



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, JANUARY 16, 2023 AT 6:00 PM****

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

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

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, January 16, 2023

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, December 12, 2022
3. Special Regular Council Meeting Minutes, December 15, 2022

**PROCLAMATION**

Alzheimer's Awareness Month – January 2023

**PUBLIC INPUT PERIOD**

**DELEGATION**

Dennis Hilton and Bradley Hodson, Members, Residents' Alternative Design Plan for St. Andrews Avenue – St. Andrews Safety Improvements Project

**CORRESPONDENCE**

4. Dennis Hilton, Member, Residents' Alternative Design Plan for St. Andrews Avenue – St. Andrews Safety Improvements Project

**PRESENTATION**

Winter 2023 Mobility Strategy Implementation Update – Manager, Transportation Planning, and Manager, Public Realm Infrastructure

*Information Report, January 4, 2023 – “Winter 2023 Mobility Strategy Implementation Update”*

**REPORT**

5. Zoning Bylaw Amendment for 229 East 22<sup>nd</sup> Street (Bharati Shrestha, Maple Building Design)

**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, January 16, 2023

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, December 12, 2022
3. Special Regular Council Meeting Minutes, December 15, 2022

## **PROCLAMATION**

Alzheimer's Awareness Month – January 2023

## **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 participating electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at [cnv.org/PublicInputPeriod](http://cnv.org/PublicInputPeriod), or by phoning 604-990-4230 to provide contact information. Pre-registrants will receive instructions via email or phone on the afternoon of the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers participating 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. No late speakers will be added to the list.

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

The Public Input Period offers an opportunity to express comments only; Council is there to listen 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 from a concluded Public Hearing or Public Meeting. When a Public Hearing / Meeting is scheduled on the same evening's agenda, speakers are asked to only provide input when that item comes forward for discussion on the agenda in order for the comments to be considered and 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".

## **DELEGATION**

Dennis Hilton and Bradley Hodson, Members, Residents' Alternative Design Plan for St. Andrews Avenue

Re: St. Andrews Safety Improvements Project

*Item 4 refers.*

## **CORRESPONDENCE**

4. Dennis Hilton, Member, Residents' Alternative Design Plan for St. Andrews Avenue, November 16, 2022 – File: 16-8480-20-0034/1

Re: St. Andrews Safety Improvements Project

### **RECOMMENDATION:**

THAT the correspondence from Dennis Hilton, Member, Residents' Alternative Design Plan for St. Andrews Avenue, dated November 16, 2022, regarding the "St. Andrews Safety Improvements Project", be received with thanks.

## **PRESENTATION**

Winter 2023 Mobility Strategy Implementation Update – Manager, Transportation Planning, and Manager, Public Realm Infrastructure

*Information Report, January 4, 2023 – "Winter 2023 Mobility Strategy Implementation Update"*

## **REPORT**

5. Zoning Bylaw Amendment for 229 East 22<sup>nd</sup> Street (Bharati Shrestha, Maple Building Design) – File: 08-3400-20-0080/1

Report: Planner 1, January 4, 2023

### **RECOMMENDATION:**

PURSUANT to the report of the Planner 1, dated January 4, 2023, entitled "Zoning Bylaw Amendment for 229 East 22<sup>nd</sup> Street (Bharati Shrestha, Maple Building Design)":

THAT the application submitted by Bharati Shrestha / Maple Building Design, to rezone the property located at 229 East 22<sup>nd</sup> Street from a RS-1 Zone to a RT-1 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*.

## **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)(e) [land matter], 90(1)(i) [legal advice] and 90(1)(k) [proposed service].

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

## **ADJOURN**

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE  
COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY  
HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, DECEMBER 12, 2022**

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**PRESENT**

**COUNCIL MEMBERS**

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

**STAFF MEMBERS**

B. Pearce, Deputy CAO / Director, Strategic and  
Corporate Services  
K. Graham, Corporate Officer  
C. Baird, Deputy Corporate Officer  
L. Sawrenko, Chief Financial Officer  
D. Van Heerden, Manager, Financial Planning  
S. Namata, Budget Analyst  
H. Granger, City Solicitor  
J. Draper, Acting Director, Planning and Development  
R. Basi, Manager, Development Planning  
H. Dang, Planner  
K. Magnusson, Director, Engineering, Parks and  
Environment  
B. Willock, Senior Manager, Engineering Planning and  
Design  
M. Holm, Manager, Engineering Design  
L. Gillies, Section Manager, Utilities  
L. Orr, Acting Director, Community and Partner  
Engagement  
G. Schalk, Public Safety Director and Fire Chief  
T. Huckell, Committee Clerk

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

**APPROVAL OF AGENDA**

Moved by Councillor Back, seconded by Councillor Girard

1. Regular Council Meeting Agenda, December 12, 2022

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor McIlroy, seconded by Councillor Girard

2. Regular Council Meeting Minutes, December 5, 2022

**CARRIED UNANIMOUSLY**

**PUBLIC INPUT PERIOD**

- Ben Colangelo, 351 East 16<sup>th</sup> Street, North Vancouver, spoke regarding the Duplex Special Study – Southern Portion.

## **CONSENT AGENDA**

Moved by Councillor Back, seconded by Councillor Girard

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

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

### **REPORT**

- \*3. Multicultural Community Festival Task Force Membership  
– File: 10-4870-01-0001/2022

Report: Acting Director, Community and Partner Engagement, December 6, 2022

Moved by Councillor Back, seconded by Councillor Girard

PURSUANT to the report of the Acting Director, Community and Partner Engagement, dated December 6, 2022, entitled “Multicultural Community Festival Task Force Membership”:

THAT the Terms of Reference for the Multicultural Community Festival Task Force be amended to include a representative appointed by both the Squamish Nation and Tsleil-Waututh Nation;

AND THAT the Mayor, on behalf of Council, write to the Squamish Nation and Tsleil-Waututh Nation, inviting them to appoint a representative to sit on the Multicultural Community Festival Task Force.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

### **REPORT**

4. Temporary Use Permit – 1311 Lonsdale Avenue – Temporary Sales Office  
– File: 08-3400-20-0103/1

Report: Planner 1, November 30, 2022

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 1, dated November 30, 2022, entitled “Temporary Use Permit – 1311 Lonsdale Avenue – Temporary Sales Office”:

THAT Temporary Use Permit No. PLN2022-00031 (Three Shores), to permit a sales office at 1311 Lonsdale Avenue for a 3-year term, be considered and referred to a Public Meeting;

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

**CARRIED UNANIMOUSLY**

## **PRESENTATION**

2023 Utility Budgets, Rates and Bylaw Updates – Chief Financial Officer and Director, Engineering, Parks and Environment

The Chief Financial Officer and Director, Engineering, Parks and Environment provided a PowerPoint presentation regarding the “2023 Utility Budgets, Rates and Bylaw Updates” and responded to questions of Council.

Councillor Girard left the meeting at 7:37 pm and returned at 7:38 pm

## **REPORT**

5. 2023 Utility Rates – File: 05-1820-04-0001/2023

Report: Chief Financial Officer and Director, Engineering, Parks and Environment, November 23, 2022

Moved by Councillor Girard, seconded by Councillor Back

PURSUANT to the report of the Chief Financial Officer and Director, Engineering, Parks and Environment, dated November 23, 2022, entitled “2023 Utility Rates”:

THAT the 2023 Utilities Budgets and the 2023-2027 Utilities Capital Plan, dated November 23, 2022, be endorsed;

AND THAT the following bylaws be considered:

- “Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953”;
- “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954”; and
- “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955”.

**CARRIED UNANIMOUSLY**

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

6. “Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953”

Moved by Councillor Girard, seconded by Councillor Back

THAT “Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953” be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Back

THAT “Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953” be given third reading.

**CARRIED UNANIMOUSLY**

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

7. “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954”

Moved by Councillor Girard, seconded by Councillor Back

THAT “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954” be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Back

THAT “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954” be given third reading.

**CARRIED UNANIMOUSLY**

8. “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955”

Moved by Councillor Girard, seconded by Councillor Back

THAT “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955” be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Girard, seconded by Councillor Back

THAT “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955” be given third reading.

**CARRIED UNANIMOUSLY**

## **REPORT**

9. 2022 Extension of Funding Requests – File: 05-1705-30-0019/2022

Report: Chief Financial Officer, November 30, 2022

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Financial Officer, dated November 30, 2022, entitled “2022 Extension of Funding Requests”:

THAT Funding Appropriation Nos. 1904 and 2052 for \$46,347.62 – Electric Vehicle Strategy Implementation, be extended until December 31, 2024;

THAT Funding Appropriation No. 1925 for \$55,957.00 – NS Balanced Housing Innovation Lab, be extended until December 31, 2024;

*Continued...*



## **REPORT – Continued**

### **9. 2022 Extension of Funding Requests – File: 05-1705-30-0019/2022 – Continued**

THAT Funding Appropriation No. 1901 for \$83,746.34 – PeopleSoft HCM Reporting, be extended until December 31, 2023;

THAT Funding Appropriation Nos. 1931 and 8742 for \$1,090,137.39 – Casano Loutet Overpass, be extended until December 31, 2024;

THAT Funding Appropriation No. 1925 for \$31,349.05 – Affordable Housing Initiatives, be extended until December 31, 2023;

THAT Funding Appropriation No. 1901 for \$15,000 – 2019 Fire Hall Maintenance and Repair, be extended until December 31, 2023 and reallocated into project Data and Analytics Platform;

THAT Funding Appropriation No. 1901 for \$15,000 – 2019 Operation Centre Maintenance and Repair, be extended until December 31, 2023 and reallocated into project Data and Analytics Platform;

AND THAT should any of the extended amounts remain unexpended as at their new expiry date, the unexpended balances shall be returned to the credit of the respective fund.

**CARRIED UNANIMOUSLY**

## **PUBLIC CLARIFICATION PERIOD**

Nil.

## **COUNCIL INQUIRIES / REPORTS**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

## **ADJOURN**

Moved by Councillor Back, seconded by Councillor Shahriari

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 8:08 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

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**MINUTES OF THE SPECIAL REGULAR MEETING OF COUNCIL HELD  
ELECTRONICALLY FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH  
VANCOUVER, BC, ON **THURSDAY, DECEMBER 15, 2022****

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**PRESENT**

**COUNCIL MEMBERS**

Mayor L. Buchanan  
Councillor H. Back  
Councillor A. Girard  
Councillor S. Shahriari

**STAFF MEMBERS**

B. Pearce, Deputy CAO / Director, Strategic and  
Corporate Services  
K. Graham, Corporate Officer

**ABSENT**

Councillor D. Bell  
Councillor J. McIlroy  
Councillor T. Valente

The meeting was called to order at 9:30 am.

**APPROVAL OF AGENDA**

Moved by Councillor Girard, seconded by Councillor Back

1. Special Regular Council Meeting Agenda, December 15, 2022

**CARRIED UNANIMOUSLY**

**CONSENT AGENDA**

Moved by Councillor Back, seconded by Councillor Girard

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

**CARRIED UNANIMOUSLY**

**START OF CONSENT AGENDA**

**BYLAWS – ADOPTION**

- \*2. "Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953"

Moved by Councillor Back, seconded by Councillor Girard

THAT "Water Utility Bylaw, 1994, No. 6417, Amendment Bylaw, 2022, No. 8953" be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **CONSENT AGENDA – Continued**

### **BYLAWS – ADOPTION – Continued**

- \*3. “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954”

Moved by Councillor Back, seconded by Councillor Girard

THAT “Sewerage and Drainage Utility Bylaw, 1995, No. 6746, Amendment Bylaw, 2022, No. 8954” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

- \*4. “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955”

Moved by Councillor Back, seconded by Councillor Girard

THAT “Solid Waste Management Service Bylaw, 1997, No. 6920, Amendment Bylaw, 2022, No. 8955” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

**(CARRIED UNANIMOUSLY)**

## **END OF CONSENT AGENDA**

### **ADJOURN**

Moved by Councillor Girard, seconded by Councillor Shahriari

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 9:31 am.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER



## Office of the Mayor

CITY OF NORTH VANCOUVER  
BRITISH COLUMBIA

# Proclamation

## ALZHEIMER'S AWARENESS MONTH

*Whereas*

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

*Whereas*

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

*Whereas*

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

*Whereas*

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

*Now Therefore*

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **January 2023** as **Alzheimer's Awareness Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, January 16, 2023

*Linda C. Buchanan*

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Mayor Linda Buchanan

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# The St. Andrews Safety Improvements Project

*It is understandable that City residents want to be included and involved in changes they will be expected to live with.*

Delegation to CNV Mayor and Council January, 16, 2023

2

## The Perception of Public Safety

### **We all see things differently...**

*It is safe to say that we all want the same thing, improved public safety on a local street.*

### **Safety and the City's St. Andrews Safety Improvements Project** Keith to 13<sup>th</sup> (K-13<sup>th</sup>)

Based on the many \*petition signatures it is safe to say that city residents have a hands on, real world experience of the City's design, resulting in differing points of view on safety. They are speaking up, they are asking for a different design.

\*675 City residents signed the first petition asking for a reversal.

\*857 City residents signed the second petition asking for a different design.

**Question:** Given the unique characteristics of these 6 blocks, can the City's design change the residents' perception of public safety?





Above: looking south from 818 St. Andrews

Above right: looking S&E from 279 E. 8<sup>th</sup>

Lower right: Looking N&E from 279 E. 8<sup>th</sup>

3

4

The City has made \*significant improvements to safety along St. Andrew's from K-13<sup>th</sup> including:

- ✓ Lower the speed limit to 30k/hr
- ✓ corner bulges at Keith for the Green Necklace
- ✓ elimination of through traffic and west bound left turns onto St. Andrews at 13<sup>th</sup> Street.
- ✓ Addition of the pedestrian & rider-controlled traffic lights at Keith and at 13<sup>th</sup>
- ✓ 2 raised crosswalks
- ✓ new sidewalks on the east side of the street
- ✓ benches

*These are all appreciated.*

\*These changes align with the **CNV Spring 2022 Mobility Strategy** requirements (see pages 68-69 and slide 18)



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## Historically, has St. Andrews, K-13<sup>th</sup> been a safe street for all users?

Here's what ICBC data tells us about safety on St. Andrews, Keith to 13<sup>th</sup>

### ICBC reported accidents on St. Andrews from K-13<sup>th</sup>

- ✓ 2017 - 2021 **All crashes:**  
1@ 8<sup>th</sup>, 1@ 9<sup>th</sup>, 1@ 11<sup>th</sup>; 2@ 12<sup>th</sup>; 18@13<sup>th</sup> and St. Andrews
- ✓ 2016 – 2020 **All Cyclist Accidents:** updated Nov. 23, 2022  
\*1@ 2<sup>nd</sup>; 1@ 13<sup>th</sup> and St. Andrews  
\*added for transparency, but not in the project area, K-13<sup>th</sup>
- ✓ 2016 - 2020 **All Pedestrian Accidents:** updated Nov. 23, 2022  
3@ 13<sup>th</sup> and St. Andrews

With parking on the curb and riders, drivers and pedestrians sharing the road, ICBC data confirms what many residents have known for years, that St. Andrews (K-13<sup>th</sup>) has been a safe street for all users.

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## Does the City's plan solve the problem of speeding?

Residents were concerned about speeding on St. Andrews from K-13<sup>th</sup>

**Objectives:** lower average speeds and reduce traffic volume

**Mechanism:** Narrow the road by moving street parking outside an extra-wide mobility lane added at the curb to match Ridgeway's driving width.

**Has it worked?**

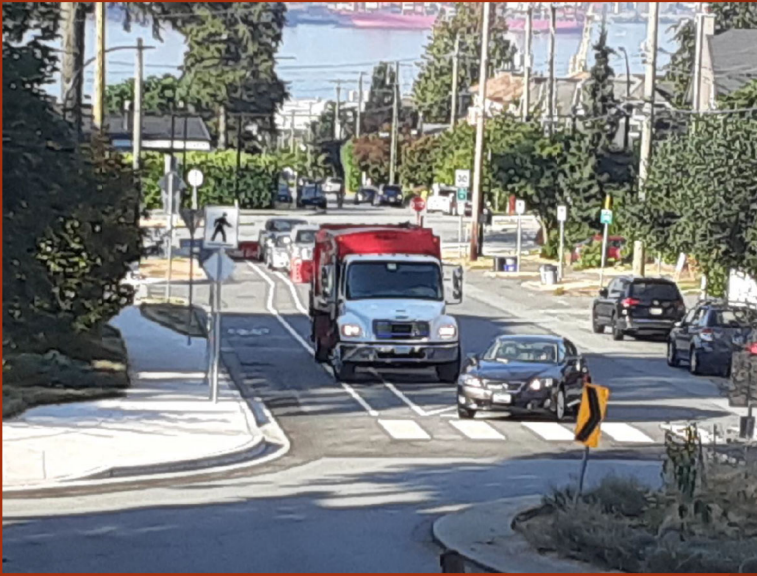
**In a word, no!**

**Lower vehicle speeds on St. Andrews happen when two things occur simultaneously:**

1. There must be parked cars on both sides of the street  
and
2. There must be oncoming traffic

**If not both, then drivers proceed up and down St. Andrews at whatever speed suits them.**

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St. Andrews is still too comfortable and too easy to drive faster than the 30k/hr posted speed limit and for those drivers using St. Andrews to bypass traffic congestion.

No new road surface impediments were added to slow traffic when the street was narrowed.

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## Traffic Volume – where is it from, where does it go?

### \*Reported traffic volumes

**Location #1** – between 11<sup>th</sup>-12<sup>th</sup> – 832 vehicle per day (VPD)

**Location #2** – in 800 block, Sam Walker Park – 1119 VPD,

**Location #3** – in 700 block – 1378 VPD, (location #3 has 259 vehicles more than location 2)

\* <sup>1</sup> Staff stated that the “...higher traffic volume of vehicles appears to be generated by commercial establishments at 8<sup>th</sup> Street and St. Andrews Avenue with drivers entering and exiting the area from Keith Road.”

\*Staff reported that “data” did not “support their hypothesis that cut-through traffic was attempting to bypass the St. Georges Avenue and Keith Road using 8<sup>th</sup> Street and St. Andrews Avenue.” We have asked to see that data.

**<sup>1</sup>Were any other sources of traffic volume considered prior to writing this statement?**

**Where is the added volume in locations #2 & #3 coming from and where is it going?**

\*(Nov. 23<sup>rd</sup> Post Implementation Update, page 6, 1<sup>st</sup> paragraph)

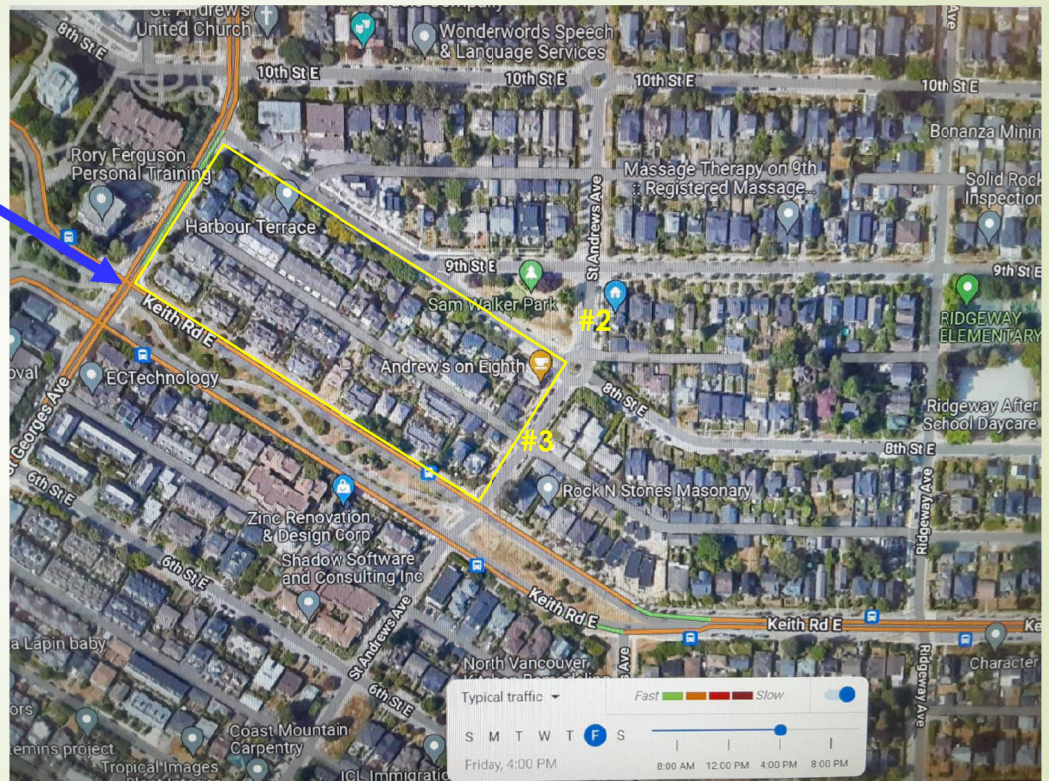


# Is Congestion an issue?

Keith & St. Georges is a traffic bottleneck that encourages drivers to find a way around it.

What role does it play on the higher traffic volume on St. Andrews, locations #2 & #3?

The south side of the 200 block of east 8<sup>th</sup> and the north side of Keith have 34 duplexes or multifamily buildings.



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Location #2, Sam Walker Park 2-measurement positions

## Additional sources of 259 VPD at Location #3

### \*Neighbourhood residents accessing their homes

explains some of the additional 259 VPD in location #3.

- ✓ The Keith road residents access street parking or their parkades only by traveling west on Keith or via the lane.
- ✓ To avoid traffic congestion SB on St. Georges at Keith residents turn left on 8<sup>th</sup>, right on the 700-block of St. Andrews to access their parkades either off the lane or off Keith road.
- Some residents in the 300 block of east 8<sup>th</sup> & Keith Road bypass congestion by turning left on east 8<sup>th</sup> off St. Georges, right on St. Andrews, and then left into the lane to access their parking
- \*Eastbound and westbound traffic volumes on 8<sup>th</sup> west of St. Andrews was provided on January 4<sup>th</sup>. The data supports this statement.
- Where does the added volume at **location #2** come from and where does it go? Without further data analysis we don't know.

— Location #3, reported measurement position



## An inaccurate and confusing comparison

The **November 23<sup>rd</sup> Post Implementation Report** on page 3, 1<sup>st</sup> paragraph stated:

*"This approach (on St. Andrews) applies a design best practice that is familiar to City Residents and visitors with examples on 1<sup>st</sup> Street, East 13<sup>th</sup> Street and Chesterfield Avenue."*

### This is an inaccurate and confusing comparison:

Comparing **1<sup>st</sup> Street**, **Chesterfield Ave**, and **East 13<sup>th</sup> Street** to St. Andrews K-13<sup>th</sup>, a designated **local Street**, implies that St. Andrews should have a protected mobility lane as well.

1. 1<sup>st</sup> is a **Neighbourhood Connector** street.
2. Chesterfield and east 13<sup>th</sup> are designated as **City Connector** streets.
3. All three of these streets have higher posted speeds, and higher actual average speeds and higher traffic volumes than St. Andrews, Keith to 13<sup>th</sup>

### Therefore:

Safety improvements must be targeted to our **unique Local Street**, and to local residents and neighbours, not to city-wide transportation needs or plans.

Gaining local resident support must be an essential consideration on determining the success of any final design and any additional safety improvements.

## Is Street Permeability more important than Safety?

"Permeability is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighbourhoods." (Source – Wikipedia)

*"Access restrictions consistent with best practices for an all ages and abilities neighbourhood mobility route were not considered when developing the design for St. Andrew's Avenue.*

*While this approach could achieve the desired goal of slowing driver speed and discouraging cut-through traffic, these types of changes can have cascading effects when not approached at a neighbourhood level."* (page 3 Post Implementation Update, Nov, 23, 2022)

### Is ease of movement, "permeability," more important than increasing safety?

St. Andrews is still too comfortable and too easy to drive faster than the 30k/hr posted speed. It's easy for drivers to continue to use St. Andrews to avoid traffic congestion.

Residents are not asking for access restrictions to or from St. Andrews or other streets.

- They do not want the neighbourhood to be severed.
- They do want more traffic calming.
- They do want the City to reduce ease of movement.

## Emergency Vehicles

*"Speed humps are a common traffic calming tool to help slow drivers. Staff apply speed humps selectively as they slow all vehicles effectively including emergency responders. A focused approach to their application minimizes the impact to emergency response times."* (page 3, Post Implementation Update, Nov. 23, 2022)

**Fact:** St. Andrews has three, difficult to maneuver at speed, roundabouts in the 6 blocks between Keith and 13<sup>th</sup>.

**Fact:** Emergency vehicles have to navigate speed bumps, roundabouts and stop signs all over the City, including on some main roads such as 15<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup> streets

**Fact:** Every year the City adds new speed bumps and bump outs, and just recently, added speed humps to West Grand Boulevard.

Both the **CNV Spring 2022 Mobility Strategy** and the **2019 BC Active Transportation Design Guide** specifically require horizontal and vertical deflection measures; speed bumps and bump outs to calm traffic, reduce speeds and reduce short-cut drivers.

## 'Give People time, they'll get used to it!'

Imagine that from the very beginning the City had the very best public engagement process and best communication strategy, would it have changed where the neighbourhood is right now regarding the City's plan for St. Andrews?

City residents are being asked to accept what they experience as unacceptable.

- ❑ The City's design triggered many residents, neighbours and friends of St. Andrews, and not in a positive way
- ❑ Many residents signed one of two or both petitions after they saw the design painted on the street and experienced it first hand and reviewed the **Residents' Alternative Design**.
- ❑ By signing the petitions, they have strongly voiced their concerns about safety – they want change.

The Transportation team's "they'll get used to it" strategy is not an effective approach to gaining the needed public support for their road design.

**The potential for the worst case scenario is significant as it may not be a matter of if, but a matter of when.**

## The City's design is not working here

1. The City has tried to implement a safety plan with a new road concept, which appears to be unproven in the city.
2. This is not the right stretch of roadway to experiment with such a new design due to the unique local characteristics. (slide 17)
3. Regardless of whether the new road design is contained in an Engineering manual or not, it is simply not working here.
4. Any effort to further improve local safety is appreciated, however, any improvements including adding delineators, are unlikely to achieve the desired objectives and gain the needed public support.
5. People are feeling less safe, not safer, as shown by our two petitions.
6. The recent road changes are therefore not realizing the desired objectives and should be replaced with a design that better responds to existing local conditions.

## Moving on from the City's design

1. As a local matter, we hope that Council is comfortable directing staff to prepare an alternative design that improves safety and the public's perception of improved safety.
2. Residents have submitted one possible alternative design and would expect your engineering staff to consider it along with other options.
  - ✓ Residents ask the City to take the necessary steps to make **St. Andrews an AAA Local Street Bikeway** as described in the **Spring 2022 Mobility Strategy**.
  - ✓ The new **AAA Local Street Bikeway** would preserve assets such as on street parking needed for the 3 heritage buildings, 2 businesses, and Sam Walker Park and our many visitors.
3. As a local matter, engagement with local residents on a new design would be beneficial and welcomed, before presenting any changes to the Mayor and Council.



## The Unique Local Characteristics of Our 6 Blocks

The City is utilizing a new road design that is unproven on local streets in our city.

The issues arising from this new design may be partly the result of the unique local characteristics of St. Andrews, K-13<sup>th</sup> which includes:

- ✓ Existing road widths on different sections of the street; from 33 ft to 40 ft
- ✓ Green Necklace corner bulges at Keith Rd
- ✓ The change in the street grid pattern at 8th Street results in restricted sightlines (for pedestrians, riders and drivers)
- ✓ The existing 3 roundabouts at 8<sup>th</sup>, 10<sup>th</sup> and 12<sup>th</sup> streets
- ✓ Commercial businesses at 8th & St Andrews contribute some additional traffic while enhancing community experience of the neighbourhood.
- ✓ The three designated heritage buildings on St. Andrews that have no available off street parking
- ✓ Sam Walker Park attracts many visitors
- ✓ The close proximity of Ridgeway School and the many children crossing St. Andrews daily throughout the school year

### A Local Street becomes an AAA Local Street Bikeway

- ✓ Completed – no planter boxes yet

\* underway, not yet completed

#### Specifically:

- Designate St. Andrews as a **CNV Local Street Bikeway / Neighbourhood Bikeway**
- Add sidewalk corner bulges and mid-block bump outs
- more traffic calming measures are needed (add speed bumps & stop signs)

**Note:** Unlikely to add a protected or off-street AAA Mobility Lane

Find a solution to reduce the traffic congestion at Keith and St. Georges

#### Local Streets (cont'd)

Street Features	Likely	Possible	Unlikely
<b>Travel Choice and Access</b>			
✓ Wide sidewalks	x		
✓ Street furnishings (e.g., benches, planter boxes)	x		
Bicycle and micro-mobility parking		x	
Accessible parking for people with disabilities		x	
✓ Short-term on-street vehicle parking	x		
✓ Long-term on-street vehicle parking	x		
Transit priority measures (e.g., bus-only lanes)			x
Ride-hail and taxi zones			x
Signalized intersections			x
<b>Safety and Comfort</b>			
<b>NOTE:</b> Protected or off-street AAA Mobility Lanes			x
* Neighbourhood bikeways	x		
* Sidewalk corner bulges	x		
* Sidewalk mid-block bump outs	x		
* Traffic calming measures	x		
✓ Lower speed limits	x		

### Residents asked for...

Three examples of resident requests were considered and approved by the City

1. Area residents near 19<sup>th</sup> and Ridgeway requested that the intersection at 19<sup>th</sup> and Ridgeway be changed to an all-way stop and road humps added along 19<sup>th</sup>.
2. The neighbours of the 200 block of east 8<sup>th</sup> request was considered and approved when the mid-block crosswalk was being built. The bump outs were downsized significantly to reduce the loss of on street parking.
3. The residents of the 300 block of east 9<sup>th</sup> request to slow traffic was considered and approved with the addition of 2 speed bumps.

### Residents, neighbours and friends of St. Andrews are asking the City to...

1. Officially make St. Andrews an **AAA Local Street Bikeway**
2. Implement additional traffic calming measures by adding
  - ✓ North & south stop signs at 9<sup>th</sup> and 11<sup>th</sup> to make those intersections all-way stops
  - ✓ Speed bumps mid-block on St. Andrews from Keith to 13<sup>th</sup>
  - ✓ "Share the Road" signage in every block

We propose that Council consider the following resolution:

**THAT Engineering staff be directed to prepare an alternative road design(s) to enhance public safety on St. Andrew's Avenue from Keith Rd to 13th Street that aligns with the CNV Spring 2022 Mobility Strategy and, subsequently, to consult with local residents for further input prior to reporting back to City Council with any recommendations.**



## On behalf of the Residents, Neighbours and Friends of St. Andrews

*We thank you for listening to our concerns and our ideas.*

*We hope that you will take action as proposed in the resolution.*

*We are happy to answer any questions you might have.*

This is the end of the presentation on the January 16<sup>th</sup> delegation to Council

- ▀ Additional technical slides follow to enhance our presentation

## What was done and why?

\* On July 27<sup>th</sup> the City's Transportation Team implemented their design for St. Andrews focused on lowering average speeds, and reducing traffic volume and short-cut drivers.

- They narrowed the road by adding a bike lane to make it the travelling lane same width as Ridgeway hoping to slow traffic and reduce vehicle volume. They removed parking, added signs and painted lines.

As staff said repeatedly at the time, it was not about adding a mobility lane but about narrowing the road between the parked cars on both sides of the street. They said it was a pilot project and could be changed, that's why the lines were painted.

- St Andrews is designated as a **Local Street**, however, traffic speeds were a little above 30k/hr and traffic volume was 1000+ vehicles per day.
- St. Andrews is close to the standards necessary to become a **\*Local Street Bikeway** defined in the **City's 2022 Mobility Strategy** or a **Neighbourhood Bikeway** as defined in **and BC Active Transportation Design Guide 2019**

**Did the staff follow the City's new Spring 2022 Mobility Strategy?**

\* City's Spring 2022 Mobility Strategy - Adopted April 12, 2022, pages 68-69



## What results did the City's plan create?

It created significant change and many **safety issues** for:

- Drivers off Keith onto St. Andrews
- Pedestrians - restricted sight lines east to west
- Mobility lane users and drivers aren't visible to each other until they meet at the intersections
- Drivers before the 3 roundabouts must make a sharp turn towards the sidewalks at the crosswalks and in front of the mobility lane.
- Drivers' visibility from the 5 east side lanes and from 9<sup>th</sup> and 11<sup>th</sup> streets onto St. Andrews is limited by cars parked 16 feet from the curb.

It elicited a host of complaints and two petitions.



## Council approved \*CNV Spring 2022 Mobility Strategy on April 12, 2022.

The \*City's Spring 2022 Mobility Strategy laid out the 6 street type designations. They are: **Main streets, City Connector streets, Neighbourhood Connector streets, Local streets, Shared Streets, and Service streets.** (\*pages 60-74)

**The Fall 2022 Update on Cycling** (slide 6) identifies the **3 types of suitable AAA (All Ages & Abilities) mobility facilities** (lanes) the City will be implementing on these 6 street types over time. They are: **1. Local Street Bikeway, 2. Protected Bike Lane, 3. Off-Street Pathway**

St. Andrews is a CNV designated "**Local Street**" and would qualify as a "**Local Street Bikeway.**" (\*pages 68-69 and CNV street map on slide 27)

### Question:

Did City staff incorporate the new **CNV 2022 Mobility Strategy**, and the **BC Active Transportation Design Guide** into their design for St. Andrews?

Both were referenced in the **Fall 2022 Update on Cycling** which was presented to Council on November 21, 2022.



Location #2, Sam Walker Park measurement, 2 positions

## Traffic Volume in the 700 Block

**How much traffic volume is just neighbours coming and going south on St. Georges or from the west, i.e., Lonsdale?**

- What is the easiest way for residents to get home to the north side of the 200 block of Keith or 8<sup>th</sup>?
  - Use any street (8<sup>th</sup> – 12<sup>th</sup>) from St. Georges/Lonsdale then down St. Andrews and right into the 700-block lane or right onto Keith
- What is the easiest way for residents to get home to the north side of the 300 block of Keith or 8<sup>th</sup>?
  - Use any street (10<sup>th</sup> – 12<sup>th</sup>) from St. Georges/Lonsdale then down St. Andrews and left into the 700-block lane or left onto 8<sup>th</sup>
  - Or use 8<sup>th</sup> from St. Georges over to right onto Ridgeway then left onto Lyon or right onto Keith

**A significant number of short-cut drivers still use St. Andrews.**

**Without complete data, accurate analysis is not possible.**

— Location #3, 700 block measurement, 2 positions

## Residents responded, many were shocked

- Wendy Nielsen started a petition  
**675 signatures asked the City to reverse their plan**
- Justin Hall, who leads this project for the City, was quoted by Brent Richter in the NS New on August 29th saying;

"But in the interest of managing expectations for those in the neighbourhood, Hall said there are no plans for the city to throw the project into reverse."

- In response to the City's position put out by Mr. Hall on Aug. 29th the residents came up with an \*alternative plan.
- They started a 2<sup>nd</sup> petition to gauge support for a \*different design. The petition stated:

### "Residents in Favour of a Different Design for St. Andrews"

*I fully support finding ways to reduce traffic volume and average speeds on St. Andrews that increases public safety.*

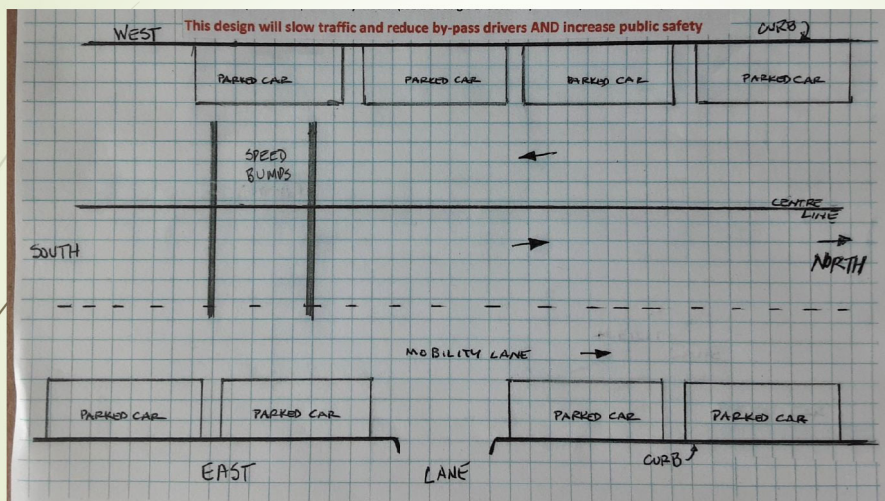
*In my opinion the current design decreases public safety.*

*I have read the alternative plan and reviewed the representative drawing of the street and ask the City of North Vancouver to consider it as a viable alternative.\**

**847 City residents have signed the second petition so far**

**\* City Residents want to be part of the final solution for St. Andrews**

## Here is the Residents' Alternative Design



- Parked cars on the curb both sides of the street
- Mobility lane is beside the northbound parked cars
- Add centre line
- Add speed bumps in every block
- Make 9<sup>th</sup> & 11<sup>th</sup> streets all-way stops by adding N&S stop signs to the existing E&W stop signs

*This design will slow traffic and reduce by-pass drivers AND increase public safety.*

At the November 21<sup>st</sup> Council meeting **The Fall 2022 Update on Cycling** was presented.

We started researching that document and thought there might be an even better design.



# Is there another way to increase public safety for all users on St. Andrews?

## Residents now think there is.

Another alternative is referenced in the **City's Fall 2022 Update on Cycling**

- It's outlined in detail in the **\* City's Spring 2022 Mobility Strategy** and is called a **"Local Street Bikeway"**
- **The British Columbia Active Transportation Design Guide (2019)**, also referenced in the fall update, calls it a **"Neighbourhood Bikeway"**

## \* Here's what makes a CNV designated **Local Street** into a **Local Street Bikeway**

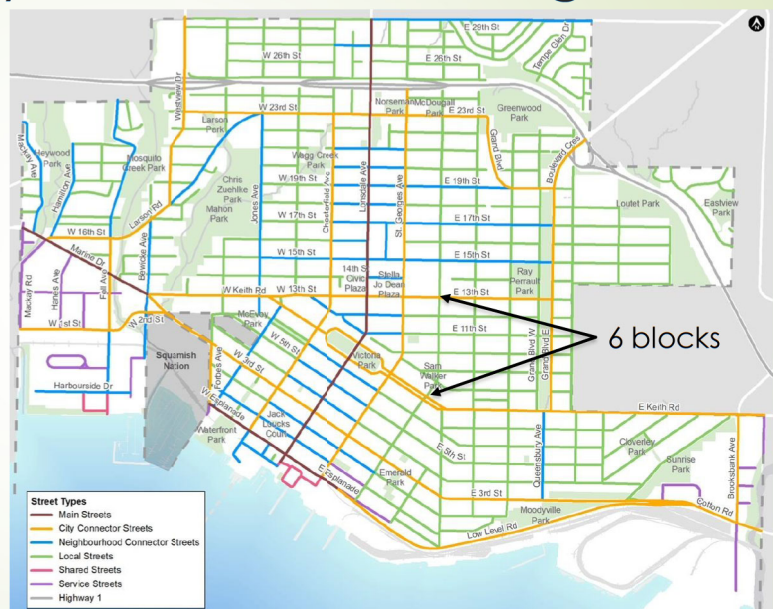
1. They're located in residential neighbourhoods
2. They have lower traffic volume, with less than 1000 vehicles per day
3. They have lower-speeds of 30k/hr
4. They have reduced short-cutting of drivers trying to avoid congestion

\* City's Spring 2022 Mobility Strategy - Adopted April 12, 2022

# It starts with City's **Local Street** Designation

North - South **"Local Streets"** are **green**

- Hendry
- Sutherland
- W. Grand Boulevard
- Moody
- Ridgeway
- St. Andrews
- Mahon
- Forbes



## The City is Committed to Providing **AAA, All Ages & Abilities** Mobility Facilities

### \* A CNV Local Street offers the following:

- ✓ Lower-speeds & lower traffic volumes
- ✓ They provide access to residences and community destinations such as parks, schools, and gathering spaces
- ✓ Are often found in lower-density residential areas
- ✓ They prioritize safety, local access, and longer-term vehicle storage for neighbourhood residents
- ✓ Invite residents to use the streets as common gathering places.

### \* Local Streets have more

- ✓ Traffic calming and
- ✓ Access management measures to dissuade cut-through traffic.

### \* Local Streets have lower traffic volumes

- ✓ So they can facilitate **Local Street Bikeways**,
- ✓ **Local Street Bikeways** allow for safe and comfortable travel
- ✓ And are part of CNV's broader **AAA Mobility Lane Network**.

\* Page 68 & 69, CNV Mobility Strategy Spring 2022

## **CNV Local Streets Design & Mobility Objectives**

- ✓ Encourage vehicle speeds of approximately 30 km/h.
- ✓ Design streets that allow people to walk or roll safely and comfortably.
- ✓ Decrease vehicle speeds, volumes, and short-cutting.
- ✓ Make streets more family-friendly through traffic calming and greening.

(Page 68, CNV Mobility Strategy 2022)

### **The City's goals for the St. Andrews Safety Improvements Project match 2 of the design & mobility objectives**

- Lower average speeds to 30k/hr approximately
- Decrease vehicle volume from 1000 per day to 800 and reduce short-cutting (monitored data is pending)

### **However, the City's current road design**

1. requires parked cars on both sides of the road and oncoming traffic to occur simultaneously to slow traffic
2. has no road surface impediments to make driving even a little less comfortable for drivers (see slide 30)
3. did nothing to deal with drivers using St. Andrews to avoid traffic congestion elsewhere (short-cutting)

### **Please Note:**

In just a few months drivers have adjusted to the changes and are back driving the street at speeds that suits them.



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## The City's design is just too comfortable & too easy for drivers

- The top picture shows 8<sup>th</sup> to 10<sup>th</sup> with 1 raised crosswalk
  - The lower picture shows 10<sup>th</sup> to 12<sup>th</sup> with no surface impediments
  - **NOTE:** In the 6 blocks from Keith to 13<sup>th</sup>, there are only **2 raised crosswalks** and **3 roundabouts** to influence driver speeds.
- Without vertical & horizontal deflections St. Andrews is no different than it was before being narrowed.  
**It's not uncomfortable enough to slow speeders and stop drivers using St. Andrews to by-pass congestion elsewhere.**
- City staff rejected using speed bumps even though \*both documents require them to be used.

\* CNV Mobility Strategy – Spring 2022  
 \* BC Active Transportation Design Guide 2019

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## BC Active Transportation Design Guide

- ✓ \* Local motor vehicle traffic is permitted along **Neighbourhood Bikeways**
- ✓ \* But short-cutting motor vehicle traffic should be discouraged.
- ✓ \* This helps to create a comfortable environment for people cycling and driving to share the road.

The City has already installed safe crossing signals at Keith and at 13<sup>th</sup>. This aligns with a required infrastructure element outlined below:

- \* In addition, the most critical design treatments for **Neighbourhood Bikeways** are crossings of major roads.
- \* **Neighbourhood Bikeways** should include signalized and non-signalized crossing treatments at major intersections to facilitate (safe) bicycle crossings.

**What does the City plan to do to discourage & reduce short-cutting off Keith and St. Georges, and 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> streets?**

\* D14 – BC Active Transportation Design Guide - 2019



## Traffic Speeds and Volumes

### Traffic Speeds

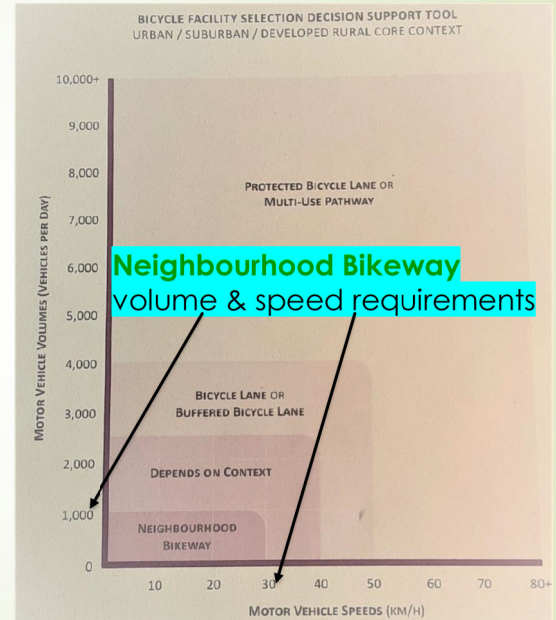
- \* The maximum speed limit on a **Neighbourhood Bikeway** should be no more than 30 km/h if it is to be considered an **All Ages & Abilities (AAA) cycling facility**.
- \* Simply changing the speed limit, however, is unlikely to reduce motor vehicle speeds.
- \* **Posted speed limit changes should be implemented in conjunction with vertical and horizontal deflection measures.**

**Vertical deflection: i.e. speed bump/humps**

**Horizontal deflection: i.e. bump outs**

- \* They create physical change in the road and effectively reduce motor vehicle speeds.

**NOTE:** the 2 goals of the **St. Andrews Safety Improvements Project** were to reduce speeds to approximately 30k/hr and traffic volume from 1000 to 800 vehicles per day.



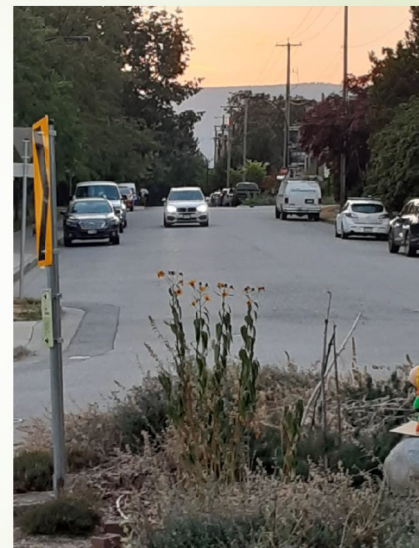
\* D9 – BC Active Transportation Design Guide 2019

## Traffic Speeds and Volumes

### Traffic Volume (CNV Mobility Strategy 2022)

- \* Use access management interventions to manage through traffic on Local Streets that experience chronic traffic and shortcutting.
- \* Vertical deflection: i.e. speed bumps/humps
- \* Horizontal Deflection: i.e. bump outs

Looking west on 8<sup>th</sup> from St. Andrews.



\* What is the City planning to do to reduce short-cutting and chronic traffic coming from Keith, St. Georges, and from St. Georges to St. Andrews along 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> streets?



## St. Andrews becomes a **Local Street Bikeway**



Just like this picture but with these changes:

- \* No centre line so all drivers and mobility users can use the full width of the road when necessary
- \* Add vertical deflectors (speed bumps) in every block. Add horizontal deflectors (bump outs) to narrow the road in places.
- \* Use **access management measures** to dissuade cut-through, short-cut traffic.
- \* Make 9<sup>th</sup> and 11<sup>th</sup> streets all-way stop intersections. Add north & south stop signs to the existing east/west stop signs.

\* BC Active Transportation Design Guide page D20

**When the City's Spring 2022 Mobility Strategy and Local Street Bikeway is fully implemented on St. Andrews, there will be lower speeds, and less traffic volume, and fewer short-cut drivers leading to increased public safety.**

## What will City staff offer to fix this design?

We've hear that Staff are likely to leave the design essentially as it is and recommend the following:

- Narrow the mobility lane (and leave it at the curb)
- Widen the traveling lane to allow 2-way traffic
- Remove more parking to improve sight lines
- Add 1 raised crosswalk at 11<sup>th</sup>
- Add delineators
- **The problem is these changes will not address the public safety issues we see daily.**

### Is on-street parking an asset or a liability?

- ✓ Residents' think that curbside parking helps increase public safety. The narrowed design pushes cars 16 feet into the street which makes loading/unloading passengers from the drivers' side less safe.
- ✓ **The CNV Mobility Strategy 2022, page 68** clearly considers parking an asset, quote, *"Local Streets are often found in lower-density residential areas and prioritize safety, local access, and longer-term vehicle storage for neighbourhood residents."*

By following **The CNV Mobility Strategy 2022** the City has design options in making St Andrews an **AAA Local Street Bikeway**. The design options don't require much parking removal, and they'd align with **The BC Active Transportation Design guide 2019**.

## In summary then...

### St. Andrews from Keith to 13<sup>th</sup>:

- ✓ Is a CNV designated **Local Street**
- ✓ Has operated as a **Local Street Bikeway** for years with few if any incidents between vehicles/bikes because the road is wide and comfortable for all users.
- ✓ The City has already installed safe mobility crossings at Keith and at 13<sup>th</sup>

\* D-13 – BC Active Transportation Design Guide

To complete the transition to a **AAA Local Neighbourhood Street Bikeway** the following needs to be done

- ✓ \* Add a range of traffic calming measures on St. Andrews from Keith to 13<sup>th</sup> – i.e. speed bumps, bump outs etc.
- ✓ \* Reduce short-cut drivers - install speed bumps on 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> west of St. Andrews
- ✓ Add stop signs at 9<sup>th</sup> & 11<sup>th</sup> north and south on St. Andrews to make them all-way intersections
- ✓ \* Add treatments such as signage, pavement markings that show the street is a “**shared facility**”

**Subject:** Delegation request for St. Andrews

On Wed, Nov 16, 2022 at 9:36 AM Dennis Hilton <[dennis@successfulbusinessinc.com](mailto:dennis@successfulbusinessinc.com)> wrote:

Good Morning Karla

I write to you requesting a delegation meeting with Council about the City's redesign of St. Andrews, from Keith to 13th.

The City has implemented a pilot project on St. Andrews. 675 residents have signed a petition started by Wendy Neilsen, 725 St. Andrews, asking the City to revise the design.

A second petition was started asking residents to review an alternative design, and agree to these three statements

**Petition title: Residents in Favour of a Different Design for St. Andrews.**

1. I fully support finding ways to reduce traffic volume and average speeds on St. Andrews that increases public safety.
2. In my opinion the current design decreases public safety.
3. I have read the alternative plan and reviewed the representative drawing of the street and ask the City of North Vancouver to consider it as a viable alternative.

As of today we have 675 resident signatures, with more on the way.

We will use a PowerPoint Presentation to outline the following:

- St. Andrews historically speaking for vehicles and bikes
- The way that St. Andrews was designed and what that original design can tolerate at Keith, 8th, 10th and 12th.
- The varying widths of the street and what has been lost with the City's design
- The residents' safety concerns introduced by the City's plan
- The pros and cons of using stop signs and speed bumps to calm traffic, reduce speeds and bypass drivers
- Is street parking an asset or a liability? - Residents see it as an asset to public safety in their design.
- Inside vs curbside mobility lane and the impact on safety

- Linking the past with the Residents' Alternative Design
- Other issues impacting public safety on the street that are not part of the the City's St Andrews Safety Improvements Project

We would like to present on the same day or earlier that City staff will be coming back to Council with their updated plan.

Sincerely

Dennis Hilton

for the Residents' Alternative Design Plan

Brad Hodson  
Joanne Laubach  
Wendy Neilsen  
Gord and Tyla Doyle  
Charles Taylor  
Josie Loerich  
Karen Hilton

# Winter 2023 Mobility Strategy Implementation Update

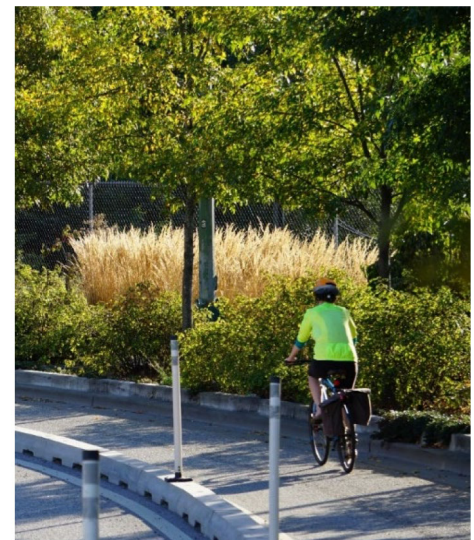
**Presented January 16, 2023**

Planning & Development and  
Engineering, Parks & Environment



## Overview

- Mobility Strategy Overview
- Progress to date
- Implementation Outlook:  
Priorities for 2023







## The Mobility Strategy includes nearly 200 ideas toward creating **healthy streets that work for everyone**

The Mobility Strategy provides our vision for the City of North Vancouver's transport system...

Healthy streets that work for everyone

supported by four community goals...

Our streets will help our City prosper and be a vibrant place

Our streets will support real and accessible travel choices

Our streets will be safe and comfortable

Our streets will reduce our impact on climate change and the environment

and which we will implement using the following principles to help us realize our vision.

Continuous monitoring

Pilot, learn, adapt

Talk and engage

Build strong partnerships

Do more with less and maintain flexibility

## Recently completed and ongoing transportation projects in the City

- Bi-Annual North Shore Transportation Surveys (2019)
- West 1<sup>st</sup> Street Mobility Corridor (2020)
- R2 RapidBus (2020)
- Open Streets (2020)
- Mosquito Creek Bridge Underpass (2021)
- Brooksbank Road Mobility Lanes (2021)
- Ridgeway Slow Streets (2021)
- Esplanade Complete Street (2022/23)
- Burrard Inlet Rapid Transit & other key North Shore Connects initiatives (ongoing)



## Prioritization

- What we heard
- What we value & want to achieve
- Where there is necessity or urgency
- Where there is opportunity



## Mobility Strategy vision & goals guide our focus for 2023

- Continue to make our streets safe for everyone
- Reduce deaths and serious injuries on our streets
- Improve transit service frequency, coverage, and reliability
- Monitor and grow investments in micromobility
- Make the most of our limited curb and road space
- Linking land use and transportation decisions
- Continuous data collection and engagement to make informed decisions
- Build relationships across the North Shore, region, and industry overall to test, develop, and share ideas



## Priorities for 2023

- **Burrard Inlet Rapid Transit & TransLink's 10-Year Priorities**
- **Curbspace Management Framework**
- **Reducing Neighbourhood Speed Limits**
- **Micromobility Portfolio**
- **Neighbourhood & Intersection Improvements**
- **Network Improvements**
- **Safe & Active School Travel Planning & Implementation**
- **Mobility Requirements for Developments**
- **Ongoing Work that Underpins Mobility Strategy Implementation**



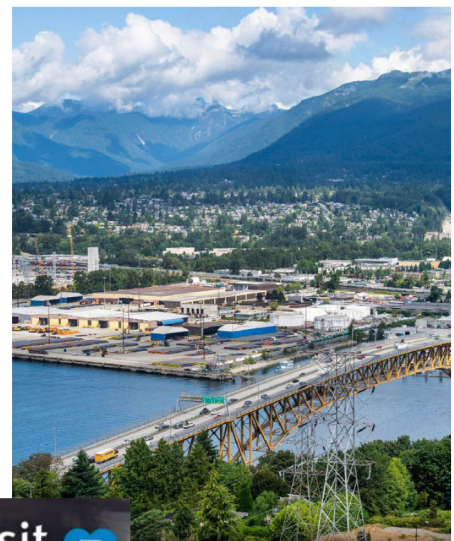
## Burrard Inlet Rapid Transit & TransLink's 10-Year Priorities

- Confirmed in TransLink's **Transport 2050: 10-Year Priorities**
- Advancing business case development concurrently to **confirm whether the ultimate technology will be BRT, Light Rail Transit, or SkyTrain** (or a combination)
- Confirming the associated **alignment, terminus locations, and degree of grade separation** including options for a **dedicated transit crossing of Burrard Inlet**



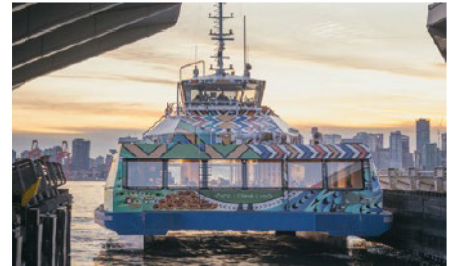
## Burrard Inlet Rapid Transit & TransLink's 10-Year Priorities

- Undertaking strategic, coordinated efforts towards "a cross-jurisdictional and multi-pronged approach that **coordinates transportation and land use planning** to improve transportation options, **increases the competitiveness of walking, cycling, and public transit**, and **encourages behavioural change**."
- Strategic local and subregional **land use planning**.
- Investing in **active transportation** infrastructure.
- Developing & implementing transportation demand management (**TDM**) policies.



## Burrard Inlet Rapid Transit & TransLink's 10-Year Priorities

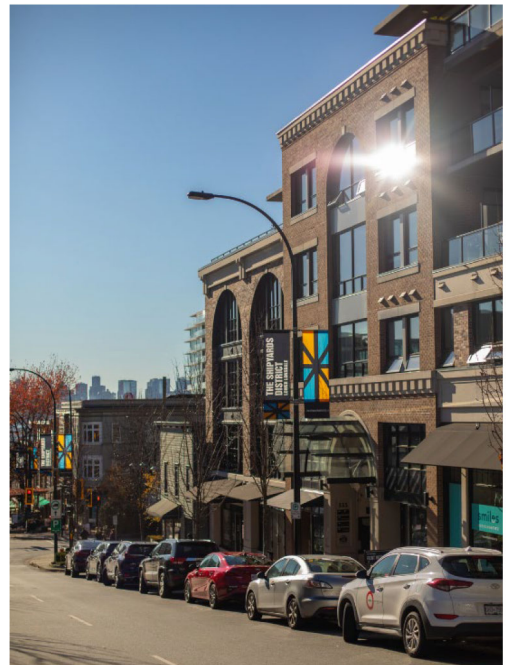
- **Increasing bus service and transit priority measures**, as feasible, between Park Royal and Metrotown to **improve bus travel times, operating costs, and grow ridership** in advance of a more permanent rapid transit investment
- RapidBus between Lynn Valley and Downtown (via Lonsdale)
- Improved SeaBus service (off-peak frequencies & extending start/end times)
- New transit service areas (Harbourside)
- Planned regional service along Sea-to-Sky Corridor



## Curbspace Management Framework

**Rebalancing space along our curbs to meet a wider range of needs, investigating updates to:**

- Where visitors to North Vancouver park
- Whether and how to price on-street and off-street parking areas
- How to balance demands on curbspace – goods movement, universally accessible parking, electrification
- Types and locations of mobility device parking



## Reducing Neighbourhood Speed Limits

### Enhancing safety through investigating updates to:

- Speed limit reductions on local roads
- Space reallocation: street design & operation

### With a renewed focus on:

- Education & awareness
- Coordination with enforcement and emergency response partners



## Micromobility Portfolio

### Enabling growth in micromobility through:

- Lime E-Bikeshare Pilot into 2023, including monitoring and reporting
- Investigating feasibility of E-Cargo Bikeshare
- Ongoing Micromobility Education & Awareness
- Ensuring Equitable Access
- Intergovernmental coordination to safely foster use of E-Scooters
- Data collection and analysis on For-Hire Vehicles
- CCMP Revenue Reporting

**Micromobility:** Travel using small, lightweight devices such as e-bikes or e-scooters that can be powered by people or through electric-assist. Also: active transportation and sustainable modes.



## Neighbourhood & Intersection Improvements

### Improving safety of all road users through:

- Investing in site-specific and neighbourhood-wide interventions
- Installing traffic signals and crosswalk beacons at intersections
- Adding lighting to our roadways with a focus on intersections
- Prioritizing lighting project locations



## Network Improvements

### Pedestrian

- Continued focus on filling gaps in the sidewalk network approaching schools

### Cycling and Mobility Devices

- Delivering on existing Council-approved projects (Esplanade, ULG, Casano-Loutet Overpass)
- Engaging on and confirming next priorities in the Mobility Network Strategy

### Transit

- Ongoing improvements to transit 'hot spots' for delay



## Safe & Active School Travel Planning & Implementation

**Leverage partnerships to maintain delivery of key programs such as:**

- Safe Routes to School Infrastructure Program
- Walking School Bus
- School Cycling Education



## Safe & Active School Travel Planning & Implementation

**Refresh SASTP Program & build on momentum:**

- Connect and coordinate with regional partners and programs
- Promote and educate in schools & communities
- Create Safe Streets through policy and infrastructure improvements
- Update past SASTP work at NVSD schools
- Maximize grants and collaboration toward sustainable funding



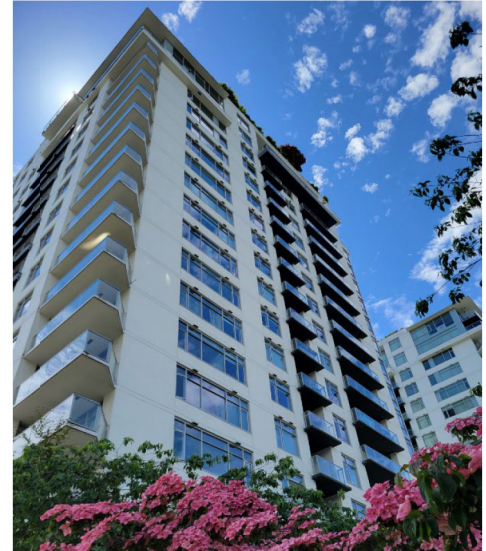
SAFE AND  
ACTIVE SCHOOL  
TRAVEL PROGRAM  
**REFRESH**

March 2022

## Mobility Requirements for Developments

### Enable multimodal access and reduce vehicle trips by:

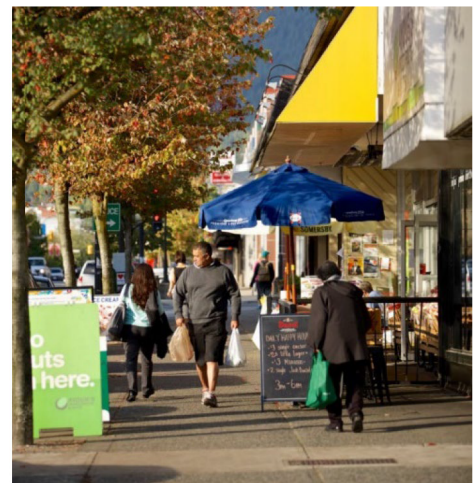
- Increasing/right-sizing bike parking requirements
- Increasing/right-sizing electrification & charging infrastructure
- Improving vehicle access, circulation, loading
- Encouraging mixed-use development near Frequent Transit Network
- Contemplating reductions to vehicle parking requirements



## Ongoing Regional Coordination

### Enable quality, innovation, efficiency and transparency by fostering relationships with:

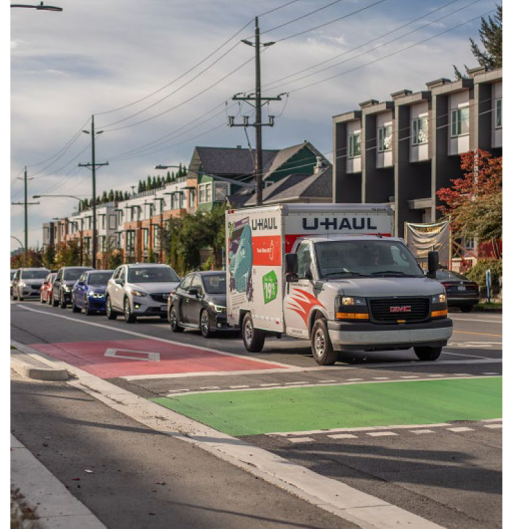
- North Shore municipalities and First Nations
- TransLink and Metro Vancouver
- Senior orders of government
- Advocacy organizations and stakeholder organizations
- Industry bodies to develop, test, learn, and adopt best practice



## North Shore Transportation Survey & Data Analysis

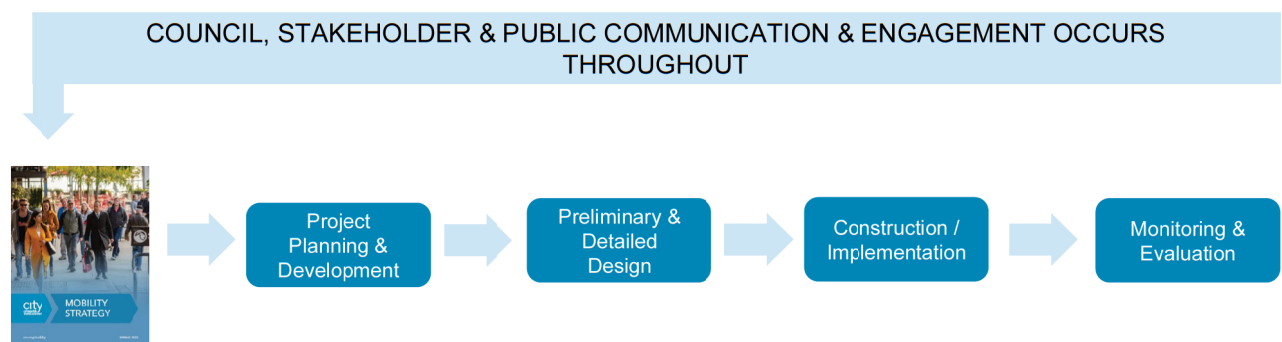
**Enable evidence-based decision-making that is collaborative across the North Shore by:**

- Continuously collecting, analyzing, and reporting on data
- Pairing anecdotal and qualitative data from engagement with robust quantitative data
- Undertaking longitudinal analysis
- Understanding regional trends and behaviours beyond the North Shore



## Ongoing Communications & Engagement

**Combine CNV staff technical expertise with community knowledge to deliver the Mobility Strategy**












Thank you.





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

**INFORMATION REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Elicia Elliott, Manager, Transportation Planning  
Justin Hall, Manager, Public Realm Infrastructure

Subject: WINTER 2023 MOBILITY STRATEGY IMPLEMENTATION UPDATE

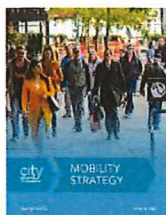
Date: January 4, 2023 File No: 16-8350-20-0036/1

**PURPOSE**

This report provides an update on the implementation of the Council-endorsed Mobility Strategy. It includes an overview of the Mobility Strategy, progress made to-date, and information on near-term priorities.

**BACKGROUND**

**Mobility Strategy Overview**



The City's Mobility Strategy was developed by staff in reflection of previous plans, established and emerging policy and technical expertise, and community knowledge and input. The Mobility Strategy was endorsed by Council in April 2022, and includes a collaboratively-developed vision and goals:

**The Mobility Strategy provides our vision for the City of North Vancouver's transport system...**

Healthy streets that work for everyone

**supported by four community goals...**

Our streets will  
help our City prosper  
and be a vibrant place

Our streets will  
support real and  
accessible travel choices

Our streets will  
be safe and  
comfortable

Our streets will  
reduce our impact on  
climate change and the  
environment

*Figure 1: Mobility Strategy vision and goals*

With this foundational vision and bold goals, the Strategy guides how the City will plan, prioritize, operate, maintain, and invest in our transportation system over the next decade. The section that follows highlights some of the early successes of the Strategy.

## DISCUSSION

### Celebrating Recent Success

The City has been a leader in delivering a range of transportation initiatives in recent years that have led to improvements in safety, comfort, and reliability. The Mobility Strategy provides a blueprint to further focus the City's efforts on how we create **healthy streets for everyone**. Significant recent progress has included:

- Creating more travel options by expanding our Mobility Lane network and supporting initial planning and engagement for projects such as the **Upper Levels Greenway**;
- Delivering safer and comfortable streets for all travelers, such as the **Ridgeway Slow Streets** pilot, and construction of **Esplanade Complete Street**;
- Adding frequent and reliable transit services to better connect people on the North Shore, such as the **R2 RapidBus**;
- Making it easier to walk and roll to school through our **Safe and Active School Travel Program**; and
- Launching an **e-bikeshare** service on the North Shore that has generated nearly 70,000 trips since inception, and preparing for the next phase of e-bikeshare services, along with observations and analysis from the private e-scooter pilot being applied to the network.



### Near-term Priorities

There are nearly 200 actions in the Mobility Strategy that have been strategically prioritized for near-term action. Our proposed focus in 2023 is to advance initiatives that reflect:

- what we heard and continue to hear through **engagement** with stakeholders and the public
- what we **value** and want to **achieve** as stated in the Mobility Strategy's vision and goals
- where there is **necessity** or **urgency** concerning safety, travel time reliability, and social or environmental considerations
- where there is **opportunity** to be bold or to integrate with parallel projects at the local, North Shore, or regional level



Staff propose the following key priorities for exploration in 2023:

1. Burrard Inlet Rapid Transit & TransLink's 10-Year Priorities
2. Curb-space Management Framework
3. Reducing Neighbourhood Speed Limits
4. Micromobility Portfolio
5. Neighbourhood & Intersection Improvements
6. Network Improvements
7. Safe & Active School Travel Planning & Implementation
8. Mobility Requirements for Developments
9. Ongoing Work that Underpins Mobility Strategy Implementation

## 1. Burrard Inlet Rapid Transit (BIRT) & TransLink's Ten Year Priorities

In 2018, the Integrated North Shore Transportation Planning Project (INSTPP) identified the need to explore opportunities for improving transportation options across the Burrard Inlet to alleviate road congestion for people travelling to and from the North Shore. One of the near-term actions identified was to investigate implementation of rapid transit across Burrard Inlet to the North Shore (BIRT, or Burrard Inlet Rapid Transit). This included a Feasibility Analysis of rapid transit across Burrard Inlet undertaken in 2020, and a Benefits Assessment (i.e., Economic Impact Analysis) undertaken in 2021.

These studies provided a strong rationale for the inclusion of BIRT in TransLink's Regional Transportation Strategy (Transport 2050), and the subsequent 10-Year Priorities. Now, the project will enter into TransLink's Business Case development process. Thanks to the significant work that has already occurred relating to the problem statement, feasibility analysis, and benefits analysis, development of a Refined Business Case can begin in earnest. TransLink will lead this work through 2023, which includes:

A **business case** is an evidence-based document that defines a problem or solution, and evaluates one or more interventions to assess qualitative and quantitative costs and benefits. Business cases support decision-making toward making informed, evidence-based, transparent, and accountable decisions.

- advancing business case development to **confirm whether the ultimate technology will be BRT, Light Rail Transit, or SkyTrain** (or a combination)
- confirming the associated **alignment, station locations, and degree of grade separation** including options for a **dedicated transit crossing of Burrard Inlet**

In addition to studying rapid transit, TransLink has committed to focus near-term efforts on:

- **Increasing bus service and transit priority measures**, as feasible, between Park Royal and Metrotown to **improve bus travel times, and grow ridership** in advance of a more permanent rapid transit investment
- **RapidBus** between Lynn Valley and Downtown (via Lonsdale)
- Improved **SeaBus** service (off-peak frequencies & extending start/end times)
- **New transit service areas** (Harbourside)
- Planned **regional service** along Sea-to-Sky Corridor

INSTPP rightly identified that there is not a single project that can alleviate congestion, travel time reliability, or any of the myriad related problems experienced locally, across the north shore, and across the region. Rather, INSTPP encouraged, "a cross-jurisdictional and multi-pronged approach that coordinates transportation and land use planning to improve transportation options, increases the competitiveness of walking, cycling, and public transit, and encourages behavioural change".

The City of North Vancouver will continue to work at staff and elected levels as partners in *North Shore Connects*, a partnership between the District of West Vancouver, Squamish Nation, City of North Vancouver, District of North Vancouver, and Tsleil-Waututh Nation. North Shore Connects works in collaboration with TransLink and the BC Provincial government to advance BIRT and other pertinent transportation studies.



Figure 2: North Shore Connects partnership

## 2. Curbspace Management Framework

In the City of North Vancouver, over 90% of the City's curb space is dedicated to vehicle parking. This leaves less room for a growing number of other uses, including transit, ride-hailing and taxis, bikes and scooters, and delivery vehicles, all of which need a safe space to pull over.

Curb space is also valuable for activating the public realm through restaurant patios and creating more space for people to socialize and spend time. Tailoring our street design and curb space allocation through parking management to prioritize a range of functions will create a more complete mobility network that enhances efficiency, prosperity, and liveability.

The Mobility Strategy outlines a series of actions and strategies to rebalance the space along our curbs to meet a wider range of needs. This includes a review of existing curb space uses across the City, and ensuring there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations. This will also include a review of opportunities for setting and adjusting parking prices for on- and off-street facilities.

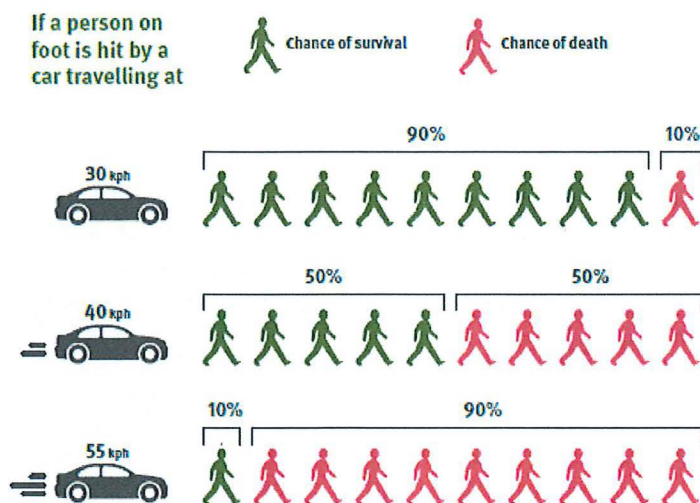
Curbside management, and particularly vehicle parking, is a complex topic, and shifts in one policy or regulation can drastically impact another area. Developing a curbside management framework that is efficient, effective, and implementable will require a multifaceted, phased approach informed by stakeholder and public engagement.

## 3. Reducing Neighbourhood Speed Limits

Staff frequently receive concerns from the community that vehicles are travelling too fast on all streets, including local streets and lanes. Although vehicles are often



travelling under the posted speed limit on local streets, there is an opportunity to reduce the traveling speeds of vehicles and increase real and perceived safety.



A person walking or rolling hit by a car travelling at 50 km/h has only a 10% chance of survival. The same person hit by a car travelling at 30 km/h has a 90% chance of survival. Vehicle speeds are the main determinant of injury severity in an incident, particularly for vulnerable road users (i.e., people walking or rolling).

Figure 3: Vehicle speed impacts on vulnerable road users.

Reducing vehicle speeds is one component of developing safe streets, alongside street design, enforcement, and education; all priorities identified in the Mobility Strategy.

#### 4. Advancing Micromobility and New Mobility

The City, in partnership with the District of North Vancouver and District of West Vancouver, is enabling growth in Micromobility across the North Shore with a range of initiatives.

**Micromobility:** Travel using small, lightweight devices such as e-bikes or e-scooters that can be powered by people or through electric-assist. See active transportation and sustainable modes.

##### Lime E-Bike Share Pilot

The Lime E-bikeshare pilot will be extending into 2023, and will include additional monitoring and reporting for an improved understanding of how riders are using the service, and what opportunities there are for further optimization. The program has been operating since the summer of 2021 and has logged almost 75,000 trips, which equates to over 100,000 lbs of CO<sub>2</sub> diverted compared to if the trip was taken by a vehicle.

##### E-Cargo Bike Pilot Feasibility

The City is also investigating the feasibility of an e-cargo bike share pilot project for multi-unit rental buildings. The focus of the pilot is to understand how many vehicle trips can be diverted to an e-cargo bike if one is made available, and to better understand the financial, equity, and physical space barriers to e-bike ownership, by targeting rental buildings which have a range of household incomes.

##### E-Scooter Pilot

The City of North Vancouver is participating in an e-scooter pilot in coordination with the Provincial Government and neighbouring municipalities on the North Shore. The pilot started in March 2022 after bylaw changes were adopted by Council, and will continue until April 2024.



The City's pilot allows privately-owned e-scooters for personal use on local streets, multi-use pathways, and in mobility lanes. This pilot project is evaluating how e-scooters are being used to achieve active transportation objectives, and also reviewing safety implications of e-scooters on our streets.

### Ride-Hailing provided by Transportation Network Services Companies

The City allows and supports the use of ride-hailing as another method to travel. This creates more mobility options, especially for people who do not have access to a private vehicle. The Province of BC oversees which companies are provided a valid licence to operate in a service area through their Passenger Transportation Board.

**Ride-hailing** is a form of transportation provided by Transportation Network Services (TNS), companies that connect a driver using their personal vehicle with a customer seeking a ride through a digital platform. You might be familiar with ride-hailing platforms such as Uber and Lyft, among others.

City staff are working with the District of North Vancouver as well as a TransLink Data Analytics Sub-committee on the topic of ride-hailing to better understand the travel patterns and behaviours of trips on the North Shore.

The City requires TNSs to apply and maintain a congestion and curbside management permit (CCMP) to operate on our streets. This provides data for the City to understand how our streets are being used by ride-hailing services, and includes fees for pick-ups and drop-offs to support curbside improvements, maintenance, and future planning for efficient operations (e.g., installing a passenger loading zone in a high-demand location).

Approved ride-hailing companies fulfilled more than 1,000,000 monthly trips in the Lower Mainland in May 2021 (the latest month for which data are publicly available), according to the Passenger Transportation Board. Staff will be able to report out to Council more frequently and with more recent data now that a data-sharing agreement has been finalized between BC Ministry of Transportation and Infrastructure, TransLink, and several municipalities in the Metro Vancouver region.

Micromobility and New Mobility are proving useful as a way for more people to get around without needing to rely on a vehicle. We know through mobility surveys that residents and visitors often find that the hilly terrain on the North Shore is a main deterrent from choosing to walk or bike. Electric-assist devices are helping minimize this barrier, and providing ways to connect to key transit hubs for more regional mobility.

## **5. Neighbourhood & Intersection Improvements**

The City's Engineering department is responsible for the physical changes to City streets and the public realm that help advance the vision of the Mobility Strategy. Each year, in coordination with other City departments, Engineering brings forward proposed programs and projects within the capital plan for Council's consideration. The capital plan includes items to address safety and reliability on our streets.

### Neighbourhood Traffic Safety

Safety improvements address small, site- and neighbourhood-specific safety issues across the City. Treatments include new and updated traffic signs, pavement markings, raised crosswalks and other traffic calming elements (speed humps, bump outs, etc.). Improvements are identified via input from the community, and prioritized through data collection and analysis prepared by City staff.

### Intersection Improvements

The installation of traffic signals, crosswalk beacons, and other crossing treatments at intersections is necessary to improve the safety and function of intersections for all modes of transportation.

Treatments are determined and prioritized through a warrant approach, based on pedestrian and vehicular traffic volumes. A recent example of this program in action is the new signals on Lonsdale at Keith (north side) and 12<sup>th</sup> Streets where pedestrian safety has been improved.

### Pedestrian and Roadway Lighting Implementation

This program improves comfort and safety of all roadway users by executing on the Street Lighting Implementation Plan (2019). The program is currently focused on intersections where conflict between users are most likely to occur.

## **6. Network Improvements**

Similar to the neighbourhood and intersection improvements listed above, the City's Engineering Department refers to the Mobility Strategy and other policy documents to prioritize and deliver improvements across the entire street network.

### New Sidewalks to Complete the Pedestrian Network

The City delivers new sidewalk segments where there are gaps in the network. Current efforts are focused on the delivery of segments near schools to improve the safety and accessibility for students and parents. The program has identified segments directly connecting Sutherland and Carson Graham Secondary Schools as the highest priorities for delivery in 2023.

### Priority Mobility Network Improvements

This City program executes on the consultation, design and construction of priority corridors identified in the Council approved Priority Mobility Network Strategy (2019).

The objective of this program is to increase the number of kilometers of protected mobility infrastructure by delivering key north-south and east-west corridors. Projects are prioritized based on approved evaluation criteria including roadway classification, usership and access to areas of employment.

Current efforts are on completing the Esplanade Street project, building the Casano-Loutet Overpass and the design and engagement of the Upper Levels Greenway. The next priorities for Council's consideration include the Mid-town connector which is the second busiest route for existing users transecting Central Lonsdale from Grand



Boulevard to Marine Drive and Carson Graham School Area Active Transportation Improvements connecting the Green Necklace on Jones to the Jones Overpass.

#### Transit Network Improvements

This initiative supports the ongoing adjustments to the roadway network to improve the level of service and reliability of transit to encourage ridership growth. Interventions are prioritized based on data provided by TransLink that highlight areas with the greatest speed and reliability issues.

Recent improvements have included the westbound transit lane on Keith Road approaching Bewicke that services 21,000 passengers per week. Current efforts are focused on a reducing the eastbound variability of the R2 Rapidbus between Queensbury and Brooksbank through the Kennard Avenue/3<sup>rd</sup> Street/Low Level Road intersection by adding a bus lane with 100% funding support from TransLink.

The City is also seeking grant funding from TransLink in 2023 that will enable further study of Bus Speed and Reliability improvements that could support bus, active transportation, and future rapid transit improvements.

### **7. Safe & Active School Travel Planning & Implementation**

The City, in partnership with the North Vancouver School District, works with schools to encourage safe and healthy school travel habits through outreach and improvements to the transportation infrastructure around schools.

The City has worked with nearly all local schools to develop school travel plans and action plans since Safe & Active School Travel Planning (SASTP) program was launched in 2013. This has coincided with a range of infrastructure improvements and programs delivered for further increased sustainable mode share amongst school-aged children and youth:

- Safe Routes to School Infrastructure Program: This includes infrastructure improvements based on action plans developed with the involvement of schools, and general feedback that is received from school communities, PACs, and the North Shore Safety Council.
- Walking School Bus: The City oversaw the operations of a Walking School Bus program at all public elementary schools for the 2021-2022 school year. The program is exploring options for a 2023 re-launch. The City is working with TransLink to find a new delivery partner for the program.
- School Cycling Education: School-based cycling education is delivered to all schools for grades 5/6 on a two year cycle to ensure that all students have received cycling education by the time they graduate grade 6.
- Ridgeway Elementary Slow Speed Pilot: In 2021, the Ridgeway neighbourhood decreased its speed limits to 30 km/h, beyond immediately adjacent school boundaries. This is with recognition that children and youth are just as likely to walk as being driven within 2 km when travelling to and from school.

In 2021-2022, City staff undertook an assessment of existing school travel programs to refresh the City's Safe and Active School Travel Program (SASTP). Key findings of that assessment include:

- Infrastructure improvements remain an important part of school travel planning programs, and areas beyond the immediate school zone should be considered.
- Having children share ideas about active travel with their parents is effective. School active travel education (e.g., cycling skills training) should include a take-home component where possible.
- There are capacity challenges with maintaining program momentum: programs should be supported by a range of school-based stakeholders, as administrators have limited capacity.
- Having a dedicated school travel planning position within the school system helps support the ongoing sustainability of the program.
- Stable funding agreements are key to program success.

The Mobility Strategy's vision of creating healthy streets that work for everyone begins with planning and designing for our most vulnerable road users, including children.

## **8. Mobility Requirements for Developments**

As our City continues to grow over the next decade, new developments' infrastructure and programs can help residents and employees access more travel options that make it easier to move around without needing to rely on a vehicle. By prioritizing walkable and transit-oriented communities across the City, this can enable "car-light" lifestyles and shorter trips.

The Mobility Strategy aims to support sustainable mobility through how growth and development occur. In order to make this happen, the City requires modernized requirements, policies, and procedures that will allow the City to better support and enable the kind of growth and development that will contribute to helping us meet our goals. Modernized direction will support a more predictable development process, and will allow for a right-sized approach of different requirements for different locations and land-use circumstances.

The Mobility Strategy has a target to not increase vehicle trips during peak hours. Transportation studies for developments are an important pathway for achieving this target.

Likewise, it will be important to establish a clear set of TDM requirements for different development types and locations, and an approach for monitoring effectiveness of various initiatives over time.

## **9. Ongoing Work that Underpins Mobility Strategy Implementation**

### Regional Collaboration

City staff collaborate closely on a range of mobility topics through regional committees and sub-committees coordinated by TransLink and Metro Vancouver. This includes topics such as understanding the impacts of ride-hailing, facilitating last-mile urban



freight and invisible freight in our region, contributing input to a regional parking strategy, and improving the conditions through which more companies can participate in travel demand management.

#### North Shore Transportation Survey & Data Analysis

The City conducts a bi-annual North Shore Transportation Survey in coordination with the District of North Vancouver and District of West Vancouver. This longitudinal survey helps with understanding how travel patterns and behaviours change over time. The reporting includes a 24-hour recall survey on trip location, distances, and mode use. It also includes stated preference questions on immediate issues and opportunities (such as the use of e-bike share, or the impacts of COVID-19 on travel patterns).

The City gathers data on our streets and behaviour patterns through a range of other instruments. Vehicle, cycling, and walking data is frequently collected, and in some locations staff have access to ongoing data collection. By establishing an ongoing transportation data collection framework, staff will be able to use local insights, along with the North Shore-wide Transportation Survey (and regional data such as TransLink's Regional Trip Diary) to help with decision-making processes for mobility improvements.

#### Communications, Education & Engagement

Significant public and stakeholder engagement will be conducted throughout this work. Understanding public and stakeholder issues, concerns, views, and preferences will be important for refining how alternatives are planned, designed, evaluated, and implemented.

Similarly, Planning staff will work closely with the City's Communications team to create effective education campaigns where appropriate, given many of these initiatives are complex and are being implemented as city-wide improvements.

#### **NEXT STEPS**

Staff will continue to reference the Mobility Strategy as the policy foundation for advancing the initiatives listed in this report. There will be regular communication and engagement with Council, stakeholders, and the public as these project reach key milestones and decision points.

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

These initiatives are anticipated to have cross-organizational benefits. Planning and Engineering Departments work in close collaboration to deliver on projects. Additional departments at the City, such as Community and Partner Engagement, and Finance, are also frequently communicated with as projects progress. Staff have begun conversations with North Vancouver City Fire Department and North Vancouver RCMP on initiatives that relate to safety and enforcement on our streets. Complete stakeholder mapping for partner organizations in the community will be completed at the start of each project process.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

These initiatives, as outlined in the Mobility Strategy, build on and support the vision of the City's Official Community Plan (2014). These initiatives also support the vision and all five priorities of Council's 2018-2022 Strategic Plan, with particular emphasis on a connected city, and exploring innovative solutions to transportation challenges.

RESPECTFULLY SUBMITTED:



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Elicia Elliott  
Manager, Transportation Planning



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Justin Hall  
Manager, Public Realm Infrastructure

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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: Linden Maultsaid-Blair, Planner 1

Subject: ZONING BYLAW AMENDMENT FOR 229 EAST 22<sup>ND</sup> STREET  
(BHARATI SHRESTHA, MAPLE BUILDING DESIGN)

Date: January 4, 2023 File No: 08-3400-20-0080/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 1, dated January 4, 2023, entitled "Zoning Bylaw Amendment for 229 East 22<sup>nd</sup> Street (Bharati Shrestha, Maple Building Design)":

THAT the application submitted by Bharati Shrestha / Maple Building Design, to rezone the property located at 229 East 22<sup>nd</sup> Street from a RS-1 Zone to a RT-1 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*.

**ATTACHMENTS**

1. Context Map (CityDocs [#2235043](#))
2. Architectural and Landscape Plans, dated November 17, 2022 (CityDocs [#2299538](#))
3. Public Consultation Summary (CityDocs [#2189220](#))
4. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8956" (CityDocs [#2301340](#))

**SUMMARY**

This report presents a rezoning application to allow a duplex development consisting of two principal units with two accessory dwelling units in the basement level.



## BACKGROUND

Applicant:	Bharati Shrestha, Maple Building Design
Designer:	Maple Building Design & Consulting (MBDC)
Official Community Plan Designation:	Residential Level 2 (R2)
Existing Zoning:	RS-1 (one-unit residential)
Applicable Guidelines:	N/A

## DISCUSSION

### Site Context

The subject site is located in the Central Lonsdale neighbourhood, on the south side of East 22nd Street between St. Georges and St. Andrews Avenues. The buildings and uses immediately surrounding the subject site are described in Table 1 below.

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	228 East 22nd St	Duplex	RT-1
South	228 East 21st St	Duplex	RT-1
East	232 East 22nd St	Duplex	RT-1
West	223 East 22nd St	Singe-family development	RS-1

### Policy Context

The site and surrounding area have Official Community Plan (OCP) land use designation Residential Level 2 (R2) which allows for low density attached residential development. The intent of this designation is to provide a range of ground-oriented housing, including duplexes with secondary suites. The R2 designation allows for a maximum density of 0.5 FSR.

### Project Description

The site currently contains a single-family home with no secondary suite. The proposal is to replace the existing building with a new duplex building, which will contain two principal dwelling units and two accessory dwelling units in the basement. The proposal conforms to all the standard zoning requirements for the RT-1 zone, including height, density, setbacks, and lot coverage.

## **Planning Analysis**

### *Use*

The policy framework applicable to the site supports the proposed development. The site is located in proximity to transit, recreation facilities, commercial areas, and schools. Additionally, the increase in units will contribute to additional housing supply through the provision of 'missing middle' development, as well as adding to the City's stock of rental suites.

### *Intensity*

The proposal represents no increase in permitted maximum density, and only a moderate increase in the number of units. The density (floor area) permitted on the site will remain the same, at 0.5 times the lot area. The total number of permitted units will increase from three to four. Many of the surrounding properties are already zoned for duplexes. The proposal is consistent with the OCP and the planned character of the neighbourhood.

### *Parking*

The proposed parking is one stall for each unit (principal and accessory), for a total of four. This is consistent with the requirements in the Zoning Bylaw and appropriate for this site, given its location.

### *Building Form*

The proposed form of the development complies with all requirements in the RT-1 zone.

### *Landscape & Trees*

There are no existing trees on the site. The proposal includes new landscaping with native species, including 6 small trees on site. Two new street trees will be installed as part of the development.

## **ADVISORY BODY INPUT**

This small scale application is not subject to Advisory Design Panel (ADP) review.

## **COMMUNITY CONSULTATION**

A Developer Information Session was held on July 2nd, 2022. There were three (3) attendees. Three (3) comment forms were submitted after the session. Comments received during and after the session included:

- Concerns over excavation, foundation, and grading; and
- Suggestions for energy efficiency and sustainability features.

In response, the applicant clarified the grading and retaining wall strategy for the excavation and foundation, and will be incorporating all required sustainable features, such as BC Building Code and City energy efficiency requirements, as well as electric vehicle charging. Therefore, staff are satisfied that the concerns have been appropriately addressed.

Given the compliance with the OCP, as well as the small scale and compatibility with local context, staff recommend that no Public Hearing be held. Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

“THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8956”  
(Bharati Shrestha / Maple Building Design, 229 East 22nd Street, RT-1) be  
considered and referred to a Public Hearing;”

## CONCLUSION

The proposal would allow for the development of a new duplex and suites, allowing a diversification of the residential housing stock in the city. Development of this type and scale is anticipated for this area. Staff support the application.

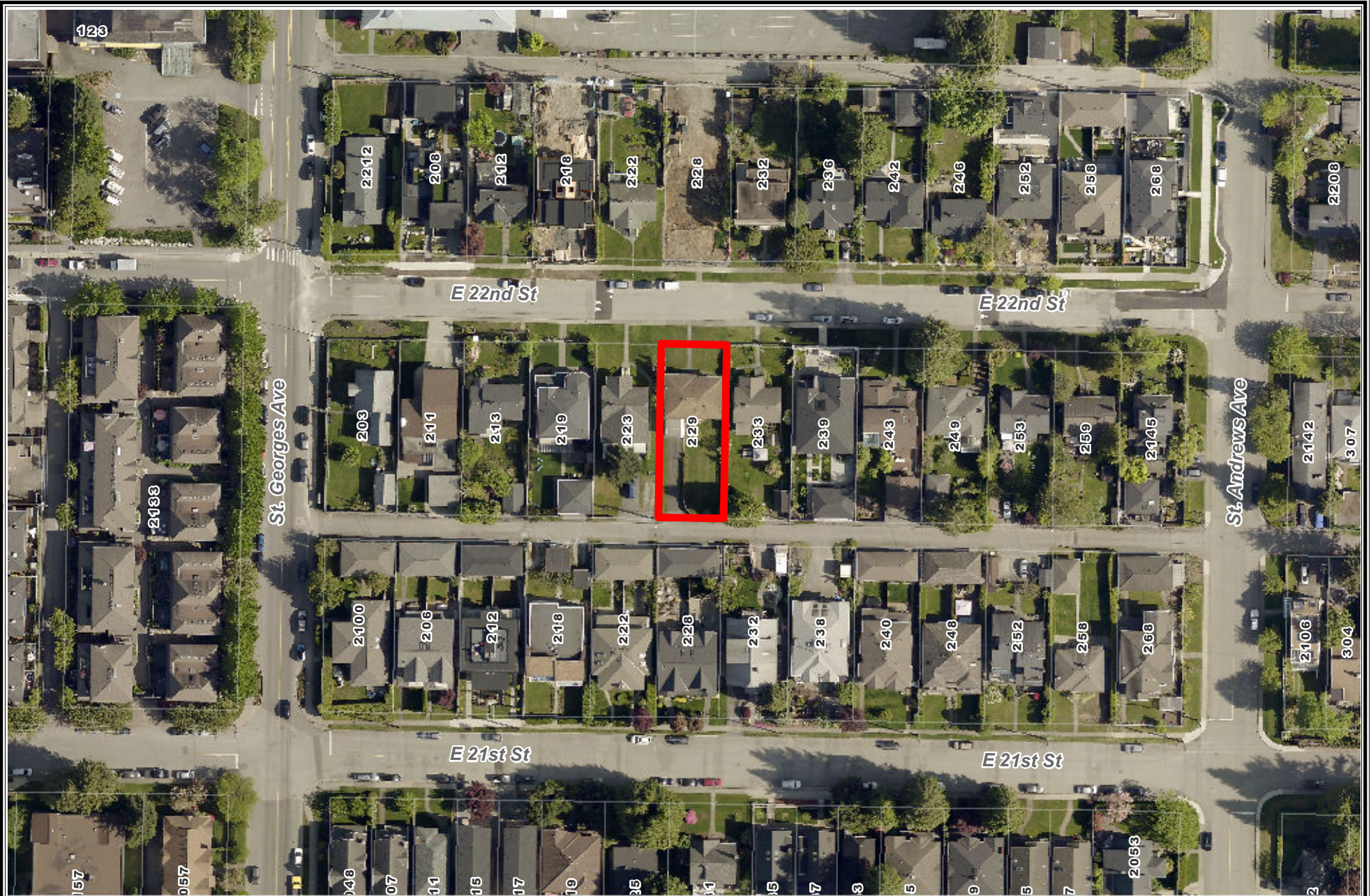
RESPECTFULLY SUBMITTED:



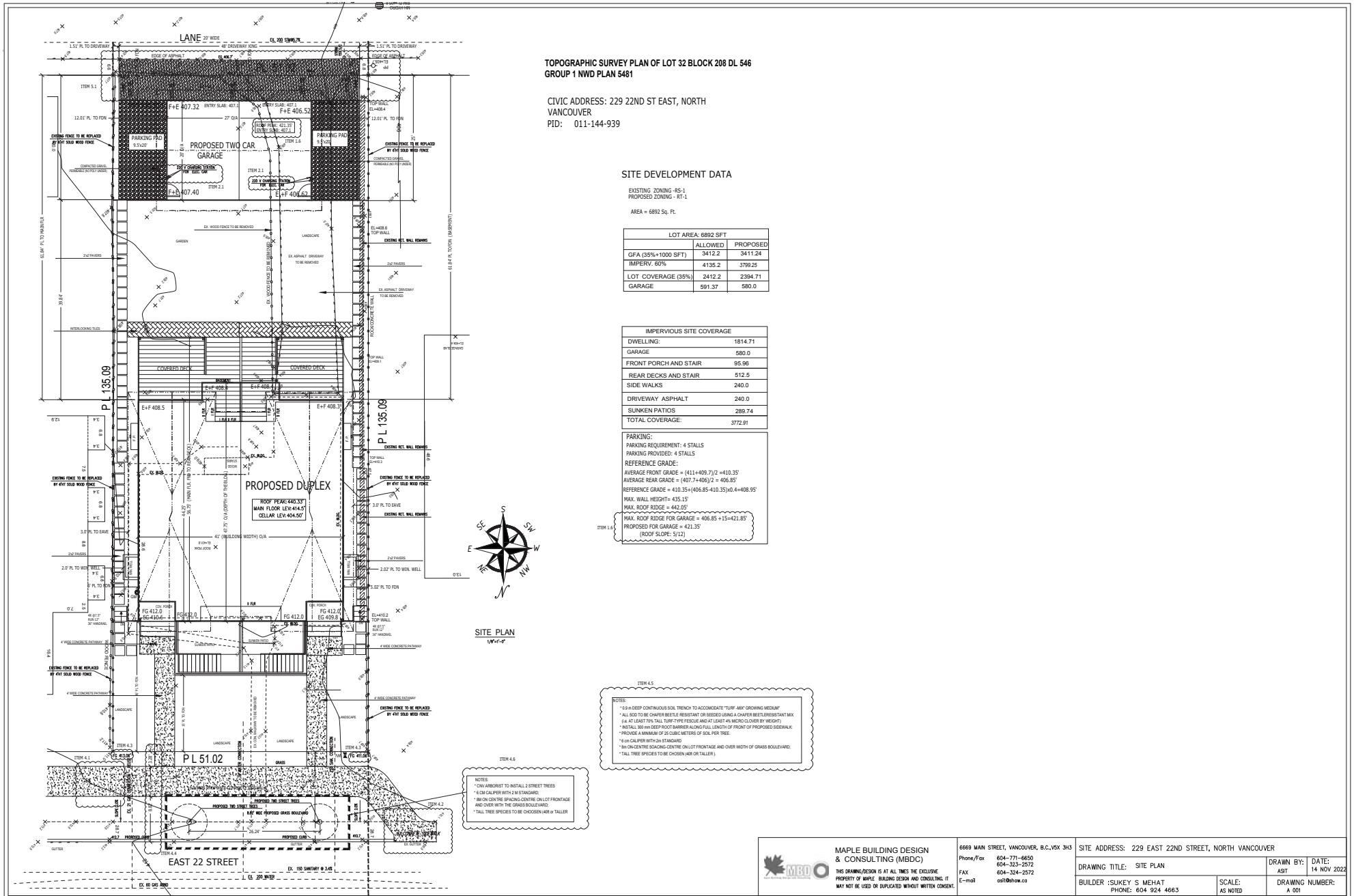
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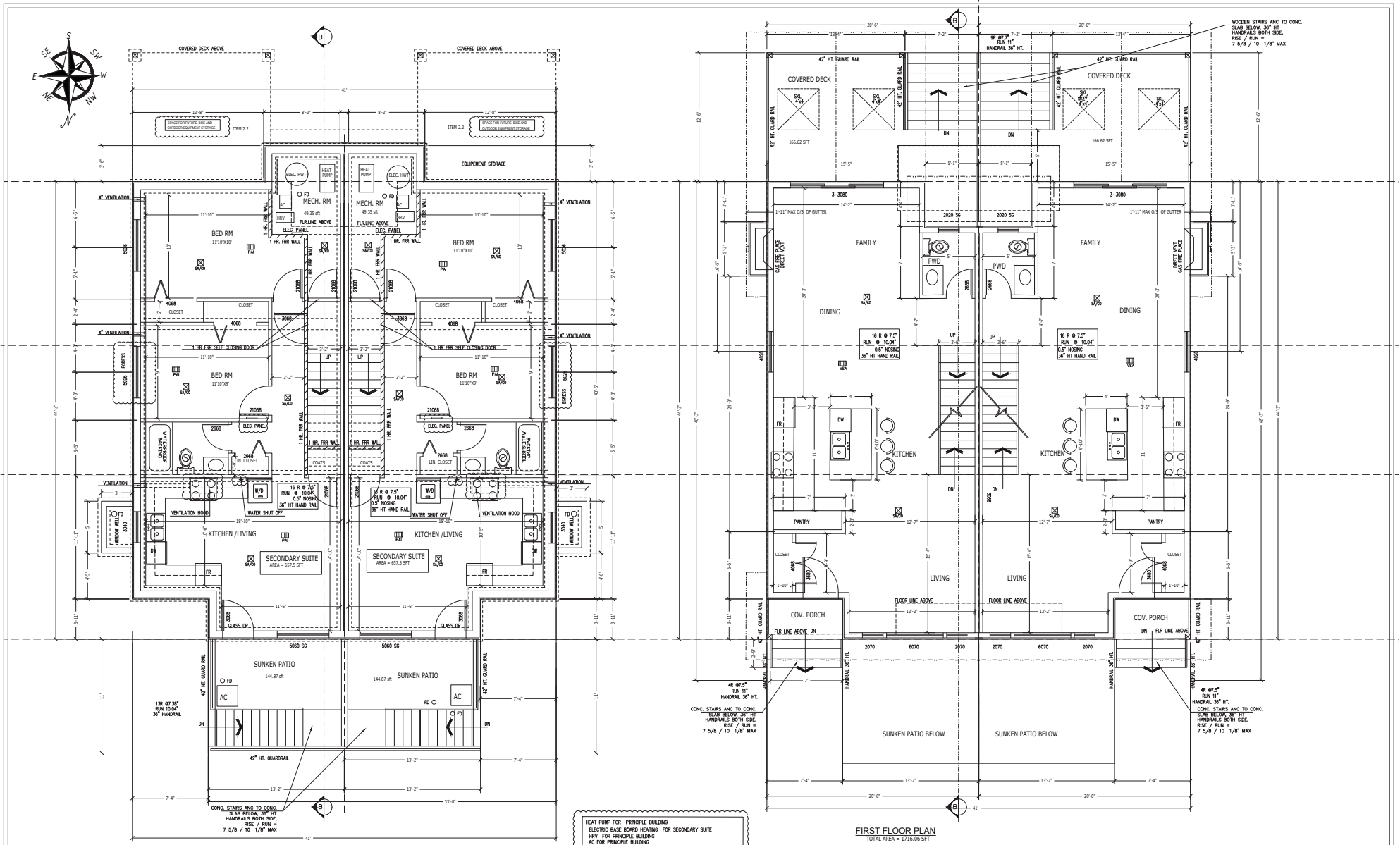
Linden Maultsaid-Blair  
Planner 1









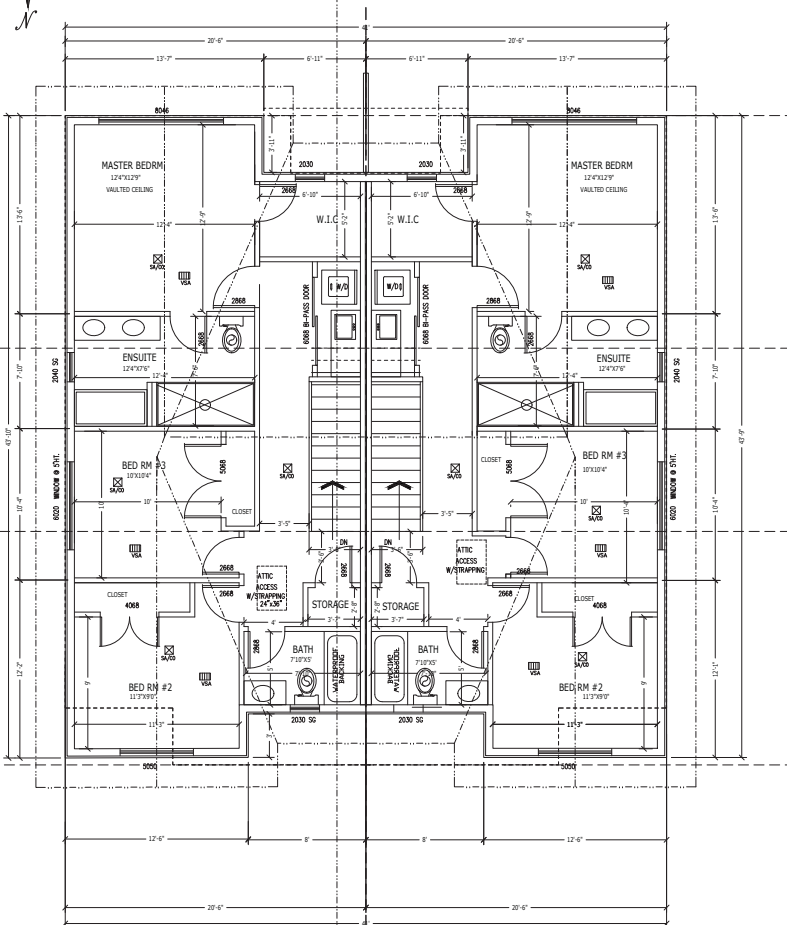


PERMISSIBLE FSR = 3412.2 SFT  
 PROPOSED FSR = 3411.24 SFT

- ☒ CARBON MONO OX. DEVICE/SMOKE ALARM
- SA/CO
- FAN
- VENTILATION SUPPLY AIR
- AC
- PASSIVE AIR INLET

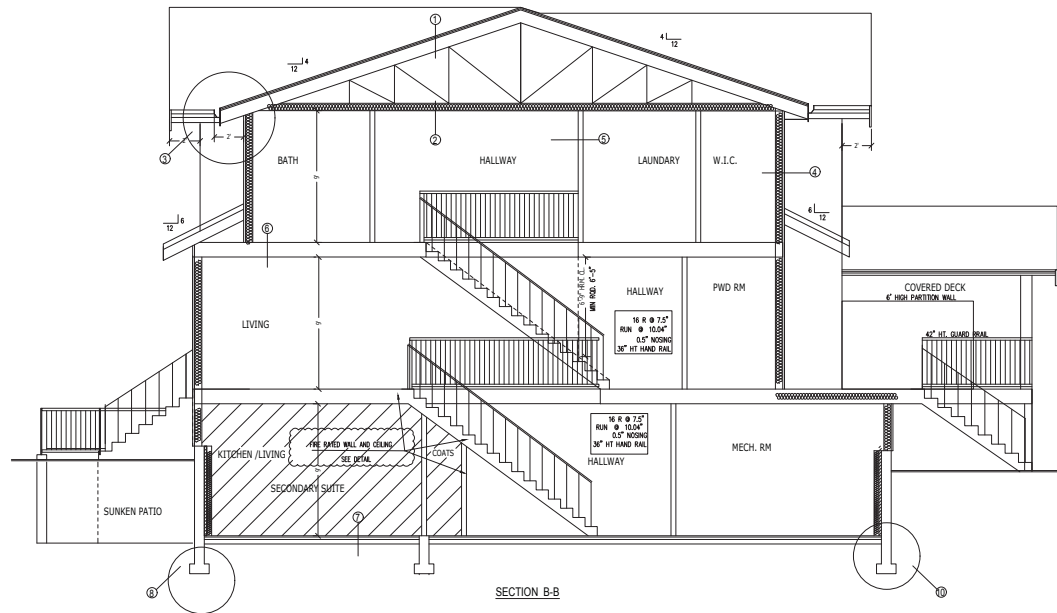
HEAT PUMP FOR PRINCIPLE BUILDING  
 ELECTRIC BASE BOARD HEATING FOR SECONDARY SUITE  
 HWY. FOR PRINCIPLE BUILDING  
 AC FOR PRINCIPLE BUILDING  
 DIRECT VENTILATION FOR SECONDARY SUITE

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UPPER FLOOR PLAN

TOTAL AREA = 1695.18 SFT



SECTION B-B

SPECIFICATIONS

1. ROOF:  
ASPHALT SHINGLE ROOF  
ROOF FELT UNDERLAY  
1/2" PLANK EXL  
ENGINEERED ROOF TRUSSES @ 24" O/C
2. CEILING:  
RSD show ceiling  
6 ML POLY AIR BARRIER  
MIN. 20/28 ATTIC ACCESS  
VENT 1/200  
5/8" CEILING CYPRIC
3. FASCIA/SOFFIT:  
LINE PROTECTION  
ALUMINUM GUTTER  
VENTED SOFFIT (NORTH AND SOUTH ELEV.)  
UNVENTED SOFFIT (EAST AND WEST ELEV.)
4. EXTERIOR WALL:  
HARDY SIDING / FIBRE CEMENT VERTICAL SIDING  
1/2" ROOF STARTING  
2 LAYERS 30 MIN. BUILDING PAPER W/OVERLAPPED JOINTS  
1/2" PLYWOOD SHEATHING  
2"x4" STUDS @ 16" O/C  
HIGH DENSITY R-22 BATT INSULATION  
6 ML POLY AIR BARRIER  
1/2" CYPRIC WALLBOARD / CULTURAL STONE  
PAINT FINISH
5. INTERIOR PARTITION:  
1/2" CYPRIC EACH SIDE  
2"x4" STUDS @ 16" O/C
6. SECOND FLOOR:  
5/8" TAG PLYWOOD SUBFLOOR  
FLOOR JOISTS AS PER ENGINEERING SPECIFICATIONS  
2"x6" DIMENSIONAL CROSS BRACING @ 7' O/C  
5/8" CEILING CYPRIC
7. FLOOR SLAB ON GRADE:  
5" CONCRETE FLOOR SLAB WIRE MESH  
6 ML POLY VAPOR BARRIER  
R14 STYROFOAM/GRASS INSULATION  
MIN. 5" GRANULAR FILL ON COMPACT GROUND  
GRANULAR FILL COMPACTION MAX. 18 LAYERS
8. EXTERIOR FOUNDATION:  
2 COATS ASPHALT EMULSION  
5/8" DIA. ANCHOR BOLTS @ 4' O/C  
8" CONCRETE FOUNDATION WALL  
2" XPS-10, 24MM O/C. R-14 BATT INSULATION, 1/2" DRY WALL  
20"x40" CONT. CONC. STRIP FOOTINGS ON FIRM UNDISTURBED SOIL
9. INTERIOR FOUNDATION:  
4" FIBERGLASS DRAIN PIPE  
8" CONCRETE FIB  
18"x18" CONCRETE FOOTINGS TO ENG. SPEC.  
2"x6" STUDS @ 16" O/C 5/8" DIA. ANCHOR BOLTS @ 4' O/C  
MIN. 6" DRAIN ROCK  
1/2" DRAIN BOTH SIDES  
2X4 BOTTOM PLATE
10. DRAINAGE:  
4" P.V.C. SLOPE DRAIN PIPE  
OR A/C 1/2" MIN. DRAIN COVER



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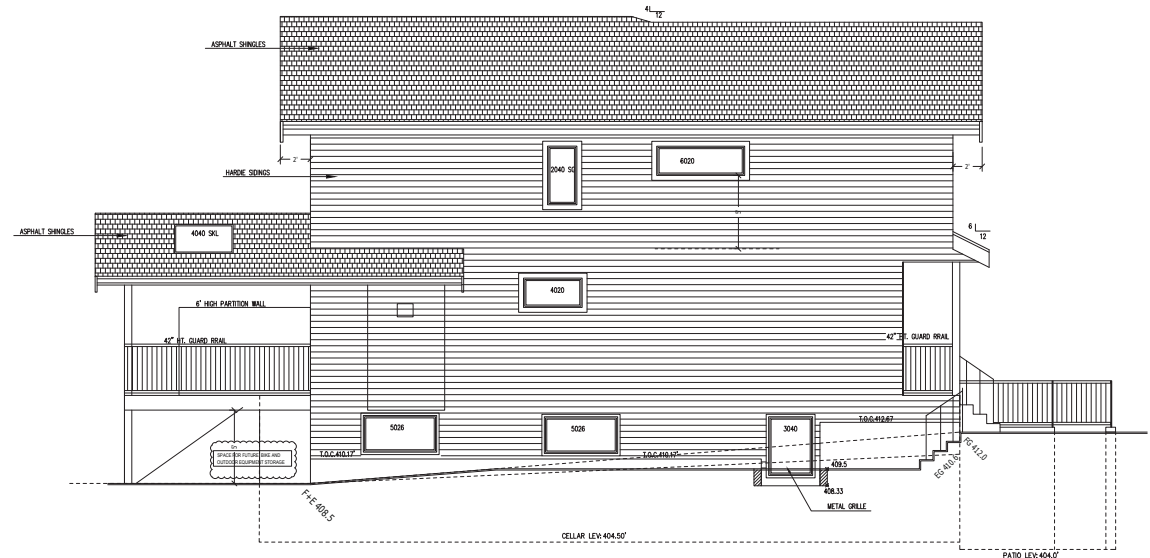
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DRAWING TITLE: UPPER FLOOR PLAN

BUILDER: SUKEY S MEHAT  
PHONE: 604 924 4663

DRAWN BY: DATE:  
AST 14 NOV 2022

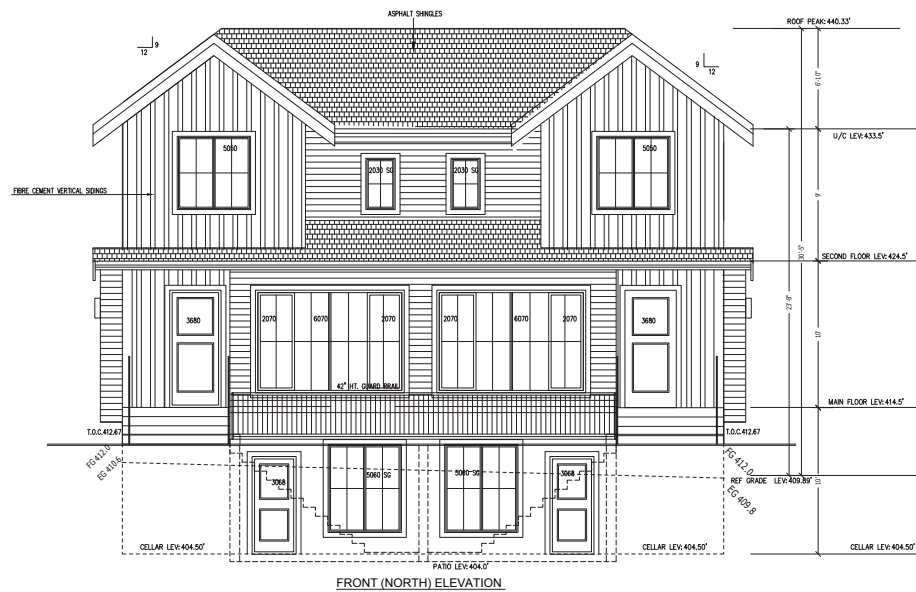
SCALE: 1/4"=1'-0"  
DRAWING NUMBER: A 007



EAST ELEVATION

LIMITING DISTANCE: 5.0'  
 EXPOSED WALL AREA: 972.11 SFT  
 PERMITTED UNPROTECTED OPENINGS: 87.5% = 72.91 SF  
 PROPOSED OPENINGS: 65.0 SF

1/20/21



FRONT (NORTH) ELEVATION



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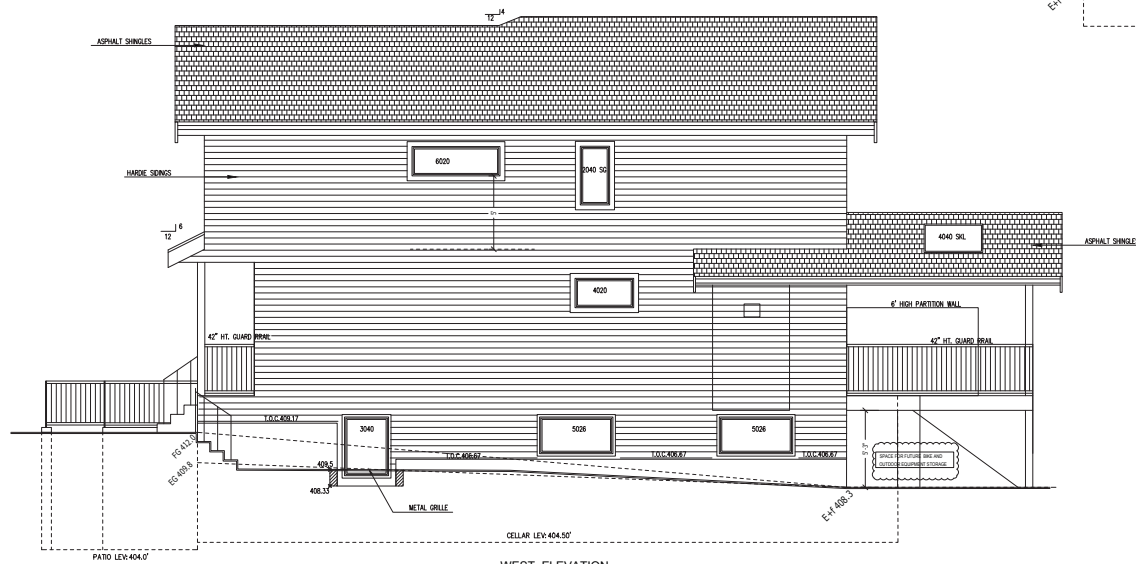
DRAWING TITLE: ELEVATIONS -1

BUILDER: SUKEY S MEHAT  
 PHONE: 604 924 4663

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

DRAWN BY: DATE:  
 ASST 14 NOV 2022  
 DRAWING NUMBER:  
 A 004

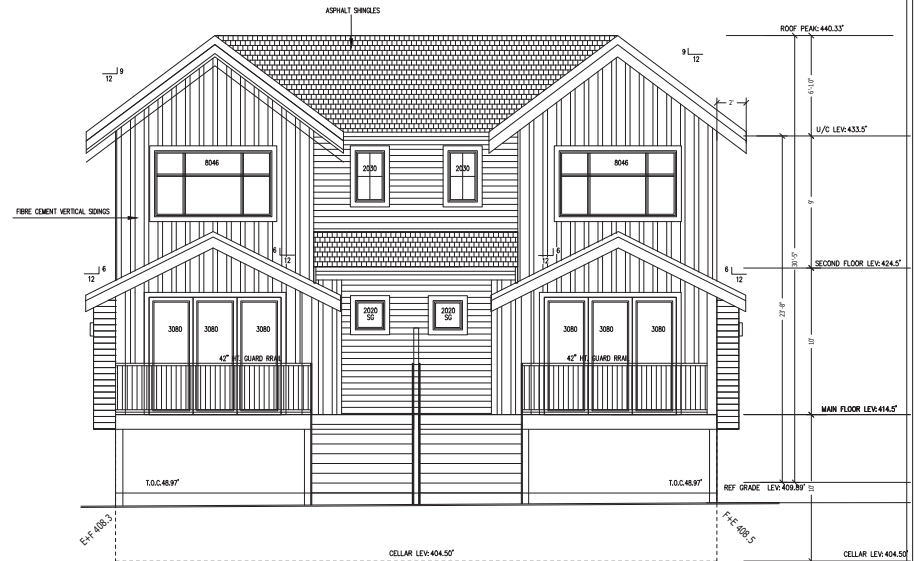




WEST ELEVATION

LIMITING DISTANCE: 5.0'  
EXPOSED WALL AREA: 985.8 SFT  
PERMITTED UNPROTECTED OPENINGS: 77.5 % = 74.23 SF  
PROPOSED OPENINGS: 65.0 SF

ITEM 3.1



REAR (SOUTH) ELEVATION



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DRAWING TITLE: ELEVATIONS-2

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PHONE: 604 924 4663

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

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AST 14 NOV 2022  
DRAWING NUMBER:  
A 005

SCALE: 1/2"=1'-0"

**FLOOR ASSEMBLY AS PER**  
**BCRC 2018**

**TABLE A-9.3.1 B**


**RATED FLOOR SECTION**  
(NTS)

**ASSEMBLY:** FBH  
**FIRE RATING:** 1 HOUR  
**SOUND RATING:** 43 STC  
**IMPACT INSULATION:** 36 IIC

**WALL ASSEMBLY AS PER**  
**BCRC 2018**

TABLE A-6 TO 3.1 A

- 204 STUDS SPACED @ 16" O.C.
- R-14 BATT INSULATION
- INSIDENT METAL CHANNELS ON ONE SIDE SPACED @ 24"
- 1 LAYERS 5/8" TYPE "X" DRY WALL ON EACH SIDE



**RATED WALL SECTION-A**  
(NTS)

ASSEMBLY: W2B  
FIRE RATING: 1 HR  
SOUND RATING: 48 STC

Diagram illustrating the Door Sill Detail, showing the connection between the Balcony or Patio Area and the Living Area. The detail includes the Header, Ceiling, Lower Elevation of Header and Door Track Assembly, Balcony Floor Lvl., Step Over, and Floor Level. Dimensions are provided for the height of the header (900, 327 (3049)) and the step over (900, 327 (3049)). A note indicates the door sill is 100 (2540) mm high.

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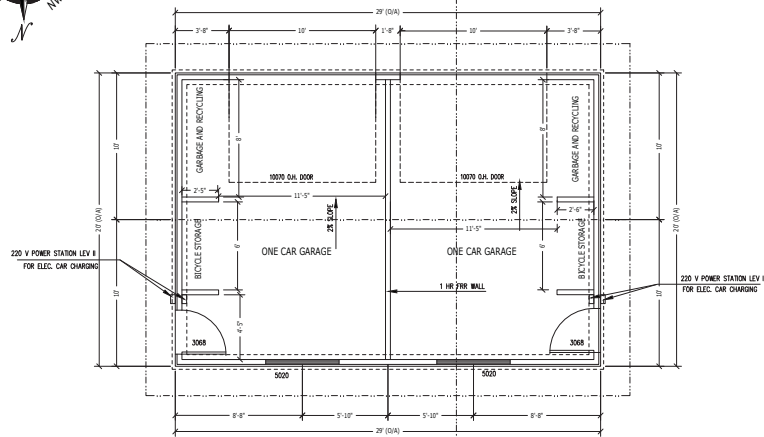
E-mail asit@shaw.ca

H1 SITE ADDRESS: 229 EAST 22ND STREET, NORTH VANCOUVER

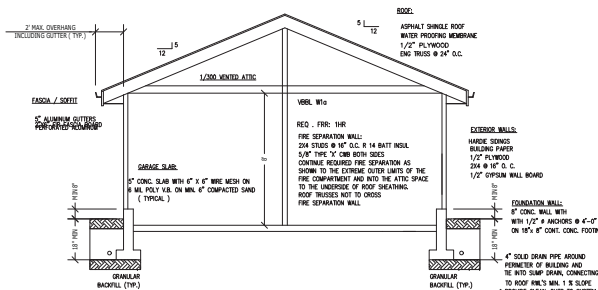
DRAWING TITLE: DETAILS

BUILDER :SUKEY S MEHAT  
PHONE: 604 924 4663

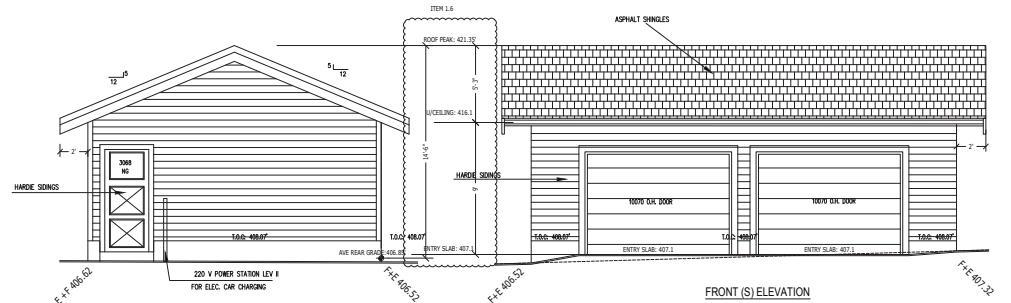
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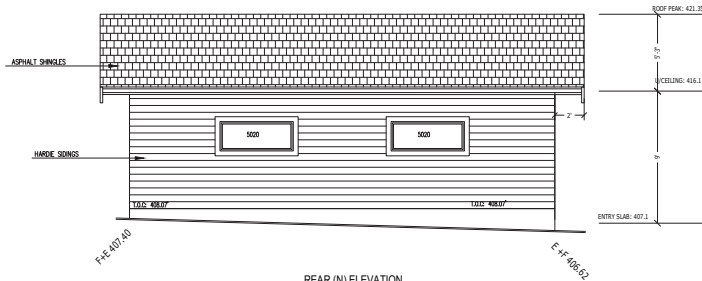
**GARAGE PLAN**  
TOTAL AREA = 580.0 SFT



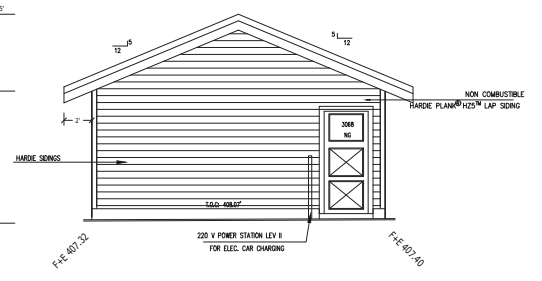
**SECTION 'C-C'**  
1/4\"=1'-0"



**LEFT (W) ELEVATION**  
1/4\"=1'-0"



**REAR (N) ELEVATION**  
1/4\"=1'-0"



**RIGHT (E) ELEVATION**  
1/4\"=1'-0"



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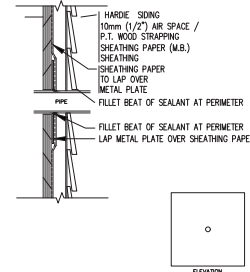
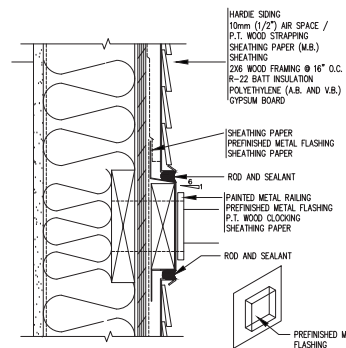
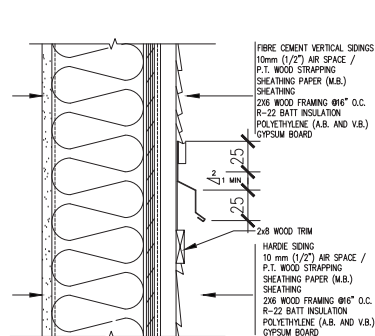
SITE ADDRESS: 229 EAST 22ND STREET, NORTH VANCOUVER

DRAWING TITLE: GARAGE PLAN, SECTION AND ELEVATIONS

BUILDER: SUKEY S MEHAT  
PHONE: 604 924 4663

DRAWN BY: DATE:  
AST 6 SEPT 2022  
SCALE: 1/4\"=1'-0"  
DRAWING NUMBER:  
A 007





## SECTION DETAIL

CLADDING TRANSITION  
SEALED POLYETHYLENE APPROACH

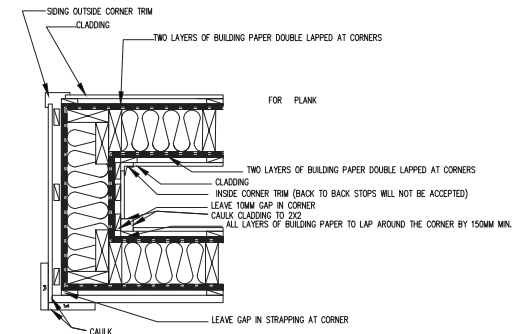
10SPA

RAILING ATTACHMENT  
AT WALL  
SEALED POLYETHYLENE APPROACH

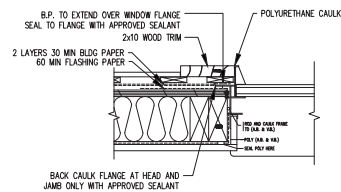
21SPA

PIPES

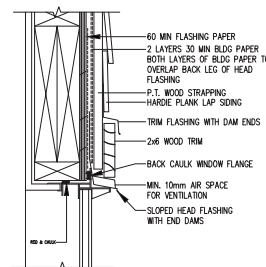
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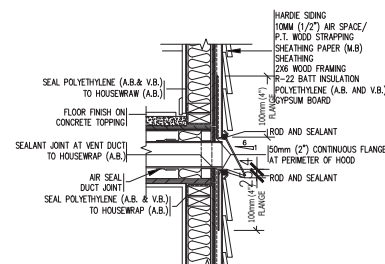
TYPICAL CORNERS  
SCALE: NTS



WINDOW JAMB WITH 2x6 TRIM

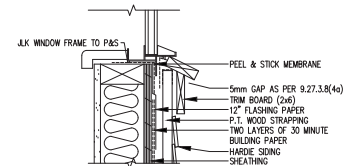


WINDOW HEAD WITH 2x6 TRIM

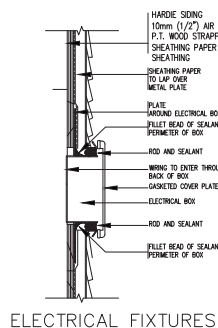


WALL EXHAUST VENT  
SEALED POLYETHYLENE APPROACH

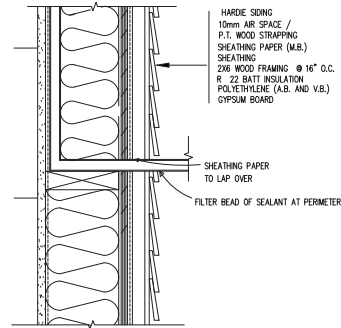
27SPA



WINDOW SILL WITH 2x6 TRIM



ELECTRICAL FIXTURES



HOSE BIB CONNECTION



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DRAWING TITLE: RAINSCREEN DETAILS

BUILDER : SUKEY S MEHAT  
PHONE: 604 924 4663

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

DRAWING NUMBER: A 008

DRAWN BY: DATE:

ASIT 24 JAN 2022



CONTEXT MAP

N.T.S.



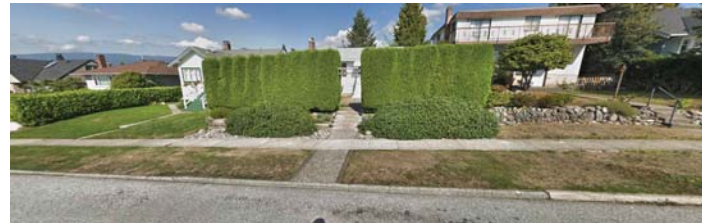
EXISTING ZONING MAP

N.T.S.


229 EAST 22ND STREET



STREETSCAPE ALONG 22ND EAST STREET TOWARDS SOUTH



STREETSCAPE ALONG 22ND EAST STREET TOWARDS NORTH

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		<p>DRAWING TITLE: CONTEXT MAP</p> <p>BUILDER : SUKEY S MEHAT PHONE: 604 924 4663</p>	<p>DRAWN BY: DATE: AST NOV 30, 2021</p> <p>DRAWING NUMBER: A 009</p>



239



233



229



223



219

# EXISTING STREETScape



239



233




223



219


# STREET SCape WITH PROPOSED DUPLEX

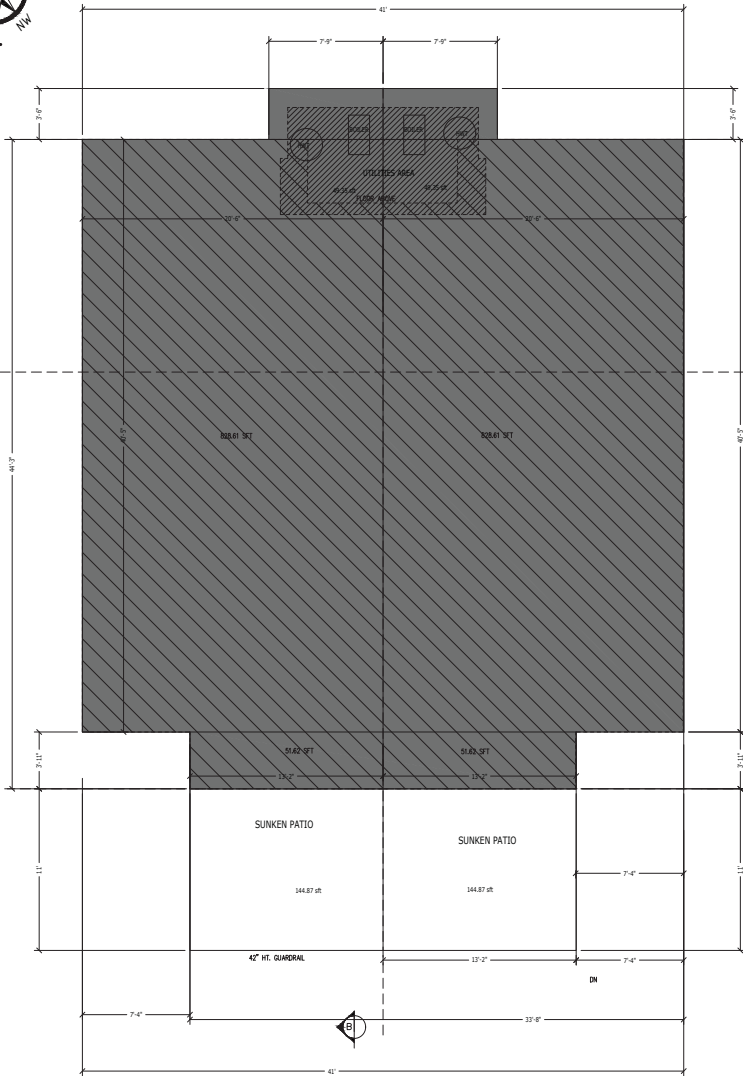
MATERIALS AND COLORS LEGEND (ALL ARE TYPICAL)		
① ROOF-ASPHALT SHINGLE DARK GREY	② FIBRE CEMENT VERTICAL SIDINGS BEN. MOORE CSP-95 SEA SALT	③ FRONT DOOR HIGH QUALITY WOOD FINISH FRONT DOOR BEN. MOORE CSP-135 (BROWN LEATHER SHIDES)
④ 2X6 ON TOP 2X12 FASCIA 2X10 TRIM BOARD PAINTED BEN. MOORE CSP-60 CITY SHADOW	④ 42" HIGH WOOD GUARD RAIL BEN. MOORE CSP-90 (COACHMAN'S CAPE)	
⑤ HARDIE SIDINGS BEN. MOORE CSP-95 SEA SALT	⑦ 2X6 WINDOW TRIM BEN. MOORE CSP-65 (OLD SOUL)	

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		DRAWING TITLE: STREET SCAPE BUILDER :SUKEY S MEHAT PHONE: 604 924 4663	DRAWN BY: DATE: ASIT 6 SEPT 2022 DRAWING NUMBER: A 010

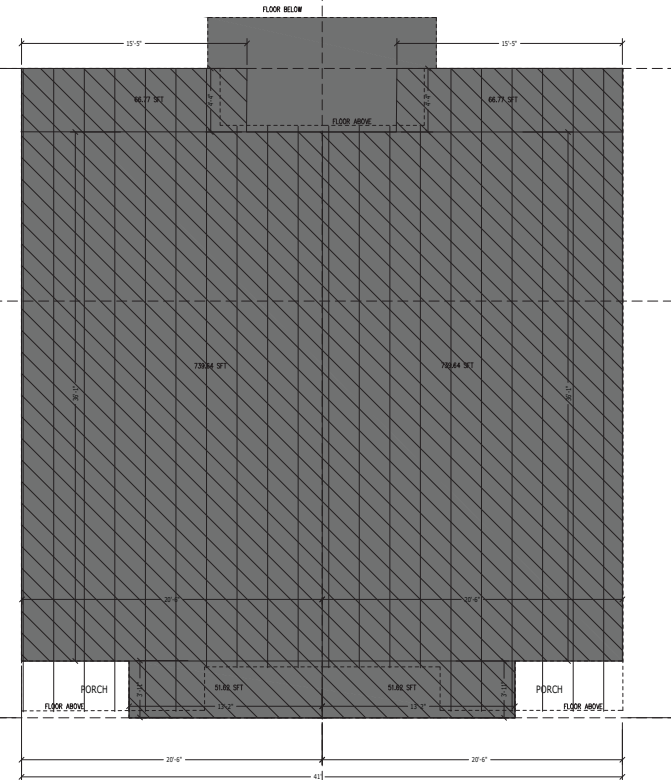
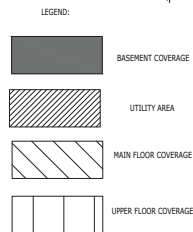





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	BUILDER :SUKEY S MEHAT PHONE: 604 924 4663		SCALE: 1/8"=1'-0" DRAWING NUMBER: A 011	

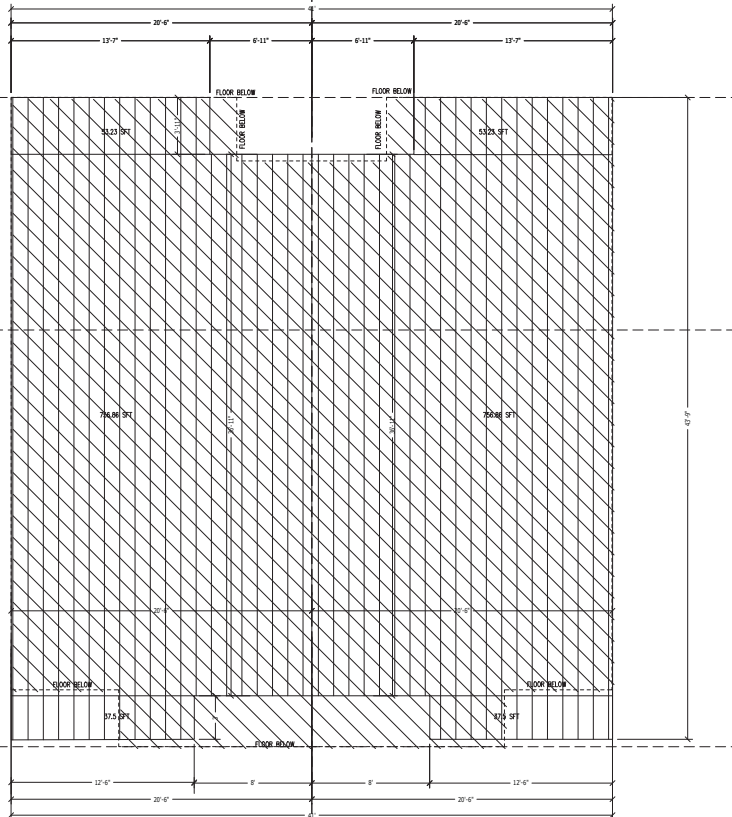


**CELLAR PLAN**  
FOOTPRINT = 1814.71 SFT  
UTILITIES AREA = 98.70 SFT  
TOTAL AREA = 1716.01 SFT

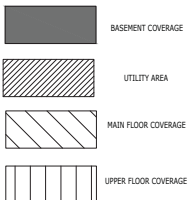


**FIRST FLOOR PLAN**  
TOTAL AREA = 1716.05 SFT

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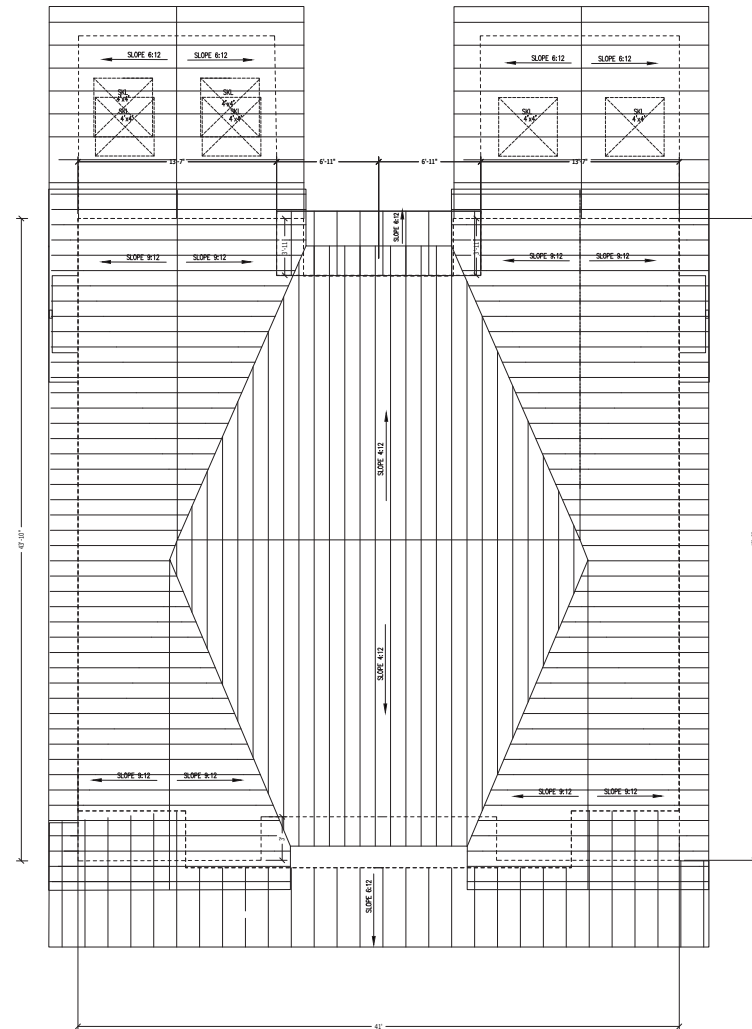


LEGEND:



# UPPER FLOOR PLAN

TOTAL AREA = 1695.18 SFT



# ROOF PLAN

TOTAL AREA = 1694.77 SFT



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604-324-2572  
FAX 604-324-2572  
E-mail cat@shaw.ca

SITE ADDRESS: 229 EAST 22ND STREET, NORTH VANCOUVER

DRAWING TITLE: UPPER FLOOR OVER LAY PLAN AND ROOF PLAN

BUILDER :SUKEY S MEHAT  
PHONE: 604 924 4663

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

DRAWN BY: DATE:  
AST 6 SEPT 2022  
DRAWING NUMBER:  
A 013

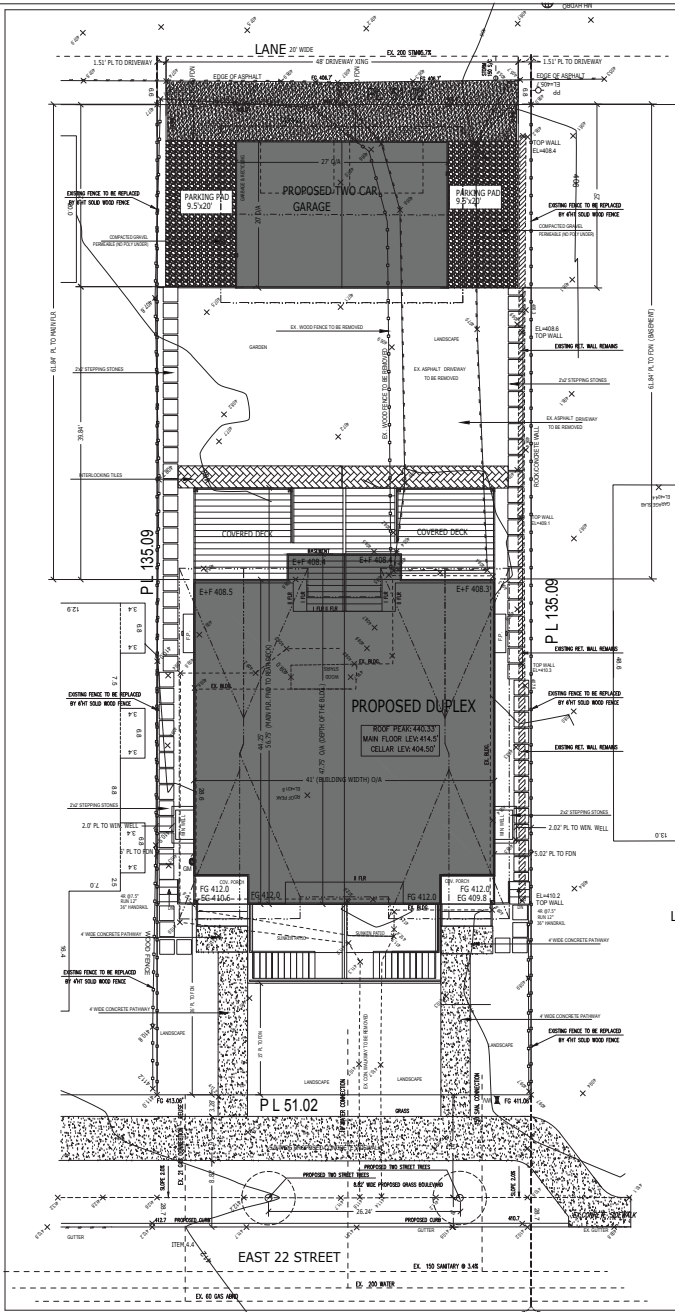
TOPOGRAPHIC SURVEY PLAN OF LOT 32 BLOCK 208 DL 546  
GROUP 1 NWD PLAN 5461


CIVIC ADDRESS: 229 22ND ST EAST, NORTH  
VANCOUVER  
PID: 011-144-939

LOT AREA: 6892 SFT		
	ALLOWED	PROPOSED
GFA (35%+1000 SFT)	3412.2	3411.24
IMPERV. 60%	4135.2	3799.25
LOT COVERAGE (35%)	2412.2	2394.71
GARAGE	591.37	580.0



LOT COVERAGE OVERLAY PLAN



 <p>MAPLE BUILDING DESIGN &amp; CONSULTING (MBDC)</p> <p>THIS DRAWING/DESIGN IS AT ALL TIMES THE EXCLUSIVE PROPERTY OF MBDC. BUILDING DESIGN AND CONSULTING, IT MAY NOT BE USED OR DUPLICATED WITHOUT WRITTEN CONSENT.</p>	6669 MAIN STREET, VANCOUVER, B.C., V6X 3H3		SITE ADDRESS: 229 EAST 22ND STREET, NORTH VANCOUVER				
	Phone/Fax	604-771-6650	DRAWING TITLE: LOT COVERAGE OVERLAY PLAN			DRAWN BY: AST	DATE: 8 SEPT 2022
	FAX	604-324-2572					
	E-mail	604-324-2572 os@mbdc.ca	BUILDER: SUKEY S MEHAT			SCALE: AS NOTED	DRAWING NUMBER: A 014
		PHONE: 604 924 4663					



CIVIC ADDRESS: 229 22ND ST EAST, NORTH VANCOUVER

PLANT LIST				
NUMBER	SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
10	hb	1.5-1.8m	Nandina domestica	Heavenly Bamboo
38	bs	#2 POT	Blechnum spicant	Deer Fern
20	vi	1.2m B & B	Thuja occidentalis	Smaragd Hdring Cedar
19	aj	#1 pot	Astilbe Japonica	Astilbe
4	vd	#3 POT	Viburnum Davidi	David's Viburnum
6	AC	#2 POT	Acer circinatum	Vine Maple

#### LIGHTING LEGEND

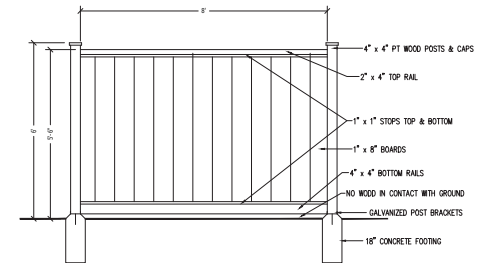
- LOW VOLTAGE GROUND MOUNTED LANDSCAPE LIGHTING
- WALL MOUNTED LOW VOLTAGE LIGHTING FIXTURE



LANDSCAPE PLAN  
1/8" = 1'-0"

- NOTES:
- "1.5m x 0.5m" CONTINUOUS SOIL TRENCH TO ACCOMMODATE "FLUP" AND GROWING MEDIUM
  - "ALL SOIL TO BE CHAPER BEETLE RESISTANT OR SEEDING USING A CHAPER BEETLE RESISTANT MIX (6% AT LEAST 10% TALL TURF TYPE FESCUE AND AT LEAST 4% WOOD CLOVER BY WEIGHT)
  - "INSTALL 30" WIDE DEEP ROOT BARRIER ALONG FULL LENGTH OF FRONT OF PROPOSED SIDEWALK
  - "PROVIDE A MINIMUM OF 15 CUBIC METERS OF SOIL PER TREE
  - "10" DIA CALIPER WITH 10" STAGNARD
  - "90" ON CENTRE SOAKING CENTRE ON LOT FRONTAGE AND OVER WIDTH OF GRASS BOULEVARD
  - "TALL TREE SPECIES TO BE CHOSEN (40M OR TALLER)

- NOTES:
- "ONV ARBORIST TO INSTALL 2 STREET TREES
  - "1" DIA CALIPER WITH 2M STANDARD
  - "90" ON CENTRE SOAKING CENTRE ON LOT FRONTAGE AND OVER WITH THE GRASS BOULEVARD
  - "TALL TREE SPECIES TO BE CHOSEN (40M OR TALLER)



FENCE DETAIL  
1/2" = 1'-0"



MAPLE BUILDING DESIGN  
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SITE ADDRESS: 229 EAST 22ND STREET, NORTH VANCOUVER

DRAWING TITLE: LANDSCAPE PLAN

BUILDER : SUKEY S MEHAT  
PHONE: 604 924 4663

DRAWN BY: ASIT

SCALE: AS NOTED

DATE: 6 SEPT 2022

DRAWING NUMBER: A 015



MBD MAPLE BUILDING DESIGN INC.  
Design, Drafting and Consulting

## Meeting Minutes of Virtual Developer Information Session Rezoning Application from RS -1 to RT-1 for 229 East 22<sup>nd</sup> Street

**Applicants:** Bharati Shrestha, Asit Biswas

**Meeting Information:**

**Date and Time of Virtual DIS:** July 2, 2022, 6PM -8PM

**Total no of Attendees:** 8

**Description of virtual DIS format:** The Applicant (design team) conducted the virtual DIS using the video conferencing platform “Webex,” connecting all interested attendees. Besides the design team, in attendance were the Planner from the City of North Vancouver, the developer and three residents from the neighbourhood in question.

The project proposal, presented in PDF format, included the site plan, context plan, elevation of proposed duplex and streetscape. After the meeting had concluded, a comment form was sent to all to collect remarks and suggestions regarding the proposed rezoning application.

**Summary of Key Concerns:**

1. The excavation of the basement in the proposed site may be unsafe.
2. The height of the fence and the grade at the front of the neighboring lot, 233 East 22<sup>nd</sup> Street, is higher than those of the proposed site. This has resulted in an obstruction in vision from the neighbouring lot to the walkway towards the east.
3. Following #2, the existing retaining walls on both sides of the property line of 233 East 22<sup>nd</sup> Street were discussed.

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**Summary of proposal to resolve:**

1. A low-fence wall was proposed in order to increase visibility on the neighboring lot.
2. The front yard grade of the proposed site will be raised to match the neighbouring lot.
3. As this is only the rezoning application, detail design is of later concern.

**Messages from Comment Form:**

The following are direct quotes received from the comment form.

1. Overall design looks good and in the context with the surrounding neighbourhood.
2. No objection to the Rezoning
3. Open for communication
4. Upgrade the lot by adding more hard and soft landscape
5. Support the project proposal
6. Use LEC or air source heat pump
7. Use low carbon cement
8. Solar Installation on roof
9. Provide Electric vehicle charging outlets

**Conclusion:**

All attendees were respectful, participatory, and welcome to criticism throughout the entire session. Everyone supported the rezoning of the proposed site, but each individual had varying opinions of the design of supporting structures (e.g., retaining wall, fence, grade, heating system, low carbon cement).

All recommendations made will be considered during the structural design phase of the project.

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

**BYLAW NO. 8956**

**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, 2023, No. 8956**” (Bharati Shrestha / Maple Building Design, 229 East 22<sup>nd</sup> Street, RT-1).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lands currently having a civic address of 229 East 22<sup>nd</sup> Street and legally described below as henceforth being transferred, added to and forming part of RT-1 (Two-Unit Residential 1 Zone):

PID: 011-144-939	LOT 32 BLOCK 208 DISTRICT LOT 546 PLAN 5481
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from zone RS-1 (One-Unit Residential 1 Zone).

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER