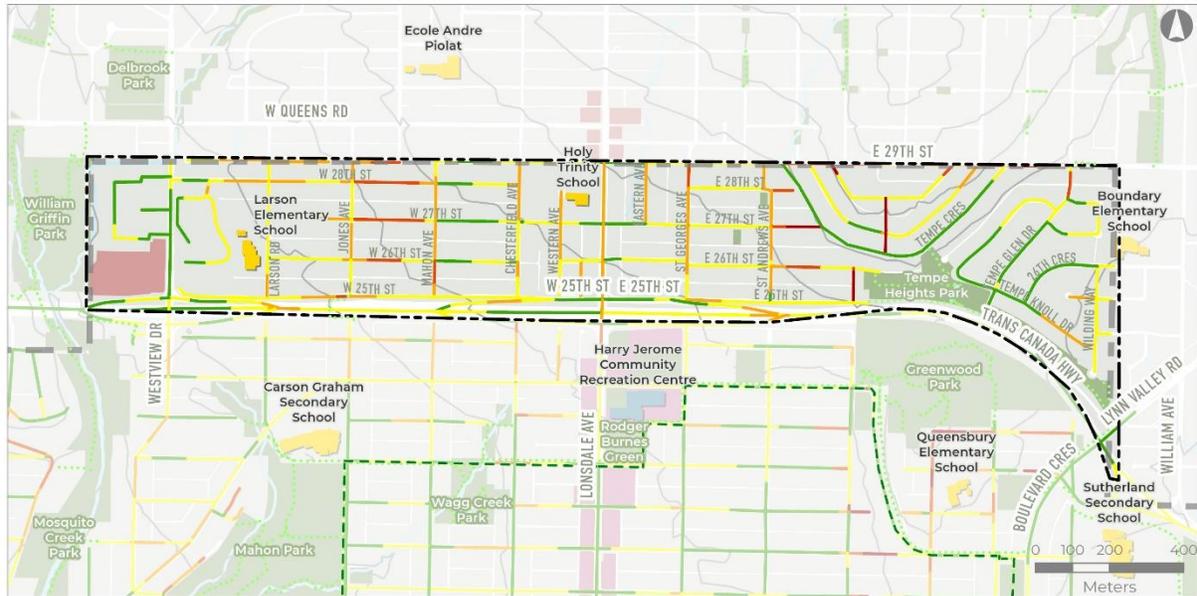


Figure 6: Traffic Volumes and Speeds

2.2.5 TOPOGRAPHY

Several streets with the study area have significant grades (see **Figure 7**). The most significant grades are located on West 26th Street, West 27th Street, and West 28th Street between Jones Avenue and Mahon Avenue and between St. Andrews Avenue and Tempe Crescent / Ridgeway Avenue, each of which are above 8%. Many other streets throughout the study area have steep grades of 6% of greater. Grades above 5% can present accessibility challenges and challenges for active mobility.



AVERAGE ROAD SLOPES

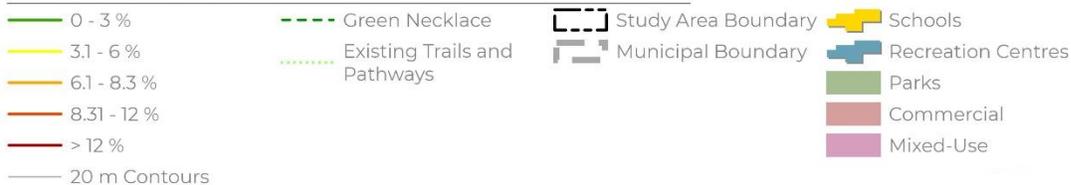


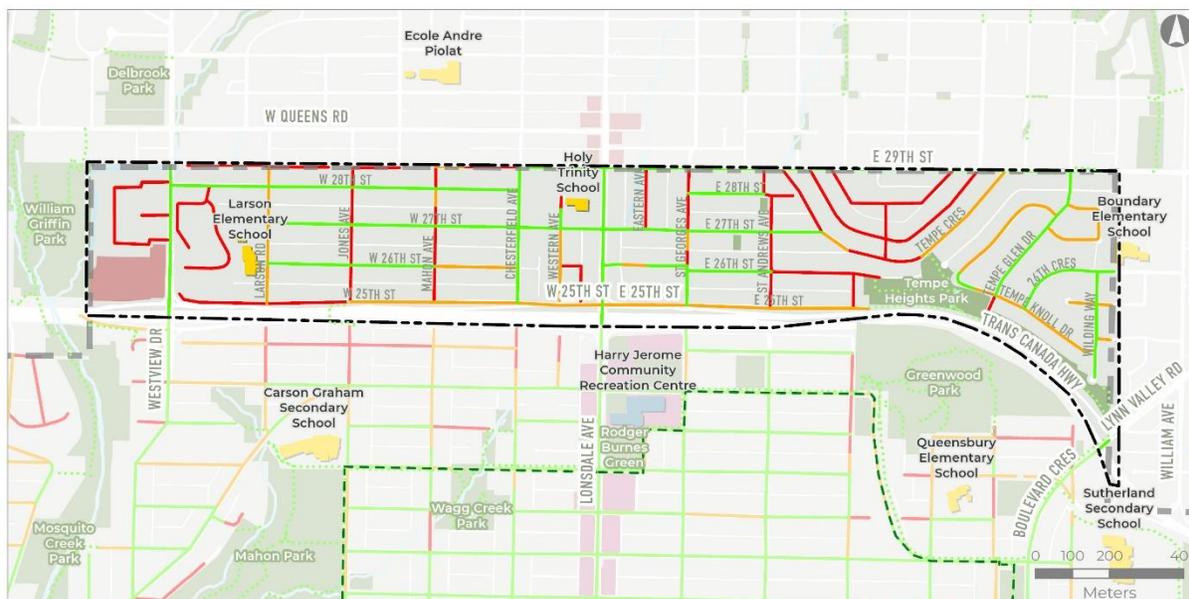
Figure 7: Average Road Slopes

2.2.6 PEDESTRIAN FACILITIES

The existing sidewalk network is highlighted in **Figure 8**. Most of the local streets that run east to west in Zones 1 and 2 include sidewalks on both side of the street. However, there are some exceptions where there are only sidewalks on one side or no sidewalks at all. Most of the streets that run north to south have limited sidewalk coverage. Zone 4 has limited sidewalk coverage, with Somerset Street, Brand Street, and Tempe Crescent only having sidewalks on one side of the street.

In addition, even in areas where sidewalks exist, some existing sidewalks are uncomfortable as they are narrow and/or located directly adjacent to motor vehicle traffic without a buffer between the sidewalk and the roadway. The B.C. Active Transportation Design Guide (Design Guide) suggest that the 'Constrained Limit' width of sidewalks be a minimum of 1.8 metres for residential streets, which is the minimum width to allow for two pedestrians using mobility aids and/or pushing devices such as strollers to pass each other without leaving the sidewalk. The Design Guide also suggests a 2.1 metre 'Constrained Limit' and 2.4 metre 'Desired Width' for commercial streets and that sidewalk widths should be increased in areas of high pedestrian activity. Many sidewalks in the study area do not meet the 'Constrained Limit' widths in the Design Guide. In particular, Lonsdale Avenue and Westview Drive are uncomfortable as they do not meet these width guidelines and do not have a buffer between motor vehicle traffic.

Other factors that influence pedestrian comfort include the presence of street trees, as street trees can help reduce exposure to sun and can help reduce urban heat island impacts. Sidewalk condition is also an important factor, as sidewalks that are clear, smooth, and free of debris or obstacles are more comfortable and allow mobility for people of all abilities.



SIDEWALK ANALYSIS

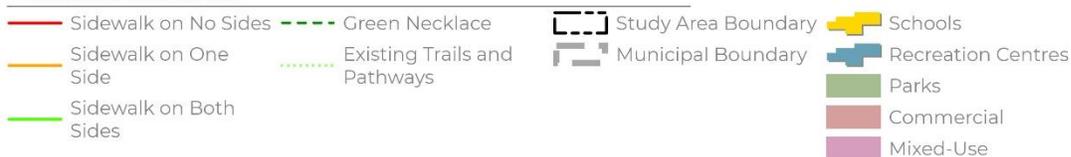


Figure 8: Existing Sidewalk Network

2.2.7 ACTIVE MOBILITY FACILITIES

Active mobility facilities accommodate people cycling and other wheeled users. There are some active transportation facilities within and adjacent to the study area, as shown in **Figure 9**. This includes a Neighbourhood Bikeway with pavement marking and signage along Jones Avenue between West 28th Street and Highway 1, including the Jones Avenue overpass as well as informal trails and pathways within Tempe Heights Park. There are also protected bicycle lanes on East 29th Street between Tempe Crescent and Lynn Valley Road.



EXISTING CYCLING FACILITIES

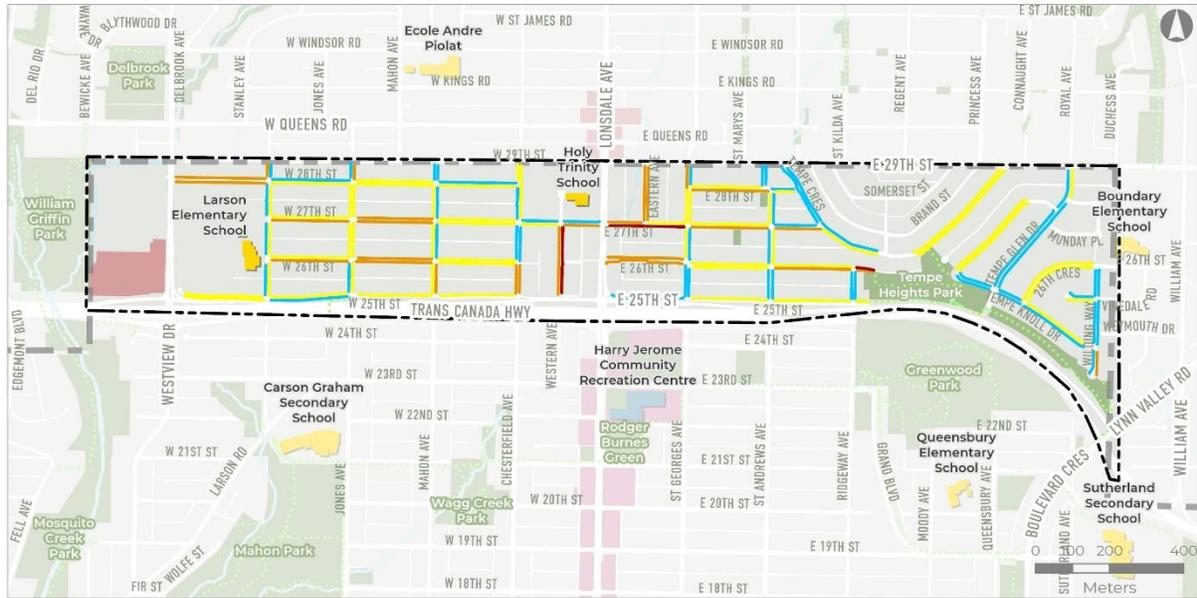
- | | | | |
|-------------------------------------|------------------------------|---------------------|--------------------|
| Uni-Directional Protected Bike Lane | Green Necklace | Study Area Boundary | Schools |
| Bi-Directional Protected Bike Lane | Existing Trails and Pathways | Municipal Boundary | Recreation Centres |
| Painted Bike Lane | | | Parks |
| Buffered Bike Lane | | | Commercial |
| Neighbourhood Bikeway | | | Mixed-Use |

Figure 9: Existing Active Mobility Facilities

2.2.8 PARKING, LOADING, AND ACCESS

On-street parking is available for most streets within the study area. A project utilization survey was conducted in May 22 for six hours during a typical weekday. The utilization survey included overnight parking (6:00-7:00am), AM peak parking (7:00-9:00am), mid-day parking (12:00-1:00pm), and PM peak parking (5:00-6:00pm). Detailed parking utilization maps are shown in **Appendix D**.

Figure 10 shows the average parking utilization throughout the six hours count period. In general, there is sufficient parking on average on most streets within the study area, with many streets being less than 50% utilized on average throughout the day. Some locations with higher parking utilization (greater than 50% average utilization) include West 27th Street and West 26th Street between Larson Road and Mahon Avenue and between Lonsdale Avenue and Tempe Crescent or Ridgeway Avenue, as well as some north-south streets.

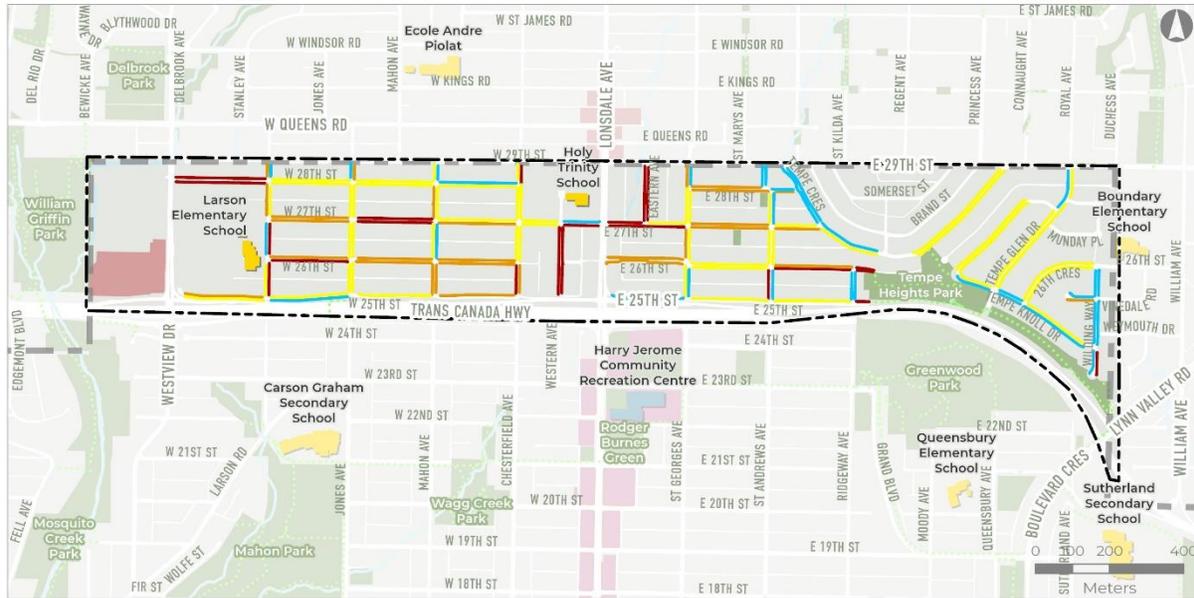


AVERAGE PARKING UTILIZATION



Figure 10: Average Parking Utilization

Figure 11 shows the maximum parking utilization, which refers to the highest occupancy percentage observed during the six hour count period. Many streets within the study area have a maximum parking utilization above 50%, with the highest utilization generally found on West 26th Street, West 27th Street Avenue, Larson Road, Mahon Avenue, Western Avenue, and Eastern Avenue. The highest maximum utilization generally occurred during the overnight period as well as in the AM peak period, particularly at locations near schools such as Larson Road, West 26th Street, and Western Avenue.



MAXIMUM PARKING UTILIZATION

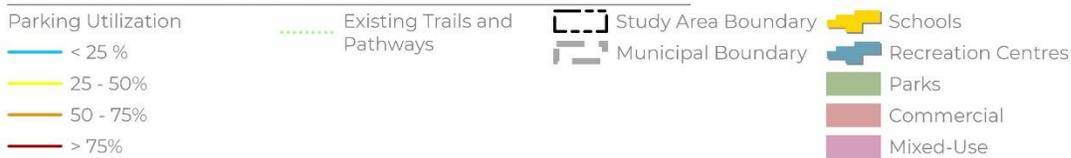


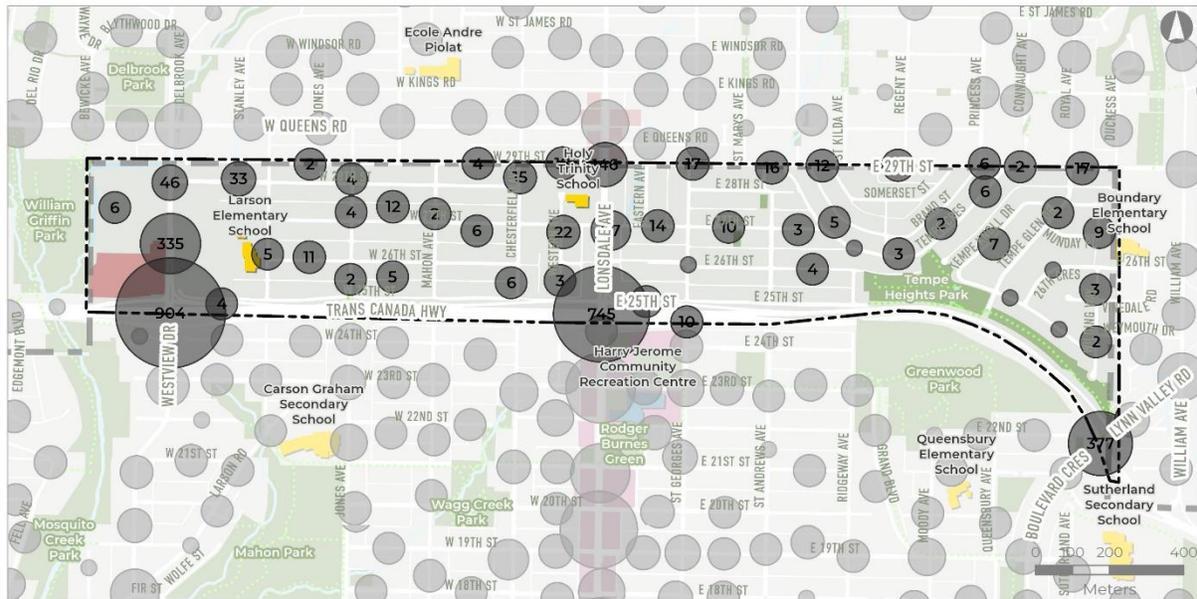
Figure 11: Maximum Parking Utilization

2.2.9 COLLISIONS

Figure 12 summarizes all reported collisions over a five-year period from 2016 to 2020 based on data provided by the Insurance Corporation of British Columbia (ICBC). The highest collision locations are Highway 1 at Westview Drive and Highway 1 at Lonsdale Avenue, with 904 and 745 reported collisions, respectively. Other high collision locations include Highway 1 at Lynn Valley Road (377 reported collisions), Westview Drive at Westview Shopping Centre (335 reported collisions), and Lonsdale Avenue at West 29th Street (146 reported collisions). Within the neighbourhood, most locations along residential streets had relatively few reported collisions, although there are number of locations along residential street with at least 10 collisions over this period, or the equivalent of at least 2 reported collisions on average per year, including:

- West 28th Street between Westview Drive and Larson Road (33 reported collisions between 2016 and 2020);
- West 27th Street at Western Avenue (22);
- West 28th Street at Chesterfield Avenue (15);
- East 27th Street between Lonsdale Avenue and St Georges Avenue (14);
- West 27th Street between Jones Avenue and Mahon Avenue (12);
- West 26th Street between Larson Road and Jones Avenue (11);
- East 27th Street between St. Georges Avenue and St. Andrews Avenue (10);

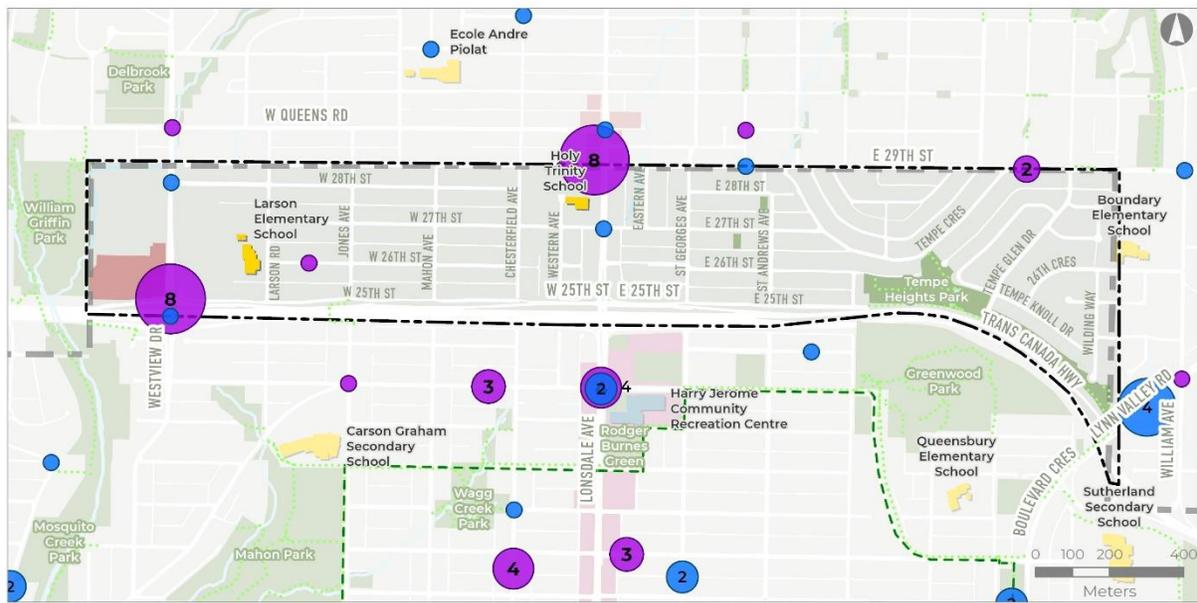
Figure 13 highlights reported pedestrian and cyclist collisions over a five-year period from 2016 to 2020 based on data provided by ICBC. Most collisions involving a pedestrian occurred at the intersection of Lonsdale Avenue and East/West 29th Street, and the intersection of Highway 1 and Westview Drive. There were also two pedestrian collisions at the intersection of East 29th Street and Connaught Avenue. There have only been three collisions involving cyclists reported in the study area: one at the intersection of Highway 1 and Westview Drive, one at West 28th Street and Westview Drive, and one along East 29th Street between St. Georges Avenue and St. Andrews Avenue.



ALL COLLISIONS

- All Collisions
- Existing Trails and Pathways
- Study Area Boundary
- Municipal Boundary
- Schools
- Recreation Centres
- Parks
- Commercial
- Mixed-Use

Figure 12: Reported Motor Vehicle Collisions



PEDESTRIAN AND CYCLIST COLLISIONS

- Collisions Involving Pedestrians
- Collisions Involving Cyclists
- Green Necklace
- Existing Trails and Pathways
- Study Area Boundary
- Municipal Boundary
- Schools
- Recreation Centres
- Parks
- Commercial
- Mixed-Use

Figure 13: Pedestrian and Cyclist Collisions

3.0 ROUND ONE COMMUNITY ENGAGEMENT

3.1 WHAT WE DID

The first phase of engagement took place in February, 2022 and sought to introduce the project to the community and stakeholders and gather input on their experiences and needs in the Westview and Tempe neighbourhoods. This information was used to better understand what matters to the public by highlighting any concerns or opportunities in this area. The input shared supported the development of options for a preferred route that considers the local neighbourhood context and provides a greenway that is safe, comfortable, and accessible for all.

The City asked for feedback and a level of community support on the following topics:

1. How do you enjoy spending time in the Westview and Tempe neighbourhoods?
2. What do you appreciate most about these areas?
3. What is important when choosing a greenway route?
4. Are there any neighbourhood issues, concerns, or challenges to help us develop greenway options and offer possible solutions?

The engagement process involved an online survey, an online mapping tool, and quick polling. The project webpage was launched in February, 2022 and received over 2,400 visits. The online survey was open between February 1st and February 25th, 2022 and received 925 responses. The mapping portion was completed through an interactive tool, and participants were asked where they visited and what their favourite locations in the study area were. In total, the map received 174 pins. There was also a quick poll that asked participants what they appreciated most about the Westview and Tempe neighbourhoods. A total of 97 people responded to the quick poll.

A more detailed summary of the first phase of engagement is provided in **Appendix A**.

3.2 WHAT WE HEARD

Who We Heard From

Survey respondents indicated that their most common connections for the neighbourhoods are that they live in the area (59%), pass through the area (55%), and visit parks in the area. (53%). The majority of respondents indicated that they spend time daily in these neighbourhoods (51%), with the second most common response being weekly (29%).

How Respondents Spend Time in the Westview and Tempe Neighbourhoods

The most common ways that respondents spend time in the Westview and Tempe neighbourhoods is: walking or running (75%), visiting parks (55%), and visiting local businesses (51%).

Priorities: What is Most Appreciated about the Westview and Tempe Neighbourhoods/Most Important Priorities in Choosing A Route

The most appreciated features within the Westview and Tempe neighbourhoods include: greenery, trees, and access to nature (76%); being close to food, shops, and services (54%); and access to recreational facilities (35%).



When asked what was most important when choosing a route when walking or rolling between Westview Shopping Centre and Lynn Valley Road, survey respondents indicated that the following were most important to them: it feels safe/minimizes risk from vehicle traffic (85%), it provides a pleasant experience for recreation/and or getting around (76%), and it connects to other greenways or bike routes (66%).

Neighbourhood Issues, Concerns, and Challenges Identified

The following indicate the top themes in order of frequency in the survey responses by neighbourhood, as well as general themes:

Generally:

- Concerns about safety (generally and at specific locations such as Lonsdale, crossing the Highway, Westview Drive, Jones Overpass and on Queens Road);
- Desired greenway features (including prioritizing greenery and greenspace, more dog walking areas and doggie bins, lighting, garbage cans, wider sidewalks and more seating, signage and washrooms) ;
- Concerns about traffic (highway noise, congestion, speeds, traffic and safety, and maintaining traffic flow); and
- Desire to separate users (users from traffic, and pedestrians from bikes).

Tempe

- Safety (generally in terms of crime and break-ins and prioritizing safety for all users, and at specific locations such as Lonsdale, crossing the highway, 29th Street and Westview Drive);
- Concerns over potential changes in the community due to the greenway (increased visitors, loss of privacy, noise);
- Desire to protect greenery, natural environment;
- Preserve parking; and
- Ensure greenway is well connected (to community centres, Green Necklace/other cycling connections, Lynn Valley and local parks).

Westview

- Concerns about traffic (congestion, noise, speeds, those using area to bypass other routes);
- Concerns about safety (at specific locations such as Lonsdale, crossing the highway, Westview Drive and Jones Overpass);
- Prioritize schools and students;
- Preserve parking; and
- Ensure greenway is well connected (to Westview, Lynn Valley, community centres).

Other Neighbourhoods

- Concerns about safety (at specific locations such as Lonsdale, crossing the highway, as well as generally and for all users);
- Ensure greenway is well connected (to Green Necklace, local parks, Edgemont, Westview, Lynn Valley);
- Desire to separate users (from traffic, and all user types);
- Concerns about traffic (speeds, traffic calming needed, noise, maintain traffic flow); and
- Separate the route from the highway (noise, air pollution, safety).
- Prioritize accessibility

4.0 VISION, THEMES, AND CORRIDOR OPTIONS

The community raised a number of issues, opportunities, and design considerations in the first round of engagement that helped the project team develop a vision, identify community priorities, focus efforts on important themes.

The top sentiments from the first phase of engagement generally focused around four key themes:

- **Concerns about safety:** Seeking improvements to crossings at major streets, safe space provision for all modes, and perceptions that greenways could increase crime.
- **Desired greenway features:** Seeking more green spaces, dog walking space and amenities, lighting, public realm improvements including wider sidewalks and more seating, safety and wayfinding signage, and public washrooms.
- **Concerns about traffic:** Identification of disruptive noise from the highway, traffic congestion and speeding issues, a need for targeted traffic calming to address traffic short cuts, and a desire to ensure vehicle traffic flow is not unduly impacted.
- **Separation of users:** Desire to see separation of active modes from vehicle traffic, separation between people walking, rolling, and cycling, and wide enough paths to comfortably and safely accommodate all users regardless of mode of choice.

Based on this input, the project team developed a draft vision, summarized community priorities, and developed design approaches and routes options, as summarized below.

4.1 VISION

Informed by what we heard from during the first phase of engagement, the project team developed the following draft vision statement for the Upper Levels Greenway.

“The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes.”

The project team confirmed this vision with the public during the second round of engagement. This vision statement will continue to guide the design choices we make through the project development process.



4.2 COMMUNITY PRIORITIES

Based on feedback from the first round of community engagement, the project team developed four community priorities that align with the themes voices by the community. These priority areas were used to assess the various options across the four different neighbourhood zones. The priorities are:



Safety

The option feels safe and minimizes risk from vehicle traffic for people of all ages and abilities. The Safety criterion considers traffic volumes and speeds, comfort for people walking and cycling, and street lighting levels.



Connection

The option connects to other greenways, routes and places people want to go. The Connection criterion considers route directness along the corridor, access to nature, access to destinations like businesses and schools, and overall connections to the broader mobility network in the City.



Experience

The option provides a pleasant and comfortable experience for recreation and/or getting around. The Experience criterion considers topography, environmental noise, and accessibility for people of all ages and abilities.



Features

The option provides opportunities to emphasize and incorporate natural features and community amenities. The Features criterion considers existing amenities and places of interest, views to celebrate, placemaking potential along the route, and how the greenway could fit with the neighbourhood character.

The project team also heard concerns around impacts to parking, privacy, and the potential for noise. These impacts were considered along with additional criteria such as known technical constraints to develop route options.

4.3 POTENTIAL DESIGN APPROACHES

In order to respond to the different neighbourhood zones and design challenges, it is recognized that the greenway may take different forms along the corridor. Four main infrastructure design approaches were developed to reflect the various possibilities that could be considered for the design of the greenway, as summarized in **Table 1**.

Table 1: Design Approaches

DESIGN APPROACH	DESCRIPTION	EXAMPLE
<p>Multi-Use Pathway</p>	<p>Off-street pathways are physically separated from motor vehicle traffic and can be shared by people using active modes including walking, cycling, skateboarding, scootering, and in-line skating.</p> <p>They typically carry two-way active transportation modes on one side of the street or through a park.</p>	
<p>Wide Sidewalk & Protected Bicycle Lane</p>	<p>Separated bicycle and pedestrian facilities are similar to multi-use pathways. However, the key difference is that people cycling, skating, or scootering are separated from pedestrians by a painted line or other physical barrier treatments.</p> <p>The facilities can be one-way on both sides of a road or a two-way facility on one side of the street.</p>	

DESIGN APPROACH	DESCRIPTION	EXAMPLE
<p>Wide Sidewalk & Local Street Bikeway</p>	<p>Local street bikeways are streets with low motor vehicle volumes and speeds, often with traffic calming treatments, that are comfortable for people cycling to share the road with motor vehicles.</p> <p>Local streets can provide an enjoyable and comfortable walking and cycling experience through separation of modes and slowing of vehicle traffic.</p>	
<p>Natural Surface Pathway*</p>	<p>Natural surface pathways are off-street pathways through under-developed areas such as parks. They can use gravel or other natural materials as a cost-effective alternative.</p> <p>The facilities are typically two-way for active transportation modes, and can be on one side of the street or through a park.</p>	

** Natural surface pathways are not appropriate to deliver a fully accessible All Ages and Abilities facility. This design approach would only be considered appropriate if an accessible pathway is not achievable due to other constraints.*

Each of these design approaches has benefits and constraints, primarily related to:

- How much separation there is to protect different users;
- How much right-of-way is required to achieve the design and what parking impacts or other encroachment removals may be needed; and
- How accessible the design could be for people of all ages and abilities.

These benefits, constraints, and impacts of each design approach are discussed more in the following section.

4.4 DESIGN APPROACHES: BENEFITS, CONSTRAINTS, AND IMPACTS

Each of these design approaches discussed above has benefits and constraints, primarily related to:

- How much separation there is to protect different users;
- How much right-of-way is required to achieve the design and what parking impacts or other encroachment removals may be needed; and
- How accessible the design could be for people of all ages and abilities.

These benefits, constraints, and impacts of each design approach are discussed more in **Table 2**.

Table 2: Benefits, Constraints, and Impacts

	MULTI-USE PATHWAY	WIDE SIDEWALK & PROTECTED BIKE LANE	WIDE SIDEWALK & LOCAL STREET BIKEWAY	NATURAL SURFACE PATHWAY
Benefits	<ul style="list-style-type: none"> • Suitable for people of all ages and abilities. • People walking, wheeling, or rolling are physically separated from traffic. • Requires less space than wider sidewalks and protected bicycle lanes side by side. • Can be adapted and adjusted to a park setting (width, lighting, etc.) 	<ul style="list-style-type: none"> • Suitable for people of all ages and abilities. • People walking, wheeling, or rolling are physically separated from traffic. • People cycling are physically separated from other active users. This creates a more comfortable environment and minimizes the potential safety conflicts between people walking and faster-moving users. • May be more attractive to people cycling for commuter purposes than a multi-use pathway 	<ul style="list-style-type: none"> • Suitable for people of all ages and abilities. • People cycling on the street are separated from people walking on the sidewalk. • Does not require additional space for dedicated infrastructure. • Slow the speed down on the street leading to increased safety for all users. May be more attractive to people cycling for commuter purposes than a multi-use pathway. 	<ul style="list-style-type: none"> • Appropriate for environmentally sensitive areas. • More cost-effective. • May allows for future improvements such as paving if desired. • Maintains the natural look and feel of natural settings such as a park or forested area.
Constraints	<ul style="list-style-type: none"> • There is a mix of users and speeds travelling in both directions, which creates 	<ul style="list-style-type: none"> • Requires more space than multi-use pathways or local street bikeways 	<ul style="list-style-type: none"> • People cycling share the road with motor vehicles with no physical separation. 	<ul style="list-style-type: none"> • Not considered appropriate for all ages and abilities.



	<p>potential for conflicts and may be a less comfortable environment for some.</p> <ul style="list-style-type: none"> • May be less attractive to people cycling for commuter purposes 		<p>This may not feel comfortable for less confident or experienced cyclists</p> <ul style="list-style-type: none"> • Less intuitive for cyclists and drivers than designated facilities with clear space allocated to each user. 	<ul style="list-style-type: none"> • Gravel pathways are inaccessible for certain user groups, including skateboarders and in-line skaters. • Gravel pathways may also be more difficult to navigate for people cycling and people using mobility devices.
Impacts	<ul style="list-style-type: none"> • On-street parking is typically impacted. • Encroachments within the City right-of way may need to be removed. • Tree removal may be required to accommodate paving and path widening. • Limited impacts to traffic operations 	<ul style="list-style-type: none"> • On-street parking is typically impacted. Impacts may be more significant than a multi-use pathway due to the space required. • Encroachments within the City right-of way may need to be removed. • Tree removal may be required to accommodate paving and path widening. • Limited impacts to traffic operations. 	<ul style="list-style-type: none"> • Limited impacts to on-street parking. • Traffic calming and/or diversion may be required to reduce traffic speeds and volumes, which may have impacts on vehicle access and circulation. 	<ul style="list-style-type: none"> • Limited impacts in natural spaces, however slope stabilization and tree removal may be required depending on the ground conditions

4.5 ROUTE OPTIONS

The project team developed three different route options, referred to as the Orange, Blue, and Purple routes, respectively. Each route travels through the four zones outlined in **Section 2.2.2** of this report. The three routes are described and shown below. Each option has a different set of defining characteristics, design opportunities (shown as white icons in the figures), and design constraints (shown as black icons in the figures). Each of the constraints noted is something that could be addressed through design.

The Orange route is shown in **Figure 14**, and is the northernmost alignment that generally runs along West 27th Street. This option provides a direct east-west connection through the Westview and Tempe neighbourhoods and provides a direct connection to both Larson Elementary School and Holy Trinity Elementary School. This option crosses Lonsdale at the existing signalized intersection at 27th Street. At the west end, this option has a jog north to West 28th Street to provide a connection at the existing signalized intersection Westview Drive, which would allow connections beyond the study area to Westview Shopping Centre, Delbrook Community Recreation Centre, and William Griffin Park, among others. At the east end, this option would travel around the north end east edge of Tempe Heights Park and along Tempe Knoll Drive, although this would present challenges in terms of grades, accessibility, and tree retention. Although this option is direct and provides direct connections to many destinations, it also has the steepest topography of all the options as well as the highest motor vehicle volumes, particularly between Chesterfield Avenue and St. George's Avenue.

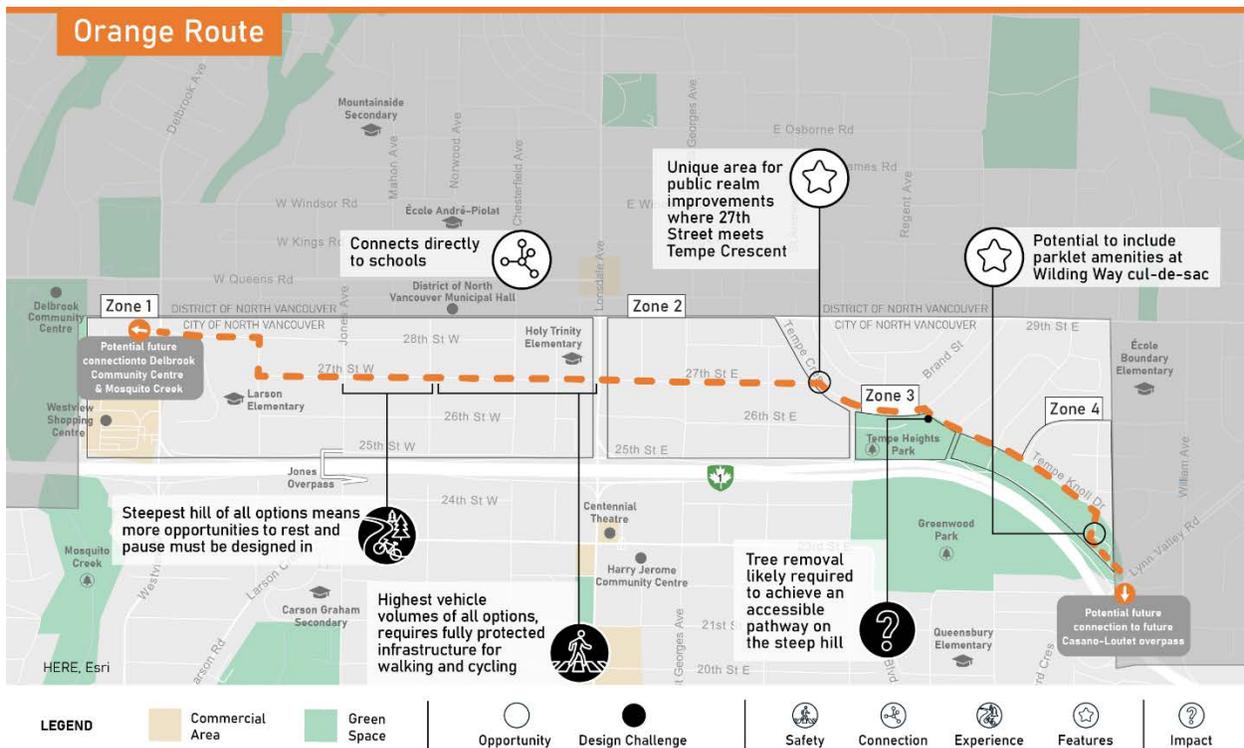


Figure 14: Orange Route Option

The Blue route is shown in **Figure 15**, and is the most central alignment that generally runs along West 26th Street. This option provides a less direct east-west connection through the Westview and Tempe neighbourhoods, but was designed to provide a connection to both Larson Elementary School and Holy Trinity Elementary School, while avoiding some of the topography and traffic volume challenges of the Orange route as noted above. This option would cross Lonsdale at 26th Street and would require a new pedestrian and cyclist activated signal, which would require further discussions with the Ministry of Transportation & Infrastructure. This connection at 26th Street would also leverage a planned right-of-way that is being provided through a new development on the west leg of this intersection. At the west end, this option has a jog south to West 25th Street to provide a connection at the existing signalized intersection Westview Drive and Highway 1, although further discussions would be required with the Ministry of Transportation & Infrastructure regarding intersection improvements at this location. At the east end, this option would travel into Tempe Heights Park through East 26th Street and an existing laneway extending partially into the park, although this would present challenges in terms of grades, accessibility, and tree retention.

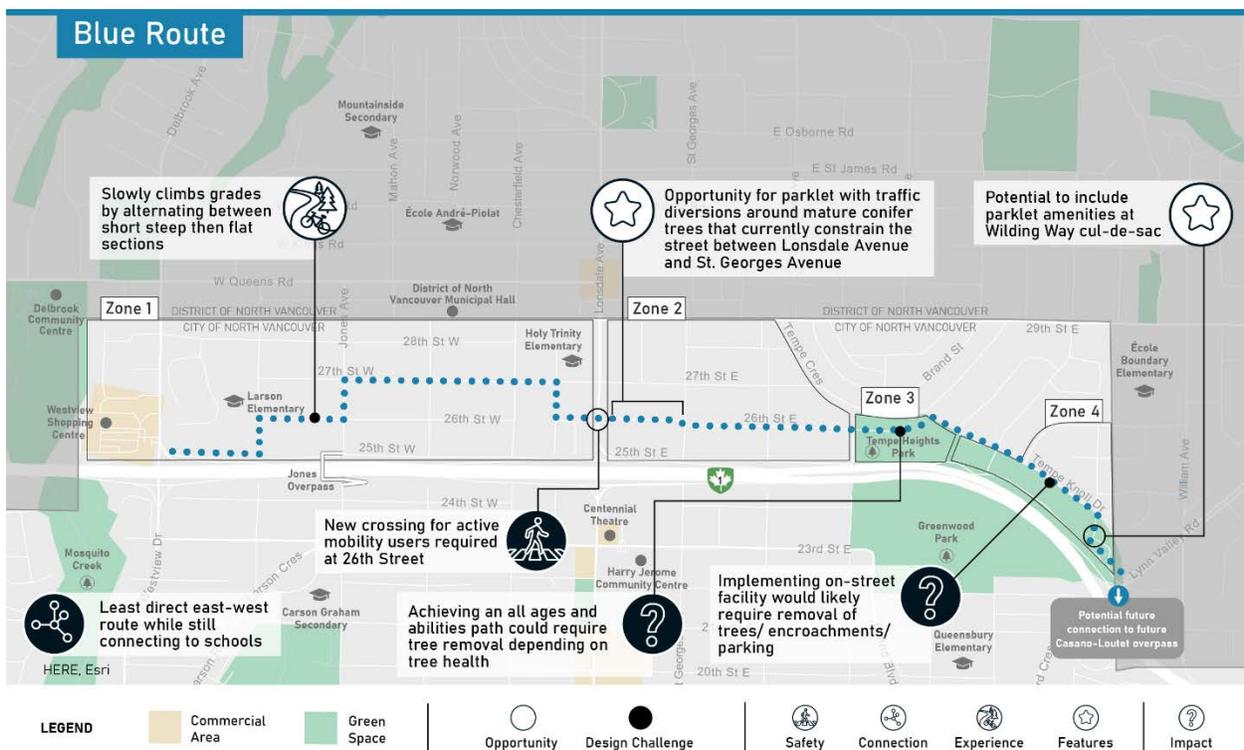


Figure 15: Blue Route Option

The Purple route is shown in **Figure 16**, and is the southernmost alignment that runs along West 25th Street. This option provides the most direct east-west connection through the Westview and Tempe neighbourhoods and has the gentlest grades of the three options. However, this route option does not connect directly to the schools in the study area, and experiences high noise levels as it runs directly adjacent to Highway 1. This option would cross Lonsdale at 25th Street and would involve intersection improvements at this location, which would require further discussions with the Ministry of Transportation & Infrastructure. At the west end, this option connects to the existing signaled intersection Westview Drive and Highway 1, although further discussions would be required with the Ministry of Transportation & Infrastructure regarding intersection improvements at this location. At the east end, this option would travel into Tempe Heights Park through East 25th Street, although this is within the jurisdiction of the Ministry of Transportation & Infrastructure and would likely have significant feasibility challenges such as significant re-grading and tree removal.

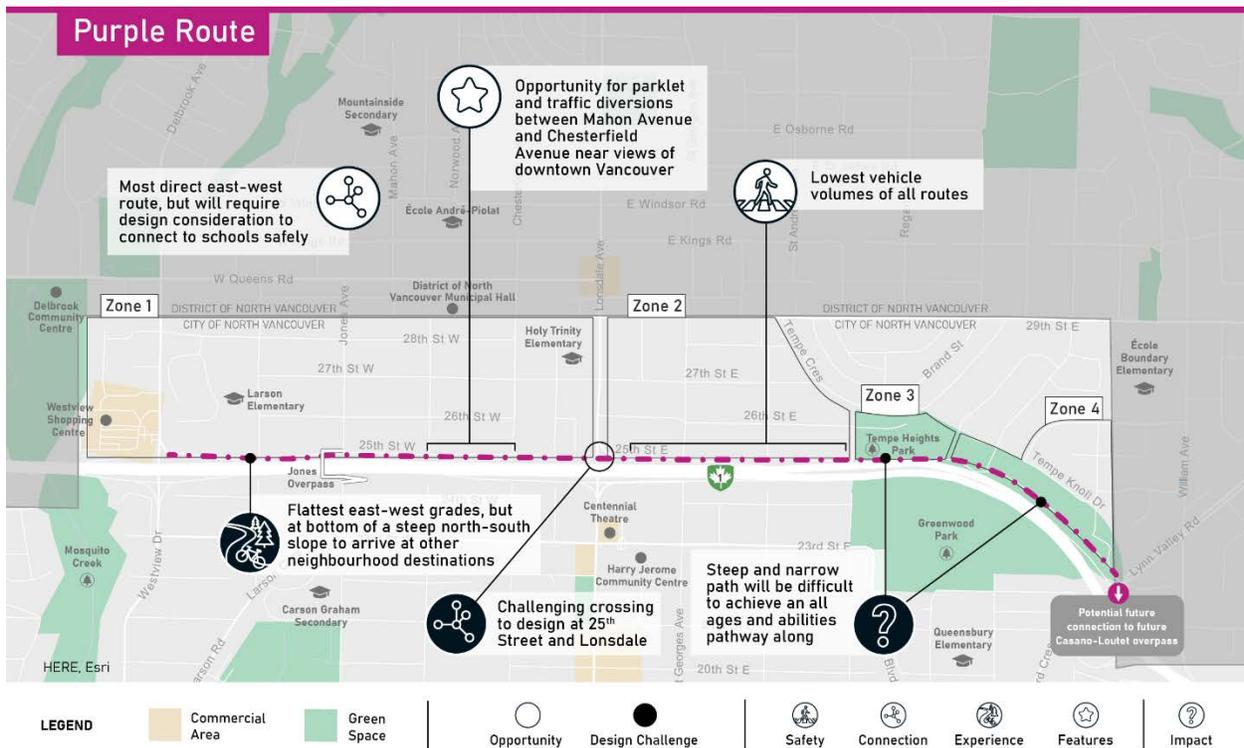


Figure 16: Purple Route Option

5.0 ROUND TWO COMMUNITY ENGAGEMENT

5.1 WHAT WE DID

The second phase of engagement sought to share what was heard in the Phase 1 engagement, present the vision and routing options for the greenway as described above, and present different design options for feedback. Feedback from the second phase of engagement will be used along with technical analysis to help select a preferred alignment.

The engagement process involved an online survey, several pop-up events, and feedback collected at an open house through open house boards and written responses hung on an 'engagement tree'.

On the online survey, respondents were asked questions on the following topics:

1. How well each of four design approaches reflects community priorities of safety and experience.
2. How well each of three route options reflects community priorities of safety, connection, experience, and features.
3. What participants like about each route.
4. What participants do not like about each route.
5. To rank the three routes in order of preference.
6. To indicate why they had ranked the routes in that order of preference.
7. How participants saw themselves primarily using the Upper Levels Greenway once complete.

The survey was open between April 27th and May 20th, 2022 and received 842 responses. Approximately 55 people attended an Open House at Larson Elementary School on May 10th, 2022. Approximately 55 people also attended one of two pop-up engagement sessions held on May 7th, 2022 at City Fest and on May 14th, 2022 on Grand Boulevard, respectively.

A more detailed summary of the first phase of engagement is provided in **Appendix B**.

5.2 WHAT WE HEARD

Support for Upper Levels Greenway Draft Vision

A majority of survey respondents expressed support for the draft vision for the Upper Levels Greenway, with 80% indicating that they were strongly or somewhat in support. 14% of survey respondents indicated that they strongly or somewhat opposed the draft vision. The main reasons for lack of support were concern over negative effects to local neighbourhoods, costs, and a lack of need.

Design Approaches

When asked about how well four different potential design approaches each reflected community priorities of Safety and Experience, survey respondents indicated they perceived the wide sidewalk and protected bicycle design as the safest, followed by the multi-use pathway design. Respondents indicated that the multi-use pathway design best reflected the experience priority, closely followed by the natural surface design.

At the open houses, participants provided comments on which of the four design approaches they would be most likely to walk, cycle or roll on and why.



- The most popular option was the Multi-Use Pathway. Comments included support for separating users, especially cyclists and drivers.
- The second most popular option was the Protected Bicycle Lane. Participants cited the separation between cyclists and vehicles and cyclists and pedestrians, and the perception that this option is safer for children.
- The third most popular option was the Local Street Bikeway. Comments noted the lack of user separation, loss of parking, and the need for additional traffic calming.
- The least most popular option was the Natural Surface Pathway. Participants noted that this option felt more natural and reflected the North Vancouver community; however, it was acknowledged that this design approach would not be fully accessible.

Preferred Route

When asked which route they preferred, participants selected the Purple route most often, followed by the Orange and Blue route, respectively. This order of ranking was consistent both on the survey responses as well as in the open house feedback responses.

What Participants Liked and Disliked About Different Design Options

In responding to what they liked about different design options, survey respondents most often expressed the importance of separation of users. There was also a clear theme that emerged around support for the natural pathway, with a smaller countertheme expressed around support for the paved pathway.

Responding to what they did not like about different design options, survey respondents most often expressed safety concerns about shared use. Impacts to the local neighbourhood, and safety concerns (beyond those raised by shared use).

Purple Route

Survey participants indicated that the priorities best reflected by the Purple route are safety and connection.

Survey respondents most liked the convenience and safety of this route. Open house participants indicated more connections, fewer changes in elevation and being more scenic were what they most liked about this route.

As far as what was most disliked about the Purple route, top themes in the survey responses included proximity to the highway, and concerns about the comfort and accessibility of this route. In the open house feedback, participants also provided suggestions for additional areas to which the route could connect beyond the study area and City boundary.

Orange Route

Participants indicated that the priorities best reflected by the Orange route best are connection and safety.

Survey responses most liked local connections, route alignment, and safety of this route. Open house responses were closely aligned with this feedback, with participants indicating that connectivity and route alignment as what was most liked about this route, adding that it is a wide route with fewer elevation changes.



As far as what was most disliked about the Orange route, top themes in the survey responses included proximity to traffic, impacts to the neighbourhood, as well as fewer connections, and environmental considerations. In the open house feedback, loss of parking and concerns about the steep hill near Tempe Heights were factors that participants indicated they disliked about this route.

Blue Route

Participants indicated that the connections best reflected by the blue route best are safety and connection.

Survey responses indicated that practicality and better connection were what was most liked about this route.

As far as what was most disliked about the Blue route, top themes from survey responses included that it is less direct/convenient and expressed concerns about traffic and safety, including the relatively high traffic volumes on West 27th Street between Chesterfield Avenue and Lonsdale Avenue. These themes were echoed in the open house feedback along with concern about the steep hill from Tempe Heights on 27th street, and light pollution.

Likelihood of Using the new Upper Levels Greenway

68% percent of survey respondents indicated that they were likely to walk, cycle and/or roll more often or much more often in this area, after the new greenway is complete.



6.0 OPTIONS EVALUATION

6.1 MULTI-CRITERIA EVALUATION FRAMEWORK

The study compared the different routes against each other using a multi-criteria evaluation framework that reflected the four Community Priorities identified in **Section 4.2** for each of the three design options and across the various priority categories to determine what is most feasible across each route, and to identify what types of design choices may be appropriate to address both opportunities and constraints.

Each option was assessed based on a range of criteria for each Community Priority, as summarized in **Table 3**.

A comparative evaluation was conducted on a spectrum to help assess the level of significance of the challenge or opportunity presented.



The routes were primarily assessed against the existing conditions along each option except in the case of placemaking, which was evaluated based on the future potential to incorporate park and public realm improvements.

A summary of the evaluation results is provided in **Table 4**. A more detailed evaluation summary is provided in **Appendix D**.

Table 3: Multi-Criteria Evaluation Framework

COMMUNITY PRIORITY	CRITERION	DESCRIPTION
Safety 	Traffic Volumes / Speeds	Degree to which each option creates a comfortable experience sharing the road with motor vehicles due to motor vehicle volumes and speeds
	Pedestrian / Cyclist Comfort	Degree to which each option is anticipated to improve safety and comfort for people walking and cycling
	Lighting	Degree to which option provides opportunities to improve lighting
Connection 	Directness	Degree to which each option provides direct east-west connections through the study area
	Access to Nature	Degree to which each option provides opportunities to access and connect with the natural environment and maintain natural features
	Access to Businesses/ Schools	Degree to which each option provides direct connections to key destinations such as schools and businesses
	Network Connectivity	Degree to which each option establishes or improves connections to existing and future active transportation facilities
Experience 	Noise	Degree to which each option minimizes impacts due to noise
	Accessibility	Degree to which each option considers universal accessibility
	Topography	Relative grades for each option
Features 	Placemaking Potential	Degree to which option has potential for placemaking opportunities
	Amenities	Degree to which each option creates opportunities for amenities such as benches, bicycle parking, and other features
	Places of Interest	Degree to which each option creates unique opportunities for places of interest along the corridor
	Views	Degree to which each option presents opportunities for views
	Character	Degree to which each option presents opportunities to improve the character of the corridor

Table 4: Summary of Evaluation Results

EVALUATION	ORANGE ROUTE	BLUE ROUTE	PURPLE ROUTE
SAFETY			
TRAFFIC VOLUMES / SPEEDS	Orange	Blue	Dark Blue
PEDESTRIAN / CYCLIST COMFORT	Orange	Orange	Blue
LIGHTING	Blue	Orange	Orange
CONNECTION			
DIRECTNESS	Blue	Orange	Dark Blue
ACCESS TO NATURE	Blue	Blue	Dark Blue
ACCESS TO BUSINESSES / SCHOOLS	Blue	Blue	Orange
NETWORK CONNECTIVITY	Blue	Blue	Blue
EXPERIENCE			
NOISE	Blue	Blue	Orange
ACCESSIBILITY	Blue	Orange	Orange
TOPOGRAPHY	Orange	Orange	Orange
FEATURES			
PLACEMAKING POTENTIAL	Blue	Blue	Blue
AMENITIES	Orange	Orange	Orange
PLACES OF INTEREST	Blue	Blue	Blue
VIEWS	Blue	Blue	Blue
CHARACTER	Blue	Blue	Blue

Legend:



6.2 SUMMARY OF TRADE-OFFS

Based on the results of the options analysis and the public input, there is no single option that is strongly preferred over the others when considering the full range of public priorities and technical constraints, recognizing there are trade-offs to consider with all route options. However, the following trade-offs and considerations include:

- Orange Route:** The Orange route provides a relatively direct east-west route, although it does have a jog at the west end to align with the signalized intersection at Westview and West 28th Street. This route provides direct connections to both Larson Elementary School and Holy Trinity Elementary School and makes use of the existing signalized intersection at Lonsdale Avenue and 27th Street. Although this option is direct and provides direct connections to many destinations, it also has the steepest topography of all the options as well as the highest motor vehicle volumes, particularly between Chesterfield Avenue and St. George’s Avenue. It was also the least preferred option based on feedback from the second round of community engagement.
- Blue Route:** The Blue route is the most central alignment that generally runs along West 26th Street. This option provides a less direct east-west connection through the Westview and Tempe neighbourhoods, but was designed to provide a connection to both Larson Elementary School and Holy Trinity Elementary School, while avoiding some of the topography and traffic

volume challenges of the Orange route as noted above, although the grades are still significant in some sections. This option would cross Lonsdale at 26th Street and would require a new pedestrian and cyclist activated signal, which would require further discussions with the Ministry of Transportation & Infrastructure.

- **Purple Route:** The Purple provides the most direct east-west connection through the Westview and Tempe neighbourhoods and has the most gentle grades of the three options. However, this route option does not connect directly to the schools in the study area, and experiences high noise levels as it runs directly adjacent to Highway 1. This option would cross Lonsdale at 25th Street and would involve intersection improvements at this location, which would require further discussions with the Ministry of Transportation & Infrastructure. This option was the most preferred based on feedback from the second round of community engagement.

7.0 CLOSING AND NEXT STEPS

While all three routes have advantages and disadvantages and there is no single option that is clearly preferred over the others, the findings of the technical analysis and the results of the community engagement signal that the Purple route is likely emerging as the preferred option to advance to the next phase of design. However, there remain several issues that will need to be further reviewed and considered before this alignment option can be confirmed including:

- **Confirming alignment options through Tempe Heights Park.** There are several potential alignment options that have been investigated at a high level. However, at this point the feasibility of each option requires confirmation. In addition, a portion of the potential Purple alignment through Tempe Heights Park is within Ministry of Transportation & Infrastructure right-of-way. The project team will be conducting further technical analysis including a topography survey, arborist assessment, review of forest management plans and requirements, review of grading, and exploration of jurisdictional implications, to confirm alignment options through the park.
- **Confirming feasibility of enhancements to the berm.** There are potential geotechnical and environmental considerations associated with the berm between Tempe Heights Park and Lynn Valley Road. The berm provides a noise buffer and visual separation between residents on Tempe Knoll Drive, but would require improvements to address grade and accessibility considerations. The project team will be conducting a geotechnical investigation to better understand what modifications to the berm are technically feasible while maintaining noise barrier functionality.
- **Confirming traffic impacts and jurisdictional issues.** If the Purple option is selected as the preferred alignment, intersection modifications will be required to the intersection of Lonsdale Avenue and West 25th Street, which is under the jurisdiction of the Ministry of Transportation & Infrastructure. Consideration for improvements to, and crossing of, Westview Drive will also require review with the Ministry of Transportation & Infrastructure. There have been several requests to the City from residents in Tempe and Westview to implement traffic calming. The project team will be exploring options for highway intersection improvements and will conduct technical analysis to confirm the traffic impacts of any potential changes along with further consultation with Ministry staff. Broader neighbourhood traffic calming opportunities and transportation access and circulation implications will be studied in relation to the greenway route and other safety improvements.

APPENDIX A:

PHASE 1 ENGAGEMENT SUMMARY REPORT

City of North Vancouver

Upper Levels Greenway

Online Engagement Summary, March 2022



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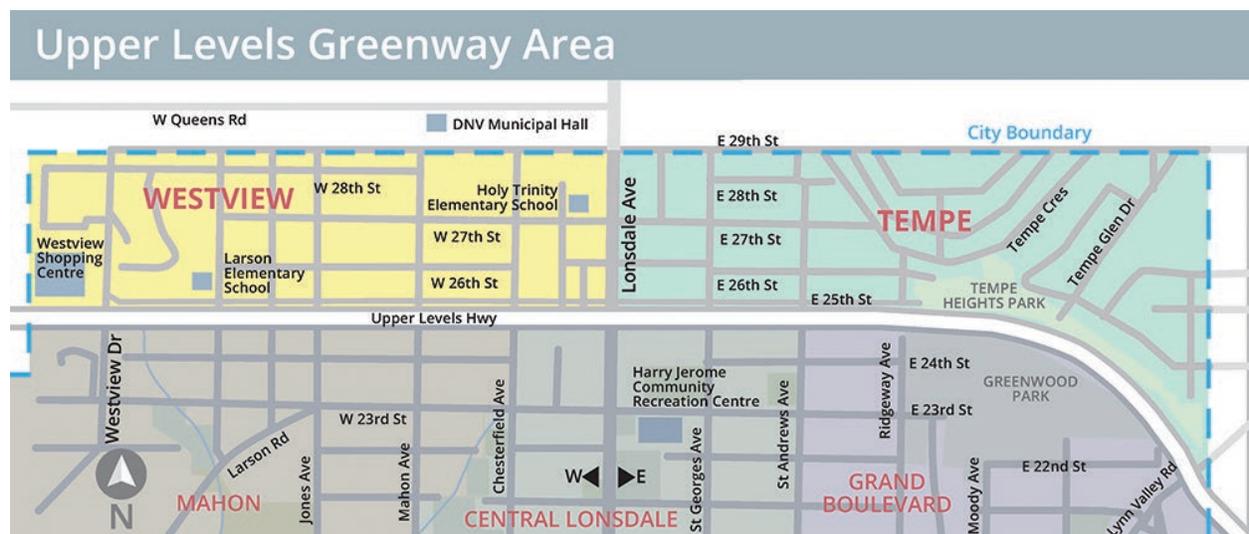
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Introduction and Overview

About the Project

The City of North Vancouver is beginning to plan and design a new greenway in the Westview and Tempe neighbourhoods, located north of Highway 1. The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members.

The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately 3km long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and destinations.



A preferred route or design has not yet been established and will be determined based on input from the community.

The Upper Levels Greenway was originally endorsed in the City's Parks and Greenways Strategic Plan in 2002. It has been prioritized in the current Council Strategic Plan and supports several key priorities including A Vibrant City, A Connected City and A City for People.

Project Timeline

Phase 1: Winter 2022

Introduce the project to the community and stakeholders. Gather input on their experiences and needs.

Phase 2: Spring 2022

Share what we heard in Phase 1. Present options for a preferred greenway route. Gather input on design options.

Phase 3: Summer 2022

Share what we heard in Phase 2. Present the final route. Gather feedback to inform detailed design.

Phase 4: Fall-Winter 2023

Share what we heard in Phase 3. Present detailed design. Make refinements based on community feedback.

Community Engagement

Purpose

This phase of engagement sought to understand the public's experience in the Westview and Tempe neighbourhoods. This information will be used to better understand what matters to the public by highlighting any concerns or opportunities in this area. The input shared will support the development of options for a preferred route that considers the local neighbourhood context and provides a greenway that is safe, comfortable, and accessible for all.

What We Asked

The City asked for feedback and a level of community support on the following topics:

1. How do you enjoy spending time in the Westview and Tempe neighbourhoods? What do you appreciate most about these areas?
2. What is important when choosing a greenway route?
3. Are there any neighbourhood issues, concerns, or challenges to help us develop greenway options and offer possible solutions?

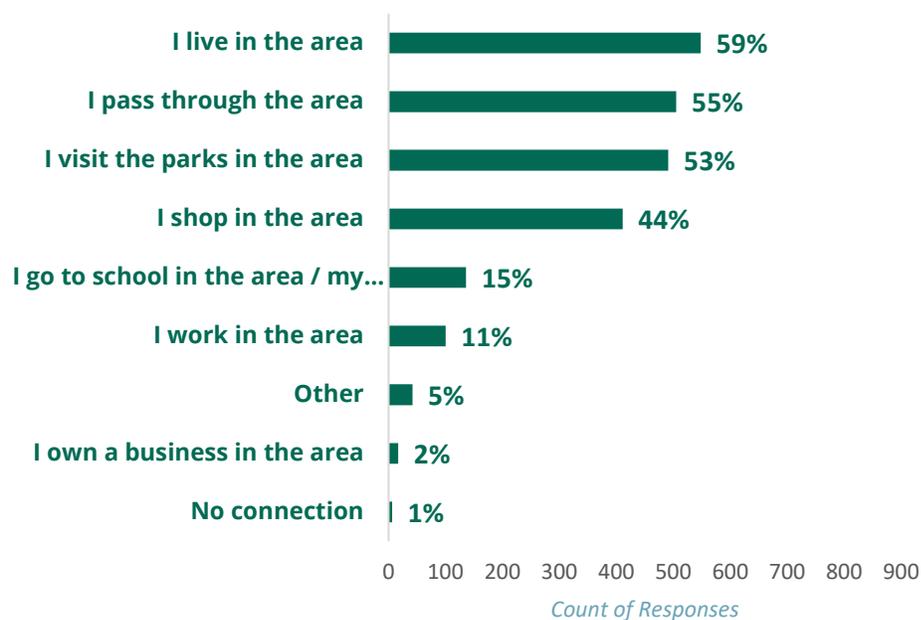
What Was Heard

Survey Results

The survey was open between February 1st and February 25th, 2022 and received 925 responses. It should be noted that not all respondents answered every question, as some questions were optional. Additionally, the views represented in the survey results reflect the priorities and concerns of the respondents only and may not be representative of the general public. Respondents elected to take the survey, and so their responses do not reflect a random sample.

While only the top themes have been included in this report, the City of North Vancouver has read and will consider all feedback. Survey responses include responses that were sent directly to the City of North Vancouver.

1. What is your connection to the Westview and Tempe neighbourhoods? (select all that apply)



Total responses: 925

The most common connections to the Westview and Tempe neighbourhoods include:

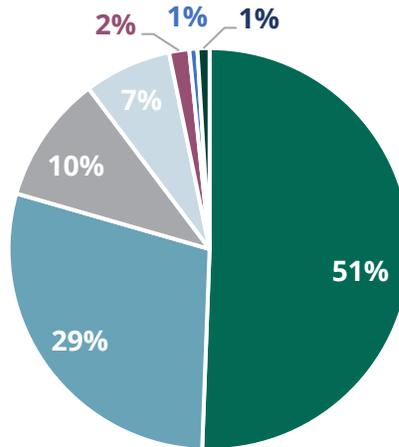
- Live in the area (548)
- Passing through the area (505)
- Visiting the parks in the area (491)

Forty-two respondents chose other. The main connections that emerged from these responses are:

- Live near the area or have family in the area (22 comments)

- Walk through the area (4 comments)
- Used to live in the area (4 comments)

2. How often do you spend time in the Westview and Tempe neighbourhoods?



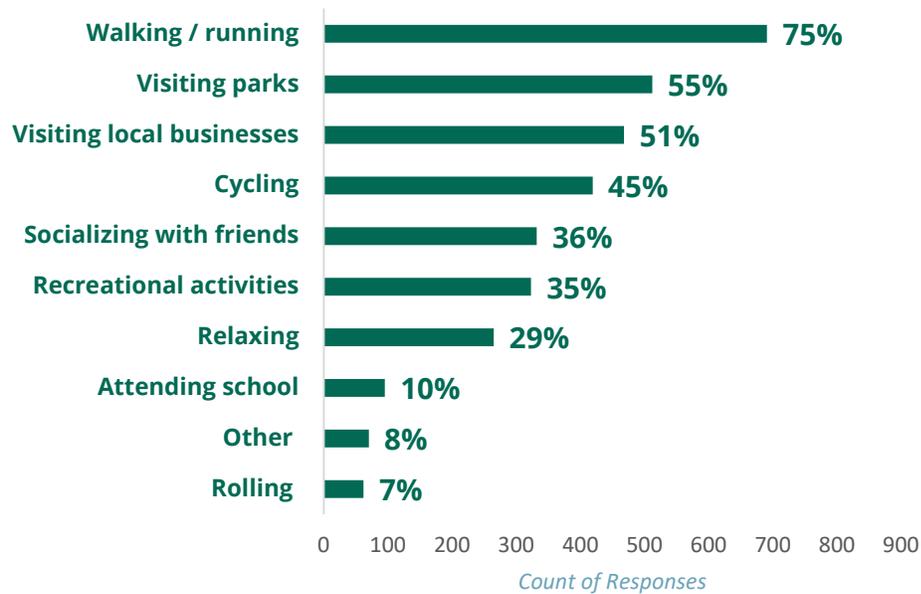
- Daily
- Weekly
- Monthly
- Every few months
- I've only visited the area a few times
- Never
- Other

Total responses: 925

Respondents most often spend time in the Westview and Tempe neighbourhood:

- Daily (468)
- Weekly (267)
- Monthly (95)

3. How do you enjoy spending time in Westview and Tempe neighbourhoods? (select all that apply)



Total Responses: 925

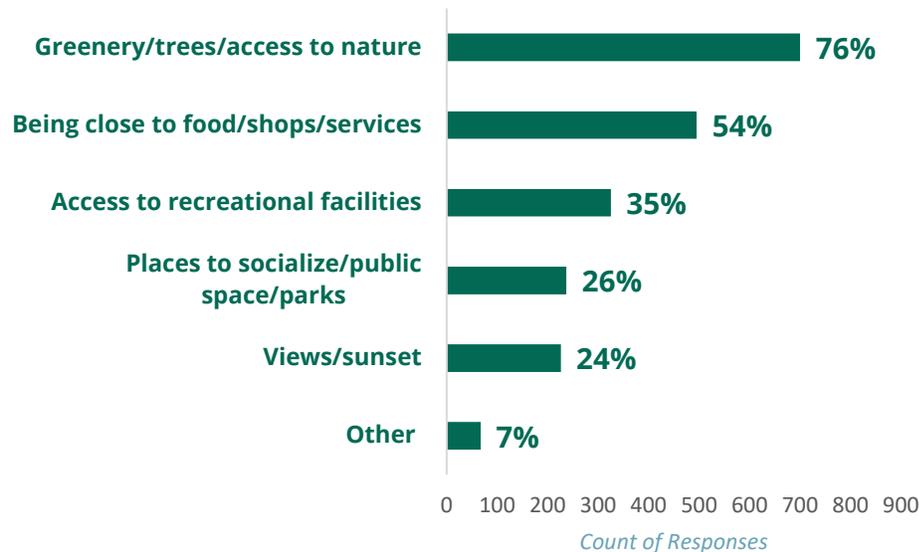
Based on the responses to the survey, the most common ways that respondents spend time in the Westview and Tempe neighbourhoods is:

- Walking or running (691)
- Visiting parks (512)
- Visiting local businesses (468)

Seventy respondents chose other. The additional main ways of spending time in these neighbourhoods are:

- Dog walking (18 comments)
- Live in the area (14 comments)
- Driving through the area (11 comments)
- Work in the area (7 comments)
- Shopping in the area (6 comments)

4. What do you appreciate most about the Westview and Tempe neighbourhoods? (select up to 3)



Total Responses: 925

The most appreciated features within the Westview and Tempe neighbourhoods include:

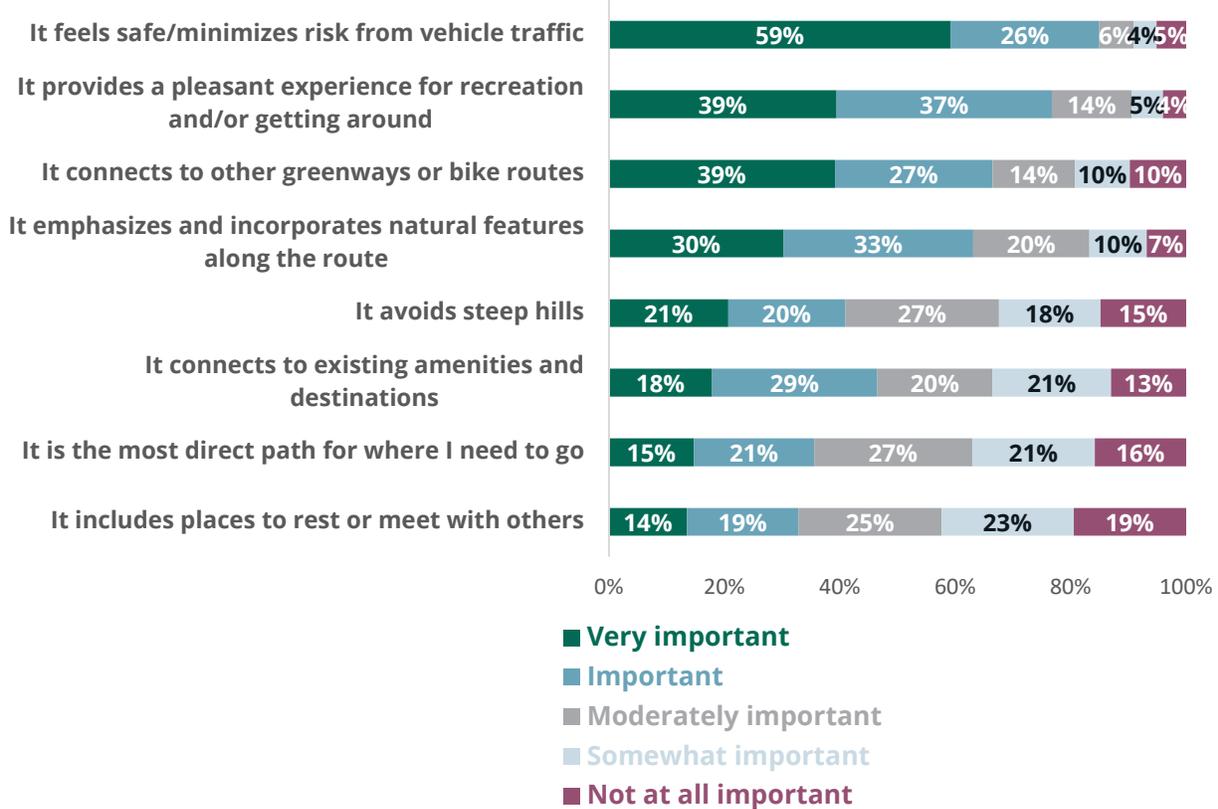
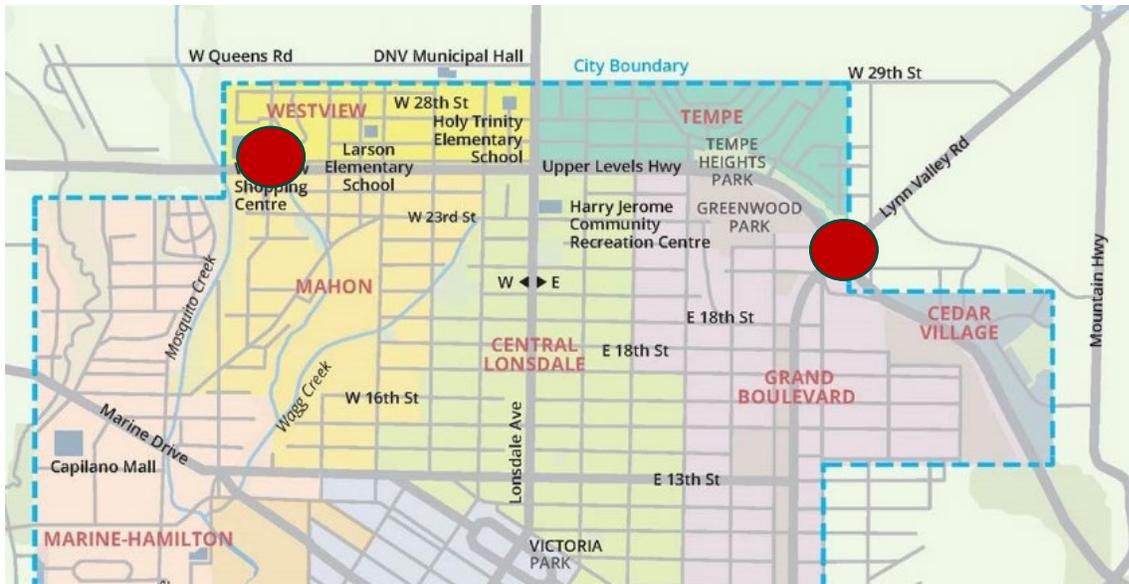
- Greenery, trees, and access to nature (700)
- Being close to food, shops, and services (495)
- Access to recreational facilities (325)

Sixty-seven respondents chose other. The most appreciated features that emerged from these responses are:

- Quiet atmosphere (14 comments)
- Easy to access other areas (8 comments)
- Existing active transportation opportunities (6 comments)
- The sense of community (5 comments)
- Nothing (5 comments)
- The privacy (5 comments)
- The proximity to outdoor recreation (5 comments)
- Access to the highway (5 comments)

5. If you were walking or rolling between the two red circles shown on the map, how important are the following when choosing your route?

Participants were shown the following map to reference:



Total Responses: 925

Respondents indicated that the most important features when choosing a route are:

- That it feels safe and has minimized the risks from vehicle traffic (786 indicated this was very important or important)

- That it provides a pleasant experience for recreation and/or getting around (710 indicated this was very important or important)
- That it connects to other greenways or bike routes (615 indicated this was very important or important)

6. We'd like to understand any neighbourhood issues, concerns or challenges to help us develop greenway options and offer possible solutions. What are some things we should know?

Participants provided 509 comments in response to this survey question. All comments were read and themed. Some comments included more than one sentiment or idea. In those cases, each sentiment was themed.

A cross-tabulation analysis was then conducted to highlight the top sentiments for each neighbourhood¹. While all sentiments have been reviewed by the City, only the most common themes for each neighbourhood are represented below. Singular sentiments for each theme have been omitted from this summary report.

General themes

A. Concerns about Safety (129 mentions):

- Safe crossing at Lonsdale (40) / Safe crossing at highway (19)
- Perceived potential safety issues from the greenway (crime, break-ins) (17)
- Safety concerns on Westview Drive (13)
- Prioritize safety for all users on the greenway (12)
- Safety concerns on Jones Overpass (9)
- Safety concerns at crosswalks / stop signs (15)
- Safety concerns on Queens Road (4)

B. Desired Greenway Features (102 mentions)

- Prioritize greenery and greenspaces (22)
- More dog walking areas and doggie bins (31)
- Lighting along the pathway (20)
- Garbage cans (8)
- Public realm improvements including wider sidewalks and more seating (13)
- Signage for safety and wayfinding (4)
- Washrooms (4)

C. Concerns about Traffic

- Traffic noise from highway is disruptive (25)
- Traffic congestion (24)
- Traffic speeds (19)
- Traffic and safety concerns on 29th Ave (11)
- Do not disrupt traffic flow (11)

¹ There were no significant themes for those who lived in Metro Vancouver or those who lived in Moodyville.

- Unsafe traffic bypassing other routes (9)
 - Traffic calming needed (9)
- D. *Desire to Separate Users (66 mentions):***
- Separate users from traffic (36)
 - Separate pedestrians from bikes (22)
 - Wider pathways to accommodate all users (8)

Tempe:

- A. *Concerns about Safety (45 mentions):***
- Safe crossing at Lonsdale (17) / Need for a safe highway crossing (7)
 - Perceived potential safety issues from the greenway (crime, break-ins) (12)
 - Prioritize safety for all users on the greenway (4)
 - Safety concerns on busy routes (29th Avenue, Westview Drive)
- B. *Concerns over Potential Changes in the Community (39 mentions):***
- Concerns more people will visit the neighbourhood to use the greenway (17)
 - Concerns over loss of privacy for residents (14)
 - Concerns over noise from greenway (8)
- C. *Desire to Protect Greenery / Natural Environment (25 mentions):***
- Protect the natural beauty of the Tempe Heights Park Berm (12)
 - Prioritize and protect greenery, greenspaces, forests, trails, and views (3)
- D. *Preserve Parking (19 mentions):***
- Protect residential parking (17)
 - Protect parking throughout the community (2)
- E. *Ensure the Greenway is Well-Connected (15 mentions):***
- Connect to community centres (4)
 - Connect to the Green Necklace (4) / other cycling connections (2)
 - Connect to Lynn Valley (2)
 - Connect to local parks (2)

Westview:

- A. *Concerns about Traffic (28 mentions)***
- Traffic congestion (11)
 - Traffic noise from highway is disruptive (8)
 - Traffic speeds (traffic calming needed) (7)
 - Unsafe traffic uses area to bypass other routes (3)
 - Oppose to disrupting traffic flow for the greenway (2)
- B. *Concerns about Safety (22 mentions):***
- Safe crossing at Lonsdale (9) / Need for a safe highway crossing (3)
 - Safety concerns on Westview Drive (6)
 - Safety concerns on the Jones Overpass (3)
- C. *Prioritize Schools and Students (12 mentions):***
- Design the Greenway with youth/children in mind (8)
 - Ensure the Greenway connects to schools (Larson Elementary) (4)

D. Preserve Parking (10 mentions):

- Protect residential parking (7)
- Protect parking throughout the community (3)

E. Ensure the Greenway is Well-Connected (10 mentions):

- Connect to Westview (4)
- Connect to Lynn Valley (2)
- Connect to community centres (2)

All Other City Neighbourhoods (Central Lonsdale, Lower Lonsdale, Grand Boulevard, Marine-Hamilton, Mahon, and Cedar Village)

A. Concerns about Safety (27 mentions):

- Safe crossing at Lonsdale (8) / Need for a safe highway crossing (8)
- Prioritize safety for all users on the greenway (3)
- Safety concerns on busy routes (2)

B. Ensure the Greenway is Well-Connected (18 mentions):

- Connect to other cycling connections (6) / Connect to the Green Necklace (2)
- Connect to local parks (2)
- Connect to Edgemont (2)
- Connect to Westview (4)
- Connect to Lynn Valley (2)

C. Desire to Separate Users (15 mentions):

- Separate greenway users from traffic (13)
- Separate all greenway user types (2)

D. Concerns About Traffic (13 mentions):

- Traffic speeds (4)
- Traffic calming needed (4)
- Traffic noise from highway is disruptive (3)
- Oppose to disrupting traffic flow for the greenway (2)

E. Separate the Route from the Highway (12 mentions):

- Oppose to a greenway route along the highway (noise, air pollution, safety) (12)

Neighbouring Community in the North Shore:

A. Concerns about Safety (23 mentions):

- Safety concerns on Westview Drive (5)
- Safe crossing at Lonsdale (4) / Need for a safe highway crossing (4)
- Prioritize community safety (crosswalks, safe greenway routes) (7)
- Safety concerns on Queens Road (3)

B. Concerns about Traffic (17 mentions):

- Traffic congestion (5) / Concerns with congestion on 29th Ave (4)
- Traffic calming needed (5)
- Oppose to disruption of traffic flow for Greenway (2)

C. Desire to Separate Greenway Users (13 mentions):

- Separate users from traffic (7)

- Separate pedestrians from bikes (5)
- D. Ensure the Greenway is Well-Connected (11 mentions):**
- Connect to other cycling networks such as Mosquito Creek (4)
 - Connect to Edgemont (2)
 - Connect to Lynn Valley (2)
- E. Prioritize Accessibility (7 mentions):**
- Prioritize accessibility for all ages and abilities (4)
 - Use accessible materials (for strollers) (3)

A cross-tabulation analysis was also conducted to highlight the top sentiments for those who identified as having a disability, and those who have children or dependents under 18 at home. While all sentiments have been shared with the City, only the most common themes for each group are represented below. Singular sentiments for each theme have been omitted.

Respondents who identified as having a disability

- A. Concerns About Traffic (8 mentions):**
- Traffic calming needed (2)
 - Unsafe traffic in area trying to bypass other routes (2)
 - Traffic noise from highway is disruptive (3)
- B. Prioritize Accessibility (8 mentions)**
- Plan for those with mobility issues (accessible parking, transit connections, no elevation changes) (4)
 - Be accessible for multiple users (wide enough pathways, high quality surface materials) (4)
- C. Protect Residential Parking (6 mentions)**
- D. Greenway Features (5 mentions)**
- Seating will be (and currently is) needed in the area (3)
 - Prioritize greenery and greenspaces (2)

Respondents who identified as having children or dependents under the age of 18 at home

- A. Concerns about Safety (39 mentions)**
- Safe crossing at Lonsdale (19) / Need for a safe highway crossing (8)
 - Potential safety issues from the Greenway (crime, break-ins) (6)
 - Prioritize safety when selecting a route (6)
- B. Accessible routes (37 mentions)**
- Design for kids and young families (23 mentions)
 - Avoid challenging topography (14 mentions)
- C. Ensure the Greenway is Well-Connected (32 mentions)**
- Connect to other cycling networks (12)
 - Connect to schools (6 mentions)
 - Connect to Lynn Valley (6)
 - Connect to parks (4)
 - Connect to community centres (4)

7. Is there anything else you would like to share to help inform the early planning for the Upper Levels Greenway?

Participants provided 402 comments in response to this survey question. All comments were read and themed. Some comments included more than one sentiment or idea. In those cases, each sentiment was themed.

While all sentiments have been shared with the City, only the most common themes are represented below. Across all neighbourhoods, there were no significant differences in themes, with the exception of the Tempe neighbourhood. As such, themes have been included for that neighbourhood below. Singular mentions for each theme have been omitted.

A. Well-Connected (68 mentions)

- Connections to other active transportation networks and the Green Necklace (21)
- Connect Westview Drive and Shopping Centre (11)
- Connect to parks and Mosquito Creek (13)
- Connect to current and future recreation centres and other amenities (10)
- Connect to urban centres including Lynn Valley and Lonsdale (9)

B. Route Suggestions (61 mentions)

- Support for a route along 25th Ave (14) / Other route suggestions (9)
- Select a route that avoids hills (11)
- Learn from mistakes made on 29th Ave (9)
- Use existing lane on 29th Ave and build on already existing routes (11)
- Expand the routes beyond project area (4)
- Preference for an off-road path (3)

C. Greenway Features (60 mentions)

- Protect/prioritize greenery and greenspaces (25)
- Include dog areas and doggie bins (18)
- Features such as trail lighting (5) / washrooms (5) / garbage cans (3) / covered spaces & seating (3)

D. Opposition to the Project (49 mentions)

- Concern over costs / taxes (15)
- Project is not needed / there are more important priorities (16)
- Many mistakes were made on 29th Ave, fear of repetition (9)
- More engagement needed with residents to address concerns (6)

Tempe Neighbourhood

In analyzing and theming the survey respondents by neighbourhood, Tempe was the only neighbourhood to have themes that significantly differed from the overarching themes. Comments most often expressed concerns with anticipated changes that would accompany the introduction of a greenway in this area.

A. Concerns over Potential Changes in the Community (44 mentions):

- Concerns more people will visit the neighbourhood to use the greenway (10)
- Protect and prioritize greenery and greenspaces (9)

- Concerns over loss of privacy for residents (10)
- Concerns over noise from greenway (5)
- Concerns over potential for increased safety concerns from greenway (crime, break-ins) (5)
- More engagement needed with residents (5)

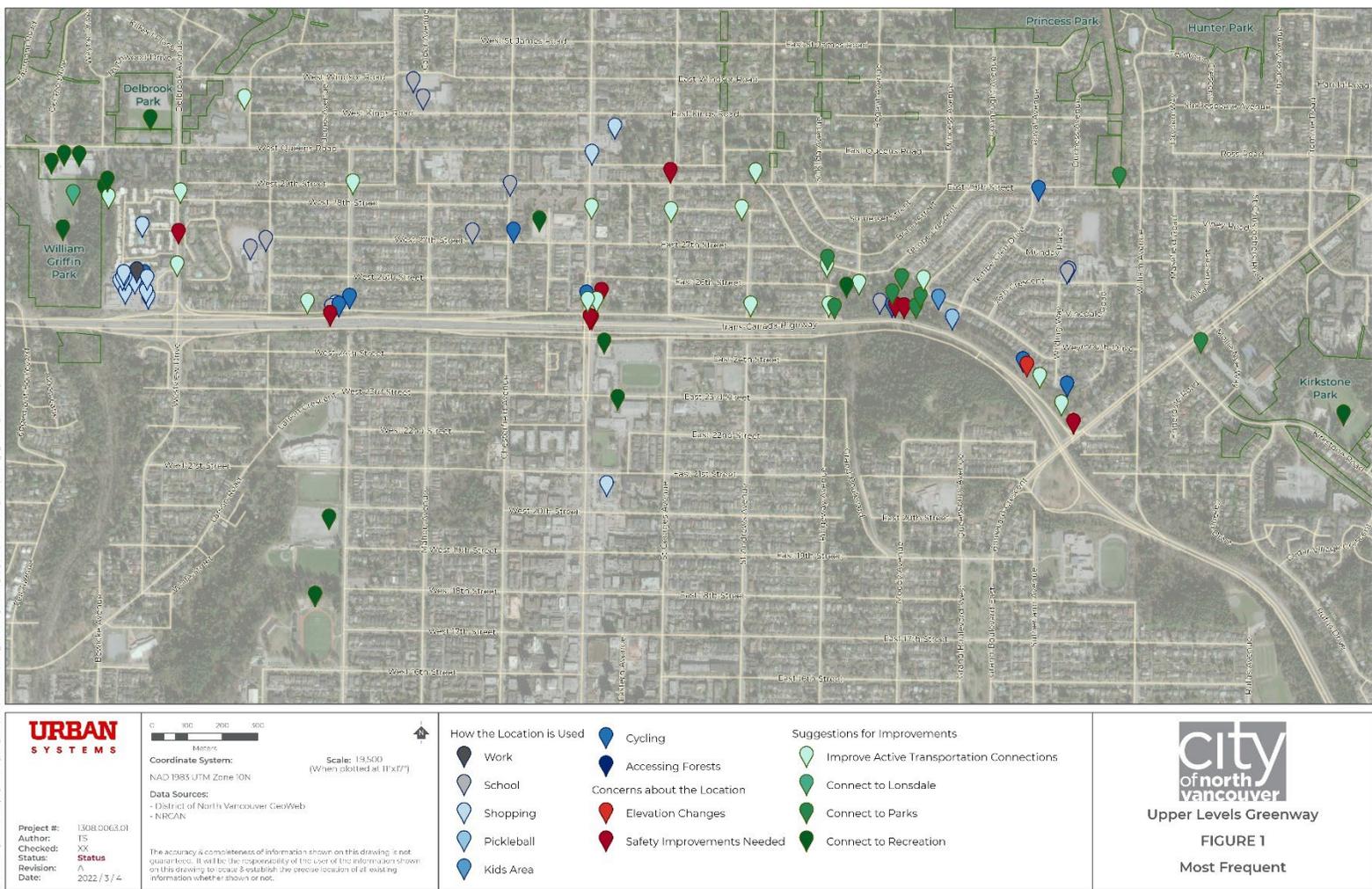
Mapping

Using an interactive mapping tool on Lets Talk CNV, participants were asked the following questions:

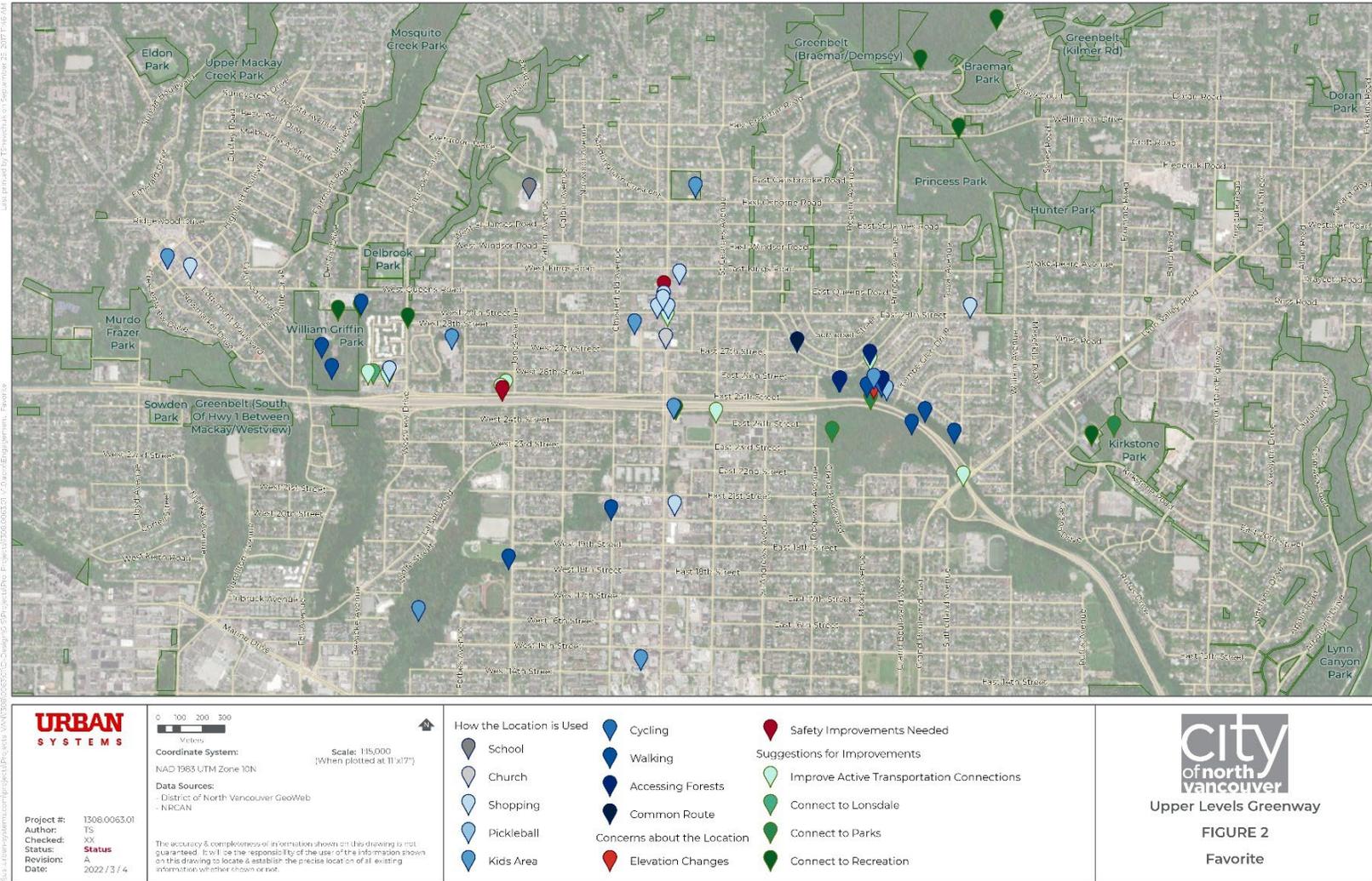
- Where do you visit most frequently?
- Where are your favourite locations in the Westview and Tempe neighbourhoods?

They were invited to drop up to 5 pins in response to the two questions above. While some answered the questions directly, many opted to provide more general feedback about the Greenway. In total, the map received 174 pins. The main themes that correspond to the favourite and most visited locations fell into three key categories: How the location is used, concerns about the location, and suggestions to improve. These are summarized in the two maps below:

Map 1: Where do you visit most frequently?



Map 2: Where are your favourite locations in the Westview and Tempe neighbourhoods?

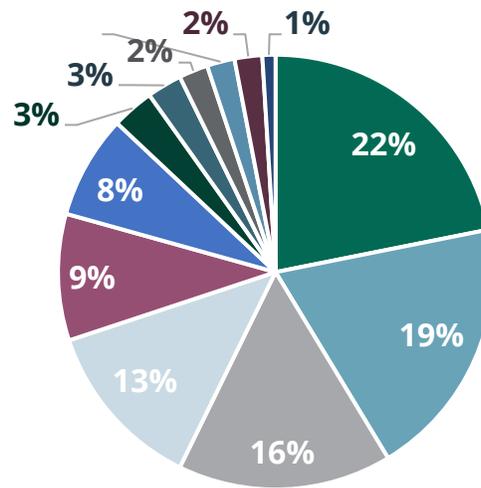


Demographic Information

The City is constantly striving to improve engagement with our entire community in a way that encourages good representation in our designs and policies and as part of our ongoing Diversity, Equity and Inclusion initiatives.

It is important that we hear from a balanced and diverse group of people and perspectives to inform our decision-making. These questions help us understand who we're hearing from so we can design future engagement events to ensure that a broad range of perspectives are being represented.

8. Which City of North Vancouver neighbourhood or other area do you live in?



- Tempe
- Westview
- Lower Lonsdale
- Other
- Mahon
- Moodyville
- I live in a neighbouring community
- Central Lonsdale
- Grand Boulevard
- Marine-Hamilton
- Cedar Village
- I live in Metro Vancouver

Total Responses: 924

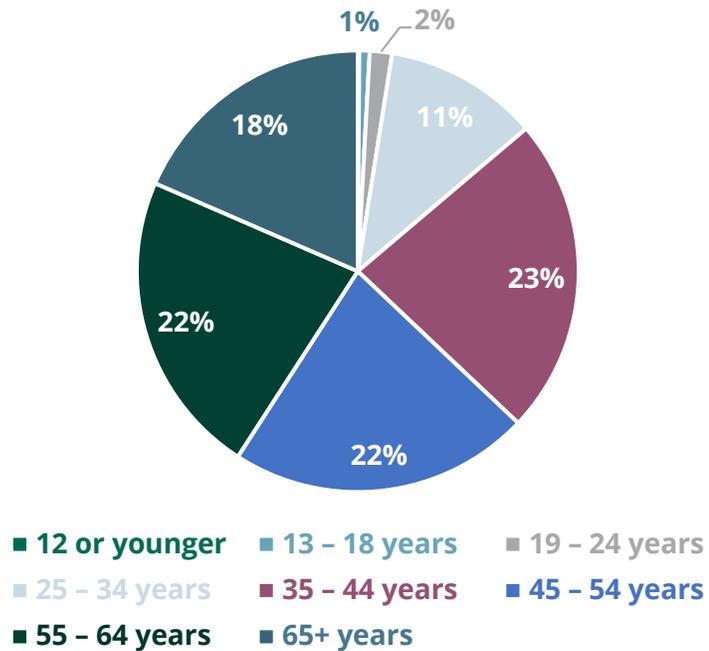
Most survey respondents lived in the following neighbourhoods or areas:

- Tempe (202)
- A neighbouring community (in the North Shore) (180)
- Westview (180)

Twenty-nine respondents chose other. The neighbourhoods most often indicated in these responses were:

- Upper Lonsdale (13 comments)
- Lynn Valley (4 comments)
- Delbrook (3 comments)

9. What is your age range?



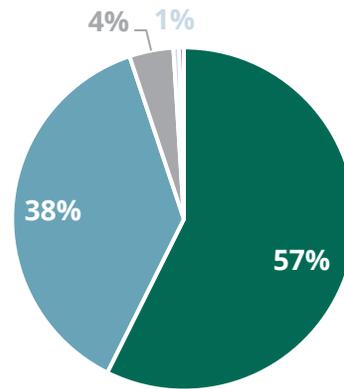
Total Responses: 920

The most common age groups for respondents include:

- 35-44 years of age (214)
- 55-64 years of age (206)
- 45-54 years of age (203)

When compared to the 2016 city-wide census results, younger populations are underrepresented in this survey (12 or under, and 19-24 years of age), while those between the ages of 35-64 are overrepresented.

10. How do you describe your gender?



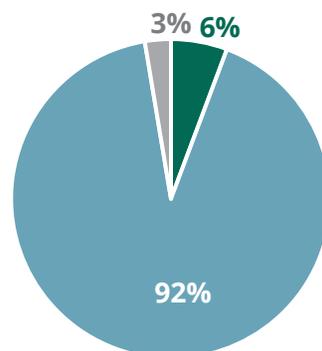
- Female
- Male
- Prefer not to answer
- Non-binary/gender diverse
- None of the above

Total Responses: 917

Five hundred and twenty-six survey respondents were female, while 344 were male, and 34 preferred not to answer. In addition, five identified as non-binary/gender diverse. If participants selected none of the above, they were invited to provide an optional comment to specify.

When compared to the 2016 city-wide census data, people identifying as male were underrepresented in the survey as they make up over 48% of the population. It should be noted that the 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 or gender diverse.

11. Do you identify as a person with a disability?

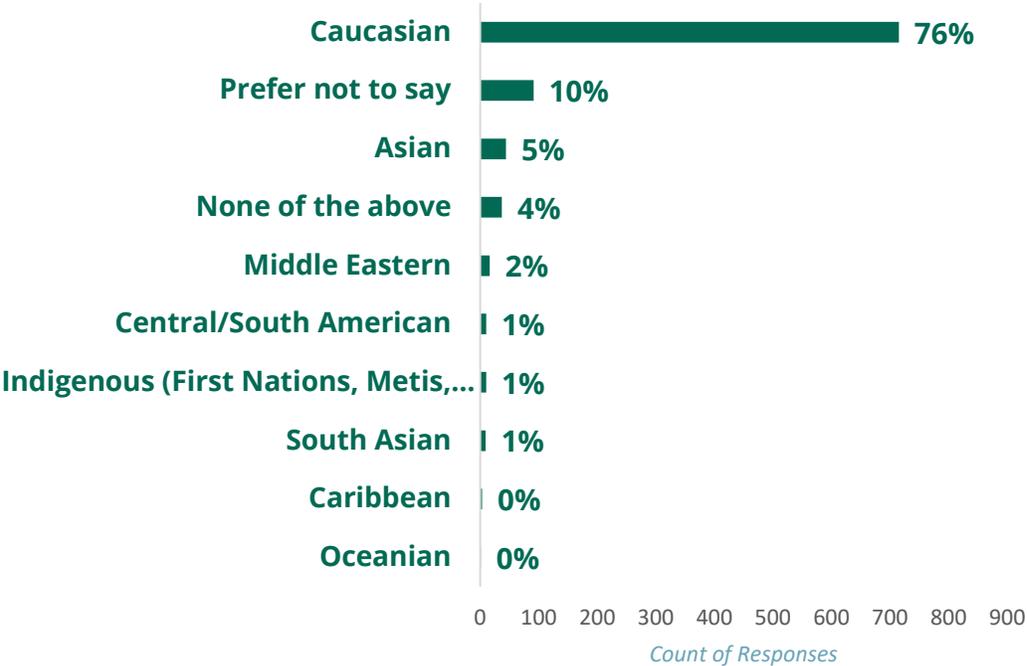


- Yes
- No
- Prefer not to say

Total Responses: 913

The majority (837) of respondents did not identify as someone with a disability, while 52 did.

**12. What do you consider your main ethnic origin or that of your ancestors?
(select all that apply)**



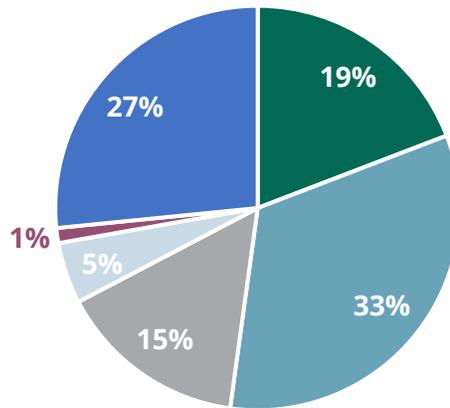
Total Responses: 917

The most common ethnic origins for respondents to the survey are listed below. If participants selected none of the above, they were invited to provide an optional comment to specify.

- Caucasian (715)
- Asian (44)
- Middle Eastern (16)

Several ethnic origins were underrepresented in this survey including East and Southeast Asian (16% of the population), 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.

13. What is your total household income per year before taxes?



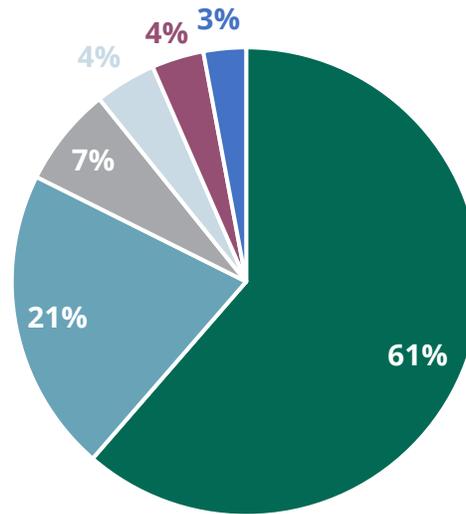
- \$200,000 or more
- \$100,000 to under \$200,000
- \$50,000 to under \$100,000
- \$25,000 to under \$50,000
- Under \$25,000
- Prefer not to say

Total Responses: 918

The most common income range was between \$100,000-\$200,000 (303), followed by \$200,000 or more (176).

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.

14. What type of housing do you live in?



- Single-family home
- Condo or apartment
- Duplex, triplex, fourplex
- Prefer not to say
- Secondary suite or coach house
- Other

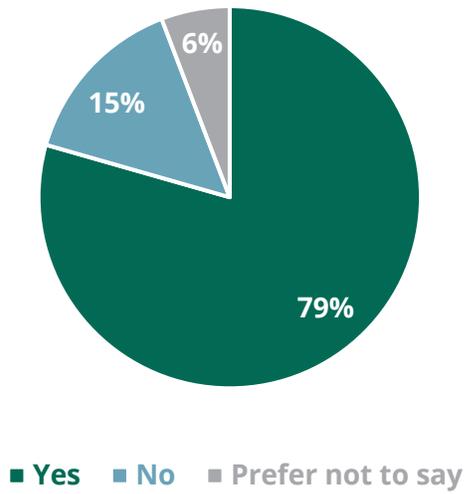
Total Responses: 919

The most common types of housing that respondents live in include:

- Single-family home (564)
- Condo or apartment (193)
- Duplex, triplex, or fourplex (63)

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.

15. Do you own your own home?

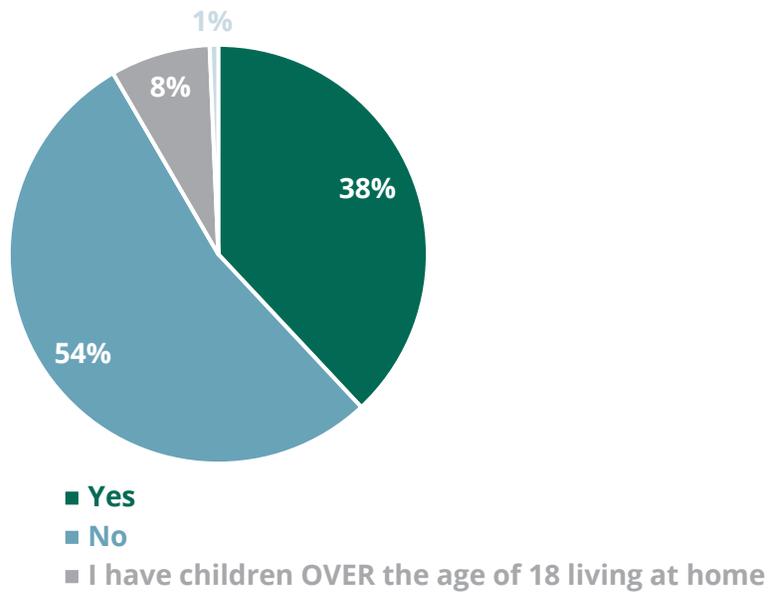


Total Responses: 914

The majority (726) of respondents to the survey indicated that they own their own home, while 135 do not. Fifty-three preferred not to say.

Homeowners are overrepresented in this survey, as they make up 53% of the population.

16. Do you have children/dependents under the age of 18 living with you at home?



Total Responses: 907

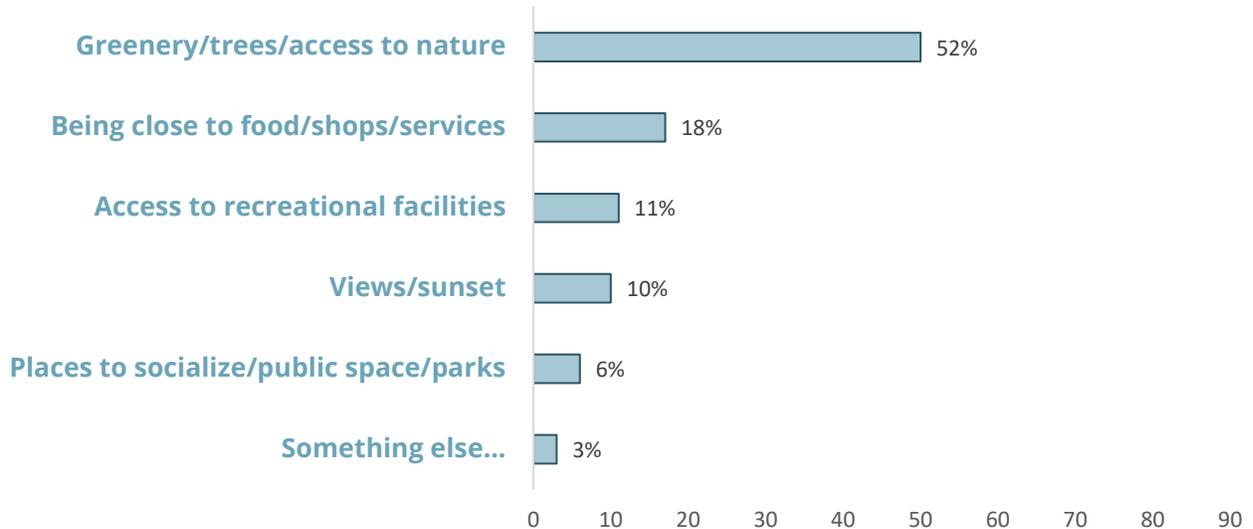
Four hundred and eighty-six respondents indicated that they did not have children or dependents under the age of 18 living with them, while 345 did. Seventy respondents have children or dependents over the age of 18 living at home.

Quick Polling

In addition to the survey and the interactive map, Let's Talk CNV hosted a quick poll that asked:

- What do you appreciate most about the Westview & Tempe neighbourhoods?

In total, this poll received 97 responses.



The top response received was Greenery, trees, and access to nature (50).

For More Information & Next Steps

The City will use the feedback received to help develop routing options for the Upper Levels Greenway which will be presented to stakeholders and the public in the next round of public engagement in Spring 2022.

For more information:

- Visit the project webpage at www.cnv.org/ULG
- Contact the Project Team at cnv.org/ULG or 604-983-7333

APPENDIX B:
PHASE 2 ENGAGEMENT SUMMARY REPORT

City of North Vancouver Upper Levels Greenway

Phase 2 Engagement Summary, April-May 2022



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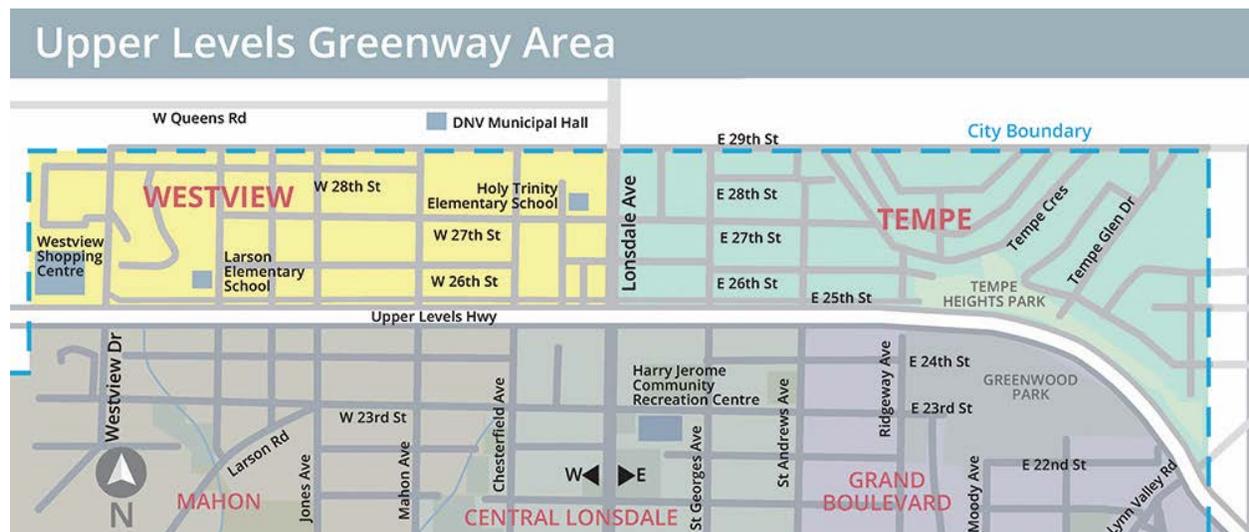
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Introduction and Overview

About the Project

The City of North Vancouver is planning and designing a new greenway in the Westview and Tempe neighbourhoods, located north of Highway 1. The Upper Levels Greenway is being developed as part of the City's commitment to provide active transportation and recreation options that support and enhance the health and well-being of all community members.

The Upper Levels Greenway will stretch from Lynn Valley Road to Westview Drive and will be approximately 3km long. Once complete, it will give people more choice in how they move around the City by enhancing access to parks, recreation spaces, community amenities and destinations.



A preferred route or design has not yet been established and will be determined based on input from the community. Three routing options have been developed and shared with the public and stakeholders during this round of engagement.

The Upper Levels Greenway was originally endorsed in the City's Parks and Greenways Strategic Plan in 2002. It has been prioritized in the current Council Strategic Plan and supports several key priorities including A Vibrant City, A Connected City and A City for People.

Project Timeline

Phase 1: Winter 2022

Introduce the project to the community and stakeholders. Gather input on their experiences and needs.

Phase 2: Spring 2022

Share what we heard in Phase 1. Present options for a preferred greenway route. Gather input on design options.

Phase 3: Summer 2022

Share what we heard in Phase 2. Present the final route. Gather feedback to inform detailed design.

Phase 4: Fall-Winter 2023

Share what we heard in Phase 3. Present detailed design. Make refinements based on community feedback.

Community Engagement

Purpose

The purpose of this second round of community engagement was to:

1. Share what we heard in Phase 1
2. Present options for a preferred greenway route,
3. Gather input on different design approaches

The input shared will be used to determine a preferred final route and a conceptual design for the greenway.

What We Asked

1. How well the draft Vision statement reflects the community priorities of safety, experience, connection, and features
2. How well each of four potential design approaches reflects community priorities of safety and experience
3. How well each of three route options reflects community priorities of safety, connection, experience, and features.
4. What participants like about each route
5. What participants do not like about each route
6. To rank the three routes in order of preference
7. To indicate why they had ranked the routes in that order of preference
8. How participants saw themselves primarily using the Upper Levels Greenway once complete

What Was Heard

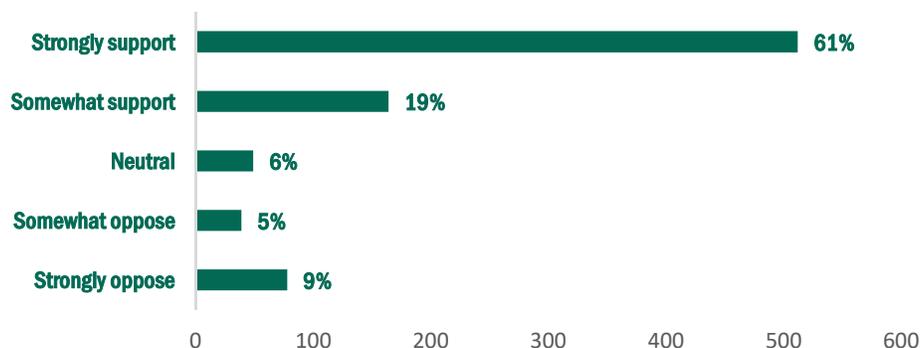
Survey Results

The survey was open between April 27th and May 20th, 2022 and received 842 responses. It should be noted that not all respondents answered every question, as some questions were optional. Additionally, the views represented in the survey results reflect the priorities and concerns of the respondents only and may not be representative of the general public. Respondents elected to take the survey, and their responses do not reflect a random sample.

While only the top themes have been included in this report, the City of North Vancouver has read and will consider all feedback. Survey responses include responses that were sent directly to the City of North Vancouver.

1. Do you support the draft vision for the Upper Levels Greenway?

“The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes.”



Total responses: 842

Eighty percent of survey respondents (676) indicated that they either somewhat or strongly supported the draft vision for the Upper Levels Greenway. Fourteen percent (117) indicated that they strongly or somewhat opposed the draft vision.

2. Do you have any comments on the draft vision for the Upper Levels Greenway?

Total responses: 338

Not Supportive of Project (72 comments)

- Negative effects to local neighbourhoods (34)
- Concerns over costs (16)
- Not needed (16)
- Other priorities are more important (6)

Suggestions for the Routes (46 comments)

- Avoid hills (13)
- Prioritize greenery and protecting trees (7)
- Connect to other routes (9)
- Connect to amenities (7)
- Focus on utility/ease of commute (10)

Preferred Routes (42 comments)

- Support for purple (25)
- Support for orange (6)
- Avoid highway route (5)
- Prioritize the direct route (6)

Concerns about Safety (35 comments)

- Separate pedestrians from cyclists (7)
- Concerns around safety in school zones (8)
- Concerns about narrow streets and pathways (6)
- Safe highway crossing (6)
- Safer pedestrian facilities (3)
- Prioritize safety (3)
- User separation (2)

Prioritize Vehicles (27 comments)

- Prioritize parking (22)
- prioritize vehicle movements (5)

Supportive of the project overall (14 comments)

More Engagement Needed (14 comments)

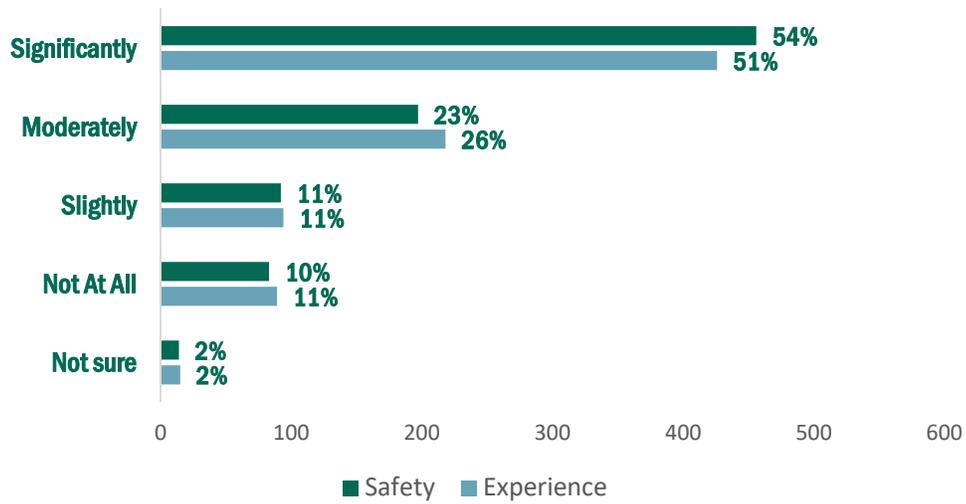
- Better engagement (3)
- Need more information to comment (11)

While 80% of survey respondents either somewhat or strongly supported the draft vision, of those who commented, **the strongest theme to emerge was a lack of support for the project** (72 comments). The most often cited reason for lack of support included negative effects on local neighbourhoods.

The second strongest theme to emerge was suggestions for the project team pertaining to route selection (46 comments) which included avoiding hills, prioritizing greenery, and protecting trees, connecting to other routes and amenities, and focusing on the ease of the use.

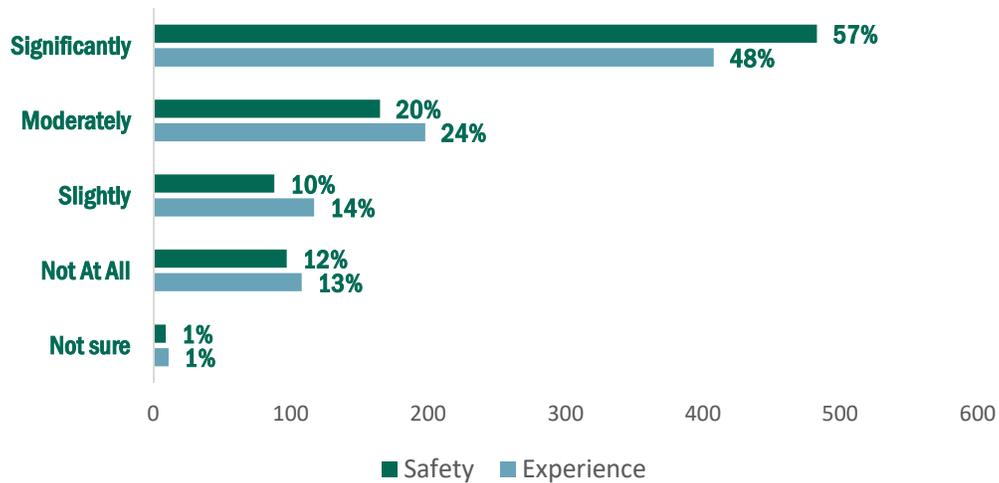
A third theme evident in the comments was expressing a preferred route (42 comments), followed closely by expressing **concerns about safety** (35 comments). Comments present within the safety theme focused on a desire for user separation, concern around safety in school zones, as well as concerns about narrow streets and pathways.

3. How well do you think the multi-use pathway design approach reflects the community priorities identified below?



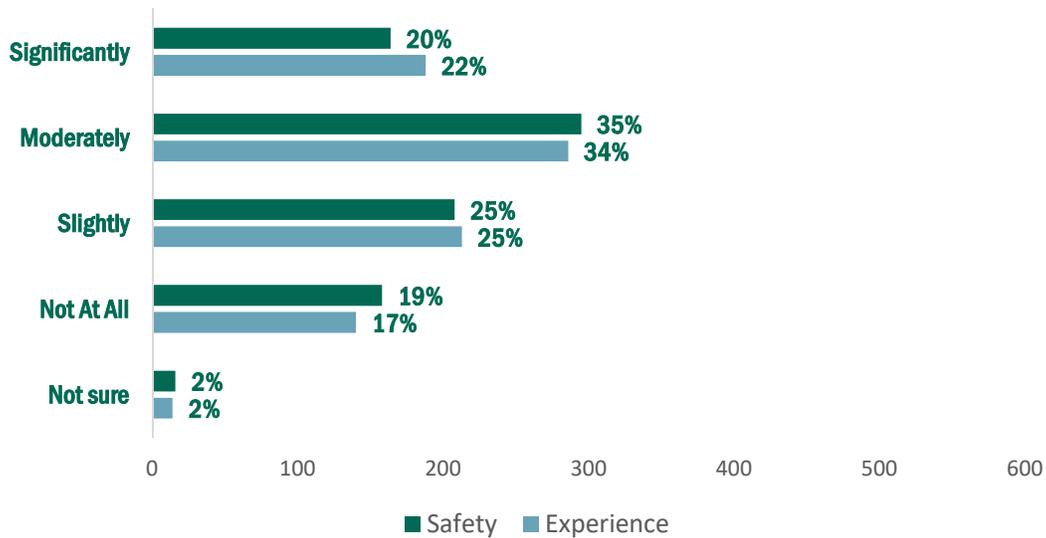
Total Responses: 842

4. How well do you think the wide sidewalk and protected bicycle lane design approach reflects the community priorities identified below?



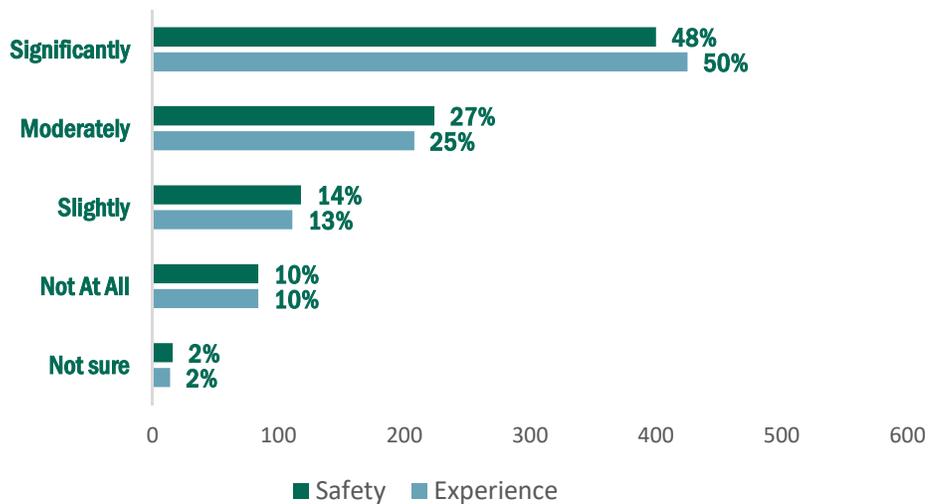
Total Responses: 842

5. How well do you think the wide sidewalk and local street bikeway design approach reflects the community priorities identified below?



Total responses: 841

6. How well do you think the natural surface pathway design approach reflects the community priorities identified below?



Total responses: 842

Participants were asked how well four different facility designs reflected the community priorities of safety and experience. The facility designs were rated in the following order:

Safety

Wide sidewalk and protected bicycle lanes were perceived as the safest design by survey respondents with multi-use pathway perceived as the second safest design. Survey respondents

indicated that the natural surface pathway was the second least safe as a design and the wide sidewalk and local street bikeway was the least safe design.

Experience: The designs that least reflected the experience priority according to respondents, were the wide sidewalk with protected bicycle lanes design and wide sidewalk and local street bikeway design.

7. What do you like about the different design options?

Total responses: 535

Separation of Users (202 comments)

- Separate users from traffic (92)
- Separate pedestrians from cyclists (70)
- Protected bike lanes are safer (20)
- Separate all users (9)
- Prefer off-street options (11)

Support for Natural Pathway (66 comments)

- More natural / aligns with the North Vancouver feel (24)
- Less disruptive (11)
- More environmentally friendly (8)
- Easier on joints (5)
- Slows bikes down (5)
- Allows for more separation between users (4)
- Permeable (3)
- Costs less (3)
- Preference overall (3)

Preference for Type of Route (51 comments)

- Preference for multi-use paths (17)
- Having a variety of paths depending on the location is ideal (14)
- Purple is the most convenient (8)
- Purple doesn't affect neighbourhoods as much (crime, privacy, traffic increase) (5)
- Cyclists should share road with cars (4)
- Street bikeway is the least disruptive (3)

Support for Active Transportation Improvements (60 comments)

- Wide sidewalks needed (25) / Safer pedestrian facilities needed (4)
- Support for all routes (19)
- Support the priority on Active Transportation (13)
- Support for commuting using Active Transportation (6)
- Desire for larger Active Transportation network (3)

Support the priorities of the Project (29 comments)

- Support the priority on safety (18)
- Support the priority on nature (6)
- Support the priority on accessibility (5)

Support for Paved Pathway (23 comments)

- More accessible (10)
- Better for cyclists (5)
- Preference overall (4)
- More comfortable / Practical (4)

The top theme to arise in the responses to what survey respondents liked about the different design options was separation of users (202 comments). This included both separation of vehicles and cyclists, as well as cyclists and pedestrians, with some respondents indicating separation of all users. **There was also a clear theme that emerged around support for the natural pathway** (66 comments).

Survey respondents also used this opportunity to comment to indicate route preferences (51 comments), support for active transportation improvements generally (60 comments), and support for the project priorities (29 comments).

8. What do you not like about the different design options?

Total responses: 505

Safety Concerns with Shared Use (210 comments)

- Safety concerns when cyclists and pedestrians share paths (111)
- Safety concerns mixing bikes and cars (91)
- Shared paths hinder Active Transportation commuting (4)
- Multi use paths are confusing (2)
- Safety concerns with shared paths (2)

Impacts to the Local Neighbourhoods (98 comments)

- Impacts to parking for residents (51)
- Impacts to residents (privacy, crime, noise) (36)
- Impacts to vehicle movement (11)

Safety Concerns (34 comments)

- Unsafe crossings along route (9)
- Narrow bike paths in some areas (8)
- Street bikeways are less safe (4)
- Bikes don't obey lanes (4)
- Separated lanes can be less safe for cyclists (3)
- School traffic concerns (3)
- Separated lanes allow bikes to travel too fast (3)

Opposed to the Project (31 comments)

- Do not like anything (13)
- Project is not needed (11)
- High costs (7)

Opposed to Natural Paths (26 comments)

- Less accessible (5)
- Hinder commuting (10)
- Require maintenance (5)

- Don't work with rain or snow (4)
- Challenging with hills (2)

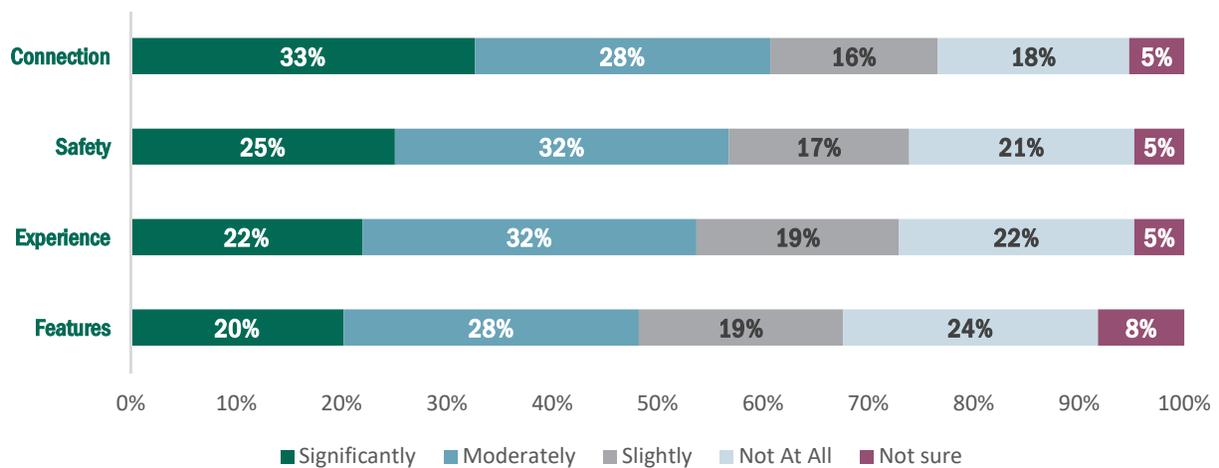
Environmental Concerns (22 comments)

- Not "green" / too much concrete and pavement (14)
- Tree removal (8)

The top theme to arise as to what survey respondents did not like about the different design options was **safety concerns due to shared use**. This included both separation of vehicles and cyclists, as well as cyclists and pedestrians, as well as general safety concerns with shared paths (210 comments). **There second most common theme to emerge was around impacts to local neighbourhoods**, including parking, residents and vehicles (98 comments).

Respondents also indicated a concern with safety - including unsafe crossings, narrow bike paths, and the lack of safety on street bikeways, amongst others (34 comments). Other themes included opposition to the project – generally, due to lack of need, and due to high costs (31 comments), as well as opposition to natural paths, citing less accessibility, discouraging commuting, requiring maintenance and not working with rain or snow (26 comments).

9. How well do you think the Orange Route reflects the following priorities?



Total responses: 842

Participants indicated that the orange route best reflected:

- Connection (511 selected moderately or significantly)
- Safety (478 selected moderately or significantly)

10. What do you like about the Orange Route?

Total responses: 454

Local Connections (144 comments)

- Connects to Delbrook Community Centre (32)
- Connects to schools (31)

- Connects to amenities (28)
- Opportunity for future connections (24)
- Connects the community (15)
- Connects to parks (11)
- Relevant start and end points (3)

Route Alignment (75 comments)

- More direct (51)
- Fewer turns (9)
- Follows green spaces (8)
- Bypasses the parks instead of disrupting them (7)

Nothing (75 comments)

A Safe Option (74 comments)

- Located away from the highway (27)
- Quiet roads (22)
- Higher perception of safety (18)
- Improves safety at the Highway crossing (7)

Enjoyable (14 comments)

- Public realm improvements (4)
- Scenic (4)
- Low inclines (3)
- Good flow (3)

The main theme to emerge in terms of what survey respondents like about the orange route was the local connections to Delbrook Community Centre, schools amenities, potential future connections, parks and others.

Other significant themes to emerge in terms of what participants liked about this route included the alignment of the route, described as more direct/fewer turns and following the green spaces and bypassing the parks instead of disrupting them (75 comments).

11. What do you not like about the Orange Route?

Total responses: 509

Proximity to Traffic (118 comments)

- Heavy traffic in the area (59)
- School / church traffic (35)
- Users would be close to traffic (18)
- Proximity to parked cars (6)

Impacts to Neighbourhoods (82 comments)

- Impacts to parking (38)
- Impacts to residents (privacy, crime, noise) (32)
- Impacts to vehicle movement (12)

Fewer Connections (44 comments)

- Doesn't connect well to Westview (13)
- No connections to amenities (12)
- Unclear future connections (6)
- Not an established thoroughfare (4)
- No connection to Jones Overpass (4)
- Inconvenient end point (5)

Environmental Considerations (43 comments)

- Oppose tree removal (30)
- Not "green" / too much concrete (10)
- Impacts to greenspaces (3)

Concerns with Route Alignment (33 comments)

- Concerns with narrow streets (15)
- Close to existing routes already (29th Avenue) (10)
- Several turns (8)

Safety Concerns (27 comments)

- Lack of a sufficient crossing over the Highway (9)
- Unsafe intersections (8)
- Least safe overall (6)
- Areas with poor visibility (4)

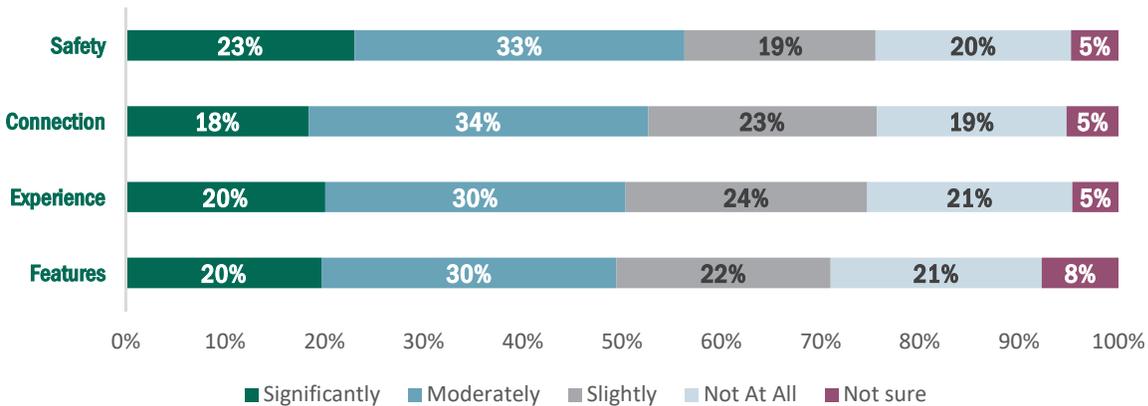
Other (18 comments)

- Least interesting (9)
- Higher costs (4)
- Not convenient for bikes (3)
- Pollution (2)

The main theme to emerge in terms of **what survey respondents did not like about the orange route was the proximity to traffic**, including parked vehicles (118 comments). Another significant themes to emerge in terms of what participants did not like about this route included the **impacts to the neighbourhood**, described in terms of parking and traffic (82 comments).

Other themes reflecting what survey respondents did not like about the orange route included: fewer connections (to Westview, amenities, Jones, future connections and as a thoroughfare) (44 comments), environmental considerations and impacts to trees and greenspaces (43 comments).

12. How well do you think the Blue Route reflects the following priorities?



Total responses: 842

Participants indicated that the blue route best reflected:

- Safety (474 selected moderately or significantly)
- Connection (424 selected moderately or significantly)

13. What do you like about the Blue Route?

Total responses: 405

More Practical Route (115 comments)

- Fewer hills and elevation changes (82)
- Located away from the highway (11)
- Avoids 27th Avenue more than Orange (7)
- Winding lanes are more interesting (7)
- Direct (5)
- Wider lanes (3)

Better Connections (87 comments)

- Connects to schools (25)
- Connects to parks (20)
- Connects to Westview Shopping Centre (13)
- Better connected overall (8)
- Access to nature (8)
- Connects to shopping (4)
- Connects to amenities (4)
- Connected to other routes (3)
- Access to Jones overpass (2)

Nothing / Opposition to this route (70 comments)

Perception of Safety (51 comments)

- Quieter traffic (36)
- Feels safer (9)

- Support for new crossings (6)

More Enjoyable Route (33 comments)

- Opportunities to enjoy parklets (16)
- More interesting (9)
- Pleasant (6)
- Scenic (2)

Concerns (19 comments)

- Negative impacts to residents (8)
- Better crossing needed at Highway (5)
- School traffic congestion could cause safety concerns (3)
- Impacts to parking for residents (3)

Other (17 comments)

- Less impact to nature (7)
- Support for any Active Transportation route (5)
- Would improve 26th Avenue (5)

The main theme to emerge in terms of what survey respondents like about the blue route was that it was practical (hilly, further from the highway, better at avoiding 27th Street, has wider lanes and is more direct) (115 comments). **The second strongest theme to emerge was that it provides better connection** to schools, parks/nature, shopping (Westview Shopping Centre), and other routes.

Other significant themes to emerge in terms of what participants liked about this route included that it felt safer (51 comments) and more enjoyable (33 comments).

14. What do you not like about the Blue Route?

Total responses: 520

Less Convenient (211 comments)

- Less direct / more confusing (151)
- More changes in elevation (30)
- Ending at Westview is not ideal (21)
- Slower route (9)

Safety Concerns (84 comments)

- Mixes with heavy school/church traffic (16)
- Safety concerns crossing roads (21)
- Preference to avoid jog on 27th Avenue (14)
- Safety concerns with traffic (14)
- Concerns with narrow streets (9)
- Unsafe intersections (6)
- Proximity to highway ramp (4)

Impacts to Neighbourhoods (56 comments)

- Impacts to residents (26)

- Impacts to parking (24)
- Impacts to traffic (6)

Environmental Concerns (48 comments)

- Impacts to greenspaces (44)
- Not “green” / too much concrete (4)

Fewer Connections (44 comments)

- Fewer connections overall (17)
- No connection to Delbrook Community Centre (15)
- Lack of connections to other routes (10)
- No connection to Edgemont (2)

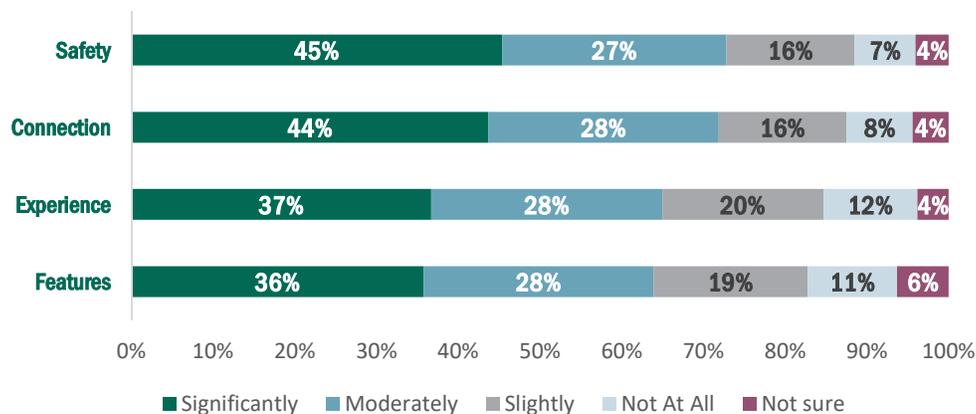
Everything / Oppose (21 comments)

The main theme to emerge in terms of what survey respondents did not like about the blue route was that it is less direct/convenient (211 comments). Safety concerns was another strong theme to emerge including concerns about heavy church and school traffic, related safety concerns pertaining to traffic and crossing roads, as well as 27th Street, and the proximity to the highway ramp (84 comments).

Other themes reflecting what survey respondents did not like about the blue route included: impacts to neighbourhoods (in terms of parking and traffic) (56 comments), environmental concerns (48 comments), and fewer connections (generally, to Delbrook, to other routes and to Edgemont).

There was also a number of survey respondents who indicated that they did not like anything about the blue route (21 comments).

15. How well do you think the Purple Route reflects the following priorities?



Total responses: 842

Participants indicated that the purple route best reflected:

- Safety (613 selecting moderately or significantly)
- Connection (605 selectin moderately or significantly)

16. What do you like about the Purple Route?

Total responses: 549

Most Convenient (334 comments)

- More direct (193)
- Flat / less elevation gain (81)
- Ease of commute (14)
- Space for wide paths (13)
- Pleasant route (8)
- Avoids intersections or street crossings (6)
- Avoids traffic near school zones (6)
- Already an established route (5) / Would be well used (4)
- More accessible (4)

Perception of Safety (90 comments)

- Less traffic in the area (69)
- Opportunity to create safer intersections (8)
- Safer overall (7)
- Quiet area in general (6)

Better Connections (64 comments)

- Connects to Jones (22)
- Better connections (15)
- Connects to Westview Shopping Centre (12)
- Connects to amenities (6)
- Connects to Lonsdale (4)
- Connects to bridges (3)
- Connects to main arteries (2)

Least impacts to Neighborhoods (59 comments)

- Least disruptive to residents (46)
- Least disruptive to parking (13)

Access to Nature (54 comments)

- Leverages greenspaces (27)
- Support for the park section (17)
- Saves trees (7)
- Opportunities for parklets (3)

Like everything / Preferred route (37 comments)

The strongest theme to emerge was that it was the most convenient route, as it was direct, flat, easier to commute, wider, avoids schools and intersections, is an established route, and is more accessible (334 comments). **The second strongest theme to emerge as to why survey respondents liked the purple route was that it is safer** with less traffic/quieter, at intersections and overall (90 comments).

Other significant themes to emerge in terms of what participants liked about this route included that it provides better connections (to Jones, generally, to Westview Shopping Centre, amenities, Lonsdale, to bridges and to main arteries) (64 comments).

17. What do you not like about the Purple Route?

Total responses: 503

Proximity to the Highway (178 comments)

- Close to highway (88)
- Noise from highway (66)
- Pollution from highway (24)

Comfort and Accessibility of Route (74 comments)

- Hills (through the park sections and connecting to the schools) (42)
- Less accessible (17)
- Narrow pathways (15)

Fewer Connections (44 comments)

- Fewer connection to schools (14)
- Fewer connections overall (13)
- Fewer connections to amenities (12)
- Fewer connections to other routes (5)

Other Safety Concerns (35 comments)

- Need to separate users (9)
- Feels less safe overall (6)
- Needs safety upgrades (5)
- Unsafe intersections (4)
- Remote (4)
- Lighting needed (4)
- Heavy traffic (3)

Nature and Environment (24 comments)

- Disturbances to the park (10)
- Less access to nature (6)
- Less scenic (5)
- Need to protect greenery (3)

Impacts to the Neighbourhoods (22 comments)

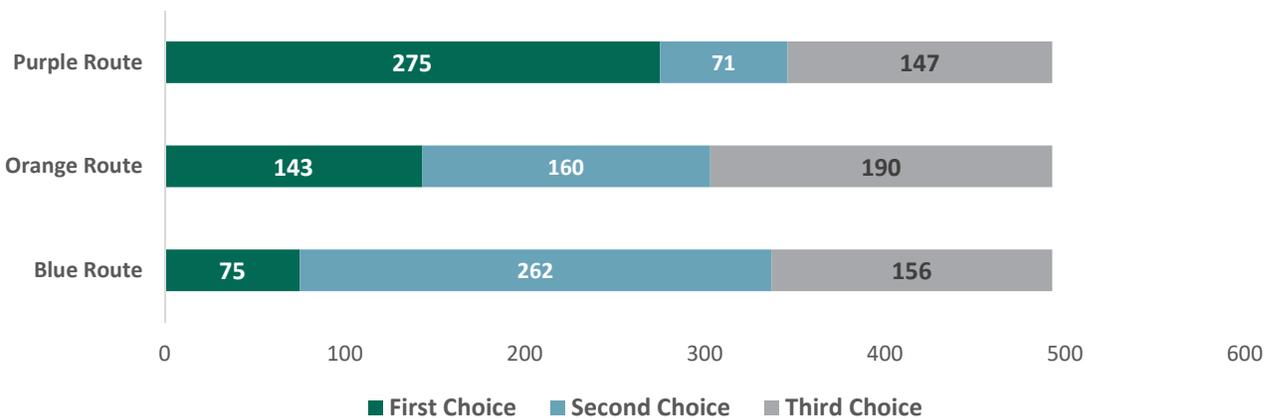
- Impacts to residents (13)
- Impacts to parking (5)
- Impacts to vehicle movement (4)

The main theme to emerge in terms of what survey respondents did not like about the purple route was the proximity to the highway, including noise and pollution (178 comments). A secondary theme was concerns with the route including hills, lack of accessibility and narrow pathways (74 comments).

Other themes reflecting what survey respondents did not like about the purple route included: **fewer connections** (to schools, generally, to amenities and to other routes) (44 comments), safety concerns (including the need for user separation, and general lack of safety and need for safety upgrades (25 comments).

18. After reviewing the three route options, which route do you like the best? Please rank your first, second and third choice.

Total responses: 842



The purple route was most often chosen as the first choice (275), followed by the orange route (143), and the blue route (75).

19. In the previous question, why did you rank this route as your first choice?

Total responses: 700

Of those who chose **purple** as their top choice, the top comments were:

- It's more direct and easier to follow (170)
- There are fewer impacts to residents (76) / There are fewer impacts to local parking (22)
- There are fewer elevation changes (72) / It is more accessible (10)
- It is better separated from traffic (72) / It's a quieter route (19)

Of those who chose **orange** as their first choice, the top comments were:

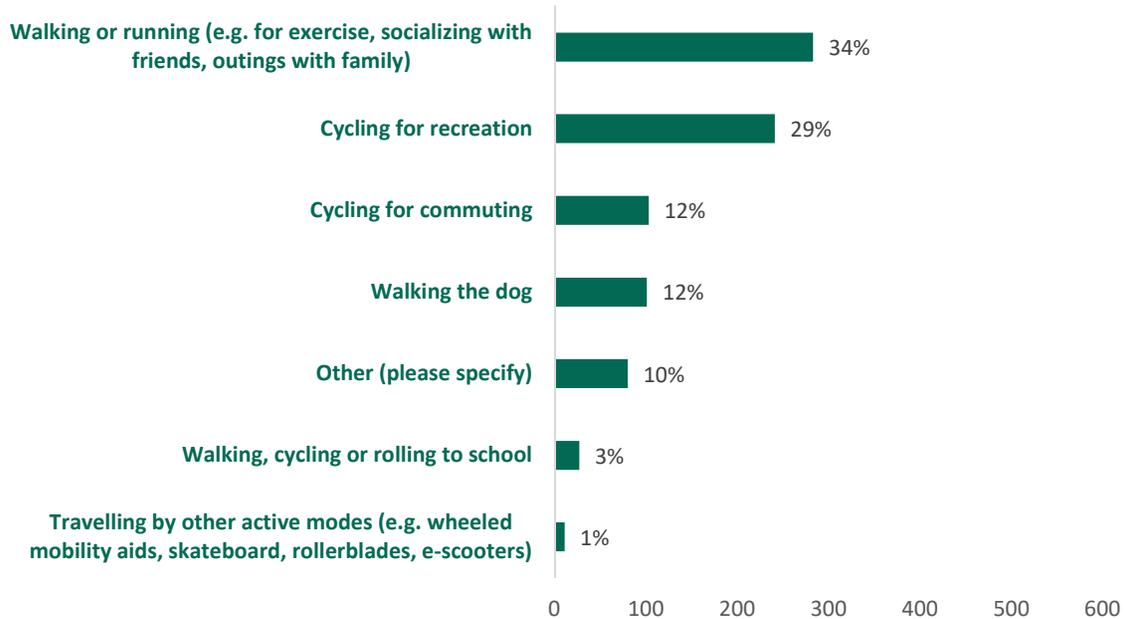
- Better connects the community (27) / Connects to amenities (30) / Connects to other routes (14) / Connects to schools (14)
- It's more direct (59)
- It is located away from the highway (36)
- It feels the most pleasant (16) / It feels the safest (11)
- None (17)

Of those who choice **blue** as their first choice, the top comments were:

- There are fewer elevation changes (18)
- It is away from the highway (12)

- It feels the most pleasant (11)
- It connects to schools (8)

20. How do you see yourself primarily using the Upper Levels Greenway once complete?



Total responses: 839

The most common uses for the Upper Levels Greenway include:

- Walking or running (283)
- Cycling for recreation (241)
- Cycling for commuting (103)

When analyzing the data, different users indicated their preference for different routes:

Walking or running (e.g. for exercise, socializing with friends, outings with family)

- 149 respondents preferred purple, 88 preferred orange, 40 preferred blue

Cycling for recreation

- 113 respondents preferred purple, 79 preferred orange, and 45 preferred blue

Cycling for commuting

- 65 respondents preferred purple, 27 preferred orange, 10 preferred blue

Walking the dog

- 62 respondents preferred purple, 23 preferred orange, 15 preferred blue

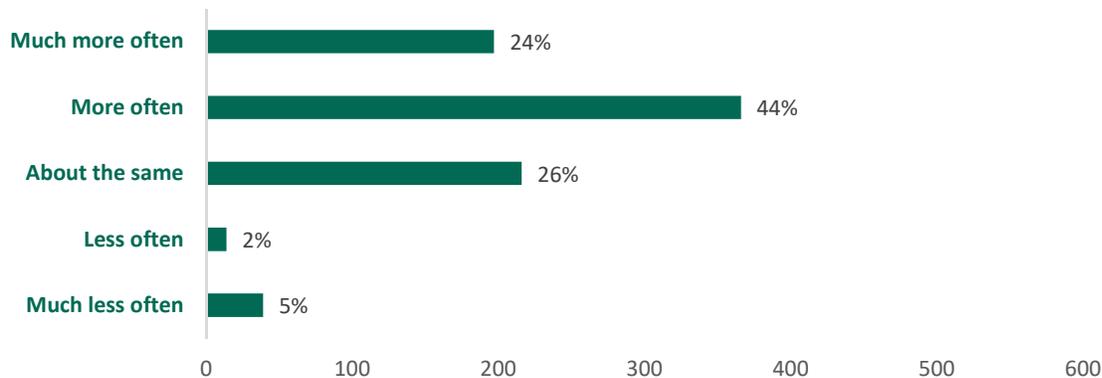
Walking, cycling or rolling to school

- 13 respondents preferred purple, 8 preferred orange, 6 preferred blue

Traveling by other active modes

- 6 respondents preferred purple, 3 preferred orange, 1 preferred blue

21. After the new greenway is complete, do you think you will walk/cycle/roll in this area:



Total responses: 832

The majority (563) of respondents indicated that they would walk/cycle/roll in this area more often, or much more often.

22. Anything else you'd like to tell us about the Upper Levels Greenway route?

Total responses: 392

Support for the Project (88 comments)

- Overall support (74)
- Will improve connectivity (11)
- Support engagement (3)

Opposition to the Project (75 comments)

- Waste of money (31)
- Other priorities are more important (17)
- Oppose the project (14)
- 29th Avenue lanes are not used (7)
- Not needed (6)

Connections (78 comments)

- Connect to other routes (15)
- Connect to Delbrook Recreation Centre (10)
- Include better connections on the west end (10)
- Connect it to recreation centres (9)
- Add more connections overall (7)
- Connect to 29th Avenue routes (7)

- Connect to Edgemont Village (6)
- Connect to schools (5)
- Connect to DNV (5)
- Connect it to Mosquito creek (4)

Safety Features (70 comments)

- Prioritize pedestrians / build more sidewalks (16)
- Need a safer highway crossing (16)
- Traffic calming needed (9)
- User separation is important (7)
- Safety when sun sets / better lighting (6)
- Pedestrian overpass over highway (6)
- Safe crossings needed (5)
- Plan route away from school traffic (5)

Route Comments (51 comments)

- Purple is the preferred route (26)
- General route suggestions (17)
- Avoid 27th Avenue (8)

Impacts to Neighbourhoods (43 comments)

- Don't disrupt neighbourhoods (29)
- Don't disrupt parking for residents (14)

Environment (21 comments)

- Save the trees and wildlife habitats (11)
- More greenery and greenspaces (10)

Comments on Survey (37 comments)

- Thank you for the opportunity to engage / for working hard to promote active transportation (30)
- Concerns with survey design / forced rankings (7)

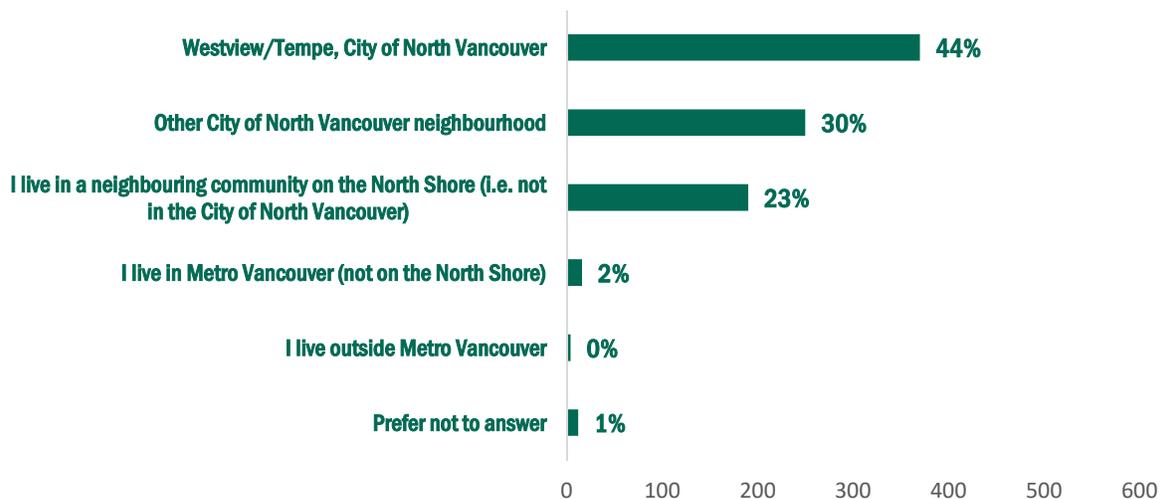
The final open-ended question was used by participants primarily to indicate support or lack of support for the Upper Levels Greenway project (88 and 75 comments respectively). Respondents also indicated the importance of connections and safety features. Other comments were specific to routes, expressed concern for impacts to neighbourhoods, and indicated the importance of environmental considerations.

Demographic Information

The City is constantly striving to improve engagement with our entire community in a way that encourages good representation in our designs and policies and as part of our ongoing Diversity, Equity and Inclusion initiatives.

It is important that we hear from a balanced and diverse group of people and perspectives to inform our decision-making. These questions help us understand who we're hearing from so we can design future engagement events to ensure that a broad range of perspectives are being represented.

23. Which City of North Vancouver neighbourhood or other area do you live in?



Total Responses: 842

Most survey respondents (370) live in the Westview/Tempe neighbourhood of North Vancouver, while 250 live in another neighbourhood in the City of North Vancouver.

When analyzing the data, residents who lived in different areas indicated different preferences for the route options:

Westview/Tempe

- 251 respondents preferred purple, 70 preferred orange, and 43 preferred blue

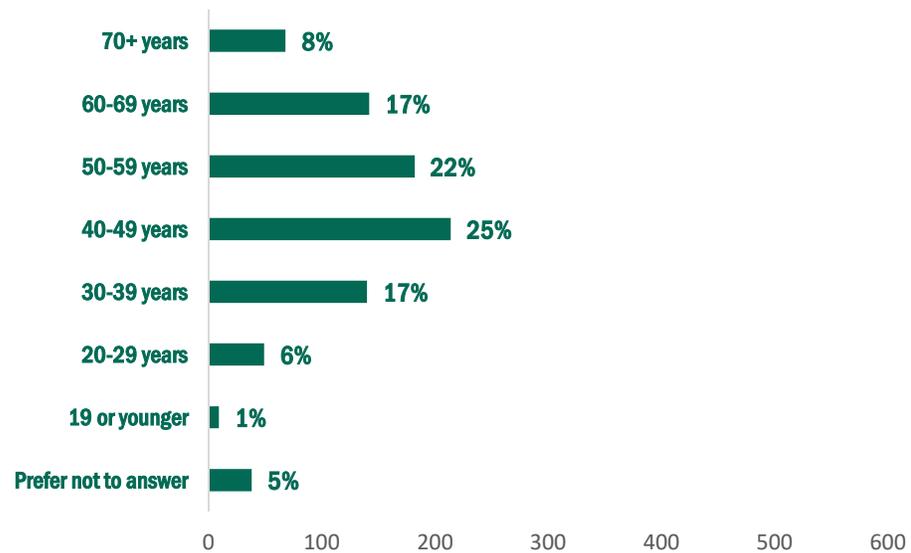
Other City of North Vancouver Neighbourhood

- 113 respondents preferred purple, 85 preferred orange, and 48 preferred blue

I live in a neighbouring community on the North Shore

- 85 respondents preferred orange, 78 preferred purple, and 27 preferred blue

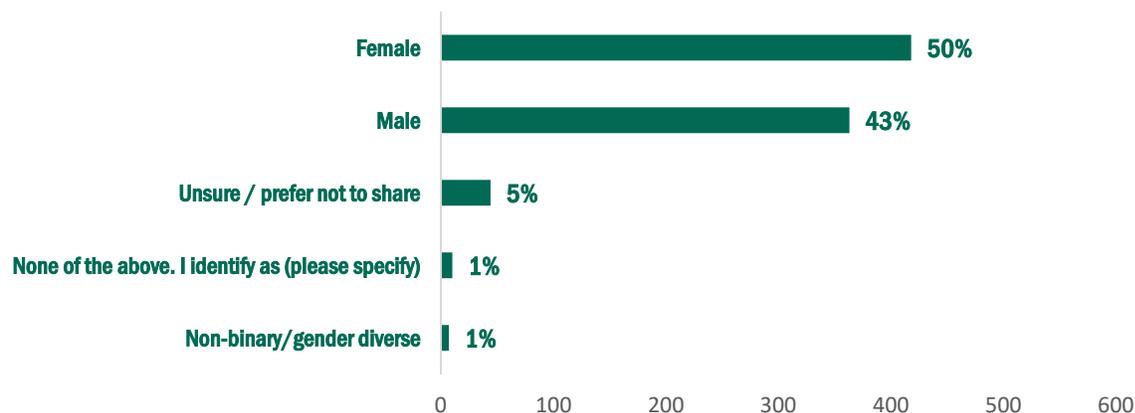
24. What is your age range?



Total Responses: 842

The majority (606) of respondents were above the age of 40. When compared to the 2016 city-wide census results, younger populations are underrepresented in this survey (19 or under, and 20-29 years of age), and those who are 40-59 and 50-59 are overrepresented.

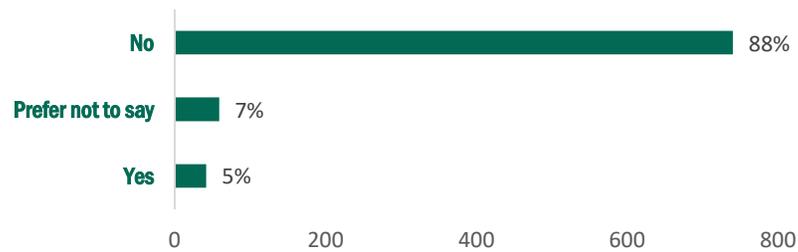
25. How do you describe your gender?



Total Responses: 842

Approximately half (418) of respondents identified as female. When compared to the 2016 city-wide census data, people identifying as male were underrepresented in the survey as they make up over 48% of the population. It should be noted that the 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 or gender diverse.

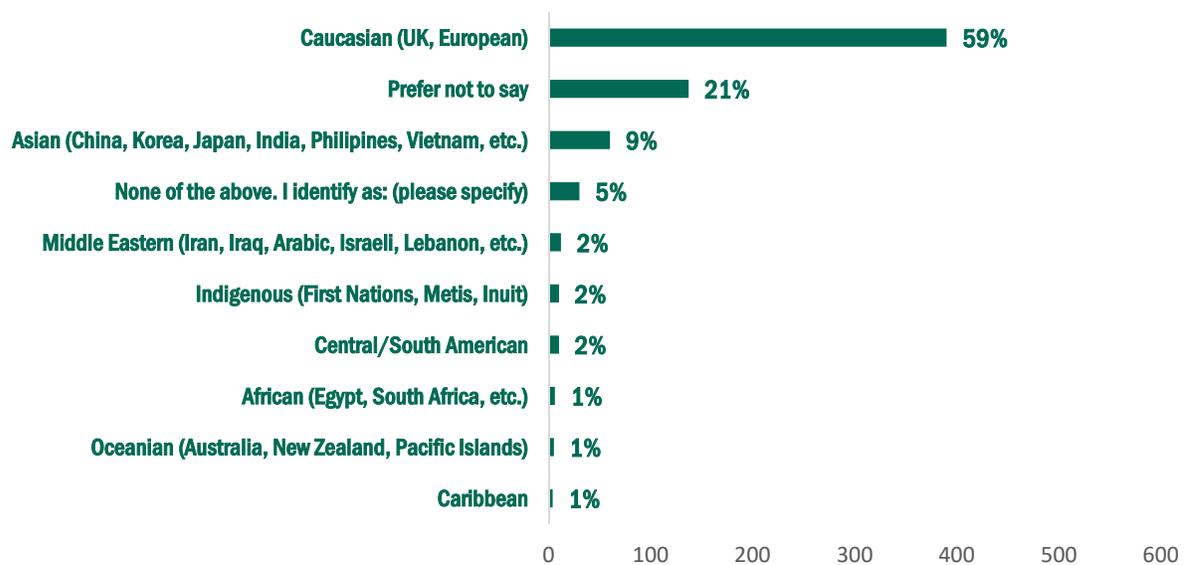
26. Do you identify as a person with a disability?



Total Responses: 842

The majority of people (740) did not identify as a person with a disability.

27. What do you consider your main ethnic origin or that of your ancestors? (Select all that apply)



Total Responses: 664

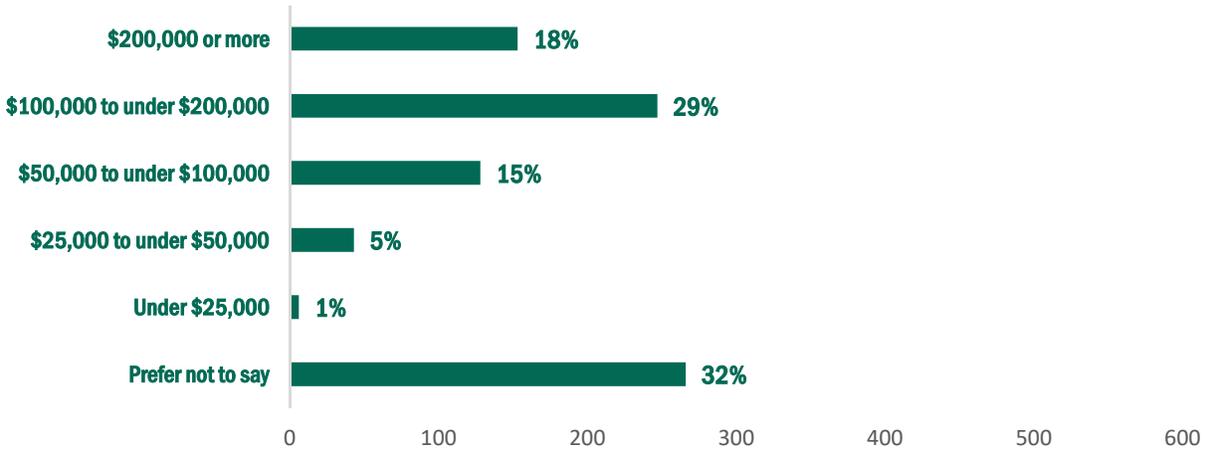
The most common ethnic origins for respondents to the survey are listed below. Listed are those with 2% or greater representation.

- Caucasian (390)
- Asian (60)
- Middle Eastern (12)
- Indigenous (10)
- Central/South American (10)

Several ethnic origins were underrepresented in this survey including East and Southeast Asian (16% of the population) / South Asian (4% of the population), and Middle Eastern (11% of the population). Those

who identified as Caucasian were overrepresented, as they represent 65% of the 2016 city-wide census population.

28. What is your total household income per year before taxes?

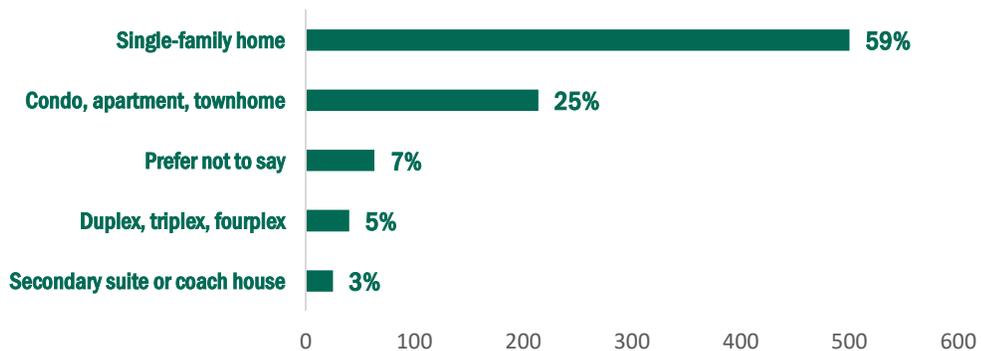


Total Responses: 842

The most common income range was between \$100,000 and \$200,000 (247).

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.

29. What type of housing do you live in?



Total Responses: 842

The most common types of housing that respondents live in include single family homes (500) and condo, apartments or townhomes (214).

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.

Open House Feedback

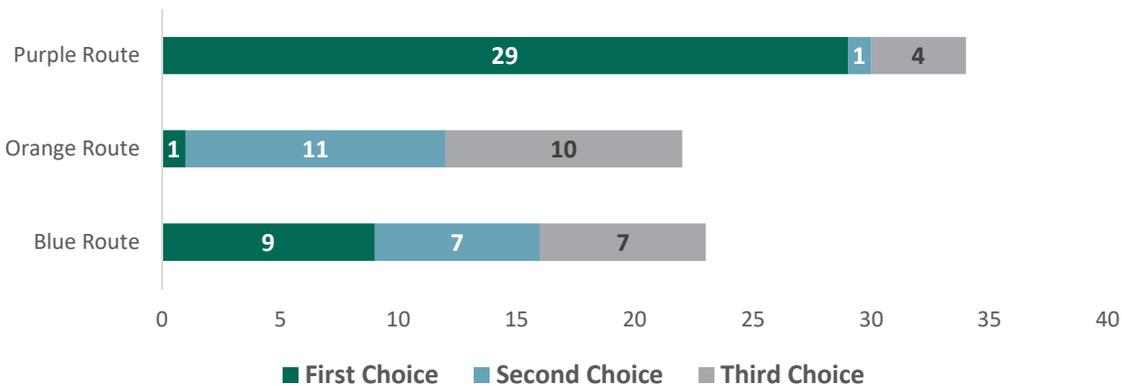
Fifty-five people attended an Open House at Larson Elementary School on May 10th from 2:20 to 8:30 p.m.

The purpose of the open house was to:

- Provide information about the Upper Levels Greenway project
- Provide an overview of where we are at in the design process
- Summarize how the project team had engaged on this project so far and what they had heard
- Present three route options developed with input from the first round of engagement
- Present the trade-offs between different design approaches for the greenways
- Gather feedback on potential routes and design approaches for the greenways
- Provide information on upcoming ways to engage and share feedback on the Upper Levels Greenway

Summary of Feedback

The Route that Participants Liked Best



Purple Route

What Participants Liked

- More connections (including south of the highway, Jones Avenue)
- Fewer changes in elevation
- More scenic/nicer/quiet

What Participants Did Not Like

- Participants used this category to indicate their suggestions for further opportunities in terms of areas to connect connect to like the Harry Jerome fitness complex, the newly constructed bike lanes on 29th, and the centennial theatre

Orange Route

What Participants Liked

- Connectivity to other areas (such as Delbrook, Harry Jerome and Lynn Valley Road)
- Simple / direct
- Wide route with fewer elevation changes

What Participants Did Not Like

- Loss of parking
- Concerns about the steep hill in Zone 1/Tempe Heights.

Blue Route

What Participants Liked

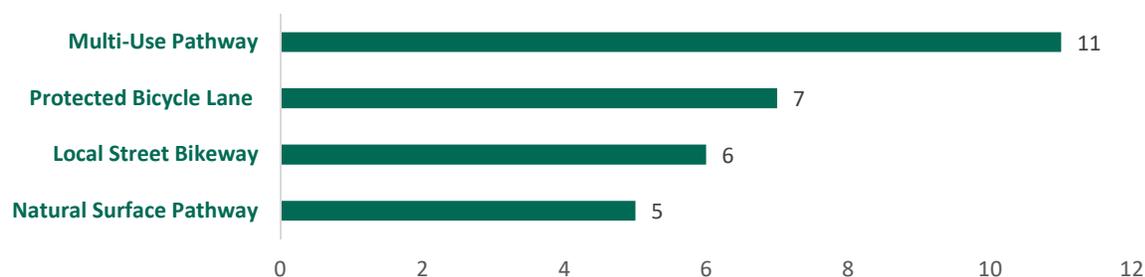
- More visually interesting

What Participants Did Not Like

- Concern about steep hills (from Tempe Heights/on 27th Street)
- Effect on traffic flow
- Light pollution
- Less direct

Engagement Tree Feedback

Participants were asked to provide comments on an engagement tree indicating which of the four designs they would be most likely to walk, cycle or roll on and why.



The most popular option was the **Multi-Use Pathway**. Comments included support for separating users, especially cyclists and drivers.

The second most popular option was the **Protected Bicycle Lane**. Participants cited the separation between cyclists and vehicles, and the perception that this option is safer for children.

The third most popular option was the **Local Street Bikeway**. Comments noted the lack of user separation, loss of parking, and the need for additional traffic calming.

The least most popular option was the **Natural Surface Pathway**. Participants noted that this option felt more natural and reflected the North Vancouver community.

Youth Engagement at Open House

At the Larson Elementary School Open House, a youth activity station was set up with colouring pages and worksheets, based on the theme of “Getting to School.”

Questions on the activity pages included “How do you feel on the trip to school?” with a choice of emojis to select from as responses. Other questions on the activity pages included “What is your favourite way to get to school” and “Who do you travel to school with.” Children were also invited to draw pictures of their journey to school.

In response to “How do you feel on the trip to school”, the most often selected emoji was a happy face (4), followed by a neutral face (3). Pictures drawn by the children most often depicted walking, people, or a map of the route/streets taken to get to school. Students preferred way to get to school included walking and biking.

When asked, “who do you travel to school with,” answers most often included family and friends, with one child writing “with friends of family because it’s nice to have company.”

Pop Ups

The project team engaged with **55 people** at two pop up sessions during the engagement period. Members of the project team provided information on the background and goals of the project, as well as information on the three route options. Participants were directed to the online survey to provide their input.

Thirty-five people engaged on May 7th at a Pop Up at City Fest from 12:00 p.m. to 2:00 p.m.

Twenty people engaged on May 14th at a Pop Up on Grand Boulevard from, 11:00 a.m. to 1:00 p.m.

Public and Stakeholder Correspondence

Twenty-five emails or phone calls were received by the city during phase 2 of the engagement.

The main theme reflected in the correspondence was a concern/lack of support for a route on 27th Street due to:

- It being a busy street used by seniors, and young children,
- The heavy traffic
- Concerns over the loss of parking
- Concerns over the narrow route
- 25th being more suited to the greenway

Several other comments requested more specifics on design details for the routes and questions/concerns about impacts of the routes on specific locations including removal of trees and encroachments on properties.

Social Media Comments

On April 27th a post was shared by the City on Facebook:

We’ve developed three route options for the Upper Levels Greenway. Learn how your input helped shape the options and help us choose a preferred route that’s safe and accessible for everyone. Review the route options and share your feedback by May 20th.

There were 57 comments, 16 shares and 24 likes.

Main themes in the comments included:

- The desire to be able to travel on the route with a stroller, trailer or bike (4)
- Lack of support for the project (4)
- Safety concerns / need for separation of users (3)
- Preferences for particular routes (3)
- Concerns about loss of parking impacts, specifically on 27th Street (2)
- Questions about connecting to other areas / or concern about lack of connection to other areas (2)

More Information & Next Steps

The City will use the feedback received to help develop a preferred route and preferred design for the Upper Levels Greenway which will be presented to stakeholders and the public in the next round of public engagement.

For more information:

- Visit the project webpage at www.cnv.org/ULG
- Contact the Project Team at cnv.org/ULG or 604-983-7333

APPENDIX C: SCHOOL TRAVEL PLAN SUMMARIES

Larson Elementary School Travel Plan (2016)

Larson Elementary School is located on Larson Road and provides instruction to approximately 470 students between Kindergarten and Grade 7. Larson Elementary is a dual track school that offers a French Immersion program, which results in many students travelling to school from beyond the typical catchment area. In 2016, the school completed a School Travel Plan through the City's Safe and Active School Travel Program. The study found that nearly half of students were driven to (45%) and/or from (41%) school, while roughly a third walked to (35%) and/or from (34%) school. The main reasons parents gave for driving to school were distance (71%), on the way to somewhere else (53%), convenience (47%), and traffic (32%). Roughly half (51%) of parents said they would allow their children to walk if there was reduced traffic, while a third (33%) said they would allow their children to walk if there were safer routes.

The plan identified several traffic safety issues along potential routes to school at the following locations:

- **Jones Avenue between West 25th Street, and West 28th Street:** concerns about lack of sidewalks on the west side of Jones Avenue and vehicles using the alley between West 25th Street and West 26th Street to exist or enter the school zone.
- **Jones Avenue, West 23rd Street, and Larson Crescent intersection:** concerns about the multi-road intersection, with no north-south provisions for pedestrians on the west side of the intersection, and the lack of sidewalks on Jones Avenue north of the intersection for pedestrians approaching the overpass.
- **Larson Road and West 28th Street:** concerns about parked vehicles and overgrown vegetation impeding sightlines and visibility at the pedestrian crossing.
- **Intersection of Westview Drive and West 28th Street:** concerns about general traffic safety, including traffic speeds, poor driver behaviour (including running yellow lights and not adhering to the no-right-turn-on-red restriction), and presence of the townhouse complex entrance into the intersection.
- **West Queens Road and Stanley Avenue crosswalk:** concerns about sightlines, crossing distance, and driver compliance.
- **Traffic safety in the school zone:** concerns related to driver behaviour, including failure to stop for pedestrians at the crosswalk in front of the school and lack of adherence to posted parking and stopping regulations during the periods before and after school.

As part of the plan, the school developed a Best Routes map for students. The routes that are part of the Upper Levels Green Project study area included:

- West 27th Street between Larson Road and Tempe Crescent;
- West 28th Street between Westview Drive and Jones Avenue;
- West 29th Street between Jones Avenue and Mahon Avenue;
- Lonsdale Avenue between West Queens Road and West Osborne Road;
- Larson Road between the school and West Queens Road; and
- Westview Drive between West 28th Street and West Queens Road.

In the fall of 2020, with the return of in-class education, CNV Transportation staff conducted observational data collection at each City school at peak times to understand the impacts of new COVID protocols on the transportation situation at local schools. This also offered an opportunity to do an overall assessment of transportation safety conditions individual schools. The key issues observed at schools within the study area are summarized below.

- Vehicles parking in no stopping zones and crosswalks
- Poor sightlines at Larson and 25th Street due to vehicles parking too close to the intersection

- Dangerous pedestrian conditions on 25th Street due to lack of sidewalks, this is a key connection to the school
- Vegetation encroachment on 25th Street

Holy Trinity Elementary School (2019)

Holy Trinity Elementary School is a Catholic school on West 27th Street off of Lonsdale Avenue and north of the Trans Canada Highway. Approximately 225 students between Kindergarten and Grade 7 are enrolled. As an independent Catholic school, Holy Trinity attracts students from a large region. In 2019, the school completed a School Travel Plan. It found that more than three quarters of students are driven to (81%) and/or from (76%) school on a regular basis. The main reasons parents gave for driving were distance (56%), convenience (50%), and traffic (42%). Just under half of parents said they would allow their children to walk if there was a reduction in traffic (45%) or safer routes (42%) to school. Similarly, roughly half of parents said they would allow their children to cycle to school if there were reductions in traffic (52%) or safer routes (47%).

The plan identified several traffic safety issues along potential routes to school at the following locations:

- **Traffic safety in front of the school:** concerns included the intersection of West 27th Street and Western Avenue, which functions as the entrance to the school's parking lot, and noting pedestrian safety at the crosswalk and that the intersection is often congested during pick-up and drop-off times.
- **Lonsdale Avenue and West 27th Street intersection:** concerns about the safety of pedestrians crossing the intersection as intersection gets very busy, has short pedestrian crossing times, and drivers focused on turning east or west off Lonsdale.
- **Chesterfield Avenue and West 27th Street intersection:** concerns about the safety of pedestrians, speed of motor vehicles, and driver behaviour.
- **Upper Levels Highway Lonsdale overpass:** concerns about the overall safety of the overpass, including the volume of traffic, driver behaviour and failure to yield at crosswalks, vehicle speeds, short crossing times and long crossing distances, narrow sidewalks, and gaps or insufficient height of the guard rails.

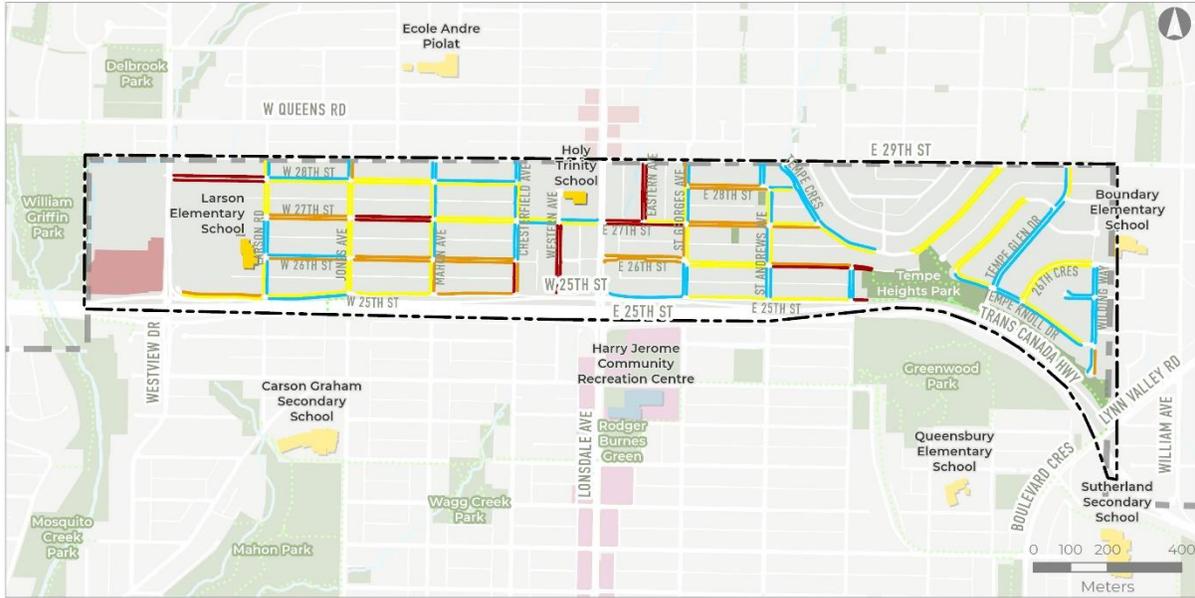
As part of the plan, the school developed a Best Routes map for students. The routes that are part of the ULG project area included:

- West 27th Street/East 27th Street between Larson Road and Tempe Crescent;
- Larson Road between West Queens Road and West 27th Street;
- Jones Avenue between Highway 1 and West 27th Street;
- Chesterfield Avenue between West 26th Street and West 29th Street;
- Lonsdale Avenue between Highway 1 and East Kings Road;
- St. Georges Avenue between East 27th Street and East 25th Street; and
- East 25th Street between St. Georges Avenue and Ridgeway Avenue.

In the fall of 2020, with the return of in-class education, CNV Transportation staff conducted observational data collection at each City school at peak times to understand the impacts of new COVID protocols on the transportation situation at local schools. This also offered an opportunity to do an overall assessment of transportation safety conditions individual schools. The key issues observed at schools within the study area are summarized below.

- General vehicle congestion in school zone
- Encroachment issues on sidewalks leading to school

APPENDIX D: DETAILED PARKING UTILIZATION SUMMARY



OVERNIGHT PARKING UTILIZATION



Figure D-1: Overnight Parking Utilization (6 – 7 AM)



7 - 8 AM PARKING UTILIZATION

Parking Utilization

< 25%

25 - 50%

50 - 75%

> 75%

Green Necklace

Existing Trails and Pathways

Study Area Boundary

Municipal Boundary

Schools

Recreation Centres

Parks

Commercial

Mixed-Use



Figure D-2: AM Peak Parking Utilization (7 – 8 AM)



8 - 9 AM PARKING UTILIZATION

Parking Utilization

< 25%

25 - 50%

50 - 75%

> 75%

Green Necklace

Existing Trails and Pathways

Study Area Boundary

Municipal Boundary

Schools

Recreation Centres

Parks

Commercial

Mixed-Use



Figure D-3: AM Peak Parking Utilization (8 – 9 AM)



12 - 1 PM PARKING UTILIZATION

Parking Utilization

— < 25%

— 25 - 50%

— 50 - 75%

— > 75%

— Green Necklace

— Existing Trails and Pathways

Study Area Boundary

Municipal Boundary

■ Schools

■ Recreation Centres

■ Parks

■ Commercial

■ Mixed-Use



Figure D-4: Mid-day Parking Utilization (12 – 1 PM)



1 - 2 PM PARKING UTILIZATION

Parking Utilization

— < 25%

— 25 - 50%

— 50 - 75%

— > 75%

— Green Necklace

— Existing Trails and Pathways

Study Area Boundary

Municipal Boundary

■ Schools

■ Recreation Centres

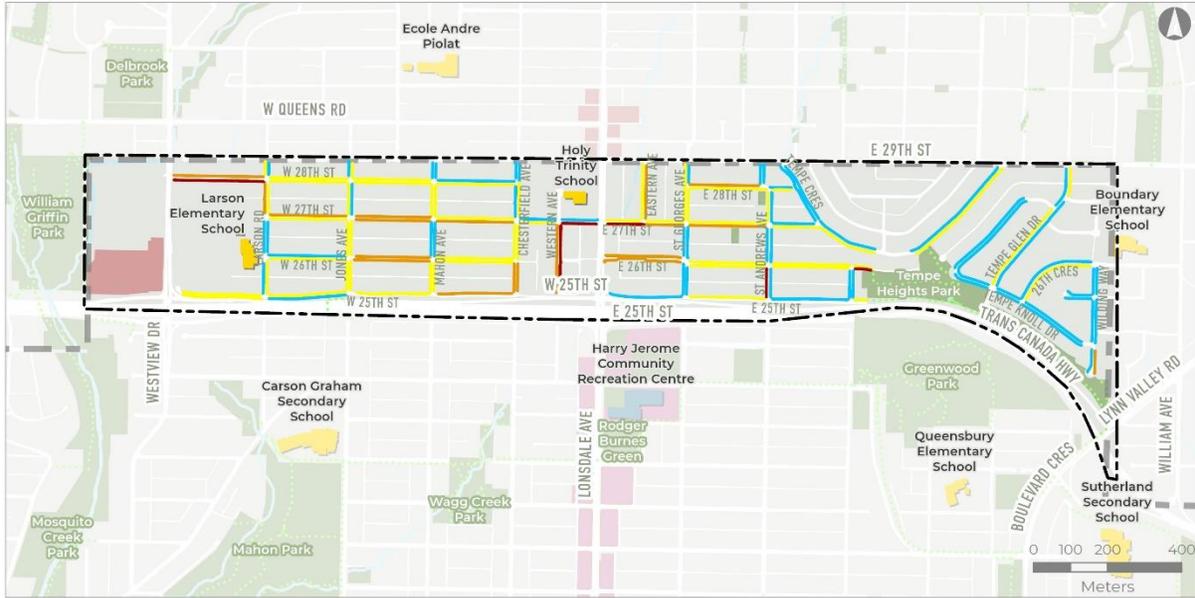
■ Parks

■ Commercial

■ Mixed-Use



Figure D-5: Mid-day Parking Utilization (1 – 2 PM)



PM PEAK PARKING UTILIZATION



Figure D-6: PM Peak Parking Utilization (5 – 6 PM)

APPENDIX E: DETAILED OPTIONS EVALUATION RESULTS

Table A-1: Evaluation Summary - Orange Route

CRITERIA	ZONE 1 WEST OF WESTVIEW DR TO LONSDALE AVE	ZONE 2 LONSDALE AVE TO TEMPE HEIGHTS PARK	ZONE 3 TEMPE HEIGHTS PARK	ZONE 4 TEMPE HEIGHTS TO LYNN VALLEY RD
SAFETY				
TRAFFIC VOLUMES / SPEEDS PEDESTRIAN / CYCLIST COMFORT LIGHTING	<ul style="list-style-type: none"> Relatively comfortable with low vehicle volumes west of Mahon Avenue. Traffic calming, diversion, or separation may be required between Mahon Avenue and Lonsdale Avenue due to high traffic volumes. Moderate vehicle speeds. Some traffic calming may be required to reduce vehicle speeds. Observed cyclist desire line based on Strava heat map assessment and public input. Existing signalized crossings at Lonsdale Avenue and Westview Drive. 	<ul style="list-style-type: none"> Relatively comfortable with moderate vehicle volumes and speeds. Some traffic calming may be required to reduce volumes and speeds. Speed humps already exist on Tempe Crescent. Existing signalized crossing at Lonsdale Avenue. 100 Block East 27th and St. Georges Avenue are known traffic short cutting routes. 	<ul style="list-style-type: none"> Relatively comfortable with low vehicle volumes and speeds with some existing speed humps. No lighting currently provided within Tempe Heights Park. Uneven and inaccessible trail pathway through Tempe Heights Park. Driveways create potential for conflict between modes. 	<ul style="list-style-type: none"> Missing sidewalks on Tempe Knoll Drive with constraints such as encroachments and utility poles that may need to be relocated. Relatively comfortable with moderate vehicle volumes and speeds. Some traffic calming may be required to reduce volumes and speeds. Speeding is a concern in 30 km/h zone adjacent to park. Numerous driveways on both sides with front of house garbage collection on street create potential for conflict between modes.
CONNECTION				
DIRECTNESS ACCESS TO NATURE ACCESS TO BUSINESSES & SCHOOLS NETWORK CONNECTIVITY	<ul style="list-style-type: none"> Relatively direct east-west route but with jog at Larson Road to 28th Street. Enables connections to Larson Elementary School and Holy Trinity School and church. Provides connection opportunity towards Delbrook Community Centre and potential link into Mosquito Creek trails. Potential to add a loop connection between Larson school and Jones pedestrian overpass. Centrally accessible from the neighbourhood north and south 	<ul style="list-style-type: none"> Relatively direct east-west route Brings connection closer to commercial area at 29th Street/Queens Street and Lonsdale Avenue. Direct access to Tempe Heights Park. 	<ul style="list-style-type: none"> Relatively direct east-west route. Connects to Tempe Heights Park via a steep trail 	<ul style="list-style-type: none"> Relatively direct east-west route. Direct connection to Tempe Heights Park.
EXPERIENCE				
NOISE ACCESSIBILITY TOPOGRAPHY	<ul style="list-style-type: none"> Relatively quiet residential street. Steep hill, especially between Jones Avenue and Mahon Avenue (between 6.70-8.29%), creates eastbound and westbound safety issues, as cyclists will be moving at high speeds down the hill and not able to keep up with the speed of traffic while traveling uphill Mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction 	<ul style="list-style-type: none"> Relatively quiet residential street. Flat west of St. Andrews Avenue. Very steep hill between St. Andrews Avenue and Tempe Crescent (>8.30%). Mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction. 	<ul style="list-style-type: none"> Relatively quiet residential street and quiet through Tempe Heights Park. Relatively flat on Tempe Crescent. Connection through Tempe Heights Park requires connection via a steep trail that requires switchbacks to attain a desirable grade. Mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction 	<ul style="list-style-type: none"> Relatively quiet residential street. Relatively flat between Wilding Way and Tempe Knoll Drive, with a steep hill connecting Tempe Crescent and Tempe Knoll Drive.
FEATURES				
PLACEMAKING POTENTIAL AMENITIES PLACES OF INTEREST VIEWS CHARACTER	<ul style="list-style-type: none"> Modest opportunity for amenity space at SW corner of Chesterfield Avenue and 27th Street fronting the church. Modest opportunity for amenity space at NE corner of Chesterfield Avenue and 27th Street. Depending on laning and sidewalk configuration, north side of right-of-way appears to have new tree planting opportunities to increase canopy cover (unfortunately not on the south side and may not be favourable to resident's views). No significant views except down the corridor itself. 	<ul style="list-style-type: none"> Existing mature trees add to character. Opportunity for road closures / parklet. Location where 27th Street meets Tempe Crescent feels unique and potential opportunity for public realm improvements. Some views of mountains to northwest at top of hill (Tempe Crescent). Vegetation and houses block most views to south. 	<ul style="list-style-type: none"> Existing places to rest in the park. Interesting places to visit in the park. Connection to hill used for tobogganing in the winter. Good connection to existing park amenities (water feature, playground, sport courts, winter tobogganing). Mature trees throughout the park. Hedges blocking sight lines into trail at access points (could improve visual connection to greenway with selective vegetation removal). 	<ul style="list-style-type: none"> Currently no places to rest Suburban character with front driveways may make it challenging for off-street facilities. No significant views. Potential to include parklet and amenities at Wilding Way cul-de-sac.

Table A-2: Evaluation Summary - Blue Route

CRITERIA	ZONE 1 WEST OF WESTVIEW DR TO LONSDALE AVE	ZONE 2 LONSDALE AVE TO TEMPE HEIGHTS PARK	ZONE 3 TEMPE HEIGHTS PARK	ZONE 4 TEMPE HEIGHTS TO LYNN VALLEY RD
SAFETY				
TRAFFIC VOLUMES / SPEEDS PEDESTRIAN / CYCLIST COMFORT LIGHTING	<ul style="list-style-type: none"> Relatively comfortable with low vehicle volumes west of Mahon Avenue. Traffic calming, diversion, or separation may be required between Mahon Avenue and Western Avenue due to high traffic volumes. Moderate vehicle speeds. Some traffic calming may be required to reduce vehicle speeds. North-south connections missing sidewalks Steep hill, especially between Jones Avenue and Mahon Avenue (between 6.70-8.29%), creates eastbound and westbound safety issues, as cyclists will be moving at high speeds down the hill and not able to keep up with the speed of traffic while traveling uphill and weaving 	<ul style="list-style-type: none"> Relatively comfortable with low volumes and speeds Missing sidewalks on 26th Street. 	<ul style="list-style-type: none"> Missing sidewalks on Tempe Knoll Drive Low volumes and speeds with speed humps, but speeding is a concern despite 30 km/h zone On-street lighting but no lighting in Tempe Heights Park Uneven trail 	<ul style="list-style-type: none"> Missing sidewalks on Tempe Knoll Drive with constraints such as encroachments and utility poles that may need to be relocated. Relatively comfortable with moderate vehicle volumes and speeds. Some traffic calming may be required to reduce volumes and speeds. Speeding is a concern in 30 km/h zone adjacent to park. Numerous driveways on both sides with front of house garbage collection on street create potential for conflict between modes.
CONNECTION				
DIRECTNESS ACCESS TO NATURE ACCESS TO BUSINESSES & SCHOOLS NETWORK CONNECTIVITY	<ul style="list-style-type: none"> Less direct east-west route. Direct connections to Larson Elementary, Holy Trinity School and church, and Westview Shopping Centre. Potential to add a loop connection between Larson school and Jones pedestrian overpass. Challenging interface with crossing at Westview Drive; Currently requires travel ~100m north on narrow sidewalk to cross Westview Drive. 	<ul style="list-style-type: none"> Brings connection closer to commercial area at 29th Street and Lonsdale Avenue Direct route to Tempe Heights Park 	<ul style="list-style-type: none"> Connects to Tempe Heights Park via a steep trail (half length) 	<ul style="list-style-type: none"> Relatively direct east-west route. Direct connection to Tempe Heights Park.
EXPERIENCE				
NOISE ACCESSIBILITY TOPOGRAPHY	<ul style="list-style-type: none"> Relatively quiet residential street. Jogs in route help to mitigate impacts of topography. Mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction 	<ul style="list-style-type: none"> Relatively quiet residential street. Relatively steep east-west west of St. Andrews Avenue (between 6.70-8.29%). mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction 	<ul style="list-style-type: none"> Connection through Tempe Heights Park requires connection via a steep trail that requires switchbacks to attain a desirable grade Mid-slope for north-south connections, meaning users only need to travel half of the elevation gain in either direction Direct connection through Tempe Heights Park. 	<ul style="list-style-type: none"> Relatively quiet residential street. Relatively flat between Wilding Way and Tempe Knoll Drive, with a steep hill connecting Tempe Crescent and Tempe Knoll Drive.
FEATURES				
PLACEMAKING POTENTIAL AMENITIES PLACES OF INTEREST VIEWS CHARACTER	<ul style="list-style-type: none"> Currently no places to rest. Mature trees add to character. Direct views to Grouse Mountain heading north on Jones Avenue Uninspiring sound abatement wall and retaining walls on south side of 25th Street west of Larson Road. 	<ul style="list-style-type: none"> Opportunities for parklets / road closures, including constrained road section between Lonsdale Avenue and St. Georges Avenue. Currently no places to rest. Mature trees add to character.. More mature conifer trees on both sides of street give it a "greener" feel and a perceived narrower street. 	<ul style="list-style-type: none"> Mature trees. Tempe Heights Park amenities. Places to rest within the park. Good connection to existing park amenities (water feature, tennis courts). Hedges blocking sight lines into trail at access points (could improve visual connection to greenway with selective vegetation removal). 	<ul style="list-style-type: none"> Currently no places to rest. Suburban character with front driveways may make it challenging for off-street facilities. No significant views. Potential to include parklet and amenities at Wilding Way cul-de-sac.

Table A-3 Evaluation Summary - Purple Route

CRITERIA	ZONE 1 WEST OF WESTVIEW DR TO LONSDALE AVE	ZONE 2 LONSDALE AVE TO TEMPE HEIGHTS PARK	ZONE 3 TEMPE HEIGHTS PARK	ZONE 4 TEMPE HEIGHTS TO LYNN VALLEY RD
SAFETY				
TRAFFIC VOLUMES / SPEEDS PEDESTRIAN / CYCLIST COMFORT LIGHTING	<ul style="list-style-type: none"> Relatively comfortable with very low volumes and speeds. Some traffic calming may be desired to reduce speeds, or separation and protection where not possible. Some additional traffic during school pick-up and drop-off periods circulating from Larson Road to Jones Avenue. North-south connections are missing sidewalks in some areas Residential only on the north side of street; limited eyes on the street 	<ul style="list-style-type: none"> Relatively comfortable with very low volumes and speeds. Some traffic calming may be desired to reduce speeds, or separation and protection where not possible. North-south connections are missing sidewalks in some areas. Only residential on north side of street, limited eyes on the street. 	<ul style="list-style-type: none"> Narrow, uneven trail. No lighting (lighting improvements shall consider park context). Isolated segment of trail. Steep side slopes may require guardrails 	<ul style="list-style-type: none"> Uneven trail.. No lighting (lighting improvements shall consider park context).
CONNECTION				
DIRECTNESS ACCESS TO NATURE ACCESS TO BUSINESSES & SCHOOLS NETWORK CONNECTIVITY	<ul style="list-style-type: none"> Direct east-west connection Direct connection to Westview Shopping Centre. Direct connection to cycling facilities on Highway 1 west of Westview Drive. Opportunity for future Mosquito Creek connection. Does not directly connect to schools and is relatively far from commercial destinations at 29th Street and Lonsdale Avenue. 	<ul style="list-style-type: none"> Direct east-west connection. Direct access to Tempe Heights Park. Direct east-west connection, including Westview Shopping Centre. Does not directly connect to schools. 	<ul style="list-style-type: none"> Direct east-west connection. Access to nature prioritized. 	<ul style="list-style-type: none"> Direct east-west connection, including most direct connection to Lynn Valley Road. Access to nature prioritized.
EXPERIENCE				
NOISE ACCESSIBILITY TOPOGRAPHY	<ul style="list-style-type: none"> Flattest grades of all options. At bottom of steep slope for north-south connections, meaning users need to travel up and down steep grades to travel north-south. Proximity to loud highway noise. 	<ul style="list-style-type: none"> Relatively flat. At bottom of steep slope, requiring uphill/downhill travel on steep grades to reach destinations to the north. Proximity to loud highway noise. 	<ul style="list-style-type: none"> Relatively flat. Proximity to loud highway noise. Walking through nature. Opportunity to pave trail or grade the existing gravel trail. Gravel trails provide limited accessibility upgrades 	<ul style="list-style-type: none"> Relatively steep hill (6.7-8.29%) to reach top of berm, reducing grades or widening path would require significant tree removal and earthwork impacts.. Proximity to loud highway noise. Walking through nature Opportunity to pave trail or grade the existing gravel trail
FEATURES				
PLACEMAKING POTENTIAL AMENITIES PLACES OF INTEREST VIEWS CHARACTER	<ul style="list-style-type: none"> Currently no places to rest. Good views of downtown Vancouver, particularly around Chesterfield Avenue. Opportunities for parklets / road closure, including between Mahon Avenue and Chesterfield Avenue. Sound abatement wall and retaining walls on south side of 25th Street. 	<ul style="list-style-type: none"> Currently no places to rest. Opportunities for parklets / road closure / road space reallocation or one-way conversion, including between St Georges Avenue and Tempe Heights Park. Good views of downtown Vancouver near Chesterfield Street. Sound abatement wall and retaining walls on south side of 25th Street. 	<ul style="list-style-type: none"> Currently no places to rest. Opportunity to increase the size of the south west trailhead (at the end of the road) and create a node for rest and wayfinding 	<ul style="list-style-type: none"> Currently no places to rest. Some views of the highway

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8819

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

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

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8819**” (**Brad Lamoureux / Lamoureux Architect Incorporated, 63 Mahon Avenue, CD-684 Text Amendment**).
2. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
 - A. Amending the following section to Section 1100, removing “CD-684 Comprehensive Development 684 Zone” in its entirety and replacing it as follows:

“CD-684 Comprehensive Development 684 Zone”

In the CD-684 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the LL-3 Zone, except that:

- (1) One Principal Building shall be permitted on one Lot;
- (2) The permitted Principal Use on the Lot shall be limited to:
 - (a) Assembly Use;
 - (b) Accessory Off-Street Parking;
- (3) The maximum Gross Floor Area shall be 1.20 FSR, provided that this amount may be increased by exceeding the ASHRAE 90.1, 2016 standards by 14% to a maximum of 2.60 FSR;
- (4) Section 6A04(3) shall be varied to allow a lot coverage of 82% above the second Storey;
- (5) Section 6A04(4) shall be varied to allow a Principal Building height of no more than 19.9 metres (65.3 feet);
- (6) Section 6A04(5)(a) shall be varied to allow a zero setback to the Rear Lot Line or a flanking lane;
- (7) Section 6A04(6) shall be waived;
- (8) Section 906(4)(c)(i) shall be varied to allow access for off-street parking off of Mahon Avenue;
- (9) Section 906(5)(b) shall be varied to allow a minimum driveway width of 4.0 metres (13.12 feet);

- (10) Section 908(8) shall be varied to support a minimum of 11 off-street parking stalls;
- (11) Section 1001 shall be varied to remove the requirement for an off-street Loading Space;
- (12) All exterior finishes, design and landscaping shall be approved by the Advisory Design Panel.

READ a first time on the 1st day of February, 2021.

READ a second time on the 1st day of February, 2021.

READ a third time on the 1st day of March, 2021.

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

MAYOR

CORPORATE OFFICER

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8900

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. 8900” (Affinity Cannabis / Ruby Sandher, 1825 Lonsdale Avenue, CD-747)**.
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-747 (Comprehensive Development 747 Zone):

Lot	Block	D.L.	Plan	
B (Reference Plan 9519)	19	548 and 549	1132	from C-2

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-746 Comprehensive Development 746 Zone”:

“CD-747 Comprehensive Development 747 Zone”
 - B. Adding the following to Section 1101, thereof, after the “CD-746 Comprehensive Development 746 Zone”:

“CD-747 Comprehensive Development 747 Zone”

In the CD-747 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the C-2 Zone, except that:

- (1) In addition to the Principal Uses permitted in the C-2 Zone, one Cannabis Sales retail store may be permitted.

READ a first time on the 13th day of December, 2021.

READ a second time on the 13th day of December, 2021.

READ a third time on the 31st day of January, 2022.

APPROVED pursuant to section 52(3)(a) of the *Transportation Act* on the 24th day of February, 2022.

APPROVED by the Liquor and Cannabis Regulation Branch of British Columbia on the 17th day of May, 2022.

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

MAYOR

CORPORATE OFFICER



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

REPORT

To: Mayor Linda Buchanan and Members of Council

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

Subject: REQUEST FOR FUNDING FROM THE LONSDALE BUSINESS
IMPROVEMENT AREA SOCIETY

Date: July 6, 2022 File No: 13-6750-01-0001-2022

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated July 6, 2022, entitled "Request for Funding from the Lonsdale Business Improvement Area Society":

THAT \$30,000 be provided to the Lonsdale Business Improvement Area Society to assist with their efforts toward creating a Lonsdale Business Improvement Area;

AND THAT staff be directed to monitor the use of the funding as per the budget submitted by the Lonsdale Business Improvement Area Society.

ATTACHMENTS

1. Lonsdale Business Improvement Area Society Registration/Incorporation Documents (CityDocs [#2191127](#))
2. Letter from the Lonsdale Business Improvement Area Society dated June 28, 2022 (CityDocs [#2195782](#))

PURPOSE

This report provides background for Council in response to a request for funding from the newly formed Lonsdale Business Improvement Area Society toward their efforts to create a Lonsdale Business Improvement Area.

BACKGROUND

A group of Central Lonsdale Businesses formed the Lonsdale Business Improvement Area Society on June 3, 2022 to pursue their interest in having a Business Improvement Area (BIA) created for Lonsdale Ave (Attachment #1).

The Society is requesting \$30,000 in funding from the City to assist with their efforts to garner support from area businesses and property owners for the creation of a BIA and to research specifics such as potential BIA boundaries (Attachment #2).

DISCUSSION

Given the positive experience with the Lower Lonsdale Business Improvement Area (LLBIA) in contributing to the rejuvenation of the commercial area of Lower Lonsdale and coalescing the local business community, staff support the creation of a BIA in Central Lonsdale. The presence of a BIA in Central Lonsdale will also provide a business voice for future work on the Lonsdale Great Street and Open Streets Projects and other City projects in the area.

With the City's previous experience with the creation of the LLBIA, the evolution of a formal BIA requires considerable consultation with and education of businesses and property owners. It is difficult for volunteer business owners to take all of this on without assistance. City funding will help facilitate this process by providing resources to enable a comprehensive consultation process.

FINANCIAL IMPLICATIONS

Should Council agree with providing a grant, staff recommend the funding be sourced as follows:

- \$20,000 from Community & Partner Engagement's existing 2022 Operating Budget
- \$10,000 from Council Contingency

INTER-DEPARTMENTAL IMPLICATIONS

This report has been prepared with input from the Finance Department.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

As demonstrated from the work of the Lower Lonsdale Business Improvement Area and the over 70 BIA's in the province, a BIA can provide significant support for coalescing a business community and supporting their efforts to improve marketing/promotion of a business district. Some of the more common benefits resulting from the presence of a BIA include: increased patronage and therefore success of local businesses; attraction of new businesses creating a greater mix of business (this is both a benefit to property owners and existing businesses); improved public realm maintenance; street level animation through events and placemaking; and creating a commercial district voice at local government.

All of these benefits touch primarily on two priorities in Council's Strategic Plan – A Vibrant City and a Prosperous City.

RESPECTFULLY SUBMITTED:



L. R. Orr
Deputy Director Community and Partner
Engagement



This package contains:

Certified copy of the Incorporation Application



INCORPORATION APPLICATION

BC Society • Societies Act

CERTIFIED COPY
Of a document filed with the
Province of British Columbia
Registrar of Companies

T.K. SPARKS

NAME OF SOCIETY: LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

Incorporation Number: S0076620
Business Number: 72160 4403 BC0001
Filed Date and Time: June 3, 2022 03:42 PM Pacific Time
Date Society was incorporated or otherwise formed: June 3, 2022 03:42 PM Pacific Time

NAME RESERVATION NUMBER

NR 5257530 LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

APPLICANT INFORMATION

Last Name, First Name Middle Name:
KESHVADI, SHAYAN

Mailing Address:
1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:
VOSS, TJ

Mailing Address:
1830 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

REGISTERED OFFICE ADDRESS INFORMATION

Delivery Address:
1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Mailing Address:
1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

DIRECTOR INFORMATION

Last Name, First Name Middle Name:
BUI, TIFFANY

Delivery Address:
1838 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9



INCORPORATION APPLICATION

BC Society • Societies Act

Last Name, First Name Middle Name:

KESHVADI, SHAYAN

Delivery Address:

1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

MEHREGEN, DARIUSH

Delivery Address:

1906 LONSDALE AVE
NORTH VANCOUVER BC V7M 2K1

Last Name, First Name Middle Name:

PETERS, BRUCE

Delivery Address:

1820 LONSDALE AVENUE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

SALIMI, SAIED

Delivery Address:

130 15TH ST W
NORTH VANCOUVER BC V7M 1R5

Last Name, First Name Middle Name:

SENKA, IGOR

Delivery Address:

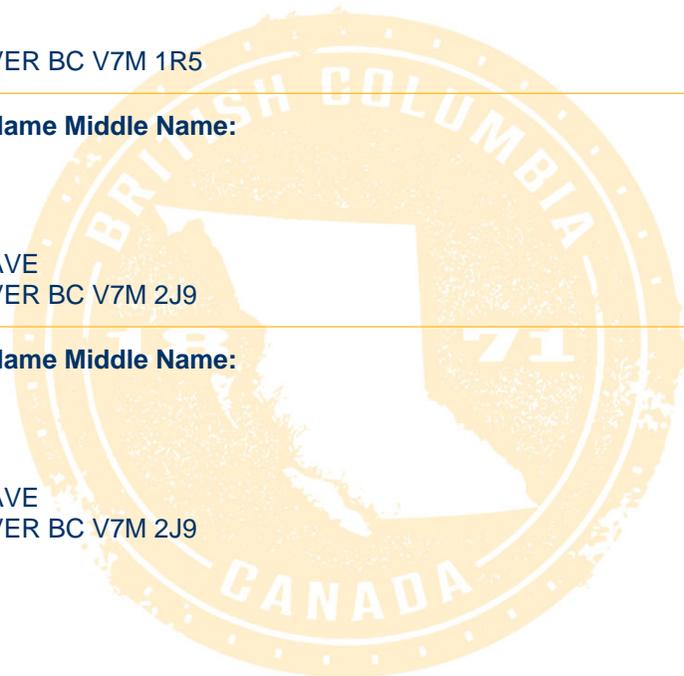
1846 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

VOSS, TJ

Delivery Address:

1830 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9



CONSTITUTION

NAME OF SOCIETY

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

SOCIETY'S PURPOSES

SOCIETIES ACT

CONSTITUTION

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

1. The name of the Society is Lonsdale Business Improvement Area Society.
2. The purposes of the Society are to develop and undertake projects and initiatives to encourage business in the central and upper Lonsdale commercial district, including to:
 - (a) create a strong 'Lonsdale' brand and distinct identity for Lonsdale area businesses;
 - (b) promote Lonsdale goods and services to local, regional and tourist markets;
 - (c) diversify the existing business mix, recruit new commercial tenants, and improve the quality of local business services;
 - (d) promote investment in refurbished and new commercial, residential and mixed-use properties;
 - (e) represent business community interests to local government;
 - (f) participate in, plan and conduct major events and promotions in the community; and
 - (g) bring streetscape improvements and public amenities to attract visitors and patrons to the business district.

CERTIFICATION

I, Douglas Ausman, certify that I have relevant knowledge of the society, and that I am authorized to make this filing.



BYLAWS of the LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY (the "Society")

PART 1 - DEFINITIONS AND INTERPRETATION

Definitions

1.1 In these Bylaws:

"Act" means the *Societies Act* of British Columbia as amended from time to time;

"Board" means the directors of the Society;

"Business District" means the area that will be set out in a City Bylaw establishing the boundaries;

"Bylaws" means these Bylaws as altered from time to time;

"City Bylaw" means the City of North Vancouver "Lonsdale Improvement Area Service Bylaw" as will be amended from time to time;

"Eligible Person" means a person who is either:

- (a) the Owner of an Eligible Property; or
- (b) a tenant, occupying and carrying on business in an Eligible Property and licensed to carry on business in the City of North Vancouver;

"Member" means an eligible person registered with the Society for purposes of being deemed a registered member.

"Eligible Property" means a property located within the Business District and classified as a Class 6 (Business and Other) property under the *Assessment Act*, RSBC 1996, c.20; and

"Owner" means the registered owner of an Eligible Property.

"Committee" means a group of one, or more, individuals, established by vote of the Board and which includes at least one director.

"Executive Committee" means includes the President, Vice President, Secretary and Treasurer, and may include other eligible persons appointed by the Executive Committee.

"Nominating Committee" means a group of 2, or more, eligible persons, including at least one director, which will oversee the obtaining of candidates for election to the Board and oversee the conduct of the election at Annual General Meetings.

“Scrutineer” means any eligible person, including a candidate for election to the Board, to physically be present to observe the tallying of election ballots.

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“Ex-officio Director” means any eligible person who is appointed by the Board to attend and participate in Board meetings by virtue of their role as a result of their status in another organization or another position that they hold.

Definitions in Act apply

1.2 The definitions in the Act apply to these Bylaws.

Conflict with Act or regulations

1.3 If there is a conflict between these Bylaws and the Act or the regulations under the Act, the Act or the regulations, as the case may be, prevail.

PART 2 - MEMBERS

Application for membership

- 2.1** An Eligible Person may apply to the Board for voting membership in the Society, and that person becomes a voting member on the Board’s acceptance of the application and the payment of the requisite membership dues, if any.
- 2.2** Where two or more persons are Owners with respect to the same Eligible Property, only one of such Owners is eligible for voting membership in the Society with respect to that Eligible Property, and such Owner must certify to the Board that the other Owners have consented to the applicant Owner’s membership application.
- 2.3** Where two or more persons are tenants of the same Eligible Property and together are operating the same licensed business in the Eligible Property, only one of such operators is eligible for voting membership in the Society with respect to that business, and such operator must certify to the Board that the other operators have consented to the applicant operator’s membership application.
- 2.4** A person, who is not an Eligible Person, may apply to the Board for non-voting associate membership in the Society, and that person becomes a non-voting member on the

Board's acceptance of the application, and payment of the requisite membership fee, if any. Associate members may attend general meetings, but will not have a vote or be counted in the quorum.

2.5 The Board may grant an Honorary life membership to such persons, as the Board, in its discretion determines. Honorary members are non-voting members of the Society. Honorary members may attend general meetings, but will not have a vote, or be counted in the quorum.

2.6 The Society must never have more non-voting members than voting members.

Duties of members

2.7 Every member must uphold the constitution of the Society and must comply with these Bylaws.

Amount of membership dues

2.8 The amount of the annual membership dues, if any, must be determined by the Board. The Board may set different membership dues, for different classes of members.

Member not in good standing

2.9 A member is not in good standing if the member fails to pay the member's annual membership dues, if any, and the member is not in good standing for so long as those dues remain unpaid.

Member not in good standing may not vote

2.10 A voting member who is not in good standing

- (a) may not vote at a general meeting,
- (b) is deemed not to be a voting member for the purpose of consenting to a resolution of the voting members; and
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Termination of Membership

2.11 A member's membership in the Society terminates when:

- (a) the member resigns;
- (b) the member, in the case of an individual dies, or in the case of a partnership or corporation, is dissolved;
- (c) the member is expelled in accordance with the Bylaws; or

(d) the member is not in good standing for 12 consecutive months.

2.12 A member may be expelled by a special resolution of the Board. Before a member is expelled, the Society must:

- (a) send to the member written notice of the proposed expulsion, including reasons; and
- (b) give the member a reasonable opportunity to make representation to the Society respecting the proposed expulsion.

PART 3 - GENERAL MEETINGS OF MEMBERS

Time and place of general meeting

3.1 A general meeting must be held at the time and place the Board determines.

Ordinary business at general meeting

3.2 At a general meeting, the following business is ordinary business:

- (a) adoption of rules of order;
- (b) consideration of any financial statements of the Society presented to the meeting;
- (c) consideration of the reports, if any, of the directors or auditor;
- (d) election or appointment of directors;
- (e) appointment of an auditor, if any;
- (f) business arising out of a report of the directors not requiring the passing of a special resolution.

Notice

3.3 A notice of a general meeting must state the nature of any business, other than ordinary business, to be transacted at the meeting in sufficient detail to permit a member receiving the notice to form a reasoned judgment concerning that business. Notice must be sent to each member not less 14 days prior to the meeting date, and may be sent by email.

Chair of general meeting

3.4 The following individual is entitled to preside as the chair of a general meeting:

- (a) the individual, if any, appointed by the Board to preside as the chair;

- (b) if the Board has not appointed an individual to preside as the chair or the individual appointed by the Board is unable to preside as the chair,
 - (i) the president,
 - (ii) the vice-president, if the president is unable to preside as the chair, or
 - (iii) one of the other directors present at the meeting, if both the president and vice-president are unable to preside as the chair.

Alternate chair of general meeting

- 3.5** If there is no individual entitled under these Bylaws who is able to preside as the chair of a general meeting within 15 minutes from the time set for holding the meeting, the voting members who are present must elect an individual present at the meeting to preside as the chair.

Quorum required

- 3.6** Business, other than the election of the chair of the meeting and the adjournment or termination of the meeting, must not be transacted at a general meeting unless a quorum of voting members is present.

Quorum for general meetings

- 3.7** The quorum for the transaction of business at a general meeting is 10 voting members or 5% of the voting members, whichever is greater.

Lack of quorum at commencement of meeting

- 3.8** If, within 30 minutes from the time set for holding a general meeting, a quorum of voting members is not present,
- (a) in the case of a meeting convened on the requisition of members, the meeting is terminated, and
 - (b) in any other case, the meeting stands adjourned to the same day in the next week, at the same time and place, and if, at the continuation of the adjourned meeting, a quorum is not present within 30 minutes from the time set for holding the continuation of the adjourned meeting, the voting members who are present constitute a quorum for that meeting.

If quorum ceases to be present

- 3.9** If, at any time during a general meeting, there ceases to be a quorum of voting members present, business then in progress must be suspended until there is a quorum present or until the meeting is adjourned or terminated.

Adjournments by chair

3.10 The chair of a general meeting may, or, if so directed by the voting members at the meeting, must, adjourn the meeting from time to time and from place to place, but no business may be transacted at the continuation of the adjourned meeting other than business left unfinished at the adjourned meeting.

Notice of continuation of adjourned general meeting

3.11 It is not necessary to give notice of a continuation of an adjourned general meeting or of the business to be transacted at a continuation of an adjourned general meeting except that, when a general meeting is adjourned for 30 days or more, notice of the continuation of the adjourned meeting must be given.

Order of business at general meeting

3.12 The order of business at a general meeting is as follows:

- (a) elect an individual to chair the meeting, if necessary;
- (b) determine that there is a quorum;
- (c) approve the agenda;
- (d) approve the minutes from the last general meeting;
- (e) deal with unfinished business from the last general meeting;
- (f) if the meeting is an annual general meeting,
 - (i) receive the directors' report on the financial statements of the Society for the previous financial year, and the auditor's report, if any, on those statements,
 - (ii) receive any other reports of directors' activities and decisions since the previous annual general meeting,
 - (iii) elect or appoint directors, and
 - (iv) appoint an auditor, if any;
- (g) deal with new business, including any matters about which notice has been given to the members in the notice of meeting;
- (h) terminate the meeting.

Methods of voting

3.13 With the exception of proceedings related to the election of directors as set out in Bylaw 3.17, voting at a general meeting, must be by a show of hands, an oral vote or another method that adequately discloses the intention of the voting members. The chair will not have a vote, except in the case of an equality of votes.

Announcement of result

3.14 The chair of a general meeting must announce the outcome of each vote and that outcome must be recorded in the minutes of the meeting.

Proxy voting not permitted. Advance voting is permitted.

3.15 Voting by proxy is not permitted.

3.16 A registered eligible person, who received a ballot in the Annual General Meeting documents package, may submit, in advance of the Annual General Meeting, that completed ballot to an officer under the purview of the Electoral Officer, in the case of an election ballot, or the Board Secretary, in the case of any other resolution.

Matters decided at general meeting by ordinary resolution

3.17 A matter to be decided at a general meeting must be decided by ordinary resolution unless the matter is required by the Act or these Bylaws to be decided by special resolution or by another resolution having a higher voting threshold than the threshold for an ordinary resolution.

Election of Directors

3.18 The election of directors at a general meeting, or by official ballot submitted before the meeting, will be conducted under the direction of the Electoral Officer by secret ballot in accordance with the following procedure:

- (a) each director must be elected by at least 50 percent of the votes cast;
- (b) there will be no acclamations, elections must be held for each director position, even if the number of nominees is less than the number of vacancies;
- (c) where a member casts more votes than the number of vacancies, that ballot is considered spoiled and will not be counted; and
- (d) in the event of a tie, the chair will direct that one ballot marked for each tied candidate be placed into a suitable container and the executive director will then draw one ballot from the container at random. The candidate whose name is so selected, will be elected.

- 3.19** Only those individuals selected for nomination to the Board by the nomination committee will be eligible for election. Nominations will not be permitted from the floor.

PART 4 - DIRECTORS

Number of directors on Board

- 4.1** The Society must have no fewer than 3 and no more than 14 directors or such other number as may be determined from time to time at a general meeting.

Election or appointment of directors and term of office

- 4.2** At each annual general meeting, the voting members entitled to vote for the election or appointment of such number directors must elect or appoint the Board in accordance with these Bylaws. At the first annual general meeting, the voting members entitled to vote will elect fifty percent plus one of the directors to a 1-year term and the remainder to a 2-year term. Those directors with the greater number of votes will be elected to the initial 2-year term. All directors thereafter will serve 2-year terms.

Directors may fill a vacancy on the Board

- 4.3** The Board may, at any time, appoint a member as a voting director to fill a vacancy that arises on the Board.
- 4.4** In the event that there are fewer members on the Board than there are Board positions, the Board may appoint a member as a non-voting director.

Term of appointment of director filling casual vacancy

- 4.5** A director appointed by the Board to fill a vacancy ceases to be a director at the end of the unexpired portion of the term of office of the individual whose departure from office created the vacancy.

When a director ceases to hold office

- 4.6** A director ceases to hold office when:
- (a) the director's term of office expires;
 - (b) the director resigns or dies;
 - (c) the director is removed from office by a special resolution of the Board.

Duties of directors

- 4.7** Each director must:

- (a) act honestly and in good faith and in the best interest of the Society;
- (b) comply with the codes of conduct, conflict of interest guidelines or other policies established by the Board from time to time; and
- (c) exercise the care, diligence and skill of a reasonable and prudent person in exercising the powers and performing the functions of a director.

Conflict of Interest

- 4.8** A director who is directly or indirectly interested in a proposed contract or transaction with the Society must disclose fully and promptly the nature and extent of that director's interest to the Board and otherwise comply with the Society's conflict of interest guidelines and the relevant requirements of the Act. Upon making such disclosure, that director must not attend a meeting when such contract or transaction is discussed, and must not attempt to influence the decisions on such contact or transaction in any way.

PART 5 - DIRECTORS' MEETINGS

Calling directors' meeting

- 5.1** A directors' meeting may be called by the president or by any 2 other directors.

Notice of directors' meeting

- 5.2** At least 2 days' notice of a directors' meeting must be given unless all the directors agree to a shorter notice period.

Proceedings valid despite omission to give notice

- 5.3** The accidental omission to give notice of a directors' meeting to a director, or the non-receipt of a notice by a director, does not invalidate proceedings at the meeting.

Conduct of directors' meetings

- 5.4** The directors may regulate their meetings and proceedings as they think fit.

Quorum of directors

- 5.5** The quorum for the transaction of business at a directors' meeting is a majority of the directors.

Matters decided by majority

- 5.6** All matters to be decided at a meeting of directors must be decided by majority decision, unless the Bylaws otherwise provide. The chair will not have a vote, except in the case of an equality of votes.

PART 6 - BOARD POSITIONS

Election or appointment to Board positions

6.1 Directors must be elected or appointed to the following Board positions, and a director, other than the president, may hold more than one position:

- (a) president;
- (b) vice-president;
- (c) secretary;
- (d) treasurer.

These positions constitute the Executive Committee.

Directors at large

6.2 Directors who are elected or appointed to positions on the Board in addition to the positions described in these Bylaws are elected or appointed as directors at large.

Role of president

6.3 The president is the chair of the Board and is responsible for supervising the other directors in the execution of their duties.

Role of vice-president

6.4 The vice-president is the vice-chair of the Board and is responsible for carrying out the duties of the president if the president is unable to act.

Role of secretary

6.5 The secretary is responsible for doing, or making the necessary arrangements for, the following:

- (a) issuing notices of general meetings and directors' meetings;
- (b) taking minutes of general meetings and directors' meetings;
- (c) keeping the records of the Society in accordance with the Act;
- (d) conducting the correspondence of the Board;
- (e) filing the annual report of the Society and making any other filings with the registrar under the Act.

Absence of secretary from meeting

6.6 In the absence of the secretary from a meeting, the Board must appoint another individual to act as secretary at the meeting.

Role of treasurer

6.7 The treasurer is responsible for doing, or making the necessary arrangements for, the following:

- (a) receiving and banking monies collected from the members or other sources;
- (b) keeping accounting records in respect of the Society's financial transactions;
- (c) preparing the Society's financial statements;
- (d) making the Society's filings respecting taxes;
- (e) reviewing the financial transactions of material amount to reasonably conclude that they reflect the purposes of the Society and the activities and projects approved by the Board.

Executive director

6.8 The Board will hire an executive director who will, subject to general policies set by the Board and the annual budget approved by the Board, have the following authority and responsibilities:

- (a) to manage the conduct of the day to day business operations of the Society,
- (b) to hire, direct and supervise Society employees,
- (c) to retain and monitor the services provided by any contractors or consultants of the Society,
- (d) to carry out the duties and perform the functions of the executive director as set out in the contract of employment between the Society and the executive director,
- (e) to expend Society funds within the total budget limits established in the budget approved at an annual general meeting, except as may be altered by the Board, and.
- (f) to report to every Board meeting on the revenues, expenditures and financial commitments of the Society, and on any transactions which the Treasurer deems to warrant clarification or explanation, and possible action.

6.9 The executive director must report to the Board.

- 6.10** The Board is responsible for overseeing the work of the executive director and for setting any general policies for the conduct of the operations and for management of the Society.

Committees

- 6.11** The Board may from time to time appoint advisory boards, task groups or committees as the Board determines will be in the interests of the Society. Committees may include: executive, nominating, finance, membership, marketing, and branding and technology committees.
- 6.12** The Board may as it thinks fit delegate any, but not all, of its powers to committees and the Board may revoke such delegation at any time. The Board must establish the terms of reference for and rules applicable to each committee.
- 6.13** Subject to any terms of reference or rules set by the Board, the members of a committee may conduct their business, meet and adjourn as they think proper.

PART 7 - REMUNERATION OF DIRECTORS AND SIGNING AUTHORITY

Remuneration of directors

- 7.1** These Bylaws do not permit the Society to pay to a director remuneration for being a director, but the Society may, subject to the Act, pay remuneration to a director for services provided by the director to the Society in another capacity.

Signing authority

- 7.2** A contract or other record to be signed by the Society must be signed on behalf of the Society by:
- (a) any two of the President, Vice-President, Secretary or Treasurer; or
 - (b) any one of the President, Vice-President, Secretary or Treasurer together with the executive director.

PART 8 - INDEMNITY AND PROTECTION OF DIRECTORS

- 8.1** Subject to the Act, the Board must take all reasonable steps to cause the Society to indemnify a current or former director against all penalties incurred by reason of that person being or having been a current or former director of the Society. In this Bylaw, director does not include the executive director.
- 8.2** The Board must cause the Society to purchase and maintain insurance for the benefit of any person who is serving or has served as a director of the Society against liability incurred by that person while acting as director.



This package contains:

- Certified copy of the Applicants for Incorporation
- Certified copy of the Constitution
- Certified copy of the Bylaws
- Certified copy of the Statement of Directors and Registered Office Certificate



APPLICANTS FOR INCORPORATION

BC Society • Societies Act

CERTIFIED COPY
Of a document filed with the
Province of British Columbia
Registrar of Companies

T.K. SPARKS

NAME OF SOCIETY: **LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY**

Incorporation Number: S0076620

Business Number: 72160 4403 BC0001

Filed Date and Time: June 3, 2022 03:42 PM Pacific Time

APPLICANT INFORMATION

Last Name, First Name Middle Name:

KESHVADI, SHAYAN

Mailing Address:

1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

VOSS, TJ

Mailing Address:

1830 LONSDALE AVE
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BC Society • Societies Act

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The purposes of the Society are:

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CONSTITUTION

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 - (i) the president,
 - (ii) the vice-president, if the president is unable to preside as the chair, or
 - (iii) one of the other directors present at the meeting, if both the president and vice-president are unable to preside as the chair.

Alternate chair of general meeting

- 3.5** If there is no individual entitled under these Bylaws who is able to preside as the chair of a general meeting within 15 minutes from the time set for holding the meeting, the voting members who are present must elect an individual present at the meeting to preside as the chair.

Quorum required

- 3.6** Business, other than the election of the chair of the meeting and the adjournment or termination of the meeting, must not be transacted at a general meeting unless a quorum of voting members is present.

Quorum for general meetings

- 3.7** The quorum for the transaction of business at a general meeting is 10 voting members or 5% of the voting members, whichever is greater.

Lack of quorum at commencement of meeting

- 3.8** If, within 30 minutes from the time set for holding a general meeting, a quorum of voting members is not present,
- (a) in the case of a meeting convened on the requisition of members, the meeting is terminated, and
 - (b) in any other case, the meeting stands adjourned to the same day in the next week, at the same time and place, and if, at the continuation of the adjourned meeting, a quorum is not present within 30 minutes from the time set for holding the continuation of the adjourned meeting, the voting members who are present constitute a quorum for that meeting.

If quorum ceases to be present

- 3.9** If, at any time during a general meeting, there ceases to be a quorum of voting members present, business then in progress must be suspended until there is a quorum present or until the meeting is adjourned or terminated.

Adjournments by chair

3.10 The chair of a general meeting may, or, if so directed by the voting members at the meeting, must, adjourn the meeting from time to time and from place to place, but no business may be transacted at the continuation of the adjourned meeting other than business left unfinished at the adjourned meeting.

Notice of continuation of adjourned general meeting

3.11 It is not necessary to give notice of a continuation of an adjourned general meeting or of the business to be transacted at a continuation of an adjourned general meeting except that, when a general meeting is adjourned for 30 days or more, notice of the continuation of the adjourned meeting must be given.

Order of business at general meeting

3.12 The order of business at a general meeting is as follows:

- (a) elect an individual to chair the meeting, if necessary;
- (b) determine that there is a quorum;
- (c) approve the agenda;
- (d) approve the minutes from the last general meeting;
- (e) deal with unfinished business from the last general meeting;
- (f) if the meeting is an annual general meeting,
 - (i) receive the directors' report on the financial statements of the Society for the previous financial year, and the auditor's report, if any, on those statements,
 - (ii) receive any other reports of directors' activities and decisions since the previous annual general meeting,
 - (iii) elect or appoint directors, and
 - (iv) appoint an auditor, if any;
- (g) deal with new business, including any matters about which notice has been given to the members in the notice of meeting;
- (h) terminate the meeting.

Methods of voting

3.13 With the exception of proceedings related to the election of directors as set out in Bylaw 3.17, voting at a general meeting, must be by a show of hands, an oral vote or another method that adequately discloses the intention of the voting members. The chair will not have a vote, except in the case of an equality of votes.

Announcement of result

3.14 The chair of a general meeting must announce the outcome of each vote and that outcome must be recorded in the minutes of the meeting.

Proxy voting not permitted. Advance voting is permitted.

3.15 Voting by proxy is not permitted.

3.16 A registered eligible person, who received a ballot in the Annual General Meeting documents package, may submit, in advance of the Annual General Meeting, that completed ballot to an officer under the purview of the Electoral Officer, in the case of an election ballot, or the Board Secretary, in the case of any other resolution.

Matters decided at general meeting by ordinary resolution

3.17 A matter to be decided at a general meeting must be decided by ordinary resolution unless the matter is required by the Act or these Bylaws to be decided by special resolution or by another resolution having a higher voting threshold than the threshold for an ordinary resolution.

Election of Directors

3.18 The election of directors at a general meeting, or by official ballot submitted before the meeting, will be conducted under the direction of the Electoral Officer by secret ballot in accordance with the following procedure:

- (a) each director must be elected by at least 50 percent of the votes cast;
- (b) there will be no acclamations, elections must be held for each director position, even if the number of nominees is less than the number of vacancies;
- (c) where a member casts more votes than the number of vacancies, that ballot is considered spoiled and will not be counted; and
- (d) in the event of a tie, the chair will direct that one ballot marked for each tied candidate be placed into a suitable container and the executive director will then draw one ballot from the container at random. The candidate whose name is so selected, will be elected.

- 3.19** Only those individuals selected for nomination to the Board by the nomination committee will be eligible for election. Nominations will not be permitted from the floor.

PART 4 - DIRECTORS

Number of directors on Board

- 4.1** The Society must have no fewer than 3 and no more than 14 directors or such other number as may be determined from time to time at a general meeting.

Election or appointment of directors and term of office

- 4.2** At each annual general meeting, the voting members entitled to vote for the election or appointment of such number directors must elect or appoint the Board in accordance with these Bylaws. At the first annual general meeting, the voting members entitled to vote will elect fifty percent plus one of the directors to a 1-year term and the remainder to a 2-year term. Those directors with the greater number of votes will be elected to the initial 2-year term. All directors thereafter will serve 2-year terms.

Directors may fill a vacancy on the Board

- 4.3** The Board may, at any time, appoint a member as a voting director to fill a vacancy that arises on the Board.
- 4.4** In the event that there are fewer members on the Board than there are Board positions, the Board may appoint a member as a non-voting director.

Term of appointment of director filling casual vacancy

- 4.5** A director appointed by the Board to fill a vacancy ceases to be a director at the end of the unexpired portion of the term of office of the individual whose departure from office created the vacancy.

When a director ceases to hold office

- 4.6** A director ceases to hold office when:
- (a) the director's term of office expires;
 - (b) the director resigns or dies;
 - (c) the director is removed from office by a special resolution of the Board.

Duties of directors

- 4.7** Each director must:

- (a) act honestly and in good faith and in the best interest of the Society;
- (b) comply with the codes of conduct, conflict of interest guidelines or other policies established by the Board from time to time; and
- (c) exercise the care, diligence and skill of a reasonable and prudent person in exercising the powers and performing the functions of a director.

Conflict of Interest

- 4.8** A director who is directly or indirectly interested in a proposed contract or transaction with the Society must disclose fully and promptly the nature and extent of that director's interest to the Board and otherwise comply with the Society's conflict of interest guidelines and the relevant requirements of the Act. Upon making such disclosure, that director must not attend a meeting when such contract or transaction is discussed, and must not attempt to influence the decisions on such contact or transaction in any way.

PART 5 - DIRECTORS' MEETINGS

Calling directors' meeting

- 5.1** A directors' meeting may be called by the president or by any 2 other directors.

Notice of directors' meeting

- 5.2** At least 2 days' notice of a directors' meeting must be given unless all the directors agree to a shorter notice period.

Proceedings valid despite omission to give notice

- 5.3** The accidental omission to give notice of a directors' meeting to a director, or the non-receipt of a notice by a director, does not invalidate proceedings at the meeting.

Conduct of directors' meetings

- 5.4** The directors may regulate their meetings and proceedings as they think fit.

Quorum of directors

- 5.5** The quorum for the transaction of business at a directors' meeting is a majority of the directors.

Matters decided by majority

- 5.6** All matters to be decided at a meeting of directors must be decided by majority decision, unless the Bylaws otherwise provide. The chair will not have a vote, except in the case of an equality of votes.

PART 6 - BOARD POSITIONS

Election or appointment to Board positions

6.1 Directors must be elected or appointed to the following Board positions, and a director, other than the president, may hold more than one position:

- (a) president;
- (b) vice-president;
- (c) secretary;
- (d) treasurer.

These positions constitute the Executive Committee.

Directors at large

6.2 Directors who are elected or appointed to positions on the Board in addition to the positions described in these Bylaws are elected or appointed as directors at large.

Role of president

6.3 The president is the chair of the Board and is responsible for supervising the other directors in the execution of their duties.

Role of vice-president

6.4 The vice-president is the vice-chair of the Board and is responsible for carrying out the duties of the president if the president is unable to act.

Role of secretary

6.5 The secretary is responsible for doing, or making the necessary arrangements for, the following:

- (a) issuing notices of general meetings and directors' meetings;
- (b) taking minutes of general meetings and directors' meetings;
- (c) keeping the records of the Society in accordance with the Act;
- (d) conducting the correspondence of the Board;
- (e) filing the annual report of the Society and making any other filings with the registrar under the Act.

Absence of secretary from meeting

6.6 In the absence of the secretary from a meeting, the Board must appoint another individual to act as secretary at the meeting.

Role of treasurer

6.7 The treasurer is responsible for doing, or making the necessary arrangements for, the following:

- (a) receiving and banking monies collected from the members or other sources;
- (b) keeping accounting records in respect of the Society's financial transactions;
- (c) preparing the Society's financial statements;
- (d) making the Society's filings respecting taxes;
- (e) reviewing the financial transactions of material amount to reasonably conclude that they reflect the purposes of the Society and the activities and projects approved by the Board.

Executive director

6.8 The Board will hire an executive director who will, subject to general policies set by the Board and the annual budget approved by the Board, have the following authority and responsibilities:

- (a) to manage the conduct of the day to day business operations of the Society,
- (b) to hire, direct and supervise Society employees,
- (c) to retain and monitor the services provided by any contractors or consultants of the Society,
- (d) to carry out the duties and perform the functions of the executive director as set out in the contract of employment between the Society and the executive director,
- (e) to expend Society funds within the total budget limits established in the budget approved at an annual general meeting, except as may be altered by the Board, and.
- (f) to report to every Board meeting on the revenues, expenditures and financial commitments of the Society, and on any transactions which the Treasurer deems to warrant clarification or explanation, and possible action.

6.9 The executive director must report to the Board.

6.10 The Board is responsible for overseeing the work of the executive director and for setting any general policies for the conduct of the operations and for management of the Society.

Committees

6.11 The Board may from time to time appoint advisory boards, task groups or committees as the Board determines will be in the interests of the Society. Committees may include: executive, nominating, finance, membership, marketing, and branding and technology committees.

6.12 The Board may as it thinks fit delegate any, but not all, of its powers to committees and the Board may revoke such delegation at any time. The Board must establish the terms of reference for and rules applicable to each committee.

6.13 Subject to any terms of reference or rules set by the Board, the members of a committee may conduct their business, meet and adjourn as they think proper.

PART 7 - REMUNERATION OF DIRECTORS AND SIGNING AUTHORITY

Remuneration of directors

7.1 These Bylaws do not permit the Society to pay to a director remuneration for being a director, but the Society may, subject to the Act, pay remuneration to a director for services provided by the director to the Society in another capacity.

Signing authority

7.2 A contract or other record to be signed by the Society must be signed on behalf of the Society by:

- (a) any two of the President, Vice-President, Secretary or Treasurer; or
- (b) any one of the President, Vice-President, Secretary or Treasurer together with the executive director.

PART 8 - INDEMNITY AND PROTECTION OF DIRECTORS

8.1 Subject to the Act, the Board must take all reasonable steps to cause the Society to indemnify a current or former director against all penalties incurred by reason of that person being or having been a current or former director of the Society. In this Bylaw, director does not include the executive director.

8.2 The Board must cause the Society to purchase and maintain insurance for the benefit of any person who is serving or has served as a director of the Society against liability incurred by that person while acting as director.



STATEMENT OF DIRECTORS AND REGISTERED OFFICE

BC Society • Societies Act

CERTIFIED COPY
Of a document filed with the
Province of British Columbia
Registrar of Companies

T.K. Sparks
T.K. SPARKS

NAME OF SOCIETY: LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

Incorporation Number: S0076620
Business Number: 72160 4403 BC0001
Filed Date and Time: June 3, 2022 03:42 PM Pacific Time

REGISTERED OFFICE ADDRESS INFORMATION

Delivery Address:

1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Mailing Address:

1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

DIRECTOR INFORMATION

Last Name, First Name Middle Name:

BUI, TIFFANY

Delivery Address:

1838 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

KESHVADI, SHAYAN

Delivery Address:

1842 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

MEHREGEN, DARIUSH

Delivery Address:

1906 LONSDALE AVE
NORTH VANCOUVER BC V7M 2K1

Last Name, First Name Middle Name:

PETERS, BRUCE

Delivery Address:

1820 LONSDALE AVENUE
NORTH VANCOUVER BC V7M 2J9



STATEMENT OF DIRECTORS AND REGISTERED OFFICE

BC Society • Societies Act

Last Name, First Name Middle Name:

SALIMI, SAIED

Delivery Address:

130 15TH ST W
NORTH VANCOUVER BC V7M 1R5

Last Name, First Name Middle Name:

SENKA, IGOR

Delivery Address:

1846 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9

Last Name, First Name Middle Name:

VOSS, TJ

Delivery Address:

1830 LONSDALE AVE
NORTH VANCOUVER BC V7M 2J9





BRITISH
COLUMBIA

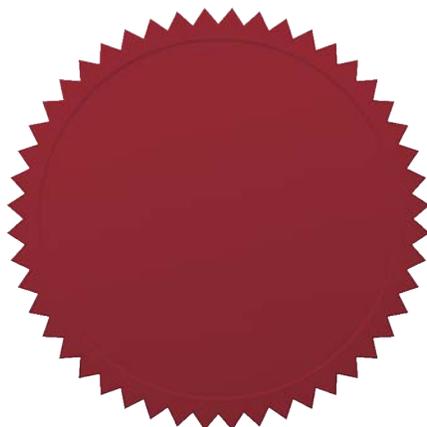
Number: S0076620

Societies Act
CERTIFICATE OF INCORPORATION

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

I Hereby Certify that ~

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY was incorporated under the
Societies Act on June 3, 2022 at 03:42 PM Pacific Time.



*Issued under my hand at
Victoria, British Columbia*

A handwritten signature in black ink, appearing to read "T.K. Sparks".

T.K. SPARKS

REGISTRAR OF COMPANIES
PROVINCE OF BRITISH COLUMBIA
CANADA

LONSDALE

Business Improvement Area Society

Mainstreet North Vancouver

Mayor Linda Buchanan, City of North Vancouver Councillors
City of North Vancouver
North Vancouver City Hall
141 West 14th Street
North Vancouver, BC V7M 1H9

June 28, 2022

Dear Mayor Buchanan, and Councillors Back, Bell, Hu, Girard, McIlroy and Valente:

Grant Request to Establish a Business Improvement Area in Central Lonsdale

We are seven Central Lonsdale business owner-operators who are committed to the establishment of a Business Improvement Area in Central Lonsdale.

We have demonstrated our commitment by serving as the Incorporators for the registration of a BC non-profit Society, in mid-June 2022, called the Lonsdale Business Improvement Area Society.

We are not yet a Business Improvement Area under the Community Charter, which authorizes the City of North Vancouver to pass a bylaw to designate the boundaries of the intended business district, and to levy a BIA fee to be collected along with the commercial property taxes within that Area.

Creating the BIA will require our existing Society to take all reasonable steps to inform commercial property owners and business operators in the intended area. We must expand our group of Incorporators to a group of 14, the ultimate size of the BIA's Board of Directors.

These Incorporators must learn what it will take to establish a BIA over the coming months, and what their responsibilities will be once the BIA is operational. Some expertise will have to be contracted to reach that goal.

Information flyers and brochures must be designed, printed and distributed. An information website must be designed and set up.

Information sessions must be conducted, with invitations distributed throughout the business district.

The Society must inform the commercial property owners and business operators of what a BIA is and how it will benefit them and the broader community. The Society must address the inevitable misinformation and limited opposition, and to address questions and concerns.

The Society will show City Council the results of those efforts so that Council can give 1st, 2nd, and 3rd readings to the BIA-enabling bylaw, conduct the balloting among all commercial property owners, and then give the bylaw its 4th, and final, reading.

To do all this work into next year, the Society needs funding for design, printing, distribution, advertising and invitations, meetings, and various forms of contracted service.

The attached \$30,000 budget was developed from knowledge of what funding was needed for the Lower Lonsdale Business Association (LLBA) to partner with the City to ultimately establish the Shipyards BIA.

However, given the volunteer expertise from one of the Shipyards BIA “founding fathers”, only half the amount granted to the Lower Lonsdale Business Improvement Association 7 years ago, is now requested by the Lonsdale Business Improvement Area Society.

We look forward to making a brief presentation, at Council’s July 18, 2022 meeting, to request a grant.

Sincerely,

Shayan Keshvadi, Owner – Operator, Chop & Chew Restaurant



TJ Voss, Owner – Operator, Lucky’s Exotic Bodega



Attachments:

1. Full list of the 7 Society’s Current Incorporators
2. Grant request budget
3. LBIA Constitution

LBIA DIRECTORS AS AT JUNE, 2022

TIFFANY BUI, TIFFANY NAILS 1838 LONSDALE AVE NORTH VANCOUVER BC V7M 2J



SHAYAN KESHVADI, CHOP & CHEW RESTAURANT, 1842 LONSDALE AVE, NORTH VANCOUVER BC V7M 2J9



TJ VOSS, LUCKY'S EXOTIC BODEGA, 1830 LONSDALE AVE, NORTH VANCOUVER BC V7M 2J9



DARIUSH MEHREGEN, KING HAIR DESIGN, 1906 LONSDALE AVE, NORTH VANCOUVER BC V7M 2K1



BRUCE PETERS, ZAZOU SALON & SPA, 1820 LONSDALE AVENUE, NORTH VANCOUVER BC V7M 2J9



SAIED SALIMI, LALEH BAKERY, 130 15TH ST W, NORTH VANCOUVER BC V7M 1R5



IGOR SENKA, BRAZZA COFFEE, 1846 LONSDALE AVE, NORTH VANCOUVER BC V7M 2J9



LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

CITY OF NORTH VANCOUVER GRANT BUDGET

\$12,000	Contracted Services - promotional design, website, coordinator
\$5,000	Consulting fees for LBIA "branding" - how to best present an image for the BIA and Central Lonsdale, Directors & Officers insurance, and Events insurance
\$2,500	Design, printing of flyers, promo cards, etc.
\$2,500	Database development
\$2,500	Website hosting and software costs, online security services
\$2,000	Incorporation, registration, legal services, start-up, financial services, banking
\$1,500	Meeting expenses (signage, room fees, light catering, guest speakers honoraria
\$500	E-mail communications annual software fees, survey software fees
\$500	Telephone and other communications services
\$500	General administration, office expenses
\$500	Miscellaneous & contingency
\$30,000	TOTAL GRANT TOTAL FROM CITY OF NORTH VANCOUVER

CONSTITUTION

NAME OF SOCIETY

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

SOCIETY'S PURPOSES

SOCIETIES ACT

CONSTITUTION

LONSDALE BUSINESS IMPROVEMENT AREA SOCIETY

1. The name of the Society is Lonsdale Business Improvement Area Society.
2. The purposes of the Society are to develop and undertake projects and initiatives to encourage business in the central and upper Lonsdale commercial district, including to:
 - (a) create a strong 'Lonsdale' brand and distinct identity for Lonsdale area businesses;
 - (b) promote Lonsdale goods and services to local, regional and tourist markets;
 - (c) diversify the existing business mix, recruit new commercial tenants, and improve the quality of local business services;
 - (d) promote investment in refurbished and new commercial, residential and mixed-use properties;
 - (e) represent business community interests to local government;
 - (f) participate in, plan and conduct major events and promotions in the community; and
 - (g) bring streetscape improvements and public amenities to attract visitors and patrons to the business district.

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NOTICE OF MOTION

14. Climate Resiliency – File: 11-5280-14-0001/2022

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS in 2019, the City of North Vancouver committed to a target of reducing corporate and community greenhouse gas emissions to net zero by 2050, and the new Climate and Environment Strategy outlining actions to meet that target, and also protect ecosystem and community health, will soon be adopted by Council;

WHEREAS the actions in the Climate and Environment Strategy will require investment in City capital and projects, as well as programs that support the necessary behaviour and material changes required by residents;

WHEREAS the impacts of climate change currently represent the greatest threat to the City's infrastructure, that the systems and structures that served the community in the past will not meet the challenges and events of the future, and that there is no accurately developed vulnerability or climate risk assessment to understand the investments and/or insurance required to address this;

AND WHEREAS the City of North Vancouver requires the human resources and financial tools to aggressively act to mitigate climate change, prepare for and respond to climate related events and systemic changes over time, and ensure the long-term resiliency of the City's social, green, and grey infrastructure to provide the quality of life deserved by all;

THEREFORE BE IT RESOLVED that staff be directed to investigate the possible financial tools required to ensure the City is able to fund actions within the Climate and Environment Strategy, and to prepare for, minimize the risk of, and recover from climate-related events and long-term impacts by analyzing and investing in the appropriate infrastructure and financial mechanisms.

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NOTICE OF MOTION

15. Further Request for Response by Seaspan to City Council's Expressed Concerns Regarding Seaspan Proposed Drydock Expansion
– File: 01-0510-20-0003/2022

Submitted by Councillor Valente and Councillor Bell

RECOMMENDATION:

WHEREAS in 2021 Seaspan announced plans to expand their North Vancouver Waterfront Drydock westward from its present location in proximity to the North Vancouver Shipyards Commons public recreation, business, residential and general public gathering place for visitors, local families and children;

WHEREAS, at Council's direction, the CAO sent a letter detailing Council's specific concerns regarding the potential negative impacts of westward expansion of industrial shipyard construction activities, including social, traffic, environmental and economic impacts, and requested a response to eight issues identified;

WHEREAS a subsequent letter from the City of North Vancouver Fire Department asked for responses from Seaspan and the Vancouver Port Authority regarding six emergency risk factors associated with the proposed water lot expansion;

WHEREAS only one of the six City requests and none of the City Fire Department requests were responded to;

WHEREAS Mayor Buchanan wrote to Seaspan on June 28, 2021, also detailing Council's concerns;

WHEREAS a recent additional public consultation meeting focused on possible mitigation measures of the proposed westward expansion, but not the request of Council and many members of the public that any expansion be to the east of the existing drydocks; and

AND WHEREAS Council considers this matter to be of very high importance;

THEREFORE BE IT RESOLVED that Council request Seaspan and the Vancouver Port Authority give serious consideration to the concerns raised by Council and the City Fire Department, and provide responses in writing, as previously requested; and

BE IT FURTHER RESOLVED that the Mayor write on behalf of Council to Seaspan and the Vancouver Port Authority again repeating Council's request and concerns, with a copy to North Vancouver MP, Honourable Jonathan Wilkinson.



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Melanie Cove, Research and Communications Specialist

Subject: VANCOUVER DRYDOCK WATER LOT PROJECT UPDATE – JUNE
2022

Date: June 29, 2022 File No: 01-0510-20-0003/2021

ATTACHMENTS

1. Seaspan Drydock Expansion Submission Package (CityDocs [2080977](#))
2. Port of Vancouver Marine Emergency Response (CityDocs [2086694](#))

BACKGROUND

In April 2021, Seaspan submitted a permit application to the Vancouver Fraser Port Authority (the Port) to optimize and extend its existing water lot use to support more shipbuilding, ship repair and marine transportation operations. The project's two main components consist of moving the existing Careen floating drydock 40 meters south, and to extend the water lot west by 40 meters to accommodate two smaller floating drydocks.

As part of the Port's Project & Environmental Review (PER) process, Seaspan conducted public engagement activities in July and August 2021. During the engagement period, The City also submitted a response package (Attachment 1) to the Port on July 30, 2021. The City's response discussed social, traffic, environmental, and economic impacts, along with several safety, technical and public engagement considerations. Table 1 summarizes all requests the City made within the submission package. The response ultimately recommended that Seaspan shift its proposed application to the east side of the existing drydocks due to potential impacts on the adjacent waterfront neighbourhood. The submission package also included:

- A letter from Mayor Linda Buchanan on behalf of Council;
- Public feedback received by the City vis-à-vis the drydock expansion;
- A letter to the Port of Vancouver requesting an extension of the public consultation process; and,
- The request to consider moving the expansion eastward.

Following the City's submission, the North Vancouver City Fire Department (NVCFD) submitted to the Port a letter (Attachment 2) specifying marine emergency considerations to provide further clarity on emergency risk factors associated with the proposed water lot expansion. Table 2 summarizes the requests of the NVCFD made in their marine emergency response letter, along with the Port's response to such requests.

On November 19, 2021, the NVCFD also met with operations staff at Vancouver Drydock to discuss the fire department's response profile with respect to shipboard firefighting, reiterating that NVCFD remains land based. There have been no further conversations between Vancouver Drydock and the NVCFD related to this project.

Table 1 - Summary of City's' Requests of Seaspan and Port's Response

City Request	Port Response to Request
Move the expansion as far east as possible to maximize the compatibility between land uses and industrial/residential interface.	No response.
Mitigate traffic issues by allowing construction to exist the site from the east side.	No response.
Limit access of large substantial vessels to Burrard Dry Dock to mitigate vessel traffic issues.	No response.
Shift expansion eastward instead of westward to reduce negative externalities on residents and businesses such as increased noise and light pollution, reduction of property enjoyment due to hindrance of view, etc.	No response.
Seaspan to re-assess adverse environmental effects such as poor air quality and oceanographic impacts.	No response.
Reduce illumination levels to adjacent neighbours by implementing the following: reduce pole height of 7.5m in favour of providing more lamps; maximize shielding of proposed; lower temperature of lights to 3000K.	No response.
Extend submission period for public engagement process to allow businesses and residents more time to provide comments and concerns.	Port has requested that Seaspan undertake supplementary engagement with the public.
Enter into good neighbor agreement with City, committing Seaspan to work with local businesses and residents to minimize impacts of late night and holiday observances.	N/A

Table 2 – Summary of NVCFD’s Requests of Seaspan and Port’s Response

NVC Fire Department Request	Port Response to Request
Seaspan to create revised Fire Safety Plan to include new floating pier and drydock.	No response.
Seaspan to share fire and life safety systems to docks and piers with the NVCFD.	No response.
Ships under construction to require adequate fire detection system until permanent systems within vessel are available including: systems to notify workers of emergency; fire suppression systems; emergency lighting.	No response.
Seaspan to ensure there is adequate water supply in close proximity to drydocks.	No response.
Increased coordination of stakeholders to establish an incident response network with the marine community including first responders, north shore fire departments, Port, Seaspan, private marine community, etc.	No response.
Seaspan to engage with the Port on a more coordinated and funded Marine Firefighting Response.	No response.

NEXT STEPS

The City has yet to receive communications from the Port regarding the concerns and considerations detailed in the City’s submission package and NVCFD’s marine emergency response letter, as illustrated in Tables 1 & 2. It is anticipated that the Port will contact the City in response to the considerations outlined in both the marine emergency response letter and the City’s submission package; however, the timing is of concern due to the upcoming Council recess at the end of July.

Recently, the Port Authority requested that Seaspan conduct additional public engagement regarding proposed mitigations following community feedback gathered in summer 2021. In line with the Port’s requirements, Seaspan will be undertaking supplementary engagement with the community in late June. The supplementary engagement will include a facilitated 90-minute mitigation workshop with a small group of interested community representatives (six residents) plus two delegates from each of the three strata councils closest to the water lot (Trophy, Cascade, and Atrium).

Once the supplementary engagement has closed in September, it is anticipated that Seaspan will produce a project consideration report, which will be provided to Port for their decision. Seaspan anticipates that the Port will make a final decision on the application in fall 2022.

RESPECTFULLY SUBMITTED:



Melanie Cove
Research and Communications Specialist

**OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER**

CITY OF NORTH VANCOUVER T 604 990 4242
141 WEST 14TH STREET F 604 985 5971
NORTH VANCOUVER CNV.ORG
BC / CANADA / V7M 1H9

July 30, 2021

Port of Vancouver
999 Canada Place
Vancouver, BC V6C 3T4

Re: Seaspan Proposed Expansion Response

Introduction

Shipbuilding is an essential industry for the west coast of British Columbia, employing several thousand people, drawing on the supply chain of BC-based businesses, and contributing to Canada's GDP. The North Shore of Burrard Inlet has a long history of shipbuilding and, to this day, Vancouver Drydock Co. supports the shipping industry in the province and throughout the Pacific North West. While the City of North Vancouver recognizes that the vessels Seaspan services connects our remote communities and carries our people and goods, the proposed drydock expansion at 203 East Esplanade Avenue is not without economic, environmental and social impacts. By way of this submission, the City wishes to provide our feedback as a stakeholder to ensure that Seaspan may realize its goal, while also ensuring that the public is heard. We wish to enter into a continued dialogue with Seaspan to better understand the company's long-term business expansion plans, which will lend context for the City's future transportation and land-use planning.

Attached to this submission are:

- Attachment A: Letter from Mayor Linda Buchanan on behalf of Council;
- Attachment B: Public feedback received by the City of North Vancouver vis-à-vis the Seaspan expansion;
- Attachment C: Letter to the Port of Vancouver requesting an extension of the public consultation process.

Background

The City's waterfront area between Seaspan's drydocks and the City's Waterfront Park is one of the most economically and culturally vibrant areas of the City of North Vancouver, incorporating residential, commercial and recreational uses. Seaspan's water lot project proposal aims to improve the land use and space within the water lots, which will lead to economic benefits.

However, many stakeholders, especially residents of nearby high-rise and condominium communities, may experience negative externalities of the project.

Stakeholders, including City residents, have voiced their comments and concerns related to project details. The most common concerns are related to noise, air and light pollution, as well as obstruction to views of downtown Vancouver and the Burrard Inlet. This submission outlines technical considerations, safety and process concerns, and economic, social and environmental impacts of the proposed expansion.

Social Impacts

The project currently proposes an expansion of the water lot by 40m to the west, which will have a direct impact on residents and local businesses in the area, specifically those residing in Cascade at the Pier and Trophy at the Pier. In addition to impacting local residents, the proposed expansion will directly impact how community members use public spaces. The proposal as currently designed will negatively impact the children and people who play at the south end of the Spirit Trail in front of the Trophy building. Although Seaspan has documented several reasons as to why it is challenging consideration of the building expansion to the east, the City is recommending that Seaspan reconsider this option, as fewer people reside, work and recreate in this area.

When the City conceived and planned the Shipyards Development, an acoustic study was commissioned to ensure the orientation and design of the buildings worked to reduce the noise impact of Port activities. These measures have generally been successful to date, with few issues arising from the close industrial interface. Most significantly, the eastern-most residential building (nearest to Seaspan) was designed in consultation with an acoustic engineer to mitigate the impacts of industrial noise with measures including no windows or other openings on the eastern most wall, and adhering to the CMHC's noise attenuation requirements (beyond the BC Building Code). These investments in acoustic design were contemplated to shield residents from industrial related noise from the active port activity to the south and east. Moving the contemplated Seaspan expansion activities as far east as possible, builds on the current neighbourhood design and maximizes the compatibility between land uses at this industrial/residential interface.

Traffic Impacts

The City suggests that Seaspan expand upon transportation considerations in the proposal, as both phases of the expansion are likely to affect traffic levels. Although the existing transportation network is adequate, the City requests more information regarding expected worker traffic and parking, including how many workers will arrive on site and how workers are expected to arrive (i.e. in personal vehicles, on foot or bicycle, by transit, etc.). To mitigate potential traffic concerns, the City requests that construction traffic enter and exit the site from the east side, if possible. Regarding vessel traffic, the City requests assurance that the

expansion project would not limit the access of large, substantial vessels to the Burrard Dry Dock.

Economic Impacts

Growing the shipbuilding industry expands the tax-base, provides jobs and contributes to Canada's overall economy. Economic activity stimulated by the Seaspan shipyards generates revenues for both federal and provincial governments; the annual government revenue for British Columbia in 2018 was \$41 million. Although Seaspan's contributions as a ship builder is an important economic driver for Canada, the expansion proposal is not without economic repercussions.

Stakeholders – such as residents and local businesses at the Shipyards – are concerned about project-associated economic consequences. Although the economic impacts of the proposed project are difficult to quantify, there are potential negative externalities that have not been defined in the proposal, such as a reduction in property enjoyment by way of increased noise.

Environmental Impacts

From an environmental standpoint, it is known that construction activities may create short-term adverse impacts arising from changes in habitat use by fish due to increased noise during construction and accidental fuel/oil spills to water during work. Transport Canada and the Vancouver Fraser Port Authority are inviting comments from the public respecting the determination of whether or not the proposed water lot expansion is likely to cause significant adverse environmental effects. While Lonsdale Energy Corporation (LEC) has reviewed Seaspan's proposal, LEC would like confirmation that there will be no appreciable oceanographic impacts – including currents and circulation patterns – to the City's water lot, given the future increase in vessel activity, particularly in regards to the potential for ocean energy technology in the nearby area. Although Seaspan contracted Hatfield to conduct a marine habitat assessment, it is still unknown whether this expansion will cause other adverse environmental effects, such as poor air quality.

Safety and Technical Considerations

City staff from Engineering, Planning and Development, Community and Partner Engagement, Communications, Fire and the City Solicitor have reviewed the proposal and offer several technical considerations related to safety precautions and emergency planning.

Residents and businesses at the Shipyards already observe noise from the operations of industry and there are concerns that the project will further intensify the sound pollution. A contractor – BKL Consultants – predicted an increase in the Total Noise Level for the future scenario of 3dBA or less with the project operating at full capacity, as well as a likelihood of noise-induced rattles. However, it is unclear from a safety standpoint how noise levels impact human beings over time. Further, the contractor references that the project can result in a 3.8%

increase in Highly Annoyed Persons, which is significant given the already close proximity of industry to neighbours.

To assist with monitoring noise levels (and air quality), it would be appropriate to add noise and air quality monitoring between the water lot and residential buildings. Once noise and air quality monitors are implemented, sharing this data would help alleviate concerns of nearby residents.

Other safety concerns of the expansion include light and air pollution and the impact of construction on buildings. Expanding to the west may result in an increase in dust and other air pollutants in residential and commercial areas. With respect to construction, the City recommends that Seaspan provide additional information about the short-term and long-term impact of pile-driving on nearby buildings. Next, the proposed illumination levels at the new facility will be significant and, in turn, the City would like to see the following implemented to reduce the impact on adjacent neighbours:

- Reduce pole height to 7.5m in favour of providing more lamps;
- Maximize amount of shielding on proposed lamps; and
- Lower temperature of the lights from 4,000K to 3,000K

With respect to emergency planning, the Fire Department suggests that the proposal include a robust Emergency Plan to respond to fire and rescue response, worker safety, hazard and hazardous material mitigation, evacuation planning, confined space, accountability for employees, training and more. It is recommended that a contingency plan with North Shore Fire Departments be included, so that staff are in a position to quickly respond. Seaspan will also require a revised Fire Safety Plan to include the new floating pier and drydock facilities.

It is imperative that a detailed Fire Departmental Response Plan be developed so that the department is easily able to access the floating pier and drydock to gain access to ships in emergency situations. Additionally, details of the fire and life safety systems within the proposed drydocks and piers should be shared. Ships under construction will require an adequate fire detection system until permanent systems within the vessel are available including:

- Systems to notify workers of an emergency;
- Fire suppression systems, such as the FM-200, deluge sprinkler or foam system; and
- Emergency lighting within the ship in case of power loss

Lastly, Seaspan must ensure that there is adequate water supply and that the supply is in close proximity to and on the drydocks due to increased hazards. Seaspan must also ensure that a Fire Department Connection is provided on both the land and water sides. This may result in the potential installation of additional fire hydrants.

Public Engagement Considerations

The expansion project as proposed by Seaspan is required to undergo the Port of Vancouver's (PoV) 6 Step Project and Environmental Review process. Currently, the project is in Step Four,

which requires engagement with the local municipality, as well as with the public. While early discussions with Seaspan provided a high level overview of its expansion proposal, the detailed reports were only made available to City staff once the public engagement process was launched in late June. This allows the City only one month to review the detailed reports, read comments and offer feedback and evaluation prior to the July 30 cut-off.

The City has recently received submissions from the public related to the project's process of engagement. The public is concerned about the notification, disclosure and overall transparency of this proposal. Please find examples of email correspondence (Attachment B) the City has received from community members.

Finally, to ensure that the public is informed and engaged on the water lot expansion, the City recommends that the project website is updated on a regular basis with the latest project news and opportunities for engagement.

Recommendations

The well-being and safety of City of North Vancouver residents and businesses is of paramount concern to us. In light of the concerns discussed throughout this submission, the City requests that Seaspan:

- Extend the public submission period to ensure a fulsome public engagement process, so that local residents and businesses can provide their comments and concerns;
- Consider all resident and business comments received on the expansion process;
- Shift the new drydock eastward to minimize noise and lights impacts on neighbouring residential lands and the Shipyards public space; and
- Enter into a good neighbor agreement with the City, committing Seaspan to work with local businesses and residents to minimize the impacts of late nights and holiday observances.

Thank you,



Leanne McCarthy, CAO
City of North Vancouver

pc: Mayor and Council
Port of Vancouver



July 28, 2021

Attachment A

ATTN: Vancouver Drydock Co. (Seaspan)

RE: Proposed Expansion of Seaspan Drydock

As Mayor of the City of North Vancouver please accept this letter on behalf of Council as part of the submission from Chief Administrative Officer Dr. Leanne McCarthy regarding Seaspan's proposed drydock expansion.

The City has a long and proud history of being a people-oriented port community where businesses can prosper and families can live. Council has recognized this through the priorities and work detailed in our 2018-2022 Strategic Plan. This plan is our roadmap to making the City of North Vancouver the 'Healthiest Small City in the World.' Healthy cities are complex, and require careful balancing. We are delivering a range of infrastructure, policy, and programming to ensure that the City works for everyone.

Bringing this vision to life in the Shipyards District – our historic waterfront that has undergone over a decade's long transformation – has been met with careful coordination and investment. This diverse neighbourhood is home to families, the largest transit hub in the City, a vibrant commercial area, recreation, tourism destinations, and more. As Seaspan looks to expand it is my hope that Seaspan continues to value this community as any good neighbour would.

As details of the proposed expansion westward have become clear Mayor and Council have received concerns from the community regarding the impact on livability, local businesses, the environment, and more. These are concerns that Council shares. To date my office has received approximately 50 calls and/or emails about the expansion which are included in Attachment B.

Concerns include but are not limited to:

- Health impacts on people from increased noise, pollution, and lights;
- Lack of trust and questions around transparency due to rushed public consultation;
- Loss of business in the Shipyards District following the COVID-19 pandemic and related economic impacts;
- Harmful environmental and wildlife impacts; and
- Creating a hazardous environment for children.

I have every expectation that community feedback will play a critical role in the evaluation of the options before you. Council takes all feedback from the public very seriously and has accordingly directed the CAO, via a motion passed at Council's regular meeting on July 19 2021, to correspond with Seaspan to ensure the liveability, safety, and health of residents be made a priority.

The active clauses of the motion are as follows:

“PURSUANT to the verbal report of the Chief Administrative Officer, dated July 19, 2021, entitled “Seaspan Proposed Expansion”:

THAT the CAO be directed to prepare a full response regarding the Seaspan Proposed Expansion, including:

- A request to extend the public submission period to ensure a fulsome public engagement process so that local residents and businesses can provide their comments and concerns;
- Consideration of all resident's and business comments received on the expansion process;
- A recommendation to shift the new dry docks eastward to minimize noise, lights and view impacts on neighbouring residential lands and the Shipyards public space;
- A recommendation to enter into a good neighbour agreement, working with local businesses and residents to minimize the impacts of late nights and holiday observances;

AND THAT staff be directed to complete a technical evaluation, including safety, construction, transportation, noise, light and view impacts, for submission to Seaspan, and report back to Council before the submission deadline.”

In a previous conversation with representatives from Seaspan I urged that an eastward expansion be analyzed and considered. This will mitigate the majority of concerns. The past Council was intentional and strategic in the land use planning of the community. The building farthest to the east was designed with a solid wall of concrete to mitigate noise and lights from the neighbouring industrial area.

Seaspan provides family-supporting jobs throughout the region, and has been a generous giver to local organizations. That is why I was happy to advocate to senior levels of government that the Polar Icebreaker contract be returned. I ask you continue cultivating a good relationship with the community through a meaningful and in-depth review of feedback. I look forward to engaging with Seaspan and the Port Authority further on this matter.

If you have any questions or require any follow up please email my staff at mayor@cnv.org.

Sincerely,



Linda Buchanan
Mayor of the City of North Vancouver

Submissions received from the public related to the Seaspan project:

From: Sharon Gerbasi

Sent: July-28-21 8:57 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]The Proposed Expansion of Seaspan's Vancouver Drydock to the west of their existing site

TO: Linda Buchanan

Mayor of North Vancouver City

FROM: Sharon and Gerry Gerbasi

#101 – 199 Victory Ship Way

North Vancouver BC V7L 0E2

RE: The Proposed Expansion of Seaspan's Vancouver Drydock to the west of their existing site

We live at the bottom of St. Georges by Seaspan in the front of the Trophy building on the ground floor by the water. Our condo is our dream retirement home that we purchased when we downsized from our house. Before purchasing six years ago we thought we did our research on the area and were very impressed by what we saw. We were told that there would not be any more growth by Seaspan towards the west.

Now our dream home is threatened as Seaspan has applied to the Vancouver Fraser Port Authority to expand westward which takes it in directly in front of our building and unit. This act is going to take away our view and decrease the value of our unit. Another reason we moved here was so my husband could enjoy the waterfront views from his chair as he has mobility issues. I always get a thrill when I round the corner at St Georges and Victory Ship Way and see the magnificent view from the Spirit Trail. Over the five years that we have lived here the noise level from Seaspan has increased every year. As it is now there are days we cannot sit on our balcony and talk due to the noise from Seaspan and we cannot leave our windows open due to the noise. Our outdoor furniture is constantly covered in dust from all the sanding. In addition to the noise we frequently can smell paint and turpentine fumes which scares us as we are breathing that in. With the expansion we can only see these getting worse in the future. Right in front of the proposed expansion is a children's playground. How safe is it for them to be breathing in that air? The park is also frequented by many people throughout the day and evening. They come to the park to picnic with friends and family and enjoy the view. It is a popular spot for taking pictures and filming.

Seaspan does not keep their buildings and grounds looking good and what we have right now is quite an eyesore. There is a chain fence and lean-to with a rusting roof that looks like it could fall over. Do we really want the many visitors and tourists to see this more of this when they come to the waterfront? The city has done such a wonderful job of making the Shipyards as a happening and gathering place and it is about to become very unattractive.

The deadline for feedback from the public should be extended as not all the stakeholders have been notified of the expansion and in an appropriate manner. A mass mail out was done by Seaspan to the buildings in the area only for Canada Post to deliver. Many of the people at the 2nd meeting claimed not to receive it and no wonder as it looked like junk mail without any address on. Why wasn't an address included on each pamphlet ensuring that everyone got it? It would be impractical to put a name on but not an address. Also why only the buildings in this area? People up higher in the city will be losing some of their view so they should have a say as should all taxpayers in North Vancouver City as this area is for them too.

Seaspan and Vancouver Fraser Port Authority tried to get our feedback via zoom meetings but when they were asked difficult questions they avoided answering them! We really wonder how much of our written feedback will be read as we don't think that we can trust them. After saying that the neighbouring buildings would have a zoom meeting with Seaspan on July 28th, they have since arbitrarily cancelled that meeting and instead invited 1-2 council members from the neighbouring buildings to the meeting. The Councils have repeatedly reminded Seaspan that they do not have the authority to represent the strata corporation in this matter. Why does Seaspan get to set the rules? Is this already a done deal as it sure sounds like it?

What are the benefits to the City of North Vancouver?? They say 100 jobs but how many of those workers can afford to live here? Instead we will have 100 more vehicles clogging our roads and bridges. What is the value of this expansion to the residents and businesses of North Vancouver?

We need help as this is like David fighting Goliath. This cannot be allowed to proceed and infringe on the lives of the many people, like us, who call this area home as well as the many who come from near and far to enjoy this vibrant area. The Shipyards, Spirit Trail and Lower Lonsdale area are a jewel in the city of North Vancouver and it would be a shame to take some of this view away and make it uncomfortable for people to be here with the fumes, dust and noise. This expansion belongs in a more industrial area, perhaps eastward, and not near a densely populated area of North Vancouver City.

From: Jim Chappell
Sent: July-25-21 7:33 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan Dry-dock Expansion Proposal

Dear Ms. Buchanan,

I'm messaging you as to the proposed Dry-dock expansion proposed by Seaspan. As a condo owner in the Trophy and a resident of North Vancouver for over 25 years, I'd ask that you do not support this Initiative. As the city has spent years planning the lower Lonsdale community and spent millions of tax payers money to rejuvenate and "beautify" the waterfront, it's unacceptable that this proposal be supported in any way imaginable. It makes absolutely no sense to clutter up the water front with more industrial "eyesores" and noise.

I understand that a formal alternative to the east of the existing Seaspan facility has been proposed and is viable option to the westside expansion with limited to no opposition.

I's ask that you turn down the west side expansion and consider the east side proposal.

Jim Chappell

from Hans Stripp

A picture speaks a thousand words.

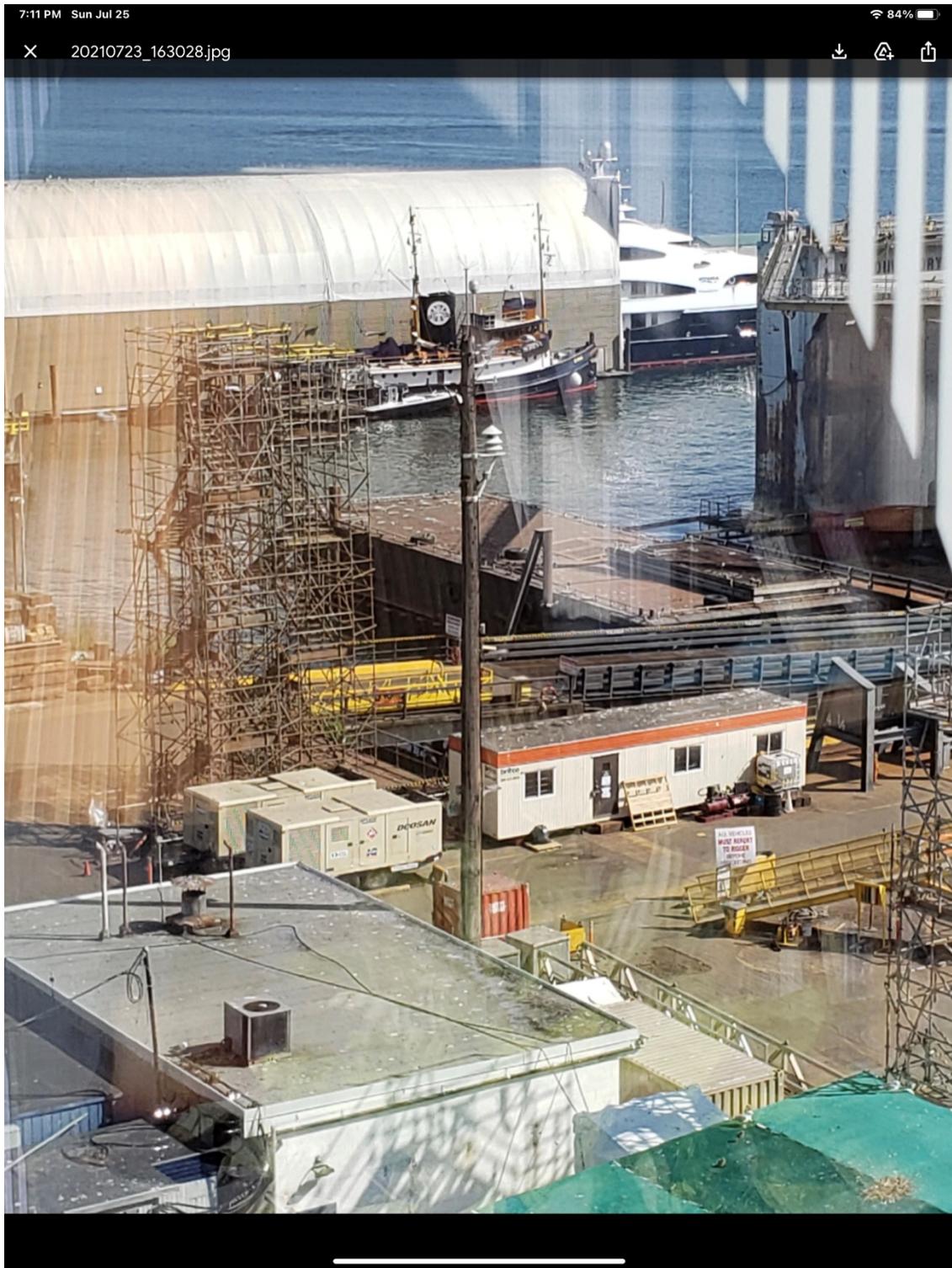
Below, moored to the eastern side of the pier is the **Washington owned** Attessa IV that just arrived today (July 25th). It's about 101 meters long and 13 meters wide.

In the background is the **Washington owned** Attessa 3 that has recently moved from the eastern pier location and is now on the west side and partially in that oval floating boat garage. Obviously all of it couldn't fit in. It is 69 meters long and 11 meters wide. You will also note that cars are parked on that pier.



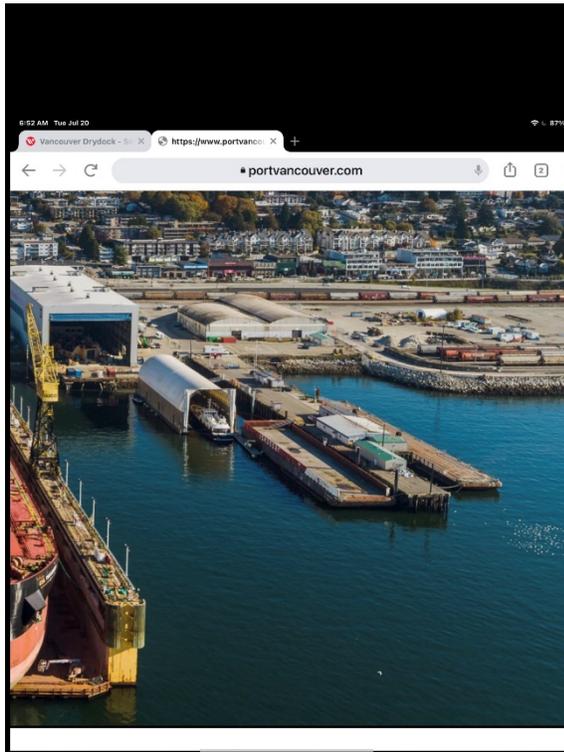
The below picture again shows the **Washington owned** Attessa 3 partially in the oval floating boat garage with the **Washington owned** St Eval now moored on the west side of that floating boat garage.

There also appears to be another small boat attached to it. This would all be right next to that W building water access entrance we have all heard so much about.



So at this point we need to ask ourselves just what the industrial purpose of that Seaspan eastern water lot is, not only for **today**, but for the **future**.

Below is the View of the Seaspan eastern water lot (**so much potential**). And note all that Seaspan land mass to the north with those two large rounded buildings.



WHY IS A WESTERN OPTION EVEN ON THE TABLE?

And based on that **obvious** conclusion, why would the Vancouver port authority even consider this application, for the western water lot expansion, when all that appears to be happening to the east is that **Private Washington yachts** are using this eastern water lot and pier space as their private mooring area.

And **if** that eastern water lot is actually being used to service such floating Yachts, as was envisioned with the **pontoon placement to the west**, then even more of a reason to upgrade/modernize this eastern water lot/pier for what I consider to be a more effective complimentary small vessel Drydock strategy that **THEN GOES EAST RATHER THAN WEST. (Now that's a very long and strong message)**

Thank you for allowing me to provide another perspective on this Drydock proposal. I have sent previous correspondence that continues to support my assertion that this Drydock expansion proposal should be going **east and not west**.

I trust that this again provides you with additional food for thought as we labour through this review process.

I do look forward to any comments you may have.

Hans Stripp

From: Hans Stripp

Sent: Monday, July 19, 2021 4:53 PM

To: Bishop, Chris <Chris.Bishop@portvancouver.com>; Blair, Tim <tim.blair@portvancouver.com>; Grossman, Kate <Kate.Grossman@portvancouver.com>; Huggins, Katherine <Katherine.Huggins@portvancouver.com>; Linda Buchanan (Mayor) <lbuchanan@cnv.org>; Renn, Deborah <Deborah.Renn@portvancouver.com>; Tony Valente (Councillor) <tvalente@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; bowinn.ma.mla@leg.bc.ca; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; jonathan.wilkinson@parl.gc; Tina Hu (Councillor) <thu@cnv.org>

Cc: Kris Neely <Kris.Neely@seaspan.com>

Subject: Fwd: My Eastern Pier Drydock PROPOSAL

Here is my Eastern Pier Drydock analysis and proposal

PONTOON UTILIZATION

It is interesting to note that Mr Washington's mega yacht ATTESSA has just returned to Vancouver and is now moored on that barge attached to the eastern pier. (See picture below). Let's call this barge the PONTOON. This barge/pontoon could probably be moved further to the north as will be clarified below. Also of note is that a portion of this eastern pier is used as a parking lot for cars and trucks. I counted 8 there the others day. It also has a number of buildings/sheds on it.



Picture below indicates how much strictly industrial land is to the west.



NORTH OF THE PIER LAND ACCESS AVAILABILITY

The picture below is taken from the north side and indicates just how much space there is for access in and out of that adjacent eastern location. There certainly does not appear to be any operational concerns associated with that eastern working pier. Keep in mind again that both new Drydocks would be floating which adds no load on this pier. The only load issue would appear to be associated with movement of any heavy parts. I would assume that this could very easily be undertaken by portable cranes moving up and down that pier.

And if there were any possible structural deficiencies in this eastern water lot pier, I would then assume that this could be easily rectified. Making this a STRUCTURALLY SAFE PIER would be essential for both current and future efficient, effective and safe utilization of this eastern water lot.

And let's not forget that these two new Drydocks would only be catering to the maintenance of SMALLER VESSELS.



SMALL DRYDOCK PLACEMENT TO THAT EASTERN PIER

Let's now remove that barge on the west side north of the Washington floating boat garage and move that smaller proposed Drydock to the south west side. (See photo at the end) A smaller work barge could still be placed between the Drydock and the floating boat house to the extent required.

FINAL DRYDOCK EASTERN PLACEMENT

And as a final elementary analysis, in my efforts to bring this all to a conclusion, let's now move that larger proposed Drydock onto the south eastern edge of that pier. It would then be located next to the smaller Drydock with only the southern portion of the pier separating them. (Easy work access) And as

previously indicated, that would then entail moving in a smaller barge on that west side to the extent that it is even needed. The Washington floating boat garage even gets to stay.

And as previously indicated, that barge on the east side, where the ATTESSA is currently moored, would be our Pontoon. It would just move as far north as required to accommodate the larger Drydock right next to the south eastern part of the pier.

This should then eliminate the need to have an extra pontoon, for access to the Drydocks, since the existing pier should work. You then still have the two barges on the north sides of the Drydocks should that be necessary.

So this consideration to move EAST rather than west, in my mind, is the most effective way of getting better efficient utilization of the eastern Seaspan adjoining water lot while at the same time eliminating most if not all of the negative community outrage and concerns raised to date.

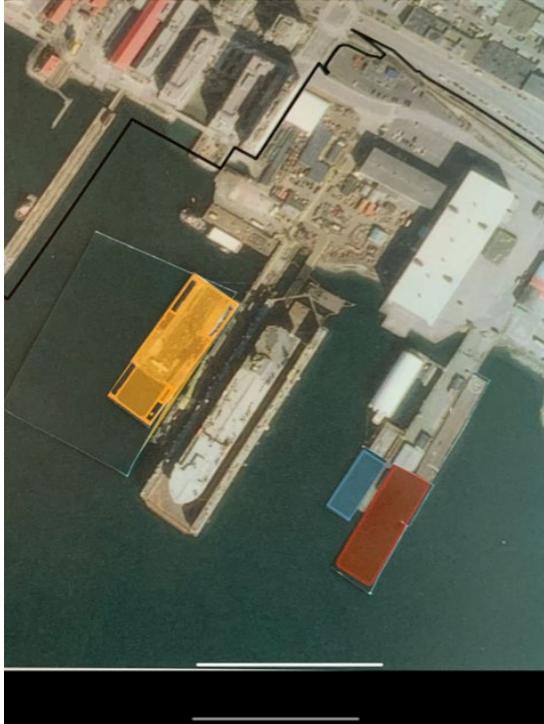
Below is the adjoining Seaspan water lot that they did not wish to include in their analysis. (BERTH1)



And as the suspense mounts

HERE IS MY PROPOSAL

A PICTURE SPEAKS A THOUSAND WORDS (even if I already used up most of them)



So let's tick off the boxes to my eastern Drydock proposal:

- continued barge access to the W building ✓
- water depth same as in the west. ✓
- access to the new Drydocks. ✓
- sheltered area. ✓
- underutilized industrial pier now more effectively used. ✓
- could reduce the pilings to 4 if you just used the existing pontoon barges attached to the pier. ✓
- does not restrict harbour traffic. ✓
- removed most if not all of the noise, lighting, pollution, sight views and aesthetics associated with the other western option into our shipyards district. ✓
- easier ability to move the Careen Drydock in and out as you will continue to have 3 open sides rather than trying to squeeze it into the only southern open area left. ✓
- allow for easier tug access for the movement of ships in and out of the new Drydocks. ✓
- less disruption to sea/water-life in and around the Burrard pier, our pedestrian park extension into the inner harbour. ✓

-based on the existing adjacent large Drydocks land location, it would be very easy to set up a satellite small ship maintenance area to that eastern location. ✓

The only possible negative might be the requirement to upgrade the eastern pier, but that should be done anyway as previously indicated.

And finally my only other issue is why Seaspan chose NOT TO EVEN PRESENT THIS OPTION.

But as the saying goes "IF THERE IS A WILL THERE IS A WAY".

I would be interested in any comments to the above.

Hans Stripp

Shipyards resident

From: MEL AND RANDI MONSELL

Sent: July-20-21 7:39 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>

Subject: [EXTERNAL]File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

Dear Mayor and Councillors,

Please read the enclosed letter with our position regarding the Seaspan Application #8173. We are not in favor of this expansion.

The Vancouver Fraser Port Authority has initiated a Project and Environment Review which is closing to the public on July 24, 2021.

Seaspan is accepting public input up to July 31st, 2021.

The Transport Canada is accepting communication until August 14, 2021.

The Impact Assessment Act Category 'C' requires input from the Communities, Indigenous and Environment.

We hope as our city representatives you are aware of this expansion project and will address on the behalf of your constituents.

Mel and Randi Monsell

Unit 508, Cascade East, 185 Victory Ship Way, North Shore, BC

-----Original Message-----

From: Jayne Milner

Sent: July-21-21 10:34 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Cc: Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

How to ruin the Shipyards District -

City of North Vancouver has done a wonderful job of creating a community driven space for Lower Lonsdale. Why does Seaspan have to develop west of their existing space. I live in the Promenade, we never received any of the 7000 postcards, so not enough notice for public input and if one wanted to participate in the meetings, the website was incorrect.

There are so many factors if the expansion goes ahead that will impact this area. Environmental, noise pollution, views, business and home values. Please do not let this happen. I hope that you will be engaging with the Port Authority and the Federal government to block this expansion.

Thank you.

Jayne Milner

From: Farshid Tafazoli
Sent: July-19-21 11:34 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]SEASPAN DRYDOCK EXPANSION PROJECT

To whom it may concern,

Following up on the recent news of Seaspan's decision to expand their drydock space by adding 2 extra decks next to the side of shipyards district, *I'd like to petition my vote against this decision and have a voice as one of many in our community.*

Yours Truly

Farshid Tafazoli

Owner Resident _ Trophy Building at Victory Ship Way

From: Lorne MacLean
Sent: July-16-21 5:42 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL] Reference: Permit Application – Seaspan Vancouver Drydock Water Lot Project as described in the Supplemental Report dated April 14, 2021

I am writing to you in opposition of the permit application referenced above. Specifically, the Western location chosen for the water lot expansion.

The Seaspan application references an “Environmental Noise Assessment” report completed by BKL Consultants Ltd. In describing the impact on near-by stakeholders to the Western expansion of the existing water lot, BKL states: “***The front row high-rise buildings within this development will also block noise transmission from the new drydocks to residential buildings to the north.***” Their implied inference, using existing residential buildings to screen noise from the proposed expanded operations, is unacceptable as a resident of “The front row high-rise buildings”. Our building was constructed in a specific design to shield the industrial operations of the port area to the East from the residential and community destination area to the West. Owners of our building knew of the industrial ship repair/service operations existing. They are also tolerant of the noise associated with the operations, primarily because Seaspan operations were there first. In reading the BKL report there are significant omissions. For example: the air space between our building [Trophy] and the closest parallel building [Cascade East] acts as an amplifying corridor. No observations/measurements were completed other than one southern most suite. This single point measurement is inadequate for predicting the true nature of noise affecting “The front row high-rise buildings”. New western expansion of the water lot places operations directly in line with the air space corridor between these Trophy and Cascade buildings. Frustratingly, the BKL report goes on to state “***The nearest buildings to the Northeast and East of the Project are commercial or industrial.***” Why has the Seaspan application been made exclusively for a Western expansion? It is clear from the BKL report that expansion to the East would eliminate increased noise to existing residential and community event areas to the West.

In reviewing the entire report to determine why the eastern area was not selected, I find the information within PER-Section 4.0 “Alternative Siting Options” significantly under valued. Seaspan Marine Group has designated the Eastern area to their existing water lot as “NoGo #2”. This area East of the existing large Panamax drydock aligns with the Seaspan Marine Group land property boundaries as outlined in “appendix 1, Engineering drawings”. Their supporting explanations for this “NoGo #2” designation are weak and do not represent a truthful value to our community and their own operations.

The proposed Western expansion to the existing Seaspan water lot does not align with their existing land-based operations and encroaches on a major residential community area. Where as, an Eastern expansion alignment would include the existing “PCL F and PCL A” parcels as outlined on their site plan reference “CNV044-04452F-001”. Expansion to the East will not impede operations of their existing large Panamax drydock. Seaspan utilizes “PCL A”, the “W” building and former Fast Cat construction building, for their new constructions division and claim they require marine access to this site. However, marine traffic would not be further impeded as structures such as a pier, pilons and floating boat house already exist in this area. Removing and replacing the existing floating boat house with one of the two new drydocks would retain the marine access to “PCL A” the “W” building. The remaining new drydock could be placed on the eastern side of the existing “PCL F” pier.

The Seaspan application proposal further argues that the two new drydocks have a draft of 8m/6m and would have insufficient water depth to the East of the Panamax drydock. However, their “PER document, page 8, figure 1”, “Bathymetry” and their “Bathymetry & Depth Data drawing” shows the

same general depth for both the proposed Western area as well as the alternative Eastern area. In actuality, the Northwestern area of their proposed siting has less overall depth than the excluded “NoGo #2” Eastern area and adjoining Eastern pier. Seaspan’s proposal confirms this as it states that possible minor dredging would be required for their proposed Western siting. A parallel assumption can be made for the Eastern expansion option based on the Bathymetry depths.

Within the “Section 4.0 – Alternative siting options”, Seaspan states the new structures will need to be fixed in position with pilons. The report continues with the inference that piles driven into the seabed to the West will be less intrusive to than on the East. This is a claim that can not be substantiated.

The Seaspan application states servicing of the two new drydocks would be from a new permanently moored work pontoon, and that this pontoon requires land access. Utilization of the existing pier “PCL F” provides this land access from their existing land operations. The application report contains no information on the integrity of the existing pier “PCL F”. The pier is also shown as East of the designated “NoGo #2” providing the assumption this has not fully been considered.

The existing Eastern portion of the water lot boundary sits directly adjacent to the existing Panamax drydock and is listed as “NoGo Region 2” by Seaspan. The assumption for this NoGo status is to allow the unimpeded operation of the Panamax drydock. However, slightly further East of this NoGo area exists an existing pier facility currently being used by Seaspan. This “PCL F” pier and area forms part of their land operations labeled “PCL F” and “PCL A” as referenced on their site plan reference “CNV044-04452F-001”. The existing “PCL F” pier structure and proposed two drydocks would exist well within the Southern limit of the Panamax drydock. The new drydocks and pontoon would also be East of the Panamax and not impede its operations. Eastern expansion of the water lot area will not impede Marine traffic operations to the “W” building. The pier structure already exists and the new drydocks would be adjacent to the east and west sides of the Pier. The Seaspan application further states that servicing of the two new drydocks would be from the permanently moored work pontoon and that this pontoon requires land access. Utilization of the existing pier “PCL F” provides this land access from their existing land operations “PCL A.”

Along with the Seaspan application, two, possibly a maximum of four, new cranes are to be mounted onto the new drydocks. They are to be of sufficient size to provide lifting access “over the existing Careen[blue] drydock to the pier”. Utilizing the Eastern location “PCL F and PCL A” eliminates the presence of the Careen[blue] drydock. The existing pier “PCL F” was historically used with pier mounted cranes and could conceivably be used again, potentially eliminating two of four new cranes. As a minimum, the intrusive height of new cranes would not be visible from the West residential structures.

Taking all the above into consideration and acknowledging the negative impact on our ‘Pier’ residential and community focused areas, the proposed Western water lot expansion should be rejected.

It is an Eastern water lot expansion that Seaspan should be applying for not a Western expansion. The Eastern lands are existing industrial-use areas and impact no residential or community use areas.

Thank-you for considering the impact this application would have on our residential neighbourhood.

Rgds

Lorne & Cindy MacLean

#1108-199 Victory Ship Way, North Vancouver, BC. V7L-0E2

From: Valerie or Grant Bennett

Sent: July-18-21 7:35 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>

Subject: SEASPAN Vancouver Drydock Water Lot Project

City of North Vancouver

Mayor and Council

We are HomeOwners in Cascade at the Pier 185 Victory Ship Way North Vancouver and are very concerned by the proposed SEASPAN Vancouver Drydock Water Lot Project application submitted to the Vancouver Fraser Port Authority. As a Community Stakeholder we see nothing but downside to a healthy environment and our quality of life if the proposed extension to the SEASPAN water lot west is approved.

As a "for profit" publicly traded International Corporation the business desires of SEASPAN to expand the west side of their water operations should not be allowed because it comes with added risk to the other local Stakeholders. We are, at least, equally invested in our collective Community and the desires of SEASPAN should not outweigh the needs of so many others.

SEASPAN's own review submission to the Port Authority admits the proposed development will increase noise and light pollution, cause long term potential structural issues via rattling to our buildings and impact neighbouring views. Lets not forget that the SEASPAN operation is an industrial fabrication/manufacturing facility that has well known noise, light and air quality concerns.

If the aforementioned were not enough to turn down this application the proverbial last nail in the coffin is they are now requesting to expand even closer to large gatherings of families and visitors to an area with children parks, restaurants and residential housing. So why would we allow a large international corporation to make a few more revenue dollars while local families, tourists and the other retail businesses in our North Vancouver Jewel have to pay the price.

We request your support to encourage the regulatory Port Authority to turn down this new project/expansion.

Thank you so much!

Grant, Val & Christopher Bennett

185 Victory Ship Way

North Vancouver, BC

-----Original Message-----

From: Mo Sharifi

Sent: July-17-21 7:39 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Seaspan expansion

Good morning I am a resident of the Cascade west and north Vancouver and we are very concerned about the C-SPAN expansion proposal. Some issues of concern or loss of our view site, air pollution , noise pollution and substantially decreased property value. What's even more concerning is that there is clearly room on the east side for C-SPAN to expand but they're choosing to come west where it is residential. The Pierre community is the jewel of North Van where families meet and get together and we believe this proposed expansion is going to all but ruin the harmony of the community. We are asking for your help to resolve the matter so both parties can be satisfied but to move westward as residential is completely illogical

And is deeply troubling everyone that is living here in this community . No one would have bought in this area as stake holders knowing that we could potentially lose half of the bay !!!

Yours truly ,
J. Sharifi

Sent from my iPhone

From: Darrell Kopke

Sent: July-15-21 5:46 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Seaspan Vancouver Dry Dock

Dear Ms. Buchanan,

This email is with regard to the Seaspan's submitted application to the Vancouver Fraser Port Authority to extend the Vancouver Drydock water lot west by approximately 40m to accommodate the installation of two smaller floating drydocks. I understand that you are aware of this emerging controversy and that you are preparing a response.

As a waterfront condo owner at 175 Victory Shipway I am a stakeholder in this conversation. There is no question that Seaspan's request is not unreasonable; they are a huge contributor to the community with regard to jobs, events, and taxes and as such have the right to ask. The issue from my perspective is the direction of the expansion and its impact on the Shipyards district. The city has invested a lot of time and energy into developing the Shipyards district into a local and tourist destination and it is paying dividends. Given what I have seen in almost two years of ownership directly adjacent to the drydock, I believe that expansion westward would be a detriment to the district and negatively impact the city and its residents. Especially given that there is an alternative solution.

Here is my rationale.

- 1) The drydock is dirty and dirtier than Seaspan would care to admit. Every weekend we clean a coating of dust off of our lawn furniture. It is a small price to pay for waterfront ownership BUT further expansion west would no doubt further impact the residents, the playgrounds, restaurants, and areas tourists and residents sit, eat and play. We need more study on this topic.
- 2) The drydock is noisier than Seaspan would care to admit. Their noise sensors are not near where residents and children play, eat, and live. We need more study on this topic.
- 3) Expansion eastward is possible, just more expensive for Seaspan. In the public meeting on Tuesday, Seaspan officials repeatedly (and purposely vaguely) said that the reason that they could not expand eastward, which all residents and businesses of the Shipyards would likely support, was not possible because of the in and out requirements of barges twice annually to a white work yard building to the east of the drydock. This white building actually supports the work of the Pemberton street Seaspan work site, not the dry dock. If some capital expenditure was made, expansion eastward would be possible. The question is how to enable and support this possible alternative.

As mayor of North Vancouver, the residents and businesses of the Shipyards district would hope that you take a stand to find a mutually beneficial solution for your constituents: namely, facilitating eastward expansion of the dry dock.

Thank you for your kind attention.

Sincerely,

Darrell Kopke

405-175 Victory Shipway

North Vancouver, BC V7L-0G1

From: irenegattomortgages@gmail.com <irenegattomortgages@gmail.com>

Sent: Thursday, July 15, 2021 4:40 PM

To: Linda Buchanan (Mayor) <lbuchanan@cnv.org>

Subject: RE: [EXTERNAL]Seaspan Expansion

Importance: High

With all due respect this is absolutely a City issue. You have thousands of voting residents here in Lower Lonsdale that you have a responsibility to ensure they live in a safe and clean environment. I urge you to reconsider your position and stand up for the community.

When this property was in the possession of the City of North Vancouver they enlisted the help of many architects and planning gurus to come up with a plan to revitalize the shipyards. They were successful and it has been a success. The Pinnacle building called the Trophy that sits immediately to the west of the Season Shipyard was designed and built specifically with its Eastern facade to be a barrier to block the noise of the industry to the left and to be a separation from the Industry and the public residential and entertainment domain. It was a well thought out plan and endorsed by the City and has been a success.

Now Seaspan in its wisdom needs more room and they opt for the easy way out to move their shipyards 40 meters to the west. WHY NOT THE EAST. There is plenty of room there.

As it is, the current situation does hinder the folks who live, work and recreate nearby with the noise and fumes and late night lights. Plus the always present sounds of a prosperous Ship building industry. Which we celebrate for what it does for our economy and City . But they operate without restriction as the sound of welding and heavy duty construction continues . That we knew when our family purchased a home in the building I already referenced which is intended to be the noise block and buffer from the dry dock activities. BUT this advance 40 meters to the west is an affront to the substantial investment we have made. We do have to be able to rely on the rules of development when we purchased as being something we could rely upon for the future. The quality of living for the residents has been severely compromised. They are involved in major building and constrain on the edge of their property. This advance would completely move Seaspan Shipyards westward over the boundaries of the land that was to be preserved for City residents to enjoy.

Please take my comments to the governing body which controls and monitors the Vancouver Waterfront. You have a responsibility to your constituents here.

With kind regards,

Irene Gatto

Mortgage Broker

[Mortgage Architects – A Better Way Mortgages](#)

P: 604-808-0690

E: irenegattomortgages@gmail.com

W: irenegattomortgages.ca

From: Kendra McEachern <kmceachern@cnv.org> **On Behalf Of** Linda Buchanan (Mayor)

Sent: Wednesday, July 14, 2021 9:13 AM

To: irenegattomortgages@gmail.com

Subject: RE: [EXTERNAL]Seaspan Expansion

Dear Irene:

Thank you for your email to Mayor Buchanan. She has read your comments and appreciates that you have taken the time to write and provide your input on Seaspan's proposed Drydock Water Lot Expansion project.

As this is a federal project, she encourages you to provide your feedback to [Seaspan's Drydock Projects](#).

The Port of Vancouver also has more information on [Seaspan's Vancouver Drydock Water Lot Expansion Project](#).

Thank you.

Kendra McEachern | Executive Assistant

Office of Mayor Linda Buchanan

T 604 998 3280

City of North Vancouver

141 W 14th Street, North Vancouver, BC | V7M 1H9

cnv.org



From: irenegattomortgages@gmail.com <irenegattomortgages@gmail.com>

Sent: July-06-21 3:22 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Seaspan Expansion

To Mayor Buchanan and council members.

I am a resident at the Shipyards and we have been advised Seaspan has applied to the Port Authority to expand their existing operations. We need your help to make sure this doesn't happen. We currently put up with the noise and lights from the shipyards 24/7, they have no rules or laws to abide by. Even if it affects their neighbors quality of living. We have bright lights, very loud sandblasting and painting fumes that they can do at anytime of the day or night and we have no say. I'm pleading with you all to help us save this little gem we call home. If this expansion is allowed to go forward it will be right in front of the children's playground. The dirt and dust and paint that will come off the ships will make that area toxic for our young children. Not to mention the whole Shipyard revitalization that taxpayers spent millions on. The business owners will also be affected and I think we can all agree they've suffered enough through Covid. Can we not have them expand to the east or the south? Or where their personal yacht is currently moored?

Any assistance you can provide would be greatly appreciated. We need a bigger voice to protect our community and hoping you will be that for us.

With kind regards,

Irene Gatto

		<p>Irene Gatto Mortgage Broker P 604-808-0690 F 604-986-8068 E irenegattomortgages@gmail.com W http://irenegattomortgages.ca A Better Way Mortgages</p>	
		<p>Download My Mortgage App Today https://maapp.ca/app/irene-gatto</p>	

-----Original Message-----

From: Margo Landrey
Sent: July-15-21 7:12 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

I am writing to express my concern over the Seaspan expansion on the Shipyards waterfront. As a resident of the shipyards I feel this is unacceptable. The noise and lights from these new docks will ruin

this neighbourhood. The fact that seaspan has announced this just a few weeks ago and closing dates for discussion is the end July is another bullying tactic from Seaspan.

Apparently your office has been very non committal in voicing any reservations about this project. This is also very disappointing

We would ask that you stand up for this neighbourhood and say no to this project.

If seaspan wants the new docks they should put them to the East of their existing docks. No matter what they say about it. I'm sure they could find a solution.

Margo Landrey
199 Victory ship way
North Vancouver

Sent from my iPhone

From: Greg Senko

Sent: July-14-21 8:36 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Linda Buchanan (Mayor) <lbuchanan@cnv.org>

Subject: [EXTERNAL]Season Drydock Expansion Project at the Shipyards

Hello,

Our family would like to shine a light on a project that Seaspan is attempting to push through quickly and quietly by the end of this month that will impact thousands of residents in the rezoned Shipyards area of lower Lonsdale.

The first of two public consultations took place via zoom on Tuesday evening, with the second meeting to take place **tomorrow - July 15**, at 6pm (also via zoom). The residents and public attending these meetings are not given an opportunity to speak. Many of the questions asked in the conference chat were selectively answered or not addressed at all. The community's concerns were not directly addressed. Most in attendance voiced their objection (in the chat) to the lack of study and lack of impartial research done on the impacts this project will have on the neighborhood including construction, pile driving for months, increased noise, air quality, environmental impacts, and devaluation of everyone's real estate investment (not to mention quality of living).

The weblink in the flyer Seaspan mailed to residents inviting them to public consultations was incorrect; and the July 7th article in the North Shore News states that the expansion will take place to the East; however, the project will be expanding to the West – impacting every resident in the shipyards development. The artistic renderings Seaspan presented to the group also understated the level of impact it will have on the area.

I'd implore you to personally attend the consultation and see how this project will negatively affect thousands of North Shore residents who don't even know this is happening. The project webpage and meeting pages are here:

<https://drydockprojects.com/>

<https://drydockprojects.com/community-meetings/>

Thanks,

Greg

Gregory Senko

Technical Director | Production Manager | Vectorworks CAD Design & Rendering

#408 – 199 Victory Ship Way,

North Vancouver, BC, V7L 0E2

Good morning Mayor Buchanan

My name is Phillip Hurst and I am a resident in the Trophy building situated in the Quay. You may be aware of Seaspan's application

to expand their operation further west of their current location. As residents of this unique area we are strongly against this project for many reasons. We have only recently been given information that clearly lays out the gravity and footprint of this proposal. Much to our surprise they have decided to move their operation further west. This would result in adding further dry docks that will be closer to the foreshore, children's playground and the pier that as you know is enjoyed by the general public on a regular basis.

Seaspan do have space East of their site that for the most part is unused. Even though we are led to believe that some dredging would be required we feel that this is far more preferable than the intrusion on residential and business usage.

We could give many more reasons why we disagree with this project for example noise, pollution both light and to marine life to name but a few.

Finally, in the very short time we have been given to respond to this expansion attempts are being made to reach out to the Port Authority, Seaspan, our local MLA and MP.

We politely ask you to help maintain the beauty and unique environment you have helped to create and continue to ensure that the Quay remains the jewel we all wish it to be

Regards

Phillip Hurst

Trophy

Sent from my iPhone

From: Jo-anne Duchscher

Sent: July-13-21 3:17 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Cc: Holly Back (Councillor) <HBack@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; agiratd@cnv.org

Subject: [EXTERNAL]Seaspan expansion

Dear Mayor Buchanan and Council,

I am writing regarding Seaspan's request to move their shipyard operations in Lower Lonsdale, North Vancouver 40 meters further West in front of the residential buildings and waterfront in North Vancouver.

This move will "fill in" the water between Seaspan's existing operations and the Pier.

There is a plan for barges with large cranes, similar to what they have in place just east of the bottom of St. George's.

I wish to say that I feel this is a very bad idea for many reasons including; the huge visual impact on the City's waterfront- as you know the Shipyards are a very popular tourist destination, sound pollution, visual impact on tax paying owners homes at The Pier and the rest of Lower Lonsdale and potential environmental impact on the foreshore and wildlife and marine life in the area. We regularly see seals, eagles and herons in this area.

"The Shipyard" area in Lower Lonsdale is the gateway to the City of North Vancouver via Seabus and in my opinion the crown jewel of North Vancouver! Let's not destroy this beautiful area.

Why not move their operations further east where there is already industry and keep it contained in the already permitted areas.

As a Realtor who specializes in the Lower Lonsdale area I am very much opposed to this change.

Regards,

Jo-Anne Duchscherer

Email:

Cell/text:

Sent from my iPhone

To whom it may concern,

I am writing today to object to the Seaspan dry dock expansion going west. I have lived in this wonderful city for twelve years and have enjoyed watching the growth of our shipyards neighbourhood. New hotels, multiple restaurants and fabulous play areas for growing families are enjoyed daily by all residents of North Vancouver. The city decided to build highrise towers to replace the industrial area so I think adding more industrial in front of these lovely buildings will deter our neighbourhood from growing in the residential feel that we have. I just want to say that I am not against the expansion. I just think it should be built EAST of the existing blue drydock.

Thank you for listening to my opinion and I hope you do not blight the view of our wonderful harbour.

Kind regards,

Cathy McLean
2105-188 East Esplanade Ave
North Vancouver, BC
V7L 4Y1

From: Hana G

Sent: July-12-21 6:05 PM

To: infodrydock@seaspan.com

Cc: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; jmcllroy@cnv.org; Larry Orr <LOrr@cnv.org>; Bowinn.ma.mla@leg.bc.ca; Northvanliberals@gmail.com; info@pinnacleinternational.ca; Mdone@pinnaclepride.com; Anson@anson-realty.com; info@seasidehotelvancouver.com; info@pierseven.ca

Subject: [EXTERNAL]Vancouver Drydock Proposed Water-lot Project

First off, thank you for informing us (the public) of your future plans.

However, It truly saddens us that expansion and the profits that will come from it are being put before the safety and quality of life for those who invested their life savings to live in this prime waterfront location.

As much as we appreciate the work you do, we already endure the poor air quality and noise that doesn't stop even during late evening and early morning hours.

Now we learn that the safety of our building itself could be compromised by your expansion proposal by adding six new permanent pylons via pile-driving which is estimated to take six weeks!

In light of recent Florida tragedy where a building collapsed and most of the occupants lost their lives,

your proposal is very worrisome, possibly unsafe and perhaps not ethical.

We are all at the mercy of the water which is so close to us and we remember that it was difficult to get our project to build our buildings off ground in the first place due to the vicinity which it occupies very close to the shore's edge.

I am not sure if all of the environmental issues were considered while preparing this proposal.

It is hard to believe that the effects of pile driving would not impact the structural integrity of our building.

The thoughts of our building being compromised in ANY way is very stressful to think about and weighs heavy on my mind as well as many others who live in my building and the surrounding area.

We urge all the authorities, especially the Vancouver Fraser Port Authority to consider this extension of the water lot into industrial Pemberton Avenue area as an alternative location.

This is our plea to you.

Thank you!

Sincerely,

Hana Glos

1201-199 Victory Ship Way

From: Tom & Linda Tournier

Sent: July-12-21 4:00 PM

To: InfoDrydock <InfoDrydock@seaspan.com>

Cc: Mayor Linda Buchanan <Mayor@cnv.org>; community.feedback@portvancouver.com

Subject: [EXTERNAL]Fwd: Seaspan Vancouver Drydock proposed water lot project

Date: July 11, 2021 at 3:01:48 PM PDT

Subject: Seaspan Vancouver Drydock proposed water lot project

I am very opposed to this expansion west.

Seaspan plans to double in size to the west in front of residents.

At this time, some vessels tie up at Seaspan for ongoing work. These vessels run their engines 24/7. This will get worse with the proposed expansion and more vessels. Pollution becomes a factor, including noise, lights and exhaust fumes.

I am a retired commercial fisherman and moored my boats at Allied Shipbuilders. Seaspan will drastically reduce the work that Allied now does on Seaspan's barges and tugs by expanding their facility. Seaspan's proposed new smallest lift is larger than the existing ones at Allied. Why not consider talking to Allied to expand and accommodate your plans, or expand east of your own facility. North Van waterfront is very industrial already with relatively few spaces for the public to enjoy. Seaspan should expand where it will not impact the Shipyards area created by the City of North Vancouver.

Regards,
Tom Tournier

Sent from my iPad

From: Bruce Russell
Sent: July-11-21 3:37 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

Registering my opposition to this project

This area has been zoned residential, I have paid in excess of \$1,000,000.00 for my condo unit. The view I have is superb. How will I be compensated for my loss of view? I won't be. Have Seaspan expand to the east instead, it won't affect anyone.

It's beyond me why we cater to a Billionaire that doesn't care about his neighbours. Who wants a ship yard to expand in front of their home? Would you? No question you would not. My view will be ruined as well as a decrease in property value. A firm no. We can not sell out our pristine view.

No reason that I can imagine that this can not be done to the east side of his property.

The current shipyard district is successful, why ruin the concept? If multi million dollar condos were not already in place, perhaps that's different. They are and it isn't fair that this would even be considered.

Do the right thing, strike the idea down. It's flawed and 500 people will suffer for the benefit of one. Have home go east I. Front of the empty Richardson property.

Bruce Russell

309 199 Victory Ship Way

Do not ruin our dream!

He won't let people in front of his property adjacent to the Quay, why would I want him to block my view?

It's crazy, the man controls the port as it is, dont let him control the city views that people have paid large sums of money to live where they have a view.

Enough is enough, stop the tail from wagging the dog in Vancouver... he has too much control of our city.

See attached photo of my current view.

Please stop the destruction of our views.

Bruce Russell

309-199 Victory Ship Way

North Vancouver



From: farivar Rafiei

Sent: July-11-21 10:19 AM

To: nswlc@portvancouver.com; Jonathan.Wilkinson@parl.gc.ca; Bowinn.Ma.mla@leg.bc.ca; Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>

Subject: [EXTERNAL]Shipyard Expansion-North Shore Waterfront Liaison Committee

Importance: High

Hi,

I am a resident of Atrium at 172 Victory Ship Way, and none of the residents at our buildings were informed about the West side expansion of Seaspan. We already are suffering of industrial dust from sanding, noise, chemical smell, light pollution, and there is no justification to this expansion to West side, towards the pier which many North Shore residents enjoy the walk, and the nice restaurant patios.

The only reason behind not going to the East, is to make more money for the US Billionaire, owner of the Seaspan. There are talks among neighbors to arrange a few protests and block the road to the Shipyard parking at busy hours.

PLEASE HELP US TO MOVE THIS EXPANSION TO EAST.

Kind regards,

Farivar Rafiei

Resident of 172 Victory ship way.

From: Denis Lapierre

Sent: July-10-21 5:04 PM

To: nswlc@portvancouver.com

Cc: Jonathan.Wilkinson@parl.gc.ca; Bowinn.Ma.mla@leg.bc.ca; Mayor Linda Buchanan <Mayor@cnv.org>; Farivar

Subject: [EXTERNAL]North Shore Waterfront Liaison Committee

Hi.

I would like to know if the committee has discussed the proposed Seaspan drydock expansion in the Shipyards district.

<https://drydockprojects.com/learn-more/>

There are many concerned residents.

The question that is on top of everyone's minds is: why not expand East? There is space in that direction and it would have negligible negative impact to the local community.

The yachts that are stored East of the Careen could be moved to the marina that is next to the Lonsdale Quay near the Polygon Gallery.

Also, do current Seaspan leases in this area permit the storage and moorage of private watercraft?

It seems that the inconvenience caused by moving a few private yachts is significantly less than the impact that this westward drydock expansion will have on the local community.

Kind regards,

Denis Lapierre

172 Victory Ship Way

North Vancouver BC

From: Kianoosh Akhavein

Sent: July-10-21 11:35 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>

Subject: [EXTERNAL]Seaspan's Vancouver Drydock seeks to expand operations toward west

Dear Mayor and Councillors,

My name is Kianoosh Akhavein, I am one of the owners of residential towers in Shipyard, Lower Lonsdale.

I heard in the news about the Seaspan's drydock expansion towards the west and in front of the residential towers.

Our community is already exposed to the noise caused by Esplanade Industrial traffic, train tracks, Seaspan maintenance activities as well as restaurants in the Shipyard district.

The expansion of Seaspan's drydock towards the west will expose the residents to additional industrial noise, odour, dust and light pollution which are not acceptable.

The noise will certainly echo due to the walkway between Trophy and Cascade buildings (it will be doubled or tripled in magnitude) and it will also expose the Atrium Residents who are not even notified

of this expansion by the SeaSpan. Please assist in stopping their expansion towards the west to avoid additional exposures to the residents of Shipyard district.

Per the below article : Staff from the City of North Vancouver have discussed preliminary information about the project with Seaspan over the past several months but have only recently received detailed project information and are in the process of reviewing that, according to Robert Skene, director of community and partner engagement for the city.

The city anticipates providing comment to both Seaspan and the port prior to the July 30 deadline.

"Seaspan's Vancouver Drydock seeks to expand operations - North Shore News" https://www.nsnews.com.cdn.ampproject.org/v/s/www.nsnews.com/amp/local-business/seaspans-vancouver-drydock-seeks-to-expand-operations-3934914?amp_gsa=1&_js_v=a6&usqp=mq331AQIKAGwASCAAgM%3D#amp_tf=From%20%251%24s&aoh=16256683505581&csi=0&referrer=https%3A%2F%2Fwww.google.com&share=https%3A%2F%2Fwww.nsnews.com%2Flocal-business%2Fseaspans-vancouver-drydock-seeks-to-expand-operations-3934914

Kianoosh Akhavein

#172 Victory Ship Way

From: Ray Radke

Sent: July-08-21 10:01 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>

Subject: [EXTERNAL]Proposed Seaspan Shipyard expansion

Dear Mayor & Council:

I'm sure by now you have heard of the proposed expansion of Seaspan shipyard operations, as reported in yesterday's North Shore News. As a resident in Lower Lonsdale I object to this proposal for several reasons. While the City of North Vancouver has promoted the redevelopment of the Lower Lonsdale area into a vibrant neighborhood, the idea of further expanded shipyard operations, which would be directly in front of newly built condominium developments would drastically affect the neighbors closest to the shipyard, through increased noise(which occurs day and night, by the way), pollution(dust, dirt & debris

constantly dirtying residents exterior living space, windows, outdoor furniture, etc.). Expansion of the shipyard would obstruct views of residents, some of which have paid a fortune for, not to mention reduced property values.

I encourage the Mayor and Council to oppose this proposed shipyard expansion for the sake of hundreds of taxpaying citizens of this city. Hopefully many people won't move away from the area if this proposed expansion goes ahead, which would be a shame. Lower Lonsdale was once a rundown, neglected, crime filled area of North Vancouver: don't let it return that way in the future. We sold our house on the North Shore to downsize and live in this area, which we enjoy very much, and hope to stay here as long as we are able.

Sincerely,

Ray and Sandra Radke

From: no_reply@cnv.org <no_reply@cnv.org>

Sent: July-13-21 11:50 AM

To: crabold@cnv.org; Stephanie Smiley <ssmiley@cnv.org>

Subject: Have Your Say | Community Feedback Form

Subject: Concerned about proposed Seaspan dry dock expansion

Comments: My name is Will Woods, I'm an owner at 172 Victory Ship Way. I was dismayed to hear about Seaspan's proposed expansion of its dry dock west from its current location.

The claim by Seaspan that the noise increase will be only be 1 or 3 decibels is clearly untrue and self-serving. Servicing ships is not a quiet business.

Of course the shipyard business is part of the City of North Vancouver's heritage, but that was a long time ago before the shoreline nearby became a tourist and leisure destination and home to hundreds of families.

A better question to ask is what can SeaSpan do to reduce the current levels of noise pollution from their existing dry dock? Expanding it further will cause irreparable harm to the local community that has waited so long to be the leisure and tourist destination it has become.

Contact Name: Will Woods

-----Original Message-----

From: Hans Gawenda

Sent: July-10-21 12:04 PM

To: Tom Agnew

Cc: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Expansion of the Seaspan Shipyards to the West

Tom Agnew, Mayor Linda Buchanan,

Please ask our Council President Gordon Nelson to inform all the owners of our building "The Premier" of the request by Seaspan Shipyards of the expansion to their Vancouver Dry Dock to the West in close proximity to our beloved North Van Pier. My wife and I are deeply upset about the invasion by private big business into the serenity of our retired life.

The City of North Vancouver built this marvel of a "City within a City" and we hope that City Council will not let this happen!

Hans Gawenda, Helga Schlick

2303 - 138 East Esplanade Ave.

North Vancouver

Sent from my iPad

Anna Dale

From: Tamara Connor on behalf of Mayor Linda Buchanan
Sent: July-29-21 10:55 AM
To: Anna Dale
Subject: FW: Seaspan: Proposed Expansion of Water Lot in North Vancouver
Attachments: seaspan proposal.docx

From: Gerald Fitzpatrick
Sent: July-18-21 2:22 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan: Proposed Expansion of Water Lot in North Vancouver

Madam Mayor and Council Members
City of North Vancouver

Attached are my comments on the proposed expansion by Seaspan into its Water Lot close to the Burrard Pier. I respectfully suggest the City attempt to negotiate the acquisition of 115 Carrie Cates Court as a "quid pro quo" for the approval of this expanded drydock facility.

Gerald
Fitzpatrick

201 – 123 Keith Road
East
Vancouver

North

Comments:

Proposed Expansion of Seaspán Water Lot North Vancouver.

TO: Mayor Buchanan and Council, City of North Vancouver

Seaspán Vancouver Drydock

Vancouver Fraser Port Authority

Comments:

As a resident of North Vancouver, I live at Lonsdale and Keith Road East, within a few minutes walk of Lonsdale Quay and the Shipyards District. Since returning to the city in 2017 after many years away, I marvel at how the area at the foot of Lonsdale has been transformed into one of the most diversified and attractive “people places” on the entire Port of Vancouver shoreline.

Seaspán’s activities obviously contribute substantially to the local economy. But that does not mean it can take lightly the needs and concerns of other waterfront users. The intrusion of the proposed expanded drydock facilities into what has become a much more public space in recent years, as new development has occurred, can and should be avoided.

Furthermore, public expenditure by the City of North Vancouver and other levels of government towards the re-purposing of outdated and redundant facilities on the waterfront has been substantial and that investment must be protected as much as possible.

The obvious question is: why cannot the proposed facilities be located somewhere else in Seaspán’s considerable holdings? The main reason for not locating the new facilities to the east of the site is said to be the need to operate barges in the area, according to Paul Hebson, General Manager of Vancouver Drydock. Mr Hebson also commented at the July 15th public meeting that the Pemberton site did not have “one square inch of extra space.”

If there is no other acceptable option for Seaspán, then the relinquishing of much of the public enjoyment of Burrard pier could partly be alleviated by Seaspán disposing of the small property at 115 Carrie Cates Court, just east of Polygon Gallery. It appears to only contain offices that could be relocated and forms a significant barrier to natural pedestrian movement in the most intensively used part of the Lower Lonsdale waterfront. The City of North Vancouver should pursue this “quid pro quo”

Finally, any discussion of the jobs that Seaspán provides in North Vancouver, should be tempered by the fact that all these jobs are paid for by The Federal Government through its national shipbuilding strategy.

Respectively submitted,

Gerald Fitzpatrick
201 – 123 Keith Road East
North Vancouver, V7L 1V1

Anna Dale

From: Tamara Connor on behalf of Mayor Linda Buchanan
Sent: July-29-21 10:54 AM
To: Anna Dale
Subject: FW: File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver
Attachments: Seaspan Vancouver Drydock Waterlot Expansion - North Shore.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: MEL AND RANDI MONSELL
Sent: July-20-21 7:39 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>
Subject: [EXTERNAL]File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

Dear Mayor and Councillors,

Please read the enclosed letter with our position regarding the Seaspan Application #8173. We are not in favor of this expansion.
The Vancouver Fraser Port Authority has initiated a Project and Environment Review which is closing to the public on July 24, 2021.
Seaspan is accepting public input up to July 31st, 2021.
The Transport Canada is accepting communication until August 14, 2021.
The Impact Assessment Act Category 'C' requires input from the Communities, Indigenous and Environment.

We hope as our city representatives you are aware of this expansion project and will address on the behalf of your constituents.

Mel and Randi Monsell
Unit 508, Cascade East, 185 Victory Ship Way, North Shore, BC

July 20, 2021
Seaspan
Paul Hebson
VP & GM Vancouver Drydock
infodrydocks@seaspan.com

Subject: File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

I am writing to inform you that we are not in support of the **proposed westerly expansion** of the Seaspan Vancouver Drydock Waterlot Expansion in North Vancouver.

Community and Lifestyle We feel the Seaspan westerly expansion **will negatively impact** our community and our lifestyle. 'The Shipyards' is a unique waterfront community that has become an urban destination. The city planned, invested and created a beautiful environment for the residents, larger community and its visitors. We enjoy countless year round community events, concerts, markets, outdoor church gatherings, waterpark, skating rink and more. It is a family, arts and entertainment focused area.

Noise/Marine Life/Lighting/Extra Boat Activity/Motor Vehicle Traffic/ two working shifts

At present the waterfront is a pleasure to appreciate and experience. It is quiet and peaceful. The Seaspan westerly expansion as presented with its increased activities through construction, operations (two working shifts now in front of our resident), road and water traffic, noise, lights, etc. will upset the idyllic balance that presently exists. We fear the proposed changes will harm our community, environment, and marine life drastically changing the quality of life for all. As a resident I do not want to experience any of these disturbances, not even if presented as minimal by the Seaspan team. Any increase is too much.

Property Depreciation We the Pier residents will have a depreciation of our property value from the proposed westerly expansion. We will lose our view and now have to experience a working environment (two shifts 7am-10:30pm with lighting, ship traffic, work noises, etc.). A financial loss is a reality for the Pier residents. Please note, I am not a wealthy man, I worked all my life to save enough to buy and enjoy my dream North Shore waterfront condo at the Cascade East.

Sincerely
Mel and Randi Monsell
Unit 508, Cascade East, 185 Victory Ship Way, North Shore, BC

CC: Vancouver Port Authority – Board of Directors, Senior Leadership Team, Planning Department
Seaspan
City of North Vancouver – Mayor and Councillors
Transport Canada – Senior Management & Director
Musqueam Nation - Chief Wayne Sparrow & Council
Squamish Nation – Chief Ian Campbell & Council

Tsleil-Waututh Nation – Current Chief Jennifer Thomas, Previous Chief Leah George-Wilson & Council
MLA Ma Bowinn
Metro Vancouver –
North Shore News – Publisher - Peter Kvarnstrom, Editor-Terry Peters
Pinnacle International Development
North Vancouver Lonsdale Quay – Property Management
Pinnacle Hotel at the Pier
Lonsdale Quay Hotel - Management
MONOVA: Museum of North Vancouver

Anna Dale

From: Tamara Connor
Sent: July-29-21 11:07 AM
To: Anna Dale
Subject: FW: [EXTERNAL]Seaspan Drydock Expansion Proposal
Attachments: 210720_Port Authority Letter_M_SHOBBAR.pdf

From: Mahsa Shobbar
Sent: Tuesday, July 20, 2021 7:57 AM
To: Chris.Bishop@portvancouver.com; Tim.Blair@portvancouver.com; Katherine.Huggins@portvancouver.com; Deborah.Renn@portvancouver.com; Linda Buchanan (Mayor) <lbuchanan@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; bowinn.ma.mla@leg.bc.ca; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; jonathan.wilkinson@parl.gc; tuh@cnv.org; Paul Hebson <PHebson@seaspan.com>; Kris Neely <Kris.Neely@seaspan.com>; Kate.Grossman@portvancouver.com
Subject: [EXTERNAL]Seaspan Drydock Expansion Proposal

Good morning all,

Please allow me to e-introduce myself! My name is Mahsa, and I am taking the time to advocate on behalf of my community down in the North Vancouver Shipyards.

You will find in my letter attached, three succinct reasons as to why the expansion of the docks contradict any sensibility to the original Official Community Plan, and the future of the now well-established community homes to individuals, couples and families (and not to mention many small businesses).

I am more than happy to go into further detail of each reason for my argument, but I think it is clear to say that they are quite objective. If you require any visual diagrams, I would be able to provide that as well.

Thank you, and sincerely,

Mahsa Shobbar BEDS, M.Arch

July 20th, 2021

To: The Port Authority

Re: Seaspan Drydock Expansion Proposal

To the members at the City of North Vancouver, & Port Authority,

Certainly, you have received many email and letters in outrage concerning the expansion of the Seaspan docks along the residential housing along the Victory Ship Way in Lower Lonsdale. I would like to point out **three** significant reasons as to how this not part of any sensible, good or considerate community planning. The reasons being **acoustics, visibility and air quality control of toxic VOCs** emitted into the near and immediate neighbourhoods.

The type of acoustic pollution that is caused by the Seaspan docks is not a type of white noise, but it varies a large range, from jarring noises of tons of mass being dropped from high distances, to squalling alarms. These noises are and can be caused by Seaspans's operations 24 hrs per day, 7 days per week. The Official Community Plan that has been developed by and approved by urban planners and council members should be inclusive of equity for ALL, not a single corporation. The building adjacent to the existing Seaspan docks, 'Trophy' at 199 Victory Ship Way is designed so that all units face away from the docks, thus having a solid concrete mass wall to buffer the noise between the community of residences and the docks. This thoughtful design consideration would be completely ignored if the docks bypass that wall condition. The noise would effectively reverberate through the water front buildings and effectively making it an unbearable place to live, sleep or raise a family.

The argument for visibility should be the easiest to understand. The predominant reason that the Lower Lonsdale revitalisation has been so successful in the last 5-10 years, is due its vantage points down the harbour to the City's downtown 'postcard' view. To deny the community of this by deliberately blocking this, is effectively the complete antithetical means to the Official Community Plan's entire intention for creating any means of density in this neighbourhood.

Lastly, toxic fumes and VOCs would off-gas directly in the direction of resident's homes and balconies. There is no reason that people's homes, health and safety should be put at risk at the cost of a corporation's capital gain. The density that was intended by the OCP, will now be at a complete health risk with this decision to move forward with the expansion.

Overall, the neighbourhood's intended use was never to be blocked by the shipyard work, despite its local history and heritage. We can all acknowledge that this place is special for all the events that have taken place before it, however, we can not let it supersede the community that has now become established here. Thank you for understanding.

A concerned resident, neighbour, urban designer,

Mahsa Shobbar

A handwritten signature in black ink, appearing to read 'Mahsa', with a large, stylized flourish underneath.

L.G. & E.I. OLKOVICK

#603 – 199 VICTORY SHIP WAY, NORTH VANCOUVER, BC V7L 0E2

July 13, 2021

DELIVERED BY EMAIL

Seaspan Shipyards
infodrydock@seaspan.com
ggeatros@seaspan.com

Jonathan Wilkinson, MP North
Vancouver
Jonathan.Wilkinson@parl.gc.ca

Vancouver Fraser Port Authority
Community.Feedback@portvancouver.com

Bowinn Ma, MLA North
Vancouver
Bowinn.Ma.MLA@leg.bc.ca

Mayor and Council
City of North Vancouver
mayor@cnv.org

John Horgan, Premier of BC
premier@gov.bc.ca

Prime Minister of Canada, Justin Trudeau

Dear Sirs/Mesdames:

Re: Seaspan Vancouver Drydock Proposed Water Lot Project

We write to you as Owners/Residents of property adjacent to the proposed water lot project (Unit 603 Trophy at the Pier).

We have a number of concerns related to this project, some of which include, but are not restricted to the following:

1. Effect on wildlife in, on or near the water;
2. Water pollution/hazardous waste controls and enforcement;
3. Likely increase in noise levels - already existing 24/7;
4. Likely increase in air pollution levels and/or dust levels - already existing;

5. Effect of dredging and pile driving on the stability of the buildings nearby;
6. Loss of views;
7. Negative affect on values to properties in The Shipyards area i.e. The Trophy building, Cascade East and West, The Atrium buildings, the Promenade and businesses located at or near the project.

We chose to purchase our retirement home on the waterfront even before it was built. My husband had worked at Vancouver Shipyards in his youth and had a strong attachment to the shipyard industry and a love of ships and the waterfront.

We are not per se against the development of a strong shipbuilding or ship repair industry on the North Shore and the added jobs related thereto but we have concerns regarding public notification, disclosure and transparency regarding this proposed project. We also question why this project needs to encroach on the massive residential development to the west, Shipyards Common etc. rather than moved towards the industrial development on the east side of the shipyard – to be clear, on the Cargill side.

We write to add our voice to that of our neighbours and to stand in solidarity with them.

Yours truly,

E. I. Olkovich

Elizabeth I. Olkovich

Larry G. Olkovich

Larry G. Olkovich

L.G. & E.I. OLKOVICK

#603 – 199 VICTORY SHIP WAY, NORTH VANCOUVER, BC V7L 0E2

July 18, 2021

DELIVERED BY EMAIL

Seaspan Shipyards
infodrydock@seaspan.com
ggeatros@seaspan.com

**Jonathan Wilkinson, MP North
Vancouver**
Jonathan.Wilkinson@parl.gc.ca

Vancouver Fraser Port Authority
Community.Feedback@portvancouver.com

**Bowinn Ma, MLA North
Vancouver**
Bowinn.Ma.MLA@leg.bc.ca

**Mayor and Council
City of North Vancouver**
mayor@cnv.org

John Horgan, Premier of BC
premier@gov.bc.ca

Prime Minister of Canada, Justin Trudeau

Dear Sirs/Mesdames:

Re: Follow-up re Seaspan Vancouver Drydock Proposed Water Lot Project

Further to our letter of July 13, 2021 and subsequent attendance at the two virtual community consultation meetings (July 13 & 15, 2021), we have the following comments/questions/concerns:

1. Many of the questions posed by Attendees were not responded to in a forthright manner and led to some frustrated chat comments by those in attendance. In particular:
 - Where is the eastern boundary of the waterlot;
 - What actual efforts were made by Seaspan to locate the proposed drydock in that eastern portion of the waterlot, away from the children's park, Burrard Wharf, Spirit Trail, several condo buildings, Shipyard Commons (ice rink/water park, outdoor stage), Lonsdale Quay, and numerous businesses?
 - Revelation that the intrusion to the west is more than 60 metres, rather than the 40 metres stated in the applicant's materials.

2. Is the Applicant required to post a bond and/or set up a contingency fund for future mitigation of environmental impacts or adversely affected parties?
3. The Seaspan representative was adamant that the proposed drydock expansion could not take place to the east (towards Richardson/Cargill), on the basis that barge access is required to the large "W Building" for the transportation of parts/materials to the Pemberton site - and allegedly because their existing pier to the east does not meet load requirements and/or is being used for other purposes. We remain unclear as to what the smaller "white building" and other buildings on the eastern portion of the Shipyard property are used for and whether they could be re-purposed, moved or demolished/rebuilt to support floating drydock(s) on that eastern side – perhaps on a smaller scale than the existing application. **Was any alternative plan considered at all by Seaspan for presentation to the Port Authority or did Seaspan choose to take the cheapest/easiest route, thereby disregarding all the negative consequences on the adjacent community.**
4. Our understanding is that the proposed drydock expansion is required so that Seaspan can undertake repairs to smaller vessels. **There is already an existing shipyard with two floating drydocks: Allied Shipbuilders ("Allied"), in Burrard Inlet, located east of the Ironworkers' Memorial Bridge in an industrial area with no residential properties nearby.** The following is an excerpt taken from their website – www.alliedship.com

"Unlike many of Allied's BC competitors that closed, Allied expanded the utility of its shipyard plant and equipment in order to pursue repair and conversion work on commercial vessels. In the early 1980s, Allied designed and built two floating drydocks which enabled the firm to take on significant repair work to balance the decline in domestic shipbuilding. The drydocks are designed to suit the majority of commercial and government vessels on the west coast."

5. It has been noted that some of the ships repaired at Allied have been Seaspan tugs. Thus it would appear that one of Seaspan's objectives may be to eliminate any North Shore competition repairing smaller vessels. **Is it only Seaspan that receives preferential treatment by moving forward with a project adjacent to a thriving residential/recreational/entertainment development initiated by the City of North Vancouver - despite all the negative impacts resulting therefrom? Has the Port Authority or Seaspan considered any sort of partnership or joint venture with Allied due to its more favourable location within an industrial area with no residential complexes nearby, or in the alternative, scaling down the proposal in view of the pre-existing drydocks at Allied and the staggering negative impacts of this proposal on our Shipyards Community?**

6. Questions were posed regarding the workforce and whether the 100 "new jobs" would come primarily from the North Shore and/or within BC/Canada. It is our observation that, on occasion, The Trophy has been temporary home to out-of-country/out-of-province "contract employees" for Seaspan. **Will Seaspan continue this practice or will Seaspan commit to new concerted efforts to hire trained competent Canadian/BC residents for the 100 new jobs? What guarantees do we have?**
7. Finally there was much discussion regarding noise and air pollution. The Seaspan representative advised that the drydock runs shifts from 7:00 am to 10:30 pm but, in our experience (since taking up occupancy at The Trophy in August 2016), this is not always the case – earlier starts, later end times and sometimes 24/7 of continual noise and dust. We were also advised that the current location of the noise monitor is somewhere near St. Georges and Esplanade. **How can these readings accurately reflect existing noise levels at the shoreline/drydock, let alone be the baseline for the expected additional noise levels resulting from the expansion?**

Again, we are not against developing a strong shipbuilding or ship repair industry on the North Shore and the added jobs related thereto but the two public consultations thus far have not allayed our concerns or answered all of our questions, **including whether Seaspan may in the future re-apply for another expansion of their current water lot lease before it expires in 2058, further ignoring the health, welfare and safety of the adjacent community.**

We hope that you will consider our comments/questions/concerns before a final decision is rendered. A decision that will affect the quality and enjoyment of life of the residents, businesses and visitors to The Shipyard Commons and surrounds.

Yours truly,

E. I. Olkovick

Elizabeth I. Olkovick

Larry G. Olkovick

Larry G. Olkovick



OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER
CITY OF NORTH VANCOUVER T 604 985 7761
141 WEST 14TH STREET CNV.ORG
NORTH VANCOUVER
BC / CANADA / V7M 1H9

July 28, 2021

Ms. Ram Chung
Acting Manager, Municipal and Stakeholder Relations
Port of Vancouver
Vancouver Fraser Port Authority
100 The Pont, 999 Canada Place
Vancouver, BC V6C 3T4

Dear Ms. Chung:

Re: Seaspn Proposed Expansion

Please find below the Council resolution unanimously approved at the City of North Vancouver Regular meeting held on July 19, 2021, directing the CAO to correspond on the matters indicated in the resolution. Of note, Council has included a point to ask for an extended consultation period. Seaspn has indicated that this decision lies with the Port staff. As such, this letter serves as a request to extend the consultation period. Other feedback will be provided through the consultation process itself.

The expansion project as proposed by Seaspn is required to undergo the Port of Vancouver's (PoV) 6 Step Project and Environmental Review process. Currently, the project is in Step Four, which requires engagement with the local municipality, as well as with the public. While early discussions with Seaspn provided a high level overview of their expansion proposal, the detailed reports were only made available to City staff once the public engagement process was launched in late June. This allowed the City only one month to review the detailed reports, read comments and offer feedback and evaluation prior to the cut-off date of July 30, 2021.

The City has recently received submissions from the public related to the project's process of engagement. Some of these concerns relate to issues regarding the nature of public consultation, as well as the level of engagement. The public is concerned about the notification, disclosure and overall transparency of this proposal. Further, many residents have written in to indicate that their ability to participate is limited by the manner of information sharing and the time allocated.

Finally, to ensure that the public is informed and engaged on the waterlot expansion, the City recommends that the project website is updated on a regular basis with the latest project news and opportunities for engagement.

.....
Council Resolution approved on July 19, 2021:

“PURSUANT to the verbal report of the Chief Administrative Officer, dated July 19, 2021, entitled “Seaspan Proposed Expansion”:

THAT the CAO be directed to prepare a full response regarding the Seaspan Proposed Expansion, including:

- A request to extend the public submission period to ensure a fulsome public engagement process so that local residents and businesses can provide their comments and concerns;
- Consideration of all resident’s and business comments received on the expansion process;
- A recommendation to shift the new dry docks eastward to minimize noise, lights and view impacts on neighbouring residential lands and the Shipyards public space;
- A recommendation to enter into a good neighbour agreement, working with local businesses and residents to minimize the impacts of late nights and holiday observances;

AND THAT staff be directed to complete a technical evaluation, including safety, construction, transportation, noise, light and view impacts, for submission to Seaspan, and report back to Council before the submission deadline.”

We look forward to hearing back from you regarding the City’s requests.

Regards,



Leanne McCarthy
Chief Administrative Officer



FIRE DEPARTMENT
CITY OF NORTH VANCOUVER
165 EAST 13TH STREET
NORTH VANCOUVER
BC / CANADA / V7L 2L3

T 604 980 5021
F 604 980 8544
FIRE@CNV.ORG
CNV.ORG

August 19, 2021

Port of Vancouver
999 Canada Pl
Vancouver, BC V6C 3T4

Re: Marine Emergency Response – Seaspan Proposed Expansion

Introduction

This letter is intended to provide further clarity to the City of North Vancouver's submission on July 30th regarding the proposed Vancouver Drydock expansion. The North Vancouver City Fire Department (NVCFD) has spent considerable time reviewing the detailed reports specific to the proposed drydock expansion, and is using this letter as an opportunity to communicate the fire department's response. This letter highlights the limited capacity of municipal emergency response resources required to manage a significant marine-based incident in relation to the proposed drydock expansion. The continued growth of the Port's operations and the expansions of its tenants directly increase emergency risk factors thereby stretching the emergency response capabilities and resource needs of municipal first response agencies. NVCFD recommends that Seaspan enhance their level of awareness and attention to this increased risk as it relates to marine-based fire emergencies as well as actively collaborate and commit to a more effective and sustainable management approach.

Coordination Challenges

Marine-based fires are complex, high risk emergency events requiring immense coordination and execution on behalf of several stakeholders, including municipal first responders. Whether the fire is on the water, at anchor or in drydock, these emergencies pose an immense threat to life, property and the environment. To mitigate these threats and uphold community safety, complex coordination between stakeholders is required.

Recent examples of marine-based fires in lower mainland include: Pier Park Fire, New Westminster – 2020; Barge Fire, Mission – 2018; Schnitzer Steel Recycling Barge Fire, Surrey – 2018 (2); Kitsilano Coast Guard Dock Fire, False Creek – 1991. Additionally, large international port fires (Dubai – 2021, Beirut – 2020 and San Diego – 2020) exemplify the

significant challenges associated with managing combined land-and-marine-based emergencies.

Financial and Resource Implications

To date, the NVCFD has committed considerable time, effort and resources into its marine response capabilities, making substantial investments in equipment, training, inspections, orientations and response plans. The City of North Vancouver is one of three municipalities (the others being the Districts of North Vancouver and West Vancouver) that have a signed Marine Fire Response Agreement with Vancouver Fire and Rescue Services, who operate the only two professional marine firefighting vessels within the Port Authority. Similar to the other commitments the fire department has made, this agreement comes at a significant cost to the municipality.

Marine Fire Resource Acquisition

In the spring of 2021, the Port of Vancouver commissioned a Marine Firefighting Resource Assessment Study. The study highlights a number of key considerations and critical challenges associated with the current municipally driven marine firefighting response model. To begin, the study reveals that there is no central, regulatory body for marine firefighting. There is also a lack of coordination on behalf of stakeholders as there is no standard mechanism for deployment of first responders, communications with incident commanders, or fire suppression operations. Stakeholders—including the marine community, first responders and the Port Authority—have, however, voiced willingness to coordinate a comprehensive emergency response program.

The study also recognized the “opportunity to establish an incident response network with the private marine community”; however, in order to accomplish a reliable and sustainable partnership between stakeholders, this may include (but is not limited to) a list of tasks and prerequisites:

- Training and exercising;
- Establishing response guidelines and availability;
- Establishing a reliable and secure communications system between the port authority; first responders and the private marine community;
- Establishing remuneration for deployment or compensation for loss of revenue; and,
- Establishing liability limits

Recommendations

Moving forward, the North Vancouver City Fire Department on behalf of the City of North Vancouver requests to work with Seaspan and the Port Authority on a more collaborative, sustainable and effective management approach to marine-based fire related events. The NVCFD recommends that a current and projected risk analysis be conducted to better shape

the discussion around creating a dynamic, coordinated approach to hazard mitigation that does not place responsibility solely on municipal resources.

Sincerely,

A handwritten signature in black ink, appearing to read 'G Schalk', written in a cursive style.

Greg Schalk
Fire Chief
North Vancouver City Fire Department

NOTICE OF MOTION

16. A Dedicated Memorial for the Victims of the PS752 Plane Crash
– File: 15-7750-01-0001/2022

Submitted by Mayor Buchanan

RECOMMENDATION:

WHEREAS the City of North Vancouver is committed to being a people-oriented community;

WHEREAS the City of North Vancouver is a diverse community and home to many Iranian-Canadians who are valued members of the community that contribute greatly to our social, cultural and economic fabric;

WHEREAS on January 8, 2020, Ukraine International Airlines Flight PS752 was downed tragically in Tehran, killing 176 people from around the world, including residents from the City of North Vancouver and surrounding North Shore communities;

WHEREAS in the wake of tragedies, such as PS752, public art can help people process their trauma and heal as a community;

AND WHEREAS there are agencies within the City who support the telling of our community history and who program our public spaces with community-oriented art;

THEREFORE BE IT RESOLVED THAT City staff be directed to work with agencies, community groups and the community at-large on the creation of a permanent public art memorial dedicated to those who lost their lives in the downing of flight PS752;

AND BE IT FURTHER RESOLVED THAT staff be directed to explore the possibility of financial contributions from the Government of British Columbia and the Government of Canada in the creation of such a memorial.