



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, APRIL 13, 2026 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 Skwxwú7mesh (Squamish) and sə́lilwətaʔ (Tseil-Waututh) Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, April 13, 2026

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 30, 2026

PROCLAMATION

Autism Acceptance Month – April 2026

PUBLIC INPUT PERIOD

CONSENT AGENDA

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

BYLAWS – ADOPTION

- *3. “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155”
(Second-Hand Dealer Exemptions)
- *4. “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159”
- *5. “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160”

PRESENTATIONS

- A. Cloverley Elementary School – Transportation Infrastructure Update
– Director, Transportation

Information Report, April 7, 2026 – “Cloverley Elementary School – Transportation Update”

- B. Parks and Public Space Plan Engagement Phase I: Current State Insights
– Director, Parks and Public Spaces

REPORTS

6. Parks and Public Space Plan Engagement Phase I: Current State Insights
7. 2026-2030 Revised Financial Plan

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (Revised Financial Plan)

NOTICE OF MOTION

9. Elect Respect – Councillor McIlroy

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, April 13, 2026

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 30, 2026

PROCLAMATION

Autism Acceptance Month – April 2026

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 5:50 pm on the day of the Council meeting.
- 2) **ELECTRONICALLY VIA WEBEX:** Speakers who choose to participate electronically must pre-register by 12:00 pm 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 pm 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

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

RECOMMENDATION:

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

START OF CONSENT AGENDA

BYLAWS – ADOPTION

- *3. “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155”
(Second-Hand Dealer Exemptions)

RECOMMENDATION:

THAT “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155” (Second-Hand Dealer Exemptions) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *4. “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159”

RECOMMENDATION:

THAT “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *5. “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160”

RECOMMENDATION:

THAT “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

END OF CONSENT AGENDA

PRESENTATIONS

- A. Cloverley Elementary School – Transportation Infrastructure Update
– Director, Transportation

Information Report, April 7, 2026 – “Cloverley Elementary School – Transportation Update”

- B. Parks and Public Space Plan Engagement Phase 1: Current State Insights
– Director, Parks and Public Spaces

Item 6 refers.

REPORTS

6. Parks and Public Space Plan Engagement Phase I: Current State Insights
– File: 12-6120-02-0001/1

Report: Section Manager, Park Planning and Design, March 25, 2026

RECOMMENDATION:

PURSUANT to the report of the Section Manager, Park Planning and Design, dated March 25, 2026, entitled “Parks and Public Space Plan Engagement Phase I: Current State Insights”:

THAT the report entitled, “Parks and Public Space Plan Engagement Phase I: Current State Insights”, dated March 25, 2026, be received for information;

AND THAT staff report back to Council with updates at key project milestones on development of the Parks and Public Space Plan.

7. 2026-2030 Revised Financial Plan – File: 05-1715-20-0020/2026

Report: Chief Financial Officer, March 25, 2026

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated March 25, 2026, entitled “2026-2030 Revised Financial Plan”:

THAT the amendments to the 2026-2030 Financial Plan to transfer additional Property Value Tax revenue of \$905,000, due to favorable BC Assessment non-market change, to a non-statutory reserve be endorsed;

AND THAT “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (Revised Financial Plan) be considered for readings.

Item 8 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (Revised Financial Plan)

RECOMMENDATION:

THAT “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (Revised Financial Plan) be given first, second and third readings.

NOTICE OF MOTION

9. Elect Respect – File: 01-0530-12-0001/2026

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS democracy is healthy when everyone is able to participate fully and safely and contribute to the well-being of their community;

WHEREAS we are witnessing the dissolution of democratic discourse and respectful debate across all levels of government and in neighbouring jurisdictions;

WHEREAS social media platforms have exacerbated disrespectful dialogue, negative commentary, and toxic engagement, which disincentivizes individuals, especially women and candidates from diverse backgrounds, from running for office;

WHEREAS better decisions are made when democracy is respectful and constructive and the voices of diverse genders, identities, ethnicities, races, sexual orientation, ages and abilities are heard and represented around municipal council tables;

AND WHEREAS Halton Elected Representatives (H.E.R.) has launched a campaign called *Elect Respect* to promote the importance of healthy democracy and safe, inclusive, respectful work environments for all elected officials that encourages individuals to participate in the political process;

NOW THEREFORE BE IT RESOLVED that the City of North Vancouver Council supports the *Elect Respect* pledge and commits to:

- Treat others with respect in all spaces—public, private, and online;
- Reject and call out harassment, abuse, and personal attacks;
- Focus debate on ideas and policies, not personal attacks;
- Help build a supportive culture where people of all backgrounds feel safe to run for and hold office;
- Call on relevant authorities to ensure the protection of elected officials who face abuse or threats; and
- Model integrity and respect by holding one another to the highest standards of conduct.

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)(c) [labour relations], 90(1)(k) [contract negotiations], and 90(2)(b) [intergovernmental relations].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

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MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MARCH 30, 2026

PRESENT: Mayor L. Buchanan
Councillor H. Back
Councillor D. Bell
Councillor A. Girard
Councillor J. McIlroy
Councillor S. Shahriari
Councillor T. Valente (joined at 6:03 pm)

The meeting was called to order at 6:01 pm.

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Back

1. Regular Council Meeting Agenda, March 30, 2026

THAT the Regular Agenda of March 30, 2026 be amended:

- after Item 4, by adding Presentation – Life Sciences in the Metro Vancouver Region; and
- under New Items of Business, by adding Item 15 – North Shore Wastewater Treatment Plant: Accountability and Fairness;

AND THAT the Agenda, as amended, be approved.

CARRIED UNANIMOUSLY

R2026-03-30/1

ADOPTION OF MINUTES

Moved by Councillor Shahriari, seconded by Councillor Girard

2. Regular Council Meeting Minutes, March 9, 2026

CARRIED UNANIMOUSLY

R2026-03-30/2

PROCLAMATION

Mayor Buchanan declared the following proclamation:

Green Shirt Day – April 7, 2026

Councillor Valente joined the meeting at 6:03 pm.

PUBLIC INPUT PERIOD

Moved by Councillor Bell, seconded by Councillor Girard

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

CARRIED UNANIMOUSLY

- Dennis Hilton, North Vancouver, spoke regarding productivity in the City.
- Matt du Toit, North Vancouver, spoke regarding Cloverley Street sidewalks.
- Richard Short, North Vancouver, spoke regarding various City projects.
- Gary Nishimura, North Vancouver, spoke regarding community engagement and communication.
- Patricia Galvao, North Vancouver, spoke regarding Cloverley Street sidewalks.
- Connie Doerksen, North Vancouver, spoke regarding the Lonsdale Great Street project.
- Robert Morrison, North Vancouver, spoke regarding Cloverley Park and the new Cloverley school experience.
- Letitia Lipp, North Vancouver, spoke regarding Cloverley Street parking and the new Cloverley school.
- Nicola Edwards, North Vancouver, spoke regarding Cloverley Street crosswalks.
- Inderjeet Ghuman, North Vancouver, spoke regarding Cloverley Street parking.

CONSENT AGENDA

Moved by Councillor Girard, seconded by Councillor Bell

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

3. “Delegation Bylaw, 2026, No. 9157”

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Delegation Bylaw, 2026, No. 9157” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2026-03-30/3

4. “Officers Bylaw, 2026, No. 9158”

Moved by Councillor Girard, seconded by Councillor Bell

THAT “Officers Bylaw, 2026, No. 9158” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2026-03-30/4

END OF CONSENT AGENDA

PRESENTATION

City of North Vancouver Health Innovation District – Katie Fitzmaurice, Executive Vice President, Invest Vancouver at Metro Vancouver, and Rowena Rizzotti, Lead Consultant, Osprey Point Consulting

Katie Fitzmaurice, Invest Vancouver at Metro Vancouver, and Rowena Rizzotti, Osprey Point Consulting, provided a PowerPoint presentation regarding the “City of North Vancouver Health Innovation District” and responded to questions from Council.

Councillor Girard left the meeting at 7:28 pm and returned at 7:30 pm.

REPORTS

5. Health Innovation District – Early Progress and Next Steps – File: 13-6750-20-0008/1

Report: Manager, Economic Development, March 11, 2026

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Manager, Economic Development, dated March 11, 2026, entitled “Health Innovation District – Early Progress and Next Steps”:

THAT Council direct staff to prepare a Stakeholder Roundtable Terms of Reference and develop a draft Memoranda of Understanding, in collaboration with prospective Stakeholder Roundtable members, for the Health Innovation District, and present to Council for consideration and approval;

AND THAT Council direct staff to provide a further update on the development progress of the Stakeholder Roundtable in fall 2026.

CARRIED UNANIMOUSLY

R2026-03-30/5

6. North Point Brewing Corp. – Application for Curbside Patio Liquor Service Area – Public Consultation and Recommendation – File: 09-4320-50-0002/2026

Report: Manager, Economic Development, March 11, 2026

Moved by Councillor Valente, seconded by Mayor Buchanan

PURSUANT to the report of the Manager, Economic Development, dated March 11, 2026, entitled “North Point Brewing Corp. – Application for Curbside Patio Liquor Service Area – Public Consultation and Recommendation”:

THAT the application for a curbside patio liquor service area for North Point Brewing Corp., be supported, provided that the establishment first enter into a Good Neighbour Agreement with the City of North Vancouver;

Continued...

REPORTS – Continued

6. North Point Brewing Corp. – Application for Curbside Patio Liquor Service Area – Public Consultation and Recommendation – File: 09-4320-50-0002/2026 – Continued

AND THAT the Liquor and Cannabis Regulation Branch be informed of this resolution and recommendation that the application be approved on the basis that:

- The impact of noise on the community in the immediate vicinity of the establishment, in general, is expected to be minimal, if managed diligently;
- The proposed curbside patio liquor service area is consistent with the vision for the Shipyards Brewery District;
- The proposed curbside patio liquor service area will not result in business operations of a manner that is contrary to the primary purpose of the business; and
- The results of the public feedback conducted by City staff found a majority of respondents in support of the proposed curbside patio liquor service area.

CARRIED UNANIMOUSLY

R2026-03-30/6

7. Business Licence Bylaw Amendment – File: 13-6750-01-0001/2026

Report: Manager, Business Services, March 11, 2026

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Manager, Business Services, dated March 11, 2026, entitled “Business Licence Bylaw Amendment”:

THAT “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155” (Second-Hand Dealer Exemptions) be considered for readings.

CARRIED UNANIMOUSLY

R2026-03-30/7

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155” (Second-Hand Dealer Exemptions)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155” (Second-Hand Dealer Exemptions) be given first, second and third readings.

CARRIED UNANIMOUSLY

R2026-03-30/8

REPORT

9. North Shore Emergency Management Bylaws Update – File: 01-0110-01-0001/2026

Report: General Manager, Public Safety and Fire Chief; General Manager, Infrastructure, Transportation and Parks; and City Solicitor, March 20, 2026

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the General Manager, Public Safety and Fire Chief, the General Manager, Infrastructure, Transportation and Parks, and the City Solicitor, dated March 20, 2026, entitled “North Shore Emergency Management Bylaws Update”:

THAT the following bylaws be considered for readings:

- “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159”; and
- “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160”.

CARRIED UNANIMOUSLY

R2026-03-30/9

BYLAWS – FIRST, SECOND AND THIRD READINGS

10. “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159”

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “North Shore Emergency Management Establishing Bylaw, 2026, No. 9159” be given first, second and third readings.

CARRIED UNANIMOUSLY

R2026-03-30/10

11. “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160”

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “North Shore Emergency Management Delegation Bylaw, 2026, No. 9160” be given first, second and third readings.

CARRIED UNANIMOUSLY

R2026-03-30/11

REPORTS

12. 2026 Property Tax Rate Distribution Options – File: 05-1970-05-0005/2026

Report: Chief Financial Officer, March 11, 2026

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Chief Financial Officer, dated March 11, 2026, entitled “2026 Property Tax Rate Distribution Options”:

THAT an across-the-board 2026 Property Tax Rate Distribution be endorsed.

CARRIED UNANIMOUSLY

R2026-03-30/12

13. Metro Vancouver South of the Fraser Mayors’ Request – File: 13-6500-01-0001/2026

Report: Manager, City Design and Planning, March 23, 2026

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, City Design and Planning, dated March 23, 2026, entitled “Metro Vancouver South of the Fraser Mayors’ Request”:

THAT staff be directed to respond to Metro Vancouver’s correspondence, dated January 20, 2026, titled, “Consultation of Proposed *Metro 2050* Amendment Options in Response to South of the Fraser Mayors’ Request” outlining the need for additional information, as outlined in the “Proposed Response”;

AND THAT a copy of the correspondence to Metro Vancouver be distributed to Council.

CARRIED UNANIMOUSLY

R2026-03-30/13

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES

14. St. Andrews Avenue Improvement Project – File: 01-0220-01-0001/2026

Inquiry by Councillor Shahriari

Councillor Shahriari requested information regarding monitoring data of the St. Andrews Avenue Improvement Project, including:

- Do we have any historical data from the area between April-May? If not, how are we benchmarking the data we are collecting?

Continued...

COUNCIL INQUIRIES – Continued

14. St. Andrews Avenue Improvement Project – File: 01-0220-01-0001/2026 – Continued

- Has there been any monitoring since the project concluded in 2024? If not, how are we assessing the area?
- Does our historical data include all modes of transportation?
- Does the data collected differentiate between northbound and southbound traffic volumes?
- Previously there was some historical data on the St. Andrews project website. Where can the new data be found?
- Council was advised that staff are exploring cell phone data. How would cell phone data be used for tracking volumes?

R2026-03-30/14

COUNCIL REPORTS

Nil.

NEW ITEMS OF BUSINESS

15. North Shore Wastewater Treatment Plant: Accountability and Fairness – File: 01-0530-12-0001/2026

Moved by Mayor Buchanan, seconded by Councillor Bell

WHEREAS the North Shore Wastewater Treatment Plant was originally budgeted at \$700 million and has since escalated to \$3.86 billion, an increase of more than 400%;

WHEREAS under the current Metro Vancouver cost-sharing formula, North Shore residents are responsible for 37% of these costs while representing only approximately 8% of Metro Vancouver's population;

WHEREAS households in the City of North Vancouver and the District of North Vancouver now face significant additional sewerage and drainage costs on their utility bills for up to 30 years;

WHEREAS concerns regarding cost escalation, cost allocation and an independent review have been raised repeatedly through Metro Vancouver without resolution;

WHEREAS Metro Vancouver's independent review, initiated in 2025, was halted within months and deferred until the conclusion of litigation with Acciona, currently scheduled for March 2027, delaying transparency and accountability for residents already facing these costs;

WHEREAS Metro Vancouver and the Greater Vancouver Sewerage and Drainage District are bodies created under provincial legislation, and the Province of British Columbia therefore has the authority to intervene where regional governance and cost allocation are not functioning fairly;

Continued...

NEW ITEMS OF BUSINESS – Continued

15. North Shore Wastewater Treatment Plant: Accountability and Fairness
– File: 01-0530-12-0001/2026 – Continued

AND WHEREAS on March 5, 2026, Mayor Buchanan and Mayor Little met with Premier David Eby, who publicly committed to reviewing their request for provincial action;

NOW THEREFORE BE IT RESOLVED THAT Council support the joint request by Mayor Buchanan (City of North Vancouver) and Mayor Little (District of North Vancouver) for an independent public inquiry into the cost overruns of the North Shore Wastewater Treatment Plant;

THAT Council call on the Province of British Columbia to conduct an independent review of Metro Vancouver and the Greater Vancouver Sewerage and Drainage District, including governance structures and cost-sharing practices, and require meaningful reforms with binding outcomes;

THAT the Province establish a clear and equitable framework for cost-sharing on regional infrastructure projects, including mechanisms to fairly address major cost overruns;

THAT the Province address the democratic accountability gap in Metro Vancouver's sewerage borrowing framework so municipalities and residents have safeguards comparable to those required under the *Community Charter* and *Local Government Act*;

AND THAT Council direct the Chief Administrative Officer to keep residents informed through updates, City actions and advocacy on the City's website, and that this resolution be forwarded to Premier David Eby, Minister Christine Boyle, North Shore MLAs, and the Metro Vancouver Board.

CARRIED UNANIMOUSLY

R2026-03-30/15

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Shahriari, seconded by Councillor Back

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(c) [labour relations], 90(1)(e) [land matter], 90(1)(i) [legal advice], and 90(1)(k) [proposed service].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session at 8:41 pm.

A motion was passed in the Closed Session to continue the meeting past 10:30 pm.

A motion was passed in the Closed Session to continue the meeting past 11:00 pm.

The Regular meeting reconvened at 11:15 pm with the following members of Council present: Mayor Buchanan, Councillor Back, Councillor Bell, Councillor McIlroy, Councillor Shahriari and Councillor Valente.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT the actions directed regarding the following items from the Committee of the Whole (Closed Session) of March 30, 2026, be ratified:

16. Land Matter – File: 02-0890-20-0092/1

Report: General Manager, Planning, Development and Real Estate, March 11, 2026

PURSUANT to the report of the General Manager, Planning, Development and Real Estate, dated March 11, 2026, regarding a land matter:

THAT the wording of the resolution and the report of the General Manager, Planning, Development and Real Estate, dated March 11, 2026, remain in the Closed session.

R2026-03-30/16

17. Proposed Service – File: 02-0800-30-0028/1

Report: Deputy Director, Civic Development and Strategic Initiatives, March 12, 2026

PURSUANT to the report of the Deputy Director, Civic Development and Strategic Initiatives, dated March 12, 2026, regarding a proposed service:

THAT the wording of the resolution and the report of the Deputy Director, Civic Development and Strategic Initiatives, dated March 12, 2026, remain in the Closed session.

R2026-03-30/17

18. Labour Relations – File: 01-0560-20-0001/2026

Report: Director, People and Culture, March 23, 2026

PURSUANT to the report of the Director, People and Culture, dated March 23, 2026, regarding labour relations:

THAT the wording of the resolution and the report of the Director, People and Culture, dated March 23, 2026, remain in the Closed session.

R2026-03-30/18

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 11:16 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

AUTISM ACCEPTANCE MONTH

Whereas

the City of North Vancouver is a place where all people are welcomed, included and celebrated;

Whereas

1 in 50 Canadians have Autism Spectrum Disorder, a neurodevelopmental condition affecting brain development, causing communication challenges, social difficulties, and repetitive behaviors;

Whereas

knowledge promotes acceptance because it allows people to understand how to be more inclusive and build more supportive experiences;

And Whereas

during the month of April, we strive to advance the inclusion and self-determination of people on the autism spectrum and advocate for more supports to ensure that each person with autism is able to reach their fullest potential;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 2026** as **Autism Acceptance Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, April 13, 2026

Linda C. Buchanan

Mayor Linda Buchanan

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9155

A Bylaw to amend “Business Licence Bylaw, 2018, No. 8640”

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

1. This Bylaw shall be known and cited for all purposes as “**Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2026, No. 9155**” (Second-Hand Dealer Exemptions).

2. “Business Licence Bylaw, 2018, No. 8640” is amended as follows:

A. Part 3 – Definitions, after the definition of “Municipality” insert:

“Non-Profit Organization”

- (1) a charity registered with the Canada Revenue Agency;
- (2) a society registered with the Registrar of Companies under the *Societies Act*, S.B.C. 2015 c. 18; or
- (3) a corporation incorporated pursuant to the *Canada Not-for profit Corporations Act*, S.C. 2009, c. 23.

B. Section 529 (14) is deleted and replaced with the following:

This section (Section 529) of the bylaw does not apply to:

- (a) Non-Profit Organizations operating thrift stores; or
- (b) Second-Hand Dealers or Junk Dealers who obtain all second-hand goods only from or through a Non-Profit Organization or by donation.

READ a first time on the 30th day of March, 2026.

READ a second time on the 30th day of March, 2026.

READ a third time on the 30th day of March, 2026.

ADOPTED on the <> day of <>, 2026.

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9159

A Bylaw to repeal and replace North Shore Emergency Management Office Agreement Bylaw, 2002, No. 7417, Emergency Plan Bylaw, 2002, No. 7418, and North Shore Disaster Bylaw, 2006, No. 7809

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

Citation

1. This Bylaw shall be known and cited for all purposes as “**North Shore Emergency Management Establishing Bylaw, 2026, No. 9159**”.

Multijurisdictional Emergency Management Organization

2. The powers conferred on the City of North Vancouver by the *Emergency and Disaster Management Act*, SBC 2023, c.37 (“*EDMA*”) in respect of participating in a multijurisdictional emergency management organization with the District of North Vancouver and the District of West Vancouver are authorized to be in accordance with the provisions of the agreement between the District of North Vancouver, the City of North Vancouver, and the District of West Vancouver in substantially the form of the Agreement attached to this bylaw as Schedule “A”.

Execution of Documents

3. The Mayor and Corporate Officer are authorized to execute the agreement entitled North Shore Emergency Management Agreement which is attached to this bylaw as Schedule “A” and forms part of this Bylaw.

North Shore Emergency Management

4. Upon execution and delivery of the amended North Shore Emergency Management Agreement the North Shore Emergency Management Office is continued as the North Shore Emergency Management.

Repeal

5. North Shore Emergency Management Office Agreement Bylaw, 2002, No. 7417, Emergency Plan Bylaw, 2002, No. 7418 and North Shore Disaster Bylaw, 2006, No. 7809, and any amendments thereto, are hereby repealed.

Severability

6. If any section or portion of this Bylaw is held to be invalid by a decision of a court of competent jurisdiction, such invalid section or portion shall be severed from the remainder of the Bylaw and shall not affect the validity of the remaining portions of the Bylaw.

Effective Date

7. The effective date of this bylaw is subject to execution of Schedule A by all parties.

READ a first time on the 30th day of March, 2026.

READ a second time on the 30th day of March, 2026.

READ a third time on the 30th day of March, 2026.

ADOPTED on the <> day of <>, 2026.

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw 9159

NORTH SHORE EMERGENCY MANAGEMENT AGREEMENT

This Agreement, dated for reference the ___ day of ____, 2026.

BETWEEN:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER, 355 West Queens Road, North Vancouver, British Columbia, V7N 4N5

(the "District")

AND:

THE CORPORATION OF THE CITY OF NORTH VANCOUVER, 141 West 14th Street, North Vancouver, British Columbia, V7M 1H9

(the "City")

AND:

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER, 750 - 27th Street West Vancouver, British Columbia, V7V 3T3

("West Vancouver")

(the above parties hereinafter collectively called the "Municipalities")

Witnesses that Whereas:

- A. The Municipalities wish to establish North Shore Emergency Management ("NSEM") for the purpose of providing a multijurisdictional emergency management organization pursuant to section 19 of the the *Emergency and Disaster Management Act*, SBC 2023, c.37 (the "EDMA");
- B. The Municipalities wish to delegate to North Shore Emergency Management the authority, on behalf of the District, the City, and West Vancouver to plan, develop and conduct, within the approved funding of any budget year, multijurisdictional Emergency Management Services in the District, City, and West Vancouver; and
- C. The Municipalities are committed to the cooperative delivery of North Shore Emergency Management Services to the Municipalities and to the residents of the District, the City, and West Vancouver, and to the equitable sharing of the costs of delivery of those services as set out in this Agreement;

NOW THEREFORE the District, the City, and West Vancouver agree as follows:

PART 1

Definitions

1. In this Agreement, the following definitions apply:
 - (a) “Agreement” means this Agreement and all Attachments, which are deemed to be included as part of this Agreement;
 - (b) “Appointed Financial Officer” means the Financial Officer for the District;
 - (c) “City” means the City of North Vancouver;
 - (d) “City CAO” means the City’s chief administrative officer;
 - (e) “Member” means a person duly appointed to the NSEM Steering Committee pursuant to the terms hereof;
 - (f) “Director of NSEM” means the person hired by NSEM through the Steering Committee as the director of NSEM under this Bylaw;
 - (g) “District” means the District of North Vancouver;
 - (h) “District CAO” means the District’s chief administrative officer;
 - (i) “Emergency Management Services” means those municipal and multijurisdictional emergency management activities, programs, and services, as allowed for in *EDMA* and provided in the approved NSEM budget from time to time, relating to the four phases of emergency management: the mitigation phase, the response phase (excluding response borrowing), the preparation phase, and the recovery phase (excluding recovery powers and recovery borrowing as set out in sections 118 and 119 of *EDMA*);
 - (j) “Oversight Committee” means the persons duly appointed to the Oversight Committee pursuant to the terms hereof;
 - (k) “NSEM” means North Shore Emergency Management;
 - (l) “Steering Committee” means the persons duly appointed to the Steering Committee pursuant to the terms hereof;
 - (m) “West Vancouver” means the District of West Vancouver;
 - (n) “West Vancouver CAO” means West Vancouver’s municipal manager.

PART 2 NSEM

Mandate

2. The Municipalities are committed to the tri-partite delivery of quality Emergency Management Services to residents of all three (3) municipalities, and mandate NSEM, on behalf of the Municipalities, to plan, develop, evaluate, and jointly and seamlessly deliver,

within the approved funding of any budget year, an appropriate array of quality Emergency Management Services to serve and support the District, City, and West Vancouver and residents in preparing for, responding to, and recovering from emergencies and disasters. In carrying out this mandate, NSEM will act in the best interest of the residents of the District, the City and West Vancouver and in the best interests of the Municipalities.

Powers, Duties and Functions of NSEM

3. The Municipalities agree that the powers, duties and functions of the NSEM are as set out in the District's, the City's, and West Vancouver's companion North Shore Emergency Management Delegation Bylaws respectively, as amended from time to time.
4. NSEM shall consist of the following:
 - (a) Oversight Committee;
 - (b) Steering Committee;
 - (c) Director of NSEM;
 - (d) NSEM staff; and
 - (e) NSEM volunteers as selected by the Director of NSEM and NSEM staff. Volunteers include but not limited to the Emergency Support Services Team, the Emergency Communications Team, Emergency Education Team and the Emergency Management Team, which may be required to assist the NSEM Director and NSEM staff.

NSEM Delegation Bylaws

5. The City agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw without first consulting with the District and West Vancouver. The District agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw 8791, without first consulting with the City and West Vancouver. West Vancouver agrees that it will not adopt any bylaws to amend its North Shore Emergency Management Delegation Bylaw, without first consulting with the City and the District.

Director of NSEM

6. The Municipalities agree that:
 - (a) the Steering Committee is responsible for employing a person in the capacity of Director of NSEM in accordance with the Municipalities' companion North Shore Emergency Management Delegation bylaws respectively; and
 - (b) the powers, duties and functions of the Director of NSEM are as set out in the said Delegation Bylaws.

Composition of Steering Committee

7. The Steering Committee will consist of six (6) Committee members. Attached as Schedule A to this Agreement and forming part of this Agreement are the Steering Committee Rules of Procedures which shall apply to the Steering Committee. The Rules of Procedure may be amended from time to time by the Parties providing their unanimous agreement in writing to amended Rules of Procedure.

Appointment of Steering Committee members

8. The District will appoint two (2) senior staff members to the Steering Committee to serve a two-year term. The District may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.
9. The City will appoint two (2) senior staff member to the Steering Committee to serve a two-year term. The City may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.
10. West Vancouver will appoint two (2) senior staff members to the Steering Committee to serve a two-year term. West Vancouver may appoint two (2) alternate senior staff members who may, on behalf of an absent Steering Committee member take the place of, vote and generally act in all matters for the absent Steering Committee member.
11. The three (3) Municipalities will endeavour to appoint some senior staff members to the Steering Committee that have expertise in Finance, Fire Services, Engineering, Climate Action and Corporate Services.
12. For certainty, the term of any senior staff member to the Steering Committee, whether as a Steering Committee member or as an alternate pursuant to Sections 8 through 11 above continues and will be deemed to be extended until the District, the City, or West Vancouver make new appointments pursuant to those sections.

Qualifications

13. A senior staff member appointed pursuant to sections 8 through 11 may only be appointed and hold office at the Steering Committee for such time as they are employed by either the City, the District, or West Vancouver.

Vacancy

14. In the event of a vacancy on the Steering Committee due to death, resignation, or any other reason, the District, the City, or West Vancouver will, as soon as reasonably possible, make a replacement appointment pursuant to sections 8 through 11 as applicable.

Composition of Oversight Committee

15. The Oversight Committee will consist of the three (3) CAOs of the Municipalities.

PART 3 NSEM FINANCES

Operating Financial Plan

16. The Municipalities agree that the operating financial plan for NSEM must include the estimated operational expenditures for NSEM along with anticipated revenues from NSEM through grants and other sources.

Capital Plan

17. The Municipalities agree that the capital financial plan for NSEM must include the estimated capital expenditures for NSEM which would include fittings, furnishings and equipment and any future capital asset acquisitions.

Operating Plan Approval

18. The District, the City, and West Vancouver will each consider for approval (or for amendment and then approval) the operating financial plan provided by the Director of NSEM by October 31 each year for the provision of Emergency Management Services.

Capital Plan Approval

19. The District, the City, and West Vancouver will each consider for approval (or for amendment and then approval) the capital plan provided by the Director of NSEM by October 31 each year in relation to the provision of Emergency Management Services.

Grants

20. NSEM may apply for grants from external entities to provide funding for projects and capacity subject to Steering Committee approval. Grant applications will be considered subject to NSEM internal capacity to fulfill the grant requirements.

Operating and Capital Plan Amendments

21. The Municipalities agree that in considering, amending and approving the operating financial plan and the capital plan the District Council, the City Council, and the West Vancouver Council will be governed by the following principles:
 - (a) the operating financial plan and the capital plan will be reasonable and made in good faith;
 - (b) the operating financial plan and the capital plan will endeavour to achieve an equitable allocation of operating and capital funds to programs and services in all three Municipalities;
 - (c) the operating financial plan and the capital plan will achieve a reasonable level of program and service quality; and
 - (d) if the Municipalities cannot come to a consensus on the operating financial plan and the capital plan for the coming year, the Agreement will be terminated.

Share Determination

22. Subject to section 28 below, NSEM's operating and capital costs shall be apportioned to the Municipalities in proportion to their respective populations as determined by the latest published census, and amendments thereto.
23. The City will provide to NSEM occupancy of a portion of the Gerry Brewer Building, vehicle usage, fuel transactions, and insurance. The District will provide to NSEM human resource services, financial services, and IT services customarily provided to District employees. West Vancouver will provide to NSEM a minute taker for the Steering Committee and Oversight Committee.

Funding Contributions

24. The District will, upon approval by District Council, City Council, and West Vancouver Council of NSEM's operating financial plan and capital plan, pay the District share for NSEM's operating and capital costs.
25. The City will, upon approval by City Council, District Council, and West Vancouver Council of NSEM's operating financial plan and capital plan, pay the City share for NSEM's operating and capital costs.
26. West Vancouver will, upon approval by West Vancouver Council, District Council, and City Council of NSEM's operating financial plan and capital plan, pay the West Vancouver share for NSEM's operating and capital costs.

Financial Over-Sight and Annual Audit

27. The Appointed Financial Officer will be responsible for oversight of the Director of NSEM with respect to all matters relating to financial administration, including responsibility for ensuring compliance with all statutory financial requirements. The Appointed Financial Officer will also ensure that an independent external auditor is appointed to conduct an annual financial audit of NSEM which will be shared with the Municipalities. The Director of NSEM will be responsible for following the budget and financial management policies of the Appointed Financial Officer.

Reimbursement of Costs

28. The anticipated costs of providing to NSEM:
 - (a) financial, human resource, and IT services;
 - (b) office space and related services (Gerry Brewer Building costs);
 - (c) transportation services including vehicle usage, fuel transactions, and insurance; and
 - (d) minute taker services for the Steering Committee and Oversight Committee meetings

shall be included in NSEM's annual operating financial plan based on a detailed estimate from the District, the City, or West Vancouver, as the case may be. The resulting actual

costs of providing these services will be reimbursed by NSEM, with said reimbursement funded by the Municipalities in accordance with the funding formula herein.

Examination of Records

29. Any of the Municipalities may conduct audits or examinations to obtain information or determine that adequate financial controls are being maintained by NSEM. The Municipalities will cooperate with each other in the conduct of any such audits particularly in respect to access to financial records and other information of the NSEM.

Budget Year

30. The budget year of NSEM is that of the Municipalities.

Ownership of Capital Assets

31. Every capital asset that has been jointly funded under this Agreement, including without limitation any real or personal property, fixtures, chattels, vehicles, equipment, computer system software and proprietary will be, at the termination of the Agreement, distributed to the Municipalities in proportion to their respective populations as determined by the latest published census, and amendments thereto.
32. Notwithstanding section 31 above, at the termination of the Agreement, a capital asset may be acquired by agreement by any one of the Municipalities for exclusive use, on payment to the other two Municipalities of the applicable proportion of their contribution to the asset at its then depreciated value in accordance with public sector accounting standards.

PART 4

MISCELLANEOUS

Amendments

33. The Municipalities will, in good faith, negotiate any proposed amendment to this Agreement upon request of either party, all amendments to be in writing and executed by the Municipalities. Without limiting the generality of the foregoing, the funding arrangements provided for in Part 4 herein may be amended by agreement of the Municipalities in writing.

Dispute Resolution

34. The Municipalities will submit any dispute arising out of the interpretation or application of this Agreement:
 - (a) first, to the District CAO, the City CAO, and the West Vancouver CAO to resolve the dispute, such resolution will be final and binding upon the parties; and
 - (b) if the CAOs are unable to reach a resolution to resolve the dispute, to the Inspector of Municipalities, or at the election of the parties, a commercial arbitrator appointed by agreement or, failing agreement, appointed pursuant to the *Commercial Arbitration Act*, for final determination, and the determination of the Inspector or arbitrator as applicable will be final and binding upon the Municipalities.

Term

35. This Agreement continues in effect until:
- (a) January 1 of the year two years or more after written notice of termination is delivered on the other Municipalities by either the District, the City, or West Vancouver;
 - (b) on January 1 of the year for which the Municipalities were unable to come to an agreement upon and adopt an agreed upon operational financial plan and/or capital plan; or,
 - (c) by agreement of all three Municipalities.

North Shore Emergency Management Office Agreement

36. Upon execution and delivery of this Agreement, the North Shore Emergency Management Office Agreement entered into between the District, the City and West Vancouver and dated for reference October 8, 2002, and all amendments thereto, shall terminate and be of no further force or effect.

IN WITNESS WHEREOF the District, the City, and West Vancouver have executed this Agreement on the date first above written.

THE CORPORATE SEAL of **THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER** was hereunto affixed in the presence of:

Mayor

Corporate Officer

THE CORPORATE SEAL of **THE CORPORATION OF THE CITY OF NORTH VANCOUVER** was hereunto affixed in the presence of:

Mayor

Corporate Officer

THE CORPORATE SEAL of **THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER** was hereunto affixed in the presence of:

Mayor

City Clerk

Schedule A to North Shore Emergency Management Agreement Rules of Procedure

Election of Steering Committee Chair and Vice-Chair

1. The Director of NSEM will preside at the first meeting following the appointments of Steering Committee members, and the first order of business will be the election by the Steering Committee of a Chair and Vice-Chair.

Vice-Chair

2. In the absence or incapacity of the Chair, the Vice-Chair has all the powers and is subject to the same rules as the Chair.

Regular Meetings

3. The Steering Committee will, by resolution, set a schedule of regular meetings, and NSEM will hold meetings in accordance with the approved schedule, with a requirement of at least six (6) meetings per calendar year, unless another date for a meeting is fixed by the Chair at the previous meeting or with 24 hours notice to the Steering Committee.

Quorum

4. A quorum of NSEM is three (3) Steering Committee members and there is a minimum of one (1) Steering Committee member from each of the three Municipalities

Electronic Meetings

5. A Steering Committee member who is unable to attend any meeting in person, may attend and participate by telephone conference, video conference, or similar means, if the Steering Committee members have been provided with notice, an agenda and background material for the meeting and the electronic or other communication facilities must enable the meeting's participants to hear, or watch and hear, each other.
6. The following rules apply to a meeting referred to in section 5:
 - (a) the electronic or other communication facilities must enable the meeting's participants to hear, or watch and hear, each other; and
 - (b) Except for any part of the meeting that is closed to the public, the facilities must enable the public to hear, or watch and hear, the participation of the member.

Notice

7. Notice of each regular meeting, together with an agenda for the meeting, will be delivered to each Steering Committee member at least five (5) business days prior to each regular meeting. Notice of each special meeting, together with an agenda for the meeting, will be delivered to each Steering Committee Director at the earliest reasonable opportunity prior to the meeting.

Conduct of Steering Committee Meeting

8. The Chair will preside at all meetings of the Steering Committee and will be guided by the following rules:
- (a) The order of business will be as set out in the agenda, except that an item may be added or withdrawn from the agenda by the Chair, subject to majority support;
 - (b) Majority vote of the Steering Committee being required if a Steering Committee member objects;
 - (c) All decisions of the Steering Committee will be made by resolution and a resolution will be considered adopted by a majority vote of the Steering Committee members present. Each Steering Committee member, including the Chair, has one vote. If the votes of Steering Committee members present at the meeting at the time of the vote are equal for or against the motion, the motion is defeated;
 - (d) All meetings of the Steering Committee will be open to the public, except for resolutions and matters that may be considered in a closed meeting in accordance with the requirements in Part 4, Division 3 the *Community Charter*;
 - (e) When an item dealt with at a closed meeting is no longer confidential, as resolved by the Steering Committee, the minutes for that item shall be received without debate in a subsequent meeting; and
 - (f) The Chair will maintain order by following these rules and any supplementary rules adopted by the Steering Committee. In the absence of any rule or supplementary rule, the Chair may determine every other matter reserved to the presiding officer in accordance with *Roberts' Rules of Order*.

Supplementary Rules

9. The Steering Committee may adopt any supplementary rules of order that do not conflict with those contained in this Agreement.
10. Any decisions related to the performance or termination of the Director of NSEM or appointment of a new Director of NSEM require a minimum of two of the three Municipalities to provide an affirmative vote where each Municipality has one vote (e.g. Steering Committee members for each Municipality have $\frac{1}{2}$ vote and both Steering Committee members from a Municipality would need to vote affirmatively to garner the one vote).

Minutes

11. Minutes of the proceedings of the Steering Committee and any sub-committees must be
- (a) legibly recorded; and
 - (b) signed by the Chair or other member presiding at the meeting or at the next meeting at which the minutes are adopted. Once adopted, the minutes will be sent to the three (3) corporate officers.

Standing Committees

12. The Chair may appoint standing committees of Steering Committee members to review and make recommendations to the Steering Committee on any matter. A standing committee will serve at the pleasure of the Steering Committee. Minutes of the meetings of a standing committee will be kept and copies sent to all Steering Committee members and to the three (3) corporate officers. Standing committees may meet by telephone conference, video conference, or e-mail if convenient.

Oversight Committee Meetings

13. The Oversight Committee will hold at least two (2) meetings per calendar year. The Oversight Committee meetings will comprise of the following attendees: The Oversight Committee plus the Steering Committee members as well as the Director of NSEM.
14. The Oversight Committee is an opportunity for the Director of NSEM and the Steering Committee to provide updates on important NSEM matters and allows the Oversight Committee to provide feedback on those matters as well as to raise matters relating to NSEM services.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9160

A Bylaw to delegate certain powers duties and functions relating to the provision of multijurisdictional emergency management powers in the City of North Vancouver to North Shore Emergency Management

WHEREAS pursuant to section 19 of the *Emergency and Disaster Management Act*, SBC 2023, c.37 (the “EDMA”), Council may, by bylaw, delegate its powers, duties and functions to a body established by Council;

AND WHEREAS Council, by North Shore Emergency Management Establishing Bylaw, 2026, No. 9159 has established, jointly with the District of North Vancouver and the District of West Vancouver the North Shore Emergency Management (“NSEM”) for the provision of multijurisdictional Emergency Management Services, and, for that purpose, has entered into the North Shore Emergency Management Agreement with the District of North Vancouver and the District of West Vancouver (collectively, the “Municipalities”),

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

Citation

1. This Bylaw shall be known and cited for all purposes as “**North Shore Emergency Management Delegation Bylaw, 2026, No. 9160**”.

Definitions

2. In this Bylaw, the following definitions apply:
 - (a) “Annual Service Plan” means the service plan under section 4 herein;
 - (b) “Appointed Financial Officer” means either the Financial Officer for the District, the City, or West Vancouver, whichever one has been appointed to act in this capacity by the District, the City, and West Vancouver, by mutual agreement in writing, and on the reference date of this Bylaw means the District’s Financial Officer;
 - (c) “Budget Submission” means the draft capital plan and draft operating financial plan prepared by the Director of NSEM based on the Annual Service Plan and approved by the NSEM Steering Committee in accordance with sub-section 5(f) and section 11;
 - (d) “Capital Plan” means the five year capital plan updated annually approved by the Council’s of the District, the City, and West Vancouver;
 - (e) “City” means the City of North Vancouver;
 - (f) “City CAO” means the City’s chief administrative officer;
 - (g) “Director of NSEM” means the person hired by NSEM as the director of NSEM;

- (h) “District” means the District of North Vancouver;
- (i) “District CAO” means the District’s chief administrative officer;
- (j) “Emergency Management Services” means those municipal and multijurisdictional emergency management activities, programs, and services as allowed for in EDMA, which include a Multijurisdictional Emergency and/or a Single Municipal Emergency, as provided in the approved NSEM budget from time to time, relating to the four phases of emergency management: the mitigation phase, the response phase (excluding response borrowing), the preparation phase, and the recovery phase (excluding recovery powers and recovery borrowing as set out in sections 118 and 119 of EDMA);
- (k) “NSEM Steering Committee” means persons duly appointed to the NSEM pursuant to the NSEM Establishing Bylaw 9159;
- (l) “Multijurisdictional Emergency” means a state that
 - (i) is the result of any of the following
 - (A) an event that:
 - (1) has occurred, is ongoing or appears imminent within at least two (2) of the three (3) Municipalities, and
 - (2) is caused by one (1) or more incidents, whether or not those incidents occur in the same location or at the same time, of accident, fire, explosion, technical failure, rioting, security threat, terrorist activity within the meaning of section 83.01 of the *Criminal Code*, force of nature or an incident prescribed under the *EDMA*;
 - (B) the presence, suspected presence, or imminent spread of a transmissible disease or an environmental toxin;
 - (C) an event prescribed by the EDMA or the suspected presence of prescribed circumstances; and
 - (ii) requires the prompt coordination of action, or the special regulation of persons or property, to protect:
 - (A) the health, safety, or well-being of persons, or
 - (B) the safety of property or objects or sites of heritage value.
- (m) “Municipal Emergency Response Plan” means a plan formulated by the municipalities setting out response procedures to be followed in the case of an emergency;
- (n) “North Shore Emergency Management Agreement” means the agreement between the District, the City, and West Vancouver as attached as Schedule A to Bylaw 9159;
- (o) “North Shore Emergency Management Plan” means an emergency management plan prepared, developed and maintained by NSEM in accordance with the Emergency and Disaster Management Act;
- (p) “NSEM” means North Shore Emergency Management;
- (q) “North Shore Emergency Operations Centre” (NSEOC) means the centralized facility located at 2nd floor, 147 E.14th St. North Vancouver, V7L 2N4 where Emergency Management Services will be implemented for Multijurisdictional Emergencies and as required for Single Municipal Emergencies.

- (r) “Operating Financial Plan” means the annual operating financial plan approved by the Councils of the District, the City, and West Vancouver;
- (s) “Single Municipal Emergency” means a state that
 - (i) is the result of any of the following
 - (A) an event that:
 - (1) has occurred, is ongoing or appears imminent within just one (1) of the three (3) Municipalities, and
 - (2) is caused by one (1) or more incidents, whether or not those incidents occur in the same location or at the same time, of accident, fire, explosion, technical failure, rioting, security threat, terrorist activity within the meaning of section 83.01 of the *Criminal Code*, force of nature or an incident prescribed under the *EDMA*;
 - (B) the presence, suspected presence, or imminent spread of a transmissible disease or an environmental toxin;
 - (C) an event prescribed by *EDMA* or the suspected presence of prescribed circumstances; and
 - (ii) requires the prompt coordination of action, or the special regulation of persons or property, to protect:
 - (A) the health, safety, or well-being of persons, or
 - (B) the safety of property or objects or sites of heritage value.
- (t) “West Vancouver” means the District of West Vancouver; and
- (u) “West Vancouver CAO” means West Vancouver’s municipal manager.

General Mandate

- 3. Pursuant to the North Shore Emergency Management Agreement, Council delegates to the NSEM the authority, on behalf of the City to plan, develop, evaluate, and jointly and seamlessly deliver, within the approved funding of any budget year, and in accordance with the terms, limitations and conditions set out in this Bylaw, an appropriate array of quality Emergency Management Services in the District, the City, and West Vancouver to meet the needs of said residents “General Mandate”. In carrying out this mandate, NSEM will act in the best interest of the District, the City, and West Vancouver along with the best interests of residents of the Municipalities.

Annual Service Plan

- 4. Subject to Steering Committee approval NSEM will on an annual basis formulate an Annual Service Plan for meeting its General Mandate, which plan will be used as the basis for the preparation of the draft Operating Financial Plan and the draft Capital Plan for the next budget year.

Specific Powers, Duties and Functions of NSEM

- 5. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its General Mandate:
 - (a) hiring, remuneration and termination of persons in the capacity of Director of NSEM and Acting Director of NSEM through the Steering Committee (during periods of

extended absence by the Director of NSEM), provided that all decisions relating to hiring, remuneration and termination of the Director of NSEM and an acting director shall be made through a process, acceptable to the District, the City, and West Vancouver that involves the three (3) Municipalities' CAOs.

- (b) making decisions for delivery of Emergency Management Services in collaboration with the Municipalities;
- (c) setting policies under which NSEM Services will operate subject to NSEM Steering Committee input and approval along with Oversight Committee input;
- (d) developing and maintaining a North Shore Emergency Management Plan;
- (e) reporting to the Council of the District, the City, and West Vancouver two times annually on pertinent matters within the General Mandate or specific powers, duties and functions of NSEM; and
- (f) approve the Budget Submission as set out section 11.

Specific Powers, Duties and Functions of NSEM during a Single Municipal Emergency

6. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its mandate during a Single Municipal Emergency:

- (a) In accordance with the impacted municipality's Municipal Emergency Response Plan:
 - (i) the municipality may require activation of the NSEOC and may require the Director of NSEM to act as EOC Director, a NSEM staff member to act as Liaison and other municipal staff in the EOC as required;
 - (ii) implementing all or part or all of the Municipal Emergency Response Plan and/or the North Shore Emergency Management Plan, and the Director of NSEM may exercise emergency instrument(s), extend them, and ultimately rescind such instruments; and
 - (iii) following a State of Local Emergency wherein NSEM has provided Emergency Management Services pursuant to section 6, the Director of NSEM will provide to the provincial administrator a final report on the declaration, and, if applicable, the local recovery period within the prescribed period of time.
- (b) Following consultation with the Director of NSEM, if in the opinion of the Mayor (or Acting Mayor) that the Single Municipal Emergency appears to imminently become a Multijurisdictional Emergency, the Mayor (or Acting Mayor) will instruct NSEM to begin discussions with the relevant Municipalities to determine if NSEM is to exercise its powers pursuant to section 7.

Specific Powers, Duties and Functions of NSEM during a Multijurisdictional Emergency

7. Council delegates to NSEM the following powers, duties and functions for the purpose of carrying out its mandate during a Multijurisdictional Emergency if it is an impacted municipality:

- (a) Delivering required Emergency Management Services in accordance with the

impacted municipality's Municipal Emergency Response Plan, including but not limited to:

- (i) activation of the NSEOC and may require the Director of NSEM to act as EOC Director, a NSEM staff member to act as Liaison and other municipal staff in the EOC as required;
- (ii) implementing in part or all the North Shore Emergency Management Plan and any relevant Municipal Emergency Response Plan;
- (iii) following a State of Local Emergency, the Director of NSEM will provide to the provincial administrator a final report on the declaration, and, if applicable, the local recovery period within the prescribed period of time; and/or
- (iv) If there is a conflict between the North Shore Emergency Management Plan and any relevant Municipal Emergency Response Plan, the North Shore Emergency Management Plan shall be presumed to prevail subject to agreement between the Municipalities' that it shall not.

Reasonable Use of Funds

8. NSEM may not make any expenditure that is not included for that year in the then-current Operating Financial Plan or Capital Plan approved by the three Councils, except that:
 - (a) NSEM may make a further expenditure so long as the expenditure is not expressly prohibited by or under the *Community Charter*, *EDMA*, or another Act and provided that the expenditure is approved in advance by the District Council, City Council, and West Vancouver Council, with an appropriate funding source identified;
 - (b) where revenues through successful grant applications exceed the amount budgeted in respect of an item in the Operating Financial Plan or where expenditures are less than budgeted in respect of an item in the Operating Financial Plan NSEM may re-allocate the excess revenue or the savings, as the case may be, to another item in the Operating Financial Plan as reasonably required so long as the reallocated funds are used for an authorized expenditure under the then-current Operating Financial Plan and so long as the reallocation is not prohibited by or under the *Community Charter*, *EDMA*, or another Act and is for the purposes of carrying out the General Mandate; and
 - (c) for the purposes of providing Emergency Management Services during a municipal or multijurisdictional emergency event, the Director of NSEM may make a related and reasonable emergency expenditure and upon conclusion of the emergency event will report such expenditure to the NSEM Steering Committee.

Liabilities

9. Except as set out in sub-section 12(j), NSEM will not incur or cause to be incurred liabilities or indebtedness without the prior written consent of the District, the City, and West Vancouver Financial Officers, which consent shall not be granted except as permitted by the provisions of the *Community Charter*. NSEM will not grant or cause to be granted any indemnities or releases without the prior written consent of the District, the City, and West Vancouver Financial Officers which consent shall not be granted except as permitted by the provisions of the *Community Charter*.

Budget Year

10. The budget year of NSEM is that of the District, the City, and West Vancouver.

Annual Budget

11. NSEM's annual budget for each calendar year shall be determined in accordance with the following procedure:
 - (a) NSEM will formulate the Annual Service Plan as set out in section 4;
 - (b) the Director of NSEM will prepare, in accordance with subsection 12(c), the Budget Submission based on the Annual Service Plan formulated by NSEM;
 - (c) the NSEM Steering Committee will review the Budget Submission and will approve it if it is consistent with the Annual Service Plan and is otherwise acceptable;
 - (d) the Budget Submission, once approved by the NSEM Steering Committee, will be submitted into the Municipalities' financial planning processes in accordance with subsections 12(c) and 12(d); and
 - (e) the annual budget for each calendar year shall be the Budget Submission after it has been adjusted as required by the Municipalities in accordance with their financial planning processes and after it has been approved by the three municipal councils.

Other Powers, Duties and Functions of Director of NSEM

12. Subject always to the reporting requirements set out in section 14, the powers, duties and functions of the Director of NSEM are as follows:
 - (a) supervise and manage the operation of NSEM within the general mandate given to NSEM and ensure that NSEM staff comply with the District's policies including but not limited to human resource policies;
 - (b) implement, oversee, administer and manage NSEM's decisions under subsection 5(b) and its policies under subsection 5(c);
 - (c) each year when required by the District, the City, and West Vancouver prepare and submit into the three (3) Municipalities' financial planning processes the Budget Submission consisting of:
 - (i) a draft Operating Financial Plan for the following budget year based on NSEM's Annual Service Plan in a form and in such detail as required and directed by the Appointed Financial Officer; and
 - (ii) a draft Capital Plan for the following five (5) budget years based on NSEM's Annual Service Plan and lifecycle replacement of assets in a form and in such detail as required and directed by the Appointed Financial Officer.
 - (d) make such adjustments to the Operating Financial Plan and Capital Plan as required by the three (3) Municipalities in accordance with their financial planning processes and in accordance with the North Shore Emergency Management Agreement;
 - (e) report quarterly to the Steering Committee on NSEM expenditures, revenues, capital,

- operating projects, grants funded projects and progress on annual workplan deliverables;
- (f) As requested, preparing, reviewing and maintaining, in conjunction with the staff of the City, the District, and West Vancouver, their municipal-specific emergency response plans and the North Shore Emergency Management Plan;
 - (g) preparing, conducting and reporting to the Steering Committee on emergency management plan exercises including the North Shore Emergency Management Plan;
 - (h) assessing the general state of emergency preparedness within the City, the District, and West Vancouver and reporting thereon to the Steering Committee;
 - (i) prepare annually, a five (5) year operating financial model and a ten (10) year capital financial model;
 - (j) enter into agreements or contracts with third parties provided that:
 - (i) all expenditures associated with the agreement or contract are included in the approved budget;
 - (ii) the agreement complies with all requirements and limitations set out in the *Community Charter, Local Government Act, and EDMA*;
 - (iii) the prior approval of any expenditure in excess of \$250,000 by the District's general manager as set out in the District's Levels for Purchasing Approval Authority Limit and as referred to in Section 14(a) below along with the Steering Committee;
 - (iv) the agreement is not for more than five (5) years or for a period that could exceed five (5) years by exercising rights of renewal or extension; subject to compliance with all requirements and limitations set out in the *Community Charter, the Local Government Act, and EDMA*;
 - (v) where applicable, the activity or program is supported by the Annual Service Plan; and
 - (vi) all required permits and insurance requirements are met.
 - (k) negotiate, supervise and manage the agreements and contracts set out in sub-section 12(j);
 - (l) In alignment with the District's human resource policies, hire, direct, determine compensation of, discipline and discharge such employees as are necessary for the administration, operation, maintenance and supervision of the Emergency Management Services delivered therein and for effectively carrying out the powers duties and functions of NSEM;

- (m) comply with directions of the Appointed Financial Officer with respect to matters relating to financial administration and operate within the set Annual Budget and establish the following:
 - (i) internal controls for financial management including tracking funds and appropriately documenting records, receipts, and invoices for all expenses incurred during Single Municipal Emergencies and Multijurisdictional Emergencies; and
 - (ii) process to obtain prior approval from the designated District general manager for staff overtime and to track overtime changed to Emergency Management BC (“EMBC”).
- (n) ensure, in respect of the provision of the Emergency Management Services and the fulfillment of all powers, duties and functions set out in this Bylaw, that:
 - (i) proper policies and procedures are in place to safeguard assets;
 - (ii) all financial transactions comply with the requirements and conditions set out in this Bylaw;
 - (iii) complete and accurate records are kept and are available at all times for review by the three (3) municipal Financial Officers or by authorized third parties such as external auditors;
 - (iv) NSEM comply with all pertinent Emergency Management BC (“EMBC”) policies for all EMBC authorized activities;
 - (v) endeavor to obtain EMBC pre-approval of continuing evacuee living assistance if an evacuation order extends beyond seventy-two hours
- (o) act as a general professional resource for the Municipalities and as a director of EOC as needed;
- (p) develop and maintain the North Shore Emergency Management Plan;
- (q) work with the Municipalities to ensure that the North Shore Emergency Management Plan is compatible with the Municipal Emergency Response Plan(s); and
- (r) communicate and consult with the Oversight Committee on all matters relating to the exercise of the powers, duties and functions of the Director of NSEM in accordance with procedures established by the Municipalities from time to time.

Insurance

13. The Director of NSEM working with the City will obtain and maintain satisfactory levels of insurance for all liability perils, including
 - (a) at a level recommended by the three (3) municipal Financial Officers, but in any case not less than \$10,000,000 per event of public liability in respect of programs operated or sponsored by NSEM; and

- (b) replacement cost and property damage insurance for the NSEM portion of the Garry Brewer Building depicted on the attached Plan which is attached as Schedule A to this Bylaw, and equipment, vehicles, goods, chattels, monies and securities in the care, custody and control of NSEM;

and copies of all insurance policies and changes thereto will be provided to the three (3) municipal Financial Officers.

Reporting Requirements of the Director of NSEM

- 14. The Director of NSEM shall report to and take direction from:
 - (a) the designated general manager from the District on day-to-day matters including those referred to in subsections 12(a), 12(c), and subsections 12(j) to (l), provided that such direction provided to the Director remains subject to the Steering Committee as set out in subsection 14(b) immediately below;
 - (b) the NSEM Steering Committee on all matters referred to in section 5, section 7 and in subsections 12(a) to (c), subsections 12(e) to (l), and subsections (o) to (q);
 - (c) the Appointed Financial Officer on all matters referred to in sub-section 12(d) and sub-sections 12(m) to (n) and section 13; and
 - (d) the Oversight Committee on all matters referred to in subsection 12(r).

These reporting requirements do not in any way diminish the duty of the Director of NSEM to advise and keep informed the NSEM Steering Committee of all appropriate matters regarding Emergency Management Services.

North Shore Emergency Management Agreement

- 15. NSEM is subject always to the rules relating to composition, member qualifications, conflicts, organization, procedure and financial oversight set out in the North Shore Emergency Management Agreement as may be amended from time to time by the Municipalities. The North Shore Emergency Management Agreement governs in the event of any inconsistency or perceived inconsistency between any provision in that Agreement and any provision in this Bylaw.

Audit

- 16. The three Municipalities will be responsible for any and all audits involving NSEM. The Steering Committee and the Director of NSEM will cooperate fully with any auditor appointed by the District, the City, or West Vancouver, or by two or all of them, or by the Appointed Financial Officer.

Severability

- 17. If any section or portion of this Bylaw is held to be invalid by a decision of a court of competent jurisdiction, such invalid section or portion shall be severed from the remainder of the Bylaw and shall not affect the validity of the remaining portions of the Bylaw.

READ a first time on the 30th day of March, 2026.

READ a second time on the 30th day of March, 2026.

READ a third time on the 30th day of March, 2026.

ADOPTED on the <> day of <>, 2026.

MAYOR

CORPORATE OFFICER

Cloverley Elementary School – Transportation Infrastructure Update



Presented April 2026
Infrastructure, Transportation & Parks



Partners in Preparing for a New School



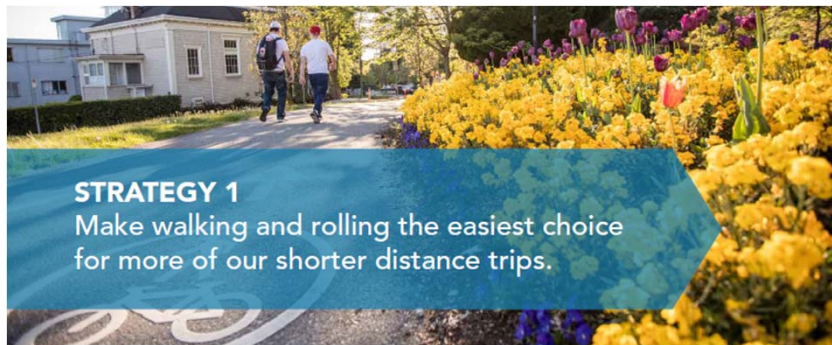
Image courtesy of the
NVSD

Benefits of Safe and Active Travel to School

- Improved physical and mental health, arrive to school energized and ready to learn;
- Stronger communities, as connections and friendships are made while walking, rolling, biking or taking transit to and from school;
- Reduced congestion around school zones is better for pedestrian safety and the environment; and
- Increased confidence around independent travel, as families develop healthy long-term habits, together.



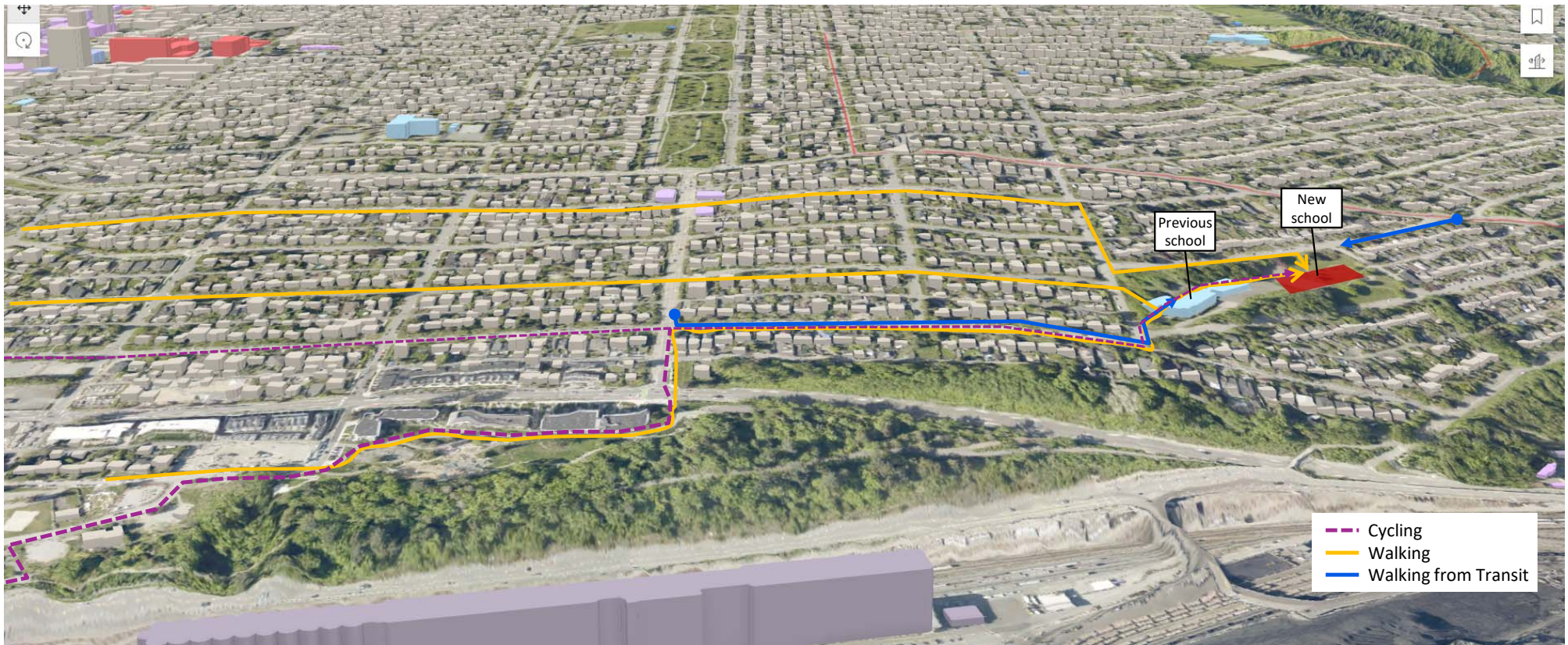
How we create safe and comfortable conditions



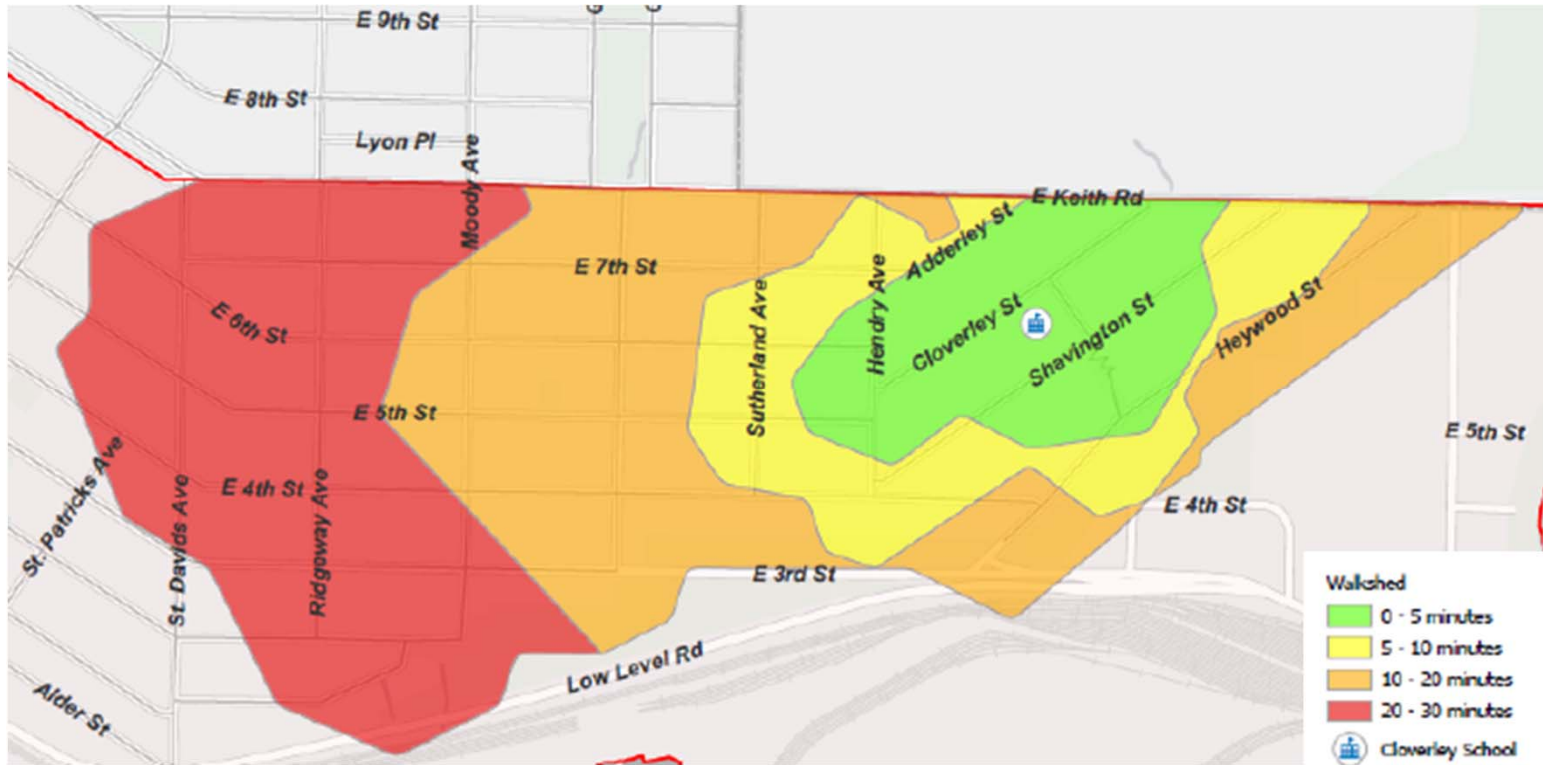
A multi-faceted approach:

1. Slower speeds and visible pedestrians make streets safer for everyone.
2. Comfortable, continuous sidewalks make walking easier for families.
3. Crossings should match the easiest and most direct ways to enter the school
4. Safe, protected crossings can make busy roads less of a barrier.

Site Context: Where Students are Arriving From



Site Context: Where Students are Arriving From

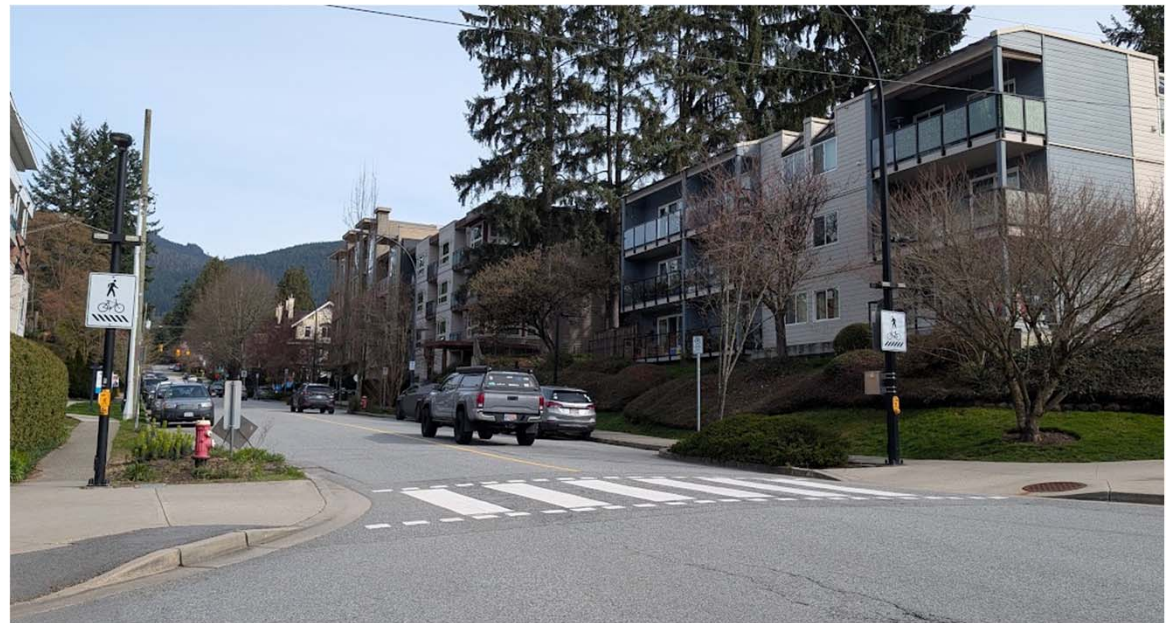


Site Context: Influence of Grade



Cloverley School Catchment – Reducing Barriers at Queensbury Ave.

- Rapid Rectangular Flashing Beacons provide enhanced crosswalk visibility at 4th and 7th Streets
- Upgraded curb ramps improve accessibility
- Curb bulges slow vehicles turning the corners

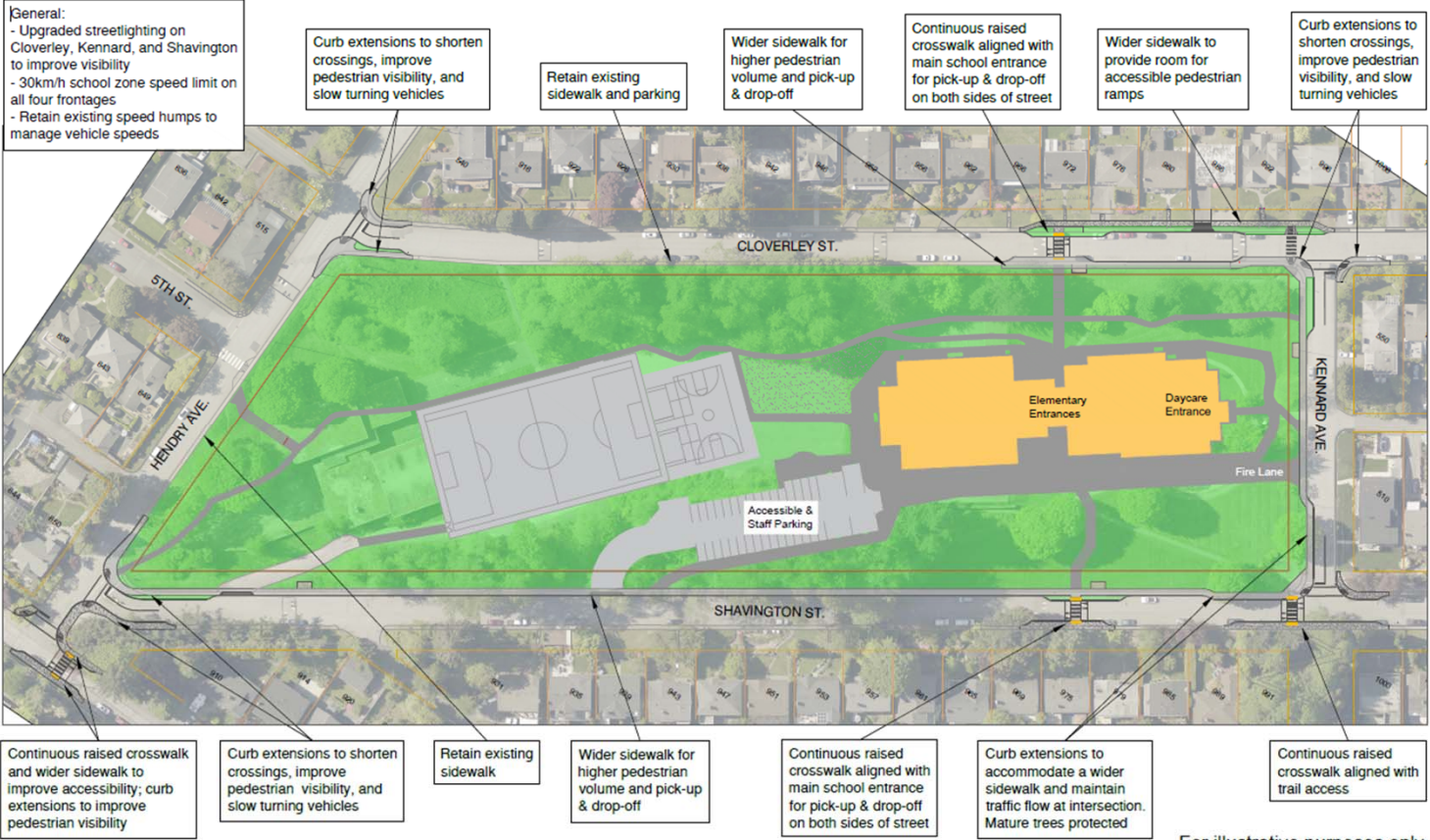


Example: Rapid Rectangular Flashing Beacons (RRFBs) at Chesterfield and W 21st Street on the Green Necklace

Notification and Input

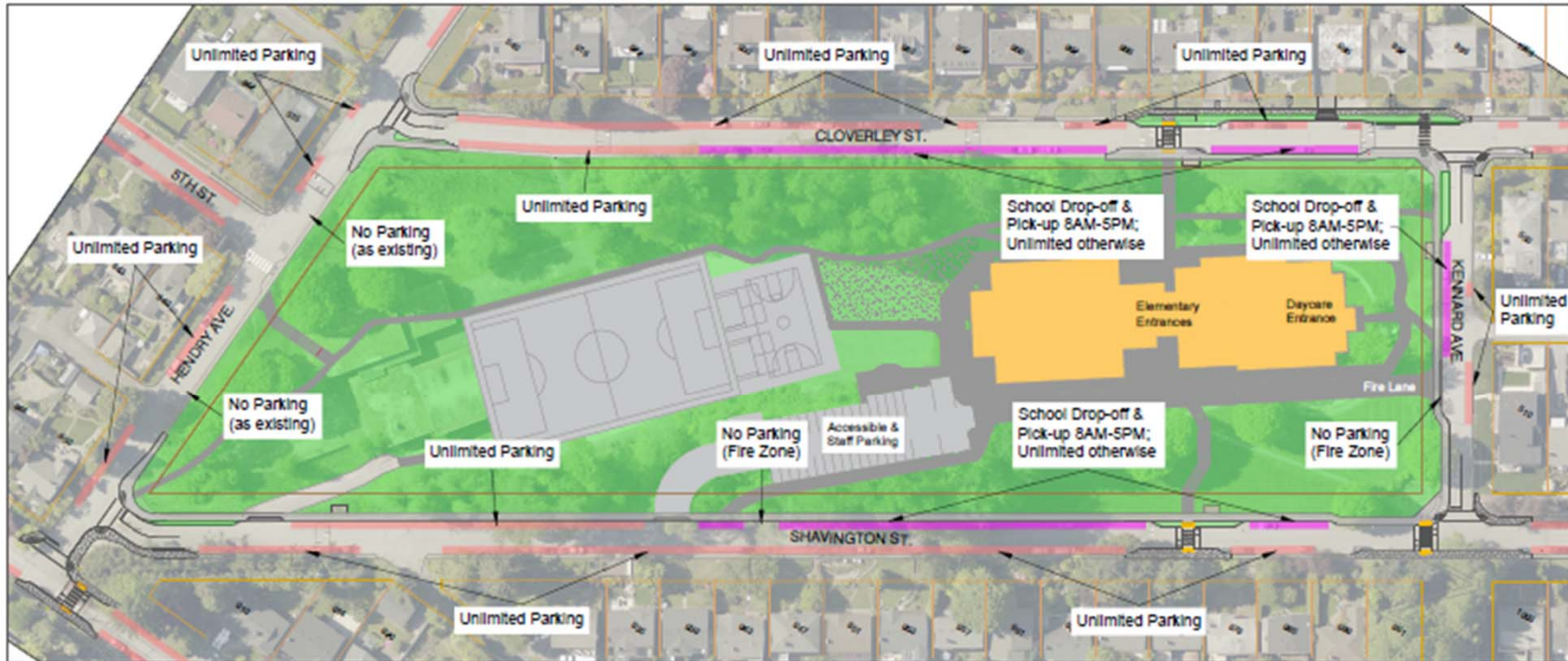
- Information Reports
- Construction notifications (in-person)
- Project emails and phone
- School Zone walk-about
- Cloverley Elementary webpage

Site Plan of Transportation Infrastructure Upgrades



For illustrative purposes only

Site Plan of Parking Adjustments for Upgrades



Monitor and adjust as required in future

For illustrative purposes only

Next Steps


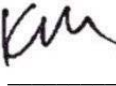

- Tender works in coordination with NVSD
- Community construction coordination and updates
- SASTP in coordination with new Parent Advisory Committee





Thank you.



 Director	 General Manager	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
INFRASTRUCTURE, TRANSPORTATION & PARKS DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Jennifer Draper, Director, Transportation

Subject: CLOVERLEY ELEMENTARY SCHOOL – TRANSPORTATION UPDATE

Date: April 7, 2026 File No: 16-8330-04-0001/1

ATTACHMENTS

1. Information Report: Cloverley Elementary School – Transportation Update December 3, 2025 (CityDocs [2754305](#))
2. School Zone Improvements and Parking Changes – Pre-March (CityDocs [2795551](#))
3. School Zone Improvements and Parking Changes – March 31, 2026 (CityDocs [2792091](#))
4. Community Input Themes and Design Response Summary (CityDocs [2795641](#))

SUMMARY

This is the second in a series of reports detailing progression of planned transportation infrastructure to support safe and comfortable travel to and from the new Cloverley Elementary School.

Over the past two years staff have been working with the North Vancouver School District (NVSD) to support a successful opening for September 2026. This includes consideration of roadway infrastructure improvement to ensure safe access to the school site for children via all travel modes. Some of this infrastructure improvement is to be undertaken by the City and some by NVSD’s contractor as per the building permit conditions. In early March staff notified adjacent residents of the upcoming City work which initiated community feedback. This feedback has been considered alongside on-going value engineering for the works where improvements providing the strongest safety outcomes will be prioritized.

Since receiving community feedback following the initial notification, ITP staff have engaged the neighbours in a series of walkabouts to discuss the design rationale and how best to achieve common objectives of safe streets. The result is a design plan that

continues to evolve to ensure best outcomes are achieved. The core elements of the proposed improvements include:

- improved street lighting;
- wider sidewalks where topography permits without narrowing the road;
- curb extensions at crossings to provide good sightlines while retaining as much parking as appropriate;
- continuous raised crossings where achievable;
- improvements to match the expected desire line from homes to the main entrances of the school;
- maintenance of unrestricted parking outside of school hours;
- postponement of new sidewalk on Kennard and wider sidewalk on Hendry until we can see the new travel patterns; and
- pedestrian activated crossing beacons on Queensbury Ave. at 4th and 7th Streets.

Monitoring and input from the school and local community will inform future upgrades once travel patterns are established to ensure the intended safety and comfort outcomes are achieved.

BACKGROUND

Cloverley Elementary School will open in September 2026, with an ultimate capacity for 585 students from Kindergarten to Grade 7. The site will have dedicated child care spaces for 12 infant/toddler spaces and 25 spaces for ages 30 to 60 months, as well as before and after school care for students at the school. Enrollment will be phased, from 2026 to 2028, with the school at 50-60% capacity in 2026.

City staff have been working with NVSD for the past two years on the designs for a series of upgrades to the streets surrounding the school site. The designs had been informed by NVSD's Transportation Impact Assessment (TIA), staff experience with design and delivery of safe and active school travel infrastructure and typical child movement and drop off and pick up behaviors observed at other City schools.

In early March, standard construction notifications were hand-delivered by ITP staff to local residents however a lack of a comprehensive plan left residents with questions and concerns.

Attachment 2 includes a newly created site plan that shows the comprehensive plan of the initial infrastructure elements and related on-street parking changes as proposed by the City and NVSD. Attachment 3 is a revised comprehensive plan dated March 31st that reflects value engineering of the design and modifications to retain parking while still maintaining a high level of pedestrian safety. The March 31st site plan, and related parking changes, were used to facilitate a series of recent walkabouts where staff and neighbours discussed merits and challenges. A verbal update will be provided during the presentation detailing any further refinements being considered with respect to design elements, changes to timing of improvements and consideration for any changes to infrastructure treatment type based on discussions during the walkabouts.

DISCUSSION

Decision making process

The delivery of safe and comfortable transportation infrastructure is a partnership between the City and NVSD with the goal of enabling students to walk and roll as independently and safely as possible. Policy guidance is derived from the City's Mobility Strategy and WalkCNV alongside best practices from the BC Active Transportation Design Guide and the Transportation Association of Canada. While the NVSD is responsible for delivering frontage upgrades, the City is complementing these improvements by investing in key walking, cycling and transit desire lines¹ to the school. In a December Information Report to Council, Attachment 1, staff described the types of improvements and conditions needed to support the anticipated movements to the school zone. The objectives that informed the design process can be summarized as:

- Slower driving speeds and more visible pedestrians makes for safer conditions for all;
- Continuous and comfortable sidewalks will make walking a more viable option for more families;
- Aligning intersection and crossing improvements with desire lines to school entrances will help mitigate unsafe behaviour; and
- Make arterials less of a barrier by providing safe and protected crossings.

Setting the appropriate balance of required and contextually sensitive upgrades is the result of inputs from NVSD and their consultant's TIA alongside staff and community inputs that give consideration for:

- Neighbourhood context – existing travel patterns, parking demand, points of access and egress, and the influence of bridge incidents on the local streets;
- The location of the school within the catchment area and where students are likely to be approaching from based on student registration;
- Site specific considerations like the position of the school within the parcel, the steep site topography and the influence of entranceways on desire lines and pick-up/drop-off activity; and
- Observed behaviours of children and parents during drop off and pick up to give consideration for 'room for error'.

Consideration was also given to the large (by City standards) catchment area for the new school, which extends over two kilometres west to Lonsdale Avenue. This creates opportunities and challenges for elementary aged children to walk, cycle or transit to and from school. Despite this, modelling shared in December illustrated that approximately half of students live within a reasonable walking distance, reinforcing the need for safe and comfortable infrastructure. The majority of students arriving to school by foot or bicycle are expected to arrive from the southwest of the catchment area.

¹ A desire line is the informal route people actually choose to travel, usually because it is the shortest, easiest, or most convenient path between two points.

Infrastructure Details

Attachments 2 and 3 are annotated site plans illustrating the proposed transportation infrastructure upgrades and related parking impacts and adjustments. Attachment 2 informed the construction notifications to local properties the first week of March, while Attachment 3 reflects the consideration of community feedback along with a desire to value engineer the infrastructure work to ensure funds are assigned to improvements providing the best safety improvement for the students and community.

1) School zone frontage improvements

Regardless of how students arrive at the new school, frontage improvements will be utilized by all and must accommodate the high demand of this large school, especially during the peak of morning drop-offs.

- 30 km/hour school zone speed limit on all four frontages;
- Upgraded streetlighting on Cloverley St., Kennard Ave. and Shavington St. to improve visibility;
- Wider sidewalks where topography permits without narrowing the road;
- Curb extensions to shorten crossings, improve pedestrian visibility and slow turning vehicles;
- Intersection bulges maintain appropriate width to ensure two-way traffic can clear the intersection and prevent intersection lock up during congestion;
- Continuous raised crosswalks aligned with school entrances for pick up and drop off on both sides of the street; and
- Maintenance of unrestricted parking outside of school hours.

2) Supporting improvements for safe arrival to the School Zone

These improved crossings will support a large portion of students within the catchment who walk, roll or take transit.

- Pedestrian activated crossing beacons on Queensbury Ave. at 4th and 7th Streets that align with the cycling route (4th) and the commercial heart (7th) and providing intersection lighting, curb extensions and new crosswalk markings;
- New sidewalks on Sutherland Avenue², a major gap in the school walkshed; and
- Raised mid-block crossings on Cloverley Street and Shavington Street. to align with the school's main entrance staircases. The bulges are designed to maintain 6.0 m width for two-way traffic movement and bulge lengths reduced to provide

² The school walkshed was reviewed to ensure there is a sidewalk on at least one side of every street. A gap was identified along the 400-700 blocks of Sutherland Ave for which the City has commenced early site analysis to determine which side of the street is most suitable for accommodating the sidewalk. Once a concept is more clear, staff will discuss the project with adjacent property owners and residents to ensure all site needs are understood before the construction schedule is confirmed.

appropriate sightlines for the crosswalk while maintaining as much resident parking as possible;

The combined investments of the City and the NVSD will make meaningful safety and comfort improvements for the school and local residents travelling within and through the catchment area.

Notification and Early Input

In preparation for construction, notification letters were hand-delivered by ITP staff to residences directly impacted by the infrastructure on Cloverley St., Hendry Ave., Kennard Ave., and Shavington St. during the week of March 2nd. These notices identified private encroachments in the public boulevard, encouraged owners to reach out to learn more about the works, prepare their properties for construction, and committed to sharing more information about construction impacts closer to the anticipated project start date later in the spring. Unfortunately, comprehensive site plans were not available on-hand for the in-person notifications leaving impacted residents and neighbours with questions and concerns regarding the full extent of works proposed by the NVSD and the City. Staff have since posted the site plans with related parking impacts and distributed copies at a series of walkabouts held with the community in early April. This community input directly informed the adjustments made since initial notification, which focused on construction preparedness.

Later this month, NVSD will begin regular outreach to school families, providing information on enrollment and school transportation infrastructure improvements. The City is working in partnership to share Safe and Active School Travel Planning information through these channels.

Concurrently, the City has developed a dedicated webpage for Cloverley Elementary infrastructure work and other updates that can be a resource for parents and the surrounding community alike.

The anticipation of a new school and supporting infrastructure upgrades has resulted in questions and concerns from the local community – one that continues to experience the impacts of short-cutting during major incidents on Highway 1 and the Burrard Inlet crossings. Attachment 4 provides a thematic summary of community input received to date and design response. These responses will inform City website content for frequently asked questions on the City's role in delivering supportive infrastructure. Continued feedback will help refine the designs to find suitable balance that provides student safety in the context of an existing neighbourhood.

NEXT STEPS

Subject to recent input from community walkabouts, the design package will be finalized and tendered with a goal of commencing construction later this spring. This schedule provides adequate time to deal with unforeseen site conditions and any deficiencies to ensure the transportation infrastructure is ready to welcome the new school community in time for opening day.




A further update will be provided in early summer once the Cloverley Elementary Parent Advisory Committee (PAC) has been formed. This update will include more detailed information on communications and procedures to encourage walking, cycling, and transit, including guidance on routes, crossing guard locations, and upcoming education and encouragement initiatives, as well as managing pick-up during high-traffic periods.

RESPECTFULLY SUBMITTED:



Jennifer Draper
Director, Transportation



 Director	 General Manager	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
INFRASTRUCTURE, TRANSPORTATION & PARKS DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Sarah Tremblay, Transportation Planner

Subject: CLOVERLEY ELEMENTARY SCHOOL – TRANSPORTATION UPDATE

Date: December 3, 2025 File No: 16-8330-04-0001/1

SUMMARY

This report is the first of a series of reports that provide information on steps to create safe and comfortable conditions for travelling to the new Cloverley Elementary School, opening September 2026. North Vancouver School District (NVSD) will be phasing enrollment over three years. The majority of actions described in this report will be implemented in time for the September 2026 school opening.

The Cloverley Elementary catchment area¹ is large, extending 2.2km west to Lonsdale Avenue, creating opportunities and challenges for elementary-aged children to walk, cycle, and transit to and from school. 49% of existing students live within a reasonable walking distance. The City and NVSD are working together to implement infrastructure and programming that will enable safe travel to and from school within the catchment area.

The Cloverley neighbourhood experiences irregular but impactful shortcutting during Highway 1 traffic incidents. In response, the City and NVSD are developing procedures for student pick up during Highway 1 traffic incidents. Traffic management or calming infrastructure to resolve congestion and shortcutting is outside the scope of this work.

After the school's opening, City staff will monitor and collect input from the neighbourhood, families, educators and NVSD in order to adjust measures as needed to maintain safe and comfortable conditions.

¹ A catchment area is the geographical area around a school to which students residing within have priority for enrolment. Additionally, a catchment area forms the foundation for the application of NVSD [Policy 605: Admission of Students to School](#), which guides the placement of students and consideration of parental choice in placement requests.

BACKGROUND

Cloverley Elementary School will open in September 2026, ultimately accommodating 585 students from Kindergarten to Grade 7. The site will have dedicated child care spaces for 12 infant/toddler spaces and 25 spaces for ages 30 to 60 months, as well as before and after school care for students at the school. The new school will open with phased enrollment as follows:

- 2026-2027 School Year: Kindergarten to Grade 5 (*approximately 300 students*)
- 2027-2028 School Year: Kindergarten to Grade 6
- 2028-2029 School Year onwards: Kindergarten to Grade 7

In order to understand the origins of new school-related trips, NVSD developed a catchment area for the new school and completed a Transportation Impact Assessment (TIA).² These steps have informed both the City and NVSD’s approach to transportation infrastructure upgrades adjacent to the school site and within the catchment area, along with programming to ensure an experience consistent with other elementary schools in the City.

The catchment area for Cloverley Elementary is bounded by Lonsdale Avenue, East Keith Road, and Lynnmouth Avenue (Figure 1).



Figure 1: Cloverley Elementary Catchment Area

The Cloverley neighbourhood experiences infrequent but impactful shortcutting and congestion when there are traffic incidents on Highway 1 or the Ironworkers Memorial

² Cloverley Elementary replacement project Transportation Impact Assessment is available on the [NVSD website](#).

Bridge. These unique transportation challenges and the impact on the neighbourhood and school families will be carefully addressed with a focus on procedures to support the school community to be more resilient on incident days. Implementing traffic management or calming infrastructure to resolve congestion and shortcutting is outside the scope of this work and not in the current workplan after years of traffic calming pilots within the community.

Staff are currently undertaking separate traffic data analysis to better understand the impacts of Highway 1 congestion on the municipal road network, including shortcutting in the Cloverley neighbourhood. Findings will be shared with Council when available.

DISCUSSION

School Catchment Area

The Cloverley Elementary catchment area is large, extending 2.2km west of the school to Lonsdale Avenue. NVSD completed a broader catchment review as part of the development of the Cloverley catchment area. Student enrollment data shows that most Cloverley Elementary students will come from the Ridgeway and Brooksbank catchments, which were adjusted to form the new Cloverley catchment.

Staff completed an analysis to understand the extent of the catchment area that is within a typical elementary school walking distance or walkshed³ (Figure 2). As the topography within the catchment area is hilly, the analysis considered slope and a child's walking speed (3km/h). Staff analyzed the geographic location of projected student enrollment within the catchment and found approximately 49% of existing students live within a 30-minute walk to the school site.

³ Most Safe Routes to School practitioners agree that 800m is as far as most kindergarteners will walk happily and 1.6km is a reasonable length for older elementary school kids.
<https://saferoutespartnership.org/too-far-walk/>

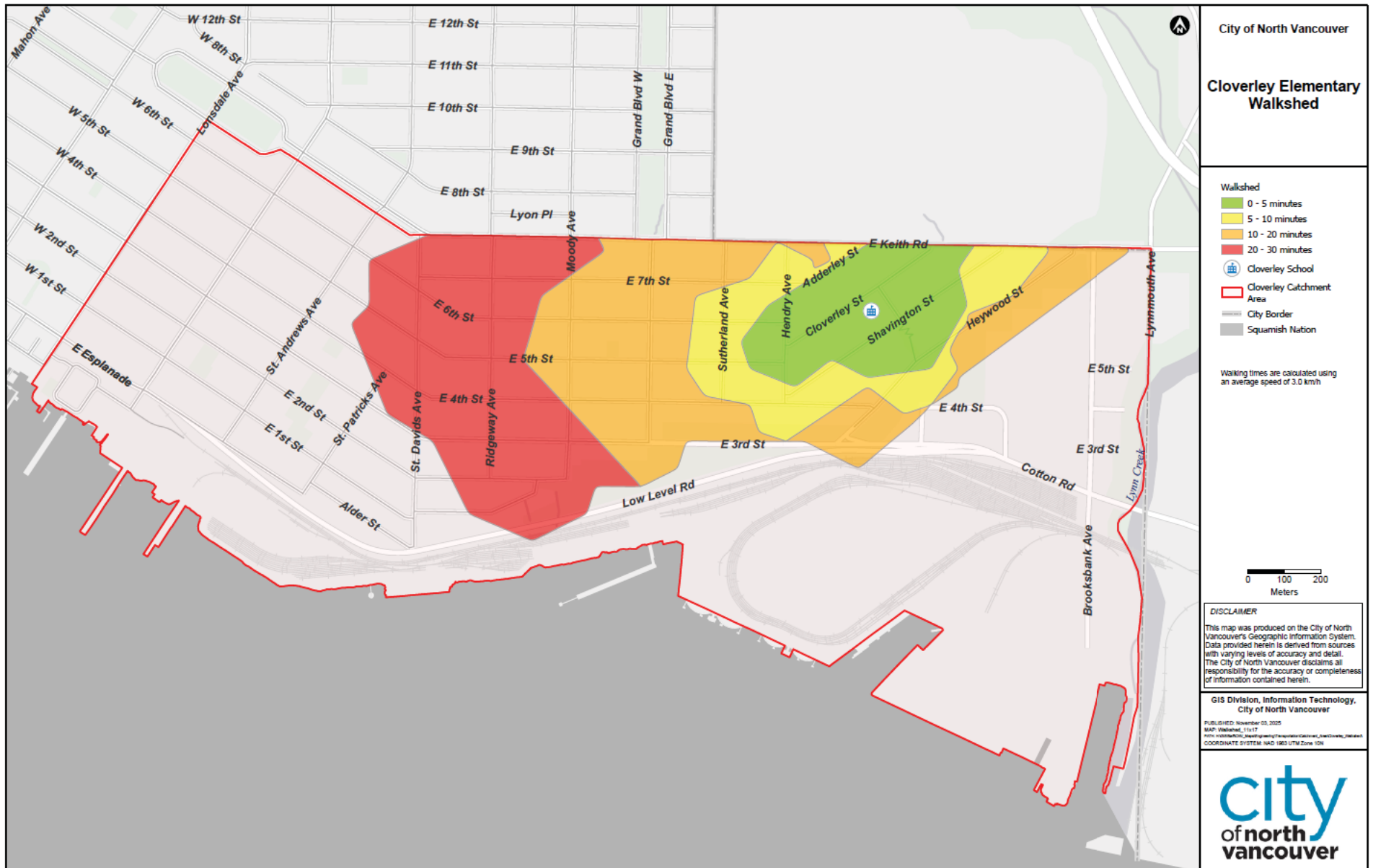


Figure 2: Cloverley Elementary Walkshed Analysis

Transportation Impact Assessment

NVSD's TIA evaluated existing conditions, estimated trip generation, and recommended infrastructure improvements, circulation and Transportation Demand Management (TDM) measures based on the anticipated trips being generated by the site.

Key findings and outcomes from the TIA include:

- **50% of all student trips are projected to be via sustainable modes.** Mode share for students is projected at 50% cars and 50% walk, cycle and transit. Mode share estimates were based on historical Ridgeway and Queen Mary travel patterns.
- **No intersections within the study area had Level of Service (LOS) issues resulting from school travel.** As a result, intersection improvements were not recommended.
- **AM peak hour traffic will be the most intense period in the day.** Morning drop off is expected to be busy for approximately 20 minutes between 8:30-8:45am with up to 120 vehicles arriving within a 15 minute period. Afternoon pick up will be more spread out.
- **New school trips will be phased into the neighbourhood gradually.** The neighbourhood will see an incremental increase of new trips from 2026 to 2028 with the school at only 50-60% capacity in 2026.

Transportation Infrastructure Upgrades

The City and NVSD are working in partnership to upgrade transportation infrastructure within Cloverley's catchment to help students walk and roll as independently and safely as possible. NVSD is responsible for delivering frontage upgrades as part of development requirements. The City is complementing these improvements by investing in key walking, cycling, and transit desire lines to the school. Figure 3 below highlights both NVSD and City transportation improvements for Cloverley Elementary, with additional context provided below.

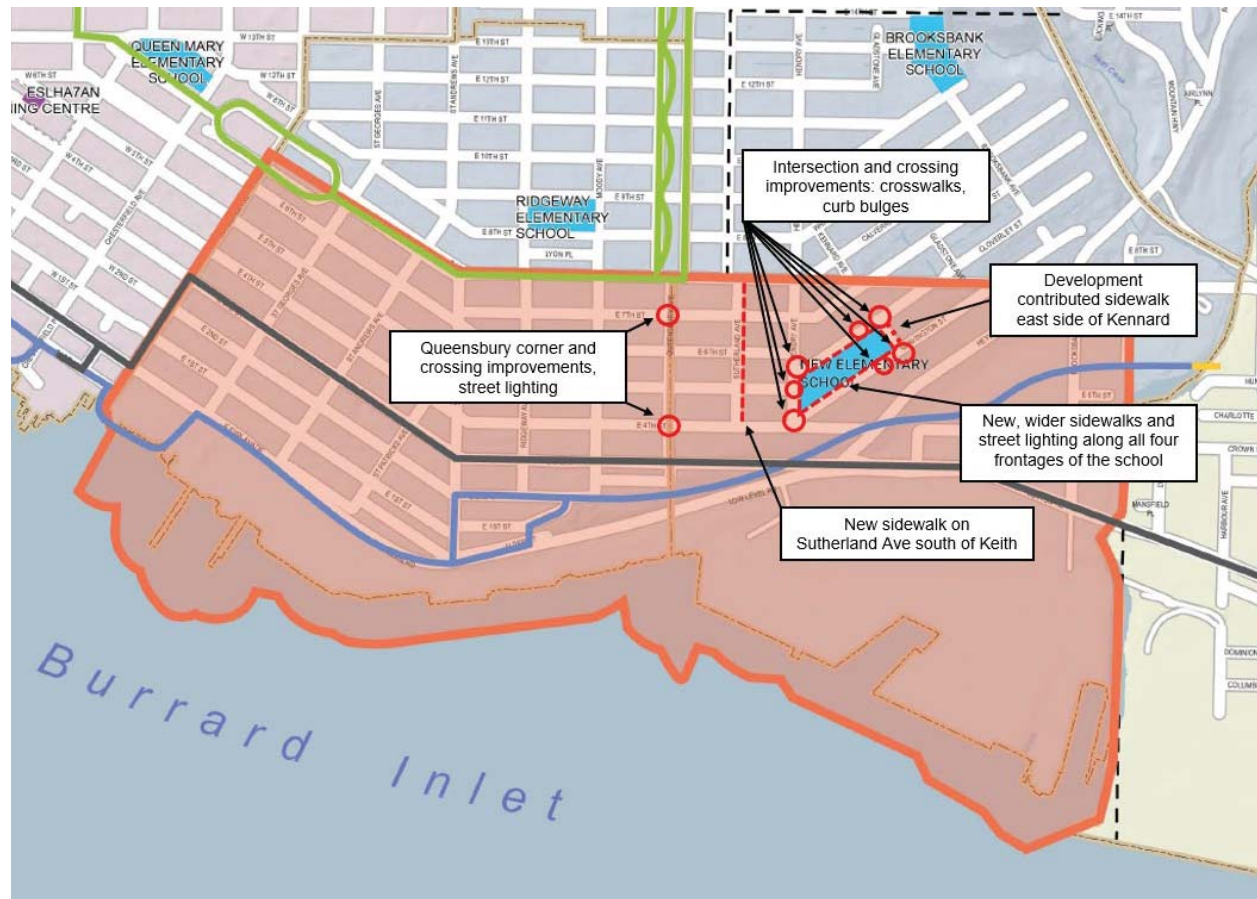


Figure 3: Cloverley Elementary Transportation Infrastructure Upgrades

- **Sidewalks have been prioritized based on demand and sidewalk presence.** New, wider sidewalks will be implemented along all four frontages of the school to accommodate students walking, as well as pick up and drop off activities. A sidewalk will be installed on the east side of Kennard with support from a development contribution. Beyond the school frontage, staff have reviewed the school walkshed to ensure there is a sidewalk on at least one side of the street. Based on this criteria, the 400-700 blocks Sutherland Ave have been identified for installation of sidewalk.
- **Intersection and crossing improvements aligned with desire lines to school entrances.** Crosswalks, curb bulges and raised mid-block crossings aligned with the school's stair and path access points are being.
- **Ensure safe arterial pedestrian crossings through infrastructure upgrades.** Upgrades will take place along Queensbury Ave at E 4th St and E 7th St, including Rectangular Rapid Flashing Beacons (RRFBs), intersection street lighting, curb extensions, and new crosswalk markings. Queensbury is a high volume corridor and upgraded crossings will improve student's ability to safely cross at the E 7th St commercial node and along the E 4th St bicycle route.
- **Infrastructure upgrades will focus on slowing down vehicle traffic entering and exiting the school zone, providing wide comfortable walking spaces, as well as ensuring pedestrians are more visible.** Speed humps, 30km/h school zone signage, curb extensions at corners and midblock, and raised crosswalks to reduce the speed of vehicles entering/exiting the school zone layer together to support slower speeds and better pedestrian visibility. New street and

pedestrian lighting along all four frontages of school further increases pedestrian visibility. Staff will identify and work with homeowners to address encroachments along the best route to school to ensure sidewalks and sightlines are not encumbered.

The City will continue to work with NVSD, the school and families to understand emerging desire lines and travel patterns following the school's opening. Additionally, staff are exploring the feasibility of connecting both the Spirit Trail and Green Necklace to Cloverley Elementary and will update council with progress on these initiatives.

Travel Education and Programming

In addition to infrastructure, education and programming are important aspects of encouraging safe and active school travel. Active school travel has many benefits including improved physical and mental health, as well as safer and healthier communities with reduced congestion in school zones. The City partners with NVSD to develop school and Parent Advisory Council (PAC) capacity to deliver programming that encourages safe and active travel to school.

The City will incorporate Cloverley Elementary into the City's existing Safe and Active School Travel Program (SASTP). Typical elements of this program include:

- Developing a **Best Routes to School map** for students and families to plan their walking route to and from school. Cloverley Elementary's map will also have a focus on transit and cycling options given the large catchment area.
- Explore repositioning of **Adult School Crossing Guards** to align with emerging travel patterns resulting from catchment changes for Cloverley, Ridgeway, and Brooksbank Elementary schools
- Provide **education and encouragement** to parents and students before and throughout the school year about active travel options and benefits, such as:
 - Participate in fun events during the school year such as **Bike to School Week** and **Safety Blitz**.
 - Encourage Drive to Five and pick up and drop off circulation patterns to reduce congestion in Cloverley's school zone.
- Deliver broader programming for staff, families, and childcare such as **cycling education, school travel planning**, and PAC/administration education sessions. As a result of phased enrollment, programming should be catered to younger years and their families with less independent travel expected until the 2028-2029 school year with grade 6 and 7 classes.
- **Communications** such as webpage updates in addition to ongoing City-wide safe and active transportation messaging.

Highway 1 Traffic Congestion and Shortcutting

Many of the streets near Cloverley School experience shortcutting when E Keith Road and Highway 1 are congested. Although irregular, the impacts are significant with both streets and laneways experiencing significant queueing. This raises concerns about parents being unable to pick up students from school, daycare, or after-school care,

along with broader safety concerns for children. The neighbourhood’s residents also have concern about their access due to additional school traffic.

The City will be completing data analysis to better understand the nature and extent of traffic congestion on the North Shore during typical afternoon peak conditions, as well as during afternoons when incidents on Highway 1 or the Lions Gate Bridge cause congestion that spreads across the highway and municipal road network.

Mitigation procedures could include dissuading shortcutting with Variable Messaging System boards or other signage, implementing pick up and drop off locations that avoid areas of high delay (Drive to Five), and supporting the school in using tactics such as a Walking School Bus to these locations. Drive to Five locations were proposed in the TIA along Hendry Avenue and Heywood Street. Staff are working to refine these locations to avoid areas with significant traffic queues experienced on incident days.

While staff are considering the potential impacts congestion could have on school pick up and drop off, resolving shortcutting through this neighbourhood is currently out of scope. Staff will continue to work closely with neighbourhood residents and the school community as school travel patterns evolve to make every effort to minimize impacts to the community.

At this time, the City is not considering the installation of more physical measures like barriers or street closures due to the impact these will have on local access for residents, visitors, and emergency vehicles. Further details can be found in the April 2021 Council Report on Cloverley Traffic Calming Plan Update.⁴

FINANCIAL IMPLICATIONS

This work is adequately funded to design and construct the proposed infrastructure improvements. Potential external funding includes an \$800,000 grant application from TransLink as well as a contribution from development.

INTER-DEPARTMENTAL IMPLICATIONS

The Transportation Division will lead all relationship elements with NVSD, as well as communications and programming at Cloverley.

Cloverley Elementary transportation improvements are delivered in partnership with teams across the organization including Public Works, Parks & Public Spaces, Development Services, Communications & Engagement, Infrastructure Management, Financial Planning, and Project Delivery.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

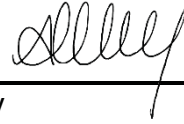
Delivering a complete, safe, and high-quality pedestrian network is a key action of the Mobility Strategy (2022). Transportation improvements support Council’s 2022-2026 Strategic Plan priorities of A City for People and A Connected City.

⁴ Cloverley Neighbourhood Traffic Calming <https://www.cnv.org/streets-transportation/transportation-projects/past-projects/cloverley>

NEXT STEPS

Staff will report back to Council in the spring with finalized plans for TDM programming, including education, encouragement, and communications. After the school's opening, staff will work with NVSD, families and neighbours to address any early transportation issues.

RESPECTFULLY SUBMITTED:



Sarah Tremblay
Transportation Planner

School Zone Improvements - Pre-March Plan

General:

- Upgraded streetlighting on all four school frontages to improve visibility
- 30km/h school zone speed limit on all four frontages
- Retain existing speed humps to manage vehicle speeds

Continuous raised crosswalk aligned with staircase to improve pedestrian safety and access

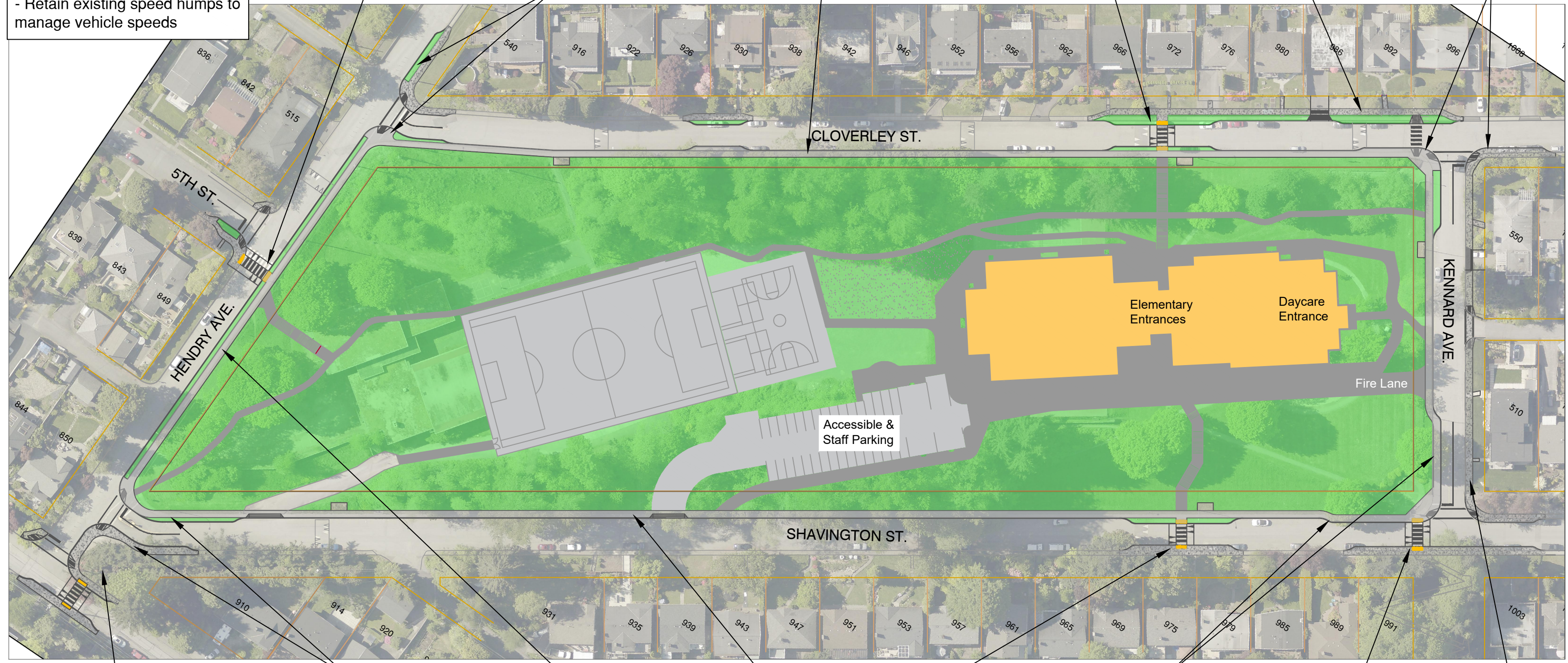
Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles

Road narrowing to provide wider sidewalk for higher pedestrian volume and pick-up & drop-off. South side to become no parking

Continuous raised crosswalk aligned with main school entrance for pick-up & drop-off on both sides of street

Wider sidewalk to provide room for accessible pedestrian ramps

Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles



Continuous raised crosswalk and wider sidewalk to improve accessibility; curb extensions to improve pedestrian visibility

Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles

Road narrowing to provide wider sidewalk. No parking on east side (as existing)

Wider sidewalk for higher pedestrian volume and pick-up & drop-off

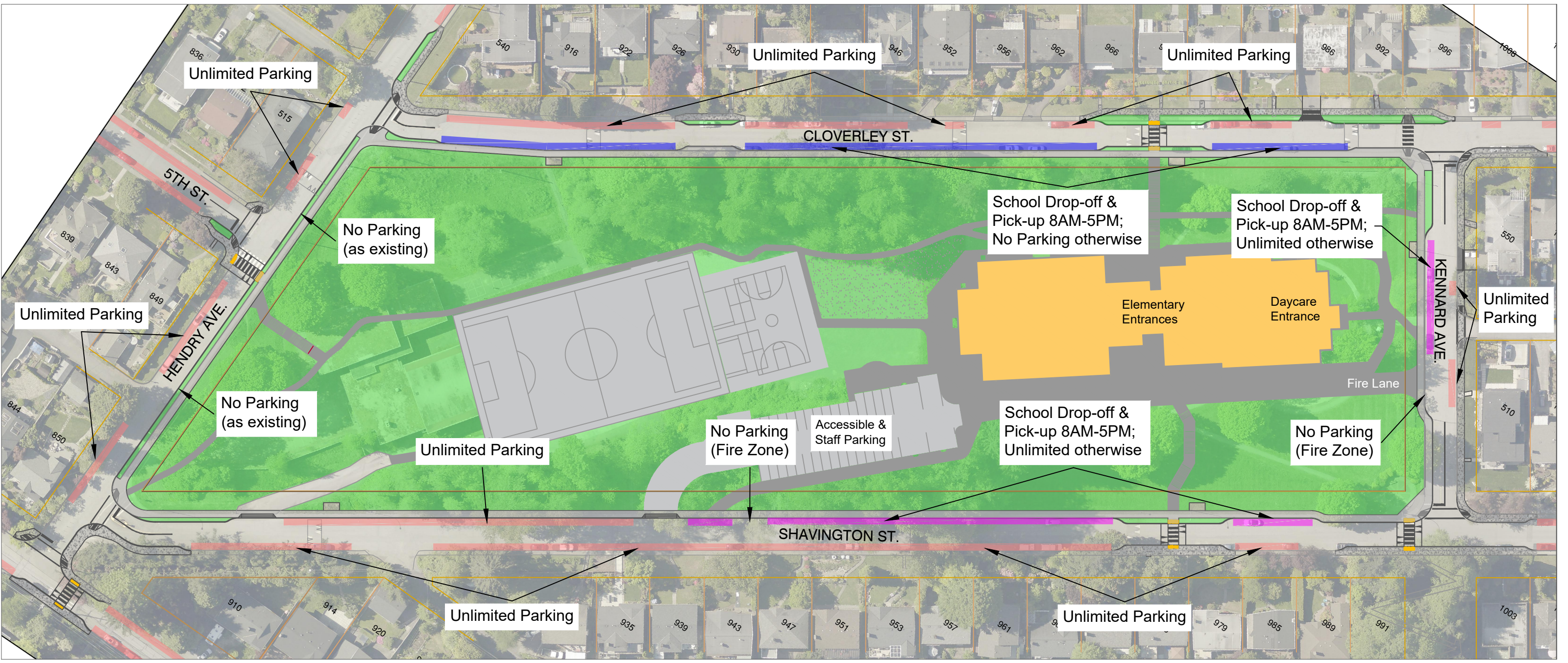
Continuous raised crosswalk aligned with main school entrance for pick-up & drop-off on both sides of street

Curb extensions to accommodate a wider sidewalk and maintain traffic flow at intersection. Mature trees protected

Continuous raised crosswalk aligned with trail access

New sidewalk

School Zone Parking Changes - Pre-March Plan



School Zone Improvements - March 31st Proposed Plan

General:
 - Upgraded streetlighting on Cloverley, Kennard, and Shavington to improve visibility
 - 30km/h school zone speed limit on all four frontages
 - Retain existing speed humps to manage vehicle speeds

Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles

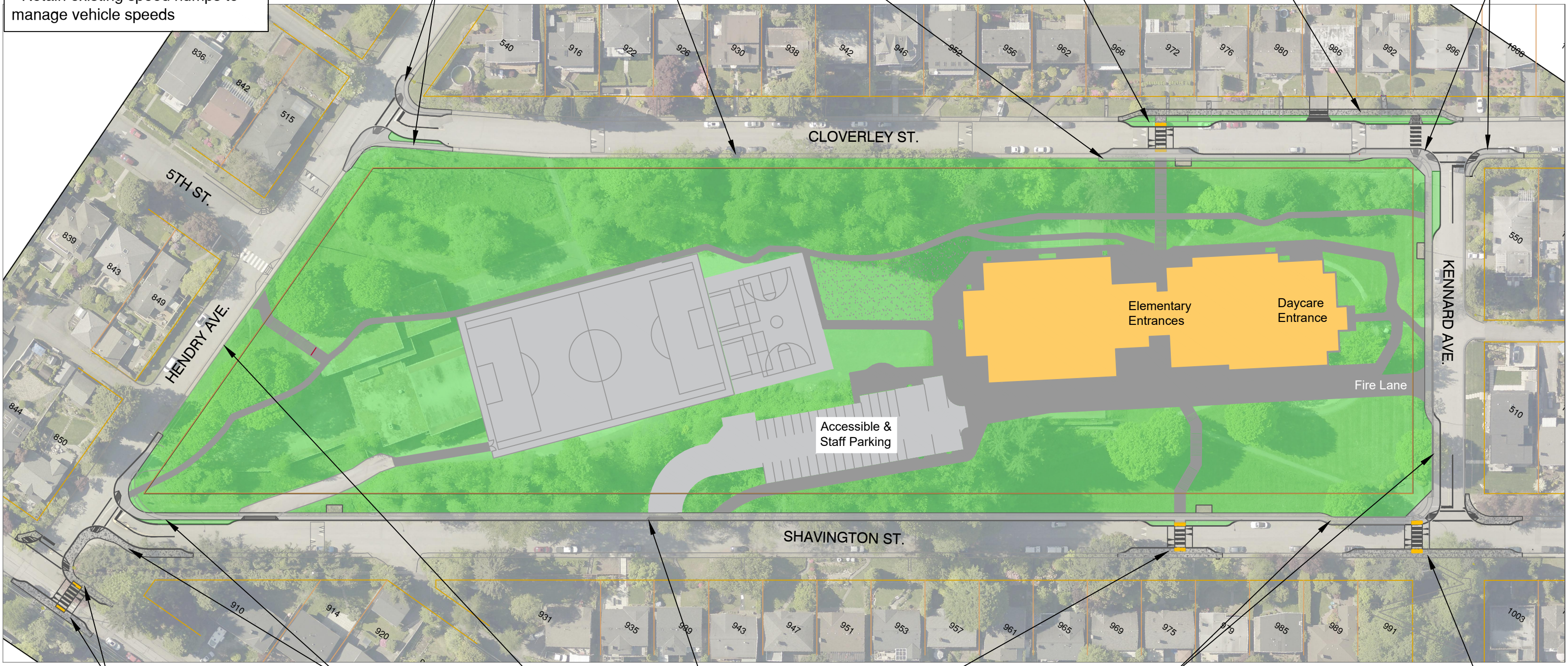
Retain existing sidewalk and parking

Wider sidewalk for higher pedestrian volume and pick-up & drop-off

Continuous raised crosswalk aligned with main school entrance for pick-up & drop-off on both sides of street

Wider sidewalk to provide room for accessible pedestrian ramps

Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles



Continuous raised crosswalk and wider sidewalk to improve accessibility; curb extensions to improve pedestrian visibility

Curb extensions to shorten crossings, improve pedestrian visibility, and slow turning vehicles

Retain existing sidewalk

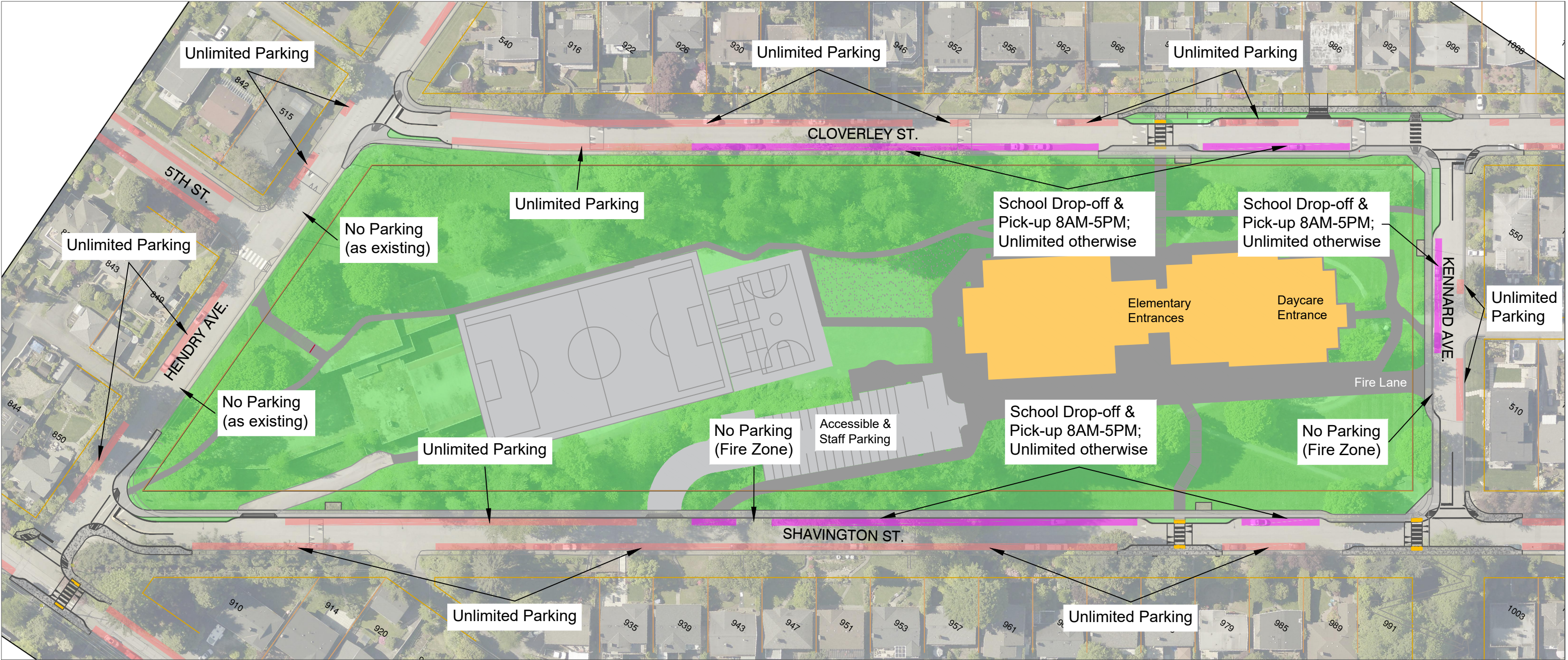
Wider sidewalk for higher pedestrian volume and pick-up & drop-off

Continuous raised crosswalk aligned with main school entrance for pick-up & drop-off on both sides of street

Curb extensions to accommodate a wider sidewalk and maintain traffic flow at intersection. Mature trees protected

Continuous raised crosswalk aligned with trail access

School Zone Parking - March 31st Proposed Plan



Monitor and adjust as required in future

Community Feedback and Design Response

Theme	Input	Design Response
Mid-block crossings	Why are mid-block crossings needed when students and families can cross at intersections? Is resultant loss of parking worth the trade-off?	<p>Raised midblock crossings on Cloverley and Shavington align with the main entrances to the school. During pick-up and drop-off time, the crossings will make following a natural desire line safer, particularly for those dropped off on the opposite side of the street. The City has many examples of midblock crossings that align with desire lines on long blocks to make it safer to cross the street including on E 14th Street at Brooksbank Elementary School, West 1st Street at John Braithwaite Community Centre and East 2nd street connecting Hamersley and Emerald Parks.</p> <p>Stopping sight distance guides the length of curb extension for the approach and exit to the crossing. Larger parking setbacks are required on the approach to the crossing to maintain adequate sightlines, and curb extensions on the exit sides have been reduced to retain more parking.</p>
Sidewalks on steeper terrain	Will students and families make use of new sidewalks across from the school on steep slopes?	<p>The North Shore has many steeply sloped streets with sidewalks and parking due to our local topography. While we strive to ensure our public realm is accessible for all, sometimes our streets can accommodate most people but not all. In those circumstances accessible options are provided and people can choose the route that works best for them.</p> <p>The current design has removed the sidewalk on the east side of Kennard, across from the school. This is in response to the limited opportunities for pick up and drop off (3-4 vehicle spaces only) and the provision of continuous sidewalk on the school side of Kennard.</p>
Parking loss	<p>How much parking is being removed?</p> <p>Why can't residents park in the pick up and drop off</p>	<p>Overall, on-street parking use is low (around 25%), as most homes have off-street parking that meets Zoning Bylaw requirements. However, challenging grades can make accessing homes from the lane challenging for those with mobility challenges.</p> <p>Parking removal is required when curb extensions and crosswalks are introduced, for the driveway entrance to the</p>

	<p>areas after school hours?</p>	<p>school and for when sidewalk expansion was more feasible into the street due to steep grades on the school property Removals are to improve pedestrian visibility and sightlines for drivers.</p> <p>The pre-March design removed approximately 80-85 spaces. Design refinements later restored more than half of these spaces by shortening some curb extensions and removing the challenging and costly Cloverley Street sidewalk expansion on the school frontage.</p> <p>50 school pick-up and drop-off spaces are provided 8-5 school days, becoming unrestricted parking outside of those hours providing increased parking opportunity for residents during evenings and weekends.</p>
<p>Traffic congestion</p>	<p>How will these improvements impact the flow of traffic on incident days?</p>	<p>There are days each year when an incident on the Iron Worker Memorial Bridge creates grid lock within the Cloverley neighbourhood. The design considerations for Cloverley School do not restrict movement, and in some cases, like with the bulges at the intersections, pedestrian safety and two-way vehicle flow will improve by restricting parking too close to the intersection.</p> <p>With the added pattern of pick and drop off volumes the various traffic navigation software will learn to avoid directing commuters through Cloverley which may improve access to the school and residences during bridge event days.</p> <p>Adjustments to the design for Hendry Ave have maintained two travel lanes with parking on the west side; however, despite existing no parking of the east side of Hendry student drop may occur restricting flow to one way travel. Monitoring and enforcement will inform any further interventions required to maintain safe conditions.</p>
<p>Queensbury Crossings</p>	<p>Why provide crossings at 4th St. and 7th St.?</p>	<p>Traffic and safety data indicate that protected crossings at these two streets are warranted based on engineering standards. With 4th Street being a key east-west cycling route within the school catchment area and a likely route for students coming from the SW portion of the catchment, a protected, lit and push-button activated crossing benefits those going to school, connecting to the Spirit Trail and other key destinations to the south. Queensbury at 7th Street is the commercial heart of the neighbourhood with</p>

		shops, daycare and restaurants. Improved crossing conditions benefit the broader community in addition to those walking to school. Both crossing improvements are located near bus stops along Queensbury.
Sutherland Avenue Sidewalks	Why is it necessary to install sidewalks on Sutherland Ave.?	<p>Within the Cloverley neighbourhood Sutherland Avenue is one of the last remaining gaps in the network with no sidewalks on either side of the street between East Keith Road and East 4th Street. Incomplete sidewalk networks area a barrier to people walking for shorter trips.</p> <p>The City is undertaking a site analysis and concept design exercise to construct a sidewalk on one side of Sutherland Avenue. Analysis will consider constraints such as large trees, retaining walls, power poles, driveways, and complex grading to determine which side of the street is most suitable. Once confirmed, residents will receive more information about the project.</p>

Mayor and Council
City of North Vancouver

Delivered via email to: mayor@cnv.org

March 13, 2026

Re: Letter of Support for pedestrian infrastructure surrounding Cloverley Elementary School

Dear City of North Vancouver Mayor and Council,

On behalf of the North Vancouver School District (NVSD), I am writing to express support for the development of safe pedestrian infrastructure in the neighbourhood surrounding the new Cloverley Elementary School.

The opening of a new elementary school is an important moment for a community and brings with it a shared responsibility to ensure that the surrounding public realm supports the safe daily movement of young children, families, and staff travelling to and from the school. School environments require particular attention to pedestrian safety given the presence of young children who may have varying levels of traffic awareness. Continuous and clearly defined walking routes help reduce conflicts between vehicles and pedestrians while supporting active and healthy transportation initiatives such as walking school buses and school streets.

Sidewalks, traffic-calming measures, and clearly defined pedestrian pathways reduce risk by separating vehicles from pedestrians, providing predictable walking routes, and improving visibility at crossings and intersections. These measures are widely recognized as best practice in school-area planning and are an important part of supporting active transportation for students.

We appreciate the City of North Vancouver's continued partnership with NVSD in developing and communicating safe routes to school. This work helps ensure that students can travel safely between home and school when Cloverley Elementary opens.

We recognize that infrastructure changes can prompt thoughtful discussion within neighbourhoods and appreciate the City's continued engagement with residents as plans are refined. At the same time, the safety and well-being of children attending Cloverley Elementary School must remain the primary consideration in decisions related to transportation infrastructure in the area.

The NVSD values the City of North Vancouver's partnership in supporting safe routes to school and creating neighbourhood environments where children can travel confidently and securely.

Thank you for your continued commitment to student safety and community well-being.

Respectfully,



Dr. Pius Ryan
Superintendent of Schools

Parks & Public Space Plan

Engagement Phase I: Current State Insights



Presented April 2026

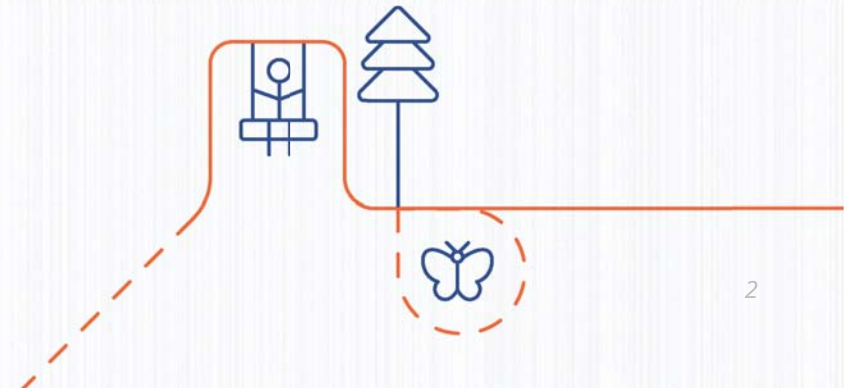
Infrastructure, Transportation and Parks



Engagement Phase 1: Current State Insights

Purpose of the Presentation Today

- » Share an overview of the insights emerging from the first phase of work in developing the CNV Parks and Public Space Plan
- » Share the approach to the first round of engagement
- » Provide an update on next steps



Engagement Phase 1: Current State Insights

Contents

1 Background

Why a new plan, what will it achieve, and how will we get there?

2 Overview

How does the Current State Report set the stage?

3 Strengths

What is working, and what will take us from good to great?

4 Pressures

What are the main challenges that the plan will address?

5 Potentials

What opportunities can be explored given these strengths and pressures?

6 Horizon

How will next steps build on initial current state findings?



Background

Why a new plan, what will it achieve, and how will we get there?



Background

Work to date

Last Council Presentation

Nov 2024

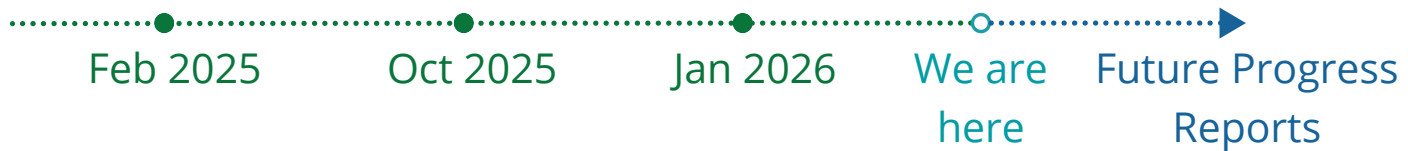
- » What a Parks & Public Space Plan looks like
- » How the Plan will be developed



Since Then

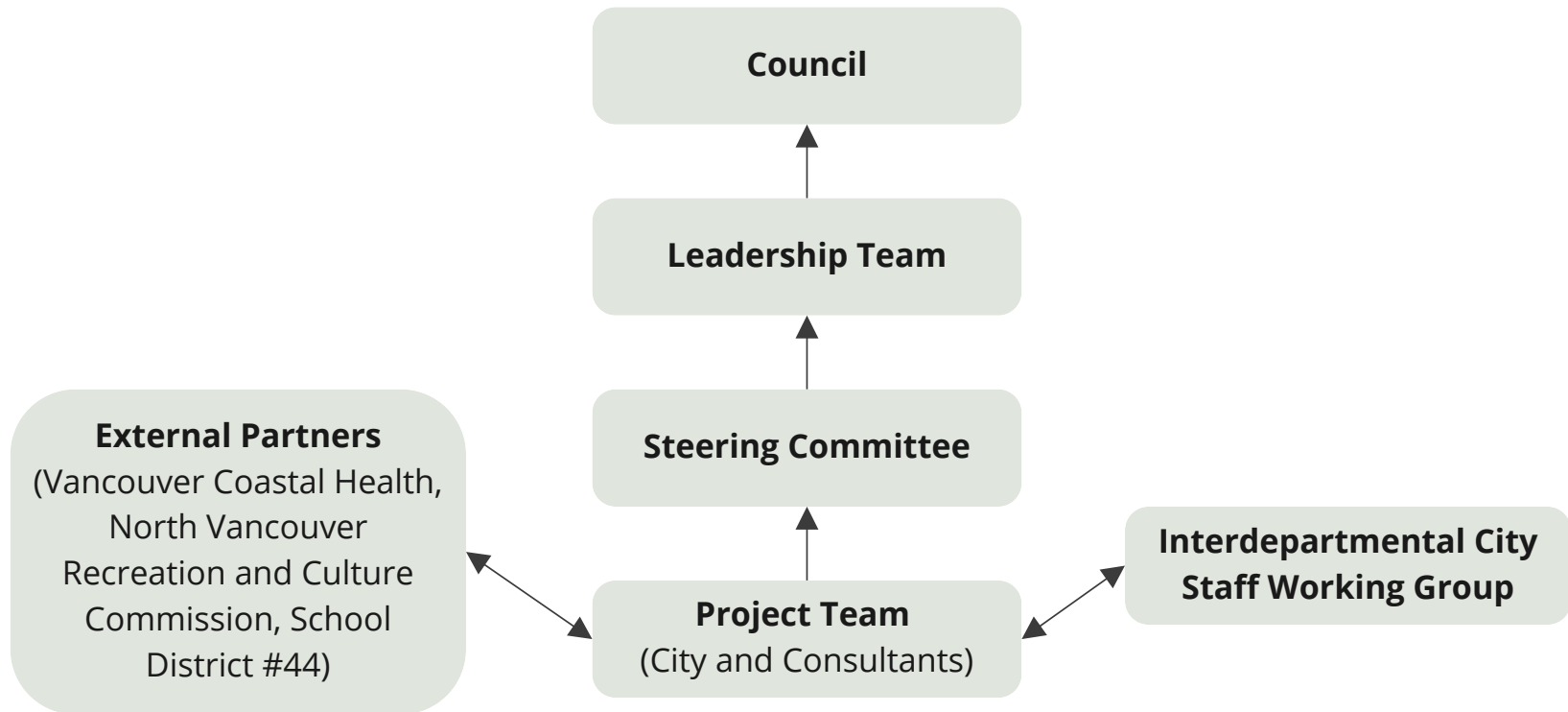
- » Project scoping
- » Building the team
- » Project kick-off with consultants (O2)
- » Current state research

Council Information Reports



Background

Project Governance



First Nation Involvement

Referral process initiated in 2025 with **Sḵw̓x̓wú7mesh Úxwumixw (Squamish Nation)** and **səlilwətał (Tseil-Waututh Nation)**. Both Nations expressed interest.

We invited both Nations to share any information to help our understanding of the events and decisions that have shaped the landscapes, parks, and public spaces on the land on which the City of North Vancouver is situated.

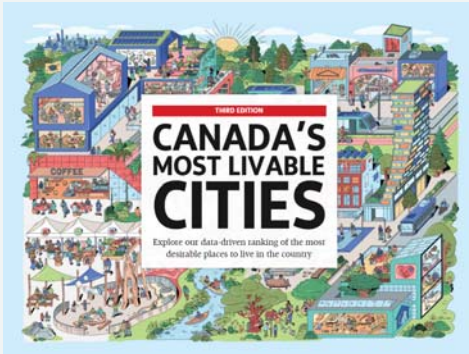
Work with both Nations will be on-going through the development of the Plan.

Background

CNV Parks & Public Space Plan

As the Province directs significant growth to urban centres, the City must plan proactively to maintain its renowned livability and quality of life.

Most Livable City Recognition (2024 and 2025)



- » Criteria used for ranking includes access to parks and walkability
- » Article referenced access to nature, amenities and culture in North Vancouver

Background

Why this plan now?

With limited land and resources, the City needs new strategies to keep up with:

- » Shifting trends and priorities in how parks and public spaces are used spurred by the COVID-19 pandemic and competing demands for different types of amenities and space
- » Increasing climate pressures such as heat and flooding
- » Emerging direction for the City to provide more equitable access to high quality and responsive parks and public spaces (Community Wellbeing Strategy, 2024)

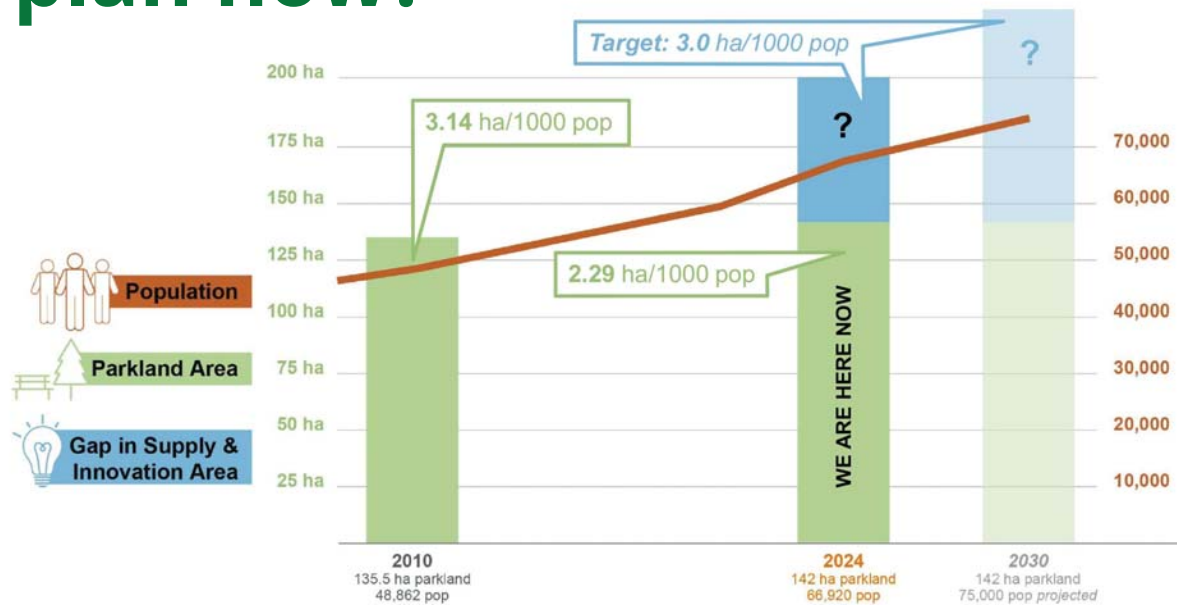
A Systems-Based Approach



The CNV Parks & Public Space Plan looks at parks and other public spaces like plazas and streets as a system

Background

Why this plan now?



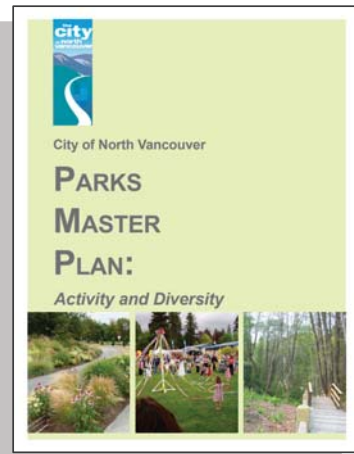
Graph from Council Report and Presentation November 2024

Provision targets from the 2010 Parks Master Plan relied on traditional supply metrics that are increasingly difficult to meet. The new plan will introduce updated metrics and focus on making better use of existing parks and public spaces.

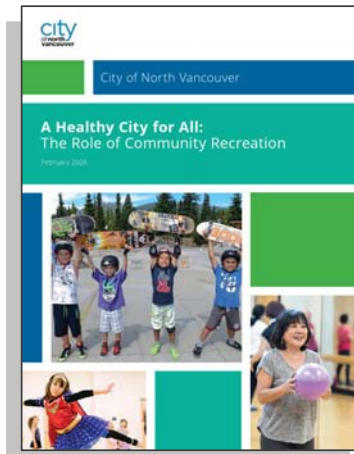
Background

Why this plan now?

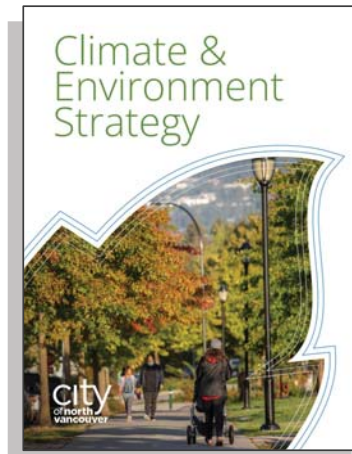
Current Policy



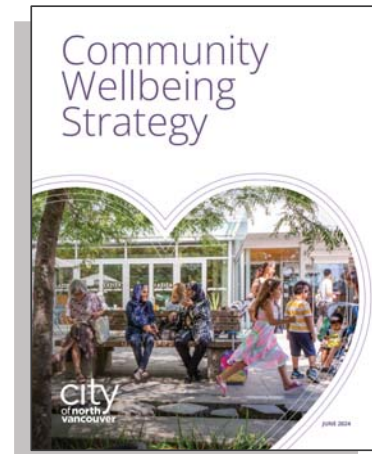
**Parks Master Plan:
Activity and Diversity**
2010 - *Update in progress*



**A Healthy City for All:
Role of Community
Recreation**
2020



**Climate & Environment
Strategy**
2024



**Community Wellbeing
Strategy**
2024

Background

Objectives & Outcomes

The CNV Parks & Public Space Plan will address these challenges, turning new approaches into actionable direction by:

- » Establishing an equity framework and priority-setting tools
- » Defining service level targets for parks and public space
- » Articulating a vision for a connected and functional parks and public space system
- » Developing policy direction, strategies, guidelines, and implementation frameworks



**Shifting
measures of
success:**

**The 2010 Parks
Master Plan:**
focused on city-
wide space per
person targets

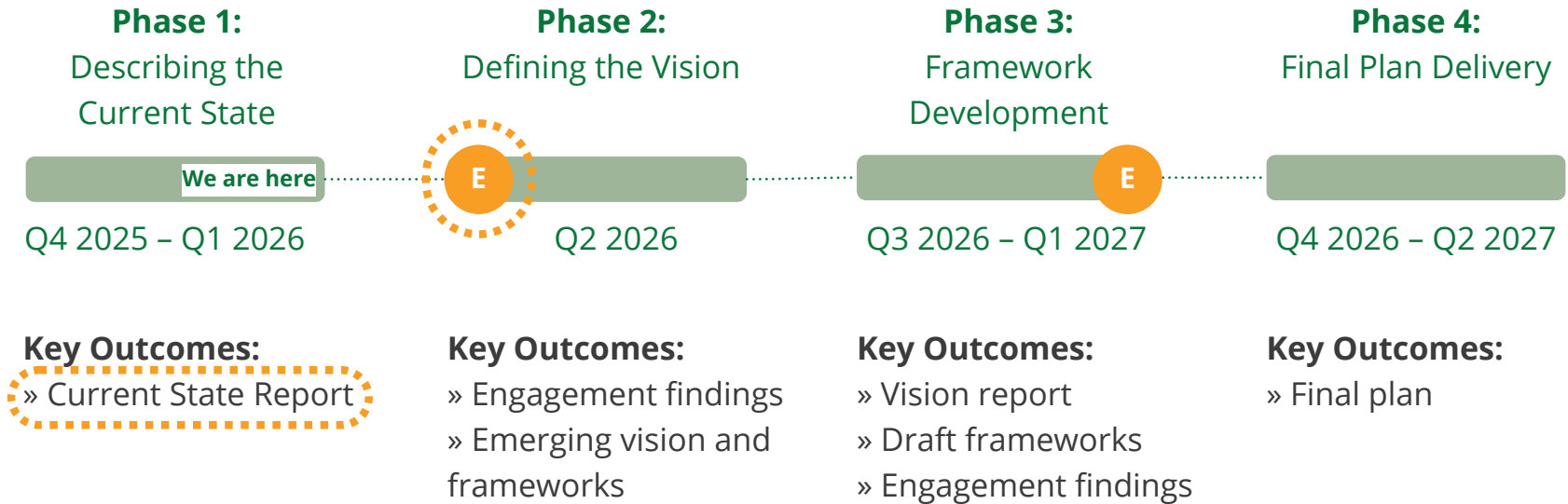


New P&PSP:
focused on access,
performance, equity,
and function

Background

How Are We Building the Plan?

- Engagement
- Current Focus



Overview

How does the Current State Report set the stage?



Current State Overview

Phase 1: The Current State Report

Approach

The **Current State Report** is a data-driven **first step** in understanding the parks and public space system.

This will be built upon through **engagement** and **comparison to other cities**, leading to a **vision for the future**.

Inputs

- » On-the-ground qualitative assessment of 80+ parks and urban spaces
- » Inventory of spaces and who can access them
- » Quantity, distribution, and quality of amenities
- » Data on which spaces are most visited
- » Demographics, environmental risks and social infrastructure

Parks and Public Space System

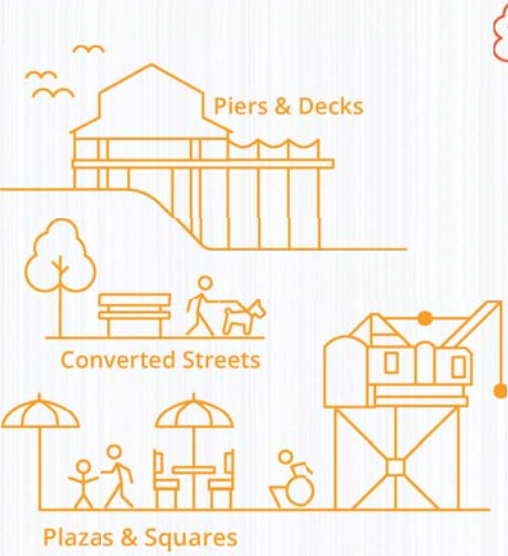
Spaces

Parks



Previous Focus

Urban Spaces



Connectors



Parks and Public Space System

Spaces

Parks



Urban Spaces



Connectors



Expanded Focus

Current State Overview

System Summary

Nearly half of the city (42%) is public space



Current State Overview

System Summary

Nearly half of the city (42%) is public space

30%

Street Rights of Way



Current State Overview

System Summary

Nearly half of the city (42%) is public space

30%

Street Rights of Way

12%

Parks
(such as Mahon Park, Grand Boulevard, Victoria Park)

51 parks,
140 ha



Current State Overview

System Summary

Nearly half of the city (42%) is public space

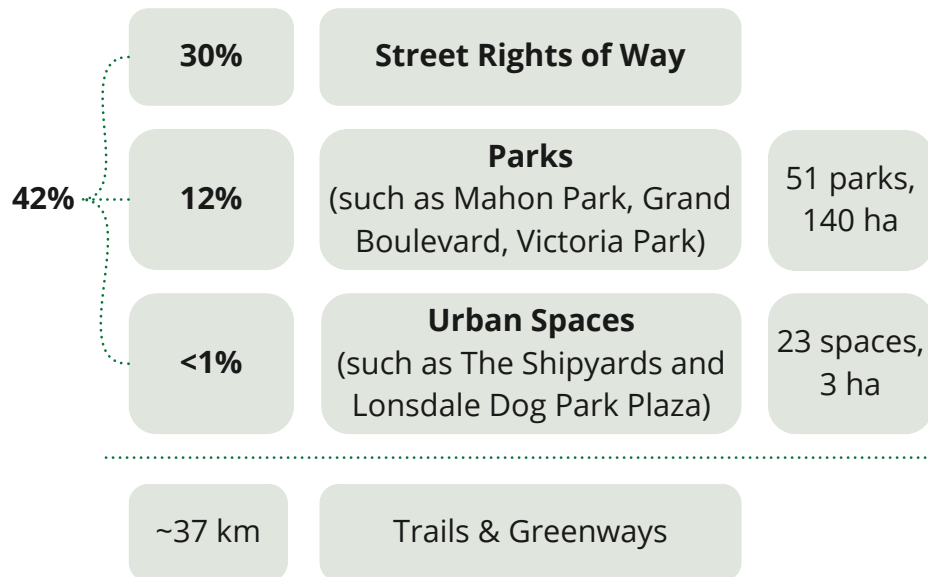
30%	Street Rights of Way	
12%	Parks (such as Mahon Park, Grand Boulevard, Victoria Park)	51 parks, 140 ha
<1%	Urban Spaces (such as The Shipyards and Lonsdale Dog Park Plaza)	23 spaces, 3 ha



Current State Overview

System Summary

Nearly half of the city (42%) is public space

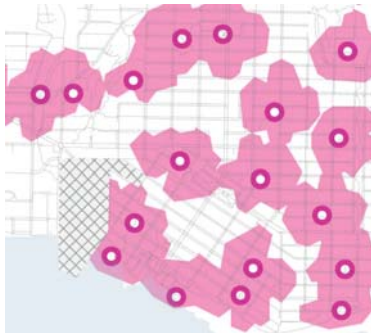


Current State Overview

Key Analysis & Data Types

Walksheds

tell us how many people can access a space or amenity within a 5-minute walk.



Accounts for slower walking speeds up **slopes**
Network includes **mid-block connections**

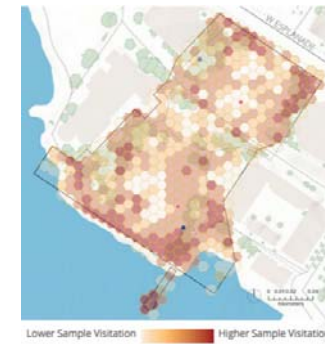
Qualitative Assessments

of spaces were done in-person and tell us how spaces are performing based on specific criteria.



Visitation Data

coming from **anonymized mobile location data** tells us which spaces see more use.



The team is working through the filtering methods to get the best results

Current State Overview

Key Analysis & Data Types

Service Levels

for amenities account for how many there are, how they are distributed, their quality, and their availability.

Baseball Fields Key Function Amenity	Quantity <input type="text"/>
	Bookable <input type="text"/>
Basketball Key Function Amenity	Quantity <input type="text"/>
	Bookable <input type="text"/>
Dog Parks Daily Life Amenity	Quantity <input type="text"/>
	Bookable <input type="text"/>
Playgrounds Daily Life Amenity	Quantity <input type="text"/>
	Bookable <input type="text"/>

Sampling of amenity categories - see slide 44 for more details

Demographic & Equity Data

The 2021 **Statistics Canada Census** shows where higher proportions of specific populations are located. Additional data from Vancouver Coastal Health and 211 BC provides insight into vulnerability to extreme heat and the distribution of social infrastructure.



Cultural Considerations (recent immigrants, racialized populations)



Environmental Considerations (heat vulnerability)

Access

How many people have access to spaces?

includes the number of people sharing spaces, and access to specific park and public space functions throughout the city

Data sources: walksheds, population density, qualitative assessment



Service Levels

What service level do amenities provide?

based on how many there are, how they are distributed, what quality they are, and their capacity

Data sources: City GIS data and operational knowledge

Amenities are features and facilities located within parks and public spaces that support specific activities or uses



Current State Overview | Research Questions

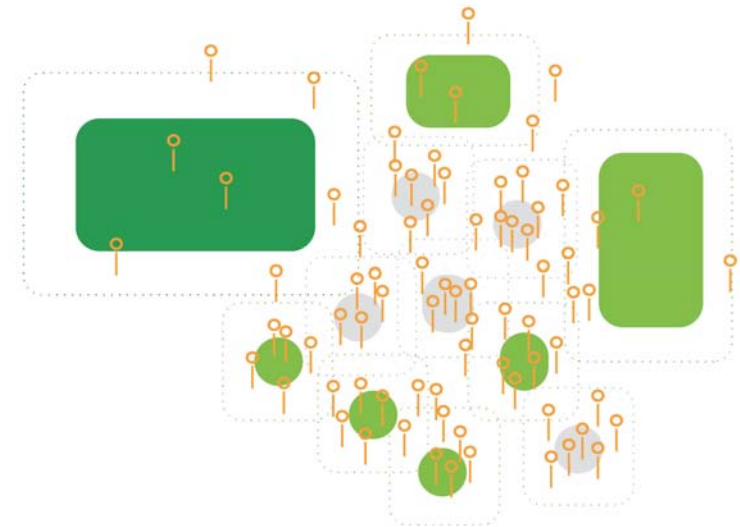
Hard-Working Spaces

Which spaces are the hardest working, and how do they perform?

considering how many residents live nearby, how many people visit the space, and whether the space performs well

Data sources: walksheds, population density, mobile location data, qualitative assessment

Space Performance accounts for comfort, design, condition, and inclusivity



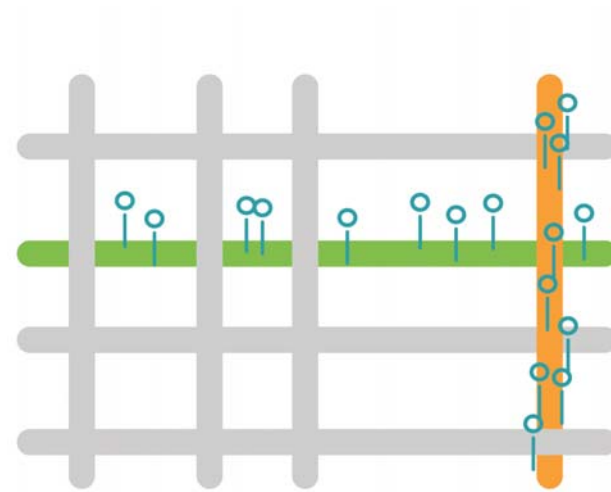
Streets and Trails

Which streets and trails are used more as public realm?

considering “to” and “through” movement and exploring where they could be more comfortable

Data sources: Strava data, mobile location data, City GIS data

Street Comfort is impacted by canopy coverage, sidewalk width, lanes of traffic, and truck routes



Equity Landscape

Which areas have which unique equity considerations?

based on environmental risk, other social infrastructure, and specific demographic groups

Data sources: Census data, 211 data, VCH data, City GIS data



Current State Overview

Outcomes

The **Current State Report** findings are organized into three categories that show us what is working well, where the system is under pressure, and where opportunities may exist to move forward.

» **Strengths:**

What is working, and what will take us from good to great?

» **Pressures:**

What are the main challenges that the plan will address?

» **Potentials:**

What opportunities can be explored given these strengths and pressures?

Engagement Phase 1: Current State Insights

Summary

● Strengths

- » 95% of people can walk to a park or urban space in 5 minutes
- » Green and vibrant networks have strong anchors, and connect through greenways and trails
- » Strategic investment has created high-performing spaces in many of the city's densest areas

● Pressures

- » Smallest spaces do some of the heaviest lifting
- » Central and Lower Lonsdale have less space per person along with higher vulnerability to extreme heat
- » Some of the most used streets and urban spaces could have improved performance

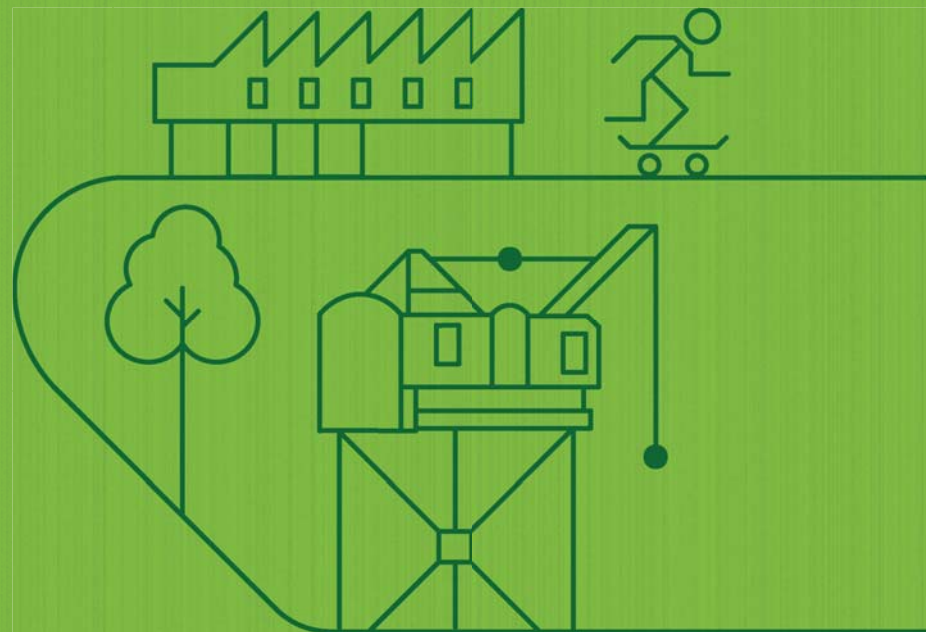
● Potentials

- » Equity analysis can rebalance investment and address needs
- » Assessing amenity service levels will reveal how to meet evolving needs
- » Spaces can do more within their existing size
- » Streets can act more like parks



Strengths

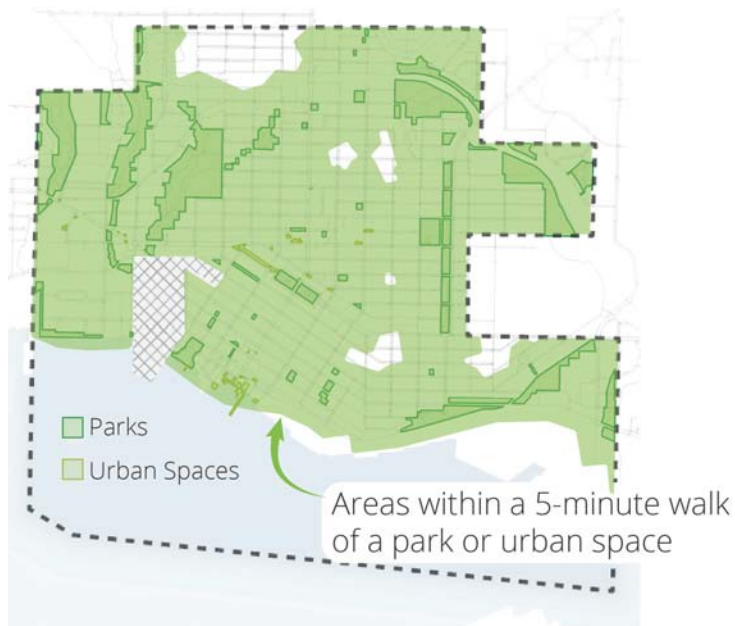
What is working, and what will take us from good to great?



Strengths

95% of people can walk to a park or urban space in 5 minutes

This high level of access contributes to CNV's livability.



CNV Spaces: This stat and access map includes all CNV parks and urban spaces and excludes school yards and district parks, which are mapped in the Current State Report

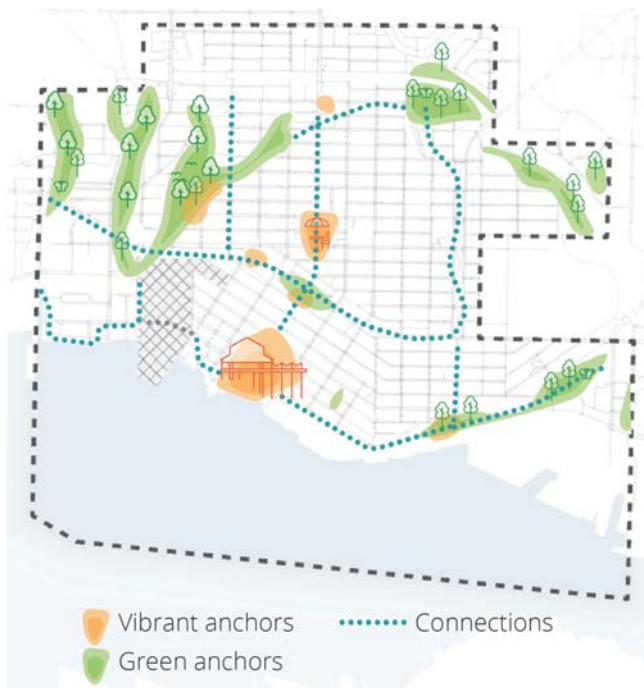
Informed by:

Walkshed analysis
+
Census population

Strengths

Green and vibrant networks have strong anchors, and connect through greenways and trails

Green experiences are anchored in **ravines** and **large parks**, with the **Shipyards and Central Lonsdale** creating vibrant anchors.



Green: Areas with more natural cover and tree canopy, supporting biodiversity and resident wellbeing

Vibrant: Areas with more activity and culture including businesses, community hubs, and historical and cultural assets

Informed by:

GIS green and vibrant overlays

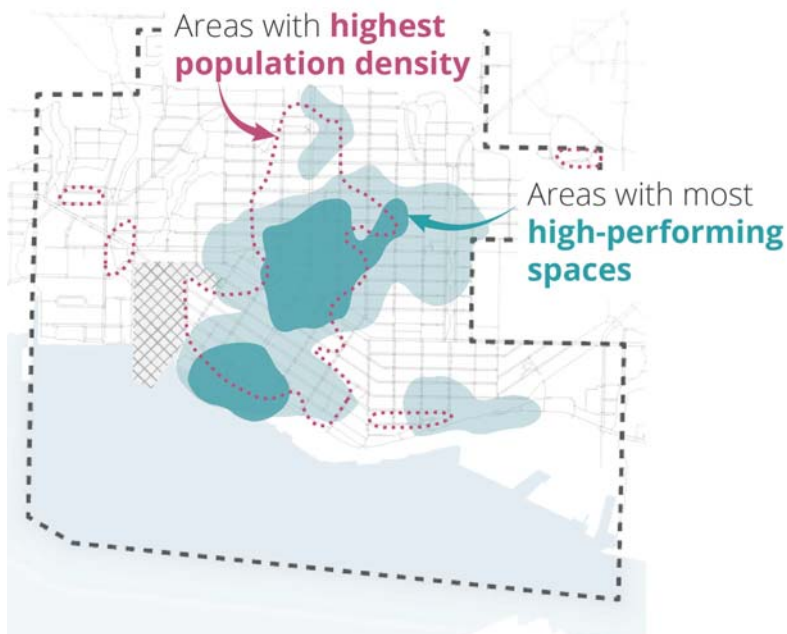
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Existing active mobility networks

Strengths

Strategic investment has created high-performing spaces in many of the city's densest areas

Spaces surrounded by more people are generally more **inclusive, comfortable**, in better **condition**, and are better **designed**.



The Trend: Most high-performing spaces are located in areas with lots of nearby residents and also see high visits

Examples: *The Shipyards, Lonsdale Dog Plaza, 14th St Civic Plaza, Jack Loucks Court, and Victoria Park*

Outliers: Some spaces with lots of nearby residents have low performance scores and low to moderate visitation

These spaces show potential to better serve nearby residential density

Examples: *Emerald Park, Chief August Jack Park, Ottawa Gardens, Wagg Creek Park*

Informed by:

Qualitative assessment

+

Walkshed analysis

+

Mobile location data

Pressures

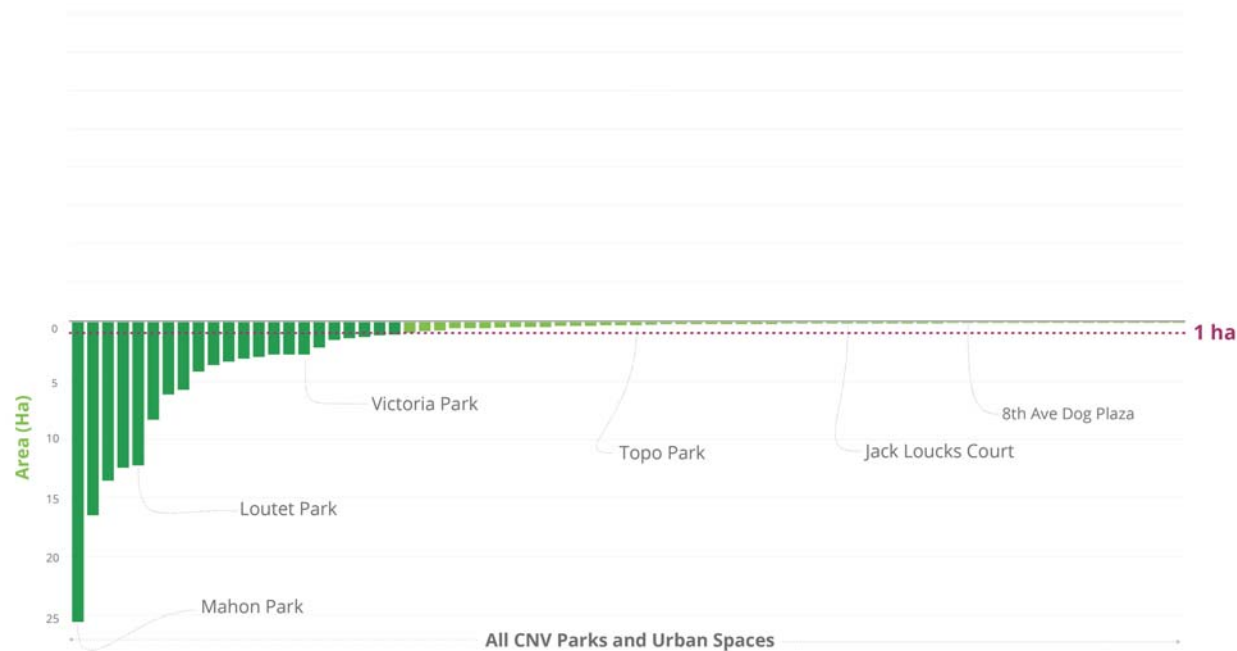
What are the main challenges that the Plan will address?



Pressures

Smallest spaces do some of the heaviest lifting

Areas with the **most residents have the smallest spaces**, resulting in many small parks and urban spaces that need to **work harder to serve more people**.



70% of spaces are **smaller than 1 ha**

64% are smaller than 0.5 ha

Informed by:

Park size

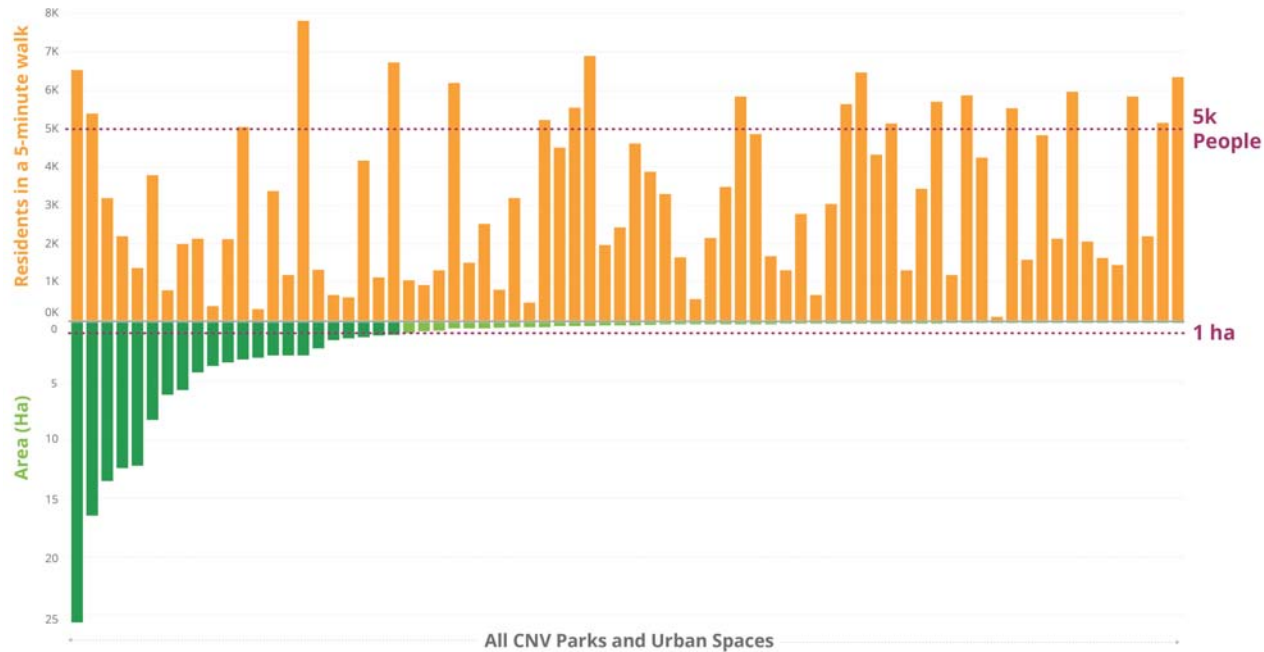
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Walksheds and population density

Pressures

Smallest spaces do some of the heaviest lifting

Areas with the **most residents** have the **smallest spaces**, resulting in many small parks and urban spaces that need to **work harder to serve more people**.



27% of spaces have **more than 5,000 residents** living within a **5-minute walk**

Informed by:

Park size

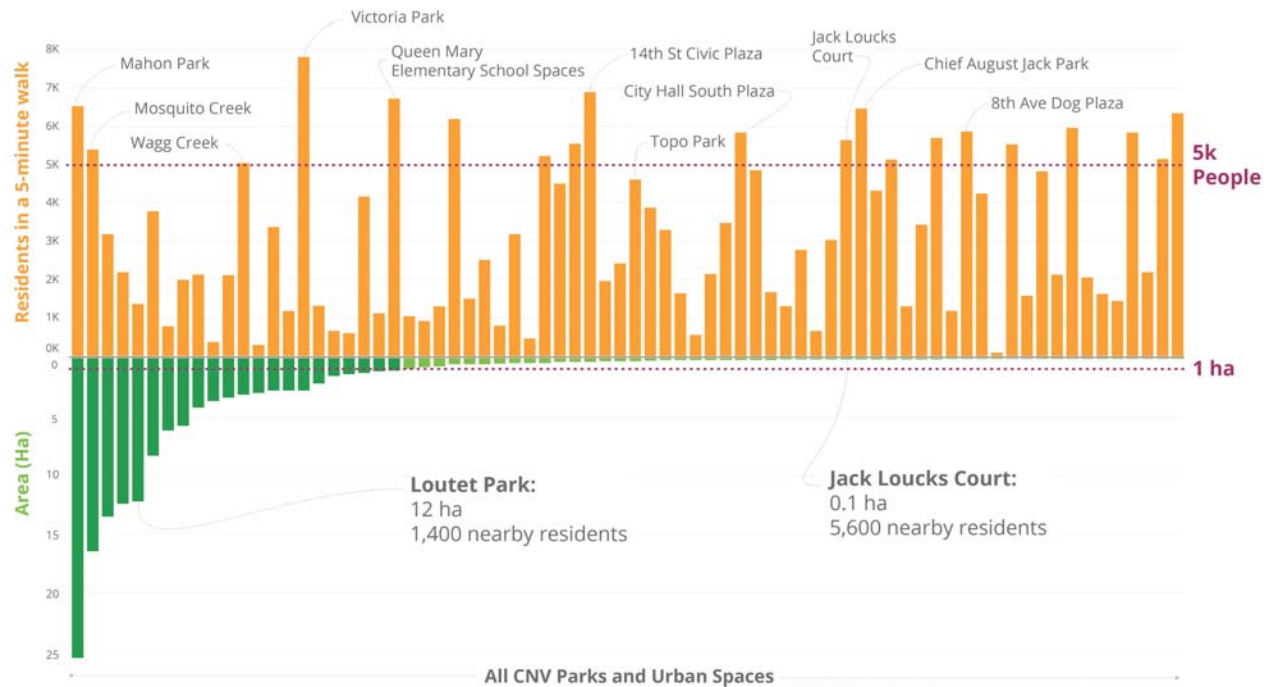
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Walksheds and population density

Pressures

Smallest spaces do some of the heaviest lifting

Areas with the **most residents** have the **smallest spaces**, resulting in many small parks and urban spaces that need to **work harder to serve more people**.



15 of the **20** spaces that serve more than **5,000** nearby residents are smaller than **1 ha**.

Informed by:

Park size

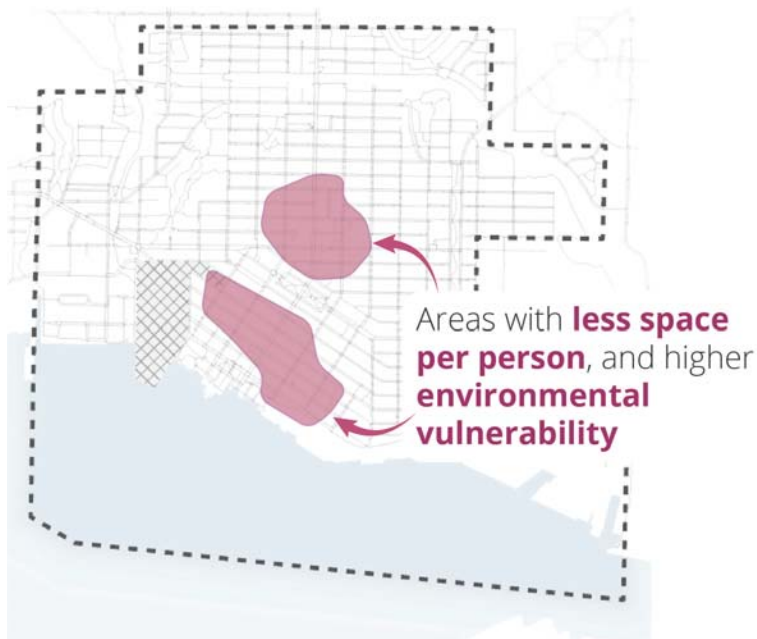
+

Walksheds and population density

Pressures

Central and Lower Lonsdale have less space per person along with higher vulnerability to extreme heat

More people, smaller parks and urban spaces, less natural cover, and more vulnerable demographics all contribute to higher park and public space need in these areas.



Future Decision-Making:

Initial findings begin to highlight areas with overlapping pressures

Further work is needed to build the decision making and equity frameworks

Environmental Risks:

Vancouver Coastal Health shows these areas as having higher heat vulnerability based on exposure, sensitivity, and adaptive capacity

from Vancouver Coastal Health Regional Heat Maps

Informed by:

Walksheds and population density

+

Green network gaps

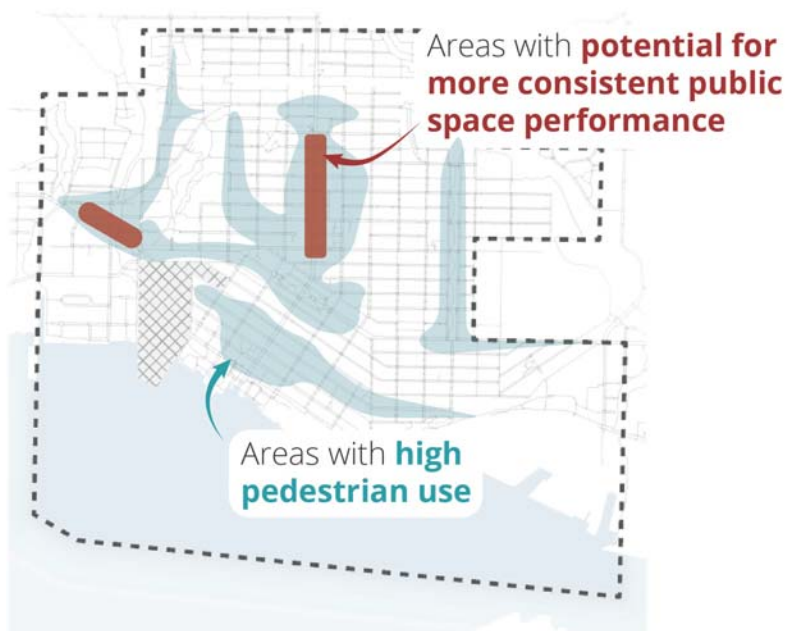
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Heat vulnerability mapping

Pressures

Some of the most used urban spaces could have improved performance

Many of the smaller **urban spaces** that see the **most foot traffic** also have factors impacting comfort and performance, creating pressure to **provide higher-quality experiences** in bustling areas.



Additional comfort factors considered:

- » tree canopy
- » sidewalk width
- » lanes of traffic
- » truck routes

Lonsdale Great Street Program (LGS):

Pressures and opportunities for renewal are being addressed through the LGS implementation program

Informed by:

Mobile location and Strava data
+
Qualitative assessment
+
Additional comfort factors

Potentials

What opportunities can be explored given these strengths and pressures?



Potentials

Equity analysis can rebalance investment and address unique needs

Historical investment has created **uneven access**, with some populations facing **additional barriers** to using parks and public spaces. Needs also vary across the city based on **demographic and environmental factors**.



Map the current equity landscape

considering environmental risk, location of other social infrastructure, and different demographics.



Further understand barriers and needs

and build relationships through public engagement.



Develop the Equity Framework

Work with Council to develop frameworks that tell us how we can invest in areas that are underserved and provide spaces that respond to local needs.

Equity Landscape:

- » environmental risk
- » social infrastructure clusters
- » Indigenous residents
- » people in attached housing and living alone
- » racialized populations and recent immigrants
- » low income and other resource limitations
- » seniors, children, youth

Informed by:

Census demographic data
+
VCH data
+
City GIS data
+
211 social support data

Potentials

Assessing amenity service level will reveal how to better meet evolving needs

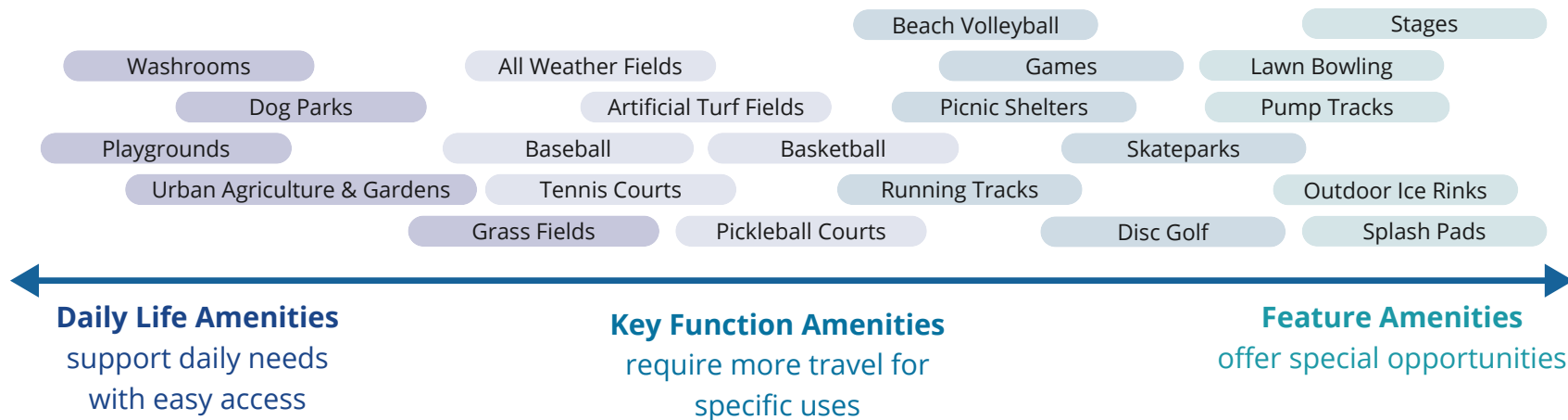
CNV has more than 20 types of amenities, distributed in different ways to support resident needs.

Amenities are features and facilities located within parks and public spaces that support specific activities or uses

Service levels tell us how a type of amenity is provided, considering quantity, distribution, quality, capacity, and demand

Urban Agriculture & Gardens include: Urban Farms, Sharing Gardens, Allotment Gardens, Ornamental Gardens, Educational Farms

Games include: Chess, Table Tennis, Bocce, Putting Green





LEGEND

-  The City of North Vancouver
-  The District of North Vancouver
-  Parks and Open Space
-  First Nations Boundary

- Outdoor Amenities:**
-  Gravel Field
 -  Artificial Field
 -  Grass Field

-  Pump Track/BMX
-  Basketball Court
-  Hockey Box
-  Lacrosse Box
-  Pickleball Court
-  Skateboard Park

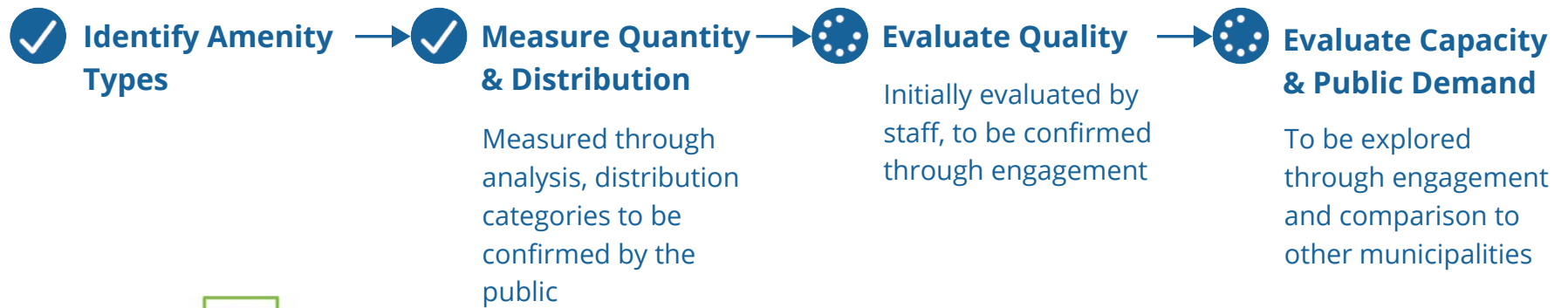
-  Tennis Court
-  Running Track
-  Playground
-  Spray Park
-  Leash Optional Dog Areas
-  Boat Launch



Potentials

Assessing amenity service level will reveal how to better meet evolving needs

Understanding distribution and quality of amenities is a first step in defining **current and target service levels**.



Action While Planning

New and renewed spaces and amenities delivered in 2026



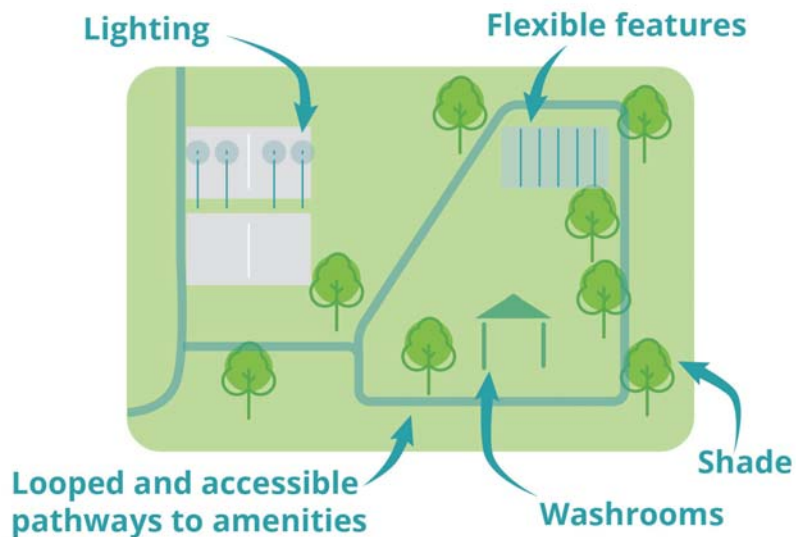
Action	Timeline
Tennis Court Quality Assessment conducted by sport court expert	Complete
Playground renewal at Heywood Park	Spring 2026
Lynnmouth Park off-leash accessibility improvements	Spring 2026
Mosquito Creek basketball court lighting and resurfacing	Spring 2026

Action	Timeline
New Park in Central Lonsdale (Eastern Park) providing playful features and off-leash area	Summer 2026
Enhanced trails, forest restoration, and new disc golf course at Eastview Park	Summer 2026
Install court lighting at Ray Perrault Park to increase playing capacity by 20–30%	Spring 2026 to Winter 2026

Potentials

Spaces can do more within their existing size

By optimizing **amenities, offerings, performance,** and **programming,** parks and urban spaces can do more for more people within a **small space.**



Importance of comfort: Lack of shade and washrooms are among the top reasons a CNV resident might not use a greenspace

Selection from Vancouver Coastal Health SPEAK round 3 survey

Flexibility: Multi-use features can add value for more of users, addressing multiple demands in a limited footprint

Successes: Increased comfort and usage



Informed by:

Qualitative assessment

+

Mobile location data

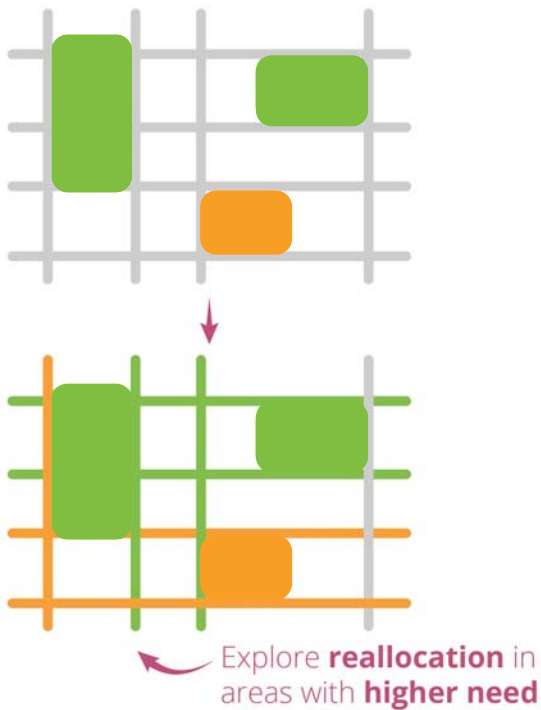
+

VCH data

Potentials

Streets can act more like parks

In areas where space is constrained and needs are high, streets may offer opportunities to strengthen the **public space** by improving **comfort, greenery, and connectivity**.



Insight: Greener, more comfortable streets can connect people to parks, extend usable space, and help the city function as a more continuous network of public spaces

Health: Greener streets can reduce urban heat risk and improve comfort during extreme weather events (as experienced in the 2021 heat dome)

Successes in Central and Lower Lonsdale



Informed by:

Green and vibrant networks
+
Areas with higher environmental vulnerability
+
Population density and walksheds
+
Equity landscape

Horizon

How will next steps build on initial current state findings?



Horizon

Findings Summary

● Strengths

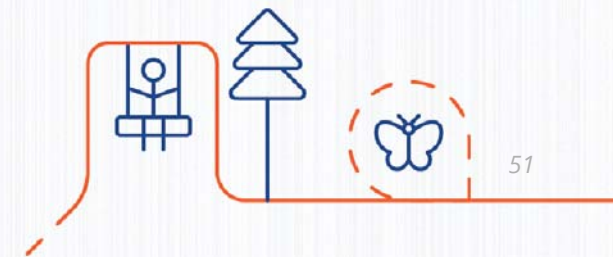
- » 95% of people can walk to a park or urban space in 5 minutes
- » Green and vibrant networks have strong anchors, and connect through greenways and trails
- » Strategic investment has created high-performing spaces in many of the city's densest areas

● Pressures

- » Smallest spaces do some of the heaviest lifting
- » Central and Lower Lonsdale have less space per person along with higher vulnerability to extreme heat
- » Some of the most used streets and urban spaces could have improved performance

● Potentials

- » Equity analysis can rebalance investment and address needs
- » Assessing amenity service levels will reveal how to meet evolving needs
- » Spaces can do more within their existing size
- » Streets can act more like parks



Horizon

Engagement Summary: Key Questions

For all findings: Do these findings align with your experience? Did we miss anything?

● Strengths

- » What experiences do you value in parks and public spaces?
- » What could improve your experiences?

● Pressures

- » When space is limited, what should be a priority?
- » What would improve your experience on streets and in smaller urban plazas?
- » What barriers do you experience when visiting parks or public spaces?

● Potentials

- » What additional features would make your visits more comfortable?
- » How far are you willing to travel for different activities? How busy is it when you get there?
- » Where in the city do you see the biggest opportunities for improvement?

Horizon

Engagement Summary: Key Approaches

- » Various activities including online survey, pop-ups, and workshops
- » Meeting the community where they are at to hear from a wide range of residents
- » Establish and deepen relationships with community organizations to reach equity-denied groups
- » Clearly communicate project scope, objectives, and engagement process



Horizon

Next Steps

Spring
2026



Public and interest-holder engagement

to complete our understanding of the current state and inform the vision for the future



Involving public engagement



Key Council check-in

Summer
2026



Finalize the Current State Report

based on internal review, discussions with leadership, external partner review, and input from S̄kw̄xw̄ú7mesh Úxwumixw and s̄lilw̄etał

Summer
2026



Crafting a vision

along with initial decision-making and equity frameworks to achieve it

Fall 2026 &
Winter 2027



Develop and test strategies

refining strategies, frameworks, and adding implementation framework

Spring
2027





Complete and share the Plan



Thank you.

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 A/General Manager	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
INFRASTRUCTURE, TRANSPORTATION & PARKS DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Chandra Lesmeister, Section Manager, Park Planning and Design

Subject: PARKS AND PUBLIC SPACE PLAN ENGAGEMENT PHASE I:
CURRENT STATE INSIGHTS

Date: March 25, 2026 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 Section Manager, Park Planning and Design, dated March 25, 2026, entitled “Parks and Public Space Plan Engagement Phase I: Current State Insights”:

THAT the report, entitled “Parks and Public Space Plan Engagement Phase I: Current State Insights”, dated March 25, 2026, be received for information;

AND THAT staff report back to Council with updates at key project milestones on development of the Parks and Public Space Plan.

ATTACHMENTS

1. Information Report dated December 24, 2025: Parks and Public Space Comprehensive Plan: Project Update (CityDocs [2759385](#))
2. Information Report dated October 8, 2025: Tennis Feasibility Study: Project Approach Update (CityDocs [2729578](#))
3. Information Report dated February 5, 2025: Parks and Public Space Comprehensive Plan Project Update (CityDocs [2634348](#))
4. Council Report dated October 30, 2024: Parks and Public Space Comprehensive Plan: Project Approach (CityDocs [2602580](#))
5. Information Report dated October 10, 2024: Parks and Public Space Comprehensive Plan Update (CityDocs [2588939](#))

SUMMARY

The purpose of this report is to provide Council an overview of the emerging findings from the first phase of work in developing the Parks and Public Space Plan (the Plan), to share the approach to the first round of engagement and to provide an update on next steps.

Over the past 6 months the project team has been gathering data and developing a current state analysis of the City's parks and public space system. This analysis sets the basis for the first phase of public engagement phase: we will share what the analysis tells us in terms of the City's park and public space system strengths, pressures and potential opportunities.

We want to listen and learn to all respondents asking the following questions through engagement:

- How does what you've heard about the current system connect with your experiences of the parks and public space in the City of North Vancouver?
- What should be prioritized?
- What experiences do you value most?
- Are there barriers that limit your use of parks and public spaces? Are there things that make it easier for you to use the parks and public spaces?

Post phase I engagement, Council will receive a final current state report documenting research, data, analysis, and insights.

BACKGROUND

The City's current parks master plan dates from 2010 and it is a comprehensive document that sets out a 10-year vision, goals, objectives, and a significant number of recommendations. The plan has served the City well over the past 16 years with the implementation of many of the recommendations (e.g. parkland acquisition and provision of new parks in Central Lonsdale).

In November 2024, City staff presented Council with a preliminary outline and overview of the evidence-based and data-driven approach for the Parks and Public Space Comprehensive Plan. Staff presented an overview of how the plan will form part of the City's policy landscape and help guide the City in responding to challenges, changing needs and opportunities. The plan will build upon the work of the *Healthy City for All: The Role of Community Recreation (2020)* and include equity, service level planning and connectivity as key aspirations.

In February 2025 staff provided an update to Council outlining how the Parks and Public Space Plan will provide staff and council tools to prioritize community recreation requests. As a key deliverable of the plan, Council will be provided with a transparent and consistent approach to understanding levels of service, community equity and a framework to prioritize investment decisions in community recreation, park and public space amenities, including specific amenities such as covered skate parks.

In October 2025, staff provided Council with an update on the approach to the Tennis Feasibility Study and the benefits of including the study within the context of the Parks and Public Space Comprehensive Plan. Tennis along with the many other outdoor recreation amenity categories within the City, will benefit from a system wide service delivery analysis and equitable approach decision making. Staff also provided Council and key interest holders update on the tennis feasibility quicks starts, how can we increase the capacity of our existing courts while we are planning for locations for new ones, this work is on-going.

At the beginning of 2026, staff provided Council an overview of the Parks and Public Space Plan 1) project objectives, 2) phases of work and 3) timing.

Project objectives include:

- Establishing an equity framework and priority-setting tools;
- Defining service level targets for parks and public space;
- Articulating a vision for connected and functional parks and public space system; and,
- Setting policy direction, strategies, guidelines, and implementation frameworks.

In short, the main phases of work include:

- understanding the current state (phase 1);
- visioning for a future state (phase 2);
- creating equity prioritization tools and decision-making frameworks (phase 3), and;
- delivery of the final plan including recommendations for implementation (phase 4).

The Plan is expected to be complete in mid 2027.

DISCUSSION

Public space accounts for nearly half of the City's area (42%) and includes parks, plazas, squares, piers, streets, trails and boulevards. Understanding the current state of the parks and public space system is the first step in developing the Plan. Developed through various data inputs and analysis, the Current State Report builds a baseline understanding of how the City's parks and public space system is functioning, distributed and accessed today.

Key analysis, data types and inputs (examples below) were used in answering various research questions relating to access, service levels, hardworking spaces, streets. The data-driven approach combines spatial analysis, mobile location data, in-the field qualitative evaluation of all 80+ spaces.

Examples of methods of analysis, data types, and inputs include:

- **Walkshed analysis** to tell us who has access to a space within a 5-minute walk and how many people live within that catchment (developed through GIS analysis);

- **Qualitative assessments** to evaluate each space and tell us how it is performing in areas of play, design, quality, physical activity (assessment visits were conducted by staff and project consultants to each park + public space total: 80+);
- **Visitation data and usage analysis** tells us which spaces see more use than others (anonymized mobile location data);
- **Service level analysis** to understand the quantity, distribution and amenities offered across all spaces (GIS data and operational knowledge); and,
- **Layering equity data** for an emerging picture of those areas where there is overlapping social resources, demographics and areas of the City most vulnerable to extreme heat events (GIS, Census and VCH data).

The Current State Report provides insight into system **strengths** and what is currently working well, where the system is under **pressure**, and where **potential** opportunities can be explored.

Strengths

Access to Park and Public Space

When mapping out the 5-minute walk to each park and public space (excluding school yards), it was found that 95% of City residents have a high level of access to parks or urban spaces such as plazas or squares. The 5-minute walk accounts for slower walking speeds uphill and follows the pedestrian network including the mid-block connections in Lower Lonsdale. This high level of access contributes to the City's livability.

Green and Vibrant Networks

The large natural areas in the park system are unique a dense, urban City. These parks follow the ravines and are strong anchors in the green network. The Shipyards and Central Lonsdale are also unique as areas of high activity and act as community hubs. Investments in the Spirit Trail and Green Necklace have created connections between these anchors.

High-Performing Spaces

Through an analysis of visitation data, population density, and 5-minute walksheds, it was found that many spaces in the City that are surrounded by the most people scored high on qualitative assessments in the comfortable, design, and inclusivity performance areas. Examples of these high performing spaces includes the Shipyards, Lonsdale Dog Plaza, Jack Loucks Court and Victoria Park.

It was also found that there some spaces within the highest population density have low to moderate visitation and had a low performance score. These parks include Emerald Park, Chief August Jack, Ottawa Gardens and Wagg Creek Park.

Pressures

Small parks and public spaces serve high density areas

By analyzing the size of the 80+ spaces included in the Plan, it was found that access to larger spaces within a 5-minute walk is uneven across the city with the effect being felt most in Central and Lower Lonsdale.

64% of spaces within the park and public space system are smaller than 0.5 ha. Of the 20 spaces that serve more than 5,000 residents, 15 of them are smaller than 1 ha.

These smaller spaces and spaces with significant surrounding density, generally need to be more resilient, better connected and provide more functions or activities.

Opportunities to lower risk

Reports from Vancouver Coastal Health tells us that factors such as percentage of urban forest canopy cover can lessen the impact of extreme heat events. By mapping public space access, tree canopy cover and population density, priority areas in Central and Lower Lonsdale start to emerge. In these areas, there is less public space per person and also higher vulnerability to extreme heat events.

Increase urban space performance

Streets support movement but are also spaces for socializing, resting and enjoying public life. Small urban spaces and plazas help to support these activities. Informed by mobile location and Strava data, the qualitative assessment, and considering comfort factors, it was found that many smaller urban spaces with high pedestrian activity also face pressure to provide high-quality experiences. These areas have the potential for more consistent, higher performing public spaces.

Potentials

Emerging potential opportunities will be explored and built upon through phase 1 public engagement and the next stages of Plan development.

Equity Analysis

Historical investment has created uneven access to parks and public spaces with some people facing additional barriers. Understanding and grounding the plan in equity focused analysis has the potential to account for areas with higher needs, prioritize investment in these areas and support improving health outcomes for vulnerable populations. The first phase of public engagement will build upon early outcomes from the current state reporting and deepen our understanding of the data.

Assessing Service Levels

There are 22+ amenity types distributed across the City's parks and public spaces that offer specific uses or activities such as playgrounds, fields and courts. Some of these amenities are used daily and some may offer specialized or specific opportunities that may be visited on occasion.

To determine service levels, we first measure the quantity, distribution patterns, and types of amenities available. Together with NVRC, we also need to look at the context of the shared outdoor recreation system across both the City and District. The Indoor/Outdoor Sport and Recreation Plan led by NVRC will support understanding the broader context.

While service level planning is underway, the City continues to implement improvements to high use amenities such as adding lighting to the basketball and tennis courts, resurfacing courts, and making accessibility improvements to off-leash areas.

Optimizing Spaces

Existing parks and public spaces have the potential to increase capacity and diversify activities by adding comfort features or prioritizing flexible spaces that accommodate multiple uses.

Park-like Streets

Street right of ways account for up to 30% of the total City area. By taking a system-based approach, greener more comfortable streets can extend and improve connections between parks and public spaces as well as create more opportunity for public space in areas with higher need.

Engagement

Grounded in the CNV Community Engagement Framework (2025), engagement for the Plan will be:

- **Inclusive:** Create welcoming spaces for dialogue that respect and reflect the diverse lived experiences, identities, and perspectives of all participants.
- **Accessible:** Ensure all participants can easily access information and contribute their ideas.
- **Meaningful:** Focus engagement on topics where community input can genuinely influence outcomes.
- **Transparent:** Communicate clearly about the engagement process, including its purpose, scope, and limitations. Explain how feedback will be used to inform decisions, and report back on what was heard and how it shaped outcomes.
- **Adaptive:** Remain flexible and responsive to the evolving needs of participants and communities, including equity-deserving groups, throughout the project.

Phase I engagement questions for public engagement will be grounded in the current state report insights and will seek to deepen our understanding of what has been learned in the first phase of work. Through engagement, we will seek to understand:

- How findings align with resident experience;
- Barriers that may exist that prevent access to parks and public spaces;
- The experiences residents value;
- Capacity challenges and willingness to travel to specific park features; and,
- Opportunities to improve experience and access.

Various engagement activities online and in person will create opportunities for participants to share their thoughts openly and authentically. In addition to an online survey, engagement will include focused workshops, pop-ups at various locations with hands-on interactive activities, participation in community events, and intercept surveys.

Engagement activities will be accessible considering participant diverse abilities, locations, times of day, learning styles, time commitments, and cultural supports.

NEXT STEPS

The first phase of public engagement will launch in early May 2026 and will include three weeks of activities. Input from engagement participants will build upon the emerging insights related to the system strengths, pressures and potential opportunities.

Prior to the public engagement launch, the project team will meet with the North Shore Sports Council and the North Shore Accessibility Committee (ACDI) at the end of April to present a project overview and build awareness of the forthcoming public engagement period in May 2026.

As referenced in the summary, Council will receive a final current state report documenting research data, analysis, and insights following the phase I public engagement period.

Staff will continue to update Council at key project milestones.

FINANCIAL IMPLICATIONS

A total of \$674K has been appropriated from the 2024 and 2025 capital plan to support full project completion. A provision of \$5M in 2028 of the five-year financial plan will enable the implementation of Council-directed outcomes of the Plan.

INTER-DEPARTMENTAL IMPLICATIONS

Staff are working closely across CNV including Planning, Transportation, Public Realm Infrastructure, GIS, Communications and Engagement in the development of the plan. Staff continue to work with the North Vancouver Recreation and Culture Commission (NVRC) who play a key role in the integrated North Shore sport and recreation system. Staff are also working with Vancouver Coastal Health (VCH) to share data and outcomes.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Development of the Plan supports 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,
- 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 resident's culture and history.

RESPECTFULLY SUBMITTED:



Chandra Lesmeister
Section Manager, Park Planning and Design



 Director	 General Manager	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
INFRASTRUCTURE, TRANSPORTATION & PARKS DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Chandra Lesmeister, Section Manager Park Planning and Design

Subject: Parks and Public Space Comprehensive Plan: Project Update

Date: December 24, 2025 File No: 12-6120-02-0001/1

ATTACHMENTS

1. Parks and Public Space Comprehensive Plan: Project Approach (CityDocs [2588050](#))
2. Parks and Public Space Comprehensive Plan: Project Update (CityDocs [2629583](#))
3. Tennis Feasibility Study: Project Approach Update (CityDocs [2725242](#))

SUMMARY

The purpose of this report is to provide an update to Council on the Parks and Public Space Comprehensive Plan (the plan). This report will provide an overview of project phases, timing for key deliverables and a look ahead for work planned in Q1 and Q2 2026.

BACKGROUND

In November 2024, City staff presented Council with a preliminary outline and overview of the evidence-based and data-driven approach for the Parks and Public Space Comprehensive Plan. Staff presented an overview of how the plan will form part of the City's policy landscape and help guide the City in responding to challenges, changing needs and opportunities. The plan will build upon the work of the *Healthy City for All: The Role of Community Recreation (2020)* and include equity, service level planning and connectivity as key aspirations.

In December 2024, an Expression of Interest (EOI) for qualified consultants was posted. Subsequent to the EOI, the project scope was further refined and a Request for Proposals was sent directly to a shortlist and in July 2025, [O2 Planning and Design](#) was the successful proponent and awarded the contract for the work. O2 has significant experience in public space and park planning at a variety of scales, relevant work in

their portfolio includes [The Beltline Parks and Public Realm Playbook](#) for the City of Calgary, [Breathe: Edmonton’s Green Network Strategy](#) and O2 is currently the consultant lead for the [City of Burnaby’s Parks, Recreation and Culture 25-year Plan](#).

In February 2025 staff provided an update to Council outlining how the Parks and Public Space Plan will provide staff and council tools to prioritize community recreation requests. As a key deliverable of the plan, Council will be provided with a transparent and consistent approach to understanding levels of service, community equity and a framework to prioritize investment in community recreation, park and public space amenities, including specific amenities such as covered skate parks.

In October, staff provided Council with an update on the approach to the Tennis Feasibility Study and the benefits of including the study within the context of the Parks and Public Space Comprehensive Plan. Tennis along with the many other outdoor recreation amenity categories within the City, will benefit from a system wide service delivery analysis and equitable approach decision making.

DISCUSSION

The Parks and Public Space Plan is an opportunity to reshape how the City defines, delivers and sustains a connected, equitable, and future-ready public realm. It will provide Council with a practical yet visionary plan supported by frameworks to guide investment, planning and decision making for the next 10 years and beyond.

Project objectives include:

- Establishing an equity framework and priority setting tools for decision making;
- Defining services levels for parks and public realm in terms of quality, quantity, distribution and maintenance);
- Articulating a vision for a connected and functional open space network; and,
- Developing policy direction, strategies, guidelines, and implementation frameworks.

Development of the plan is divided into four main phases of work with anticipated project completion in Q2 2027. The main phases include understanding the current state (phase 1), visioning for a future state (phase 2), creating equity prioritization tools and decision-making frameworks (phase 3), and delivery of the final plan including recommendations for implementation (phase 4).



The first phase of work has involved robust data collection and analysis and establishing connections with external partners such as Vancouver Coastal Health to explore connections between social infrastructure (parks and public space) and community health. Each park and public space will be assessed and mapped to create a detailed inventory and evaluation of the system. Categories for each park and public space profile will include a qualitative assessment (e.g. sense of place, comfort, inclusivity), usage trends, dwell time and how long visitors spend in the space, pervious surface and canopy coverage.

The key deliverable from the first phase will be the *Current State Report* which is anticipated for presentation to Council in Spring 2026. The report will provide us with a deep understanding of the City's current service and provisioning levels, describe the equity landscape, and highlight system pressures, strengths and potential opportunities for improvement.

NEXT STEPS

Planning is currently underway for a robust multi-layered public engagement process that will be initiated in Q1 2026. The project team is developing a comprehensive "Current State Report" that will form the foundation of the project's first round of engagement. This report will be used as a conversation starter to understand how the city's parks + public space system is currently serving the city and where we go from here (visioning).

Referrals are in progress with səilwətał (Tsleil-Waututh) and Sḵw̓xwú7mesh Úxwumixw (Squamish Nation) to seek involvement and collaboration in the plan. A project webpage will be launched early in 2026 with an engagement platform to keep the community informed of project updates and upcoming engagement activities. Staff will be providing a plan update and an overview of the current state to Council in spring of 2026.

FINANCIAL IMPLICATIONS

A total of \$674K has been appropriated from the 2024 and 2025 capital plan to support full project completion and a \$80K budget for Tennis Feasibility Study.

To incorporate feedback provided by Council during Finance Committee Meeting in January 2025, staff included an additional 2027 capital project funding for \$50K to undertake a feasibility study of a skatepark roof. A provision of \$5M in 2028 of the five-year financial plan will enable the implementation of Council-directed outcomes of the plan.

INTER-DEPARTMENTAL IMPLICATIONS

Staff are working closely with CNV departments including Planning, Transportation, Public Realm Infrastructure, GIS, Communications and Engagement in the development of the plan. Staff will continue to work closely with the North Vancouver Recreation and Culture Commission (NVRCC) who play a key role in North Vancouver's integrated sport and recreation system. Staff are also working with Vancouver Coastal Health and

School District 44 to share data and refine research questions that related to parks and public spaces as social infrastructure and benefit to the community.

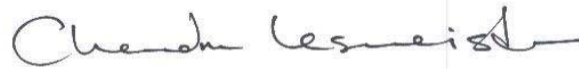
STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Development of the plan supports 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,
- 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 resident's culture and history.

RESPECTFULLY SUBMITTED:



Chandra Lesmeister
Section Manager, Park Planning and Design



 Director	 General Manager	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
INFRASTRUCTURE, TRANSPORTATION & PARKS DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Chandra Lesmeister, Section Manager, Park Planning

Subject: TENNIS FEASIBILITY STUDY: PROJECT APPROACH UPDATE

Date: October 8, 2025 File No: 12-6120-02-0001/1

SUMMARY

The purpose of this report is to provide Council with an update on the approach, timing and scope of work for the Tennis Feasibility Study, including the specific exploration of additional courts in the reimagined West Grand Boulevard between 13th and 15th Streets.

BACKGROUND

In April 2024, City Council approved a Tennis Feasibility Study within the 2024-2028 Financial Plan to evaluate service levels, determine options to increase capacity and optimize the use of existing tennis courts, and explore options for new court amenities. Currently, there are a total of 10 tennis courts available to the community at Tempe Park, Ray Perrault, Derek Inman Park and Ridgeway School.

The study is in response to changing service levels and the decommissioning of 8 tennis courts over the past five years through the development of the Harry Jerome Neighbourhood Lands and the School District's construction of a new Cloverley school.

The future development of Derek Inman Park as part of the replacement of North Shore Neighbourhood house will necessitate the removal of the two courts, however the courts remain operational and a closure date has not been determined.

DISCUSSION

To support informed decisions regarding service levels, the Tennis Feasibility Study will be delivered together with the Park and Public Space Comprehensive Plan (P+PSCP). Similar to the Skate Park Roof Feasibility Study, these studies will be developed and

considered in the context of the P+PSCP. Both studies will benefit from the in depth data collection, analysis and multi-layered community engagement that will be integral to the P+PSCP.

Building upon the City's "Healthy City for All: The Role of Community Recreation" (2020) prioritization process, the P+PSCP will provide Council with the tools and Citywide context to evaluate and weigh all the community asks and priorities when evaluating service levels. Working together with the award-winning consultant team [o2 Planning and Design](#), the plan will analyze the parks and public space system including access, equity, service levels, and maintenance practices. It will define service level standards across all parks and define quality, quantity, and distribution expectations.

Specific to the needs of the tennis, the feasibility study scope of work will include:

- An evaluation of existing facilities including use, distribution, capacity and maintenance to determine options for adjusting the level of service;
- Exploring options for increasing capacity in the City's existing tennis facilities e.g. additional lighting, improving court surfaces, implementing reservation system
- Complete a city-wide test fit scan considering technical requirements for siting tennis courts (for example two side by side tennis courts require a flat site of at least 2100m² or slightly more than 0.5 acre, for area comparison Topo Park is 0.56 acres);
- Coordination with the long-term planning of West Grand Boulevard between East 13th and 15th Street and testing the feasibility of additional courts in this space or elsewhere in Ray Perrault Park (as per Council direction in 2025);
- Identification of the level and type of tennis participation in the City (amateur, recreational, competitive etc. and co-location of supporting facilities such as washrooms) including understanding the specific needs of the tennis community; and,
- Service priorities for both the short and long-term including a review of options to improve and or maximize the use of existing courts.

Staff will provide a project approach update to the North Shore Tennis Society. Broad community engagement on the P+PSCP is anticipated for March 2026.

FINANCIAL IMPLICATIONS

Capital funds allocated for the Tennis Feasibility Study will be integrated into the P+PSCP.

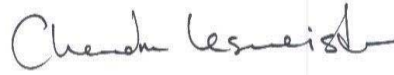
INTER-DEPARTMENTAL IMPLICATIONS

The P+PSCP involves 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.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS




The P+PSCP 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:



Chandra Lesmeister
Section Manager, Park Planning



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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Chandra Lesmeister, Section Manager, Environment and Park Planning

Subject: PARKS AND PUBLIC SPACE COMPREHENSIVE PLAN PROJECT
UPDATE

Date: February 5, 2025 File No: 12-6120-02-0001/1

PURPOSE

The purpose of this report is to provide Council with an outline of how community recreation requests are anticipated to be integrated into the upcoming Parks and Public Space Comprehensive Plan. Additionally, resources are also included in the financial plan to complete a feasibility study for a covered skate park roof in 2027.

BACKGROUND

At their Finance Committee Meeting of January 27th, members of Council heard from four speakers representing a group of individuals seeking a covered skateboard park in North Vancouver. Speakers indicated the health and wellness benefits of skateboarding, the competitive aspects of the sport and the need for a permanent weather-protected covered skate park given North Vancouver's wet, coastal climate.

Staff are currently in the scoping phases of the City's Parks and Public Space Comprehensive Plan (P+PSCP). Staff presented a project approach report to Council on November 18, 2024, where Council shared their initial thoughts on the Plan and endorsed staff to proceed with the project.

DISCUSSION

Staff anticipate that as the population of the City and region grows, requests and demands for increases and enhancements to many forms of recreation, park and public space will continue. In the face of increasing demand Council will need tools to help understand demands, levels of service and where and how to prioritize investment to have the most impact.

As a key deliverable of the P+PSCP, staff intend to provide Council with a transparent and consistent approach to prioritizing investment in community recreation, park and public space amenities, including such specific amenities as covered skate parks. The P+PSCP will take a systems based, equitable approach to developing a decision-making and equity framework.

The intention is that these tools will allow Council to evaluate and weigh all the community asks and priorities when making decisions in parks and public space. This work will build upon the City's "Healthy City for All: The Role of Community Recreation" (2020) prioritization process and the outcomes of the North Vancouver Recreation Commission's Indoor Outdoor Recreation Assessment currently in development.

As communicated in the November 2024 presentation to Council the P+PSCP intends to:

- Establish a **priority-setting tool and equity framework** to articulate clear priorities for investment in parks and public space to ensure an equitable investment and distribution of amenities;
- **Define service levels** to communicate what we are aiming for and expect in parks and the public realm. This takes into account quality, quantity, capacity, distribution and public demand; and
- Develop **policy direction and action plans** to guide how we adapt to increasing pressures for project delivery in parks and public space.

A multi-layered public engagement process with multiple opportunities for input and data collection will be key to developing the P+PSCP and will provide key insights about community priorities in the 20+ outdoor recreation amenity categories the City provides.

FINANCIAL IMPLICATIONS

To incorporate feedback provided by Council to staff during the Finance Committee Meeting on January 27th, staff are preparing an updated 2025-2027 Financial Plan for Council consideration. In this updated plan, staff are including additional 2027 capital project funding in the amount of \$50,000 to undertake a feasibility study of a skate park roof, and the results can be considered in the context of the outcomes of the P+PSCP, expected to be completed by the end of 2026.

Staff are also including a \$5M provision in 2028 of the five-year financial plan to enable Council-directed outcomes of the P+PSCP.

NEXT STEPS

Staff will shortly be evaluating expression of interests for the Parks & Public Spaces Plan provided by consultant teams, creating a short list and moving to a request for proposals process. Staff will continue to update Council as work on the Plan progresses.

RESPECTFULLY SUBMITTED:



Chandra Lesmeister
Section Manager, Environment and Park
Planning

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 18, 2024

PRESENTATION

- B. Parks and Public Space Comprehensive Plan: Project Approach – Deputy Director, Parks and Public Spaces, and Section Manager, Environment and Park Planning

The Deputy Director, Parks and Public Spaces, and Section Manager, Environment and Park Planning, provided a PowerPoint presentation regarding the “Parks and Public Space Comprehensive Plan: Project Approach” and responded to questions from Council.

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

Moved by Councillor McIlroy, seconded by Councillor Girard

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.

Councillor Girard left the meeting at 7:16 pm and returned at 7:18 pm.

CARRIED UNANIMOUSLY

R2024-11-18/4



 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: 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



		
Department Manager	Director	CAO

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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

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

Subject: PARKS AND PUBLIC SPACE COMPREHENSIVE PLAN UPDATE

Date: October 10, 2024 File No: 12-6120-02-0001/1

PURPOSE

The purpose of this report is to inform Council that, in the coming weeks, staff will be posting a request for Request for Expression of Interests (RFEOI) from consultant teams with experience in developing city-wide park & public space comprehensive plans. Staff plan to provide Council with a Project Approach report on the Parks & Public Space Comprehensive Plan by the end of 2024.

BACKGROUND

The City 's current [parks master plan](#) dates from 2010 and is a comprehensive plan 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). There currently is no city-wide comprehensive plan for public space in the city.

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 60,000 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 become more hard-working - serving more people in the same amount of space.

At 11.83 square km, space in the City of North Vancouver is limited; 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. The Comprehensive Plan intends to ask the question: *With limited resources and ability to expand the city's park and public space system - how can we get the most out of what we already have?*

The COVID-19 global pandemic showed us how the city's parks, public space and street right's 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, have increasing demands for more space and stressors from climate change impact, community and environmental health.

DISCUSSION

In the coming weeks staff will be posting an Request for Expression of Interest (RFEOI) for consultant teams to share their qualifications and interest in city-wide park & public space comprehensive plans. The RFEOI will seek consulting firms that have the skills and recent experience in preparing such comprehensive plans for municipalities. The RFEOI is a preliminary step to develop a short-list of possible proponents to respond to a detailed Request for Proposals (RFP) to work with the City on a comprehensive plan.

Subsequent to the RFEOI, staff will short-list consultants who will be invited to a RFP process. Proponents will submit proposals based on a refined scope of work developed by staff. From this staff will selected a final preferred consultant to work with staff, Council and community to develop 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 will explore several key theme areas: equity, service level planning, and connectivity among others.

As outlined, staff are in the preliminary stages of the project and the RFEOI is the first step in ultimately retaining the project team that will assist staff in developing the plan. The overall plan will be developed with a multi-layered public engagement program and staff will be working with Council at multiple touch points throughout the project to ensure Council priorities and interests are reflected in the development of the plan.

The comprehensive plan will build upon key policy directions of the Community Wellbeing and Climate + Environment Strategies and help to inform upcoming Official Community Plan updates.

NEXT STEPS

In the coming months staff will report to Council with project introduction presentation to provide a preliminary outline and overview of the work being considered for 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.

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.

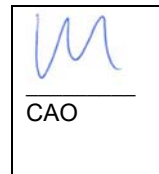
The plan also supports Council's Strategic Plan priority to be "A City for People" that is welcoming, inclusive, safe, and accessible and supports the health and well-being of all.

RESPECTFULLY SUBMITTED:



Dave Hutch
Deputy Director, Parks and Public Space

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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE & ECONOMIC DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council
From: Larry Sawrenko, Chief Financial Officer
Subject: 2026-2030 REVISED FINANCIAL PLAN
Date: March 25, 2026 File No: 05-1715-20-0020/2026

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

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated March 25, 2026, entitled “2026-2030 Revised Financial Plan”:

THAT the amendments to the 2026-2030 Financial Plan to transfer additional Property Value Tax revenue of \$905,000, due to favorable BC Assessment non-market change, to a non-statutory reserve be endorsed;

AND THAT “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (Revised Financial Plan) be considered for readings.

ATTACHMENTS

1. “Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161” (CityDocs [2790998](#))

SUMMARY

In December 2025, Council endorsed a 2026 baseline tax rate increase of 0.92% for operating programs and 2% for capital to fund the 2026-2030 Financial Plan. This report proposes amendments to the 2026-2030 Financial Plan in order to allocate additional revenue from updated increase assessed property values relating to unexpected non-market growth to a non-statutory reserve. The reserve would be set aside and used to offset future tax increases in years where non-market growth is weak.

BACKGROUND

The *Community Charter* requires CNV to prepare and adopt a 5-year Financial Plan. Expenditures for items not included in the plan are unlawful, but amendments to the Financial Plan are allowed, by bylaw, at any time.

On February 2, 2026, Council endorsed a 2026 baseline tax rate increase of 0.92% for operating programs and 2% for capital to fund the 2026-2030 Financial Plan. That baseline tax rate increase, in combination with property tax revenue from anticipated growth in assessed values from new construction, renovations, subdivisions etc. (ie non-market growth) created an overall annual increase in property value tax from \$87.5M (2025) to \$90.5M (2026), a change of \$2.97M, as needed to fund the 2026-2030 Financial Plan.

DISCUSSION

In the preparation of any future oriented financial plan, use of estimates and projections are required. The 2026-2030 Financial Plan adopted by Council on February 2, 2026 was created prior to the Assessment Roll being finalized by BC Assessment. One of the Assessment Roll estimates made to prepare the 2026-2030 Financial Plan relates to non-market growth, where a 5-year average was used.

BC Assessment provided CNV with a Revised Assessment Roll on April 1, 2026. The non-market growth in CNV's Revised Assessment Roll for 2026 was considerably higher than the 5-year average, which was not anticipated during the preparation of CNV's 2026-2030 Financial Plan given the current state of the real estate development market in Metro Vancouver.

Staff have now recalculated the Property Value Tax for the 2026 year of the 2026-2030 Financial Plan in order to incorporate information from the Revised Roll, holding all else constant. It is proposed that additional Property Value Tax revenue from the higher than anticipated non-market growth be allocated to a non-statutory reserve. Funds in this reserve would be set aside to provide a source of funds to moderate or smooth in any property tax increases needed in future years, safeguarding from future low non-market growth still anticipated given the current state of development activity seen in the city and the region.

See **Attachment #1** for the full detailed revised 2026-2030 Financial Plan. Changes are summarized in the table below:

2026 Financial Plan (\$000's)	2026 February 2	2026 March 25	Increase/ (Decrease)
Revenue			
Property Value Tax	90,466	91,371	905
Levies (Storm and ECO)	6,649	6,649	-
Revenue from Fees and Services	68,959	68,959	-
Revenue from Other Revenue	4,732	4,732	-
Transfers	173,991	173,991	-
Total Revenue	344,797	345,702	905
Expenditures			
Operating Expenditures	177,245	177,245	-
Capital Expenditures	67,901	67,901	-
Transfers to Reserves	19,779	20,684	905
Other Transfers	79,872	79,872	-
Total Expenditures	344,797	345,702	905

Staff are expecting the tax rates from Other Taxing Authorities (ie Translink, School Tax, etc.) in April. CNV's Tax Rates Bylaw will then be presented to Council for consideration in advance of the Province's May 15th deadline. Property Tax Bills are anticipated to be issued before the end of May 2026.

FINANCIAL IMPLICATIONS

The bylaw recommended for adoption in this report (**Attachment #1**) incorporates the adjustments discussed in this report.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Revised 2026-2030 Financial Plan has been prepared to support the delivery of Council's 2022-2026 Strategic Plan.

RESPECTFULLY SUBMITTED:



Larry Sawrenko
 Chief Financial Officer

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 9161

Financial Plan for the Years 2026 to 2030

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

1. This Bylaw shall be known and cited for all purposes as “**Financial Plan for the Years 2026 to 2030 Bylaw, 2026, No. 9149, Amendment Bylaw, 2026, No. 9161**” (Revised Financial Plan).
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2026, and ending December 31, 2030.

READ a first time on the <> day of <>, 2026.

READ a second time on the <> day of <>, 2026.

READ a third time on the <> day of <>, 2026.

ADOPTED on the <> day of <>, 2026.

MAYOR

CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 9161
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2026 – 2030**

(1) 2026 – 2030 Financial Plan (\$000's)

2026-2030 Financial Plan (\$000's)

For years ended December 31	2026	2027	2028	2029	2030
Revenue					
Property Value Tax	91,371	93,330	95,914	98,574	101,305
Levies (Storm and Eco)	6,649	7,219	7,837	8,510	9,240
Revenue from Fees and Services	68,959	74,224	80,676	85,741	90,290
Revenue from Other Sources	4,732	4,829	4,929	5,030	5,133
	<u>171,711</u>	<u>179,602</u>	<u>189,356</u>	<u>197,855</u>	<u>205,968</u>
Transfers					
Collections for Other Governments	66,205	67,529	68,880	70,258	71,663
Transfer from Accumulated Surplus	3,543	0	0	0	0
Transfer from Reserves	67,920	48,804	51,778	47,103	42,394
External Contributions	17,773	1,897	3,513	3,229	2,691
Transfer from Capital Assets	18,550	163,921	19,299	19,685	20,079
	<u>173,991</u>	<u>282,151</u>	<u>143,470</u>	<u>140,275</u>	<u>136,827</u>
Total Revenues	345,702	461,753	332,826	338,130	342,795
Expenditures					
Operating Expenses					
General Government	31,519	30,707	30,508	31,408	32,063
Transportation and Transit	10,195	10,440	10,545	10,411	10,652
Health, Social Services, Housing	3,972	3,689	3,871	3,855	4,041
Development Services	11,324	12,522	11,738	11,719	11,898
Protective Services	39,900	40,882	41,889	42,937	44,012
Parks, Recreation and Culture	34,393	32,661	33,393	33,971	34,438
Water	15,227	15,848	16,410	16,901	17,642
Sewer	26,047	29,032	32,535	35,754	36,710
Solid Waste	4,669	4,732	4,795	4,861	4,926
	<u>177,245</u>	<u>180,513</u>	<u>185,684</u>	<u>191,817</u>	<u>196,382</u>
Capital Expenditures	67,901	38,061	47,229	44,376	41,364
Transfers					
Collections for Other Governments	66,205	67,529	68,880	70,258	71,663
Equity	11,045	14,880	15,178	15,482	15,792
Reserves	20,684	50,744	14,275	13,679	15,076
Debt Servicing	2,622	110,026	1,580	2,518	2,518
	<u>100,556</u>	<u>243,179</u>	<u>99,913</u>	<u>101,937</u>	<u>105,049</u>
Total Expenditures	345,702	461,753	332,826	338,130	342,795

**SCHEDULE “A” TO BYLAW NO. 9161
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2026 – 2030**

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

	2026	%	2027	%	2028	%	2029	%	2030	%
Property Value Tax	91,371	53	93,330	52	95,914	51	98,574	50	101,305	49
Levies (Storm and Eco)	6,649	4	7,219	4	7,837	4	8,510	4	9,240	5
Revenue from Fees and Services	68,959	40	74,224	41	80,676	42	85,741	43	90,290	44
Revenue from Other Sources	4,732	3	4,829	3	4,929	3	5,030	3	5,133	2
Total Revenues	171,711	100	179,602	100	189,356	100	197,855	100	205,968	100

Background: Property Taxes are CNV’s primary source of revenue. CNV’s reliance on property tax as a source of revenue has been decreasing gradually over recent years. Where feasible, CNV charges user fees for services, however this is not possible for many services. The 2026 – 2030 Financial Plan forecasts the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future costs from Metro Vancouver.

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

(3) Distribution of Property Taxes among the Property Classes

Background: Council adopted a Long-Term Property Tax Strategy in 2008, with the goal to move CNV’s tax rates and tax rate ratios to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity.

Policy: The policy objectives of CNV’s Long-Term Property Tax Strategy are to equalize the Light Industry tax rate with the Business tax rate and maintain the Business to Residential property tax ratio below the median multiple in the Metro Vancouver region.

CNV uses the four-step conventional method to calculate tax rates annually:

- 1) CNV calculates the base tax rate for each class. The base tax rate is the tax rate required to collect the same tax dollars from the same pool of properties as the prior year, accounting for changes in assessed values.
- 2) CNV then applies the base tax rate to the growth component of the roll to determine the taxes available from the assessed values new to the roll.
- 3) Council’s endorsed tax rate increase is then used to recalculate the tax rates by property class.
- 4) Council then considers tax shifting to achieve the objectives of the Long-Term Property Tax Strategy, while promoting neutrality and consistency/predictability for tax payors, as well as considering the overall competitiveness of CNV’s tax and utility charges in the region.

**SCHEDULE “A” TO BYLAW NO. 9161
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2026 – 2030**

(4) Use of Permissive Tax Exemptions

Background: Council currently allows Permissive Tax Exemptions to organizations within the City, in accordance with authority provided under the *Community Charter*. The *Community Charter* shows various types of institutions as eligible, including religious institutions, providers of social housing, and not for profit societies and service organizations.

Policy: CNV has adopted a policy (Policy Number P27) that includes a set of criteria for approving Permissive Tax Exemptions. This criteria links taxation exemptions to desired community needs and outcomes. Applications are also assessed on whether or not use is available to a significant portion of community residents, if there is ongoing involvement of community volunteers, if benefiting organizations have competent management, and if funding comes from multiple sources. Council also carefully considers the total amount of Permissive Tax Exemptions granted each year when reviewing the annual Property Tax Exemption Bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

All existing Permissive Tax Exemptions are reviewed each year and staff continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with Council’s Strategic Plan.

NOTICE OF MOTION

9. Elect Respect – File: 01-0530-12-0001/2026

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS democracy is healthy when everyone is able to participate fully and safely and contribute to the well-being of their community;

WHEREAS we are witnessing the dissolution of democratic discourse and respectful debate across all levels of government and in neighbouring jurisdictions;

WHEREAS social media platforms have exacerbated disrespectful dialogue, negative commentary, and toxic engagement, which disincentivizes individuals, especially women and candidates from diverse backgrounds, from running for office;

WHEREAS better decisions are made when democracy is respectful and constructive and the voices of diverse genders, identities, ethnicities, races, sexual orientation, ages and abilities are heard and represented around municipal council tables;

AND WHEREAS Halton Elected Representatives (H.E.R.) has launched a campaign called *Elect Respect* to promote the importance of healthy democracy and safe, inclusive, respectful work environments for all elected officials that encourages individuals to participate in the political process;

NOW THEREFORE BE IT RESOLVED that the City of North Vancouver Council supports the *Elect Respect* pledge and commits to:

- Treat others with respect in all spaces—public, private, and online;
- Reject and call out harassment, abuse, and personal attacks;
- Focus debate on ideas and policies, not personal attacks;
- Help build a supportive culture where people of all backgrounds feel safe to run for and hold office;
- Call on relevant authorities to ensure the protection of elected officials who face abuse or threats; and
- Model integrity and respect by holding one another to the highest standards of conduct.