



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, NOVEMBER 18, 2024 AT 6:00 PM

Watch Livestream at cnv.org/LiveStreaming
View complete Agenda Package at cnv.org/CouncilMeetings

The City of North Vancouver respectfully acknowledges that this Council meeting is held on the traditional and unceded territories of the Skw̓xw̓7mesh (Squamish) and sə́ilwətaʔ (Tseil-Waututh) Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 18, 2024

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 4, 2024

PUBLIC INPUT PERIOD

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

CORRESPONDENCE

- *3. Board in Brief – Metro Vancouver Regional District, November 1, 2024

PRESENTATIONS

- A. Library Strategic Plan Update – Chief Librarian and Library Chair
- B. Parks and Public Space Comprehensive Plan: Project Approach – Deputy Director, Parks and Public Spaces, and Section Manager, Environment and Park Planning

REPORT

4. Parks and Public Space Comprehensive Plan: Project Approach

PRESENTATION

- C. Mobility Network: Next Steps – Manager, Public Realm Infrastructure

REPORTS

5. Mobility Network: Next Steps
6. 2025 Schedule of Regular and Workshop Council Meetings

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES

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, November 18, 2024

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 4, 2024

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 may only speak on the same matter once in a 3-month period.

Speakers during the Public Input Period are permitted to join the meeting in person in the Council Chamber or electronically via Webex. There are 2 ways to sign up to speak during the Public Input Period.

- 1) **IN PERSON:** Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:50pm on the day of the Council meeting.
- 2) **ELECTRONICALLY VIA WEBEX:** Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4234. These pre-registrants will receive instructions by email or phone on the afternoon before the Council meeting.

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

The Public Input Period provides an opportunity for comment only and places the speaker’s concern on record, without the expectation of a response from Council. Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2), including Zoning Bylaws for which a Public Hearing will not be held or is prohibited under section 464 of the *Local Government Act*.

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting or to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda, as an opportunity for public input is provided when the particular item comes forward for discussion.

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

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *3. Board in Brief, Metro Vancouver Regional District, November 1, 2024
– File: 01-0400-60-0006/2024

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated November 1, 2024, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

END OF CONSENT AGENDA

PRESENTATIONS

- A. Library Strategic Plan Update – Chief Librarian and Library Chair
- B. Parks and Public Space Comprehensive Plan: Project Approach – Deputy Director, Parks and Public Spaces, and Section Manager, Environment and Park Planning

Item 4 refers.

REPORT

4. Parks and Public Space Comprehensive Plan: Project Approach
– File: 12-6120-02-0001/1

Report: Deputy Director, Parks and Public Spaces, October 30, 2024

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Parks and Public Spaces, dated October 30, 2024, entitled “Parks and Public Space Comprehensive Plan: Project Approach”:

THAT the report and presentation be received for information;

AND THAT staff report back to Council with future updates on the development of the Parks and Public Space Comprehensive Plan.

PRESENTATION

- C. Mobility Network: Next Steps – Manager, Public Realm Infrastructure

Item 5 refers.

REPORTS

5. Mobility Network: Next Steps – File: 16-8480-07-0001/1

Report: Manager, Public Realm Infrastructure, October 28, 2024

RECOMMENDATION:

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated October 28, 2024, entitled “Mobility Network: Next Steps”:

THAT staff be directed to proceed with design and community engagement of the first phase of the Midtown Connector;

AND THAT staff be directed to schedule a Council workshop on the next steps.

6. 2025 Schedule of Regular and Workshop Council Meetings
– File: 01-0550-01-0001/2024

Report: Acting Corporate Officer, November 6, 2024

RECOMMENDATION:

PURSUANT to the report of the Acting Corporate Officer, dated November 6, 2024, entitled “2025 Schedule of Regular and Workshop Council Meetings”:

THAT the 2025 Schedule of Regular and Workshop Council Meetings be endorsed.

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

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information], 90(1)(g) [legal matter], 90(1)(i) [legal advice] and 90(1)(k) [contract negotiations/proposed service], and where required, Council considers that discussion of the matters could reasonably be expected to harm the interests of the City if they were held in public.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, NOVEMBER 4, 2024**

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

L. McCarthy, CAO
B. Pearce, Deputy CAO
P. DeJong, Acting Corporate Officer
J. Peters, Manager, Legislative and Election Services
L. Sawrenko, Chief Financial Officer
H. Granger, City Solicitor
K. Magnusson, Director, Engineering, Parks and Environment
D. Hutch, Deputy Director, Parks and Public Spaces
M. Kwaterska, Manager, The Shipyards and Waterfront
S. Galloway, Director, Planning and Development
J. Greig, Manager, Planning (Development Planning)
M. Chan, Director, Real Estate, Facilities and Economic Development
A. Gibbs, Sr. Manager, Communications and Engagement
L. Barton, Manager, Communications
H. van Gelderen, Legislative Services Advisor
S. Larisch, Administrative Coordinator

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

APPROVAL OF AGENDA

Moved by Councillor McIlroy, seconded by Councillor Girard

1. Regular Council Meeting Agenda, November 4, 2024

CARRIED UNANIMOUSLY

R2024-11-04/1

PROCLAMATIONS

Mayor Buchanan declared the following proclamations:

Veterans' Week – November 5 to 11, 2024

Indigenous Veterans' Day – November 8, 2024

Mayor Buchanan presented framed proclamations to the Colour Party of the Royal Canadian Legion Branch 118; to Celina Dorame, Veteran, səílłwətał (Tsleil-Waututh) Nation; and to Councillor Sempúlyan Stewart Gonzales, Sk̓wx̓wú7mesh (Squamish) Nation.

ADOPTION OF MINUTES

Moved by Councillor Shahriari, seconded by Councillor Girard

2. Regular Council Meeting Minutes, October 21, 2024

CARRIED UNANIMOUSLY

R2024-11-04/2

PUBLIC INPUT PERIOD

- Jonathan Cross, North Vancouver, spoke regarding residential suites and the costs of meeting building codes and abiding by the bylaws for these suites to be legal suites.
- Harry Brownlow, North Vancouver, spoke in favour of Item 9 – Living Donor Circle of Excellence.
- Dr. John Gill, Vancouver, spoke in favour of Item 9 – Living Donor Circle of Excellence.
- Megan Owen-Evans, Neptune Terminals, North Vancouver, spoke in favour of Item 9 – Living Donor Circle of Excellence.

CONSENT AGENDA

Moved by Councillor McIlroy, seconded by Councillor Girard

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

3. “North Vancouver Museum and Archives Commission Agreement Bylaw, 1995, No. 6719, Amendment Bylaw, 2024, No. 9063” (Deaccession)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “North Vancouver Museum and Archives Commission Agreement Bylaw, 1995, No. 6719, Amendment Bylaw, 2024, No. 9063” (Deaccession) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-11-04/3

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9071” (Vernacular Studio Inc., 1553 Sutherland Avenue, RS-2)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9071” (Vernacular Studio Inc., 1553 Sutherland Avenue, RS-2) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-11-04/4

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9076” (Vernacular Studio Inc., 540 West 21st Street, RS-2)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9076” (Vernacular Studio Inc., 540 West 21st Street, RS-2) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-11-04/5

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9078” (Robert Blaney Design Inc., 332 East 24th Street, RS-2)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9078” (Robert Blaney Design Inc., 332 East 24th Street, RS-2) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-11-04/6

END OF CONSENT AGENDA

PUBLIC HEARING – Money Services Business

Moved by Councillor Valente, seconded by Councillor Shahriari

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9084” (Money Services Business).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:18 pm and reconvened at 7:19 pm.

BYLAW – THIRD READING

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9084” (Money Services Business)

Moved by Councillor Bell, seconded by Councillor Shahriari

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9084” (Money Services Business) be given third reading.

Mayor Buchanan declared a recess at 7:33 pm and reconvened the meeting at 7:43 pm.

Moved by Councillor Girard, seconded by Mayor Buchanan

THAT the motion be deferred until such time as staff can report back to Council with potential zoning bylaw amendments based on work done for the Lonsdale Great Streets Project and the recommendations of the economic consultant engaged for the project, as well as engagement received from commercial property owners during this project.

DEFEATED

Councillor Back, Councillor Bell, Councillor Shahriari and Councillor Valente are recorded as voting in opposition to the deferral motion.

Main motion, **CARRIED**
R2024-11-04/7

Mayor Buchanan, Councillor Girard and Councillor McIlroy are recorded as voting in opposition to the main motion.

BYLAW – ADOPTION

8. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9084” (Money Services Business)

Moved by Councillor Bell, seconded by Councillor Shahriari

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 9084” (Money Services Business) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CARRIED
R2024-11-04/8

Mayor Buchanan, Councillor Girard and Councillor McIlroy are recorded as voting in opposition to the motion.

PRESENTATION

2024 Summer Programming Season Highlights – Manager, The Shipyards and Waterfront

The Manager, The Shipyards and Waterfront, and the Deputy Director, Parks and Public Spaces, provided a PowerPoint presentation regarding the “2024 Summer Programming Season Highlights” and responded to questions from Council.

NOTICE OF MOTION

9. Living Donor Circle of Excellence – File: 07-2630-01-0001/2024

Submitted by Councillor Valente

Moved by Councillor Valente, seconded by Councillor Back

WHEREAS an increasing number of Canadians have incurable kidney disease, treated in part via dialysis, or by deceased donor or living donor kidney transplant;

WHEREAS patients with kidneys from living donors generally have better life expectancy, quality of life and transplant outcomes than patients with kidneys transplanted from deceased donors, and far better outcomes than continued dependency on expensive dialysis treatments;

WHEREAS among the nearly 50,000 Canadians dependent on dialysis for survival, there were only 511 living donor kidney transplants in Canada in 2023, due in part to potential living kidney donors facing financial barriers, like lost wages while recovering from surgery;

AND WHEREAS The Living Donor Circle of Excellence is a program that recognizes organizations that have policies to provide lost wage support to living donors, highlighting the lifesaving and family stabilizing benefits of living organ donation;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver become a member of the Living Donor Circle of Excellence by implementing a policy to provide wage support to employees wishing to become living donors.

CARRIED UNANIMOUSLY

R2024-11-04/9

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(k) [contract negotiations/proposed service], 90(1)(n) [consideration to close meeting] and 90(2)(b) [intergovernmental relations], and where required, Council considers that discussion of the matters could reasonably be expected to harm the interests of the City if they were held in public.

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 8:45 pm and reconvened at 10:36 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

It was resolved in the Closed session that the meeting continue past 10:30 pm.

Moved by Councillor Valente, seconded by Councillor Shahriari

THAT the following items from the Committee of the Whole (Closed Session), of November 4, 2024, be ratified:

10. Land Matter / Contract Negotiations/Proposed Service – File: 12-6120-05-0002/1

Report: Section Manager, Environment and Park Planning, October 15, 2024

PURSUANT to the report of the Section Manager, Environment and Park Planning, dated October 15, 2024, regarding a land matter and contract negotiations/proposed service:

THAT the wording of the resolution and the report of the Section Manager, Environment and Park Planning, dated October 15, 2024, remain in the Closed session.

R2024-11-04/10

11. Contract Negotiations/Proposed Service / Consideration to Close Meeting / Intergovernmental Relations – File: 09-3710-20-0001/1

Report: Director, Planning and Development, October 22, 2024

PURSUANT to the report of the Director, Planning and Development, dated October 22, 2024, regarding contract negotiations/proposed service, consideration to close meeting and intergovernmental relations:

THAT the wording of the resolution and the report of the Director, Planning and Development, dated October 22, 2024, remain in the Closed session.

R2024-11-04/11

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Back, seconded by Councillor Shahriari

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 10:37 pm.

“Certified Correct by the Acting Corporate Officer”

ACTING CORPORATE OFFICER

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Reviewed by CAO



For Metro Vancouver meetings on Friday, November 1, 2024

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

Metro Vancouver Regional District

E1.1 Public Education about Residential Indoor Wood Burning Requirements

RECEIVED

Wood smoke from residential indoor wood burning is the most significant source of emissions of fine particulate matter (PM2.5) in the region, contributing more than a quarter of the total annual regional PM2.5 emissions, and is the second top source of toxic air pollutants. The *Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020* (Bylaw 1303) is designed to reduce emissions of, and exposure to, PM2.5 and its known health impacts by promoting the use of cleaner wood-burning practices and technologies.

A recent survey indicated that most Metro Vancouver residents are unaware of the requirements of Bylaw 1303. To build greater awareness of the requirements of Bylaw 1303, a public education campaign is scheduled for October through December 2024. It will help residential indoor wood burning appliance owners and users understand the actions they need to take to continue using their wood burning stoves and fireplaces after the final phase of Bylaw 1303 comes into effect in September 2025.

The Board received the report for information.

E1.2 Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects – Update

RECEIVED

Metro Vancouver, through staff, routinely participates in provincial and federal environmental assessment processes on projects that may impact Metro Vancouver’s plans, assets, infrastructure, and legislated responsibilities. Staff also provide updates to Metro Vancouver Standing Committees and Boards at key process milestones, as this report does for the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects.

In July 2024, the Tilbury Marine Jetty Project, comprising new liquefied natural gas (LNG) berthing and loading facilities on Tilbury Island in the Fraser River in Delta, received its final environmental assessment approval from the federal government. This project had already received provincial approval in March 2024, so can now proceed subject to the conditions set out in both approvals, which include requirements to develop air quality and greenhouse gas management plans in consultation with Metro Vancouver.

FortisBC’s Tilbury Phase 2 LNG Expansion Project, which entails adding more storage and vaporization capabilities to an existing facility on Tilbury Island, is going through a provincial environmental assessment process with federal involvement that if successful would grant it approvals from both levels of government. The Project is still in the application development and review phase of the assessment process, and FortisBC expects to submit an application for review in fall 2024, which will be reviewed by the BC Environmental Assessment Office and process participants, including Metro Vancouver.

The Board received the report for information.

E2.1 Walkability Index Update**RECEIVED**

The Neighbourhood Built Environment and Walkability Surface analysis, including the Walkability Index, have been updated based on 2021 data. The Walkability Index supports the comparison of data from previous analyses from 2006, 2011, and 2016. This analysis enables Metro Vancouver and its members to better understand how the built environment and walkability currently varies across municipalities and neighbourhoods and how it is changing over time. This resource also supports land use and transportation decision-making. Greater walkability is associated with improved traffic flow, reduced air pollution and greenhouse gas emissions, improved physical and mental health outcomes, and greater community wellbeing. Monitoring walkability in the region supports *Metro 2050* goals and policies, specifically the federation's collective goals regarding the development of resilient, healthy, connected and complete communities.

The key findings of the 2021 Walkability Index are:

- The most walkable areas in the region are aligned with Metro Vancouver's Urban Centres and Frequent Transit Development Areas (FTDAs), as set out in *Metro 2050*.
- Greater walkability is attributed mostly to increased net residential density and/or land use mix in Vancouver, Burnaby, New Westminster, the North Shore, western parts of Coquitlam, and northwestern parts of Surrey. In other areas, greater walkability is associated with increased intersection and/or net residential density.
- Walkability improved across the majority of Metro Vancouver from 2016 to 2021 – with more pronounced improvements in Urban Centres and FTDAs.

The Board received the report for information and directed staff to share the findings and report with member jurisdictions, and to offer a staff presentation to Council upon request.

E2.2 Regional Context Statements – Submission Timelines

RECEIVED

Metro 2050 was adopted by the MVRD Board on February 24, 2023. The Local Government Act stipulates that member jurisdictions must prepare and submit a regional context statement within two years of the adoption of a regional growth strategy showing the relationship between their official community plan (OCP) and the regional growth strategy. Therefore, regional context statements are due by February 24, 2025. The MVRD Board considers acceptance of regional context statements, and these are one of the most important links connecting local and regional planning.

In November 2023, the Province passed several pieces of housing legislation with deadlines by which local governments are required to amend zoning bylaws, official community plans, and prepare housing needs reports. Member jurisdictions have indicated that they have had to adjust work plans and staff resources to comply with these provincial deadlines. The provincial deadlines do not align with the upcoming deadline for regional context statement submissions, as much of the work required for the provincial housing legislation will be needed to inform the development of regional context statements.

Recognizing the pressures faced by member jurisdictions, and the aim to receive regional context statements that are based on updated OCPs with policies that demonstrate alignment with *Metro 2050*, Metro Vancouver understands that member jurisdictions may choose to submit their regional context statement for consideration by the Metro Vancouver Board in late 2025.

The Board received the report for information.

E3.1 Metro Vancouver External Agency Activities Status Report – October 2024

RECEIVED

This report provided updates from representatives to the following Metro Vancouver external agencies:

- a) Delta Heritage Airpark Management Committee;
- b) Fraser Basin Council;
- c) Fraser Basin Council, Lower Mainland Flood Management Strategy Leadership Committee
- d) Fraser Valley Regional Library Board;
- e) Lower Mainland Local Government Association;
- f) Metro Vancouver Regional Parks Foundation;
- g) Municipal Finance Authority of BC;
- h) National Zero Waste Council;
- i) Ocean Watch Action Committee;
- j) ąícąý (Katzie First Nation) Treaty Negotiation Table
- k) Sasamat Volunteer Fire Department Board of Trustees;
- l) Solid Waste and Recycling Industry Advisory Committee;
- m) Solid Waste Management Plan Public/Technical Advisory Committee;
- n) Union of BC Municipalities;
- o) UBCM Indigenous Relations Committee
- p) Western Transportation Advisory Council (WESTAC); and
- q) Zero Emissions Innovation Centre (ZEIC);.

The Board received the report for information.

G1.1 Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue)**APPROVED**

The City of Surrey requested a Type 3 *Metro 2050* amendment for a 0.67 hectare parcel located at the southeast corner of 152 Street and 64 Avenue. The proposed amendment would extend the Urban Containment Boundary to include this parcel and amend its regional land use designation from Agricultural to Industrial to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility. The proposed amendment had been assessed in relation to applicable Metro 2050 goals and policies. Staff recommended that, on balance, the proposed amendment is supportable.

The proposed amendment:

- reflects the fact that the subject property has been used for industrial purposes for many years and is not a viable site for agricultural uses; the parcel has been excluded from the Agricultural Land Reserve;
- would add 0.67 hectares of Industrial land to the region, making a contribution to the regional industrial land stock;
- could lead to pressure to expand urban uses onto nearby agricultural lands; and
- would result in higher trip generation, particularly for passenger vehicles. The site is served by several bus routes, although these services do not meet the criteria for the Frequent Transit Network.

The requested *Metro 2050* Type 3 amendment required adoption through an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the MVRD Board. An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Surrey prior to final adoption of the amendment bylaw. The amended RCS also needs to be approved by the MVRD Board.

The Board initiated the *Metro 2050* amendment process for this request, gave three readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024*, and directed staff to notify affected local governments as required by *Metro 2050*.

G2.1 MVRD Temporary Borrowing Bylaw No. 1397, 2024

ADOPTED

MVHC is seeking to borrow through MVRD an amount up to \$70 million over the next five years, to fund required building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes as contained in the endorsed budget and five-year financial plan.

Pursuant to Section 179 of the *Community Charter*, MVRD may lend to the MVHC. *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024* (“Bylaw No. 1381”) was adopted by the MVRD Board on July 26, 2024, allowing long-term borrowing by MVRD on behalf of MVHC from the Municipal Finance Authority. However, an additional bylaw is required to authorize MVRD to borrow from MFA on a temporary basis on behalf of MVHC, which will provide flexibility for cash management and allow the same borrowing methods used by municipalities. Adoption of the “*Metro Vancouver Regional District Temporary Loan Authorization Bylaw No. 1397, 2024*” will provide the authority for MVRD to temporary borrow from MFA on behalf of MVHC.

The Board gave consent to the temporary borrowing and adopted *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1397, 2024*, which will be forwarded to the Municipal Finance Authority of British Columbia as approval for anticipated temporary borrowing applications.

G3.1 MVRD 2025 Budget and 2025 - 2029 Financial Plan and Five Year Bylaw 1401

ADOPTED

The 2025 Budget and the 2025 - 2029 Metro Vancouver Financial Plan were prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops in the Spring and on October 16, 2024. The 2025 Budget came under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, which resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

For all Metro Vancouver Regional District Services, the combined 2025 operating budget is \$152.2 million with a capital cash flow of \$44.4 million for Regional Parks.

In addition, a request was brought forward to authorize the application of 2025 reserve funds, which requires the approval of the MVRD Board pursuant to the Board’s *Operating, Discretionary, and Statutory Reserves Policy*.

The Board approved the 2025 Annual Budget, endorsed the 2025-2029 Financial Plan, approved the 2025 Reserve Applications, and adopted *Metro Vancouver Regional District 2025 to 2029 Financial Plan Bylaw No. 1401, 2024*.

G3.2 MVRD Electoral Area A Zoning Amendment Bylaw 1399, 2024

APPROVED

This report brings before the MVRD Board the *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024* at the conclusion of a public hearing not held process. Bylaw 1399, 2024 brings the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* into alignment with the current provincial housing policy guidance. The report recommended that the Board give Bylaw 1399, 2024 three readings and direct staff to forward it to the Ministry of Transportation and Infrastructure for approval.

The Board gave three readings to *Metro Vancouver Regional District Electoral Area A Zoning Amendment Bylaw No. 1399, 2024* and directed staff to seek approval from the Ministry of Transportation and Infrastructure.

G3.3 Regional Growth Strategy Amendment Bylaw No. 1392, 2024 – City of Surrey (7880 128 St)

ADOPTED

In July 2024, the MVRD Board initiated a Type 3 amendment to *Metro 2050*, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*. The amending bylaw would redesignate 7880 128 Street from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and other regional agencies of the proposed amendment to provide an opportunity for comment. Nine responses were received, and a summary of the responses are provided below. Six of the nine responses indicate either support or no objection to the proposed amendment; however two member jurisdictions and the Port recommend against the amendment.

The Board received the comments from affected local governments and agencies, adopted *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024*, and accepted the corresponding amended Regional Context Statement from the City of Surrey.

H1 Notice of Motion

The following Notice of Motion was submitted by Director Buchanan and Director Muri at the September 27, 2024 MVRD meeting:

Whereas the proposed 2025-2029 Metro Vancouver Financial Plan currently projects an 11% increase for 2025 and;

Whereas residents and businesses are facing significant affordability challenges;

Therefore be it resolved that the Metro Vancouver Board of Directors direct staff to:

- a) Revise the 2025 Budget to target a maximum 5-7% increase over 2024 levels.
- b) Implement zero-based budgeting for all departments for the 2026 budget cycle.
- c) Identify potential reductions for each department.
- d) Report back to the board with a revised Financial Plan reflecting these directives at the October 23rd Board Budget and Strategy Session for inclusion in the 2025 budget.

The Board considered the motion and directed staff to identify potential reductions for each department.

I 1 Committee Information Items and Delegation Summaries

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

Climate Action Committee – October 3, 2024

Information Items:

E2 2025 - 2029 Financial Plan – Air Quality and Climate Action

At its October 3, 2024 meeting, the Climate Action Committee considered the report dated September 26, 2024, titled “2025 - 2029 Financial Plan – Air Quality and Climate Action”.

After discussing the 2025-2029 Financial Plan and forwarding it to the Board for consideration, the Committee subsequently passed the following recommendation:

That the Climate Action Committee recommend having the Board participate in a facilitated workshop in Q1 2025 on Metro Vancouver's Climate 2050 strategy in order to inform future policy work and the 2026 budget.

This recommendation was presented to the Board for information.

E3 Addressing Air Contaminant Emissions from Medium and Heavy Trucks

Medium and heavy trucks emit 10 per cent of diesel particulate matter emissions and 12 per cent of nitrogen oxides emissions in the region, according to Metro Vancouver’s emissions inventory. Diesel particulate matter and nitrogen dioxide (the primary component of nitrogen oxides) are two of the air contaminants with the largest health impacts in our region. Metro Vancouver’s Board adopted Clean Air Plan and Climate 2050 Transportation Roadmap include multiple actions that aim to reduce emissions from this sector. This report outlines current policies targeting these emissions, and identifies potential opportunities to further reduce emissions based on policies in other jurisdictions.

Current policies are already helping to reduce air contaminants from these vehicles, primarily by supporting vehicle owners to transition to cleaner vehicles and use renewable fuels. Additional effort is needed to sustain and accelerate these reductions to meet regional targets. Metro Vancouver is working with the BC Government, TransLink, and the Port of Vancouver to evaluate potential policies to further reduce emissions from medium and heavy trucks, focusing on minimizing tampering with emission controls. Metro Vancouver is also working on several projects to reduce corporate trucking-related emissions: converting fleet vehicles to electric vehicles, and exploring zero emission vehicles for waste hauling.

Regional Planning Committee – October 4, 2024

Delegation Summaries:

C1 Shawn Low, Director of Development Planning, City of Surrey

Subject: Background and Context on City of Surrey’s Metro 2050 Type 3 Proposed Amendment

Finance Committee – October 9, 2024

Information Items:

E4 Overview of Engagement on 2025 Budget and Five-Year Financial Plan

From July 31 to September 16, Metro Vancouver invited residents to provide feedback for consideration while finalizing the 2025 Budget. The opportunity was promoted through social media, a news release, media pitching, and paid digital media placements. Overall, we received 422 online responses and 79 hardcopy responses, engaged with 8,483 people through an installation at the PNE, had 1,453 visits to the budget webpage, and had 291,956 views of the budget video on YouTube.

Common themes included concerns of affordability and livability, support for affordable housing, and an interest in seeing Metro Vancouver help reduce financial pressures on households; ensuring that Metro Vancouver is investing in infrastructure while also ensuring major projects are being well managed with strong project oversight, transparency, and efficiency; interest in continued investment in greenspace and climate action, investing in the future, and prioritizing healthy people and a healthy environment; and comments on the North Shore Wastewater Treatment Plant Project and overall organizational fiscal responsibility.

E5 Semi-Annual Report on GVS&DD (Sewerage) and GVWD (Water) Development Cost Charges

Total GVS&DD (Sewer) and GVWD (Water) Development Cost Charges (Sewer DCC's) collected in the 1st half of 2024 were \$86.2 million (up from \$45.5 million for 2023 1st half.) This is primarily due to updated GVS&DD DCC rates coming into effect as instream protection ended in mid 2023 as well as GVWD DCC rates instream protection ended in April 2024.

Building permit activity in the Region has been relatively consistent over the last 18 months with the period of January 2024 to June 2024 permit values approaching \$7.3 billion compared to \$7.1 billion compared to the same time period in 2023. The bulk of this activity has been in the residential development sector (averaging close to 69% of building permit values over the period January to June 2024) with the balance being generated in industrial (2%), commercial (22%), and institutional/governmental (7%) development sectors over the same period.

The total GVS&DD DCC's that are currently held in reserve at December 31, 2023 are \$273.7 million.

Indigenous Relations Committee – October 11, 2024

Information Items:

E3 Solid Waste Management Plan Update Vision and Guiding Principles

At its June 28, 2024 meeting, the GVS&DD Board approved the recommendation in the attached Zero Waste Committee report dated June 6, 2024, titled "Solid Waste Management Plan Vision and Guiding Principles".

The report was provided to the Indigenous Relations Committee at its October 11, 2024 meeting, to highlight First Nations engagement on the solid waste management plan update across multiple phases. This work is still ongoing and Metro Vancouver is committed to providing opportunities for meaningful engagement during all project phases. Metro Vancouver recognizes that the solid waste management plan update presents an opportunity to advance collaboration and reconciliation, as well as strengthen relationships with First Nations.

In 2023, Metro Vancouver sent letters to local First Nations and First Nations located outside Metro Vancouver with interests in the region, as well as the Métis Nation of BC, describing engagement opportunities during the vision and guiding principles phase of engagement. Subsequently, Metro Vancouver met with representatives from seven local First Nations, and received feedback to help identify and understand their priorities related to waste management in their communities, and to explore opportunities to work together to advance waste reduction.

Metro Vancouver is currently engaging with First Nations on idea generation for the solid waste management plan update, and will continue to engage during subsequent phases.

E4 Quarterly Update Report on Reconciliation Activities

This update report provided a summary of reconciliation events and activities undertaken or planned by the Metro Vancouver Indigenous Relations Department for the third and fourth quarters up to the end of September 2024.

Special Mayors Committee – October 17, 2024

Delegation Summaries:

B1 Beau Jarvis, President, Wesgroup

Subject: Industry Input on the Implementation of Development Cost Charges

B2 Rob Bruno, Executive Vice President, Polygon Homes Ltd.

Subject: Industry Input on the Implementation of Development Cost Charges

B3 Rick Johal, President, Zentarra Developments

Subject: Industry Input on the Implementation of Development Cost Charges

B4 Rob Blackwell, Executive Vice President, Development, Anthem Properties Group Ltd.

Subject: Industry Input on the Implementation of Development Cost Charges

B5 Matthew McClenaghan, President, Edgar Development

Subject: Industry Input on the Implementation of Development Cost Charges

B6 Jonathan Cooper, Senior Vice President, Operations, Strand

Subject: Industry Input on the Implementation of Development Cost Charges

B7 Evan Allegreto, President, Intracorp Homes

Subject: Industry Input on the Implementation of Development Cost Charges

B8 Chris Gardner, Chief Executive Officer/President, Independent Contractors and Business Association

Subject: Industry Input on the Implementation of Development Cost Charges

B9 Hani Lammam, Executive Vice President, Cressey Development Group

Subject: Industry Input on the Implementation of Development Cost Charges

B10 David Major, AVP, Choice Properties REIT

Subject: Industry Input on the Implementation of Development Cost Charges

B11 Pedro Tavares, Senior Vice President, JLL Value and Risk Advisory

Subject: Industry Input on the Implementation of Development Cost Charges

B12 Ted Mildon, Vice President, Operations and Leasing, Oxford Properties Group

Subject: Industry Input on the Implementation of Development Cost Charges

B13 Dr. Mike P. Moffatt, Founding Director, Smart Prosperity Institute

Subject: Industry Input on the Implementation of Development Cost Charges

B14 Todd Yuen, President, Beedie

Subject: Industry Input on the Implementation of Development Cost Charges

B15 Rhiannon Mabberley, Director, Development, Westbank

Subject: Industry Input on the Implementation of Development Cost Charges

B16 Nick Belmar, Senior Vice President, Sales ONNI

Subject: Industry Input on the Implementation of Development Cost Charges

Metro Vancouver Housing

E1.1 Award of the Construction Contract Component of RFP 22-167 for Construction Management for Services and Construction (At-Risk) for The Steller Affordable Housing and Childcare Development APPROVED

The Steller Affordable Housing and Childcare project is a 122-unit affordable rental development with an integrated commercial childcare facility, located in Burnaby.

This project uses a CCDC-5B contract type that involves hiring a Construction Manager At-Risk (CMAR) early on in the process. The RFP No. 22-167 for Pre-Construction and Construction Management At-Risk (CMAR) services was awarded to Kinetic Construction Ltd. (Kinetic). Kinetic’s proposal ranked highest overall and demonstrated best value overall for Metro Vancouver. Kinetic supported the project pre-construction, and then sought pricing from qualified subcontractors which was reviewed with MVH. Now approaching the construction stage, Metro Vancouver Housing staff sought to award the construction contract component of RFP No. 22-167 to Kinetic for a stipulated price of up to \$69,781,556.

Following a value engineering process with the CMAR, MVH is able to deliver the total project for \$90.7M, 3.4% (\$3.2M) less than the Board approved budget of \$93.9M which was based on a Class C cost estimate. Additionally, given a more favourable funding context with additional grants and lower interest rates, MVH is able to reduce its equity input from the MVH Development Fund by \$10M from the previous estimate. This will allow MVH to further leverage its resources to support more affordable housing projects across the region.

The Board approved the award of contract.

G1.1 MVHC 2025 Budget and 2025 – 2029 Financial Plan

APPROVED

The 2025 Budget and the 2025 - 2029 Metro Vancouver Financial Plan were prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops in the Spring and on October 16, 2024. The 2025 Budget came under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, which has resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

For Metro Vancouver Housing, the 2025 operating budget is \$60.7 million with a capital cash flow of \$186.2 million.

In addition, a request was brought forward to authorize the application of 2025 reserve funds, which requires the approval of the *MVHC Board pursuant to the Board’s Operating, Discretionary, and Statutory Reserves Policy*.

The Board approved the 2025 Annual Budget, endorsed the 2025-2029 Financial Plan, and approved the 2025 Reserve Applications.

Greater Vancouver Water District

E1.1 Drinking Water Management Plan Update and Report on Phase 1 Engagement

RECEIVED

Metro Vancouver is updating the *Drinking Water Management Plan (DWMP)*, the overarching guiding document for Metro Vancouver’s water utility, establishing priorities and setting the strategic direction for drinking water initiatives over the next 10 years. Engagement on Phase 1, establishing draft guiding principles and goals, concluded in July 2024. Local First Nations, member jurisdictions, members of the public, and interest holders were invited to provide feedback.

Key themes that emerged during engagement with First Nations include: reconciliation, conservation, environmental resilience, and water quality. Key themes from interest holders and the public include managing water for future generations, conservation, planning and futureproofing infrastructure, collaboration, environment, water quality, and water security.

Phase 2, developing the plan’s strategies and actions, is underway including ongoing engagement with the Regional Engineers Advisory Committee Water Sub-committee, and an internal working group. Planning for engagement with local First Nations on Phase 2 is also underway. Public engagement will follow in 2025.

The Board received the report for information.

E1.2 Award of RFP 24-006A Component 1 – Program Management Services for the Coquitlam Lake Water Supply Project (CLWSP) and Consulting Engineering Services for the Treatment Pilot Testing Program **APPROVED**

Jacobs Consultancy Canada Inc.’s proposal ranked highest overall, provided the lowest cost, had the highest technical score, and demonstrated best value overall for Metro Vancouver.

Metro Vancouver requires Program Management and Consulting Engineering Services to deliver the next increment of regional water supply through the Coquitlam Lake Water Supply Project, which includes a new intake, tunnel and filtration treatment plant. The project will enable the doubling of capacity from the Coquitlam source, which will address growing regional water demand to the later part of the century, and also prepare for the anticipated impacts of climate change. The consultant will be integrated with the Metro Vancouver team to provide industry expertise to develop and execute work plans required to successfully deliver this critical infrastructure.

RFP 24-006A was issued on April 5, 2024 to the two prequalified respondents of RFQ No. 23-164 – Coquitlam Lake Water Supply Projects – Program Management Services. RFP 24-006A was executed in accordance with the terms and conditions of Metro Vancouver’s Procurement Policy. The RFP 24-006A evaluation team considered the proposals received, and on that basis recommended that the GVWD Board award RFP 24-006A Component 1 – Program Management Services for the CLWSP and Consulting Engineering Services for the Treatment Pilot Testing Program to Jacobs Consultancy Canada Inc.

The Board approved the award of contract.

E1.3 Award of RFP 24-006B Component 2 – Program Management and Consulting Engineering Services for Coquitlam Main No. 4 Project **APPROVED**

CIMA Canada Inc.’s proposal ranked highest overall, provided the lowest cost, did not have the highest technical score, and demonstrated best value overall for Metro Vancouver.

Metro Vancouver requires Program Management and Consulting Engineering Services to deliver the Coquitlam Main No. 4 Project, a critical upgrade of Metro Vancouver’s Coquitlam water transmission system. The project is being built in four sections with some sections being constructed concurrently. Additional resources are required to manage and coordinate the four sections to ensure efficient and timely completion of this critical regional water main.

RFP 24-006B was issued on April 5, 2024 to the two prequalified respondents of RFQ No. 23-64 – Coquitlam Lake Water Supply Projects – Program Management Services. RFP 24-006B was executed in accordance with the terms and conditions of Metro Vancouver’s Procurement Policy. The RFP 24-006B evaluation team considered the proposals received, and on that basis recommended that the GVWD Board award RFP 24-006B Component 2 – Program Management and Consulting Engineering Services for Coquitlam Main No. 4 Project to CIMA Canada Inc.

The Board approved the award of contract.

E2.1 Jericho Reservoir Phase 2 – Dissolution of Water Supply Agreements

APPROVED

Prior to the adoption of the *Greater Vancouver Water District Development Cost Charge Bylaw No 260, 2023*, there were separate agreements between the Greater Vancouver Water District (GVWD), Township of Langley, and City of Surrey for the pre-payment of the Jericho Reservoir Phase 2, a future growth project, planned to be paid for upfront.

At the April 17, 2024 Special Joint Board Meeting, staff were directed to bring a report to the Finance Committee on the dissolution of these agreements, now that the funds can be captured via growth/developer contributions through DCCs. Upon approval to dissolve the agreements, funds received in 2023 for Phase 2 of the Jericho Reservoir project will be refunded (\$4,091,573 to the Langley Township and \$2,081,591 to the City of Surrey). In addition, annual amounts for 2024 and 2025 of \$4,091,573 from the Township of Langley and \$2,081,591 from the City of Surrey will no longer be collected. The dissolution of these agreements will have no impact on the 2025 water rates or household impacts as this project will be funded through the Water DCCs and there is no plan to commence this project in the plan until a future date.

The Board approved the dissolution of the Water Supply Agreements.

G1.1 GVWD 2025 Budget and 2025 - 2029 Financial Plan

APPROVED

The 2025 Budget and the 2025 - 2029 Metro Vancouver Financial Plan were prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops in the Spring and on October 16, 2024. The 2025 Budget came under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, which resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

For Water Services, the 2025 operating budget is \$408.9 million with a capital cash flow of \$484.5 million.

In addition, a request was brought forward to authorize the application of 2025 reserve funds, which requires the approval of the GVWD Board pursuant to the Board’s *Operating, Discretionary, and Statutory Reserves Policy*.

The Board approved the 2025 Annual budget, endorsed the 2025-2029 Financial Plan, approved the 2025 Reserve Applications, and set the Water Rate for 2025.

Greater Vancouver Sewerage and Drainage District

E1.1 Award of RFP No. 23-404 for Supply and Delivery of Standby Diesel Generators for Iona Island Wastewater Treatment Plant Projects **APPROVED**

The proposal from Finning (Canada), a division of Finning International Inc. (Finning), ranked highest overall, had the highest technical score and demonstrated best value overall for Metro Vancouver. The Standby Diesel Generators (SDGs) are critical to ensure resiliency and safe operation of the existing plant while staff evaluate a prolonged use of the plant as directed by the GVS&DD Board in July 2024. Securing this contract with Finning allows Metro Vancouver to install the SDGs in 2026, before construction of the plant rehabilitation scope required to extend the plant’s lifespan commences.

GVS&DD issued a Request for Expressions of Interest and Qualifications (RFEOI) 23-331 in September 2023. Eight responses were received and five proponents were invited to participate in Request for Proposal (RFP) No. 23-404. RFP No. 23-404 was issued on December 13, 2023. The procurement process was executed in accordance with the terms and conditions of Metro Vancouver’s Procurement Policy. The RFP No. 23-404 evaluation team considered the proposals received, and on that basis recommended that the GVS&DD Board award RFP No. 23-404 to Finning.

The Board approved the award of contract.

E1.2 Annacis Island Wastewater Treatment Plant Digester No. 5 – Stage Gate 0 Approval **APPROVED**

To accommodate population growth, the Annacis Island Wastewater Treatment Plant is undergoing expansion works to increase treatment capacity to serve 1.5 million people. As part of the expansion works, a new Digester No. 5 is proposed to be constructed, to ensure sufficient regional digester capacity and redundancy to accommodate population growth.

The Long Range Capital Plan identified a total budget of \$456 million for design and construction of the Digester No. 5 project, which will be reviewed further in the Definition Stage. Staff recommended that the GVS&DD Board approve advancing to the Definition Stage (Stage Gate 0) to allow the project definition work to commence for the Annacis Island Wastewater Treatment Plant Digester No. 5.

The Board approved advancing the Annacis Island Wastewater Treatment Plant Digester No. 5 to the Definition Stage.

G1.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 383, 2024 - Amends Bylaw 379, 2024 **ADOPTED**

The *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 379, 2024* (Tipping Fee Bylaw) sets rates and requirements at Metro Vancouver solid waste facilities.

This report proposed an increase to the 2024 garbage tipping fees of \$7 per tonne, or between a 4.2% and 5.8% increase depending on the load weight, and the generator levy by \$3 per tonne. The proposed 2025 garbage tipping fees increase of \$7 per tonne is equal to the projected tipping fee increase in the previous five-year financial plan. Other changes and proposed revisions are as described in the report.

The Board approved the tipping fees and adopted *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 379, 2024*.

G2.1 2025 - 2029 Financial Plan – Liquid Waste Services **ADOPTED**

The 2025-2029 Metro Vancouver Financial Plan was prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops. The 2025 Budget came under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board. The overall consolidated household impact for 2025 is 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

In 2025, the operating budget for Liquid Waste Services is proposed to increase by \$194.0 million. \$121.2 million is related to the Board approved North Shore Wastewater Treatment Plant (NSWWTP) budget amendment on March 2024. The remaining proposed increase is \$72.8 million for a total of \$681.9 million.

The report also included a cost apportionment bylaw amendment as well as an establishment of reserve funds for the NSWWTP Program budget to reflect the direction received by the Board at the Board Budget Workshop on May 31, 2024, which reduces borrowing over the five years, and results in an estimated \$60 million savings in debt servicing.

The Board adopted *Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 384, 2024* and *Greater Vancouver Sewerage and Drainage District North Shore Wastewater Treatment Plant Reserve Funds Bylaw No. 385, 2024*.

G3.1 GVS&DD 2025 Budget and 2025 - 2029 Financial Plan

APPROVED

The 2025 Budget and the 2025 - 2029 Metro Vancouver Financial Plan was prepared following direction from the Financial Plan Task Force and from the Board at the Board Budget Workshops in the Spring and on October 16, 2024. The 2025 Budget came under the household impact targets that were recommended by the Financial Plan Task Force and endorsed by the Board, which resulted in an overall consolidated household impact for 2025 of 9.9%, down from the 11.0% projected for 2025 in the prior financial planning cycle.

For Liquid Waste Services, the 2025 operating budget is \$681.9 million with a capital cash flow of \$1.0 billion. For Solid Waste Services, the 2025 operating budget is \$160.0 million with a capital cash flow of \$42.7 million.

In addition, a request was brought forward to authorize the application of 2025 reserve funds, which requires the approval of the GVS&DD Board pursuant to the Board’s *Operating, Discretionary, and Statutory Reserves Policy*.

The Board approved the 2025 Annual Budget, endorsed the 2025-2029 Financial Plan, and approved the 2025 Reserve Applications.

I 1 Committee Information Items and Delegation Summaries

The Board received information items from standing committees.

Zero Waste Committee – October 3, 2024

Information Items:

E4 2024 Single-Use Item Reduction "What’s Your Superhabit?" Campaign Results

The 2024 “What’s Your Superhabit?” campaign ran from June 3 to July 28, 2024. The objective was to reduce the use and disposal of single-use items among Metro Vancouver residents, particularly those aged 18-44 who are more likely to have received a single-use item. A regional paid media buy was complemented by a social media strategy to create and amplify moments of celebration. The campaign performed strongly with 37.2 million total impressions, nearly 500,000 videos views, and over 7,500 likes, comments, and shares on social media. The 2023 full-scale waste composition study showed that single-use item disposal decreased compared to 2022.

Liquid Waste Committee – October 10, 2024

Delegation Summaries:

C1 Mike Phillipof

Subject: 2025 - 2029 Financial Plan – Liquid Waste Services

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Library Strategic Plan Update

Presentation to Council
November 18, 2024

North Vancouver City Library

Territorial Acknowledgement

City Library is grateful for the opportunity to learn and grow on the traditional, ancestral and unceded lands of the Skwxwú7mesh Úxwumixw (Squamish Nation) and sə́lilwətaʔ (Tsleil-Waututh) Nation.

North Vancouver City Library // nvcl.ca

Strategic Plan Development Overview



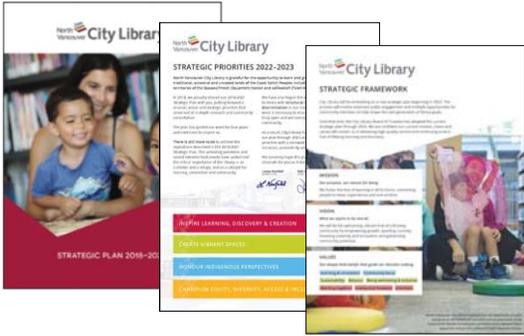
Our Journey and Key Considerations



Key Areas of Focus



Dialogue and Next Steps





Our Strategic Plan Journey

Our journey began with in-depth research and engagement to study our changing environment and understand Council and community needs – and continued through a series of Board and staff workshops.

Key Milestones:



Some of the Big Questions We Considered

- ✓ What are we **best positioned to do** and what can we facilitate through partnership?
- ✓ How do we support people in navigating **truth, trust and the new information landscape?**
- ✓ How do we best serve a **growing community?**
- ✓ What's **the right balance** between the library as a place to simply "be" versus a place to learn and connect?
- ✓ What can we do to **bring people together** even if they have wildly different world views?
- ✓ How do we protect ourselves from **cyber attacks?**
- ✓ What's the balance between building on the **work we've started** and identifying **new work** and priorities?

Key Considerations



Strategic Focus Areas

Where we will focus to achieve our purpose and move toward our vision; what we are uniquely positioned to do.

- 1) **Champion thinking, learning and reading**
- 2) **Strengthen inclusion and belonging**
- 3) **Enhance capacity and capability**

Champion thinking, learning and reading

- ❑ Nurturing a lifelong love of **reading and learning**
- ❑ Supports for **learning across all ages and stages** – from early years to school years, from career exploration to digital skills
- ❑ New emphasis on **media and information literacy and bias awareness**, to help people navigate a complex information landscape
- ❑ Evolving **library collections and spaces** in response to changing needs and growing demand
- ❑ Lifting up **diverse voices**, including **Indigenous voices**, in library programs and collections



Strengthen inclusion and belonging

- ❑ Reflecting and respecting diversity in library spaces and services – and **removing barriers to access**
- ❑ **Promoting dialogue, understanding and engagement** – including around polarizing subjects
- ❑ Being a welcoming “third place” and nurturing people’s **sense of belonging** in their community
- ❑ Facilitating **connection and sharing**, including across cultures and generations
- ❑ Working with our **network of partners** and supporting populations that are most susceptible to **loneliness and isolation**



Enhance capacity and capability

- ❑ Defining and strengthening **core library services**
- ❑ **Evolving and growing** library services in step with our community
- ❑ Maintaining robust, resilient and sustainable **infrastructure**
- ❑ **Strengthening staff** skills and well-being and promoting a healthy and collaborative organizational culture
- ❑ Ensuring we continue to be **adaptable and innovative** – and ready for the unexpected
- ❑ Working in **relationship** with Host Nations



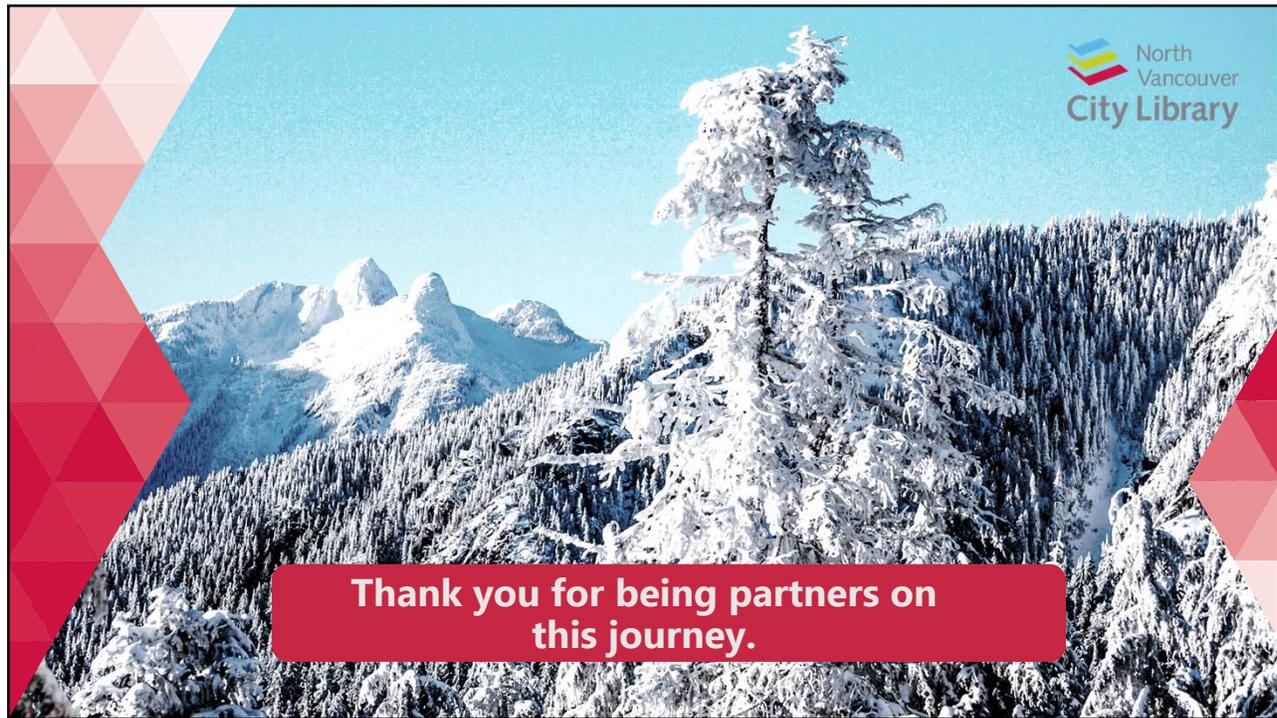
What Comes Next

- ❑ Finalize the strategic plan
- ❑ Library Board approval at the November Board meeting
- ❑ Share the new strategic plan with Council and community in early 2025
- ❑ Staff work to develop our operating plan and assessment framework



One Big Question for Council

How do you see these strategic focus areas supporting, aligning or intersecting with Council and the community's priorities?



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**Parks + Public Space Comprehensive Plan:
Project Approach**

November 18th Council Presentation
Engineering, Parks + Environment



Agenda

- 1 Why do we need a Parks + Public Space Comprehensive Plan?
- 2 What is a Parks + Public Space Comprehensive Plan?
- 3 How are we going to develop the plan?
- 4 Next Steps

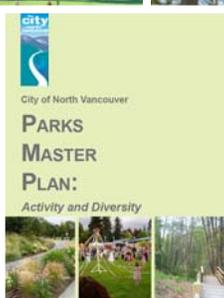
Why do we need a Parks and Public Space Comprehensive Plan?



Why do we need a Parks + Public Space CP?

Plan dates from 2010 and many recommendations have been achieved

Mahon Park – Artificial turf field, track and outdoor exercise equipment (2017)



Moodyville Park (2018)



Why do we need a Parks + Public Space CP?

Plan dates from 2010 and many recommendations have been achieved



Lonsdale Small Park Renewals (2022)



Green Necklace – Grand Boulevard (2018)



Spirit Trail – Moodyville Park (2018)

Why do we need a Parks + Public Space CP?

Forming the policy landscape, implementation and delivering on strategies



Why do we need a Parks and Public Space CP?



Council endorsed strategies:

- Community Wellbeing Strategy (2024)
- Climate & Environment Strategy (2024)
- State of the Urban Forest (2023)
- Mobility Strategy (2022)
- Healthy City for All: The Role of Community Recreation (2020)
- Pedestrian Plan Framework (2019)
- Current State of Walking in CNV (2017)

Strategies, policy and plans in progress:

- Housing Policy Updates
- Zoning Bylaw Updates
- DCC and ACC Bylaw Policy
- Official Community Plan Update
- CNV Tennis Feasibility Study
- NVRC Indoor & Outdoor Recreation & Sport Facility & Amenity Assessment

Why do we need a Parks + Public Space CP?

Connectivity and the pedestrian network



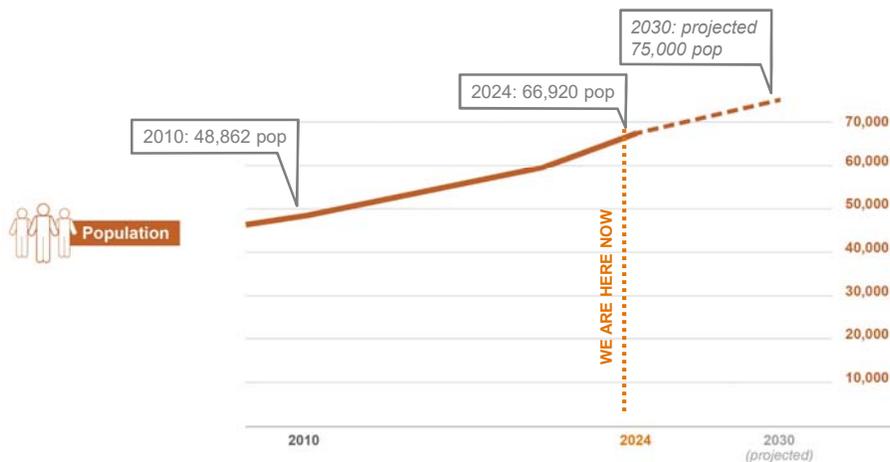
Rogers Plaza



Civic Plaza

Why do we need a Parks + Public Space CP?

The population of the City of North Vancouver has changed since 2010

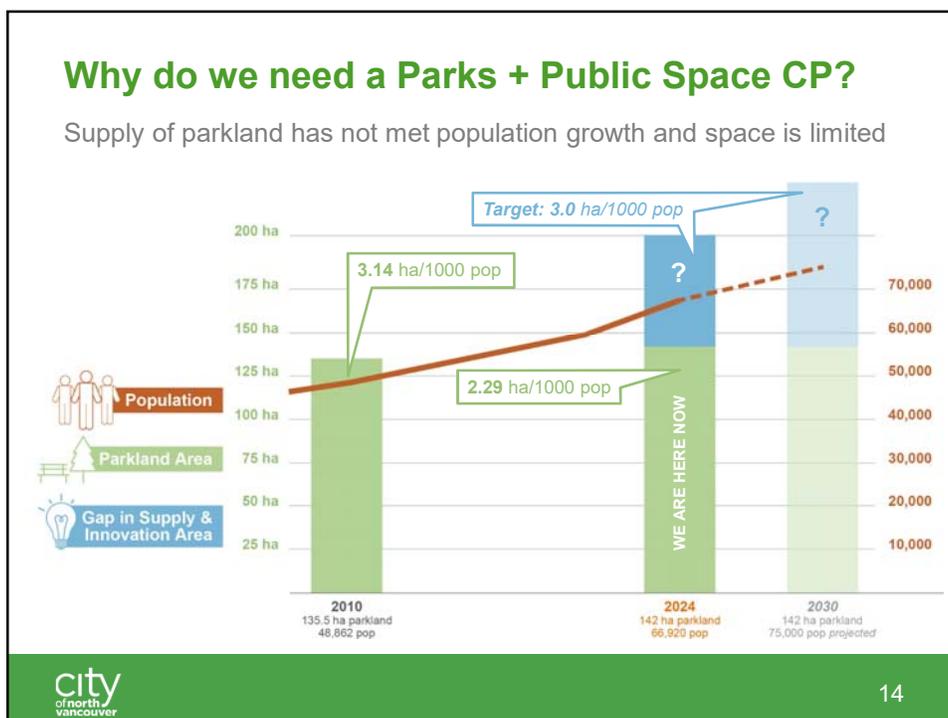
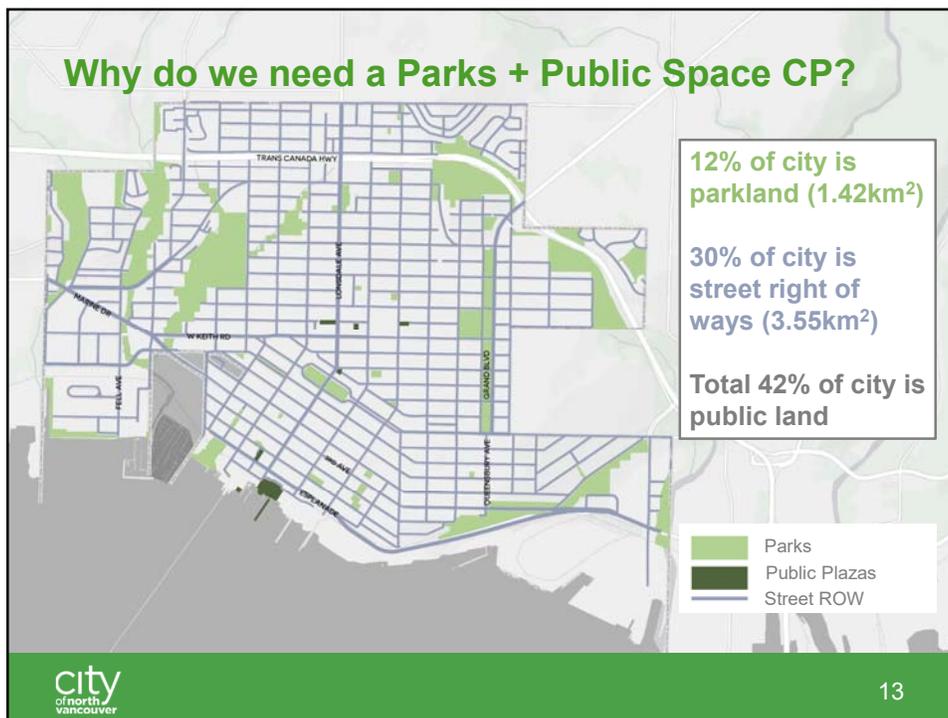


Source: Estimates and projections from BC Stats and Metro Vancouver Regional Growth Projections 2024

Why do we need a Parks + Public Space CP?







Why do we need a Parks + Public Space CP?

Street ROW reimagining: no comprehensive plan for public spaces but opportunities exist



Road re-allocation: Dog Plaza at Lonsdale and East 8th Street (2021)

Why do we need a Parks + Public Space CP?

Street ROW reimagining: no comprehensive plan for public spaces but opportunities exist



Road re-allocation: St. Andrews Greenway at East 14th Street (2007)

Why do we need a Parks + Public Space CP?

- **Leverage the opportunities** of growth + redevelopment with a **coordinated vision + outcomes**
- Define **levels of service** to provide clarity and calibrate demands on service delivery of how much of what do we need, where, what quality and capacity
- Ensure **investment \$ targets the most need**
- Deliver on recent strategies + provide key inputs to upcoming policy

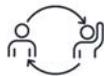
What is a Parks and Public Space
Comprehensive Plan?

How are we going to develop the plan?

What is a Park + Public Space CP?



Systems-based approach to all public space in the City



Understands how the system is working now and **how, or how not**, it services the community currently



Defines **levels of service, connectivity + equity** tools to evaluate the system



Uses these tools along with forecasts of growth and demand in parks + public space

How are we going to develop the plan?



Evidence-based, data-driven



Multi-layered engagement



Systems-based



Service level delivery + equity analysis



Decision making framework



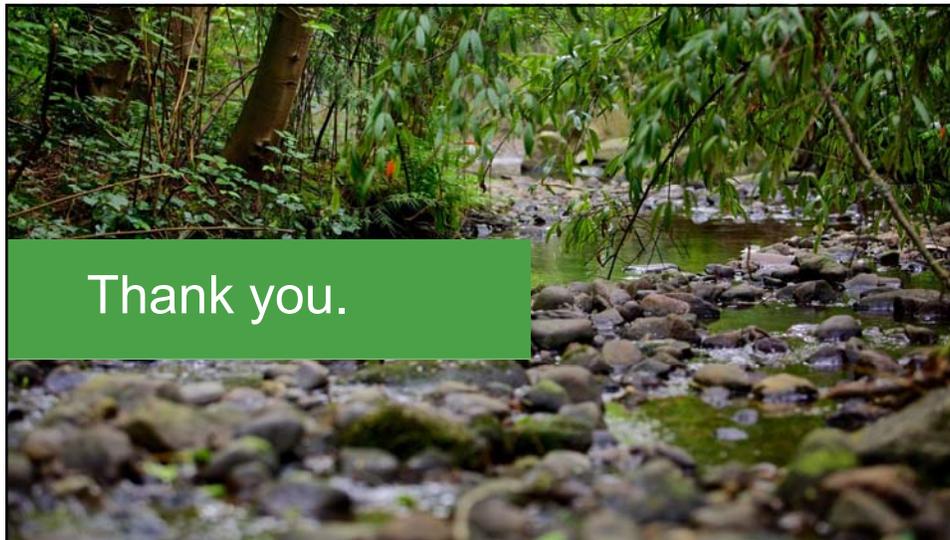
A practical approach with recommendations for implementation



Propose a 10 year outlook

Next steps

- Project approach introduction to Council (November 2024)
- Issue Request for Proposals for consultants to support the project
- Project kick off (Q1 2025)
- Ongoing updates to Council and community engagement (2025 – 2026)



Thank you.

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Dave Hutch, Deputy Director, Parks and Public Spaces

Subject: PARKS AND PUBLIC SPACE COMPREHENSIVE PLAN: PROJECT APPROACH

Date: October 30, 2024 File No: 12-6120-02-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director, Parks and Public Spaces, dated October 30, 2024, entitled “Parks and Public Space Comprehensive Plan: Project Approach”:

THAT the report and presentation be received for information;

AND THAT staff report back to Council with future updates on the development of the Parks and Public Space Comprehensive Plan.

ATTACHMENTS

1. Presentation: “Parks and Public Space Comprehensive Plan: Project Approach”
(CityDocs [2589651](#))

SUMMARY

The purpose of this report is to provide Council with a preliminary outline and overview of the work being considered for the Parks and Public Space Comprehensive Plan. Although the scope for the project is in development, it is anticipated the Parks and Public Space Comprehensive Plan (P+PSCP) will explore several key theme areas: *equity, service level planning, and connectivity.*

BACKGROUND

The City's current [parks master plan](#) dates from 2010 and is comprehensive with a 10-year vision, goals, objectives and a significant number of recommendations for the city's park system. The plan has served the City well over the past 14 years with many of the major recommendations being implemented or underway (e.g. parkland acquisition and provision of new parks in Central Lonsdale).

Much has changed since the 2010 Plan was adopted by Council, least of which the city's population has grown from 48,000 in 2010 to an estimated 65,000 today. The majority of that growth has occurred in the Lonsdale corridor in attached forms of housing with little or no access to private outdoor space. As a result the City's parks and public space system has had to work harder - serving more people in the same amount of space.

Public space is where city life unfolds. It consists of the areas between buildings and those spaces to which the public has access such as street right of ways, streets, plazas, boulevards and laneways. These spaces together with the park system plays a pivotal role in contributing to a livable and dynamic city. There is potential for an innovative approach where the scope of a comprehensive plan extends beyond parks to reimagine the pedestrian experience in streets and urban spaces. However there currently is no city-wide comprehensive plan for public space in the city.

At 11.83 square km, space in the City of North Vancouver is limited and parks and public space are a significant public asset. Parks make up approximately 8% (1.42 km²) and street rights of ways approximately 30% (3.55 km²) adding up to a total 38% of the City as public land. With the city's population projected to be over 75,000 residents by 2030 ([Metro Vancouver Regional Growth Projections 2024](#)), rethinking parks and street rights of ways in a system-based approach can better leverage existing assets and optimize connectivity throughout the city. The City has already lead the way on this with major city-transforming projects like the Green Necklace and the Sprit Trail. P+PSCP intends to ask the question: *With limited resources and ability to expand the city's park and public space system - how do we optimise the experiences provided to the community?*

The COVID-19 global pandemic showed us how the City's parks, public space and street rights of way can transform to play a critical role in community connectedness, health, well-being and resilience. Rethinking how these public assets could evolve to provide for these community priorities is essential as the City continues to grow, with increasing demands for more space and stressors from climate change impact, community and environmental health.

DISCUSSION

Policy Landscape

To support and deliver on the City's official community plan long term vision, City departments are developing strategies and plans to guide the next decade of planning, decision-making and action in key areas.



Future City Policy Landscape from Community Wellbeing Strategy, 2024

P+PSCP will form part of the policy landscape and will help the City respond to challenges, changing needs and opportunities by:

- Developing a thorough understanding and analysis of the current state data (quality, quantity, distribution, operations, maintenance, and management);
- Setting a clear vision, principles, goals, recommendations;
- Outlining leading practice approaches and service delivery outcomes; and,
- Creating a guiding framework for decision-making in alignment with existing recreation strategies to support prioritisation of service provision, assessment of opportunities, or commencing new projects.

To achieve these outcomes, developing the plan will involve:

- Mapping, data collection and analysis;
- Benchmarking and forecast of supply and demand with population projections;
- Robust community and interest holder engagement; and
- Service delivery current state and planning.

For residents and the City, the plan will ensure the ability to meet community needs, promote health and wellbeing as well as build and support partnerships. It will support creating parks and public spaces that are welcoming, inclusive, safe and accessible (Council Strategic Plan 2022-2026).

Similar to the Community Well-Being Strategy, P+PSCP will take a people and place based approach and will share aspirations of equity and connection. This will mean that the plan will explore several key theme areas.

Key Themes and Aspirations

Equity

With an increasing focus on equity in city-building, municipalities are challenged to resolve how patterns of investment and city building have resulted in uneven access to opportunities and infrastructure. Applying an equity lens to planning and decision making helps daylight these patterns of unevenness and moves the City closer to equal access to opportunities and participation for all.

As an example - approximately 60% of the City's population lives on 20% of the City's land along the Lonsdale corridor and Lower Lonsdale but has limited access to park and public space. This population is in attached forms of housing with little or no access to private outdoor space and so need to utilise park and public space in different ways (for example social gatherings, recreation) compared to other areas of the city. This uneven distribution of opportunities presents a complex challenge and it is important to map and understand these gaps and potential solutions. The added challenge of limited resources means cities must prioritize efforts and make investments where it will make the biggest difference to the community and target gaps in access and service.

Using an equity lens can also help to address challenges managing conflicting uses of open space and find balance in planning for shared public spaces and parks. An equity lens will help to uncover power differences among individuals or groups involved in the process, acknowledging privilege, and working to dismantle the systemic barriers that can make it difficult for some community members to participate in, and benefit from, local decision-making processes (*CNV Community Wellbeing Strategy*). An extensive, multi-layered engagement process will be a priority in developing the P+PS comprehensive plan. It will be critical to ensure that there is representation and involvement from seldom heard individuals and groups to ensure that all participants reflect diverse community demographics.

Service Level Planning

As CNV grows, and residents call out for more and new services, determining the appropriate quantity, quality distribution and capacity of services will be key. Planning service levels is a multi-factorial, data-based approach that involves understanding public demand, quality, capacity, distribution, regional precedents, among other considerations.

The plan will build on the existing work of the Healthy City for All: The Role of the Community Recreation (2020) and the NVRC Recreation Amenity Assessment (in progress), to explore park, public space and outdoor recreation service levels and provide tools to understand how much, where, and what services are needed to anticipate the impacts of growth and plan for current and future populations. Our parks and public spaces have the potential to concurrently provide multiple experiences and programming. Service planning assists with identifying compatible uses, managing conflicting ones while meeting community demand.

Connectivity

The City is committed to building neighbourhoods with a balanced mix of uses to enable people to live more sustainably and contribute positively to social determinants of health (*CNV Community Wellbeing Strategy*). The City has led the way with connecting neighbourhoods and destinations through the development of the Green Necklace and the North Shore Spirit Trail. Including public space and street right of ways in this plan provides a unique opportunity to enhance and re-imagine the potential of this civic asset. The P+PSCP will take a city-wide approach respond to the uneven distribution of walkable access to open spaces, analyze the potential for new granular pedestrian connections, programming opportunities in public rights of ways and opportunities for growing the urban forest tree canopy, enhanced biodiversity and the introduction of more blue green infrastructure.

NEXT STEPS

In the upcoming weeks, a Request for Expression of Interest (RFEOI) will be posted. Subsequent to the RFEOI, staff will short-list consultant who will be invited to a Request for Proposals (RFP) process. Proponents will submit proposals based on a scope of work developed by staff. From this staff will select a preferred consultant to work with staff, Council and community to develop the Parks and Public Space Comprehensive Plan.

FINANCIAL IMPLICATIONS

To fund and resource the development of the plan, a total of \$424K has been appropriated from the 2024 capital plan. An additional \$250K is included in the draft 2025 capital plan to support full project completion.

INTER-DEPARTMENTAL IMPLICATIONS

The plan will involve coordination and work with other CNV departments including Planning and Development, GIS, Communications & Engagement. Staff will also be working closely with North Vancouver Recreation and Culture Commission (NVRC) who play various key roles in North Vancouver's integrated sport, leisure and recreation system. Owing to the residents' use of parks, public space and outdoor recreation on a North Vancouver-wide basis staff will also be working with their counterparts in the District of North Vancouver.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Development of the Parks and Public Space Comprehensive Plan supports many Official Community Plan goals including:

- 4.9.6 To create public gathering places and streets that are pedestrian-friendly, fun, attractive, safe, inclusive for all, that accommodate a range of public functions, and are compatible with the neighbourhood context
- 5.1.4 Undertake maintenance and improvements to parks and outdoor recreation facilities to reflect the community's needs and expectations; and,

- 5.3 Provide a variety of public spaces for community engagement and stewardship.

The plan also supports Council's Strategic Plan priorities to be "A City for People" that is welcoming, inclusive, safe, and accessible and supports the health and well-being of all, "A Resilient City" that leads the way in climate action and is a steward of the environment for future generations, and a "Vibrant City" that has dynamic spaces and places that provide for connection and celebration of residents' culture and history.

RESPECTFULLY SUBMITTED:



Dave Hutch
Deputy Director, Parks and Public Spaces



Mobility Network: Next Steps

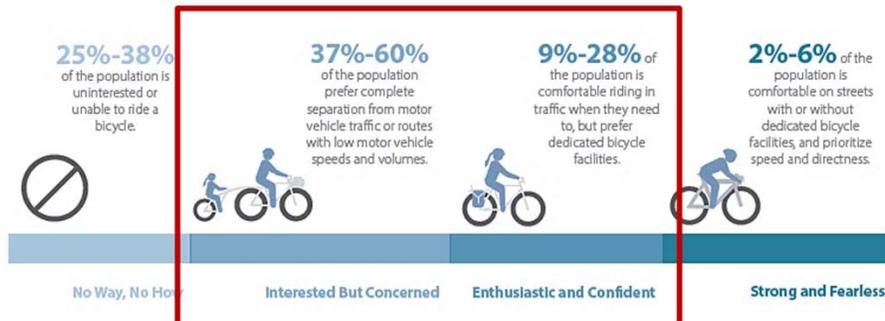
Presented November 2024
Engineering, Parks & Environment



7.3km of New & Upgraded Infrastructure Since 2019



Approach



Approach

Neighbourhood Bike Route (Shared Lane)



On-road Separated Bike Lane



Off-road Separated Bike Lane



Next Priorities

- Midtown
- Chesterfield



Next Priorities - Midtown

- High trip generation potential between growth centres
- High degree of change is required
- Two concurrent planning initiatives may impact the route
- Intensive civil works, but options to mitigate the costs

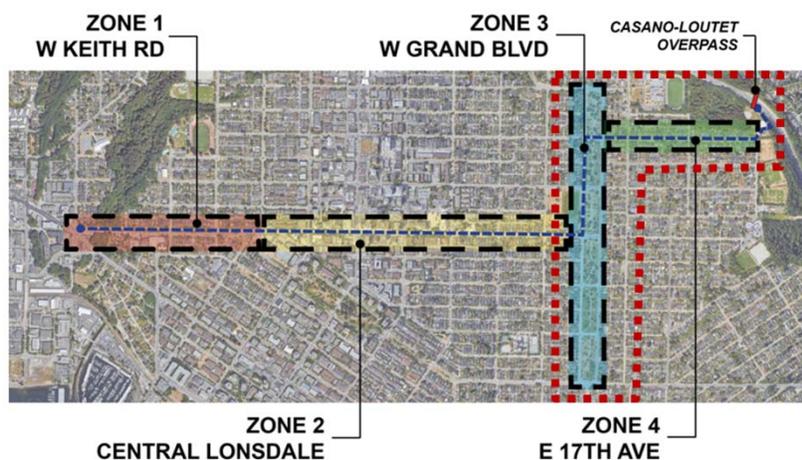


Next Priorities - Chesterfield

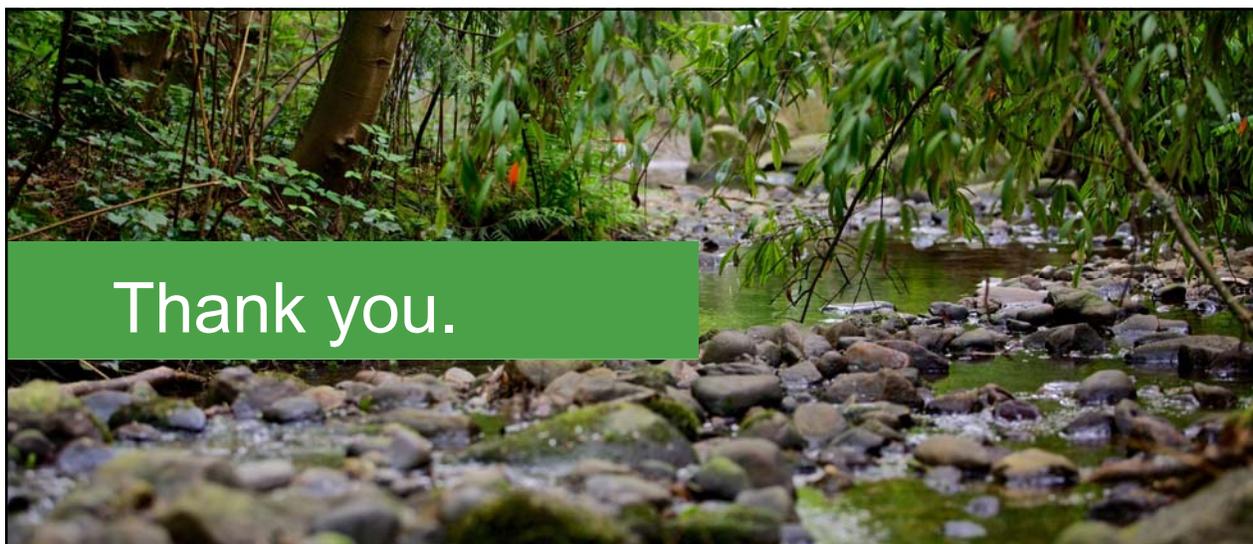
- High trip generation potential connecting Central and Lower Lonsdale
- High degree of change is required
- Southern segment less likely to be impacted by concurrent projects
- Intensive civil works, but options to mitigate the costs



Next Priorities – Midtown Phase 1



Schedule



Thank you.



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Justin Hall, Manager, Public Realm Infrastructure

Subject: MOBILITY NETWORK: NEXT STEPS

Date: October 28, 2024 File No: 16-8480-07-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Public Realm Infrastructure, dated October 28, 2024, entitled “Mobility Network: Next Steps”:

THAT staff be directed to proceed with design and community engagement of the first phase of the Midtown Connector;

AND THAT staff be directed to schedule a Council workshop on the next steps.

SUMMARY

The City has progressed the Mobility Network with 2 major projects complete, 2 underway, and 4 additional opportunities taken to deliver infrastructure through other projects – expanding the network by 7.3 linear kilometres of new infrastructure since 2019. Sustainable mode share is trending upward, buoyed by high adoption rates of electrified mobility devices on the North Shore. Ongoing investment in safe and comfortable infrastructure is a critical action toward meeting the City’s sustainable mode share target of 50% by 2030 as outlined in the Mobility Strategy.

This report discusses the design and implementation considerations for the next two priority projects the Midtown Connector (MTC) and Chesterfield Avenue. Each route has been evaluated to consider its broader benefit, level of change to the community, impact of interdependent projects and cost. The analysis for each corridor is summarised below.

Project	Benefit	Change	Interdependencies	Cost
Midtown Connector	The MTC has high trip generation potential connecting commercial, employment and high density residential areas. The route is highly accessible with ~28% of the City's residents living within 350m of the MTC on 13th Street ¹ . When delivered with the Casano-Loutet Overpass the value of these investments to spur mode shift is amplified.	A high degree of change is required to deliver the MTC with a significant reduction in curbside access and changes to intersection operations along much of the corridor.	Two concurrent major planning initiatives may significant impact the MTC and its alignment in the medium- to long-term	MTC is a large project with sections that may require intensive civil works with a high capital cost (\$10.3m). A rapid build approach or phased delivery can mitigate the risk of high cost.
Chesterfield	The Chesterfield corridor is the primary north-south route connecting the Lonsdale Quay exchange (a tier 1 transit interchange) to high-density residential and commercial area along the Lonsdale corridor and beyond. Current demand indicates improvements to user comfort and safety has a high likelihood of generating more e-assisted trips.	A high degree of change is required to deliver the Chesterfield corridor. Block-to-block decisions will have to be made to balance the preservation of existing trees in good health, parking, and providing safe and comfortable conditions for all users.	The segment north of 13 th may be subject to change as the vision for Lonsdale Great Streets may influence the surrounding transportation network. The segment south of 13 th is less likely to experience change.	The Chesterfield corridor is a large project with intensive civil works with a high capital cost (\$6.8m). A rapid build approach or phased delivery can mitigate the risk of high cost.

Staff recommend advancing the MTC with a phased approach, beginning with the eastern portion, providing a safe and comfortable connection between West Grand Boulevard and the Casano-Loutet Overpass. This approach mitigates the engagement, schedule and cost escalation risk by focusing efforts, while amplifying the value of the City's investment in the Overpass. The remainder of the MTC is subject to important City planning initiatives that will take time to address.

Sufficient funding is in place to advance the design and community engagement for the first phase of the MTC. Council will have opportunities to provide input and direction at major project milestones and can anticipate design and engagement to occur through 2025 with construction in early 2026.

In the interest of continuing to advance the delivery of the core mobility network, staff will return to Council in the spring with a plan for the delivery of Chesterfield from Esplanade to 13th Street for Council's consideration.

¹ The 13th Street alignment follows the NS Bike Master Plan network plan, however one of the first stages of project engagement and design will be to test this alignment and report back to Council

BACKGROUND

The Mobility Network project is based on the City's Bike Master Plan and All Ages and Abilities Bike Network approved by Council in 2012 and 2014 respectively. These policies layout a network that provides every resident to a bike route within 300m of their home. In 2019 Council endorsed a corridor prioritization framework, an engagement and design decision-making process, and a near-term priority network of corridors to support accelerating City efforts to improve safety and comfort for a growing variety of active transportation users.

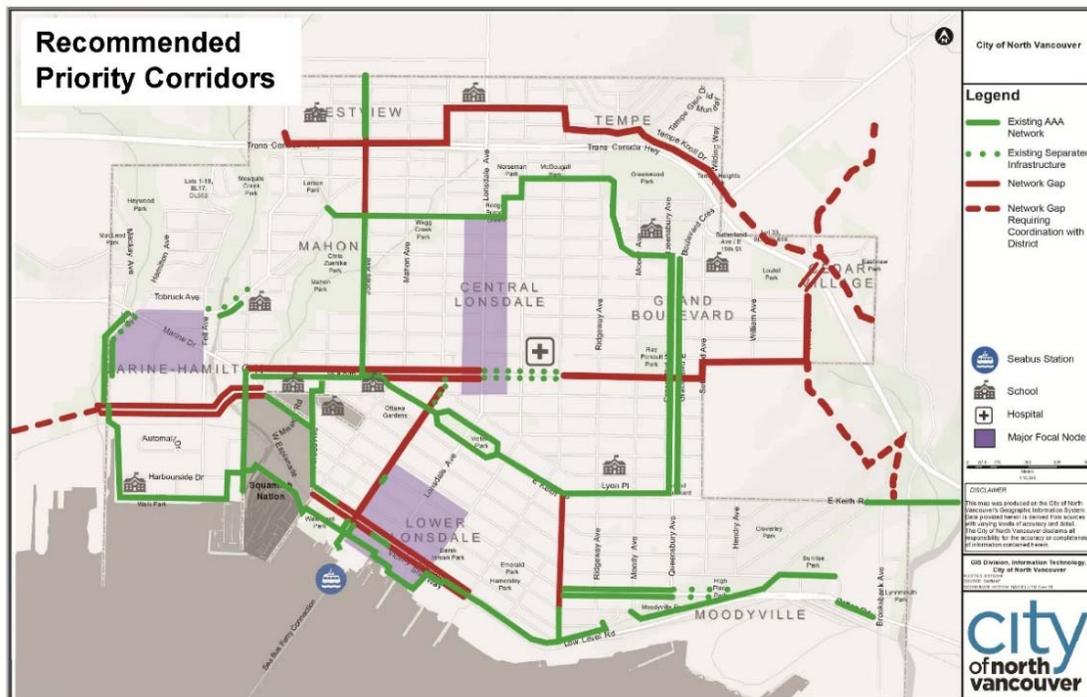


Figure 1: Recommended priority corridors for new mobility infrastructure from the 2019 Council Report

The recommended priority corridors were arranged into phases with consideration for cost, community engagement, and funding availability, based on the following criteria:

- Demand – The level of existing or potential demand along the corridor generated by proximity to key destinations, jobs, and housing.
- Safety – The number of reported collisions or conflicts between active transportation users and other modes along the corridor
- Feasibility – considering constructability within the existing right-of-way and scale of trade-offs required to provide a functional AAA route
- Funding – likelihood of the corridor being a candidate for external funding to support implementation

The City has made considerable progress on advancing the first two phases of priority corridors and capitalized on other opportunities to continue to expand the mobility network. Cumulatively, the City has delivered 7.3 linear kilometers of new and upgraded facilities over the last 5 years.

Phase	Project	Description	Status
Phase 1	1 st Street Mobility Corridor	Provides an AAA alternative to Marine Drive on the popular <i>Low Level Corridor</i> . Recipient of a HUB infrastructure award	Complete (2020)
	Casano-Loutet Overpass	New pedestrian and cycling overpass of Highway 1, linking Cedar Village and the Lynn Valley town centre to the City	Preparing for construction in 2025
	Jones Ave – Green Necklace to the Jones Overpass	Pedestrian and mobility improvements connecting the Green Necklace at Carson Graham Secondary School to the Jones Pedestrian overpass	Deferred
Phase 2	Upper Levels Greenway	An east-west greenway connecting the neighbourhoods of Tempe and Westview north of Highway 1 in combination with north-south improvements to the Lonsdale Highway Overpass and connecting to HJCRC for active transportation users.	Chesterfield to St Andrews along 25 th and & Highway Overpass Improvements to HJCRC Design Underway
	Esplanade Complete Street	Redesigned Esplanade to create a safer, more comfortable experience for people of all ages and abilities, no matter how you chose to travel in the City.	Complete (2023)
	Midtown: 1 st Street to the Casano-Loutet Overpass	A key east-west route connecting Lynn Valley via the future Casano-Loutet Overpass to Central Lonsdale and the Marine-Hamilton Neighbourhoods.	Project pre-planning
Phase 3	Chesterfield South (Esplanade to 13 th Street)	The primary north-south corridor supporting access to Central and Lower Lonsdale.	Project pre-planning
	St David's Greenway	A north-south greenway connecting the Green Necklace at Keith to the Spirit Trail via the Moodyville Neighbourhood	Future

Other opportunities taken to enhance the network since 2019:

- Marine-Main R2 Rapid Bus Upgrades (2023): The Marine-Main Eastbound Transit Lane extension has made the R2 Rapid Bus service a more reliable and viable alternative to travel by automobile. This transit focused project also provided an opportunity to make improvements to the comfort and safety of cyclists travelling along the Marine2Main corridor. Vehicle travel lanes were

narrowed and several medians adjusted to increase separation and protection for cyclists.

- **Brooksbank Avenue (2021):** The improvements to Brooksbank included introducing left turn lanes to improve access to businesses while also providing separate mobility lanes on both sides of Brooksbank between E. Keith and Cotton Road.
- **St Andrews Safety Improvements (2023-24):** The St Andrews Safety Improvements Project was initiated in response to ongoing community feedback about excessive vehicle speeds on the street. To address vehicle speeds several changes were made to the road including narrowing the travel lanes and installing speed humps, using delineators and line painting to define a separated northbound mobility lane along the east side of the road, inserting raised crossings and improving sightlines at intersections to improve safety for people walking and rolling.
- **East 3rd Street – Moodyville (ongoing):** Through the development of the Moodyville area an off-road separated mobility lane has been delivered on the south side of 3rd Street from St Davids to Queensbury Ave. An interim parking protected mobility lane on the north side has been provided as developments continue to deliver off-site works that will ultimately shift the mobility lane off-street.



Figure 2: Recently completed and ongoing mobility projects

Mode Shift in the City

From 2019 to 2023, the City has recorded an increasing cycling and mobility device mode share via the North Shore Travel Survey (NSTS)². Investment in AAA infrastructure has contributed to a growth in cycling mode share from 2.1% in 2019 to 2.8% in 2023 and other mobility devices³ growing from 0.2% to 1.5%. The 2023 survey is unlikely to have reflected impacts of the Esplanade Complete Street project completed around the same time as the survey was conducted.

The environment for continued growth of cycling and mobility device mode share is considerable. NSTS findings indicate 15% of North Shore households have at least one e-bike and 4% own at least one micro mobility device (scooter, etc.). This represents an increase of ownership of 337% from 2019 to 2023; dramatically outpacing national growth predictions of 68% during the same period.

In addition to privately owned e-assisted devices, the North Shore introduced the Lime e-bike share service in 2021. Lime bikes were taken on over 60,000 trips in the City in 2023 with some of the highest demand generated in the Lower Lonsdale area and connecting to the Lonsdale Quay Exchange (Figure 3). The growth in adoption of electrified mobility devices will help to overcome the challenge of steep hills on the North Shore expanding the number of potential users when provided safe and comfortable infrastructure.

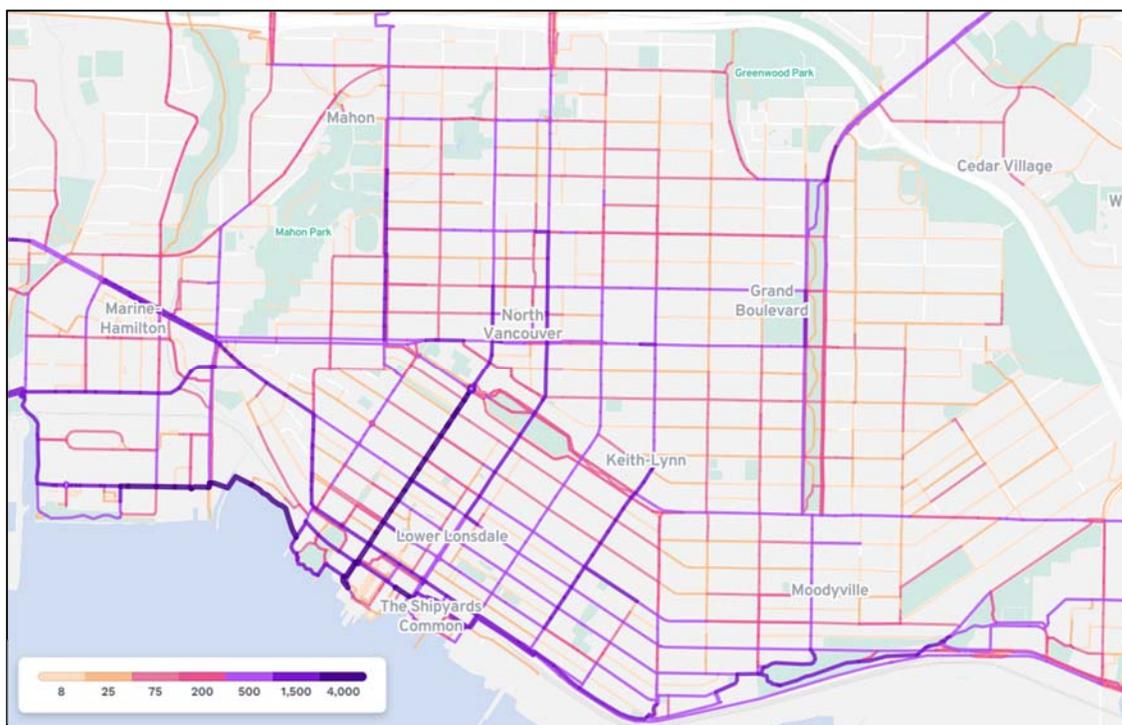


Figure 3: 2024 Lime bike ridership heat map

² The NSTS is a biennial survey of North Shore residents that tracks key transportation metrics. The survey provides an opportunity to observe and analyze longitudinal travel trends across the North Shore and within each municipality.

³ "Other modes" in the NSTS includes motorcycles, scooters, skate boards and other electrified mobility devices.

DISCUSSION

The next priority projects in the Mobility Network Implementation Strategy is the Midtown Connector (MTC) and the Chesterfield corridor. Staff have performed a preliminary evaluation on both corridors to understand the opportunities, trade-offs and engagement considerations.



Design Approach

The City's design approach for mobility infrastructure is catered to meet the needs of the *Interested but Concerned* and the *Enthusiastic and Confident* cohort of the population (Figure 4). Building infrastructure for this cohort of the population supports the widest range of users and ensures the City's mobility infrastructure is built to a standard that is *comfortable for most people*.

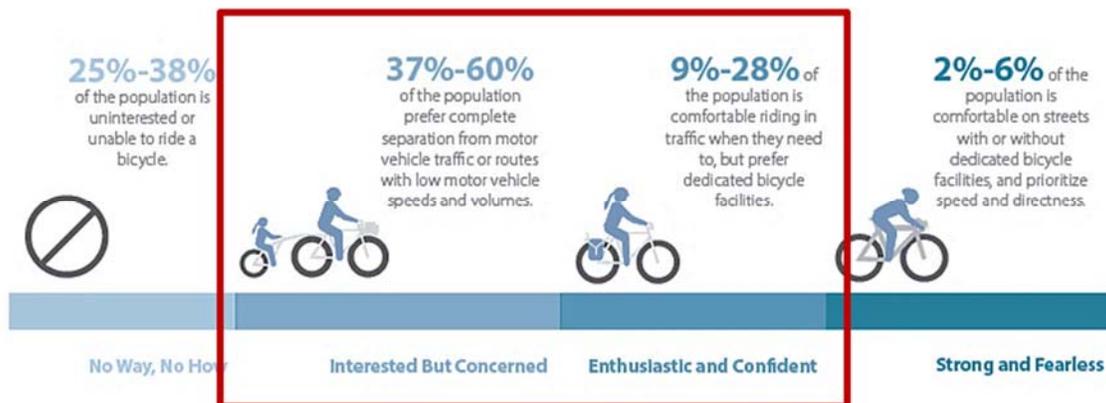


Figure 4: Bicycle rider spectrum - BC Active Transportation Design Guide

Infrastructure that is *comfortable for most* generally fits within three typologies: off-road separated and multi-use paths, on-road separated, and neighbourhood bike routes

(Figure 5). In designing the City's mobility network City staff place emphasis on particular design elements:

- Providing sufficient space within mobility infrastructure to allow passing for people traveling at different speeds in recognition of the increasing number of electrified mobility devices.
- Including wayfinding elements to ensure people can comfortably navigate the corridor.
- Designing intersections that prioritize comfort and safety.

Staff's objective is to ensure a predictable and comfortable experience for users by applying the 3 typologies in response to the needs of the street context. Pre- and Post-construction data collection of past projects have revealed when delivering new infrastructure to the *comfortable for most* standard a 40-50% increase in ridership on the corridor can be observed.



Figure 5: The three primary all ages and abilities mobility infrastructure types

Midtown Connector

The Midtown Connector (MTC) is a key east-west desire line connecting Lynn Valley via the future Casano-Loutet Overpass to Central Lonsdale and the Marine-Hamilton Neighbourhoods. There are two east-west mobility routes on 13th and 17th Streets identified on the Bike Master Plan, and other possible alignments, that could service the desire line through Central Lonsdale. The 13th Street route is currently identified as the MTC route because it generates the highest existing demand and there is existing infrastructure to build upon. However, one of the first stages of the project will be to test this alignment and report back to Council.

The MTC connects to other north-south routes including Chesterfield, St Andrews, and the Green Necklace at Jones and Grand Boulevard. The MTC route is part of TransLink's Major Bike Network – a regional network of routes focusing on connecting communities and regional growth centres. Approximately 28% of the City's residents live within 3 blocks of the MTC on 13th Street. TransLink's analysis on potential cycling growth indicates the neighbourhoods served by the MTC are within the top 20% of highest cycling potential in the region. The MTC supports a more interconnected mobility network by connecting to north-south routes including Chesterfield, St Andrews, and the Green Necklace at Jones and Grand Boulevard.

Current Conditions

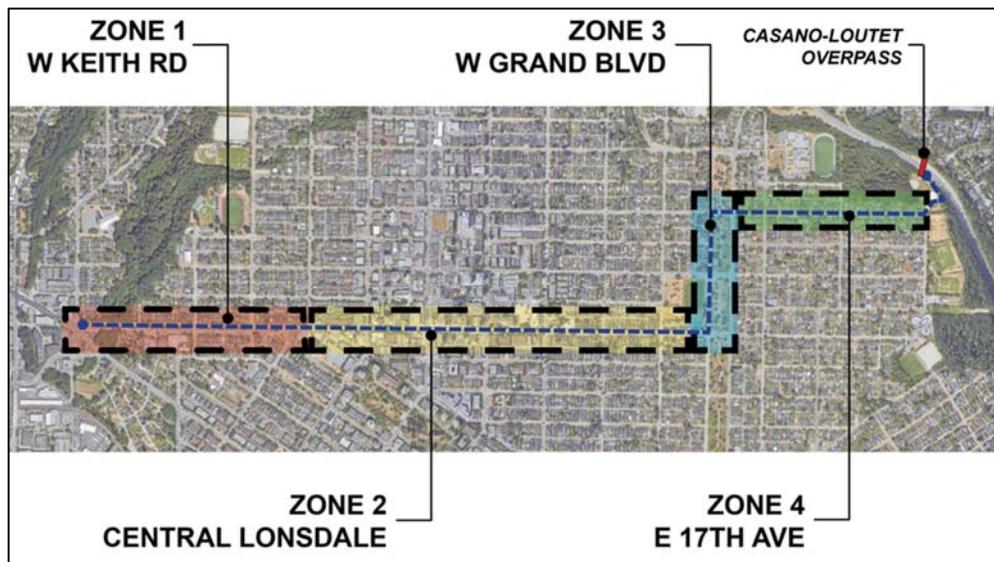
Portions of the route have existing infrastructure along the 13th and West Keith corridors delivered through past capital projects (e.g. West Keith Greenway, 200 block East 13th, 100 & 200 blocks West 13th and through development (100 block East 13th). The current infrastructure along this alignment does not on the whole meet the *comfortable for most* design standard.



Figure 6: Existing infrastructure along the Midtown Connector route

Corridor Implementation Considerations

The MTC can be broken down into 4 zones – each with its own distinct context and trade-offs to be considered to accommodate a *comfortable for most* route.



Zone 1 – The Keith Greenway provides an uphill protected infrastructure and accommodates downhill travel in a multi-use path between Marine Drive and Mahon Ave. To minimize the potential conflict between pedestrians and fast moving mobility device users an alternate option for downhill users would be necessary. Providing dedicated downhill infrastructure would require trade-offs between parking or west bound travel lanes. This could be accomplished in 3 ways:

- Reducing the number of westbound travel lanes from 2 to 1 to make space for a mobility lane while retaining curbside parking.
- Remove the curbside parking to provide a mobility lane and retain the two westbound lanes.
- Reallocate one of the westbound travel lanes to introduce a shared transit-mobility lane and retain parking. While this option may not be comfortable for all cyclists and mobility device users, the MUP on the south side can provide an option for those users on the more cautious end of the spectrum. This would have the added benefit to the 21,000 passengers per week traveling the corridor by transit.



Figure 7: (Left) The West Keith Greenway provides a protected uphill travel lane and a MUP that can be used for travel in either direction. Users traveling downhill on the MUP are expected to be on the most cautious end of the User Rider spectrum (Figure 4) traveling at an appropriate speed for a mixed user context. (Right) The shared transit and mobility device lane approaching the Marine-Keith-Bewicke Intersection on West Keith Road. This configuration is an option for delivering space for more confident westbound mobility device users traveling at higher speeds due to the hill.

Zone 2 – The section between Mahon and West Grand Boulevard would require the most intensive effort to meet the *comfortable for most* standard. Reallocating roadway space would be required to provide protection to the mobility lanes. This would likely result in a removal of long-term parking in most places along the corridor and the removal of the centre median on the 100 block West 13th. Short-term pick-up and drop off bays could be built to continue to provide access to adjacent residents. Work with Fire would be required to ensure primary response points continue to meet their standards for access.

At major intersections like Chesterfield, Lonsdale and St. Georges a protected intersection design similar to the current design at Chesterfield and Esplanade would be highly desirable to improve intersection safety. A less infrastructure intensive approach similar to the 1st Street corridor could be employed providing protection up to the intersection, but would not shorten the crossing or position users forward making them more visible to turning vehicles. Delivering either option would result in the removal of dedicated right-turn or left-turn lanes at these intersections.



Figure 8: (Left) Fully protected intersections at arterial crossings along Midtown Zone 2 could resemble the protected intersection at Chesterfield and Esplanade designed to improve safety by encouraging slower turning speeds, providing dedicated space for all users, and improving visibility of pedestrians, cyclists and mobility device users. (Right) Off-road mobility lane with a parking pocket for curbside access.

Zone 3 – The route turns to follow West Grand Boulevard using the existing street configuration with the previous northbound travel lane functioning as a bi-direction mobility lane. This project would formalize the current temporary treatment along the length of West Grand Boulevard by adding greater physical separation like a concrete curb, improve wayfinding and upgrade lighting levels. Preliminary feedback from the community in 2021 indicated support for the existing configuration, however some residents continue to express concerns about roadway capacity when congestion on the Upper Levels Highway backs up into the City. Changes to lighting levels along West Grand Boulevard is likely a sensitive issue for an area that has limited street level lighting. Staff could explore fixture height and lighting shielding options to negate light spill over.



Figure 9: (Left) Zone 3 - Existing separated mobility lane on West Grand Boulevard at East 11th Street. Can be upgraded with a concrete curb similar to Beach Avenue in Vancouver (Right) to create a simple, but more robust barrier separating users.

Zone 4 – The connection to the Casano-Loutet Overpass on East 17th Street from West Grand Boulevard would require limited changes. Traffic volume and grade are within acceptable levels for a neighbourhood style bike route. Some basic interventions to encourage slower speeds and new street lighting would be required to meet the *comfortable for most* standard. This area is very dark and the change to light levels would be the most significant change for adjacent residents. To mitigate the change to

street illumination, shielding can be added to the fixtures to prevent light from being cast onto private prosperities. The safety and comfort of pedestrians and drivers on the street would also benefit from adding new street lighting.

Interdependent project considerations

There are two concurrent major planning initiatives that may significantly impact the MTC and its alignment. The first dependency is the Lonsdale Great Street project that seeks to reimagine and revitalize Central Lonsdale Avenue as a 'great street' that will create a strong identity for Central Lonsdale, support commercial activity, and enhance vibrancy and walkability. To accomplish this, adjustments to space allocation in the road right-of-way and to the transportation network in the surrounding area may be necessary – including possible realignment of mobility infrastructure servicing the area. This initiative is in early stages of development and any proposed network changes will not be known for some time.

The second dependency is the future alignment of the Bus Rapid Transit (BRT) corridor between Metrotown and Park Royal. A BRT corridor has numerous requirements in terms of road widths and transit stop locations that are instrumental in defining how road right-of-ways are allocated. TransLink's Metrotown to North Shore BRT program is currently underway. TransLink, in coordination with City staff, will identify and explore possible alignments for the BRT route. This could include an option that services Central Lonsdale. Should a possible BRT alignment servicing Central Lonsdale utilize a portion of the 13th Street corridor, accommodating BRT, a protected mobility route, and vehicle travel lanes is not possible within the most constrained portions of the corridor. Prioritizing and consolidating uses on particular corridors by mode may be required in the future. City staff will be able to share proposed alignments and their network impacts and trade-offs as the joint planning process with TransLink advances. While the Metrotown to North Shore BRT is a Tier 1 priority for TransLink, the process will take several years to proceed through early planning works (ongoing) through route selection, construction and becoming operational. More information on the process and timeline is forthcoming.

Any potential re-alignment of the MTC corridor as a result of BRT or Lonsdale Great Streets will need to consider the knock-on effect of east-west route spacing in the network. The current Bike Master Plan route frequency ensures all residents in Central Lonsdale are no more than 200m from an east-west route.

Project Risks

In the pre-planning phase staff have developed a high level project risk register with risk mitigation strategies to be considered⁴. Project risks are assessed through the design and construction process to adjust mitigation strategies as necessary and identify new risks as needed.

⁴ Each project risk is calculated as the combined likelihood the risk could occur and what the impact the risk would have to the overall project. Likelihood and impact are measured on a 5-point scale with 1 being low likelihood/impact and 5 being high likelihood/impact.

Risk/Issue	Likelihood	Impact	Risk Rating	Mitigation Strategy
<p>Communication & Engagement – Changes required along the corridor are perceived as highly impactful to adjacent residents</p>	5	4	High	<p>Develop and execute a comprehensive communication plan to ensure high levels of public awareness and comprehension.</p> <p>Align the public participation process at the appropriate level of the IAP2 Spectrum for the policy and design context.</p> <p>Anticipate issues and bring forward mitigation measures early.</p>
<p>Schedule – At 4km long and traversing multiple contexts, community engagement, design and construction will be complex, potentially causing the schedule to become drawn out.</p>	4	4	High	<p>Develop project schedule that reflects the additional time needed at key phases to address complex issues.</p> <p>Align the public participation process at the appropriate level of the IAP2 Spectrum for the policy and design context.</p> <p>Phase the delivery of the project to focus engagement, design and construction efforts.</p>
<p>Cost – Midtown is a large project with sections that may require more intensive reconstruction with a high capital cost.</p>	3	3	Medium	<p>Design with a focus on cost effective construction methods and focus intensive reconstruction where there is the greatest benefit.</p> <p>Phase the delivery of the project to simplify construction.</p> <p>Phase the delivery to create more opportunity for external funding to offset City costs.</p>
<p>Interdependent projects – The outcome of the Lonsdale Great Streets and BRT corridor planning processes could impact mid- to long-term route alignment</p>	2	4	Medium	<p>Shift focus to an alternate priority project to provide time for other planning initiatives to provide direction.</p> <p>Phase the project to focus on zones 3 & 4 that are not dependent on the other planning initiatives and can connect with alternative routes.</p>

Chesterfield Avenue

Chesterfield is the primary north-south corridor supporting access to Central and Lower Lonsdale. TransLink recognizes this route as a key piece of the Major Bike Network connecting the Lonsdale Quay Exchange (a tier 1 transit interchange) to high-density residential and commercial area along the Lonsdale corridor and beyond. The Lonsdale corridor is also identified to be within the top 20% of highest cycling growth potential in the region. Several east-west cycling corridors intersect Chesterfield including Esplanade, 4th Street, the Midtown Connector, and the Green Necklace at Keith and 21st.

Current demand is likely moderated due to the local topography and lack of comfort of existing infrastructure when traveling on a busy street with a high-speed differential between users. With the introduction of e-bike share services like Lime and high uptake of private e-bikes on the North Shore, topography can more easily be overcome for more people. Lime Ridership data highlights Chesterfield as the most popular north-south corridor. Over 5000 trips were taken by Lime bike users from January to October 2024 on Chesterfield south of 13th Street. With investment in comfortable infrastructure there is considerable potential for the route to generate more trips.

Current Conditions

On-street bike lanes were added to the street between Esplanade and 13th Street in phases starting in 2011. The bike lanes are generally not separated or protected and are positioned next to parked vehicles. Users traveling downhill are to share the lane with vehicles until they reach a demarcated lane at 2nd Street. While the current infrastructure met the best practices of the day, subsequent evolution in cycling and mobility infrastructure design has evolved to improve comfort and safety for a wider spectrum of users.

During the last few years, some portions have been upgraded to a separated condition through adjacent redevelopment (e.g. 230 Chesterfield Ave and 181 West 6th Street). For redevelopment north of 13th Street, the boulevard design future proofed for the installation of cycling infrastructure at a later date (e.g. 1549, 1730, and 1952 Chesterfield Ave).

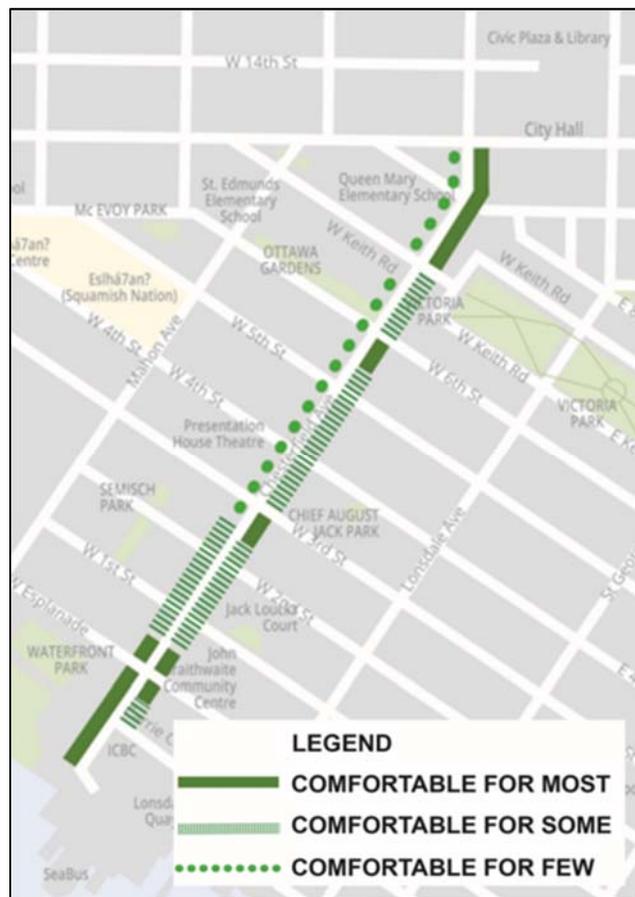


Figure 10: Existing infrastructure on Chesterfield Avenue from Esplanade to West 13th Street

Corridor Implementation Considerations

Early planning works have considered the entire Chesterfield corridor, however due to the length of the corridor and interdependency with the Lonsdale Great Streets project a phased approach to delivery is necessary. The segment south of 13th to the Lonsdale Quay Exchange is identified as the priority to improve conditions where the grade of the corridor is steepest and the speed differential between users is greatest.

The northern section of the route may be subject to change as the vision for Lonsdale Great Streets may influence the surrounding transportation network. Terminating phase 1 at 13th Street ties into the MTC corridor where existing east-west infrastructure is present. The next east-west mobility corridor on the network is on 17th Street which would dramatically increase the scale of the project and deliver capital intensive infrastructure in a segment more likely to be affected by changes to Lonsdale.

The Chesterfield corridor south of 13th is a consistent street context with comparable grade, right-of-way widths, and street designation. The design in response would also be similarly consistent between Esplanade and 13th Street. Due to grade, the design would utilize different infrastructure types for uphill and downhill travel. When traveling uphill, the design will apply existing off-road configuration delivered by developments at 181 West 6th Street and 230 Chesterfield Avenue and apply it to the remainder of the street. When traveling downhill, the design would require the removal of parking on the west side of the street to provide adequate space for protected on-road infrastructure and to ensure clear driver-cyclist sightlines.



Figure 11: (Left) Protected northbound mobility lane delivered by the adjacent development at Chesterfield and West 5th Street – looking north. (Right) Parking protected mobility lane at Chesterfield and West 8th Street - Looking north

When traveling uphill, the off-road design would retain some parking on the east side, but block-to-block decisions would have to be made to balance the preservation of existing trees in good health, parking, and creating space for mobility device users. Reconfiguring the boulevard on the east side of the street would also provide an opportunity to replace existing narrow sidewalks that are no longer meeting pedestrian demand and introduce blue and green infrastructure like rain gardens and trees that are appropriate for our changing climatic conditions.



Figure 12: Chesterfield at 4th Street looking southeast. Block-to-block decisions will have to be made to balance the preservation of existing trees in good health, parking and providing safe and comfortable conditions for cyclists and other mobility device users.

Due to the unique geography of the North Shore some infrastructure needs to be adapted for our context especially for safe downhill travel. Seeking guidance on adaptations to the BC Active Transportation Guide for steep slopes, staff engaged an external consultant Urban Systems, who supported the Province in the development of the Guide. The team performed a state of the practice review with other North American municipalities to offer recommendations to staff. Learnings from other municipalities have been incorporated into staff's conceptual design featuring wider lanes, clear sightlines and physical separation. For users traveling downhill a barrier protected lane at the road grade would be required to ensure good visibility between users while providing a safe place for mobility device users.

Due to driver-cyclists visibility and space limitations curbside parking cannot be accommodated on the west side of Chesterfield between 4th and 12th Streets. Parking occupancy on the adjacent 200 block and on private property have sufficient capacity to absorb the demand. A select few properties on the west side 400 and 700 blocks have their front entrance onto Chesterfield without laneway access. Through detailed design the project team can look for opportunities to continue to provide curbside access for deliveries and other short-term uses.

Project Risk

In the pre-planning phase staff have developed a high level project risk register with risk mitigation strategies to be considered. Project risks are assessed through the design and construction process to adjust mitigation strategies as necessary and identify new risks as needed.

Risk/Issue	Likelihood	Impact	Risk Rating	Mitigation Strategy
<p>Engagement – Changes required along the corridor are perceived as highly impactful to adjacent residents. The route is adjacent to numerous multi-family housing buildings presenting a unique challenge to ensuring awareness.</p>	4	4	High	<p>Develop and execute a comprehensive communication plan to ensure high levels of public awareness and comprehension</p> <p>Align the public participation process at the appropriate level of the IAP2 Spectrum for the policy and design context.</p> <p>Meet early in the process with interested parties where more notable changes will occur.</p>
<p>Schedule – Complex and sensitive works require additional time to address design, construction, communication, and engagement issues.</p>	3	3	Medium	<p>Develop project schedule that reflects the additional time needed at key phases to address complex issues.</p> <p>Modify design approach to prioritize simpler and more cost effective construction methods for on-street protected infrastructure that will have greater impacts to parking over extensive boulevard construction to retain parking.</p>
<p>Cost – Extent of extensive reconstruction is large exposing the project to escalating construction costs.</p>	3	3	Medium	<p>Develop project schedule to tender during the off-season to secure the best price.</p> <p>Develop project schedule to maximize external funding opportunities.</p> <p>Modify design approach to prioritize simpler and more cost effective construction methods for on-street protected infrastructure that will have greater impacts to parking over extensive boulevard construction to retain parking.</p>
<p>Interdependent projects – The outcome of the Lonsdale Great Streets and BRT corridor planning processes could shift the demands on Chesterfield requiring re-aligned space allocation</p>	2	3	Medium	<p>Initiate when there is greater certainty of the direction from Lonsdale Great Streets and BRT.</p>

PRIORITIZING THE NEXT PHASE OF IMPLEMENTATION

Staff recommend advancing zone's 3 (West Grand Boulevard) and 4 (17th Street from West Grand Boulevard to the Casano Loutet Overpass) as the first phase of the Midtown Connector. Key considerations for this approach are:

- Beginning the delivery of the MTC with phase 1 provides a safe and comfortable connection to the Casano-Loutet Overpass, while enabling interdependent city shaping planning work to advance. Users approaching or having just crossed the Overpass will be able to select the east-west corridor from West Grand Boulevard that suits their needs and desired destination today, while accommodating alternative alignments in the future.
- Delivery of Phase 1 creates synergy between the MTC, Casano-Loutet Overpass, and the District of North Vancouver's recent investment in the mobility network approaching the Overpass. This phase can amplify the value of those investments to generate active transportation trips contributing to achieving the City's sustainable mode share targets.
- Aligns with City staff's capacity to deliver the project with a high caliber communications and engagement strategy.
- Delivering the MTC in phases mitigates the engagement, schedule and cost escalation risks by focusing efforts.

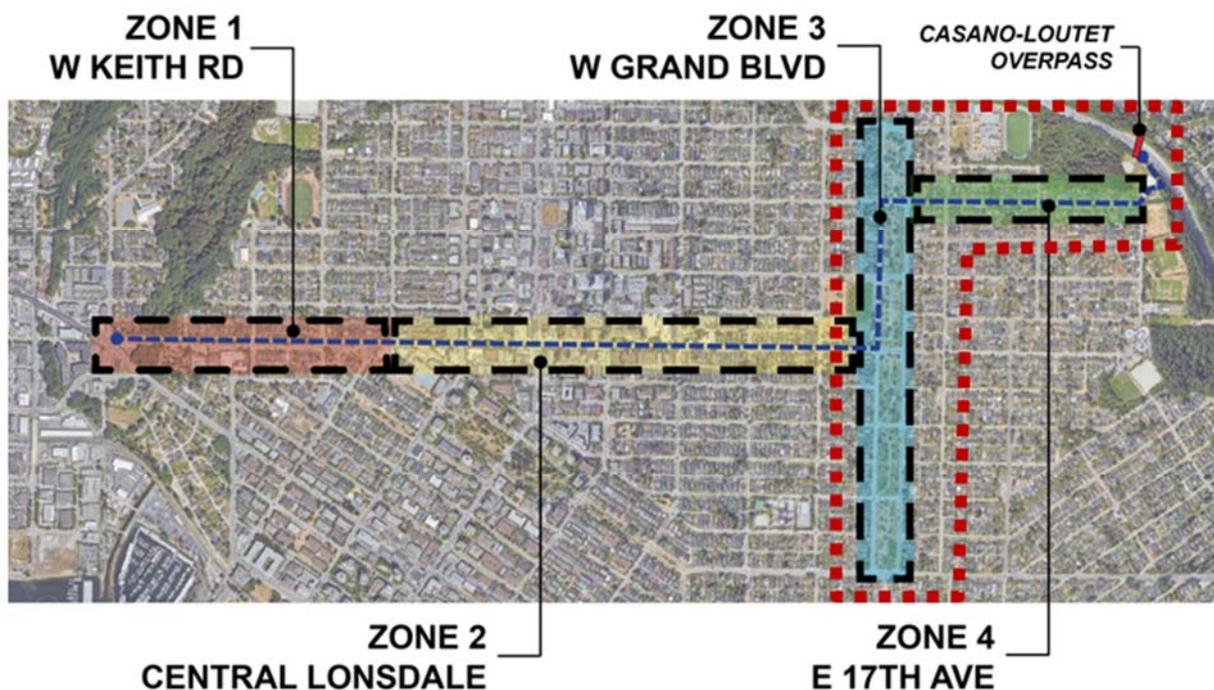


Figure 13: City Staff recommend advancing Zone's 3 & 4 including the length of West Grand Boulevard (outlined in red), as a first phase of the Midtown Connector.

The remainder of the MTC (Zones 1 & 2) is subject to important planning initiatives that will take time to address. In the interest of continuing to advance the delivery of the core mobility network, staff can return to Council in the spring with a plan for the delivery of Chesterfield from Esplanade to 13th for Council's consideration.

COMMUNITY AND COUNCIL ENGAGEMENT

Pending Council's direction, staff will develop a thorough communications and engagement plan for Phase 1 of the Midtown Connector that will guide our communications and outreach. The plan will ensure that we are raising both broad and neighbourhood specific awareness of the project and is integrated with communications pertaining to the construction of the Casano-Loutet Overpass.

The initial phase of engagement will focus on learning about people's experience and identifying what is important for them. The later phase of engagement will focus on elements of the detailed design and how they align with the values the public shared through the initial engagement.

Figure 14 shows the high level project timeline, including two phases of public engagement, prior to finalizing the design and proceeding with construction. Staff will incorporate multiple touchpoints with Council in the project schedule to provide updates and to seek input and direction at major milestones or when significant trade-offs need to be considered. These may include, but are not limited to: costs, impacts to other road users/road capacity (e.g., parking), and property impacts.



Figure 14: High level project timeline for MTC Phase 1

Successful major projects like Esplanade and 1st Street have incorporated a high degree of direct engagement. While time intensive, this approach ensured good awareness of the project amongst the community and comprehension of the changes to occur. This also provided staff with valuable insight into day-to-day rhythm and needs of the community to help inform the design process. To increase the project team's capacity to employ this approach moving forward, the team will incorporate a new community liaison position. This position will enable the team to be more connected with the community throughout the entire process of design and construction.

FINANCIAL IMPLICATIONS

Funding to deliver the priority project is inclusive of staffing supporting, external design services, community engagement, construction and contract administration. The Class D costs for anticipated costs for each project are:

- Midtown Connector (complete corridor) – \$10.3m
- Midtown Connector (Phase 1 – West Grand Boulevard and the connection to Casano-Loutet Overpass via 17th Street) - \$3.1m
- Chesterfield (Esplanade to 13th Street) - \$6.8m

\$1.4m has been appropriated for staffing support, detailed design, community engagement, and contract administration for the MTC. These funds are sufficient to advance through design and community engagement for Phase 1. Any surplus funds will be used for construction or to support the delivery of subsequent phases of MTC in the future.

This project is likely to rank well when pursuing competitive external funding opportunities (TransLink, Provincial, Federal, and ICBC) to help reduce the City’s capital costs. Historically the City’s major projects have been successful in securing up to 50% external project funding.

INTER-DEPARTMENTAL IMPLICATIONS

The project will be lead by the Public Realm Infrastructure team with support from other Engineering groups, Planning, Public Works, Fire Prevention and Public Safety, Communications and Engagement, and Finance as required.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports a “Connected City” providing active and sustainable ways for people to move to, from and within the City safely and efficiently by increasing the number of kilometres of protected bike lanes. In addition, the Mobility Network Implementation project aligns with and advances key principles of the Safe Mobility Strategy, the Climate and Environment Strategy, the Community Wellbeing Strategy, and established City goals and objectives. Specific OCP objectives include:

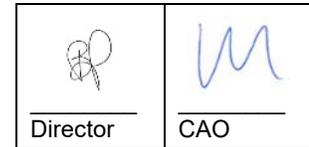
2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;

2.1.2 Invest in pedestrian and cycling facilities on the routes to and around schools, and work with the North Vancouver School District to promote active transportation, healthy lifestyles, and sustainable travel behaviour among children and youth.

RESPECTFULLY SUBMITTED:



Justin Hall
Manager, Public Realm Infrastructure



The Corporation of **THE CITY OF NORTH VANCOUVER**
OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Peter DeJong, Acting Corporate Officer

Subject: 2025 SCHEDULE OF REGULAR AND WORKSHOP
COUNCIL MEETINGS

Date: November 6, 2024 File No: 01-0550-01-0001/2024

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

RECOMMENDATION

PURSUANT to the report of the Acting Corporate Officer, dated November 6, 2024, entitled “2025 Schedule of Regular and Workshop Council Meetings”:

THAT the 2025 Schedule of Regular and Workshop Council Meetings be endorsed.

ATTACHMENTS

1. 2025 Schedule of Regular and Workshop Council Meetings (CityDocs [2571714](#))
2. Calendar – 2025 Regular and Workshop Council Meetings (CityDocs [2594503](#))
3. Council Meeting Processes Diagram (CityDocs [2595448](#))

DISCUSSION

The purpose of this report is to present Council with the Schedule of Regular and Workshop Council Meetings for the 2025 calendar year and request that the schedule be endorsed. The 2025 Schedule of Regular and Workshop Council Meetings was prepared in accordance with Council direction and the “Council Procedure Bylaw, 2015, No. 8500”.

Summary of Council Meetings for 2024

By the end of 2024, a total of 31 meeting dates will have taken place. This includes Special Meetings as well as Finance Committee Meetings and Public Hearings or Public Meetings held within the context of Regular Council Meetings.

Proposed 2025 Schedule of Regular and Workshop Council Meetings

The proposed 2025 Regular and Workshop Council Meetings includes 21 Regular Council meetings and 10 Workshop Council Meetings, with breaks in the schedule for Spring Break in March, the summer recess in August and the winter recess in December/January. The schedule avoids conflicts with public holidays and the annual Federation of Canadian Municipalities (FCM) and Union of BC Municipalities (UBCM) conventions.

In accordance with the provisions of the *Community Charter*, notice of the Regular and Workshop Council Meetings Schedule must be posted and advertised at least once a year, on or before January 1 in each year. Staff will publish public notice following Council endorsement of the draft Schedule.

Workshop Council Meetings will follow the same agenda-setting procedures as apply to Regular and Special Council Meetings. They will, however, be convened in Conference Room A/B and will not be livestreamed; Council will recess to Committee of the Whole for the Workshop, which may be open or closed depending on the content, and may or may not report out once the Workshop portion is adjourned. If there are any regular agenda items of a time sensitive nature requiring consideration by Council, they may be dealt with after or, preferably, before the Workshop portion.

If there are no Workshop materials for any designated Workshop date, the Council meeting may still be held to consider time-sensitive regular agenda items or, it may be cancelled in accordance with the Council Procedure Bylaw. This provides flexibility within the established schedule of Council meetings held on Mondays, while also ensuring the business of Council is not delayed and is open to the public, except where required to be closed. Council meeting processes have been diagrammed in Attachment 3 to illustrate the various ways in which Council processes all fit within the context of a Council meeting where Council is authorized to exercise its statutory powers.

FINANCIAL IMPLICATIONS

Financial considerations are limited to administrative costs for posting, circulating and advertising the schedule.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Providing the Schedule of Council Meetings and Workshops prior to the start of the calendar year supports Council's Strategic Plan by being "A City for People" by connecting and engaging with residents in the community.

RESPECTFULLY SUBMITTED:



Peter DeJong, BA, LLB
Acting Corporate Officer



2025 SCHEDULE OF REGULAR AND WORKSHOP COUNCIL MEETINGS

“**Regular Council Meetings**” commence at 6:00 pm in the Council Chamber at City Hall, 141 West 14th Street, North Vancouver, BC, and electronically via Webex, unless otherwise indicated.

“**Workshop Council Meetings**” commence at 6:00 pm in Conference Room A/B at City Hall and are not livestreamed, but are open to the public, unless otherwise indicated; regular agenda items may be added if time sensitive or there are no Workshop materials.

January	6	No Council Meeting – Winter Recess	July	7	Regular Council Meeting
	13	No Council Meeting – Winter Recess		14	Regular Council Meeting
	20	Workshop Council Meeting		21	Workshop Council Meeting
	27	Regular Council Meeting		27	No Council Meeting
February	3	Regular Council Meeting	August	No Council Meetings – Summer Recess	
	10	Regular Council Meeting			
	17	No Council Meeting – Family Day			
	24	Workshop Council Meeting			
March	3	Regular Council Meeting	September	1	No Council Meeting – Labour Day
	10	Regular Council Meeting		8	Regular Council Meeting
	17	No Council Meeting – Spring Break		15	Regular Council Meeting
	24	No Council Meeting – Spring Break		22	No Council Meeting – UBCM conference
	31	Workshop Council Meeting		29	No Council Meeting
April	7	Regular Council Meeting	October	6	Regular Council Meeting
	14	Regular Council Meeting		13	No Council Meeting – Thanksgiving
	21	No Council Meeting – Easter Monday		20	Regular Council Meeting
	28	Workshop Council Meeting		27	Workshop Council Meeting
May	5	Regular Council Meeting	November	3	Regular Council Meeting
	12	Regular Council Meeting		10	No Council Meeting
	19	No Council Meeting – Victoria Day		17	Regular Council Meeting
	26	Workshop Council Meeting		24	Workshop Council Meeting
June	2	No Council Meeting – FCM conference	December	1	Regular Council Meeting
	9	Regular Council Meeting		8	Regular Council Meeting
	16	Regular Council Meeting		15	Workshop Council Meeting
	23	Workshop Council Meeting		22	No Council Meeting – Winter Recess
	30	No Council Meeting		29	No Council Meeting – Winter Recess

2025 CALENDAR OF REGULAR AND WORKSHOP COUNCIL MEETINGS

January 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Spring Break Mar 17 - 28
Spring Break Mar 17 - 28

April 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

FCM
May 29 - Jun 1 - Ottawa ON

July 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

UBCM
Sep 22 - 26 - Victoria, BC

October 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Holidays or Observed Council Meetings Council Workshops

Council Meeting Processes

